ashwa RACING

LIVE IT. LOVE IT. RACE IT.

THE FUTURE UNVEILED.



LAUNCH EVENT EDITION

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VISION AND MISSION

GUIDING PURPOSE,
INSPIRING FUTURE.

MISSION AND VISION

VISION

To be the national leader in all categories of Formula Student, to push the limits of engineering, and to compete in events at the highest level.

To foster student mobility solutions in the future by developing sustainable prototypes across various domains.

MISSION

Prepare students for the industry by designing and building world-class vehicles while facilitating industry interaction.

Showcase India’s engineering expertise in mobility on a global stage and provide talent opportunities for the industry.

THE LAUNCH 2026

INTRODUCING
RZ-XX6-C AND RZ-XX6-E

THE LAUNCH 2026
INTRODUCING THE XX6 PROTOTYPES

On 22 August, after a seven-year hiatus and a month of dedicated preparation, The Launch 2026 finally took shape. It marked the culmination of late-night meetings, guidance and advice from the Alumni and Steering Committee, extensive procurement and quotation finalisations, and the considerable effort invested in the project.

The morning began at the workshop with the team carrying out final checks on the combustion and electric prototypes as standees, banners, and other materials were transported to and from the Satyajit Ray Seminar Hall, RVU. Members arrived steadily, each promptly assisting with preparations and assuming their respective duties for the day. DISCOM was stationed at the gate and began ushering guests in. It was a genuine pleasure to welcome the team's former Captain, Chief Engineer, and Team Leads from the RZ-XX5C project, who were present to witness firsthand how the legacy has been carried forward.

The event formally began with the arrival of Mr. Harish Kukreja and Dr. Ravindra S Kulkarni, Faculty Advisor—two individuals who have guided the project since its inception.



Dr. Ravindra S Kulkarni, Faculty Advisor, addressing the gathering at The Launch 2026

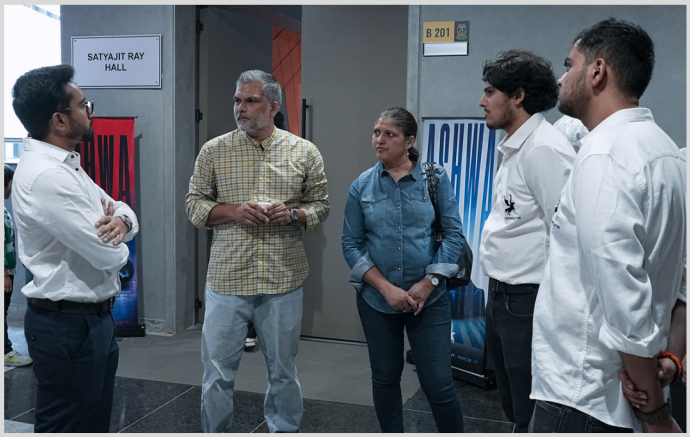
Amitha, Team Captain, invited Shreni, DT/HR Lead of the 2028 batch, to open proceedings with the welcome song. This was followed by presentations on both the combustion and electric prototypes, delivered by their respective project managers. Akshay presented first, detailing the RZ-XX6C, including an overview of its systems, project timelines, and the team's performance at Formula Bharat 2026 this past January. The presentation then passed to Kritik, who addressed the RX-XX6E, our maiden electric prototype, which is built on knowledge from the team's proficiency with combustion and hybrid systems. Both project managers also outlined the team's future, noting that we are in the preliminary stages of developing driverless architecture. Relevant research papers are under review, and initial experimentation with the underlying algorithms is already underway, intending to develop a fully realized system by the end of the decade.



Kritik, Project Manager – RZ-XX6E, walking the audience through our maiden electric prototype

Following the presentations, Dr. Kulkarni offered a few words, reflecting on how the founding team, led by Arun and his batchmates, were pioneers in establishing the organization. He spoke of the milestones achieved since then and our continued role in fostering holistic development among students across the domains of engineering, business, and project management. Mr. Kukreja also shared a few personal reflections, echoing Dr. Kulkarni's sentiments and expressing that it had been his privilege to guide the team's young engineers over the past two decades.

