



Event program 2025

FORMULA STUDENT AUSTRIA

RED BULL RING, SPIELBERG 20-24/07/2025

IMPRINT

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Formula Student Austria

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THE NEXT IS THE BEST RACE CAR.

Dear friends of Formula Student Austria,

Even after 16 years, the enthusiasm for Formula Student Austria remains unbroken. But it's not just the competition that continues to grow and mature — each year, we are once again impressed by the students from around the world.

The technological progress in the world of Formula Student — from the adoption of various powertrain concepts to the fine-tuning of electronics, suspension and chassis into one cohesive system — is truly impressive. The initial motorsport quote reflects the drive for innovation and improvement every Formula Student participant follows. The motorsport mindset is creating an advantage for the future life and the methods used in all the categories of the competition enhance everybody's skillset. Designing and building a race car requires not only a great deal of engineering and creativity; every team member must also strike a balance between limited resources and the time available. The officials at FSA have been struggling with these compromises during their active Formula Student time and try their best to support all participants equally in the best possible way.

To enhance these skills and expand the students knowledge, we have successfully established the option for hybrid powertrains within the combustion class. This could be realized with other events across Europe and in its 5th year half of the teams have chosen this option. This year, a new challenge is added to the formula student world: the usage of hydrogen in the powertrain - both for electric vehicles

(hydrogen fuel cell) as well as for combustion vehicles (hydrogen as clean fuel). The rules were written in a way that it can be integrated into existing competitions. This new option for Hydrogen is already available at six competitions across Europe in its inaugural season!

Strolling through the pit lane, seeing the participants from all over the world, partners, judges and — not to be forgotten — the FSA staff, you can quite literally feel the positive energy in the air. This spirit reflects in the quality of the whole event and continues the success of the years. Thank you for making it a great event!

We are excited to welcome all participants to Spielberg! Best of luck and have fun!

Keep on racing!



Franz Rabel
& the FSA Team

A very special nod to Klemens, who has organized, coordinated and built all the tents, light and sound, and all supporting technics since 2009. He is an essential part of the success of the event and has announced that this year will be the last year he can be part of FSA. Klemens, thank you!

FSA TEAM

AWESOME STAFF



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FSA TEAM

STEERING COMMITTEE



Responsibility
Event Manager

Christoph Hirt

Christoph Hirt, who took over the torch as event manager in 2016, is determined to expand FSA's leadership in the „small but mighty“ class of FSAE events. He hit the [FSAE] ground running during the formation of an FSE Team 2009 and joined FSA in 2013.



Responsibility
Dynamic Events

Alexander Rauch

After years of work as junior dynamics guy, Alexander advanced to Head of Dynamics for the 2019 Event. As former FS Suspension team leader he knows how to push Formula Student cars to their limits.



Responsibility
**Dynamic Events,
Timing, IT**

Manuel Seeböck

After some years of E-scrutineering and work in the dynamics area, Manuel became joint Head of Dynamics in 2019. He also makes sure the timing and IT equipment don't act up.



Responsibility
**Rules,
International
Relations**

Lukas Raschendorfer

After multiple years as „Sparkie“ for both C&E FSAE cars, Lukas joined FSA and is now responsible for the rules and statics.



Responsibility
**Head of
Scrutineering,
Rules**

Paul Mayr-Harting

Paul has been a member of the Formula Student community since 2012 and is an expert in the field of chassis and has a passion for technical documents. Therefore, he is predestined to be the chief scrutineer and the head of Rules.



Responsibility
**Head of
E-Scrutineering,
ESF**

Eugen Hoffelner

As an all-time pro in the FSE community, Eugen brings the necessary calmness to keep track of all the e-cars. During the day you can find him in the scrutineering or battery tent and in the evening he also likes to take a tour across the campsite.



Responsibility
**Head of Statics,
Scoring**

Thomas Gerstorfer

As Head of Statics Thomas knows how to bring students to their limits of knowledge. He is an expert on vehicle dynamics with a lot of experience not only in Formula Student but also in the automotive industry.



Responsibility
**Head of Media,
Partner Relations**

Romana Močnik

Romana's passion for Formula Student started in 2012 at the Weasels. She's been now supporting FSA for a couple of years in the fields of Media which means Communications, Marketing & Social Media. Moreover she is a part of Partner Relations.



Responsibility
**Human Resources,
Organisation**

Carolin Bong

Her first step at FSA was directly in the business finals as judge. Caro is now the mastermind behind the HR planning, knowing all the stories and being the fairy godmother of FSA. This year she is on baby duty - we wish her all the best!



Responsibility
Organisation

Alexander Kinzer

Solving all kinds of small problems for FSAE Teams is his favorite activity. After collecting Formula Student experience in the pits since 2015, Alex is now available for all sorts of questions at the help desk of FSA.



Responsibility
Head of Design

Maximilian Jauk

After many years as a design judge, Maximilian moved to a leading role in the design event in 2024. He has a strong background in Formula Student and is an experienced software and electronics engineer in the racing industry.

FSA TEAM

SPECIAL FORCES



Franz Rabel

Responsibility
Head of Business



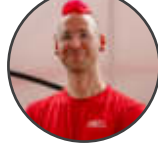
Sebastian Kern

Responsibility
Head of SES



Sebastian Frager

Responsibility
Head of Cost



Fynn Wojahn

Responsibility
Co-Head of Cost & Special Staff
Wear



Titus Meier-Kraut

Responsibility
Mechanical Scrutineering



Eva Stephan

Responsibility
SES Specialist



Steffen Schmitt

Responsibility
IAD Specialist



Svenja Maier

Responsibility
Partner Relations



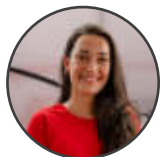
Romana Kunst

Responsibility
Partner Relations



Nina Katschitsch

Responsibility
HR



Ursula Saler

Responsibility
HR & Partner Relations



Paul Stechele

Responsibility
Logistics & Lifting



Mario Vukits

Responsibility
Logistics



Johannes Hundschele

Responsibility
Logistics



Klemens Körner

Responsibility
Tents & Technics



Stefan Oechslein

Responsibility
Livestream & Brand Design



Adriana Dugum

Responsibility
(Social) Media & HR



Julia Melles

Responsibility
Media & Brand Design



Christina August

Responsibility
Social Media



Tobias Prunner

Responsibility
Video Team



Niklas Koskowski

Responsibility
Video Team



Michael Neuhauser

Responsibility
Website, IT

FSA PARTNERS



AUDI

Formula Student: die Pole-Position für Technik und Teamgeist

Du willst nicht nur studieren, sondern Technik hautnah erleben? Du hast den Drive, komplexe Herausforderungen zu meistern und Ideen in Bewegung zu setzen? Dann ist die Formula Student genau das Richtige für dich, das hast du bereits erkannt. Seit 2007 unterstützen wir bereits die FS und stehen den Studierenden mit kompetentem Fachwissen und großer Begeisterung zur Seite. Nütze deine Chance und komm ins Team Audi für dein Praktikum oder deine Abschlussarbeit. Besuch unsere Seite Karriere | [audi.com](https://www.audi.com) und schau was du dir passt. Wir freuen uns auf deine Bewerbung
Dein Audi FS Team!



www.audi.com



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MAGNA

Forward. For all. Shape an innovative future of mobility with us.

Magna is a mobility technology company and one of the world's largest automotive suppliers with 343 manufacturing facilities and 105 product development, engineering and sales centres in 28 countries. We have more than 180,000 entrepreneurial employees dedicated to providing mobility solutions. Whether components, subsystems or complete vehicle construction: only Magna has comprehensive systems expertise. This is what has made the Group a trusted partner to the industry for decades. We don't just face the challenges of tomorrow – we embrace them and create holistic solutions in the areas of electrification, mobility and beyond – with the aim of supporting you in the development of the vehicle of the future. This is how we move forward.



www.magnacareers.com



MAXIMATOR HYDROGEN

Maximator Hydrogen GmbH, based in Nordhausen, is a leading provider and developer of comprehensive system solutions for the entire hydrogen technology value chain. With over 200 employees, the company combines unique expertise with the know-how of approximately 700 hydrogen-related patents. As a fast and efficient partner for the planning, construction, and operation of hydrogen infrastructures for road, rail, and maritime transport, Maximator Hydrogen GmbH – a company of the Schmidt Kranz Group – offers highly reliable and state-of-the-art hydrogen refueling stations from a single source.

With its high performance, flexibility, and speed, Maximator Hydrogen GmbH is a key partner for tailor-made hydrogen solutions for large international corporations and enterprises.



www.maximator-hydrogen.de



WIEN ENERGIE

Wien Energie is Austria's largest regional energy provider. The company reliably supplies energy to around two million people and 230,000 commercial and industrial facilities. Its electricity and heat production comes from combined heat and power (CHP), waste incineration, and renewable energy sources such as solar, wind, hydropower, and biomass. Wien Energie is massively expanding the share of renewable energy sources and is making an active contribution to the path to climate neutrality by 2040.

Green hydrogen plays an important role in the mobility and energy transition, and Wien Energie has already achieved key milestones: Since 2024, Wien Energie has been producing up to 1,300 kilograms of green hydrogen daily directly in the city with Vienna's first electrolysis plant. Hydrogen production in Simmering uses exclusively electricity from renewable sources such as solar, wind, and hydropower. Wien Energie also offers companies the opportunity to supply themselves directly with green hydrogen – via mobile cylinder bundles, by trailer at the electrolysis plant, or at one of its two own hydrogen filling stations. Companies can use these to refuel with 100% green hydrogen at 350 bar and 700 bar.



www.wienenergie.at

INTERNATIONALES WIENER MOTORENSYMPIOSIUM

The International Vienna Motor Symposium takes place annually and is one of the worldwide leading events of this kind.

At the International Vienna Motor Symposium, more than 1,000 decision-makers from the most important companies of the worldwide automotive engineering industry meet. The three-day programme offers a variety of ground-breaking lectures and allows sufficient time for exchange of opinions and networking.

This top-level lecture programme is accompanied by an exhibition at which leading automotive and component companies present latest technologies and developments.

The lectures of the International Vienna Motor Symposium can be ordered from the Austrian Society of Automotive Engineers' (ÖVK) website.

Next year's 47th International Vienna Motor Symposium will take place from 22 to 24 April 2026 in the Hofburg Conference Centre Vienna.



www.wiener-motorensymposium.at

FORMULA STUDENT

SCOPE & HISTORY

Formula Student Rule A.1.1.1: Competition Objective

„A1.1.1 The competition challenges teams of university students to conceive, design, fabricate, develop and compete with small, formula style, race cars.“

The roots of formula student lie in 1970s Texas, as a variant to the already existing Mini Baja (competition for lawnmowerpowered off-road vehicles). The idea resonated well and after a few establishing years, Formula SAE was introduced as a design competition with a very open ruleset and also much more „race“ appeal since the cars were allowed to have engines with significant power compared to the spec'd single cylinders in Baja. The event quickly picked up momentum, and in 1998 it made the jump over the big pond when Formula Student UK was the first non-US competition to be held. Soon other followed and today there are eight official competitions all over the World:

- Formula SAE Michigan
- Formula SAE Lincoln
- Formula SAE Australasia
- Formula Student Austria
- Formula SAE Brazil
- Formula Student Germany
- Formula SAE Italy
- Formula Student (UK)

and many more!



Additionally, there are a whole lot of unofficial events held around the globe, e.g. in India, the Netherlands, Hungary, the Czech Republic and many more.

So what is it all about? Formula Student is an Engineering Design competition that should teach engineering students some real-world skills relevant to the automotive and other industries. To successfully compete, a team has to delve into research, design, manufacturing, testing, developing, marketing, management and finances – this favors or even requires the formation of multi-disciplinary teams. This and the fact that Formula Student is as much a project management exercise as it is an engineering challenge, it teaches the competitors a valuable and industry-appreciated combination of soft- and hard skills.

FSA Winners 2024

Combustion

1. MoRe Modena Racing
2. FSUPV Team Valencia
3. Arrabona Racing

Electric

1. FS Team Tallinn Electric
2. KA-RaceIng Electric
3. Joanneum Racing Graz



The vehicle itself is governed by a set of internationally agreed upon rules. The rules have grown pretty complex over the years (the rule book is now larger than the one for F1), so here are the defining characteristics:

Vehicle

- Open-Wheel, Open-Cockpit, Formula-style body
- four wheels
- aerodynamic devices are limited in size

C-Powertrain

- 20mm Air restrictor (19mm for E85)
- turbo/supercharging is allowed

E-Powertrain

- any number of motors and driven wheels
- 80kw peak system power

As originally intended, Formula Student has become a major source of highly qualified graduates in the engineering world, focused but not limited to the automotive sector.

Even in the highest classes of professional motorsports, FS team jackets and memorabilia can be seen everywhere. The unique combination of engineering and project management skills required to complete and run an FS car makes it a great preparation for real-world projects. This is recognized by many businesses, making it an ideal stepping stone from academics into an interesting rewarding job.



