

JUDGING SUB CATEGORY	SPECIFICATIONS	TEAM ID
PRIMARY EVIDENCE	RACE CARS A & B	TEAM NAME
SECONDARY EVIDENCE	ENGINEERING DRAWINGS	SCHOOL
CRITERIA	1	COMPETITION CLASS

For clarification on individual regulations, refer to the 2020 Australian Technical Regulations.

Regulation	Regulation Overview	Quick Guide	Penalty	Car A	Car B	Judge 1	Judge 2	Deduction	Remarks	Rectification	
ARTICLE T2 – GENERAL PRINCIPLES										Pass/Fail	Pass/Fail
T2.4	Safe Construction	Visual Check	-10								
ARTICLE T3 – GENERAL CAR REGULATIONS										Pass/Fail	Pass/Fail
T3.1.1	Designed and engineered using CAD / CAM	Check Portfolio	-10								
T3.1.2	Body manufactured using CNC only.	Check Portfolio	-10								
T3.1.3	Car A & B - Identical Components	Visual Check	-10								
T3.1.4	Mirrored Side or Top/Bottom Machining with 6mm cutter	Visual Check	-10								
T3.2.1	Leading Features Min Width – Foremost Extremity (FE)	3mm or R1.5mm	-10								
T3.2.2	Leading Features Min Width 6mm back from Foremost Extremity	6mm	-10								
T3.3.3	Hand Finishing permitted. Max variation to CAD Model.	3mm	-10								
T3.3.4	Hand Created Features – not permitted	Visual Check	-10								
T3.4.2	REA Corporate Partner Decals (REA, DOD, F1iS, Visual Connections)	Visual Check	-2 ea								
T3.4.3.1	REA Corporate Logo Decals Minimum Dimensions	30mm x 15mm	-2 ea								
T3.4.3.2	Positioning of F1iS A & B Decals on Side Pods	Visual Check	-2 ea								
T3.4.3.3	Positioning of other Corp. Decals visible in top or side view	Visual Check	-2 ea								
T3.5	Undefined features	Check T1.6	-4								
T3.6	Overall length	Min:170mm Max:210mm	-4								
Points Penalty Page Total								-	Time Penalties Page Total		0. s

LEGEND Eligibility Regulations/Possible Disqualification Critical Regulations/Time Penalty (0.05s ea)

For clarification on individual regulations, refer to the 2020 Australian Technical Regulations.

Regulation	Regulation Overview	Quick Guide	Penalty	Car A	Car B	Judge 1	Judge 2	Deduction	Remarks	Rectification	
T3.8	Track clearance	Min: 2mm	-4								
T3.9.1	REA Balsa default material for non-rotating components	Visual Check	-4								
T3.9.2	Balsa Thickness	Min 3mm	-1								
T3.10	Status during racing – no parts removed/added for racing	Visual check	-2								
ARTICLE T4 – BODY & SIDE POD REGULATIONS										Pass/Fail	Pass/Fail
T4.1	Body construction – single continuous balsa between axles	Visual & Drawing Check	-4								
T4.2	Implants, foreign objects & voids not permitted	Visual & Drawing Check	-4								
T4.3	Side pod projected surface	Min 30mm x 15mm	-1								
T4.4	Virtual cargo – between centre line of front & rear axles	T4.5	-4								
T4.6	Exclusion zones behind front wheels	Min 15mm	-4								
ARTICLE T5 – NOSECONE RULES										Pass/Fail	Pass/Fail
T5.1	Nosecone/parts metallic material prohibited	Visual & Drawing Check	-4								
T5.2	Nose cone non-metallic material not behind front axle centre line	Visual & Drawing Check	-1								
ARTICLE T6 – WING REGULATIONS										Pass/Fail	Pass/Fail
T6.2.1	Front wing clear airspace	Min 3mm	-4								
T6.2.2	Rear wing clear airspace	Min 3mm	-4								
T6.3	Front wing/support structure in front of centre line of axle	Visual Check	-1								
T6.4	Wing construction must remain rigid during racing	Visual Check	-2								
T6.5	Front wing/support structure-no-metallic material	Visual & Drawing Check	-10								
Points Penalty Page Total								-	Time Penalties Page Total		0. s

LEGEND Eligibility Regulations/Possible Disqualification Critical Regulations/Time Penalty (0.05s ea)