The proceedings then paused for a tea break, intended as an opportunity for guests to network. Parents conversed with one another, as did teammates and sponsors. It was a heartening moment to see the team's various stakeholders come together to celebrate our collective efforts.



Team members taking parents through the projects and the cars

Once guests had reconvened, the Joint Secretaries from RSST took the stage to reaffirm their continued support for the club, commending the team's efforts and assuring them of assistance under all circumstances. The sponsor felicitation followed, during which thoughtful mementos were presented to each sponsor, trust member, and long-standing patrons in attendance — a token of gratitude that remains a longstanding tradition at Ashwa.



Dr. Ravindra S. Kulkarni presenting a memento to our sponsor Speedworks®

With the auditorium proceedings concluded, the team proceeded to the unveiling of cars. Beyond the lobby, past the standees, two veiled vehicles stood against a backdrop of sponsor logos. The team assembled alongside its sponsors as the Ashwa flag was raised high. As cameras began recording, all eyes turned toward the cloth-laden silhouettes. Months of effort culminated in this moment, and as the covering cloths were drawn away, the anticipation gave way to the reveal itself: Two formidable prototypes, the **RZ-XX6C** and the **RZ-XX6E**. Drivers Sathvik and Yashas took their positions after receiving clearance from Chief Engineer Gaurav, and with guests ushered to a safe distance, the demonstration began. The combustion engine, the GSX-R600 K9, roared to life, its sound commanding full attention as it ran back and forth along the straight. Soon the stealthy electric prototype joined the parade, a blur of blue as it whizzed past. Sponsors applauded enthusiastically, parents embraced their children with visible pride, and the audience appeared thoroughly satisfied with the day's proceedings.



Team Ashwa Racing with the RZ-XX6C and RZ-XX6E

We at Ashwa Racing extend our foremost gratitude to all our sponsors, the RSST trust, patrons, alumni, parents, and everyone else whose efforts went into making this event a success. We seek your continued support and contributions as we move into the next phase of Ashwa Racing with forthcoming Electric (EV) and Driverless (DV) Programs.

TRACK TALK

A DECADE AT
FORMULA BHARAT

TRACK TALK : A DECADE OF ASHWA RACING

2015 gave us the RZ-X5-C, the 11th-generation prototype. Fast forward to 2026, and the RZ-XX6-C makes 70 horsepower and covers the 75 metre acceleration event in 4.5 seconds.

Same engine, 11 generations apart. The difference? Weight. The RZ-XX6-C weighs 250 kg, and this is where the development of the cars becomes interesting. The team did not blindly choose to increase engine output. The improvement came from reducing weight and improving the chassis, suspension and drivetrain around the engine. A lighter car needs less effort to accelerate, and the same reduction in mass also helps with braking, cornering, and overall agility. In a student racing car, where every kilogram matters, these changes can make a noticeable difference.



Ten generations, one question — how to go faster with less

The RZ-X5-C is still one of the strongest cars in this group thanks to its competition results. It was the result of several years of development, and its systems were relatively mature, with the suspension and chassis having gone through several rounds of refinement.

The following year, the RZ-X6-C took a very different step. Its weight dropped, but the power fell sharply — the lowest power figure among the cars covered here. Although the car did not have the power of the previous year's prototype, the reduction in weight showed that the team was looking to optimize the chassis and overall packaging.

The RZ-X7-C in 2017 went even further with weight reduction. It was the lightest car in the decade covered here, while power climbed back up. On paper, that combination looked promising. The competition results, however, were not as strong.

It was a good example of how performance does not necessitate results. Reliability, driver performance, static events and endurance all have a say in Formula Student.

In 2018, the RZ-X8-C started showing more clearly what the weight reduction could achieve. It was described as the fastest combustion car fielded by an Indian student team that season. Compared with the 2015 car, it had already shed a significant amount of mass while still producing competitive power.