FORMULA STUDENT

DISCIPLINES



Acceleration

The first of the so-called Dynamic Disciplines is the Acceleration. The car has to accelerate from a standstill and cover a distance of 75 meters as quickly as possible. Due to a high power to weight ratio, FSAE cars can do this in well below four seconds with terminal speeds of well over 100 kph, outrunning almost all road-going sportscars. Each team can have two drivers, each of them doing two runs.



Skid Pad

In the Skid Pad event the lateral ability of the car is tested on a figure-eight course. After entering the course, the driver has to go round the right circle (right turn) twice, then round the left circle (left turn) twice - the time for the second lap of each circle is used to determine the score. Again, each team has 4



Autocross

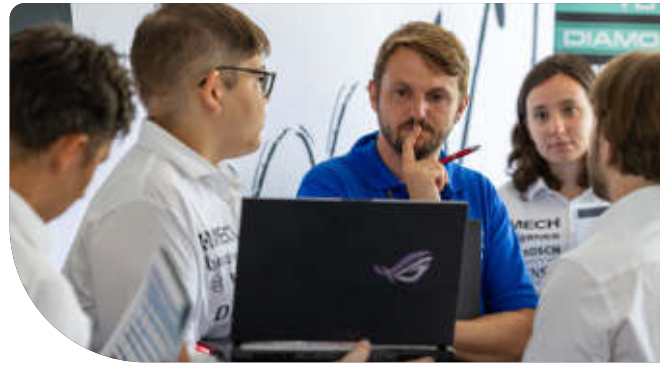
The Autocross track is a handling course consisting of turns, hairpins, straights and slaloms and is roughly 1000 meters long. Each car enters the track on its own and will do a single "hot lap" of the course. The track is marked using small traffic cones which will, when hit, result in a two-second penalty. Each team has two runs for each of their two drivers.

Endurance & Efficiency

The Endurance race takes part on a closed autocross course over a distance of 22 km. At half-time a driver change is performed and the car has to perform a hot restart. This event is driven with multiple cars on the course but overtakes are performed in special two-lane overtaking zones. The fuel/energy consumption as well as the lap times during the Endurance are used to calculate the Efficiency score.

Engineering Design

The most important one of the Statics is the Engineering Design Event. During the judging the team has to present their car to a group of automotive and racing experts. These judges will check if the design goals have been met, if the team members understand their design and if it has been



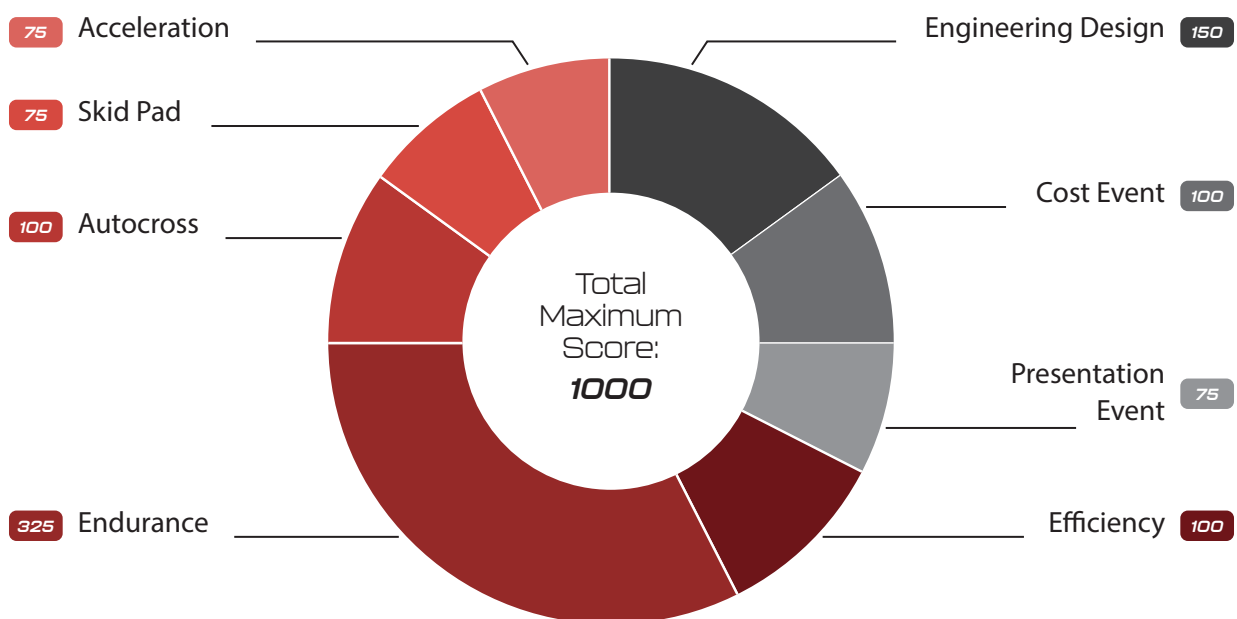
Cost Event

For the Cost Event, the teams have to submit a detailed Bill of materials up front. At the event, its correctness and completeness checked and the team is presented with an additional



Business Plan Presentation Event

During the Presentation Event, the teams have to present a business plan for selling their design to fictional investors.



PARTICIPATING TEAMS

#	University	Team
1	University of Modena and Reggio Emilia	MoRe Modena Racing
6	Warsaw University of Technology	WUT Racing
8	Gdańsk University of Technology	PGRacing Team
10	FH Campus Wien	OS.Car Racing Team
11	Riga Technical University	FS RTU
12	Aristotle University of Thessaloniki	Aristotle Racing Team
21	Óbuda University	Obuda University Racing Team
25	Università degli Studi di Firenze	Firenze Race Team
33	University Carlos III of Madrid	MAD Formula Team
36	Fachhochschule Dortmund	FH-Dortmund Race-Ing.
68	Czech University of Life Sciences Prague	CULS Prague Formula Racing
69	Białystok University of Technology	Cerber Motorsport
76	Karlsruhe Institute of Technology	KA-Racelng Combustion
78	TAMK University of Applied Sciences	Tampere Formula Student
85	Università degli studi di Padova	RaceUP Hybrid Padova
88	Alma Mater Studiorum - Università di Bologna	UniBo Motorsport
89	VŠB - Technical University of Ostrava	Formula TU Ostrava
95	Universitat Politècnica de València	FSUPV Team
E1	Leibniz Universität Hannover	HorsePower Hannover
E3	Ostfalia University of Applied Sciences	Team wob-racing.
E5	Fachhochschule Kiel	Raceyard E
E6	Technische Universität Chemnitz	T.U.C. Racing e.V.
E7	Leopold-Franzens-Universität Innsbruck	Campus Tirol Motorsport
E11	University of Twente	HyDriven - Hydrogen racing team
E13	Technische Universität Berlin	FaSTTUBe
E14	TECNUN - University of Navarra	Tecnun eRacing
E15	Wrocław University of Technology	PWR Racing Team
E16	Duale Hochschule Baden-Württemberg Ravensburg	Global Formula Racing (DE)
E19	Hochschule für Technik und Wirtschaft Berlin	greenBEAR
E24	Tallinn TU UAS	FS Team Tallinn Electric
E25	Fachhochschule Joanneum Graz	Joanneum Racing Graz
E26	Universität Stuttgart	Rennteam Uni Stuttgart
E31	Technical University of Munich	TUfast Racing Team e-Technology
E33	ETH Zürich	AMZ Racing Team

E39	Linköping University	LiU Formula Student
E41	Technische Universität Wien	TU Wien Racing
E42	Hochschule Darmstadt	UAS Formula Student Team Darmstadt
E43	Fachhochschule Konstanz	Bodensee Racing Team
E44	Deggendorf Institute of Technology	Fast Forest
E45	Ulm University of Applied Sciences	Einstein Motorsport
E48	Ruhr-Universität Bochum	RUB Motorsport
E52	National Technical University of Athens	Prom Racing
E53	Technische Universität Graz	TU Graz Racing Team
E54	Barcelona School of Industrial Engineering - ETSEIB - UPC	BCN eMotorsport
E55	University of West Attica	Poseidon Racing Team
E59	Technische Universität Dresden	ELBFLORENCE e.V.
E63	Norwegian University of Science and Technology	Revolve NTNU
E69	Hochschule für Angewandte Wissenschaften Hamburg	HAWKS Racing e.V.
E71	KTH Royal Institute of Technology	KTH Formula Student
E76	Karlsruhe Institute of Technology	KA-Racing Electric
E78	Technische Universität Hamburg	e-ognition Hamburg
E84	Warsaw University of Technology	Proton Dynamic
E90	Politecnico di Milano	Dynamis PRC
E91	Technische Universität Braunschweig	Lions Racing Team e.V.
E94	Hochschule Esslingen	Rennstall Esslingen
E96	Westfälische Hochschule Zwickau	WHZ Racing Team
E98	University of Zagreb	FSB Racing Team
E99	Rheinisch-Westfälische Technische Hochschule Aachen	Ecurie Aix Formula Student Team RWTH Aachen e.V.

Please note: This list is dated 01/07/2025

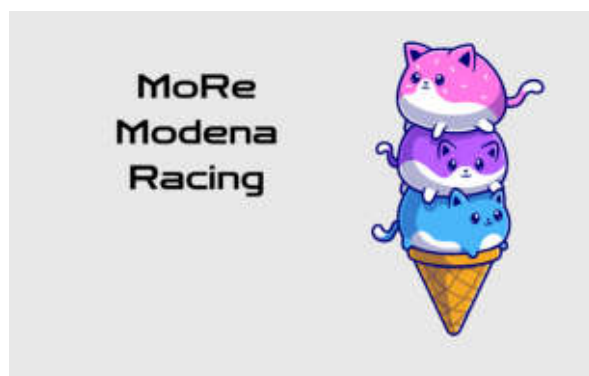
PARTICIPATING TEAMS

PANINI-PAGES

If you don't have a sticker of it — did it really happen?

Stickers are the true secret sauce of Formula Student! They're not just souvenirs; they're proof of epic pit walks, late-night garage banter, and friendships forged over duct tape and data logs. So grab your album, roam the paddock, and hunt down every team. Turn your magazine into a colorful canvas of memories. Because when the season's over, your sticker collection will keep the stories alive and bring a grin to your face every single time!

Happy sticker hunting!

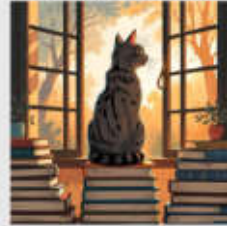


Find the teams in their pits and fill up your sticker album!

FS RTU



Aristotle Racing Team



Obuda University Racing Team



Firenze Race Team



MAD Formula Team



FH-Dortmund Race-Ing.



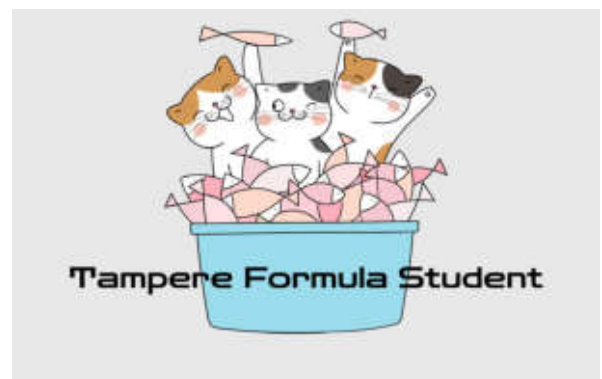
CULS Prague Formula Racing



Cerber Motorsport



Find the teams in their pits and fill up your sticker album!



Find the teams in their pits and fill up your sticker album!

FaST'TUBE



**Tecnun
eRacing**



PWR Racing Team



**Global Formula Racing
(DE)**

greenBEAR



FS Team Tallinn Electric



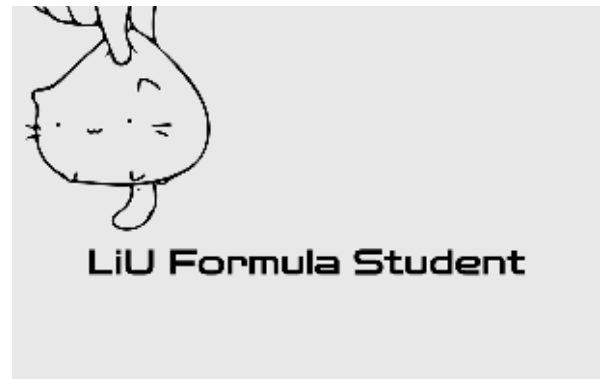
Joanneum Racing Graz



Rennteam Uni Stuttgart



Find the teams in their pits and fill up your sticker album!

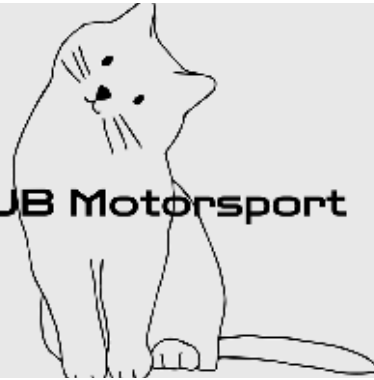


Find the teams in their pits and fill up your sticker album!

