

FORMULA STUDENT
ALPE ADRIA

**COMPETITION
HANDBOOK**
2025





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CHANGELOG

Release Date	Notes	Version
31.01.2025	Official Competition Handbook 2025 Release	1.0

ABBREVIATIONS

AED	Automated external defibrillator	EDE	Engineering Design Event
BOM	Bill of Material	EDR	Engineering Design Report
BOTS	Brake Over-Travel Switch	ESF	Electrical System Form
BPDD	Business Plan Deep Dive	ESO	Electrical System Officer
BPES	Business Plan Executive Summary	ESOQ	Electrical System Officer Qualification
BPP	Business Plan Presentation	EV	Electric Vehicle
BPPV	Business Plan Pitch Video	HSD	Hybrid System Description
BSPD	Brake System Plausibility Device	HY	Hybrid Vehicle
CBOM	Costed Bill of Material	HV	High Voltage
CM	Cost and Manufacturing	IAD	Impact Attenuator Data
CPR	Cardiopulmonary resuscitation	IC	Internal Combustion
CRD	Cost Report Documents	R2D	Ready-to-Drive
CV	Combustion Vehicle	R2R	Ready-to-Race
DBOM	Detailed Bill of Material	SE3D	Structural Equivalency 3D Model
DDT	Deep Dive Topic	SES	Structural Equivalency Spreadsheet
DNF	Did Not Finish	TMRF	Team Member Registration Form
DR	Drivers' Registration	TS(AL)	Tractive System (Active Light)
DSS	Design Spec Sheet	VSV	Vehicle Status Video



I. GENERAL INFORMATION

I.1 EVENT INFORMATION

Formula Student Alpe Adria (FSAA) is an official Formula Student competition held in Croatia.

FSAA 2025 will have two classes: CV (HY) and EV. Hybrid vehicles are a part of the CV category.

This year's competition will take place from August 11th to August 17th, 2025, at the Bugatti Rimac Test Track in Mičevac, Croatia. Further information, a detailed schedule of the event site, registration procedure, etc. will be published shortly before the event.

Every team must be registered on the official FSAA and FSG websites:

[FS Alpe Adria Website](#)

[FS Germany Website](#)

PARTICIPATING TEAMS

For FSAA 2025 there are 20 CV (HY included) and 45 EV slots + 5 Alumni teams.

COMPETITION VESTS

Each team will be issued 4 dynamic vests, which must be worn at all times within the dynamic area. The only exception to this rule is for drivers wearing their driver outfit. The drivers vest needs to always be securely attached to the push-bar and clearly visible.

Team members wearing media vests can only carry out media duties (photograph, film) and need to keep to Media Zones only. Breaking this rule will result in penalties.

REFUND POLICY

In case a team withdraws or is deregistered from the competition, 75% of the registration fee will be refunded until May 15th.

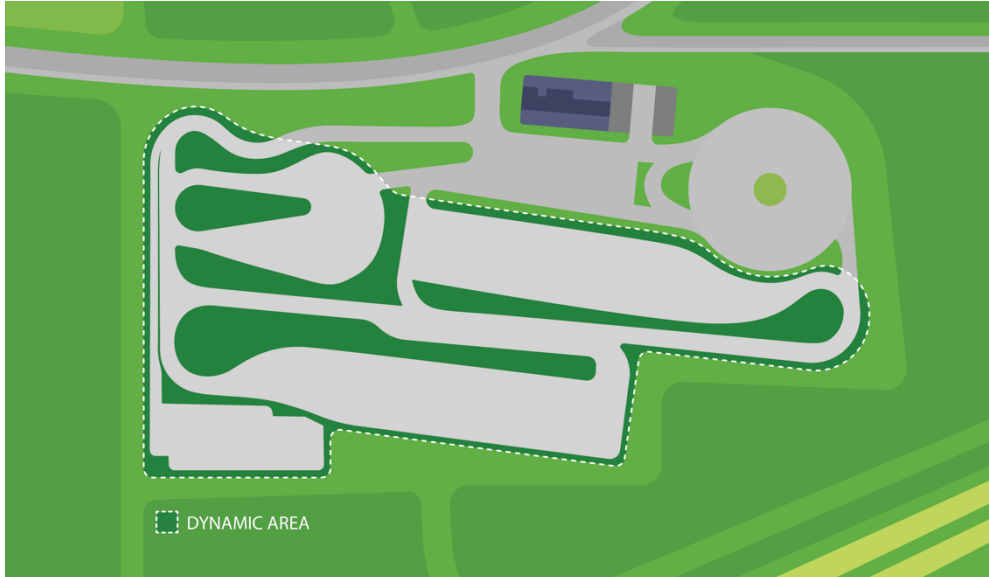
I.2 DATA LOGGERS

The information about Data Loggers used will be provided before the competition.