The 2019 RZ-X9-C was a quieter year in terms of overall results, but the team continued to perform well in the static events. Once again, the results show that doing well in Design does not automatically translate into a higher overall position. There are simply too many different parts of the competition contributing to the final result.

The RZ-XXC came during a very different period for the team. Formula Bharat 2020 was conducted virtually because of the pandemic, but the car itself had some interesting engineering choices. It used a Suzuki GSX-R600 K9 powertrain, a MoTeC M800 reprogrammable ECU and a custom TIG-welded spaceframe. It was also among the lightest cars of the decade, with the team reaching that weight mark several years before the latest car.

After the middle of the decade, the RZ-XX5-C in 2025 represented a return to stronger competition results. It came second in the Cost Event at Formula Bharat 2025 and completed a full endurance race. Its power and weight were close to the levels seen in 2018 and 2019. By this point, the basic architecture of the car seemed to have become more established, with development focusing more on improving an existing platform rather than making major changes every year.



Every kilogram accounted for, long before the track

This brings us back to the RZ-XX6-C. This car stood out as it was the first combustion prototype built and led by third-year students and deliberately treated as an experimental year, particularly for DAQ and suspension setups. Despite lower power, it recorded a 4.5-second run in the 75 metre acceleration event and finished sixth overall at Formula Bharat 2026.

A Decade of the Same Question

Every one of these eight cars answered the same question differently: **"How do you make a car faster without simply bolting on more power?"** Some years the answer was a heavier engine and a lighter chassis; some years a dip in output paired with a leap in design maturity was required; some years a step back in overall finish in exchange for a technical foundation the next generation could build on was noticeable. The fastest car wasn't always the best-finishing one, and the best-finishing car wasn't always the lightest.



The RZ-XX6-C carrying a decade of decisions

What's consistent is the direction. Nearly every generation chose to cut mass rather than chase horsepower, and the RZ-XX6-C carries that decade of decisions into its acceleration figure today. That's the narrative that was achieved — not a single best car, but a platform that has spent ten years getting more capable at doing more with less.



INNOVATION IN MOTION

ANALOG DEVICES

X

ASHWA RACING

ANALOG DEVICES X ASHWA RACING: INNOVATION IN MOTION

Analog Devices has long been at the forefront of developing technologies that bridge the physical and digital worlds, enabling engineers to build smarter, more precise, and more efficient systems. From sensing and measurement to signal processing and power management, its solutions form the foundation of countless engineering applications where performance and reliability matter.

For a student-led mobility team like Ashwa Racing, these capabilities extend beyond individual components. They represent the intersection of engineering, precision, and real-world performance. Every system we design demands accurate sensing, dependable electronics, and the ability to translate data into meaningful decisions, principles that closely align with the engineering philosophy of Analog Devices.

As we continue to push the boundaries of vehicle design and performance, access to advanced semiconductor technology enables us to strengthen our electrical and electronic systems, refine our data acquisition capabilities, and build greater intelligence into our vehicle. It allows our engineers to move from simply measuring performance to understanding it.

With Analog Devices powering our pursuit of precision, we look forward to transforming data into insight, insight into performance, and engineering ambition into motion.

ashwa RACING

ANALOG DEVICES



JULY EXPENSES

INVESTING IN PERFORMANCE

JULY EXPENSES

EXPENDITURE	AMOUNT
Engineering & Vehicle Expenses	₹107,623.00
Operational Logistics	₹8,050.00
Total Expenditure	**₹115,673.00**

During this period, Ashwa Racing incurred a total expenditure of **₹1,15,673**.
A significant portion went towards the technical development of the vehicle, while the remaining expenditure supported the logistical and engagement activities that keep the team running.

Beyond the numbers, these expenses represent the various efforts involved in keeping the team moving forward. From managing essential services to addressing day-to-day requirements, each expenditure contributes to supporting Ashwa Racing's operations and its continued pursuit of engineering excellence.

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REALIS

TEAM DIRECTORY 2026

DRIVEN BY PASSION, UNITED BY ENGINEERING—
THIS IS ASHWA RACING!

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