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VELAR, THE ULTIMATE LAND ROVER LUXURY

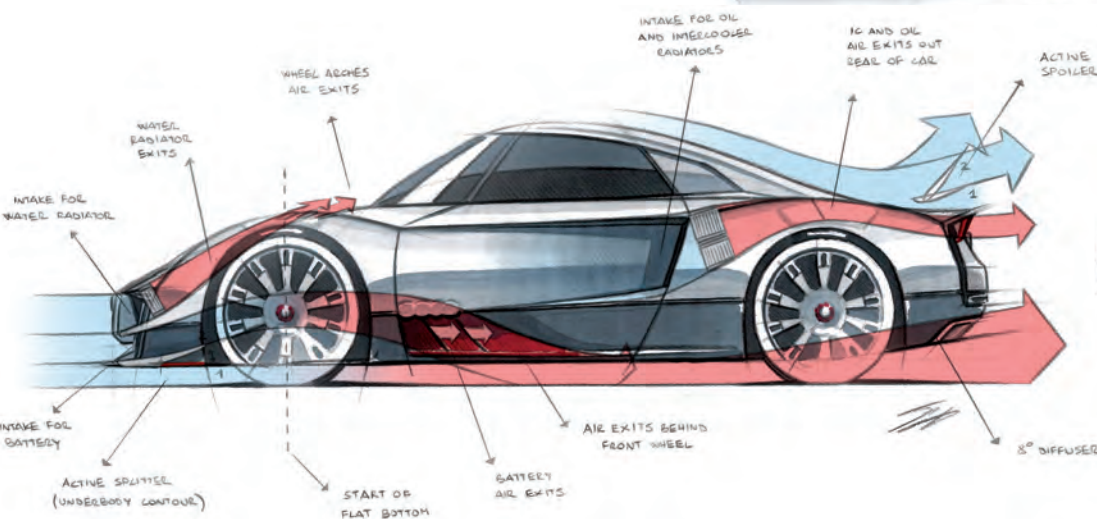
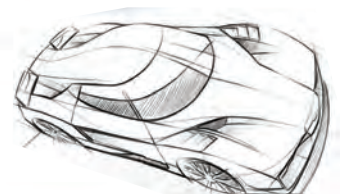
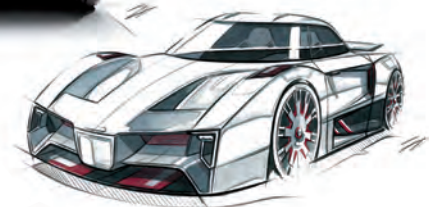
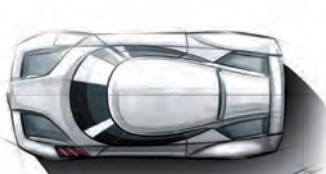
ECODYNAMIC DESIGN

Marta Cinti

To what extent might good aerodynamics affect the eco-sustainability of tomorrow's cars? How would the cars that populate our urban and suburban areas change if their design had to meet the same criteria that underlie the design of racing cars or high performance supercars?

An answer to these questions has been attempted by students from the eighth edition of the Master in Transportation and Automobile design of Milan Politecnico as part of the "Ecodesign – Aerodynamics for Sustainability" project. This was conceived and developed together with Volkswagen Group Design - for over five years partner of the Master course - and Dallara Automobili, the Italian company leader in the production of racing cars, which with this first experience inaugurates its collaboration with the Milan Polytechnic course.

A complex project whose protagonist was the Audi brand and some of its most iconic models. The different architectures of the A1, A3, Q2 and R8 were, in fact,



"Audi Zephros" by Ferdinando Avallone, Samuele Dell'Oro and Vincenzo Lavioia.

