



EVENT PROGRAM 2026 FSA TEAM / FSA PARTNERS / FORMULA STUDENT / PARTICIPATING TEAMS

INTERNATIONAL DESIGN COMPETITION
RED BULL RING SPIELBERG

26-30/07/2026

IMPRINT

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Franz Rabel

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“EVOLUTION IS OFTEN THE KEY ONCE THE SPARK OF A GOOD DIRECTION HAS BEEN SET.”

- ADRIAN NEWHEY

Dear friends of Formula Student Austria,

the sentence stated above captures the essence of motorsport — and Formula Student — better than almost anything else. Over the past years, Formula Student Austria has followed a clear direction: to remain an event by students, for students, driven by learning. That initial spark was ignited many years ago, but what makes the event strong today is not revolution for its own sake — it is continuous, thoughtful evolution. The same applies to the teams, the cars, and the people behind them.

In professional motorsport, cost caps, sustainability targets, hybrid systems, advanced simulation tools, and increasingly complex software architectures have reshaped the way success is achieved. Today, performance is built on understanding entire systems — and improving them step by step. The fastest teams are those who know what works, question what doesn't, and evolve with purpose.

This is exactly what we see in the world of Formula Student. Whether electric, combustion, hydrogen, or autonomous concepts, the level of integration between powertrain,

electronics, aerodynamics, and vehicle dynamics has reached an impressive level of maturity.

Equally important is the evolution of people. Formula Student has always been about more than lap times. It teaches how to work under pressure, how to compromise, and how to make decisions with incomplete information — realities that define today's motorsport industry and engineering world alike. Many of the officials, judges, partners, and staff at FSA once stood on the same grid as today's students. Their own evolution continues the cycle and keeps the spirit alive.

Formula Student Austria remains a place where passion meets professionalism, where innovation is guided by experience, and where inspiration is valued as highly as technology. Thank you to everyone — students, staff, judges, partners, and sponsors — who continue to shape this journey.

To all competing teams: trust your direction, learn from every lap, and keep evolving.

Keep on racing!

Franz Rabel
& the FSA Team



Franz Rabel
& the FSA Team

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Like a chameleon, our HULC compressor adapts precisely to your application—efficient, flexible, and built for performance where it matters most.

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maximum pressure



CONTENT

1	FSA Team	06
2	FSA Partners	12
3	Formula Student	16
4	Participating Teams	20

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
**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.



Responsibility
**Head of Statics,
Scoring**

Thomas Gerstorfer

As former Head of Design and now 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. He's also responsible for Scoring.



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 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.



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
Partner Relations

Romana Kunst

Romana has been working in Partner Relations since 2022, taking care of everything related to our partners – both on-site and throughout the year. Even without prior experience in a Formula Student team, she was immediately hooked by the excitement around it.

It's important to her that our partners feel well taken care of, gain an authentic insight, and can truly enjoy being part of the competition.



Responsibility
**Head of
Scrutineering,
Rules**

Titus Meier-Kraut

Titus took over Hoki's task as the chief mech scruti in 2026 with deep-diving into "des geht si scho aus" and "past scho" since 2018. You may also find him practicing as a vehicle dynamics judge telling you things about suspension and dampers. In addition, he may appear at the practice area, so don't hesitate to ask him things.



Responsibility
**Head of Media,
Partner Relations**

Romana Močnik

Romanas 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
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
**HR & Partner
Relations**

Ursula Saler

Ursula began as a team member and quickly found herself enjoying the strong sense of teamwork and overall experience Formula Student offers. She is now part of the Partner Relations and HR team, helping ensure the event runs smoothly through scheduling, task coordination, and planning hospitality for staff and partners.



Responsibility
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. He now handed over the torch to BeZi and is responsible for timing and everything related to IT not only during the event but all the year round.



Responsibility
**Joint Head of
Dynamics**

Benedikt Zier

At first „BeZi“ only did mechanical scrutineering and helped out in the dynamic events, but when the people in charge discovered his one and only weakness, they took advantage and convinced him of taking on more responsibility as new joint of Head of Dynamics.

FSA TEAM

SPECIAL FORCES



Franz Rabel

Responsibility
Head of Business



Sebastian Kern

Responsibility
Head of SES



Sebastian Frager

Responsibility
Head of Cost



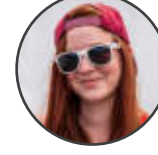
Fynn Wojahn

Responsibility
**Co-Head of Cost & Special
Staff Wear**



Paul Stechele

Responsibility
Logistics & Lifting



Eva Stephan

Responsibility
SES Specialist



Steffen Schmitt

Responsibility
IAD Specialist



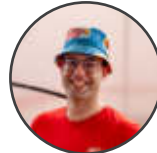
Nina Katschitsch

Responsibility
HR



Mario Vukits

Responsibility
Logistics



Johannes Hundschell

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



MAGNA

Magna is one of the world's largest automotive suppliers and a trusted partner to automakers in the industry's most critical markets—North America, Europe, and China. With a global team of over 154,000 employees in 327 manufacturing/assembly facilities located in 28 countries, we bring unmatched scale, trusted reliability, and proven execution. Backed by nearly seven decades of experience, we combine deep manufacturing expertise with innovative vehicle systems to deliver performance, safety, and quality.