Einstein Motorsport



RUB Motorsport



Raceyard E

Prom Racing



TU Graz Racing Team



BCN eMotorsport



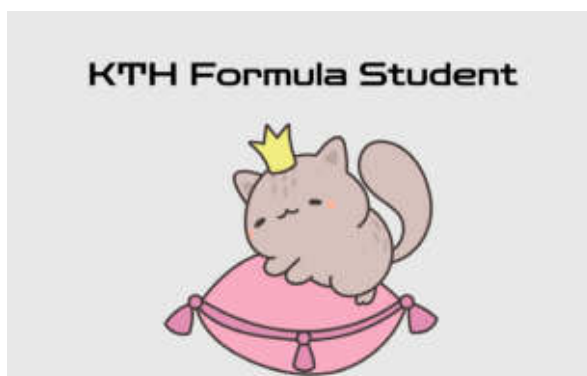
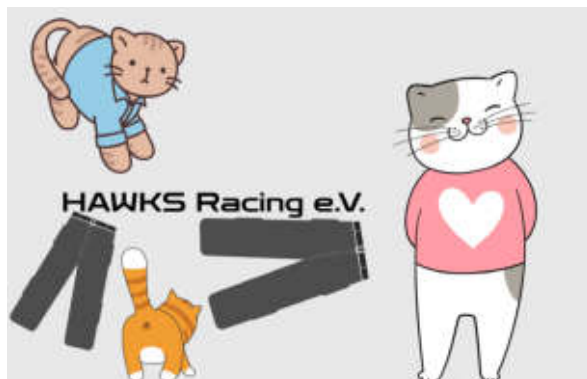
Poseidon Racing Team



ELBFLORACE e.V.



Find the teams in their pits and fill up your sticker album!



Find the teams in their pits and fill up your sticker album!

Dynamis PRC



Lions Racing Team e.V.



Rennstall Esslingen



WHZ Racing Team



FSB Racing Team



**Ecurie Aix Formula Student
Team RWTH Aachen e.V.**



Find the teams in their pits and fill up your sticker album!



#1

MoRe Modena Racing

University of Modena and Reggio Emilia

**HELLO HOOMANS!**

AFTER PURRING OUR WAY TO VICTORY LAST YEAR AT THE RED BULL RING, THE MMR TEAM IS BACK AND MORE ELECTRIFYING THAN EVER. WE'VE DOUBLED THE MOTORS, TRIPLED THE SENSORS, AND QUADRUPLLED THE HEADACHES.

WE ARE THRILLED AND ZOOMING TO BE BACK ON THE TRACK IN SPIELBERG, READY TO GET OUR INDUSTRIAL-SIZED POT BACK ON THE MAKESHIFT STOVE, PIPING HOT LIKE OUR POWERTRAIN ON A RACE DAY.

WILL IT WORK AGAIN? WE DON'T KNOW. WE'RE TOO SLEEP-DEPRIVED TO PREDICT.

CAN'T WAIT TO MEOW AT YOU FROM THE PITLANE.

**BACI E ABBRACCI,
MMR****THIS SEASON'S CAR
CATIFICATIONS****ENGINE**

105 HP (NOW HYBRID, SO
HALF PURR HALF HISSES)

MAX PAWER

JUST SHY OF DANGEROUS

WHEELS

HOPEFULLY ATTACHED

DIMENSIONS

= 1 CAT × N PILOT (WHERE
N = 0, NO PILOT, JUST CATS)

ECU

MEOWTEC (NOW WITH
70% MORE BUGS, 100% MOTEK)

WEIGHT

220 KG — THE IDEAL
MASS-TO-CAT-NAP RATIO

BATTERY

SLIGHTLY EXPLOSIVE, LIKE
OUR TEAM'S GROUP CHAT

DRIVERS

SELECTED VIA VIBES AND
SPOTIFY PLAYLISTS

WINGS

THEY MAKE US FASTER...
OOOR MAYBE JUST PRETTIER

TOP SPEED

FAST ENOUGH TO OUTRUN
RESPONSIBILITIES (BUT NOT
THE SCRUTINEERS)

FUEL

STILL MONTEPULCIANO
D'ABRUZZO (ADDETIVES:
ENGINEER'S TEARS)

BEST FEATURE

MMR GIVES YOU ZOONOMIES



#6

WUT Racing

Warsaw University of Technology

TEAM BEST RESULTS

FS POLAND 2023

BPP: 1st place

Overall: 4th place

FS POLAND 2024

ACC: 3rd place

Overall: 6th place

FS EAST 2024

Endurance: 2nd place

Overall: 6th place



The sixth car from WUT Racing marks a major milestone – the team's first hybrid-powered vehicle. Both the aerodynamic package and the monocoque were completely redesigned, with the latter featuring revised geometry to accommodate the hybrid system and improve ergonomics.



#8

PGRacing Team

Gdańsk University of Technology

PGRacing Team is a group of students from Gdańsk University of Technology who, instead of peacefully finishing their studies, decided to develop an addiction to epoxy resin, downforce graphs, and going fast. We are made up of people who had to choose between taking an exam and laying carbon fiber at 3:00 a.m. They chose wisely.

OUR CAR STILL HAS 8 LIVES

(We hope it stays that way until the end of the season)



Powertrain: Magneto behaves like a real woman once a month

Electronics: To hybrid or not to hybrid that is the question

Weight: Depends on how much beer the driver had

Telemetry: works better when we don't touch it

Engine: Triumph that goes prr prr prr

Power: 95 mechanical cats



BIGGEST WEAKNESS: THE WEEK BEFORE THE COMPETITION.

There are so many of us that it's impossible to blame anyone for mistakes, but few enough that everyone holds at least four roles.

We started out of passion for motorsport, and stayed because... the task list just kept getting longer.



10

OS.Car Racing Team
FH Campus Wien**Os.car**
RACING TEAMScan to see the manufacturing
timelaps of this years car**(Almost) Accurate Technical Data (maybe)**

Frame	Hybrid chassis; non-deformed steel tubes at the front and deformed ones at the rear	Engine	2 – a small and a large one, and one is working
Aerodynamics	750 N in "X-axis" (we still don't know if it's drag or downforce)	Powertrain	Hybrid Athelete - it Runs, and works (out) (sometimes)
Suspension	Heard the word "stiff AF" thrown around a lot	Performance	Depends on the playlist
Electrics	Lost our BMS during the TU Graz Rollout...	Max. Power	idk – the boys are currently at the dyno. (Why do all the deadlines have to be @ 1 pm fsa :{)
Wheels	4 (thanks again to Revolve NTNU)	ECU	I already told you we lost it in Graz (or is that not the same thing??)
Driver	Haven't had driver selection yet (23.05.2025) – will keep you updated	Weight	175kg, yep that's a lie
Dimensions	About one racetrack wide and emotionally unstable	Best Feature	let's focus on the team

**ABOUT
US**

We'll start this year's page the same way we did in 2023:
After taking a year of absence, Os.Car is back.

But this time, it's different. In 2023, the team had to rebuild from just 4 people. This time a lot has changed - This year's rebuild started with only 3. And now? We've turned Os.Car Racing into a fully functioning chaos unit – over 50 members strong, fueled by Wiesel, ambition, and the occasional breakdown (mostly emotional). With students from engineering, design, and everything in between, we've built more than just a car – we've built Ferdi.
This year, we're ready to push our car to the limit – across the Netherlands, Austria, and yes, even onto the sun-scorched asphalt of Barcelona's paella. Whether it's sprinting through dynamics or sprinting to the driver's change – the journey is still unwritten (wink wink, who gets it?).

Absolutely – here's a shorter, natural version of your CR-124h description, keeping your tone and humor, but tight enough to fit cleanly on your team page and without any hint it was AI-generated:

**THE CR-
124H**

Introducing the CR-124h – Os.Car's first-ever hybrid race car and probably the cleanest sheet of paper we've used since 2012. New suspension? Check. New electronics? Check. New aero concept from the ground up? Triple check. Basically, if it existed in last year's car, we replaced it. If it didn't exist, we invented it. Mostly on the fly.
CR-124h is powered by a KTM LC4 690 single-cylinder engine – loud, reliable, and definitely not subtle. To spice things up, we're using an electric motor to drive the turbocharger. Yes, you read that right: e-boosted madness, Os.Car style.
Our brand-new suspension was designed not just to handle curves, but to generate some too. The car corners like it has something to prove – and it does. The aerodynamic package is based on a full ground effect concept that was developed in CFD, refined in late-night arguments, and eventually made real with sweat, carbon, and possibly tears.
CR-124h is more than just a new generation – it's a declaration:
We're here. We're hybrid. We're (almost) ready for dynamics.

Let me know if you want a version in even fewer words or in bullet points!

**THIS IS
US****DISCLAIMER****IF SOMEONE STEALS "UNWRITTEN" FROM US AT KARAOKE, THEY WON'T BE GETTING ANY LEBERKAS!!!!!!!**



11

FS RTU

Riga Technical University

FS RTU

FS RTU (Formula Student Riga Technical University) is the first-ever Latvian team to participate in international Formula Student engineering competition. Founded by students at Riga Technical University, the team brings together young engineers from various faculties with a shared goal: to design, build, and race a custom-built formula-style race car.

In its debut season, FS RTU successfully competed in events held in Poland and Hungary during the summer of 2024. The team earned recognition for the quality of its engineering solutions, team organization, and technical approach—proving the strength and potential of Latvia's higher education and engineering sector on the international stage.

The team comprises more than 30 students from engineering, business, and design fields. Their work takes place in workshops and laboratories where they develop the car's chassis, powertrain, suspension, and electronics, as well as manage project planning, marketing, and cooperation with industry partners.

FS RTU has gained strong support from both Latvian and international companies, including DriveEO, Vāģi Racing, SKF, HCR, and others. The project not only promotes engineering education among youth but also builds a practical bridge between academic studies and real-world industry needs.

FS RTU's vision for the future is to establish a sustainable and competitive student racing platform in Latvia, inspiring the next generation of engineers and providing an environment where talented students can develop both their technical and leadership skills.

Follow our journey and support Latvia's first Formula Student team:

📱 Instagram/Facebook: @fsrtu



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Aristotle Racing Team

Aristotle University of Thessaloniki



**RACING ISN'T JUST SPEED. IT'S
PRECISION, STRATEGY, AND PASSION.
RACING IS ART.**

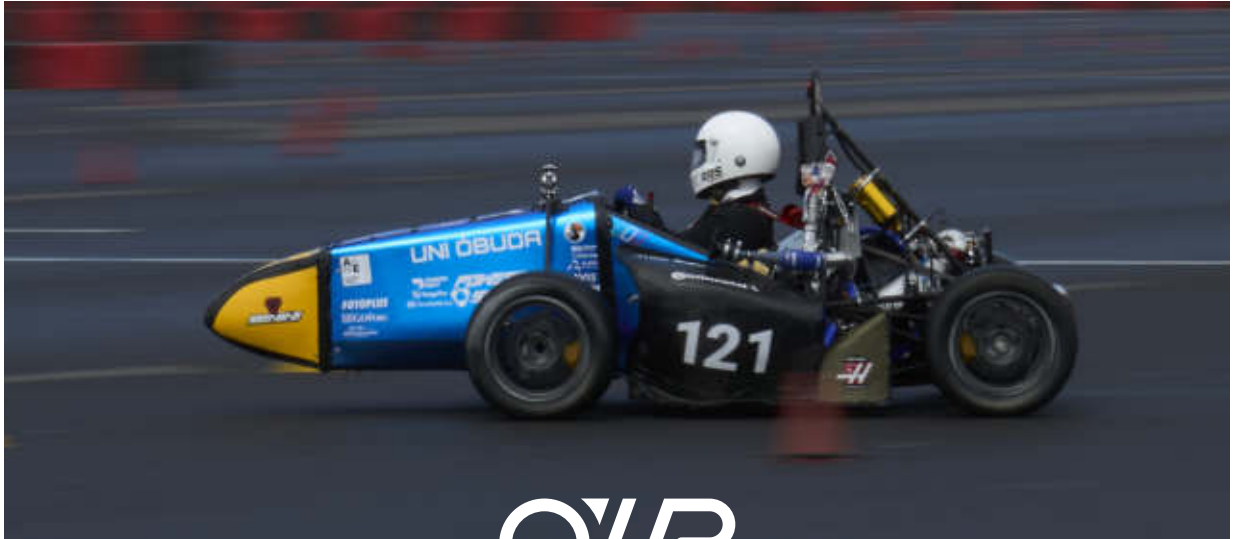




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Obuda University Racing Team

Óbuda University



OVR

Óbuda University Racing Team is the official Formula Student team of Óbuda University. As part of the international Formula Student competition, our students design, build, and manage single-seater race cars, gaining real-world engineering and business experience.

Our team consists of over 60 members from nearly all faculties of the university, aiming to develop a competitive vehicle and achieve strong results at international competitions. In addition to engineering, we focus on business planning, project management, and collaboration with industry partners.

One of our key strengths is in-house manufacturing: we produce the majority of our car's components in our own workshops, providing valuable hands-on experience and a competitive edge. We also collaborate with other university teams, sharing our expertise and production capacity.

The project offers a unique development opportunity for future engineers and managers, while also providing valuable visibility for our partners at university, professional, and international events.