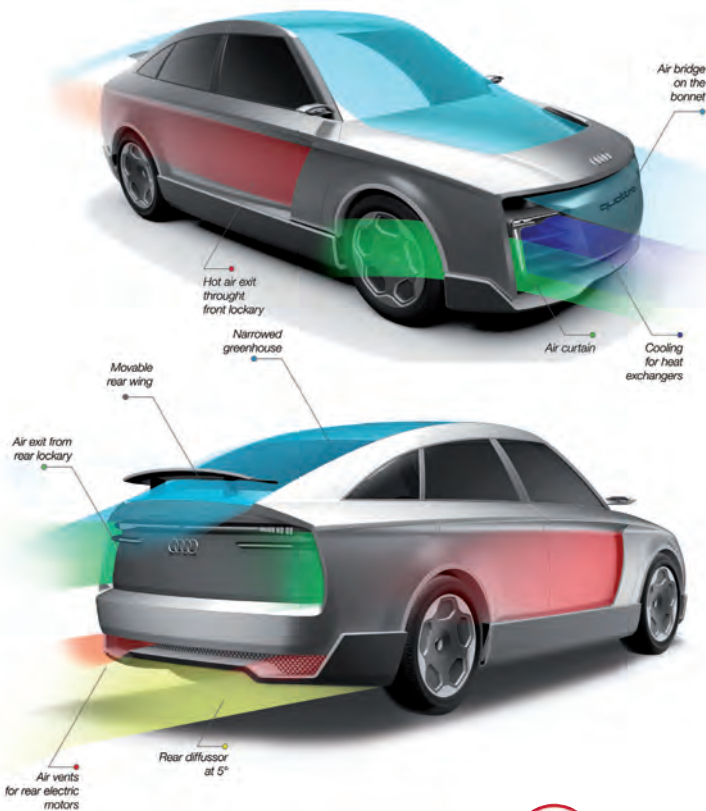
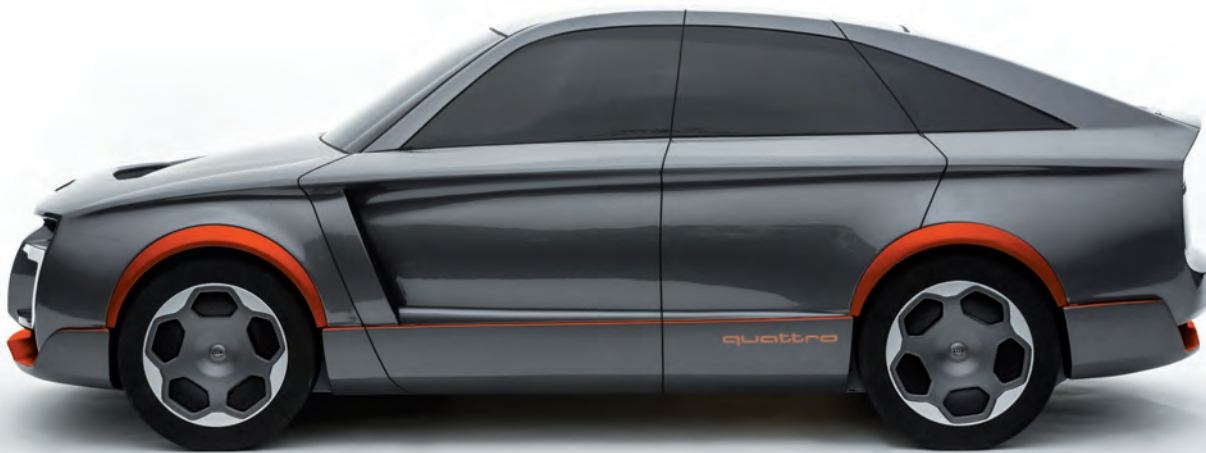
A two-seater, compact, sporty hybrid, with a twin, GT and racing, soul. With its aerodynamic design and reconfigurable architecture, it switches easily from road to racing version.

Una due posti ibrida, compatta e sportiva, con una doppia anima, GT e racing. Grazie al design aerodinamico e all'architettura riconfigurabile permette di passare con facilità dalla versione da strada a quella da competizione.

"Audi Turracher" by Alessandro Armagno, Fabio Canella and Francesco Valletta.

A return to the essence of the Suv that bears the evocative name of the Alpine pass where the first Quattro's were tested. Given the possibility of varying the height of the mudguards, the car is able to change over from the versatility of an off-roader, to the punchiness of a real sports car. On the left and below, the model in its two different set-ups and, at the foot of the page, some C&T proposals for the interior with its four independent seats.

