

SunRace 2003



Daily Report

Day 0 - Friday 14th February, 2003

Report 2

The RMIT team have now passed scrutineering satisfactorily including disconnecting part of the solar array to meet the race restriction of having only 1200 watts.



Unfortunately the spare motor which had been repaired before leaving Melbourne has developed a new problem. The motor has been returned to Melbourne where designer David Wynne reports that one magnet has dislodged and has rubbed against the stator. Emergency repairs will proceed on Saturday but at that point the RMIT entry will have no spare. This is more of a concern if the solar car has a puncture because changing a tyre by the side of the road can take a considerable time but if another motor is available it goes straight on the flat tyre is repaired at a more leisurely pace .

Driver Danny Jutrisa achieved a qualifying speed of 111 kph compared to the Sunswift solar car at 98 kph and the best of the electric cars the Eagle from Chisholm at 82 kph. The fastest qualifier is the Honda Insight production car at 118 kph.



The Bushranger electric car from Orange NSW completing time trials at Adelaide International Raceway

The RMIT team and others have been assisting the UNSW team resolve some last minute solar array problems and the South Australian team NED [not entered this time] have loaned UNSW several power trackers.

Two electric cars are unlikely to pass scrutineering and it looks like the race field to be flagged away on 15 February will have 9 entries.