II. TRACK AND ACCOMMODATION

Track: Bugatti Rimac Test Track, Mičevac, Velika Gorica ([Location](#))



THE RACING TRACK CAN BE A DANGEROUS PLACE, safety is our #1 concern!

Every participant has to be aware of that and accept and abide by the provided rules and recommendations. Breaking the rules at the event may result in; penalty points, disqualification, or similar punishment may be exerted by the FSAA officials.



III. EMERGENCY INFORMATION

III.1 SAFETY

MINOR INJURY

MEDICAL CENTRE – in the event of a minor injury (shallow cut, small bruising, etc.) please accompany the injured person to the Medical Centre. Emergency aid is provided there. The Medical Centre is available every day during the event.

SEVERE INJURY

TAKE ACTION, RESPOND – if someone is severely injured and requires urgent help, do not hesitate, and immediately call the emergency services. The emergency number for every landline and mobile phone is 112 (also see information about emergency calls below). You can communicate with them in English. If you have proper first aid training, help to the best of your ability. Let the organizers at the Info Point know about the emergency as soon as possible.

BEHAVIOUR IN CASE OF REGULAR FIRES

(FUEL, OIL, PAPER, WOOD, ETC.)

Call for help (firefighters/ambulance) by either finding an official with a radio or calling 112. Assist injured people to leave the area and provide first aid if you can. Try to extinguish the fire if it is possible without risking your safety. If an electric consumer is on fire, first cut the power to it. If the fire cannot be put out, leave the area, and instruct others to do so as well. Wait for the firefighters/ambulance to arrive.

BEHAVIOUR IN CASE OF ACCUMULATOR FIRES

Immediately leave the area within a radius of 5 meters and instruct others to do so as well. Assist injured people to leave the area. An overheated accumulator is extremely dangerous so do not put yourself in danger by trying to put it out. Fire extinguishers may be used from a distance to reduce the spread of the fire. Provide first aid to the injured if you can. See the below section on what to do in case of electric shock – in any case, do not give the victim(s) water or food. Call for help by finding an official with a radio or by calling 112 yourself. Wait for the firefighters and ambulance to arrive, who will handle the situation. Stay out of the way of fumes coming from the accumulator or the vehicle; mind the wind direction.

BEHAVIOUR IN CASE OF ELECTRIC SHOCK

Call for medical help by finding an official with a radio or by calling 112 yourself, preferably in parallel to the steps below. Push one of the emergency shutdown buttons and wait until the TSAL is switched off. Note that this can take up to 5 seconds, wait



patiently. Try to talk with the victim and ask him/her about his/her health. Insulate yourself if you must move a victim away from a live contact – wear dry gloves (a requirement for every EV push-bar) or cover your hands with multiple layers of cloth and cover potential contact paths with the vehicle with the HV isolation blanket. Watch your footing to make sure that you do not slip or fall when trying to move the victim. Do not move the victim if there is a possibility of neck or spinal injuries unless (s)he is in immediate danger. Do not give water or food to the victim. If the victim is not breathing move the victim to solid ground and start with CPR procedures immediately. Ask a bystander to find an official, who will provide an Automated External Defibrillator (AED). Cover burns with a sterile dressing. Electrical burns may not look serious on the surface, but the burn can be severe deeper in the tissue. Keep the victim comfortable, warm, and at rest, and monitor his/her breathing until the ambulance arrives. The victim might undergo ventricular fibrillation several minutes after experiencing a shock.

III.2 EMERGENCY SERVICES

In case of an emergency, please call one of the numbers listed below. Those numbers are available 24/7.