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Regulation	Regulation Overview	Quick Guide	Penalty	Car A	Car B	Judge 1	Judge 2	Deduction	Remarks	Rectification	
T6.6	Front wing/support structure-connect with nosecone only	Visual & Drawing Check	-1								
T6.7.1	Front wing span	Balsa: Min 34mm Other: Min 40mm	-4								
T6.7.2	Rear wing span	Balsa: Min 34mm	-4								
T6.9.1	Front wing chord	Min 15mm	-2								
T6.9.2	Rear wing chord	Min 15mm	-2								
T6.10.1	Front wing thickness	Balsa: Min 3.5mm Max: 9mm Other: Min 1.5mm Max 9mm	-2								
T6.10.2	Rear wing thickness	Balsa: Min 3.5mm Max: 9mm	-2								
T6.11	Rear wing positioning behind centre line of rear axle	Visual Check	-1								
T6.12	Rear wing height measured normal to bottom surface	> 34mm	-4								
T6.13	Rear wing must be made of balsa	Visual & Drawing Check	-4								
ARTICLE T7 – WHEEL REGULATIONS										Pass/Fail	Pass/Fail
T7.1	Number and location, common shared centreline	4, 2 x2	-4								
T7.2.1	Combination of four unmodified REA standard wheels	Visual Check	-4								
T7.5	Full contact width with race track – no camber	80gsm paper	-2								
T7.6	No tyre tread – consistent diameter & circumference	Visual Check	-2								
T7.7	Freely rotating wheels – forward rolling motion	Reasonably minimal effort	-4								
T7.8	Visibility in front view – permitted height of obstruction	Max 15mm	-4								
T7.9	Visibility from top, bottom & side. No obstruction	Min 1mm exclusion zone	-4								
Points Penalty Page Total								-	Time Penalties Page Total		0. s

LEGEND Eligibility Regulations/Possible Disqualification

Critical Regulations/Time Penalty (0.05s ea)

For clarification on individual regulations, refer to the 2020 Australian Technical Regulations.

Regulation	Regulation Overview	Quick Guide	Penalty	Car A	Car B	Judge 1	Judge 2	Deduction	Remarks	Rectification		
ARTICLE T8 – WHEEL SUPPORT REGULATIONS										Pass/Fail	Pass/Fail	
T8.1	Contained with projected cylinder volume	Visual Check	-2									
T8.2	Not integrated with wing support systems	Visual Check	-2									
T8.3	Four unmodified REA axle grommets	Visual Check	-4									
T8.4.1	2 standard REA axles or modified axles of same diameter	Visual Check/Min 3mm	-2									
T8.5.1	No added parts or modifications to wheel systems	Visual Check	-2									
ARTICLE T9 – TETHER LINE GUIDE REGULATIONS										Pass/Fail	Pass/Fail	
T9.1	2 guides firmly secured, front and rear underside of car	Visual Check	-1									
T9.2	Longitudinal separation measured inside edges of guides	Min 120mm	-1									
T9.3	Inside diameter of guide (hole size)	Min 3mm	-2									
T9.4.1	Guides must be closed for racing	Visual Check	-4									
T9.4.2	No sharp edges	Visual Check	-4									
T9.4.3	Adequate strength & fixing	200g mass	-4									
T9.6	Separate tether guide support system (T9.6.1 – T9.6.6)	Visual Check	-4									
ARTICLE T10 – POWER PLANT PROVISIONS REGULATIONS										Pass/Fail	Pass/Fail	
T10.1	Cylinder must interface with launch pod	Visual Check	-20									
T10.2	CO ₂ cylinder chamber diameter	19mm	-1									
T10.3	Depth of chamber	Min 50mm Max 60mm	-1									
T10.4	Height of lowest point of chamber above track surface	Min 20mm	-4									
T10.5	CO ₂ cylinder chamber completely surrounded by balsa	Min 3mm	-4									
T10.6	Paint & other materials not present in CO ₂ cylinder chamber	Visual Check	-1									
T10.7	CO ₂ cylinder inserted & withdrawn – no removal of car parts	Visual Check	-4									
								Points Penalty Page Total	-	Points Grand Total		/80
								Time Penalty Page Total	0. s	Time Penalty Grand Total		0. s

LEGEND Eligibility Regulations/Possible Disqualification Critical Regulations/Time Penalty (0.05s ea)

JUDGING SUB CATEGORY	SPECIFICATIONS	TEAM ID	
PRIMARY EVIDENCE	CARS A & B	TEAM NAME	
SECONDARY EVIDENCE	ENGINEERING DRAWINGS	SCHOOL	
CRITERIA	1	COMPETITION CLASS	

For clarification on individual regulations, refer to the 2019 Australian Technical Regulations.