@ourteamracing



@O.U.R Team



Obuda University
Racing Team



ourteam.hu



25

Firenze Race Team

Università degli Studi di Firenze



Firenze Race Team is the official racing team of the **University of Florence**. With experience dating back to **2000**, the team has built solid expertise in designing and engineering race cars for **Formula SAE** competitions. It was **the first Italian team** to compete in both the United Kingdom and the United States, and has consistently taken part in the most prestigious events across Europe.

This season, the team will compete in two high-level events: **FS Austria** in the Combustion category and **FS East** in the Driverless Cup. In preparation for these races, the team is developing its new race car, the **FR-25**, aiming to deliver top performance and achieve outstanding results on the track.





33

MAD Formula Team

University Carlos III of Madrid

Welcome to another year of (hopefully controlled) **MAD**ness.

Our new prototype, the MFT05, proudly continues our tradition of pushing the limits of engineering, patience, and the tensile strength of duct tape. It's faster, sleeker, and—dare we say it—still holding together.

Suspension? Fully redesigned, mostly because we couldn't remember how we built it last year. The chassis is carrying a few extra kilos (too short on deadlines for the summer body), and the wheel assembly finally accepted that Von Mises wasn't just making suggestions—so we went with a heavier and hopefully stiffer wheel hub.

Budget cuts hit hard this year: we had to remove three bolts per wheel. But hey, weight reduction is weight reduction, right? Also they look hotter than ever (both in style and temperature).

Electronics deserve a shoutout—they finally realized that telemetry via smoke signals wasn't ideal. We now have a dashboard that lights up (on purpose!!), not just when something catches fire. Progress!

So, join us for another ~~beer~~ year of innovation, questionable design choices, and last-minute fixes that definitely weren't in the original CAD. Worst case? You get front-row seats to our driver being launched into orbit. (Don't worry—we brought spares.)

TECHNICAL DATA			
Dimensions	In mm	Steering	Turns left. Emotionally right.
Accuracy	In mm-ish	Modelling	Predicts behavior. Ignores reality.
Engine	The last 'noisy-and-smoky' one	Brakes	Stop the fun
Cooling	Hot topic	Wheels	Round by design, loose by tradition
Wings	Sponsors had too many stickers	Battery	Way smaller than next year
Drivers	Spendable	Weight	Lighter than excuses.
Fuel	85% corn, 15% dinosaur	Endurance	One under the belt. It ain't much but it's honest work



36

FH-Dortmund Race-Ing. Fachhochschule Dortmund

People want stop calling you Markus Dem Dec

But you know its way shorter, so fix a wit

111 DB?

I SMELL DNF

E-TEAM IS LOOKING FOR ITS MUSCLES

DO YOU HAVE ANY CLUE
HOW STUPID THIS IDEA IS

THIS IS JAN

Screwed by
RACE-ING.

OUR REAL LOGO

~~RACE-ING.~~
TEAM FH DORTMUND

TECHNICAL DATA	
BRAKES	BREAKING
SUSPENSION	GOING UP AND DOWN
ENGINE	THE SAME SINCE 2006
AERO	MAYBE YES MAYBE NO
DRIVERLESS	ONLY WHEN JAN DRIVES
ELECTRONICS	WITCHCRAFT
EFFICENY	NO



68

CULS Prague Formula Racing

Czech University of Life Sciences Prague

At the Czech University of Life Sciences in Prague, our team stands out—not just because of our car, but because of where we come from. While most Formula Student teams are rooted in traditional technical universities, we proudly represent an institution focused on agriculture and life sciences. This unique background gives us a fresh, multidisciplinary perspective on engineering challenges, blending creativity, precision, and adaptability.

As CULS Prague Formula Racing, we are now competing with our third hybrid formula car, continuing a decade-long tradition of innovation. This season, we're thrilled to take the stage at the prestigious Formula Student Austria competition.

A defining strength of our team lies in our in-house manufacturing capabilities. We don't just design—we build. We weld, turn, mill on 3-axis CNC machines, and laminate our own carbon fiber parts. We even work with titanium, from which we manufacture critical components such as the exhaust system and headers. In total, over 80% of all parts are produced by us, giving us full control over quality, rapid prototyping, and deep insight into every element of our car.



But our greatest asset is our team itself. We're more than engineers—we're a close-knit group of friends, bound by a shared passion for motorsport. We work hard, but we know how to enjoy the process. Whether solving problems in the workshop or sharing a laugh at a test day, fun is part of our formula.

Our current monopost features a Triumph 675 combustion engine delivering over 80 horsepower, assisted by two front-mounted electric motors powered by our self-developed battery system. This hybrid drivetrain is paired with a refined



69

Cerber Motorsport*Bialystok University of Technology*

Founded in 2011, **Cerber Motorsport** returns to **Formula Student Austria** this year with their **10th car** – and no, they still haven't figured out how to get any more sleep.

Straight outta Bialystok comes a team of 30 students building a race car faster than they finish their engineering degrees. Fueled by creativity, a questionable amount of cigarettes, and way too many cans of energy drinks, they turn chaos into carbon fiber.

Sure, they have departments on paper... but when the clock strikes 3 AM, everyone suddenly becomes a suspension expert. Innovation? Sometimes it follows the plan. Sometimes the plan follows it. Communication? If they figure out *who forgot what* – that's already progress.

With a budget smaller than your average LEGO Technic set, Cerber still knows how to shake up the leaderboard. They build it, break it, fix it, and race it – with stubbornness, humor, and their foot never leaving the gas.

And when the lights go out, there's only one rule: full throttle till the finish line – no brakes, no excuses.

**CMS-10**

"Technical" data	
Engine	HONDA CBR 600RRRRRRRRRR
Electronic gadgets	Blinking lights = it's working.
Wings	Do they actually work? We hope so.
Weight	Light enough to lift, heavy enough to hurt when you drop it.
Dimensions	Shorter than a team meeting, wider than the driver's ego.
Driver	Highly-trained test subject. Side effects include speed addiction, back pain, and mysterious elbow injuries no one can explain...



Coupon for a free zip tie 😊





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KA-RaceIng Combustion*Karlsruhe Institute of Technology*

KA-RaceIng is now building its first hydrogen-powered race car, the KIT25h. This marks the team's first step into hydrogen technology. The car is a conversion of the last combustion vehicle, the KIT19c. Major modifications include the modification of the engine and the integration of a new tank system to accommodate hydrogen fuel. With this innovation, KA-RaceIng discovers new ways towards sustainable and green motorsport.

HYDROGEN

For everybody interested in playing Hoosierball, here are the most important rules:

- Straighten your leg while throwing
- All bottles (full&empty) are not allowed to fall over
- You need to shout "An die Biere" before throwing
- Every beer needs to be marked
- You are allowed to throw your phone at any point
- Full beers are allowed to be passed onto others
- You're not allowed to fake a throw
- No "Hasswurf"
- You start and submit as one team together



Enslave children to mine lithium
Built to explode, not to exploit

KIT25h Stats

Motors	Vroom not wheeee
Mono	Barely Holding
Static Downforce	Infinite
Weight	6% Car 29% Driver 69% Tank
Tank Size	Yes



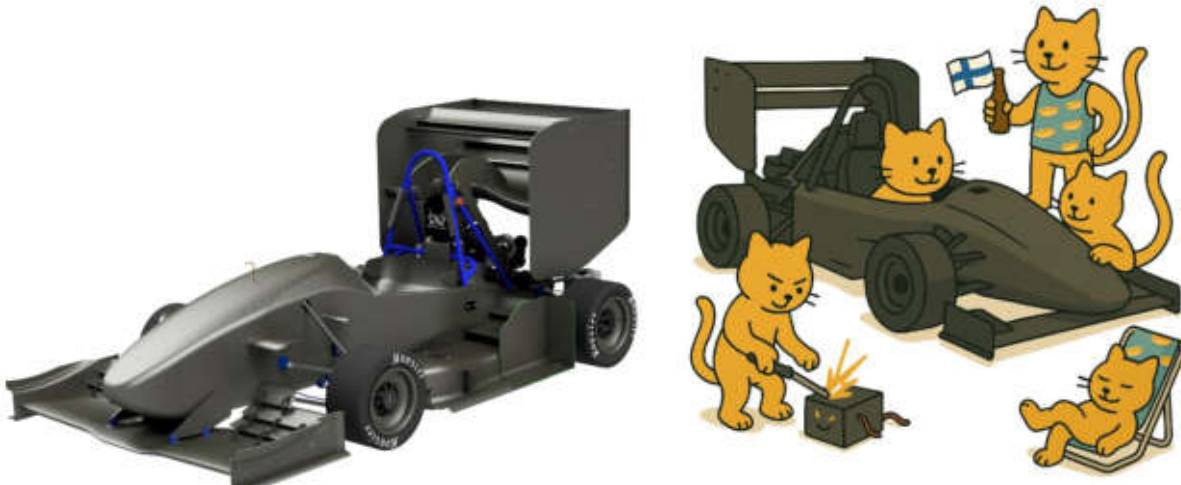
78

Tampere Formula Student*TAMK University of Applied Sciences*

We are Tampere Formula Student, hailing from the land of a thousand lakes, endless forests, and exactly two hours of sunlight in November.

Our team stays focused with the help of strong coffee, stronger opinions, and the strongest tool of all: Sauna

- our sacred temple of sweat and the place for strategy meetings. Just don't challenge us to a sauna competition, that's the endurance we won already.



TFS cats working with electronics

More or Less Technical Data			
Engine	Without extra crank-case holes	LSD	Sure knows, how to trip the tires evenly
Tires	Not big enough	Monocoque	Crack addict
Gadgets	Hybrid gearbox with moon gears	Cooling system	"Must be the water"
Suspension	Team suspended	Electrics	Hurt
Fuel	One more year	Team MVP	Starter motor
Aero	Under powered ground effects	Hemppa	The cook with the fish slippers



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RaceUP Hybrid Padova

Università degli studi di Padova

VOL. MG
NO. 20.25H➤ **RACE UP** ➤JULY 20TH 2025**OUR HISTORY**

Started in 2005, the Combustion division of Race UP Team has been the engine behind the University of Padua's Formula SAE legacy. After two decades of designing loud, fast, and fiery machines (yes, sometimes literally), the team is now shifting gears into the Hybrid era because even race cars need a glow-up.

In 2025, we celebrate 20 years of innovation, passion, and teamwork... and yes, a fair share of late nights, last-minute fixes, and "this is fine" moments worthy of a cat meme. From combustion to hybrid, the journey continues faster, smarter, and still slightly chaotic.

EXCLUSIVE EXCLUSIVE EXCLUSIVE
EXCLUSIVE EXCLUSIVE EXCLUSIVE
EXCLUSIVE EXCLUSIVE EXCLUSIVE
EXCLUSIVE EXCLUSIVE EXCLUSIVE

Fig. 1: A typical day at our engineers' office

20 Years of Combustion NOW HYBRID

STILL FAST. STILL LOUD. NOW WITH EXTRA VOLTS.

**TECHNICAL DATA**

Engine	➔	Cooler than EV
Suspension	➔	Turns bumps into trauma
Cooling	➔	Ohh, she's hot
Weight	➔	You never ask a lady
Driver	➔	Stuntman
Aerodynamic	➔	For sure worse than a cat's

**TRALLALERO TRALLALÀ THE
UNEXPECTED GENIUS OF RACE UP**

Trallalero Trallalà showed up at the Race UP garage wearing mismatched gloves, humming louder than the engine test bench. No one knew where he came from some say he just walked out of a pile of spare parts.

In his first week, he accidentally calibrated the suspension with a spaghetti measurer... and it worked. Since then, he's been the team's lucky charm, chaos manager, and official provider of "motivational singing" during late-night builds. He may not know torque specs, but Trallalero is torque



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UniBo Motorsport

Alma Mater Studiorum - Università di Bologna

genesis



ENGINE	<i>Ducati 659cc, aka Bolognese fury</i>
DRIVETRAIN	<i>AWD, symmetry is beautiful</i>
SUSPENSION	<i>Complicated enough</i>
BRAKES	<i>Brembo - italian style</i>
BATTERY	<i>YES</i>
CHASSIS	<i>Hopefully strong enough</i>
TOP SPEED	<i>Imagine a cat running from water</i>

*Our team is composed by
more than 250 students
with a passion for
motorsport and
innovation*

*We are proud to present
you Genesi, our first
hybrid vehicle*

*May contain traces of
caffeine*

**THIS CAR IS
AMEOWZING**

Meet Genesi: designed by students, approved by felines



Formula TU Ostrava

VŠB - Technical University of Ostrava



VECTOR 01



VECTOR 03



VECTOR 05



VECTOR 007



VECTOR 09



ERROR 404

Riddle:

Congratulations for successfully solving

Engine	Hopefully working
Transmission	Metallic confetti machine
Aero	Surely legal
Frame	SES approved
Tyres	Worn out to cord
Weight	Light as osmium

Down force	Not enough
Suspension	↻↻↻↻ ↵↶↷↸ ↘↙↚↛ ↴↵↶↷ ↘↙↚↛ ↴↵↶↷
Wings	Best space for advertisement
Fuel	Fueled by MEMES
Best features	Car is hopefully by then fully assembled





95

FSUPV Team

Universitat Politècnica de València



The FSUPV Team is the Formula Student Team from TU Valencia. Stablished in 2013, we have been designing, building and competing race cars ever since. This year we are swapping engines for the first time in team history and adding a new P4 hybrid system (hopefully). We're also returning from an overall P1 finish overseas at the FSAE Michigan competition, racing a distinctly American-looking livery and proudly representing Europe as the only European team in the field.