General emergency number:	112
Ambulance emergency number:	194
Firefighters' emergency number:	193
Police emergency number:	192

Hospital:

[University Hospital Centre Zagreb](#)

Ulica Mije Kišpatića 12, 10000, Zagreb, Croatia



IV. RULES AND GUIDELINES

Everyone (participants, volunteers, and spectators) at FS Alpe Adria 2025 would like to enjoy an accident-free event! These guidelines have been established to advise teams of potentially unsafe practices in the pits and dynamic area.

IV.1 OFFICIAL RULES

The official rules of the competition are Formula Student Rules 2025 (v1.1) also referred to as FS Rules 2025. They can be found on the FS Germany [website](#). In case of dispute between this handbook and FS Rules 2025, rules in this handbook supersede any other rules and regulations. The officials reserve the right to a final decision.

SCORING

The competition's scoring system is based on the Formula Student Rulebook 2020 with exceptions and modifications outlined in this handbook.

FSAA 2025 Scoring	CV & EV
Static Events:	
Business Plan Presentation	75 points
Cost and Manufacturing	100 points
Engineering Design	150 points
Dynamic Events:	
Skid Pad	75 points
Acceleration	75 points
Autocross	100 points
Endurance	325 points
Efficiency	100 points
Overall	1000 points

OFFICIAL PROTEST

If any disputes shall arise, the team(s) can submit a written complaint at any time via the email: protest@fs-alpeadria.com. Complaints must be submitted within 2 hours of the alleged dispute (and 30 min for dynamic disciplines). The complaint will be processed within 24 hours of submission. Complaints that will not include the necessary information (car#, team name, university name, car classification, team captain info, clearly outlined complaint, to which rules, and regulations it applies etc.) will be



dismissed. If the formal protest is rejected, the team surrenders 15 points from the overall score.

IV.2 EVENT RULES

BEHAVIOUR

The possession or use of alcohol, illegal drugs, weapons, or other prohibited materials is strictly forbidden on the event site during the competition. The use of motorcycles, quads, bicycles, skateboards, scooters, or rollerblades in the pit area is also prohibited, along with self-propelled pit carts, toolboxes, tire carriers, or similar transport devices. However, FSAA staff are permitted to use such transport when necessary. If you witness an organizer using these transports in an unsafe manner, please report it to the info point.

ALCOHOL

Alcohol is strictly forbidden on the event site. Random breathalyzer tests will be conducted throughout the event to ensure compliance.

TRASH

Teams are responsible for keeping their pits clean at all times. Trash bins are available in the pit area and near the campsite. All waste, including broken parts, old furniture, worn-out tires, or other discarded materials, must be properly disposed of, nothing can be left behind at the end of the event.

FIRES AND SMOKING

Open fires are strictly prohibited on the event site. This includes BBQ grilles, oxy-acetylene torches, heaters, cigarettes, etc. Smoking is strictly prohibited in the dynamic area, all buildings, and the pit area. Smoking is permitted only in the dedicated area marked with signs.

WORKING ON THE VEHICLE

Use of any electrically powered tools that results in sparks (angle grinders, welding...) is only allowed in the welding area. While using any powered tools, safety glasses are required, and ear protection is recommended. All members participating in the dynamic area and scrutineering and working on the vehicle must wear closed shoes and adequate long trousers (excluding stretch and nylon pants). For welding, only use the power outlet that is marked for welding, and do not use more than one welding machine at a time.

RUNNING ENGINES

You can run engines (IC) only in the designated engine test area after passing scrutineering. Putting the vehicle in ready-to-drive mode (EV) can be done in engine test



area after scrutineering or in the pits if the vehicle is lifted off the ground, all driven wheels are off and a scrutineer is present to oversee the procedure.

ACCUMULATORS

Whenever the vehicle is not being worked on and the accumulator is installed in the vehicle, the vehicle must be on the ground with wheels mounted and must be easily moveable to remove it from the pits. The exit of the pit must be left free at all times.

Whenever the accumulator is inside the team's pit on the hand cart it has to be stored by the unobstructed pit exit at all times, with the handle facing outside.

A mandatory resting area will be available at the event where the accumulator must be stored for at least 60 minutes after charging, before being installed in the vehicle.