Un ritorno all'essenza Suv che porta il nome evocativo del passo alpino dove furono testate le prime Quattro. Grazie alla possibilità di variare l'altezza dei parafranghi, la vettura è in grado di passare dalla versatilità di un off-road, alla grinta di una vera sportiva. A sinistra e sotto, il modello nei due diversi assetti e, in basso, alcune proposte di C&T per l'interno dalle quattro sedute indipendenti.



phases typical of the style centres of the major car brands, with the direct contribution of professional designers and the supervision of technicians, to bring the students as close as possible to the reality of professional life.

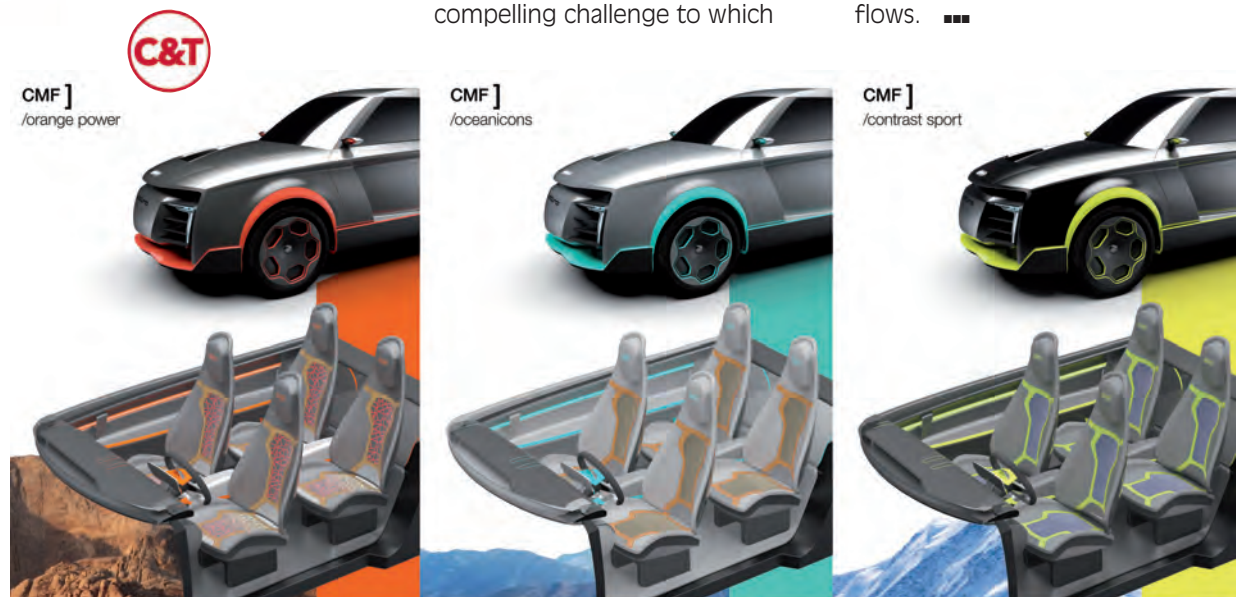
Combining the aesthetic and stylistic needs typical of the Audi brand with the aerodynamic needs subject to the rigid control of the Dallara specialists immediately proved to be the most compelling challenge to which

