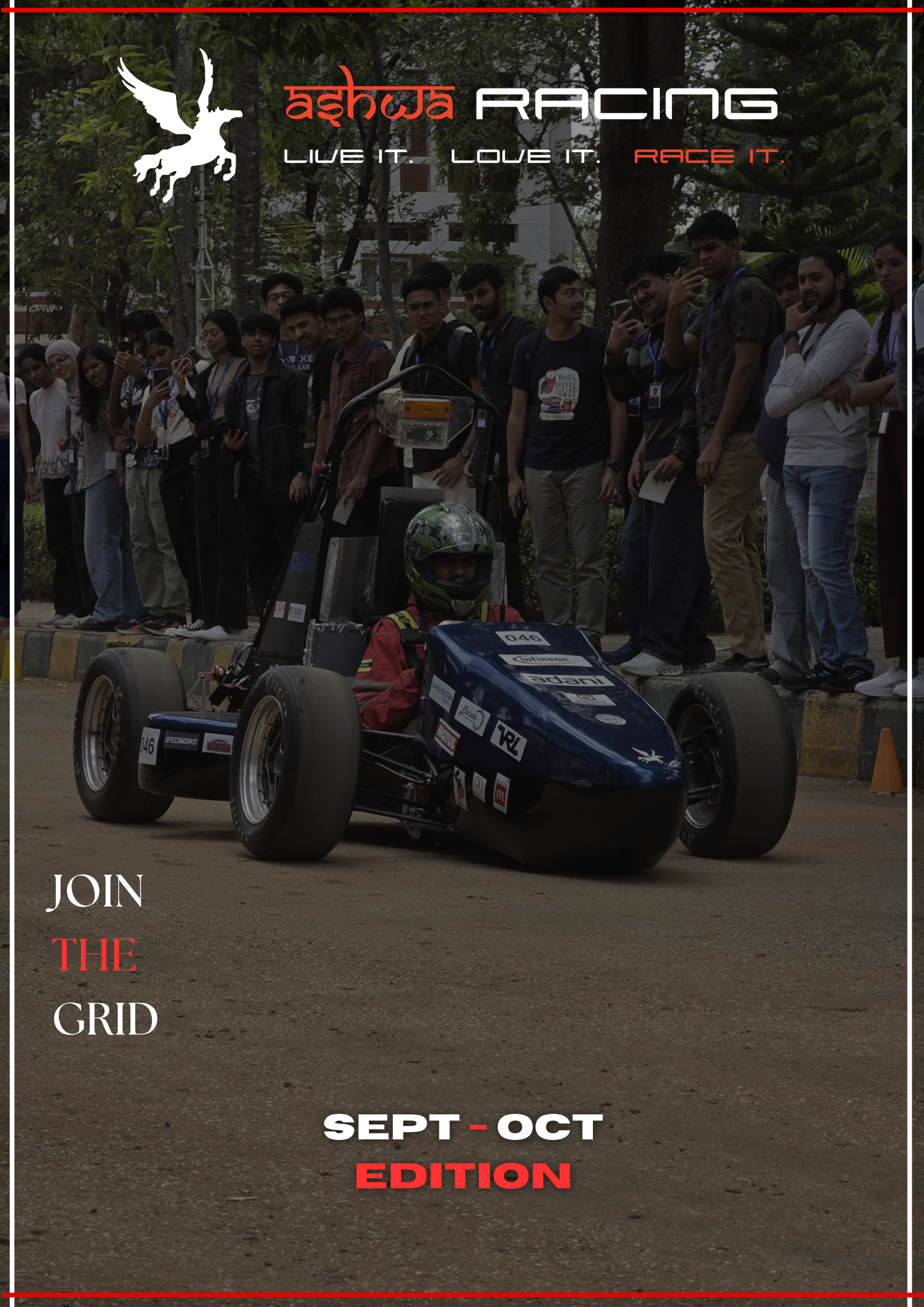

ashwa RACING
LIVE IT. LOVE IT. RACE IT.
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THE
GRID
SEPT - OCT
EDITION

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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.



SIP CLUB SHOWCASE

STUDENT INDUCTION PROGRAM 2026

SIP CLUB SHOWCASE: INTRODUCING ASHWA RACING TO BATCH OF 2030

On 28 August, Ashwa Racing held their Club Showcase for the Student Induction Program (SIP) of the freshers at RV College of Engineering. SIP is a mandatory orientation held for first-year students before regular classes begin, and the Club Showcase gives them their first look at the clubs they can join. As one of the most recognised clubs on campus, Ashwa Racing set out to make that introduction a memorable one.