The goals of the European campaign are to keep a competitive level and bring home as many trophies as possible.

We are looking forward to great racing and a fun and exciting FSA 2025 competition!



"This year the car will be HY"
- FSUPV Team, 23' 24' 25'



Technical data			
Engine	KTM 690 Duke	Differential	Best for drift
ECU	Sometimes	Max power	A lot of power
Wheels	Hoosier Still-choosing-the-compound	Dimensions	yes
Electronic devices	Not enough	Weight	Too heavy
Suspension	Double wishbone push rod suspension	Frame type	Monocoq
Fuel	E85	Best features	Car goes brrr
Wings	Rules compliant	Driver	Larry K.



#E1

HorsePower Hannover

Leibniz Universität Hannover



Nome: Cavallini Speeducini

Età: 5 anni

Luogo di nascita: Casatopolo Piccolo (un piccolo villaggio tra le colline del Parmigiano)

Padre: Gabalini Speeducini (maestro delle corse sotterranee)

Madre: Bellalina Zoccoletta (nobile cavalla da corsa in pensione)

Fatto curioso: Grazie ai geni equini della madre... ha **1 cavallo vapore**



Nel silenzioso villaggio di **Casatopolo Piccolo**, viveva **Cavallini Speeducini**, una giovane topolina con fame nel cuore e sogni nelle zampe. Figlio di **Gabalini Speedoutini**, una veloce topo da corsa, e di **Bellalina Zoccoletta**, una elegante cavalla, Cavallini crebbe solo con sua nonna. L'amore tra topo e cavallo non fu mai accettato, e così lui visse lontano dai genitori, in una vecchia casa tra le vigne. Ma ogni sera, guardando le stelle, Cavallini sussurrava tra sé: "Un giorno vincerò le **24 Ore di Lamache**." Dopo anni da emarginato, Cavallini fu finalmente notato da un team misterioso. Lo misero in una macchina nera lucida come la notte – pronto per le **24 Ore di Lamache**. Corse come il vento... Ma fu battuto dal leggendario **Tung Tung Tung Tung Sahur**. Distrutto, finì steso in mezzo alla strada, perso tra sogni e troppe gocce di **Grappa di Gorgonzola**. Ma proprio quando tutto sembrava perduto... un giovane ingegnere di Horsepower Hannover lo trovò, lo curò – e lo riportò in pista. Da quel giorno, Cavallini Speeducini è il pilota ufficiale di Horsepower Hannover.



#E3

Team wob-racing.

Ostfalia University of Applied Sciences

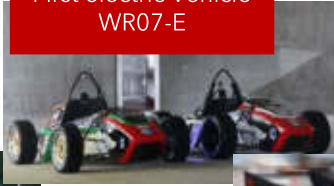
2005

First Event
participation
with the WR01



2011

First electric Vehicle
WR07-E



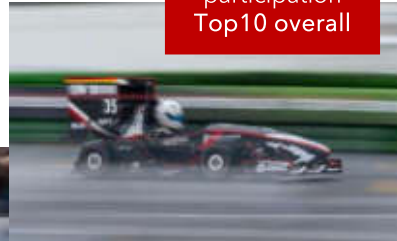
2019

Most Energy
Efficient Car
(EV)



2024

Best FSG-
participation
Top10 overall



In 2003, a small group of students from the Department of Automotive Engineering at Ostfalia University of Applied Sciences founded the Team wob-racing with the aim of participating in Formula Student and FSAE events. Since 2005, the team has competed in various competitions around Europe, establishing a team culture and expanding the project from 14 students from one faculty to around 50 students from various departments at Ostfalia.



WR19

DATA

Suspension/Kinematics	new, better
Weight	35 cats
Frame	shiny-ass monocoque
Wings	Less is more
Engine	Hopefully 4 motors
Drivers	On diet
Best feature	Dashboard
Electronics	MANY colorfull wires
Wort feature	Everything is awesome !
Tyres	Black and round
Dimensions	x, y, z

See you guys in Spielberg!



#E5

Raceyard E

Fachhochschule Kiel



PhoeniX - T-Kiel A 25 X



This year, Raceyard is celebrating 20 years of pure passion, elbow grease, and a whole lot of madness - who would've thought we'd still be going strong after two decades?

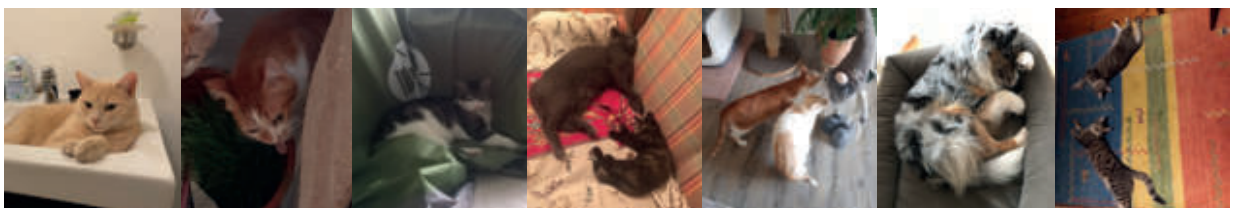
Thanks to our great humor and musical talent, we won the wildcard and are making our grand return to FSA this year, eager to prove we're still in the race.

We definitely have the best stories and the most creative excuses when things don't go as planned. From technical hiccups to chaotic moments, there's never a dull second with Raceyard.

Over the years, we've learned that success isn't just about building fast vehicles. It's about the friendships formed during late-night sessions in the pit, the hilarious missteps, and our relentless drive to keep pushing forward. Every moment has been a testament to our team's dedication and slightly questionable sanity. We've seen designs evolve, technology advance, and teammates come and go, but what's never changed is our love for the race. This anniversary isn't just a celebration of time passed, but of memories made and a future we can't wait to accelerate into.

Here's to another 20 years of full throttle, team spirit, and hopefully no breakdowns-whether mental or mechanical.

Meowmbers of Raceyard:





#E6

T.U.C. Racing e.V.

Technische Universität Chemnitz

Another season, another car.

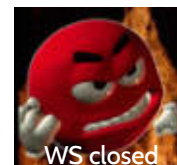
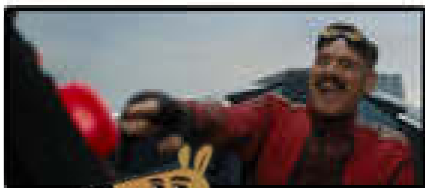
And this time—we're coming back with more.

What's new for us in 2025? For starters, we've entered the world of aerodynamics. It's been a huge leap for the team, with wings and airflow becoming part of our everyday language.



On top of that, we've completely redesigned our accumulator from the ground up to improve reliability, performance, and integration. The result? A faster, sharper, and more advanced car than ever before. We are proud to present our latest car: MKX VI.

TECHNICAL DATA	
Engine	powered by love and trust
Wheels	Contiball-Prop to blind bright LEDS
Electronic Gadgets	expensive
Suspension	
Fuel	Tears of ccbom Responsible
Wings	there
Driver	full-time Cone-Collector
Max. Power	strong like a TIESCHER
Dimension	0,42x0,18x0,21 Nischel
Weight	as light as it gets
Frame Type	Tubes from all over Germany (thanks to E-Traxx & Deefholt Dynamics <3)
Best Feature	





#E7

Campus Tirol Motorsport

Leopold-Franzens-Universität Innsbruck

STAGE 1

ct7 NIVIS

HP **7**

Evolves from AERIS

NO. E7 car goes zzzz HT: 7,35 beer bottles WT: 28,3 Pikachu

Ability **Open DRS**
I am speed.

Ability **Colorblind Driver**
Greenest flag ever.

Accu is a cat **MEEEEOW**
Bomboc(l)aat.

Kuhglocke **2‰ p.P.**

weakness x **69** | resistance - **42** | retreat

Illus. Campus Bierol Motorsport

MoNO! CTM bleibt beim Stahlrahmen. Amen!



E11

HyDriven - Hydrogen racing team
University of Twente

Hey! We are HyDriven from the University of Twente of the Netherlands, and this year we want to further prove the potential of hydrogen to accelerate towards a zero emission future.

Last year we successfully got our formula student car running on our hydrogen system which meant we were the first team ever to complete all Formula Student events on a self-built hydrogen system!

This year we are building further on that success by increasing the competitiveness of our car. We made a couple major improvements over our previous design: a fully custom planetary gearbox, a unique new parallel radiator design, and we now have a bigger hydrogen tank of 1kg! All of these improvements will allow us to go twice our previous top speed!

We are very much looking forward to racing on the Red Bull Ring and meeting all the other teams!

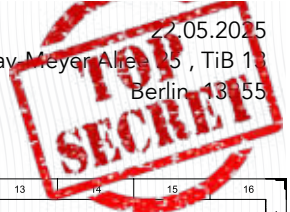
- HyDriven



E13

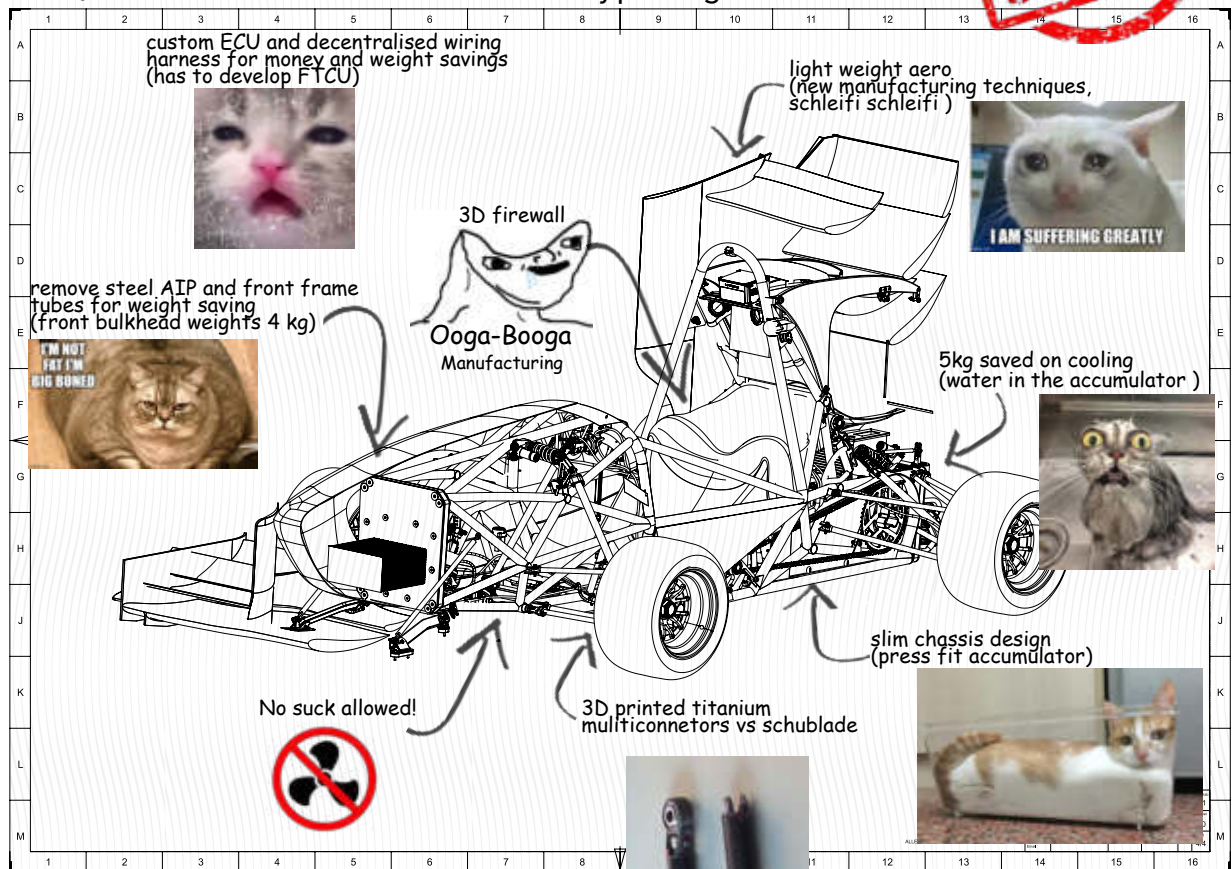
FaSTTUBe

Technische Universität Berlin

22.05.2025
Gustav Meyer Allee 15, TiB 13
Berlin 13555

Project:

FT25 Hyper light



Drivetrain	Looongchaaainsss
Weight	<180kg (schwöre auf TL sein leben!)
Power	212 000 000 ft-lb/h
Battery	266 Duracell AA
Chassis	#20JahreStahl

the FT25 Hyper light is designed to [REDACTED] with precision and efficiency. Similar to a [REDACTED], a chain and sprockets of [REDACTED] [REDACTED] translate the motor's high rotational [REDACTED] into maximum [REDACTED] on the [REDACTED].