FIRE EXTINGUISHERS

Your fire extinguishers must always be immediately accessible. All team members must be familiar with their use. We recommend that teams have additional (dry chemical/dry powder) fire extinguishers in their pits and near their camping spot.

READY-TO-RACE (R2R)

The ready-to-race condition demands that a vehicle must be fully assembled, with all the bodywork and fluids filled up to the maximum fill level, in complete and finished condition.

READY-TO-DRIVE (R2D)

The ready-to-drive condition demands that a vehicle must be in R2R condition and with a driver inside of the vehicle using the required driver's equipment.

DRIVING PRACTICE

Driving practice is only allowed during the designated times in the Practice Area.

REMEMBER: USE THE KILL SWITCH in case of an engine or brake malfunction!



No.	Document	Category	Deadline	Re-upload deadline (days)	Daily penalty points	Last submission deadline	Document format/upload to
1	IAD Impact Attenuator Data	All	2025/03/14	7	15	2025/03/21*	FSG website**
2	SES Structural Equivalency Spreadsheet	All	2025/03/14	7	15	2025/03/21*	FSG website**
3	SE3D Structural Equivalency 3D Model	All	2025/03/14	7	15	2025/03/21*	FSG website**
4	ESF Electrical System Form	EV	2025/03/28	7	15	2025/04/04*	FSG website
5	HSD Hybrid System Description	HY	2025/04/18	-	10	2025/04/25	zip/FSAA website
6	BPES Business Plan Executive Summary	All	2025/06/13	-	5	/	pdf/FSAA website
7	BPPV Business Plan Pitch Video	All	2025/06/13	-	5	/	Include in BPES
8	DSS Design Spec Sheet	All	2025/06/13	-	5	/	xlsx/FSAA website**
9	EDR Engineering Design Report	All	2025/06/13	-	5	/	pdf/FSAA website
10	BPDD Business Plan Deep Dive	All	2025/06/20	-	5	/	pdf/FSAA website
11	CRD Cost Report Documents	All	2025/07/25	-	10	/	zip/FSAA website
12	VSV Vehicle Status Video	All	2025/07/25	2	15	2025/07/27*	link/FSAA website
13	ESOQ Electrical System Officer Qualification	EV	2025/07/25	-	10	2025/08/01*	pdf/FSAA website
14	DR Drivers' Registration	All	2025/07/25	-	10	/	FSAA website**
15	TMRF Team Member Registration Form	All	2025/07/25	-	10	/	FSAA website**

*If the team fails to upload the document by the last submission date, they will be de-registered.

** Template available



IV.3 DOCUMENT UPLOAD

The maximum file size for each document that is uploaded to the FSAA website must not exceed 50 MB. The team is responsible for successful document upload. If the upload fails, please contact us [here](#). Keep in mind, that document upload could be slower right before the deadline.

Teams that are on the waiting list, still need to upload all of the documents on time.

DOCUMENT NAMING

All the documents have to be named in the following format:

Car#_documentabbreviation_documentversion

Example:

E69_EDR_v2

*Document version is necessary only in the case of a re-upload (v2, v3...)

**Car# should be 3 characters long, ### for CV and E## for EV

Document abbreviations can be found in the document submission deadline table on page 11.

Not respecting the document naming convention can lead to up to 5 penalty points per document or the document not being accepted. The penalty points will be deducted from the overall score, while the not accepted documents will receive 0 points and penalty points for late submission. For the re-upload up to 10 penalty points can be awarded.

SUBMISSION DEADLINE

All documents and links must be uploaded by 13:00 CE(S)T on the deadline day. Documents that have to be uploaded to the FSG website do not have to be uploaded to the FSAA website.

If a team fails to upload IAD, SES, SE3D, ESF, and VSV documents by the last submission deadline they will be de-registered from the competition. Re-upload days are only meant for corrections, when required from the organizers. The team will be notified via email, and the countdown starts with the sending of the email. Daily penalty points are also applied for late re-upload submission. For all the documents that are part of the static disciplines, the team will receive penalty points up to the maximum possible points available for the discipline they are for.

Penalty points will be deducted from the overall score.