The day began at Civil Straight with the team setting up the tent and banners and getting everything ready ahead of the first session, which ran from 9:00 AM to 9:45 AM. Both prototypes, the RZ-XX6-C and the RZ-XX6-E, were on display as the freshers gathered around. Members of the 27 batch then addressed the students, speaking about what Ashwa Racing is, the competitions the team takes part in, and its achievements so far. Most importantly, they spoke about what the juniors stand to learn by joining.

The message was that the goal is not simply to build a racecar, but to holistically build yourself and the team.



Team members speaking with the 2030 batch around the combustion prototype

The second session was among the most lively of the day. It opened with the combustion prototype running, so that the juniors could hear and feel the engine for themselves, with our sponsored Barrel Exhaust adding to the hype. The run was followed by two reflex challenges. In the Ball Challenge, one participant held two balls while the player had to catch the dropped ball within a fraction of a second. In the Scale Challenge, a ruler drop test, the player had to catch a falling scale, and the fewer centimetres it fell, the better the reaction time. Both were light-hearted contests that let the juniors test themselves against one another.

Next came the Pitstop Challenge. Juniors were divided into teams of three to four and tasked with fitting a tyre onto the wheel hub. A team whose tyre was left loose was disqualified, and the team with the shortest time won. The challenge gave the juniors a taste of the coordination and precision that a real pitstop demands.

The final session began with the electric prototype's run, mirroring the combustion run earlier in the day. The team also handed out Ashwa Racing stickers, a small keepsake for the juniors to remember the club by. The showcase closed with Motorsport Mania, a quiz of questions on Formula 1 and motorsport.

The Club Showcase held the attention of the freshers throughout, and we hope to see many of them join us soon.



RZ-XX6-C and RZ-XX6-E on the run

TRACK TALK

ASHWA RACING'S MILESTONES

TRACK TALK : ASHWA RACING'S MILESTONES

Big ideas don't always start in big places. Ashwa Racing's began at a campus coffee shop, the one whose tagline says "a lot can happen over coffee." On November 22, 2003, four college seniors sat down for a cup and, somewhere in the conversation, decided to build a Formula SAE race car of their own.Very few took on such an exciting, albiet demanding, venture.

Then reality showed up in the form of a Rs. 22 lakh price tag. Knocking on doors for sponsorship went nowhere, because hardly anyone wants to back a car that doesn't exist yet. So the members chipped in their own money and built a working prototype first, something people could actually see. Once the wheels started turning, the team ran itself like a small company, with departments for administration, sponsorship and marketing, finance, design, engineering, logistics and the workshop. On the technical side, smaller crews took charge of the chassis, brakes and wheels, suspension, engine and drivetrain.



The first Prototype of Ashwa: RZ05 Combustion

2005–2012: Number One in India

For eight years straight, from 2005 to 2012, Ashwa Racing was ranked the top FSAE team in the country.

2014–2016: Going Hybrid, Going Global

In 2014, Ashwa Racing became the first Indian team to build both hybrid and combustion cars in a single race season. The hybrid car made its Formula Hybrid debut in the USA in 2015, finishing 7th out of 35 teams. Then the climb began. In 2016, the team placed 4th overall out of 28 teams, with second place in both Design and Project Management.

2017–2019: Strong on the World Stage

Not every race goes to plan. At Formula SAE Italy in 2017, Ashwa Racing was one of three Indian combustion teams to clear scrutineering, and it was closing in on the end of the endurance run when it picked up a DNF, just five laps from the finish. The team came back stronger. In 2018, it finished second in the hybrid category at Formula Hybrid and won the General Motors Spirit of Formula Hybrid Award. In 2019, it took top honours in Project Management.

2018: The Fastest Car in India

The 2018 season began with a launch. In January, Ashwa Racing rolled out new race cars on the combustion and hybrid platforms at once. At Formula Bharat 2018, the team set a national acceleration record of 4.259 seconds for Formula Student acceleration test, which is a 75-metre (246 feet) straight-line sprint from a standing start, which made its combustion prototype the fastest car in India. A record like that doesn't come easy.



RZX8C- 2018 Prototype

Two Decades On: Three Powertrains and Beyond

Over the years, Ashwa Racing has built more than 20 prototypes across combustion, hybrid and electric powertrains. It was the first Indian Formula Student team to design, build and test cars in all three categories. There's more in the pipeline too, with a driverless programme in development and a hyperloop pod the team has worked on.