Regulation	Regulation Overview	Quick Guide	Penalty	Car 1	Car 2	Judge 1	Judge 2	Deduction	Remarks	Rectification	
ARTICLE T2 – GENERAL PRINCIPLES										Pass/Fail	Pass/Fail
T2.4	Safe Construction	Visual Check	-10								
ARTICLE T3 – GENERAL CAR REGULATIONS										Pass/Fail	Pass/Fail
T3.1.1	Designed and engineered using CAD / CAM	Check Portfolio	-10								
T3.1.2	Body manufactured using CNC only.	Check Portfolio	-10								
T3.1.3	Car A & B - Identical Components	Visual Check	-10								
T3.2.1	Leading Features Min Width – Foremost Extremity (FE)	3mm or R1.5mm	-10								
T3.2.2	Leading Features Min Width – 6mm back from FE	6mm	-10								
T3.3.3	Hand Finishing permitted. Max variation to CAD Model.	3mm	-10								
T3.3.4	Hand Created Features – not permitted	Visual Check	10								
T3.4.2	REA Corporate Partner Decals (REA, DOD, F1iS, Visual Connections)	Visual Check	-2 ea								
T3.4.3.1	REA Corporate Logo Decals Minimum Dimensions	30mm x 15mm	-2 ea								
T3.4.3.2	Positioning of F1iS A & B Decals on Side Pods	Visual Check	-2 ea								
T3.4.3.3	Positioning of other Corp. Decals visible in top or side view	Visual Check	-2 ea								
T3.5	Undefined features	Check T1.6	-4								
T3.6	Overall length	Min:170mm Max:210mm	-4								
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T3.8	Track clearance	Min: 2mm	-4								
T3.9.1	REA Balsa default material for non-rotating components	Visual Check	-4								
T3.9.2	Balsa Thickness	Min 3mm	-1								
T3.10	Status during racing – no parts removed/added for racing	Visual check	-2								
ARTICLE T4 – BODY & SIDE POD REGULATIONS										Pass/Fail	Pass/Fail
T4.1	Body construction – single continuous balsa between axles	Visual & Drawing Check	-4								
T4.2	Implants, foreign objects & voids not permitted	Visual & Drawing Check	-4								
T4.3	Sidepod projected surface	Min 30mm x 15mm	-1								
T4.4	Virtual cargo – between centre line of front & rear axles	T4.5	-4								
T4.6	Exclusion zones behind front wheels	Min 15mm	-4								
ARTICLE T5 – NOSECONE RULES										Pass/Fail	Pass/Fail
T5.1	Nosecone/parts metallic material prohibited	Visual & Drawing Check	-4								
T5.2	Nose cone non-metallic material not behind front axle centre line	Visual & Drawing Check	-1								
ARTICLE T6 – WING REGULATIONS										Pass/Fail	Pass/Fail
T6.2.1	Front wing clear airspace	Min 3mm	-4								
T6.2.2	Rear wing clear airspace	Min 3mm	-4								
T6.3	Front wing/support structure in front of centre line of axle	Visual Check	-1								
T6.4	Wing construction must remain rigid during racing	Visual Check	-2								
T6.5	Front wing/support structure-no-metallic material	Visual & Drawing Check	-10								
T6.6	Front wing/support structure-connect with nosecone only	Visual & Drawing Check	-1								
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LEGEND Eligibility Regulations/Possible Disqualification Critical Regulations/Time Penalty (0.05s ea)

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Regulation	Regulation Overview	Quick Guide	Penalty	Car A	Car B	Judge 1	Judge 2	Deduction	Remarks	Rectification	
T6.7.1	Front wing span	Balsa: Min 34mm Other: Min 40mm	-4								
T6.7.2	Rear wing span	Balsa: Min 34mm Other: Min 40mm	-4								
T6.9.1	Front wing chord	Min 15mm	-2								
T6.9.2	Rear wing chord	Min 15mm	-2								
T6.10.1	Front wing thickness	Balsa: Min 3.5mm Max: 9mm Other: Min 1.5mm Max 9mm	-2								
T6.10.2	Rear wing thickness	Balsa: Min 3.5mm Max: 9mm Other: Min 1.5mm Max 9mm	-2								
T6.11	Rear wing positioning behind centre line of rear axle	Visual Check	-1								
T6.12	Rear wing height measured normal to bottom surface	> 34mm	-4								
T6.14	Rear wing non-metallic support structure behind rear axle centre line	Check Drawings	-4								
ARTICLE T7 – WHEEL REGULATIONS										Pass/Fail	Pass/Fail
T7.1	Number and location, common shared centreline	4, 2 x 2	-4								
T7.3	Team manufactured wheels – front & rear wheel diameter	Min 26mm	-4								
T7.4	Track contact width – front & rear wheels	Min 15mm	-4								
T7.5	Full contact width with race track – no camber	80gsm paper	-2								
T7.6	No tyre tread – consistent diameter & circumference	Visual Check	-2								
T7.7	Freely rotating wheels – forward rolling motion	Reasonably minimal effort	-4								
T7.8	Visibility in front view – permitted height of obstruction	Max 15mm	-4								
T7.9	Visibility from top, bottom & side. No obstruction	Min 1mm exclusion zone	-4								
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LEGEND Eligibility Regulations/Possible Disqualification