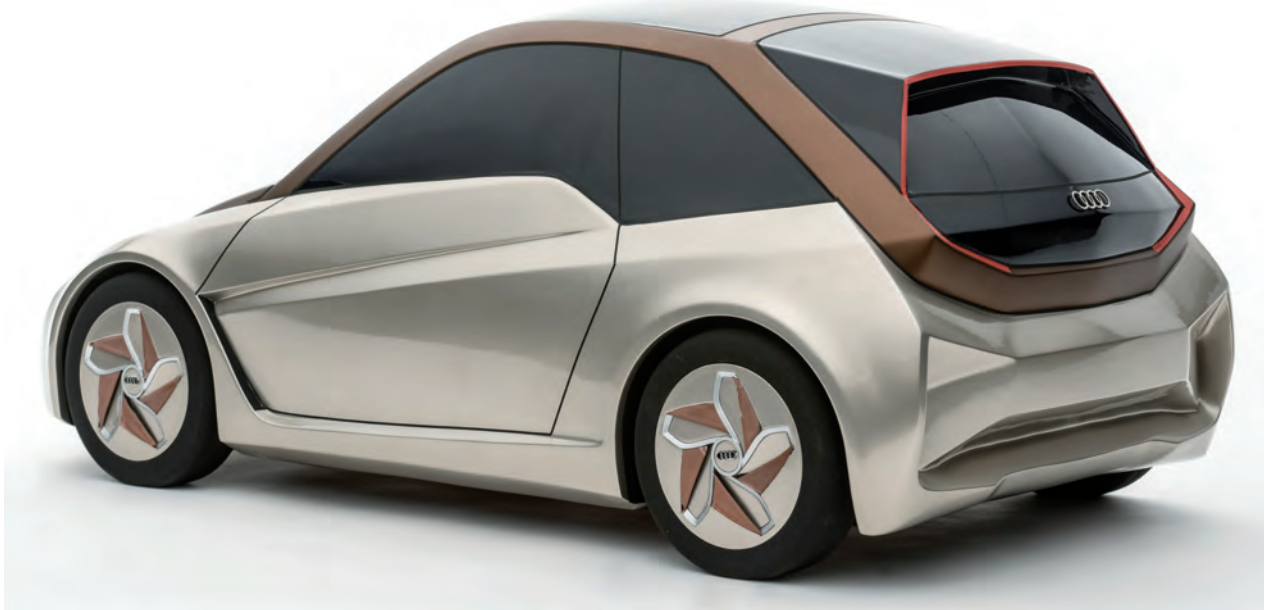
the students were able to respond with creative solutions and teamwork.

From the four-seater saloon to the Suv that rediscovers its origins, from the urban compact to the hybrid sports car, the projects explore solutions that draw their inspiration from the observation of recent automotive design, reinterpreting and evolving styling cues and features and giving life to forms sculpted by air flows. ■■■

chosen as the starting point for the four proposals developed by the thirteen course students divided into small working teams led by their teachers together with experts from the brands involved, Klemens Rosnagel and Alessandro Dambrosio for Audi and, for Dallara Automobiles, their aerodynamics manager, Dialma Zinelli.

Taking into account the potential of aerodynamics as a tool capable of supporting designers in the creation of cars able to comply with future, increasingly restrictive, pollution norms, the students worked on their concepts following a development process simulating the design





"Audi Treviri" by Darlo Capraro, Giovanniadoardo Chiesa, Ayhan Bekir Mehmed.

The agility of an urban compact and the comfort of a luxury saloon for this two-seater whose volumes and surface treatments tip a wink to the nautical world. The interior layout is reconfigurable on the basis of the driving set-up. In autonomous mode, the seats take on chaise longue positions and the steering wheel offers integrated infotainment services.

L'agilità di una compatta urbana e il comfort di una berlina di lusso per questa vettura a due posti in cui i volumi e i trattamenti delle superfici strizzano l'occhio alla nautica. Il layout interno è riconfigurabile in base all'impostazione di guida. In modalità autonoma, le sedute assumono la posizione chaise longue e il volante propone servizi di infotainment integrati.



quanto più possibile gli studenti alla realtà professionale.

Coniugare le esigenze estetiche e stilistiche tipiche del marchio Audi con le necessità aerodinamiche sottoposte al rigido controllo degli specialisti Dallara si è dimostrata subito la sfida più avvincente a cui i ragazzi sono stati capaci di rispondere con soluzioni creative e lavoro in team.

Dalla berlina quattro posti al Suv che riscopre le sue origini, dalla compatta urbana alla sportiva ibrida, i progetti esplorano soluzioni che traggono spunto dall'osservazione del design automobilistico recente, reinterpretandone ed evolvendone alcuni stilemi e caratteristiche e dando vita a forme scolpite dai flussi d'aria. ■■■

