

## Suzuka Dream Cup 2005



**Suzuka, Japan**  
5th - 7th August 2005

### Report 5 - Friday 5th August

Today the official aspects of the Suzuka Dream Cup commenced. Registration, vehicle checks and scrutineering for all 76 solar car teams seemed a huge task. We were welcomed by many of the officials who we had seen before. It was an exciting scene to see so many diverse solar cars and enthusiastic teams together in one place.

OSU Model S is a work of art. It is superbly built. A new solar panel for 2005 and a twin motor set up should see them be very competitive. Prof Kimura proudly showed Tokai's new ISF 4000 class car which weighed a tiny 108 kg. Kanazawa also displayed a new ISF 4000 car.



But it is the Enjoy class that variety abounds. These mainly high school teams try almost anything in shape, size and colour unconstrained by aerodynamic principles or even weight considerations.



Long before the appointed time for driver weigh in and scrutineering the lines formed. The Aurora team members had plenty to do to finish jobs on the solar car and planned to be amongst the last to approach the official tests.

We lined up for official registration pleased to see Aurora's 25 year poster on display in the official's room. Derek was still feeling badly yet filled himself with water and reached 70.2 kg, a point where no additional ballast was required. Dan came in at 78 kg, not bad for his tall frame.



But feeling badly was sweeping the team. By 10.00 AM Tom, Jack and Derrick were all at the medical center with fevers, head colds and aches. All were carefully assessed by the nurse on duty and issued with a range of pills and advice. Somehow moving around doing things was a bit of a distraction but we are wondering about tomorrow to see who else was going to catch the disease.



Several briefing meetings took place during the day to remind the drivers and team managers of the many procedures to be observed when on the race track. We purchased a new fire extinguisher, water bottles for the drivers, anti puncture fluid and finally presented the car to the scrutineers by 2.00 PM.



By 4.00 PM we were officially approved to race and issued with our race number, 101.

Georg Brasseur from Austria and representing the FIA stopped to say hello as did Dennis Negkas the chief steward of the event who had organized the Phaethon event in Greece last year.

The final meeting for the teams was scheduled for 5.30 PM immediately before the party. You know, ravenous eating, crazy games and team introductions. Dan was interviewed on behalf of the Aurora team declaring that we would like to finish in the top three (wouldn't we all!).

Derrick was put to bed early, Tom and Jack were suffering increased fever but had the battery balance to complete. Darren repaired some wiring at the rear of the solar panels, Dan and Therese continued cleaning the remaining solar panels and our fingers a firmly crossed for hitting the race track tomorrow.

First untimed practice is at 7.45 AM, followed by qualifying at 9.00 AM. Our first 4 hour heat starts at 1.00 PM. The weather forecast is for fine weather and high humidity. It should really be a solar car race.