Critical Regulations/Time Penalty (0.05s ea)

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T8.1	Contained within projected cylinder volume	Visual Check	-2									
T8.2	Not integrated with wing support systems	Visual Check	-2									
ARTICLE T9 – TETHER LINE GUIDE REGULATIONS										Pass/Fail	Pass/Fail	
T9.1	2 guides firmly secured, front and rear underside of car	Visual Check	-1									
T9.2	Longitudinal separation measured inside edges of guides	Min 120mm	-1									
T9.3	Inside diameter of guide (hole size)	Min 3mm	-2									
T9.4.1	Guides must be closed for racing	Visual Check	-4									
T9.4.2	No sharp edges	Visual Check	-4									
T9.4.3	Adequate strength & fixing	200g mass	-4									
T9.6	Separate tether guide support system (T9.6.1 – T9.6.6)	Visual Check	-4									
ARTICLE T10 – POWER PLANT PROVISIONS REGULATIONS										Pass/Fail	Pass/Fail	
T10.1	Cylinder must interface with launch pod	Visual Check	-20									
T10.2	CO ₂ cylinder chamber diameter	19mm	-1									
T10.3	Depth of chamber	Min 50mm Max 60mm	-1									
T10.4	Height of lowest point of chamber above track surface	Min 20mm	-4									
T10.5	CO ₂ cylinder chamber completely surrounded by balsa	Min 3mm	-4									
T10.6	Paint & other materials not present in CO ₂ cylinder chamber	Visual Check	-1									
T10.7	CO ₂ cylinder inserted & withdrawn – no removal of car parts	Visual Check	-4									
Points Penalty Page Total								-	Points Grand Total		/80	
Time Penalties Page Total								0.	s	Time Penalty Grand Total		0. s

LEGEND Eligibility Regulations/Possible Disqualification Critical Regulations/Time Penalty (0.05s ea)

JUDGING SUB CATEGORY	COMPUTER AIDED DESIGN	TEAM ID	
PRIMARY EVIDENCE	TEAM INTERVIEW	TEAM NAME	
SECONDARY EVIDENCE	MODELLING ON TEAM COMPUTER	SCHOOL	
CRITERIA	2	COMPETITION CLASS	

Criteria	Low	Developing	Advanced	Score
	0 1 0 1 2	2 3 3 4 5 6	4 5 7 8 9 10	/5 /10
2.1 Application of CAD	Basic understanding and application of CAD	Good understanding and application of CAD	Advanced understanding and application of CAD throughout.	/10
2.2 CAD Organisation	Generally disorganised	Satisfactory organisation of data and models	Data & parts highly ordered & linked. Full CAD product assembly	/10
2.3 CAD Based Analysis	Minimal analysis shown	Good analysis. Results applied to development	Variety of advanced and relevant analysis techniques conducted	/10
2.4 Overall CAD Technical Merit	Basic CAD design with little technical merit	Developed CAD design with some technical merit	Original & clever developed CAD design with excellent technical merit	/5
2.5 CAD Model v's Finished Product¹	Basic Similarity	Good Similarity	Excellent Similarity	/10
2.6 Orthographic (in Engineering Compliance Booklet)	Little or no detail. Little or no annotation	Third angle orthographic projection. Excessive or insufficient detail	Third angle orthographic projection and unrendered isometric view or similar. Parts list / bill of materials. Additional views to show sufficient detail. Regulation compliance shown.	/10
2.7 Rendering	Poor quality	Different views. Some inconsistencies with final car.	Different views. Perfect match to final car including branding. Environment and lighting. High end photorealistic rendering technique	/10

PENALTIES (1 Pt each)

T4.5 Virtual Cargo Identification - The virtual cargo location and compliance **MUST** be clearly identified within the Engineering Drawings submitted as part of the **Engineering Compliance Booklet**

T6.1 Wing Identification – The surfaces defining both the front and rear wings **MUST** be identified clearly within the drawings submitted within the **Engineering Compliance Booklet**.

¹ This criteria marked using a team's Display (3rd) Car if produced by the team.