At its very core, Magna is a company of creators, innovators and problem solvers. Our foundational entrepreneurial mindset empowers our employees to act as owners and respond to the industry transformation with agility and flexibility. This same foundational strength is what also allows us to continuously bring new innovative solutions to market and help usher in a new era of mobility.



Let's create the future of mobility, together.
Forward. For all.

www.magnacareers.com



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BOSCH

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www.bosch.at/karriere



MAT ENERGY SYSTEMS

MAT Energy Systems develops and implements innovative technologies in the field of hydrogen and energy engineering. Since its foundation in 2017, we have been an independent engineering partner supporting projects from the initial idea through simulation and development to implementation and validation of complex systems.

With extensive experience in hydrogen applications and a strong focus on technological innovation, we contribute to the development of modern energy infrastructure. Our technologies are deployed across Europe and support sustainable mobility as well as the decarbonization of industrial applications.

Formula Student stands for creativity, teamwork, and the courage to turn innovative ideas into real-world solutions – values that also define our daily work. Visit us at our booth to learn more about our projects, technologies, and our vision of a sustainable energy future.

www.maximator-hydrogen.de



MAXIMATOR

Maximator – High Pressure Technology for Tomorrow's Mobility

Maximator is a global technology leader in high-pressure solutions, delivering advanced systems for industries ranging from energy and automotive to research and manufacturing. With decades of expertise in pressures up to extreme levels, we enable innovation where performance, safety, and reliability are critical.

At Formula Student Austria, we support the next generation of engineers by providing a hydrogen compression and refueling system, enabling teams to explore cutting-edge hydrogen applications in motorsport. As hydrogen technologies become increasingly relevant across industries, we are proud to contribute our expertise to this forward-looking platform.

By combining engineering excellence with practical application, Maximator empowers young talents to turn ideas into real-world solutions—driving innovation for a more sustainable future.

www.maximator.de



Wien Energie is Austria's largest regional energy provider and part of the Wiener Stadtwerke Group. We reliably supply approximately two million customers and thousands of commercial and industrial facilities, with electricity, heat, cooling, electric mobility, and telecommunications. Secure energy supply and climate protection are our top priorities. Our electricity and heat production derives from renewable energy sources, such as solar, wind, and hydro power, as well as biomass, waste-to-energy, and combined heat and power (CHP).

Green hydrogen is a key component of making an active contribution to the path to climate neutrality by 2040. Our teams have already achieved important milestones in this area: Since 2024, we have been producing up to 1,300 kilograms of green hydrogen daily in Simmering, Vienna using electricity from renewable sources only. At the same time, we are creating new opportunities for businesses and the mobility of tomorrow: With flexible supply models and our hydrogen refueling stations, we are enabling the use of 100% green hydrogen — and are thus actively shaping the energy and mobility transition.



However, our purpose extends beyond energy: We actively shape the quality of life for an entire city. Together with the companies of the Wiener Stadtwerke Group, we strive to make Vienna a future-oriented, sustainable and attractive place to live in.

www.wienenergie.at

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 48th International Vienna Motor Symposium will take place from 21 to 23 April 2027 in the Hofburg Conference Centre Vienna.

www.wiener-motorensymposium.at/en/



CLIMATE AND ENERGY FUND

As a key instrument of Austria's Integrated National Energy and Climate Plan (NEKP), the Climate and Energy Fund contributes to achieving the country's climate policy objectives and supports the development of a sustainable energy system.

Through funding programmes for research, development and market deployment, it enables innovative and broad-based solutions that help mitigate Climate change and preserve the natural environment.

The Fund is financed by the Federal Ministry of Innovation, Mobility and Infrastructure (BMIMI), Federal Ministry of Agriculture and Forestry, Climate and Environmental Protection, Regions and Water Management (BMLUK), Federal Ministry of Economy, Energy and Tourism (BMWET) and supports projects that drive the transformation of Austria's energy and mobility systems towards a fossil-free future.

The Climate and Energy Fund Act defines three strategic areas: achieving a sustainable energy supply through greater energy efficiency and increased use of renewable energy sources, reducing greenhouse gas emissions, and supporting climate neutrality.

www.klimafonds.gv.at



FORMULA STUDENT

SCOPE & HISTORY

Formula SAE Rule A1.1: Competition Objective

„The Formula SAE® Series competitions challenge teams of university undergraduate and graduate students to conceive, design, fabricate, develop and compete with small, formula style, vehicles.“

The roots of formula student lie in 1970s Texas, as a variant to the already existing Mini Baja (competition for lawnmower-powered offroad 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 powercompared 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

FSA Winners 2025

Combustion

1. FSUPV Team
2. MoRe Modena Racing
3. Aristotle Racing Team

Electric

1. Joanneum Racing Graz
2. Rennteam Uni Stuttgart
3. Dynamis PRC

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.