V. TECHNICAL AND SAFETY INSPECTION

V.1 GENERAL

All vehicles must adhere to the latest version of FS Rules. The vehicle must pass the Technical and Safety Inspection (also referred to as Scrutineering) before being allowed to the Engine Running Area, Practice Area, or take part in the dynamic disciplines. All vehicles (CV & EV) must pass the following inspections:

CV	EV	
Pre-Inspection & Driver Egress		
Mechanical Scrutineering; including Hybrid inspection (if applicable)	Mechanical Scrutineering	Phase 1
	Electrical Scrutineering	
	Accumulator Scrutineering (LV & HV)	
Vehicle Weighing		Phase 2
Tilt Test		
Noise Test	Rain Test	
Brake Test		

Teams must complete each phase, before proceeding to the next phase.

The event technical inspection stickers will be placed on the nose of the vehicle. If a vehicle is no longer in compliance with the rules, the officials will set the vehicle's technical inspection status to fail, remove the respective inspection sticker(s) from the vehicle and note the reason for revoking the technical inspection approval in the technical inspection sheet.

Time slots and queue for scrutineering will be determined by the chronological submission of the Vehicle Status Video (VSV). The final time slot table will be uploaded to the competition website 7 days before the competition. If the team is not done with scrutineering in the given time slot, they must leave the scrutineering area and re-enter the queue later. If the team is more than 15 minutes late for their slot, it will be forfeited and given to the next team in queue.

Charging connectors available in the Charging Area: 400 V, 50 Hz, 3-phase CEE charging connectors (3L+N+PE 6h) with 16 A and 32A as well as 230V, 50Hz, 1-phase CEE 7/3 "Schuko".



V.2 SCRUTINEERING

PRE-INSPECTION

Must be done before mechanical inspection. Will be done in pits together with driver egress.

MECHANICAL SCRUTINEERING

NOTE: Four team members (incl. the tallest registered driver) are allowed to enter the technical inspection.

The TS accumulator must be outside of the vehicle. [EV only]

Can be done in parallel with accumulator inspection. [EV only]

The officials reserve the right to check any vehicle at any time during the event.

ELECTRICAL INSPECTION [EV ONLY]

The electrical scrutineering is divided into two parts – Low Voltage & High Voltage part.

LV electrical inspection can be done in parallel to the accumulator or before the accumulator inspection is passed but the accumulator shall be outside of the vehicle in that case.

ACCUMULATOR SCRUTINEERING

Must be done before HV electrical inspection.

NOISE TEST

The functionality of the BSPD system will also be checked in the noise test area. After passing, the airtightness of the intake system will be tested by closing off the inlet after which the engine must stall.

BRAKE TEST

The BOTS will be checked according to FS Rules 2025 (T 6.2).

The brake system will be dynamically tested and must demonstrate the capability of locking all four (4) wheels at the same time and stopping the vehicle in a straight line at the end of an acceleration run specified by the brake inspectors.

Half rotation difference between the front and rear axle allowed.



VI. STATIC EVENTS

VI.1 BUSINESS PLAN PRESENTATION EVENT

The Business Plan must relate to the team's vehicle or a specific component (tangible or intangible). It can be a service or a product that stems from or uses aspects of FS vehicle.

A team may be deducted points if they fail to finish the presentation in their assigned time of 10 minutes (replaces FS Rules S 2.2.5). Each team will have 5 minutes for preparation beforehand and the presentation will be followed by a 5-minute Q&A.

The BPP Finals will feature up to 6 teams (CV or EV), which will be held the next day.

The scoring formula for the non-finalist is calculated as following:

$$\text{BPP NON-FINALIST SCORE} = 71 \left(\frac{P_{\text{team}}}{P_{\text{minf}}} \right)$$

P_{team} - team's score in the initial judging

P_{minf} - score of the lowest scoring finalist team in the initial judging

The final score will be calculated from the intermediate score through normalization and scaling.

BPP DOCUMENTS

Business Plan Executive Summary (BPES) - One DIN A4 page long electronic document, single-sided, containing a summary of a Business Plan. The header/footer must include the Team name, Car #, University name, and a hyperlink to BPPV. The document can contain graphics and pictures. The intent of an BPES is to prepare the potential investors for the team's presentation and to familiarize them with the business idea. BPES should therefore contain all the relevant data and should present the investors with all the crucial information regarding the Business Plan.

