



AMZ News

FORMULA STUDENT GERMANY 2025

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Results

Overall Cup

- 1. Overall
- 1. Endurance
- 1. Engineering Design
- 1. DV Acceleration
- 2. AutoX
- 4. Efficiency
- 5. DV Skid Pad
- 7. Acceleration
- 9. Skid Pad
- 9. Cost and Manufacturing
- 14. Business Plan

Driverless Cup

- 1. DV Engineering Design
- 1. DV Acceleration
- 5. DV AutoX
- 5. DV Skid Pad
- 6. Overall
- 11. Trackdrive

Historic Cup

- 1. Acceleration
- 4. AutoX
- 4. Skidpad
- 6. Overall
- DNF Endurance
- DNF Efficiency



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Preparation

Motivated by the second place in the competition in the Czech Republic, *aurora* was extensively tested before the final event in Germany. The fourth and final trip of the season took the team to Hockenheim for the prestigious **Formula Student Germany (FSG)**, the most important event in the racing calendar. With a total of 84 participating teams, the FSG is one of the largest events and is considered the most competitive worldwide. The event also celebrated its 20th anniversary this year.

As in the previous year, the vehicles competed in both autonomous and manual disciplines. Although the Driverless Cup is scored separately, some of its disciplines

are also relevant for the overall classification. In addition to the new *aurora*, our 2014 car *grimsel* also took to the starting line, competing in the specially created Historic Cup. *grimsel* was the first AMZ car to win Formula Student Germany and was looked after by motivated team members who built the car around 11 years ago. As if that weren't enough, we also had our world record-breaking car *mythen* with us. It was prominently displayed throughout the week and presented as part of a talk covering its development history, vehicle technology and the background to the project.

Technical Inspections and Statics

After a rather leisurely journey on Sunday, Monday began early with team registration



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and setting up the pits. Shortly afterwards, the mechanical inspection of the car began. Thanks to careful preparation, we were able to work efficiently through the individual stations. Both the **mechanical and accumulator inspections** went smoothly. On Tuesday, the **electrical inspection and the inspection of the autonomous driving system** followed. We were also able to complete both of these successfully. In the evening, the official welcome for all teams took place, where we, as last year's winning team, returned the challenge trophies filled with Swiss chocolate and a few goodies.

We also received a replica of the Driverless Cup trophy because we won it three times in a row between 2017 and 2019.

Wednesday started with a brief **inspection of the drivers' clothing** in the pits, which gave us final approval for the dynamic disciplines.

Then it was time for the first static disciplines. The preliminary rounds of the **Business Plan Presentation, Cost and Manufacturing and Engineering Design event** followed in quick succession. Despite

strong competition, particularly good results were achieved in Engineering Design, qualifying the team for the final rounds in Driverless and Overall Design.

Dynamic Disciplines

The first dynamic disciplines took place on Thursday morning. Before that, we did a few laps on the test track. This allowed us to collect important suspension and track data, so that we could make some final optimizations. In the afternoon, the **driverless skid pad** discipline took place. As this counts towards the Driverless Cup and the overall standings, it was particularly important to set a good time, which we managed to do with the fifth-fastest time. In Formula Student, points are awarded not according to ranking but according to the gap to the fastest time, which is why we hardly lost any points. Our historic vehicle *grimsel* was also in action! The vehicle completed its first competition laps in 11 years on the skid pad and set a faster time than back then! It should be noted, however, that back then the so-called Wet Pad, i.e. the eight, was driven on wet ground.

The evening was all about the **Driverless Engineering Design Final**. This time, we presented *aurora* to a high-calibre industry jury. Thanks to our well-thought-out



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concepts, validations and innovative solutions, we were able to convince the jury and win the competition – our seventh design victory in a row.

Friday was marked by dynamic disciplines. In the **DV Acceleration** Event, *aurona* set a new record time of 3.23 seconds and took first place. It is noteworthy that autonomous times are now faster than those with drivers. After switching to manual mode, the **EV Skid Pad**, **EV Acceleration** and **DV AutoX** followed. Due to penalty seconds, we unfortunately only managed fifth place in the latter category. *grimsel*, on the other hand, won the **historic Acceleration** Event. The vehicle, which set the first two acceleration world records for AMZ, once again demonstrated how powerful it is in this discipline, even after all these years.

Saturday brought more action on the track. In the **Driverless Trackdrive**, we started strongly with the best lap, but unfortunately dropped out after four laps because the car exceeded its own limit and came off the track. In the afternoon, it was time for the **EV AutoX**, where we set the second-fastest time, giving us an optimal starting position

for Sunday's endurance race and earning us lots of points. *grimsel* also successfully completed the AutoX, finishing fourth in the discipline.

The final countdown

The grand finale followed the next day. We started the **endurance race** with the other top five teams of the EV AutoX, which meant we had the best track conditions towards the end of the discipline. Our first driver immediately opened up a clear lead, which we were able to maintain even after the driver change. We could even afford to preserve the car a little, as we already had such a big lead over the second-placed team. We managed to cross the finish line with a big lead.

The week did not end quite so successfully for the AMZ Seniors, who unfortunately were unable to finish the endurance race due to technical problems. The 11-year-old battery, which at the time was designed primarily for performance, had unfortunately lost too much capacity. Nevertheless, they were also able to celebrate 6th place out of

a total of 19 teams in the historic classification.

The victory in endurance, together with a good efficiency rating, earned us the decisive points. This meant that we **finished Formula Student Germany 2025 with *aurona* in first place overall** – a historic success for our team and the first time in AMZ's history that we have achieved two consecutive overall victories at FSG. This triumph shows that our concept is not only convincing in individual disciplines, but also capable of winning throughout the entire event week. In addition, we have also demonstrated continuity despite growing competition, which definitely sets us apart from the other teams. For us, this marks another milestone on the road to continuously optimizing our vehicle and maintaining our position at the top internationally.

The achievements attained would not have been possible without the continuous support of friends, family, and sponsors. Therefore, you are once again owed special thanks for your assistance of every kind.



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