Computer Aided Design SUB TOTAL	/65
Minus Penalties	- /2
Computer Aided Design GRAND TOTAL	/65

JUDGING SUB CATEGORY	MANUFACTURING	TEAM ID	
PRIMARY EVIDENCE	TEAM INTERVIEW	TEAM NAME	
SECONDARY EVIDENCE	TEAM ENGINEERING PORTFOLIO	SCHOOL	
CRITERIA	3	COMPETITION CLASS	

Criteria	Low	Developing	Advanced	Score
	0 1 0 1 2	2 3 3 4 5 6	4 5 7 8 9 10	/5 /10
3.1 Application of CAM / CNC	Minimal evidence of CNC understanding	Effective use and understanding of CNC machining processes used	High level of CNC machining competence. Appropriately complex techniques and processes used to achieve manufacturing goal	/10
3.2 Manufacturing process car body	Little manufacturing details	Manufacturing processes and some issues presented	Detailed assessment of all manufacturing, stages, materials & issues	/10
3.3 Manufacturing process other components	Little manufacturing details	Manufacturing processes and some issues presented	Detailed assessment of all manufacturing, stages, materials & issues	/10
3.4 Tolerancing / Quality Control	Little consideration of tolerancing and quality control	Good consideration of tolerancing and quality control	Excellent consideration of tolerancing and quality control	/10
3.5 Overall Manufacturing Technical Merit	Basic manufacturing with little technical merit	Good manufacturing with technical merit	Original & clever manufacturing processes with excellent technical merit	/5
3.6 Quality of Finished Product - Geometry/Form¹	Reasonable form with some inconsistencies	Good overall form and assembly with attention to detail	Exceptional attention to detail across all aspects of form. Two cars are identical.	/10
3.7 Quality of Finished Product - Surface Finish¹	Reasonable finish with some inconsistencies	Good overall finish quality with attention to detail	Showcase finish quality. Exceptional attention to detail. Two cars are identical.	/10
Manufacturing GRAND TOTAL				/65

¹ These criteria are judged by the Specifications Judges during the scrutineering process and results entered on-line.

JUDGING SUB CATEGORY	ENGINEERING DESIGN PROCESS	TEAM ID	
PRIMARY EVIDENCE	TEAM ENGINEERING PORTFOLIO	TEAM NAME	
SECONDARY EVIDENCE	TEAM INTERVIEW	SCHOOL	
CRITERIA	4	COMPETITION CLASS	

Criteria	Low 0 1 2	Developing 3 4 5 6	Advanced 7 8 9 10	Score /10
4.1 Requirements Analysis	Limited development of objectives	Good development of objectives	Excellent statement of objectives supported by research	/10
4.2 Ideas	Single or basic concepts	Multiple concepts with links to research.	Several technically inspired ideas for different car features/functions	/10
4.3 Development	Limited development shown	Logical design developments explained	Clearly justified developments based around research and testing	/10
4.4 Analysis	Little evidence of analysis	Analysis which is relevant and results documented	Quality analysis methodologies. Accurate results and data linked to design revisions. Advanced use of CFD and other design tools.	/10
4.5 Physical Testing	Little evidence of testing	Tests which are relevant with results documented	Quality experimental methodologies. Accurate results linked to design revisions.	/10
4.6 Evaluation	No or limited evaluation	Evaluations at different stages	Excellent ongoing evaluations linked to improvement actions	/10
4.7 Overall Design Technical Merit	Basic design process with little technical merit	Developed design process with some technical merit	Original & clever developed design process with excellent technical merit	/10
			Design Process GRAND TOTAL	/70

JUDGING SUB CATEGORY	PROJECT MANAGEMENT & LINKING SKILLS TO CAREERS	TEAM ID	
PRIMARY EVIDENCE	TEAM ENTERPRISE PORTFOLIO	TEAM NAME	
SECONDARY EVIDENCE		SCHOOL	
CRITERIA	5	COMPETITION CLASS	