Business Plan Pitch Video (BPPV) - A min. 60 and max. 90 seconds video linked in the header or footer of the BPES and must be viewable without any additional installation of software necessary for the judges (Youtube video link recommended). The video must include team name, car#, company name, and the business idea. It's recommended to cover what you seek from investors, what do you offer in return, target customer, crucial information that sells your product (USP), etc.

Business Plan Deep Dive (BPDD) - The Deep Dive Topic (with instructions) will be announced on the FSAA website. Teams will have 7 days to research and submit a report about the topic. The document will have a minimum of 4 and a maximum of 7 pages (DIN A4 format, font size 12). The DDT doesn't need to be part of the BPP. It can be included



in the BPP, at the teams' discretion. The final document will be uploaded to the competition website.

There will be point deductions for not following instructions and rules in this handbook.

FS Rules (S 2.1.1, S 2.2.5, S 2.2.6, S 2.3, S 2.4) are to be disregarded and the rules stated in this handbook are to be followed instead.

VI.2 COST AND MANUFACTURING EVENT

Before the event, three Cost Report Documents (CRD) must be uploaded to the FSAA website by the given deadline (in one zip file). During the event, a 45-minute-long discussion with the judges will take place, next to the team's vehicle. The discussion is split into three parts:

BILL OF MATERIAL (BOM) DISCUSSION (PART 1)

A discussion to evaluate the team's ability to prepare an accurate engineering and manufacturing BOM for the complete vehicle. The discussion consists of two parts, which will be discussed simultaneously by two judges:

- Bill of Material (BOM)
- Costed Carbonized Bill of Material (CCBOM) and Cost explanation file

REAL CASE (PART 2)

TBD

COST UNDERSTANDING (PART 3)

A discussion to evaluate the general cost of manufacturing knowledge of the team.

COST REPORT DOCUMENTS (CRD)

The CRD consists of the following documents (upload as one zip file to FSAA website):

- The BOM and CCBOM created online on the FSG website and uploaded as a pdf to the event website
- The supporting material file uploaded as a pdf file to the event website
- The cost and emissions explanation file uploaded as a pdf file to the event website

Bill of Material (BOM): The BOM is a sorted list for every vehicle part. The BOM must list all parts and equipment fitted to the prototype vehicle at any time during the event. The BOM is structured according to FS Rules (S 2.4).

Costed Carbonized Bill of Materials (CCBOM): The CCBOM must list the manufacturing and assembly process, actual costs and greenhouse emissions for a specific system. CCBOM for the "Steering system" must be submitted for FS Alpe Adria 2025.



VI.3 ENGINEERING DESIGN EVENT

A Design Spec Sheet (DSS) and Engineering Design Report (EDR) must be submitted online on the competition website by the required deadlines.

SCORING (CV & EV):

Category	Points
Aerodynamics	24
Chassis and Ergonomics	24
Electrical and Control Systems	24
Overall Vehicle Concept and Management	24
Powertrain	24
Vehicle Dynamics	24
EDR	6

The final design score will be calculated from the intermediate score through normalization and scaling.

The evaluation process will take 40 minutes with 5 minutes for judges to sum up all comments and 15 minutes break between each team. For the finals, there will be 30 minutes for evaluation and 15 minutes break between each finalist. If present in the vehicle, an evaluation of the hybrid powertrain system will also be part of the EDE.

The ED Finals will feature 6 teams (CV or EV), which will be held the next day.

Engineering Design Event objective, vehicle condition, and judging criteria will be evaluated according to FS Rules 2025 section S 3 (with the exception of rules S3.1.3, S 3.4.7, S 3.7.2).



VII. DYNAMIC EVENTS

VII.1 GENERAL

Each dynamic event in the schedule will have a specific time slot. Once a dynamic event concludes at the scheduled hour, only teams that have crossed the staging line will be allowed to start their run. In the event of an unforeseen interruption (such as an incident on the track), officials reserve the right to extend the event's end time. The duration of the extension will be based on how long the specific event was halted, the track conditions and if the schedule allows it.

[EV Only] At least one ESO must always be present in the dynamic area during dynamic events. If the current driver is the ESO, at least one of the other three team members must also be an ESO.