Ashwa Racing's RZ-XX6-E is the team's first fully electric prototype, built from the ground up with a new chassis, electrical architecture, and data acquisition stack. Powered by an Emrax 208 MV motor and a custom 252V/200A high-voltage battery pack, the 235 kg car delivers 75 kW, goes from 0 to 100 km/h in 4.8 seconds, and reaches a top speed of 120 km/h.

The RZ-XX7-E takes that architecture and refines it for the coming season.

And the podium visits haven't stopped. Ashwa Racing secured first place in Business Proposal Presentation (BPP) and second in Engineering Design in Formula Bharat 2024.
At Formula Bharat 2025, the team finished second in Cost and Manufacturing in the combustion class.
Ashwa made its mark at Formula Bharat 2026, finishing 6th overall and bringing home a 2nd place in BPP and a 4th place in Engineering Design.

The Road Ahead

A coffee-shop chat and a self-funded prototype is where it all started. Two decades later, Ashwa Racing is one of India's most consistent Formula Student teams, and everything it has built since, from its alumni to its trophies to its three powertrains, traces back to four seniors who wondered, over coffee, if India could have a team like this.



The team behind Ashwa Racing

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DRIVEN TO CONNECT

LAPP

X

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DRIVEN TO CONNECT

LAPP has long been at the forefront of cable and connection technology, enabling engineers to build systems that are more reliable, more flexible, and built to last. From power and control cables to data communication and industrial connectors, its solutions form the backbone of countless engineering applications where performance and dependability matter.

For a student-led mobility team like Ashwa Racing, that dependability is never an afterthought. In the RZ-XX6-E, our first fully electric prototype, every connection has to carry high current, clean data and constant vibration without fail. Building a high-performance EV takes wiring that can handle extreme demands, which is why our car relies on industry-leading cables from LAPP.

LAPP's products run through the two systems that matter most: the high-voltage tractive system that moves the car, and the data network that tells us how it's doing.

- HV Shielded Cables: Rated to safely carry the tractive system current, delivering the power that makes the car move.
- Single Core Cables: Power the car's low-voltage system.
- UNITRONIC 2-Core and 3-Core Cables: Shielded cables that carry sensor data across the vehicle.
- UNITRONIC CAN Cables: High-grade, shielded, impedance-matched cables that the car's CAN communication network depends on.

With LAPP behind our wiring, our engineers can focus on more power, cleaner data and a faster car.

ashwa RACING

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“BUILT MILE BY MILE”

VRL LOGISTICS

X

ASHWA RACING

VRL LOGISTICS X ASHWA RACING: BUILT MILE BY MILE

VRL Logistics is one of India's leading logistics and transport companies, serving businesses and communities across the country through goods transport, passenger transport and courier services. Built on reliability and consistency, VRL has earned its place as a trusted name on India's roads.

For a student-led team like Ashwa Racing, those values carry real meaning. Every project we undertake depends on dependable effort, steady progress and the commitment to show up, season after season. It is a philosophy we recognise in the way VRL operates every day.

As a Platinum sponsor, VRL's financial support plays an important role in sustaining the many efforts that keep the team moving, from the development of our vehicles to the day-to-day work that makes each season possible.

With VRL by our side, we look forward to continuing our journey, mile by mile. We extend our sincere gratitude to the entire VRL family for believing in Ashwa Racing.

ashwa RACING

SEPT-OCT EXPENSES

INVESTING IN PERFORMANCE

SEPT-OCT EXPENSES

EXPENDITURE	AMOUNT
Suspension Housings	₹7,788.00
Stainless Steel Muffler	₹11,210.00
Suspension Adapters Machining	₹57,348.00
Race Suit and Driver Equipment	₹125,847.00
Differential Components	₹102,451.00
Launch Event Expenses	₹79,716.00
Electronic components	₹12,733.00
Chassis & Fixture Fabrication	₹25,355.00
Material Transportation	₹7,264.00
Tyre Fitting & Needle Roller Bearings	₹1,770.00
Digital & Prototyping Expenses	₹2,396.00
Workshop Supplies	₹2,194.00
Total Expenditure	**₹436,072.00**

During September and October, Ashwa Racing recorded a total expenditure of ₹4,36,072, with the majority of expenses directed towards the manufacturing of the RZ-XX7-C prototype.

Key expenditures included suspension housings, adapter machining, differential components, chassis fabrication, and electronic components essential to vehicle development. Additional expenses covered driver equipment, material transportation, workshop supplies, and the team's launch event.

These expenditures support the ongoing manufacturing of the RZ-XX7-C and the team's continued engineering efforts in preparation for Formula Bharat 2027.



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THIS IS ASHWA RACING!

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