Criteria	Low	Developing	Advanced	Score
	0 1 2 0 1 2 3 4 5	3 4 5 6 6 7 8 9 10 11 12	7 8 9 10 13 14 15 16 17 18 19 20	/10 /20
5.1 Team Roles & Tasks	Limited understanding of roles and responsibilities	Team roles and responsibilities identified	Highly structured team with clear roles and responsibilities. All team members provide critical contributions with evidence of supportive/overlapping interactions. Relevant skill development/mentoring undertaken. Plan Changes discussed	/10
5.2 Scope	Limited understanding of scope	Some <u>attempts at scope decomposition</u>	Excellent control of all project deliverables understanding requirements and setting goals to maintain focus Plan Changes discussed	/10
5.3 Time Management	Limited evidence of time management	Some planning used to guide progress of project goals and stay on task.	<u>Extensive</u> evidence of using effective management methods and tools to stay on task and meet deadlines.	/10
5.4 Finance	Limited budgeting awareness	Some resources identified, budgeting and <u>project contingency considered.</u>	Excellent resource management, understanding of budget control and evidence of financial accounting methods <u>including tracking of actual spend against budget.</u>	/10
5.5 Risk Management	Limited risk awareness	Some contingency plans in place.	Reasonable contingency plan and risk assessment prepared and/or undertaken.	/10
5.6 Internal Communication	Limited team communication	Basic team communication processes discussed.	Excellent use of multiple communication tools and methods for effective team planning and accountability.	/10
5.7 Stakeholder Engagement	Limited stakeholder engagement	Basic understanding and application of stakeholder engagement	Excellent understanding and application of initiating and maintaining stakeholder engagement with collaborators, sponsors, mentors and supporters using multiple tools and methods.	/10
5.8 Skill Development for Future Defence Industry Careers	No or little effort to identify skills and link them to Defence Industry Careers	A good effort by the team to identify individual skills developed but more work needed to link these with Defence Industry careers.	Demonstrable evidence in portfolio by team to identify and record several industry specific and employability skills developed through their participation in F1 in Schools and how these can link to future careers within Defence Industries.	/20
5.9 Evaluation	Limited evaluation	Some evaluation applied	Evaluation processes applied throughout the management of key deliverables.	/10
Team & Project Management GRAND TOTAL				/100

JUDGING SUB CATEGORY	DESIGN: CLARITY & QUALITY	TEAM ID	
PRIMARY EVIDENCE	TEAM ENTERPRISE & ENGINEERING PORTFOLIO	TEAM NAME	
SECONDARY EVIDENCE	NIL	SCHOOL	
CRITERIA	6	COMPETITION CLASS	

	Low 0 1	Developing 2 3	Advanced 4 5	Score /5
6.1 Production Quality of Materials	Poor quality	Basic printing and binding.	Quality printed document on quality paper in appropriately durable binding	/5
6.2 Production Quality of Content	Missing documentation	Basic documentation provided.	Correct number of pages. All required documentation included and professionally presented. Car rendering and team logo on cover page in keeping with branding.	/5
6.3 Content Organisation	Disorganised content	Some content organisation	Highly organised and managed portfolio content with logical structure and flow of information.	/5
6.4 Layout Design	Distracting imperfections weaken the work	Some layout design format attempted.	Well formatted layout design consistently applying margins, alignment, spacing, graphics and design elements with consideration of visual balance and flow. All pages optimally used and uncluttered. Creative style realised.	/5
6.5 Typography	Font choices distracting or weaken the work	Some consideration for type treatment.	Consistent use of typography with appropriate choices and limited number of text and headline font sizes, styles, colours and hierarchy. In keeping with branding. Easy to read.	/5
6.6 Photos & Images	Poor quality or use of images. No captioning.	Basic quality and use of images. Some reasonably concise captioning.	Justified use of excellent, un-pixelated, clear, undistorted photos and images that are concisely and accurately captioned. Properly sized, coloured and integrated with text to illustrate key messages. Considers branding.	/5
6.7 Creative Graphics (Visual effects and infographics)	Poor graphics and/or execution. No captioning.	Graphics attempted with some success. Some reasonably concise captioning.	Justified, well executed and placed, un-pixelated, undistorted graphics that are concisely and accurately captioned. Consistent use of colour/ tones/ shapes, without visual overload, in keeping with branding.	/5
6.8 Editing/Proofreading	Error ridden. Poor attempt at proofreading.	Good attempt with additional editing required for clarity.	No errors detected in text and graphics	/5
6.9 Referencing	Obvious failures in referencing.	Some attempt at referencing. Some errors evident.	Excellent use of referencing for author's written word, graphics/photos and video sources etc.	/5
6.10 Writing & Readability	Difficult to understand. Unable to read.	Does not sustain reading or interest. Does not 'flow'.	Concise, appropriate, grammatically correct text, captions, and headlines. Inviting and engaging. Sustains the reader's interest.	/5
Design Clarity & Quality GRAND TOTAL				/50

JUDGING SUB CATEGORY	BRANDING	TEAM ID	
PRIMARY EVIDENCE	TEAM INTERVIEW AT TRADE BOOTH	TEAM NAME	
SECONDARY EVIDENCE	TEAM ENTERPRISE PORTFOLIO	SCHOOL	
CRITERIA	7	COMPETITION CLASS	