Since 2017, [REDACTED] has been supporting us by [REDACTED] our hollow driveshafts—a [REDACTED] reducing weight while simultaneously [REDACTED] stiffness. We are [REDACTED] of a [REDACTED] [REDACTED] and [REDACTED] [REDACTED] [REDACTED] [REDACTED]



E14

Tecnun eRacing

TECNUN - University of Navarra



Who are we?

We are Tecnun eRacing, the Formula Student team from the University of Navarra. We come from San Sebastian, where it rains a lot, the food is unbeatable, and engineering is lived with as much passion as a perfectly made “pintxopote”.



What are we bringing this year?

Our race car weighs about the same as 55 adult cats (European standard) and comes packed with fresh upgrades:

- A brand-new chassis, stiffer than our backs after 12 hours of CAD.
- A redesigned aero package, crafted with CFD and validated with pure faith.
- Electronics and powertrain fine-tuned with obsessive care.

Where are we going?

This summer you'll find us in Austria, Spain, and Germany, competing against some of the best teams in Europe — aiming to build on last year's success, when we finished 2nd overall EV at FS Spain. The real goal? Learn, improve, and come back with great stories (and hopefully the car in one piece).



@tecnuneracing



E15

PWR Racing Team

Wrocław University of Technology

PWR RACING TEAM

THE MOST SUCCESSFUL AND MOST ESTABLISHED
FORMULA STUDENT TEAM IN POLAND

**WE TAKE IT
TO THE NEXT LEVEL**

**PWR RACING
TEAM**



E16

Global Formula Racing (DE)

Duale Hochschule Baden-Württemberg Ravensburg





E19

greenBEAR

Hochschule für Technik und Wirtschaft Berlin

Third time lucky?

Team greenBEAR is going full throttle in its 3rd season of Formula Student. With an all-new monocoque and redesigned aerodynamics, the bears from Berlin are on the hunt for their first dynamic points and podiums.

We are hyped for our first appearance at FSA, bringing fun, laughter and fresh energy (in cans) to the campsite and pits!

We are looking forward to seeing everyone at this year's edition of FSA and meeting familiar faces again.

See you on track,
Servus!





#E24

FS Team Tallinn Electric

Tallinn TU UAS

This team didn't bother to submit a team-page, so the FSA media eats team created one for them.

You're welcome!

Team Tallinn's Speed Purrformance

They say Tallinn's quiet, calm, and neat,
Like Finnish folks: no fuss, no beat.
No time for chat, no time for pause,
We hit the gas without a cause.

While others wait for power to show,
We're already racing, stealing the show.
Faster than the Powerground fools,
We zoom ahead with no need for tools.

Our secret? Spirit, cool and lean,
Like cats on treats, swift and keen.
Don't be fooled by lazy paws,
We're quicker than a laser's claws.



E25

Joanneum Racing Graz

Fachhochschule Joanneum Graz

After last year's third place (which means we were clearly the top cat among the other FS Teams in Graz) we're thrilled to be back with our JR25 at the Red Bull Ring this year! We're planning on performing just as well as last year – but this time, hopefully with a skidpad run (lol).



after 2024 skidpad:



Speaking of being purr-fect: remember our static performance last year? Because we were absolute savage and badass kittens, we only lost about 2.5 points – and yes, definitely planning on doing that again.

Oh, and endurance? We clawed our way through it! Honestly, we didn't think we'd make it, but hey – good things happen when you work hard, believe in yourself, and maybe have one too many... cups of milk. Or was it coffee? Definitely not alcohol ;)

**Stay pawsome,
the Weasels**



Vehicle Data

- Accumulator:** more energy than a kitten on catnip
- Cooling:** no overheating, just chill whiskers and fast laps
- Suspension:** pushrod cat-uated double fishbone suspension
- Weight:** Lighter than your average housecat
- Wheels:** 4 - Sharp claws need sharp paws
- Meow-tors:** They don't meow – they hiss
- Best Feature:** the whole car is purr-fection





E26

Rennteam Uni Stuttgart
Universität Stuttgart



In our second season since the fusion between Rennteam and GreenTeam we are celebrating 20 years of Formula Student at the University of Stuttgart.



And what a time it has been... Championships and world records achieved through the passion to leave it all on the track. This year's car, the X0711-2, carries that spirit forward with a refined aero package and a (hopefully) all around improved reliability. Now, with the competition season finally here, we are super excited to hit the track! Feuer Frei!!!

(Fun) facts about the X0711-2:

Power:	80 kW, what did you expect?!
Weight:	Doesn't matter, that's all static downforce
Top speed:	Kachow!!!
Price:	You have to ask Ralf Schumacher
Other Highlights:	Oil stays in the wheel hub (hopefully)





#E31

TUfast Racing Team e-Technology
Technical University of Munich

The poster features a blue and white Formula Student race car on a track, with a driver wearing a blue helmet. The background is a stylized illustration of a forest with green trees and a blue sky. The text 'TUfast RACING TEAM' is prominently displayed in the center. Below the car, the text 'FORMULA STUDENT' is written in large, bold, black letters, followed by 'AUSTRIA' in smaller letters. At the bottom, a location pin icon is next to the text 'RED BULL RING STR. 1, 8724 SPIELBERG' and the dates '20-24.7.'.

TUfast
RACING TEAM

FORMULA STUDENT
AUSTRIA

RED BULL RING STR. 1, 8724 SPIELBERG
20-24.7.



Our Mission



#E39

LiU Formula Student
Linköping University



**LiU FORMULA
STUDENT**

The LiU Formula Student team was founded in 2015 and is the Formula Student team of Linköping University in Sweden. The teams consist of a group of students who spend a definitely reasonable amount of our free time (read: all of it) building a race car from scratch every year.

About the car

Top speed:	Depends on who's pushing
Fuel:	Extra strong brewed coffee
Battery:	AAA
Best feature:	Massage chair
Acceleration:	Eventually
Frame:	Made from IKEA parts
Steering:	Calibrated using Mario Kart
Weight:	Emotionally heavy
AI features:	"Absolutely Improvised"

This year's car represents our most ambitious project yet, combining performance, innovation, and at least three emergency fixes that definitely weren't on the spec sheet. As always, we're proud to be representing Linköping on the international stage, even if our car sometimes just wants a fika-break.



*This page was proudly written by the marketing team. We promise at least 30% of it is accurate.



E41

TU Wien Racing

Technische Universität Wien



VIENNA FORMULA TEAM - CAR E41



Hi! We're TU Wien Racing, the Formula Student team from the Vienna, Austria. There are around 100 of us and just like every year we tried our best to build the best car yet - well, we shall see! This year we are here with the beautiful, sexy and hopefully well-performing EDGE16 - see you on the track! (& for a beer (or five) come see us as at our camp)

Best of EDGE16:

Material: black Gaffer tape

Aero: doesn't make us a lot faster but very pretty this year :))

Weight: who asks a lady that??

Suspension: kinda sus but pink

Motor: waiting for parts stuck in customs

Inverter: still praying

Power: idk it makes brum brum (sometimes)

Accu: makes car super heavy

Performance: It drives - we scream!

Coollest feature: portable shelf (too many wings anyhow)

WE ARE ONE - 41





#E42

Hochschule Darmstadt, UAS

Formula Student Team Darmstadt

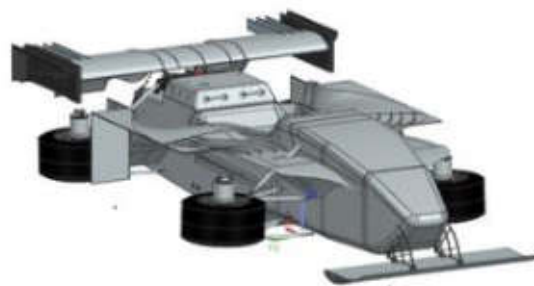


With the experience of 2 electric cars we are looking to push our car to the limits for the first time.

Our team - FaSTDa Racing - was founded back in 2007 at the University of Applied Sciences Darmstadt and now includes 42 members from more than 12 courses of study, who push themselves beyond their limits year after year in order to surpass results achieved in previous years. As we were able to achieve some 11th places in FSAA last year we set the main goal of reaching the top 10 at the competitions in 2025 with our F25.

Now, we are looking forward to a great event with a strong competition and a big party on Thursday night.

The Last time we visited FSA our Moto was "Goodbye Combustion" and this year we want to say **"GUESSWHOSBACK"** with "Sara" our F25, the 3rd EV of FaSTDa Racing!



BEFORE SCRUTI AFTER SCRUTI



Technical Data			
Engine	4x AMK	Weight	you don't ask a lady that
Differential	please don't, I'm bad at math	Dimensions	x,y,z
Max power	9088 CP (Catpower)	Software	0101001101100101011011100110010000100000011 011100111010101100100011001010111001100001010
TSAC capacity	60 kg cat food	Suspension	bouncy
Fuel	Äbbelwoi	Tires	perfected for Hoosier-ball
Chassis type	BBMC (Big Black Monocoque)	Aerodynamics	sometimes on the car, sometimes on the track



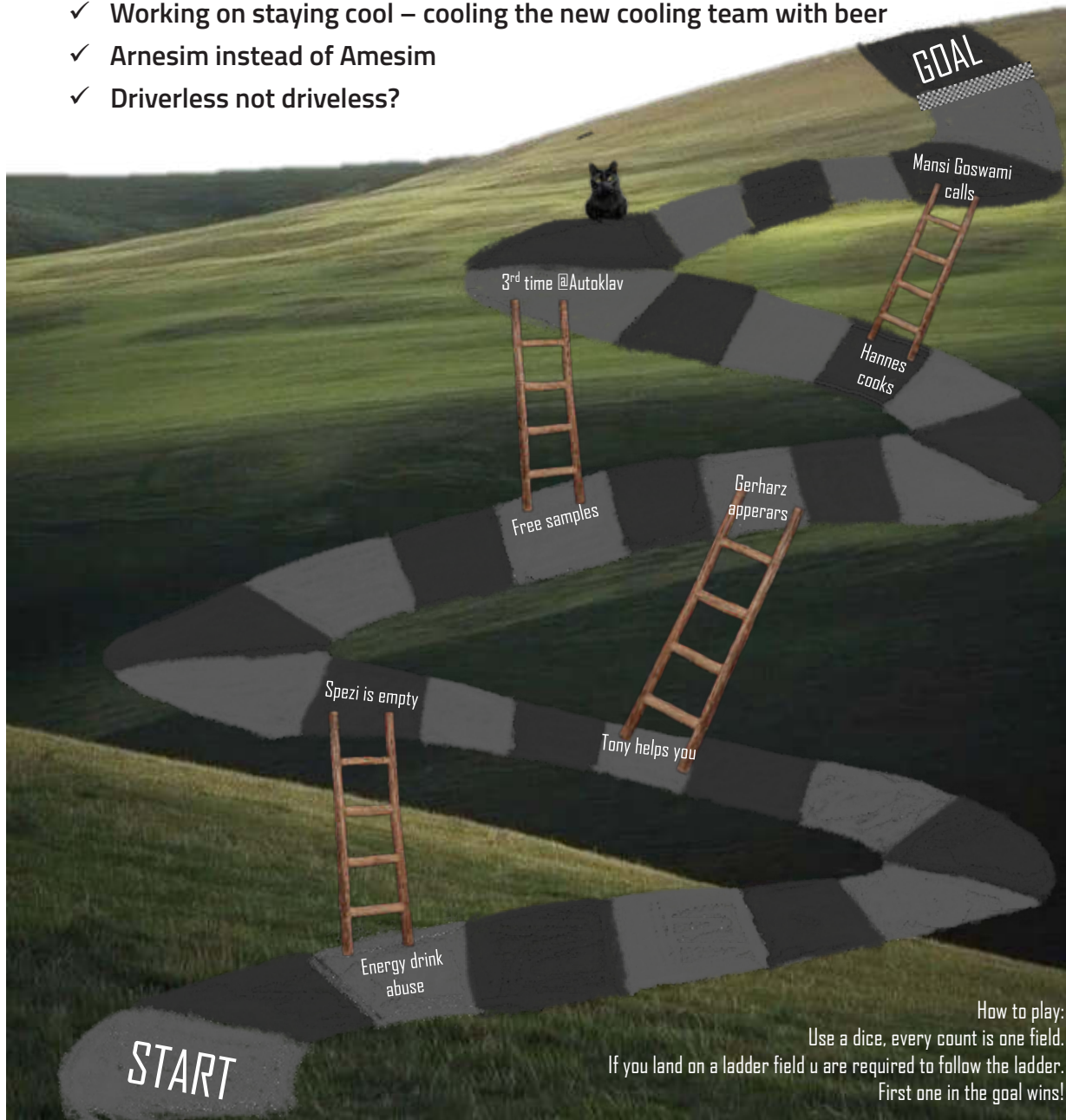
E43

Bodensee Racing Team

Fachhochschule Konstanz

Highlights:

- ✓ Bodenlos Panzerbau – featuring Rheinmetall
- ✓ Tried to become Helmut – build a shark fin
- ✓ Working on staying cool – cooling the new cooling team with beer
- ✓ Arnesim instead of Amesim
- ✓ Driverless not driveless?





