



2015 Cruiser Class Results



Number	Name	Finished	Energy	Energy Score	Time	Time Score	Person-km	Person-km Score	Prac	Prac Score	Total Score
40	Eindhoven	y	29.68	15	39.39	67.27	6,044	5	84.5	10	97.27
88	Kogakuin	y	29.71	14.99	37.86	70	3,022	2.5	51.75	6.12	93.61
11	HS Bochum	y	29.68	15	48.5	54.64	4,528	3.75	80.5	9.53	82.91
75	sUNSWift	y	29.68	15	54.06	49.02	3,022	2.5	54	6.39	72.91
35	University of Minnesota	y	29.68	15	58.45	45.34	4,009	3.32	38.5	4.56	68.21
43	Ardingly College	n	12.5	35.62		0	0	0	61.75	7.31	42.93
45	Lodz	n	29.83	14.93		0	2,113	1.75	63.5	7.51	24.19
33	IVE Solar Car Team	n	29.83	14.93		0	896	0.74	51.5	6.09	21.76
28	Singapore Polytechnic	n	29.97	14.85		0	768	0.64	50	5.92	21.41
31	ITS	n	29.46	15.11		0	1,036	0.86	42.5	5.03	21
38	University of Tehran	n	29.97	14.85		0	1,161	0.96	35.75	4.23	20.05

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An explanation of the Cruiser Class results table

The Cruiser Class was never meant to be easy and the determinants of success were never going to be straightforward. Cruiser Class was not conceived to be determined by 'first past the post' or distance run in a certain time.

While it is the traditional policy of the organisers to credit those teams who could not complete the entire distance with the distance they have run on solar power, those teams who elected to be in Cruiser Class should still be able to benefit from the other scoring elements published for the Class and enjoy the outcomes of the Cruiser scoring formulae.

In this context it should be noted that for Cruiser Class, in terms of distance covered, the Regulations dictate that it is only the number of persons carried the full distance between consecutive Control Stops that contribute to the 'Person-km' element of the score. Similarly, 'Time' is the time to complete the route. (If the route is not completed the Time element is infinite, and T^*/T equates to zero). 'Practicality' is a combination of success in the exercises undertaken and the entirely subjective scores determined by the three independent judges, and the 'Energy' score is relative to the best finisher (which means that a team that did not finish is potentially granted an E^*/E score greater than one).

Clearly the scenario of a high score for a team that elected not to charge (mostly due to not having driven very far!) was never included in the modelling of anticipated outcomes and is an issue to be addressed for the future. Certainly if this were to be considered a deliberate strategy, it would have offended the 'Spirit of the Event', warranting exclusion, however it has been determined that this is not the case.

The second running of the Cruiser Class has been a terrific experience and every team is to be congratulated on the way it addressed the design parameters presented.

Chris Selwood