Criteria	Low	Developing	Advanced	Score
	0 1 1 2 3	2 3 4 5 6	4 5 7 8 9 10	
7.1 Team Name	Irrelevant choice	Limited consideration of meaning	Well considered, meaningful team name appropriate to goals and image projection.	/5
7.2 Logo Development	Limited ideas & development. No original work evident	Some logo idea progression & creative logo modification of type or graphics noted.	A number of logo ideas considered with attention to team goals and identity. Creative & original logo development clearly relates to the team's chosen name, identity and purpose.	/5
7.3 Final Logo Design	Team logo is absent or confusing.	Logo message is simple and obvious.	Strong team logo that grabs attention, generates a positive response, and is easily recognised and recalled. Well considered use of colours, type and shapes enhance meaning. In keeping with branding.	/5
7.4 Logo Application	Poor quality reproduction, limited team logo badging.	Most items are badged with team logo. Team logo quality diminished when enlarged or reduced across applications.	Team logo scales well to large and small badging applications. All applications are of high quality and appropriately positioned for strong impact.	/5
7.5 Team Branding	Branding message is weak with inconsistent application across the project.	Effective team branding consistently applied across project components.	Excellent and highly effective messaging of team image. Quality and consistent branding of team name, logo, typography, & colours applied across all project elements: portfolio, uniforms, car, display, social media and collateral. Icon, tagline or mascot added to strengthen branding	/10
7.6 Media Exposure	Limited or ineffective.	Some development, some impact, some consideration of audience and platforms.	Clear, developed, high impact media strategy, including social media. Careful consideration of target audience and suitable platforms. Evidence of attempt to work with media broadcasters/publishers with some documented success.	/5
7.7 Sponsorship ROI¹	Little or no ROI.	Sponsorship acknowledged.	Clear and appropriate visibility of team sponsors and REA Corporate Partners. Quality reproduction of appropriate sponsor and REA Corporate Partner logos across all project collateral as required.	/10
7.8 Team Uniform	Ineffective or inconsistent, same or similar to supporters.	Basic and consistent across the team, distinct from supporters.	Creative and considered use of branding and appropriate styling for all members. Team member names and roles clearly identified. Clearly distinct from supporters.	/5
7.9 Team Presence	Not all present / Poor energy.	Generally enthusiastic.	All team members are appropriately engaging and enthusiastic about their work.	/5
7.10 Team Knowledge	Limited engagement.	Some members knowledgeable.	Each member is highly knowledgeable in their role and broadly knowledgeable about details of their entry. Able to defer to others with confidence and share project ownership.	/5

¹ Refer to C2.8.1 of the Australian Competition Regulations
Level 1: F1 in Schools, REA, DoD & Visual Connections

Level 2: AIPM, Autodesk, CAMS & Jetta Express

Branding GRAND TOTAL /60

JUDGING SUB CATEGORY	TRADE DISPLAY	TEAM ID	
PRIMARY EVIDENCE	TRADE DISPLAY	TEAM NAME	
SECONDARY EVIDENCE	TEAM INTERVIEW, <u>ENTERPRISE PORTFOLIO & DESIGN BRIEF</u>	SCHOOL	
CRITERIA	8	COMPETITION CLASS	

Criteria	Low	Developing	Advanced	Score
	0 1 0 1 2 0 1 2 3 4	2 3 3 4 5 6 5 6 7 8 9 10	4 5 7 8 9 10 11 12 13 14 15	
<u>8.1 Trade Display Design Development</u>	<u>Single or basic concepts and limited development shown.</u>	<u>Multiple concepts with links to research. Logical design developments explained.</u>	<u>Several inspired ideas for different booth features/functions. Clearly justified developments based around research and Trade Display competition requirements. 3D CAD used to design and organise booth elements effectively to maximise use of space and provide and realistic graphical representation of the final display.</u>	<u>/15</u>
8.2 Car Display	Little consideration given to presentation of car	Some attempt to display car as key feature	Excellent design materials and methods used to display the car and its key components to make it a feature of the display.	/5
8.3 Information Design	Limited or repeat of folio	Project message is expanded beyond folio	Clean, uncluttered and well organised layout of written and graphical information. Conclusive snapshot of team's key messages.	/10
8.4 Use of ICTs	Limited ICTs	ICTs used to enhance presentation.	Excellent integration of media technologies and interactive ICTs to demonstrate, engage and inform.	/10
8.5 Visual Design & Impact	Limited or low impact creativity, branding, messaging and recognition of sponsors.	Some relevant creative messaging evident with consideration for a range of factors	Creative design which is attractive and impactful. Excellent representation of the team name, brand and brand colours. Team message and/or slogan is clearly evident and sponsors are appropriately recognised. Innovative elements add interest and support team messaging.	/10
8.6 Structural Design	No or limited design development evident, nor consideration for constraining factors.	Some good evidence of design development and consideration for constraining factors.	Creative and justified structural design with excellent use of space for primary display components. Evidence of design development considering functionality at events, branding and team messaging, materials, budget, sustainability, transport and assembly constraints.	/15
8.7 Materials Selection & Use	No or limited research into materials with constraining factors in mind. Some problems are evident.	Generally effective and relevant choice of materials considering some factors	Highly effective choice of materials. Evidence of development considering factors including appearance, budget, sustainability, transport and assembly constraints. Team understands properties of materials used and is able to justify their choices, achieving an excellent finish with evident attention to detail.	/15
<u>8.8 Sustainability</u>	<u>No or limited evidence of sustainability factors taken into consideration.</u>	<u>Some evidence of sustainability considerations by team.</u>	<u>Strong demonstrated evidence of team reusing or recycling project components with consideration for the environment where possible.</u>	<u>/10</u>
<u>8.9 Packaging Restrictions</u>	<u>Team complies with ALL packaging restrictions as per C8.4 of the Australian Competition Regulations (0 or 50)</u>			<u>/50</u>