E44

Fast Forest

Deggendorf Institute of Technology



Driver: Machines,
batteries not
included

Top Speed: enough
(probably)

Horsepower: no horses
were harmed

Fuel: Sweat and
beer

Aero: Uplifting

Brakes: What's that?

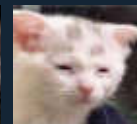
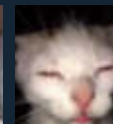
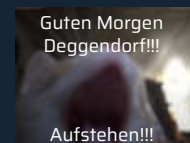
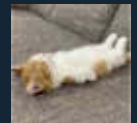
**Weight
Reduction:** Removed
some bolts

Frame: Carbon fibre
and panic

Dimensions: long enough,
wide enough,
too low

Wheels: round
(triangles
didn't work)

Suspension: bouncy,
but like...
controlled



fast forest

**JENNY
15GDX**



E45

Einstein Motorsport

Ulm University of Applied Sciences

einstein motorsport
uas ulm



AL25

After a concerning amount of coffee, energy drinks, spezis and sleepless night, we are proud to announce our 19th car, since the founding of Einstein Motorsport: -> the new and (barely) improved AL25.

This time with as many wheels as motors

motors	Quadruplets: Timy, Thommi, Tanja & Tilara
suspension	Patrik's Tears TM
power	Yes
weight	Skinny Legend (eh more about ~190 kg)
wheels	4 & Round
max. speed	120 km/h
electronics	functional (hopefully)
dv	läuft



"Hey Niklas, can we buy-"
Niklas:



We got 4 dabloons left

waking up at 6am for the Event



our driver experiencing



2,5 G during acceleration

This team DID bother
to submit a teampage, so
the FSA media ~~cats~~ team can
look at cat memes all day.
You're Welcome!



E48

RUB Motorsport

Ruhr-Universität Bochum

RUB MOTORSPORT



With a new evolution of a race car from RUB Motorsport, we are back – stronger than ever. Every failure became a lesson. Every setback a new motivation. No matter how often we stumbled, we always got back up. We solved problems, improved systems that we swore were already perfect, refined our workflow, and grew together as a team. We stand here today with a car we're proud of – not because everything went smoothly, but because it didn't, and we made it work anyway.





E52

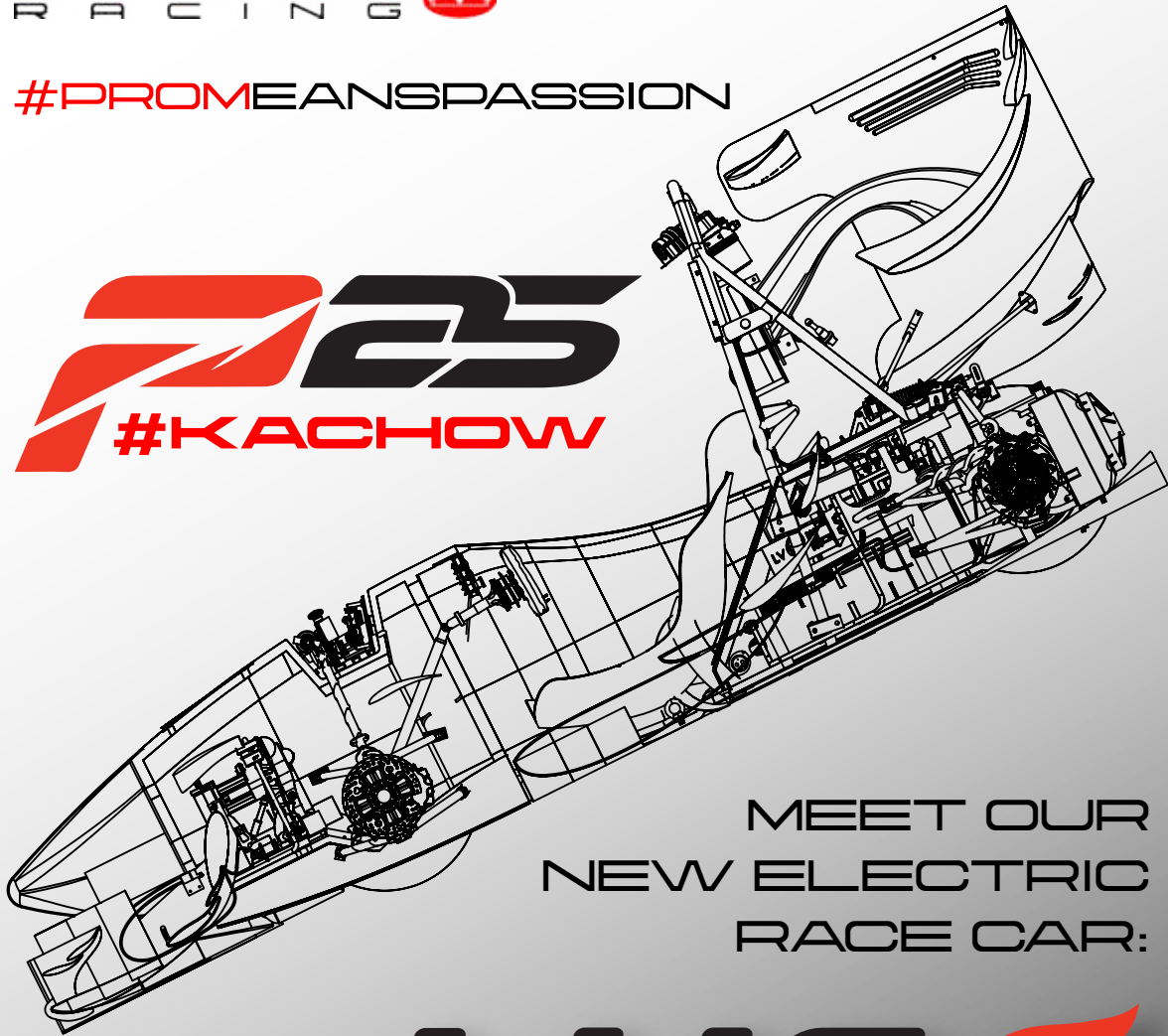
Prom Racing

National Technical University of Athens

PROM
RACING 

#PROMEANSPASSION

725
#KACHOW



MEET OUR
NEW ELECTRIC
RACE CAR:

LUC 



#E53

TU Graz Racing Team

Technische Universität Graz

Here a picture of the guy who did this ->



G R A Z

R

What is new in 2025?

T11.11 Fans and Turbines

T11.11.1 The maximum combined total rated power of any active devices designed to move air is 500 W, this includes cooling fans but does not apply to CV LK.

TUG after Reading the Rules



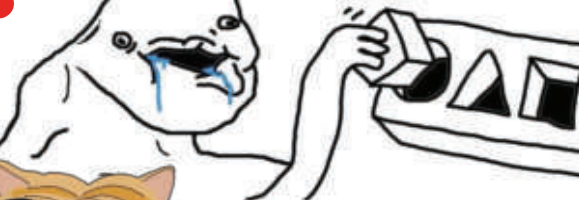
Most loved animal



A

of TUG Alumnis at FSA

TUG SINCE PG WAS BANNED



C

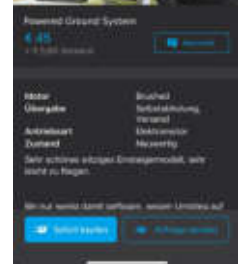


E



How to make money 1o1

We don't have blankets, we have front wings





#E54

BCN eMotorsport

Barcelona School of Industrial Engineering - ETSEIB - UPC



BCN eMotorsport, previously known as ETSEIB Motorsport, is the Formula Student team from Barcelona. It was founded in 2007 by a group of 13 students, and in the first years, four combustion cars were developed. In 2012, the team (sadly) left behind loud engines and became the first Spanish team to design and manufacture an electric Formula Student car, the CAT05e. In 2018, Driverless UPC was created, becoming the first Spanish team to compete in the autonomous electric category. Two years later, it was decided to merge both teams into the current BCN eMotorsport.

This year, our new challenger, CAT17x, will hit the track for the first time in the Red Bull Ring, and we couldn't be more excited. The seventeenth prototype of BCN eMotorsport is a revolution from previous years cars, ending the design concept of the first fusion car, CAT14x. We are thrilled to see you on track!

Technical Specifications

Dimensions	3
Weight	Same as an average CAT
Frame	Carbo Fiba
Wheels	José 16"
Suspension	Hopefully not broken
Wings	Perfect for sticker placement
Max. Speed	Wall might come first





#E55

Poseidon Racing Team

University of West Attica



POSEIDON
RACING TEAM



ABOUT US

We are the Poseidon Team from the University of West Attica, a 50-member team with two cars under our belt: one CV (Orion) and one EV (Pegasus). This year, we're building our third — Triton.

We've already competed in FSEast 2023 (yes, at the Hungaroring - and yes, we finished endurance in our debut year - against all odds) and FSCzech 2024 (Škodaaaaa). For 2025, the bull is calling - we're heading to FSAustria. And we're not stopping there: FSEast and FSGreece are also on our path.

Weird flex? Maybe. But we're proud to have built and run a car every single year - no breaks, no excuses - even as a new team in FS World .



CAR SPECS

Car weight	Still on Monday diet
Power	87 HP (on paper), 42 HP (on a good day), emotional support (always)
Torque	More than you think
Aero Package	Looks nice , I guess
Biggest fear	Everything electrical
Fuel	Beer
Reliability	Yes
Brakes	Should work



E59

ELBFLOTRACE e.V.

Technische Universität Dresden

ELBFLOTRACE e.V., founded in 2006 by students of Technische Universität Dresden, has developed electric Formula Student race cars since 2010.

Our 17th car, ZoE, is already the 5th one of our club to also drive autonomously.

For the first time in our team history, we managed to do our EV and DV maiden drive within just 12 hours. We also achieved another record for the lightest racecar of the club. Additionally we made the big step to integrate our Vehicle Control Unit into our DV-PC, saving us weight and making the VCU easier to maintain.





#E63

Revolve NTNU

Norwegian University of Science and Technology

Mechanical

Guided by the Chadmobile 200IQ concept, this year's car represents our most daring design yet. The chassis and suspension were rebuilt from scratch to deliver predictive, aggressive handling. We also overhauled both the gearbox and upright – cutting weight, improving packaging, and increasing strength under high lateral loads. One standout feature is the Beluga: a massive sidepod born from our aerodynamic goals. Up front, a sharply sculpted wing follows our Gigachad philosophy – maximum downforce, no compromises.

Electrical

On the electrical side, we started fresh. The new battery system offers better energy density and reliability to handle peak performance in all conditions. A reimagined wiring harness improves serviceability, reduces weight, and boosts modularity. Driving it all is our fourth-generation inverter – lighter, faster, and built for complete control.

Software

We didn't just refactor – we rethought everything. Our in-house telemetry system delivers low-latency, high-frequency data over a peer-to-peer network – so engineers get insights in real time, mid-corner. Development was agile, messy, and fast-paced – whiteboards and post-its everywhere. But under the chaos: clean CI, automated testing, and a modular architecture built for traceability and race-day readiness. We've finally mastered git push – and we're using it to move more than just code.

Weight

161 kg

Aero

5.3 CIA





E69

HAWKS Racing e.V.

Hochschule für Angewandte Wissenschaften Hamburg

We are HAWKS Racing and we are proud Hamburg

Technical infos of H₂O
(plötzlich) (über) (mit) (zu)

Max. System Voltage 604.8V
Number of motors Double trouble
Brake System AIP and wall
Accumulator Too hot to handle
Tyres Year Good

KURT

Want to know how much your car is worth?

HOXX

A big THANK YOU to many friends for your support!

It's now our fourth year of driving electric



#E71

KTH Formula Student

KTH Royal Institute of Technology

This team didn't bother to submit a team-page, so the FSA media-eats team created one for them.

You're welcome!



Midsommar Race Car Song

Verse 1:

Under Sweden's summer sun,
Pettersen and Findus have some fun,
Building fast with skill and care,
A racing car beyond compare!

Chorus:

Race around the Midsommar day,
With laughter, joy, and bright bouquets,
Wheels are turning, spirits high,
Zooming 'neath the midnight sky!

Bridge:

Like små grodorna, hop hop hop,
They fix the car and never stop,
No ears or tails, but lots of speed,
Their little car's all that they need!

Chorus:

Race around the Midsommar day,
With laughter, joy, and bright bouquets,
Wheels are turning, spirits high,
Zooming 'neath the midnight sky!



E76

KA-Racing Electric

Karlsruhe Institute of Technology



KA.RACING
engineered excitement

Aka. Car-Racing, KitCar, KIT-Racing



For the past 19 years we at KA-Racing have been developing Combustion, electric, driverless as well as hydrogen powered racecars. With this years KIT25 we aim for an overall lighter car with better performance. The main focus this year was on the newly selfdeveloped motors and converters as well as a lighter steering system and improved aerodynamics.