Due to the intense and low afternoon sun, it is highly recommended to use tinted visors on helmets.

The Post Event Technical Inspection must be passed to score points in the discipline.

VII.2 TEAM CAPTAINS AND DRIVERS' BRIEFINGS

The Team Captains briefing will be held on Day 1 and 2. Drivers' briefings will be held on each day that dynamic event is on or when the practice area is open. Attendance is mandatory for all drivers scheduled for that day and the Team Captains. These briefings will cover general event information as well as specific details about the dynamic events of the day.

In total, a minimum of four and a maximum of six drivers are allowed for each team. The drivers must be registered and provide a valid driving license. Teams are required to submit copies of the driving licenses for all registered drivers prior to the event.

VII.3 DYNAMIC DISCIPLINES

ACCELERATION, SKIDPAD AND AUTOCROSS

For the Acceleration, Skidpad and Autocross events, each team has four runs, driven by two drivers with two runs each. Each driver has the option to make a second run immediately after their first run. Once the vehicle gets a green flag to start, the run has been officially attempted. If the vehicle stalls before triggering the timing equipment, it can be pushed back for a re-start. This is only allowed once per run. If the vehicle demonstrates difficulty in starting, it will need to be pulled away and repaired, and the



run will count as attempted. The fastest of the runs completed, including penalties, will be used to calculate the team's score.

A re-run may be granted under the following circumstances:

- The run is impeded by a YELLOW FLAG or RED FLAG caused by another team or any unforeseen circumstance not caused by the team in question,
- A re-run may be approved at the discretion of the officials due to technical or organizational issues.

The team will be notified by an official if a re-run is granted. It is the team's decision whether to accept the re-run. If accepted, the re-run must be performed immediately, and the corresponding initial run will be excluded from the scoring.

ENDURANCE

Starting order is based on autocross qualification (reverse order). The event officials reserve the right to adjust the running order as necessary before and during the event to maintain safe operations and the flow of the event.

NOTE: Based on past experience from Formula Student events, a sudden need for new teams in the waiting queue due to DNFs is anticipated. To ensure fair and equal conditions for all teams, there will always be at least 3 and a maximum of 4 cars on the track. It is the team's responsibility to make sure they are not late for their turn and to be at least 4th car in the queue. If the team is not ready when the track marshal calls them to start their run, they will be given a 2-minute penalty and run out-of-order (if there is time left). Please be prepared to attend the queue on time!

Only 4 team members, including the 2 drivers, are allowed to be present during the driver change. One of the 2 team members who are not drivers must be an ESO [EV only]. No repairs or work may be performed on the vehicle during the event (except for tire changes due to weather conditions and to accommodate the second driver).

If the vehicle demonstrates difficulty in starting at the start of the endurance, it will be given few tries to start. If the driver does not succeed, the vehicle will need to be pulled away and repaired, and they will run out-of-order.

VII.4 OUT-OF-ORDER RUNNING

If a team fails to begin their endurance run when it is their turn, they may be allowed to run out of order at the end of the endurance event and will be given a 2-minute penalty. This opportunity will only be granted if time permits.



VII.5 TRACK WALKS

Track walks will be held prior to the autocross and endurance events. During the track walk, only analog measurement devices and handheld cameras are permitted. Attendance is limited to the day's drivers, one additional team member, and one press member per team. No personal motorized or self-propelled vehicles (scooters, skateboards, bicycles etc.) are allowed.

Touching, moving, changing or relocating the cones from their designated position is strictly prohibited and will result in immediate disqualification.

NO PERSONAL MOTORIZED OR SELF-PROPELLED VEHICLES (SCOOTERS, SKATEBOARDS ETC.) ARE ALLOWED ON THE COMPETITION SITE. DRONES OR OTHER AERIAL EQUIPMENT ARE STRICTLY FORBIDDEN (NO WARNINGS).

ANY VIOLATIONS OF THIS POLICY MAY LEAD TO DISQUALIFICATION.

VIII. CONTACT INFO



Event Management

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Team Management

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Scrutineering

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Team Management

Dan Bušljeta

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FS Alpe Adria



Formula Student
Alpe Adria



Formula Student
Alpe Adria