Trade Booth GRAND TOTAL – Development Class	/50
Trade Booth GRAND TOTAL – Professional Class	/65

¹ Criterion not applicable to the Development Class at State Finals

² This criterion marked by the Chair of Judges prior to start of booth setup & results entered online.

JUDGING SUB CATEGORY	PRESENTATION TECHNIQUE	TEAM ID	
PRIMARY EVIDENCE	TEAM PRESENTATION	TEAM NAME	
SECONDARY EVIDENCE	NIL	SCHOOL	
CRITERIA	9	COMPETITION CLASS	

	Low	Developing	Advanced	Score
Criteria	0 1 2	3 4 5 6	7 8 9 10	/10
9.1 Presentation Energy	Artificial and/or low energy	Speakers generally enthusiastic with lively delivery	Passionate with effective and appropriate levels of liveliness	/10
9.2 Team Contribution	Minimal team participation	Good contributions from most team members	Excellent team work with all members participating effectively	/10
9.3 Visual Aids	Little use of aids	Some aids used effectively	Well produced, highly relevant and integrated aids effectively improve communication	/10
9.4 Audience Engagement	Minimal engagement	Some audience connection at times	Audience fully engaged and excited throughout presentation	/10
9.5 Articulation	Difficult to understand and/or hear most presenters	Inconsistent speaking ability	Excellent articulation, use of language and voice projection by all members throughout the assessment.	/10
9.6 Structure	No structure presented, difficult to follow.	A basic structure / outline provided and could be followed by audience	Clear presentation outline / overview. Excellent connections between topics and easy for audience to follow	/10
9.7 Timing	Too fast or ran out of time.	Good timing. Balanced topic depth and pace.	Ran on time or just under. Excellent balance of depth for each topic.	/10
Presentation Technique GRAND TOTAL				/70

JUDGING SUB CATEGORY	PRESENTATION CONTENT	TEAM ID	
PRIMARY EVIDENCE	TEAM PRESENTATION	TEAM NAME	
SECONDARY EVIDENCE	NIL	SCHOOL	
CRITERIA	10	COMPETITION CLASS	

Criteria	Low	Developing	Advanced	Score
	0 1	2 3	4 5	/5
	0 1 2 3 4	5 6 7 8 9 10	11 12 13 14 15	/15
	0 1 2 3 4 5	6 7 8 9 10 11 12	13 14 15 16 17 18 19 20	/20
10.1 Team objectives	Limited statement of objectives	Good statement of objectives	Excellent statement of objectives supported by sound reasoning	/5
10.2 Description of Car Product	Basic descriptions	Good description of components and features.	Excellent description of components and features including design decisions.	/5
10.3 Innovation	Little innovation presented	Innovations described and justified	Originality. Clever innovations with high positive project impact	/15
10.4 Refinement	Little refinement presented	Refinement described and justified	Clever refinement with high positive project impact	/15
10.5 Collaboration	Little collaboration discussed	Links with industry or higher education described	Collaborations justified with links to learning and project outcomes	/20
10.6 Learning outcomes	No real reflections discussed	Good explanation of some learning outcomes	A range of personal, life-long learning and career skills acquired and identified as project outcomes for a range of team members	/15
10.7 Future Defence Industries Career Aspirations & Research	Little or no thought had been given to future career aspirations.	Evidence of some team members researching careers generally but no linkage to opportunities in Defence Industries.	It is evident that team members had thoughtfully considered their future career aspirations and undertaken research into how these might be linked with opportunities being offered in Defence Industries.	/15
10.8 Overall clarity	Several concepts lacked clarification	Clear and appropriate concept explanations	Everything presented was understood through excellent explanations	/5
Content GRAND TOTAL				/95