For everybody interested in playing Hoosierball, here are the most important rules:

- Straighten your leg while throwing
- All bottles (full&empty) are not allowed to fall over
- You need to shout "An die Biere" before throwing
- Every beer needs to be marked
- You are allowed to throw your phone at any point
- Full beers are allowed to be passed onto others
- You're not allowed to fake a throw
- No "Hasswurf"
- You start and submit as one team together



KIT25 Stats

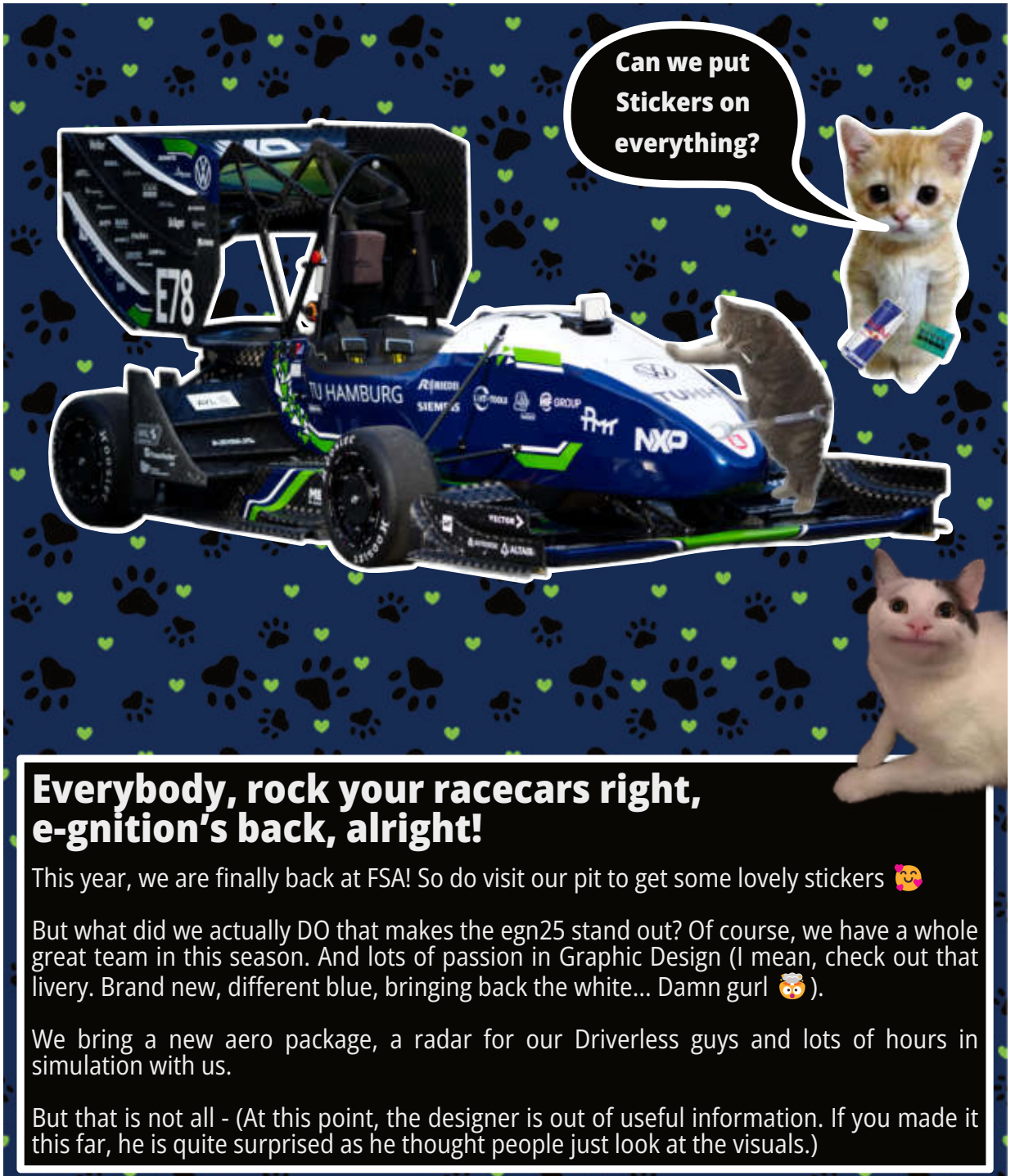
Motors	Working (hopefully)
Mono	Black
Combined wiring harness length	More than average
weight	11.6487 Slug
0-wall	3.2 seconds



#E78

e-gnition Hamburg

Technische Universität Hamburg



Can we put
Stickers on
everything?

**Everybody, rock your racecars right,
e-gnition's back, alright!**

This year, we are finally back at FSA! So do visit our pit to get some lovely stickers 🥰

But what did we actually DO that makes the egn25 stand out? Of course, we have a whole great team in this season. And lots of passion in Graphic Design (I mean, check out that livery. Brand new, different blue, bringing back the white... Damn gurl 🤩).

We bring a new aero package, a radar for our Driverless guys and lots of hours in simulation with us.

But that is not all - (At this point, the designer is out of useful information. If you made it this far, he is quite surprised as he thought people just look at the visuals.)



#E84

Proton Dynamic

Warsaw University of Technology

PROTONI

D Y N A M I C

“They say it’s two weeks, but the first week flies by, then whiz goes the second, and suddenly two weeks have passed!”

And if you don’t spot us in the paddock, well... it’s probably because “they say it’s two weeks...” and, erm, we didn’t quite make it in time!





#E90

Dynamis PRC

Politecnico di Milano

THIS PAGE WAS INTELLIGENTLY THINKED, AND ARTIFICIALLY INTELLIGENTLY REALIZED!!!!!!

Hello everybody! We are ~~Dinamics~~ ~~DAI NAMYS~~ **DYNAMIS** PRC
must read it like

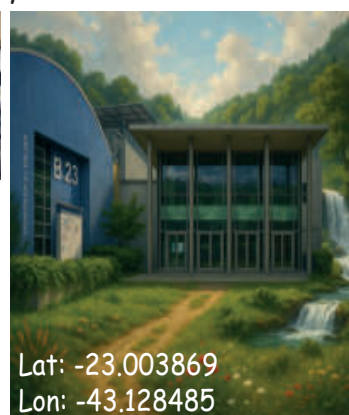
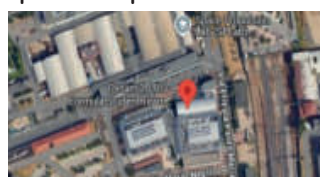
✓ /di.nə.mis/

Breakdown:

- /di/ = like the "di" in dinner
- /nə/ = a neutral schwa sound
- /mis/ = like miss

So it's pronounced: "DI-nuh-miss",

NORMAL DAY IN THE OFFICE

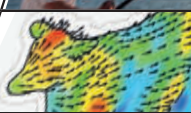


Lat: -23.003869
Lon: -43.128485

DYNAMIS
POLIMI REPARTO CORSE

as italians we are famous
for a lot of things,
most important one is the
BRAINROT
so we present you



	WHEELS	Hopefully pumped
	CHASSIS	Nice Booty
	POWERTRAIN	
	AERO	
	FUEL	Pain & sorrow
	BUDGET	Not for this page





E91

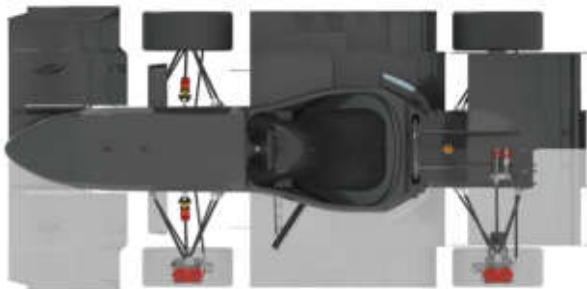
Lions Racing Team e.V.

Technische Universität Braunschweig

Lions Racing Team - over 25 years of racing

Important information first:

- Fully Electric, Autonomous, Monocoque
- A team of over 70 students from more than 25 fields of study



220kg

6.9kWh

80kW

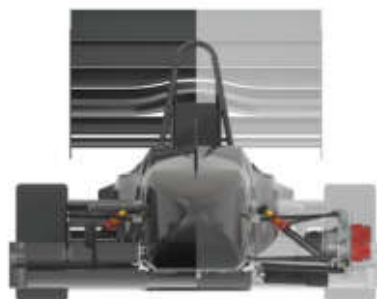


our first car



Additional information:

Since 2000, we have been building racing cars as part of Formula Student. We have always strived for engineering excellence while prioritizing enjoyment. Our car features rear-wheel-drive hub motors. At the heart of our LR25 are its 600V battery, boasting a 6.9 kWh capacity, and our self-developed inverter. The monocoque, a carbon-aluminum sandwich construction, weighs only 24.5 kg. Our aerodynamic package, also constructed from carbon, generates 850 Newtons of downforce at 60 km/h. If you look very closely at our car, you will find some interesting easter eggs.



How to reach us:

Web: lionsracing.de

Mail: kontakt@lionsracing.de



#E94

Rennstall Esslingen

Hochschule Esslingen

Our Story

Our name goes all the way back to 1868, when the university was founded in Stuttgart near the royal stables, earning it the nickname 'The Stall' among students. Even after moving to Esslingen, the name stuck, and we proudly carried it forward as our team name: Rennstall Esslingen.

Our car is called the Stallardo, a playful nod to our roots and a symbol of how we blend tradition with innovation. Every year, we build a brand-new electric racecar that proves: history and high-tech can make a pretty fast team.



Tech Facts

<i>Weight</i>	<i>94 kg</i>
<i>Power</i>	<i>100%</i>
<i>Dimensions</i>	<i>SUV</i>
<i>Downforce</i>	<i>Yes</i>
<i>Best Feature</i>	<i>AI Machine Learning</i>



E96

WHZ Racing Team

Westsächsische Hochschule Zwickau

FP. 17.25 → Ewald

Smoking reduces your fertility



If you want to see our work scan here



OUR WOLPERTINGER



Tekke Data

AERO	69%
CHASSIS	HOPES and DREAMS and GIVE
SUSPENSION	
SOFTWARE	CHAT GPT
ALEKTRIX	NO CAN

MOST IMPORTANT ASSETTS

CREAM CONSUMER





#E98

FSB Racing Team

University of Zagreb



FSB Racing Team is Croatia's first Formula Student team, founded in 2003. After a strong 2024 season, 2025 will see us racing with the same winning "Martes" chassis, while the team's main focus is already on the 2026 car. MartesR, this year's evolution of Martes, is FSB Racing Team's 13th overall, and 5th electric race car.



Martes - 2024 race car

RWD
Alta TM-40
emDrive H100
110 kW
120 Nm
195 kg

The name Martes serves as a 20th-anniversary tribute to the team's first race car, Kuna. Both cars are named after the same indigenous Croatian animal, known as "Kuna" in Croatian and "Martes" in Latin.

The connection between these two cars extends to their design cues. Martes reintroduces the Croatian checkerboard pattern in a new and modern way.

To see our new livery, you will need to find us at the event site. Tips to find us:

- FSB Racing Team's favourite song is "Borat Dance - 10 HOURS", following these beautiful notes will lead you straight to us
- At campsite, look for the tallest flag pole. Underneath you will surely find a group of happy and welcoming Croats





#E99

Ecurie Aix Formula Student Team RWTH Aachen e.V.
Rheinisch-Westfälische Technische Hochschule Aachen



Building racecars since 1999.
Fueled by passion, ambition, innovation and teamwork.



the eax04

lightweight design, efficiency, downforce

- monocoque weight: 16,45 kg
- updated rearwing and undertray
- new wheel assembly
- new accumulator concept

the team

80 students working towards their goal

- 50% mechanical
- 40% electrical
- 10% administrative
- 100% Ecurie Aix



PREPARE YOURSELF

FOR FSA KARAOKE

FSA Karaoke Rules

- K 1: The point of karaoke is not to find the best singer but to have fun! Good singers are helpful but not an obligation.
- K 2: Registrations will only be accepted if the car number and at least one full name and optionally band name are mentioned.
Example: #1 Max Mustermann and Friends „Karaoke Crew“
- K 3: You are not allowed to sign up anyone who doesn't know about it or doesn't want to sing.
- K 4: Each song will be sung only once. The first to sign up is the first to go.
Rule: First come, first serve!
- K 5: A karaoke group may consist of a maximum of 5 people on stage.
The rest of the team may support from the auditorium.
- K 6: Only come on stage when you are called upon!
- K 7: Aids such as outfits or instruments for performance are allowed unless they are dangerous.
- K 8: You are not allowed to sing while smoking or with a drink in the hand.
No drinks allowed on stage!



Check out
the song
selection:



Looking forward to
seeing you on stage!



SWEET 16 TO FSA

THANK YOU!

Since its first event at the iconic Red Bull Ring, FSA has grown into a cornerstone of the global Formula Student community. Teams from all over the world have gathered here to showcase their engineering skills, push the limits of design, and build friendships that last a lifetime.

Over the past 16 years, thousands of passionate students, dedicated volunteers, judges, and sponsors have made this journey possible. Together, we've witnessed groundbreaking designs, great new ideas, some fierce rivalries, and countless moments of pure racing magic.

As we look ahead, we're filled with gratitude for every lap, every team spirit chant, and every late-night fix in the pits. Here's to many more years of engineering excellence and unforgettable stories at Formula Student Austria.





Driven by tech.
Driven by people.