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 runs split among two drivers.



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 re-start. 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

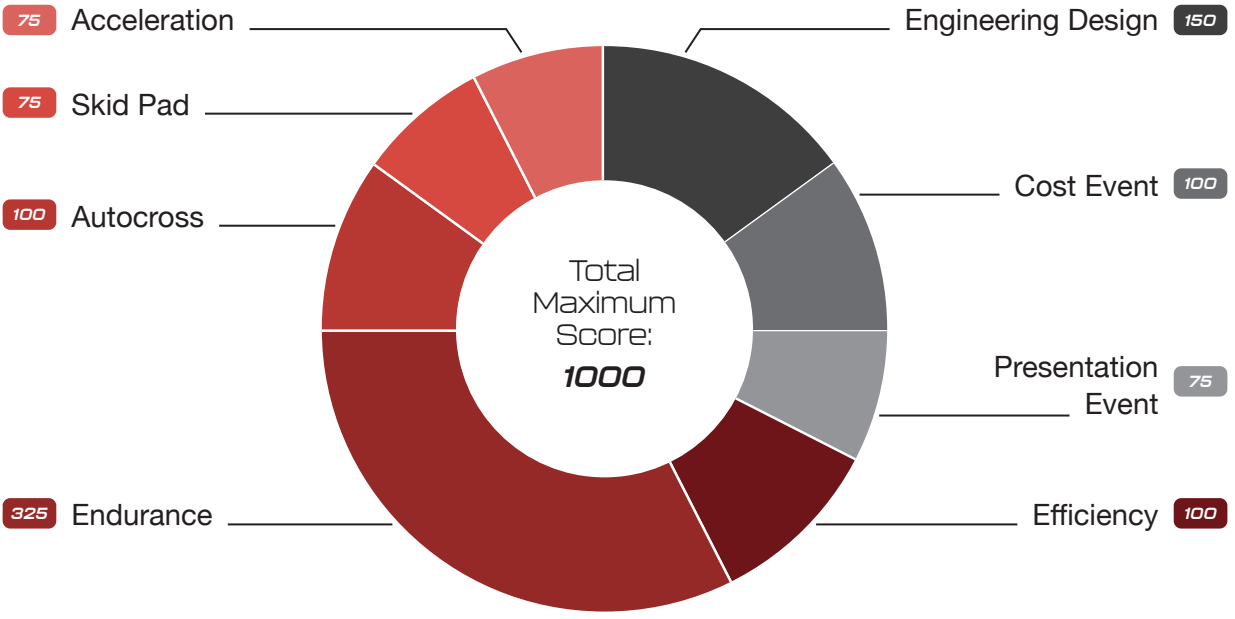
The most important one of the Statics is the Engineering Design Event. During the judging the team has to present their car to a group of automotive and racing experts. These judges will check if the design goals have been met, if the team members understand their design and if it has been executed well.

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 an the team is presented with an additional cost-related task.

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
7	Ozyegin University	OzU Racing
8	Gdansk University of Technology	PGRacing Team
9	Warsaw University of Technology	WUT Racing
10	FH Campus Wien	OS.Car Racing Team
12	Aristotle University of Thessaloniki	Aristotle Racing Team
13	Technische Universität Berlin	FaSTTUBe Combustion
14	Universidad de Vigo	UVigo Motorsport
20	Technical University of Crete	Formula Students Technical University of Crete
21	Óbuda University	Obuda University Racing Team
29	John von Neumann University	Neumann Formula Student Team
33	University Carlos III of Madrid	MAD Formula Team
48	Gheorghe Asachi Technical University of Iași	T.U.Iasi Racing Team
76	Karlsruhe Institute of Technology	KA-RaceIng Combustion
82	Budapest University of Technology and Economics	BME Motorsport
85	Università degli studi di Padova	RaceUP Hybrid Padova
88	Alma Mater Studiorum - Università di Bologna	UniBo Motorsport
94	Hochschule Esslingen	Rennstall Esslingen
95	Universitat Politècnica de València	FSUPV Team
E1	Fachhochschule Joanneum Graz	Joanneum Racing Graz
E3	Fachhochschule München	munichM Motorsport e.V.
E5	University of West Attica	Poseidon Racing Team
E6	Instituto Superior de Engenharia de Lisboa	ISEL Formula Student
E7	Leopold-Franzens-Universität Innsbruck	Campus Tirol Motorsport
E11	Leibniz Universität Hannover	HorsePower Hannover
E13	HES-SO Valais-Wallis	Valais Wallis Racing Team
E14	Universidad Pontificia Comillas	ISC FS Racing Team
E16	K. J. Somaiya College of Engineering	Orion Racing India

E20	Fachhochschule für Wirtschaft und Technik	Deefholt Dynamics e.V.
E23	University of Twente	HyDriven - Hydrogen racing team
E24	Tallinn TU UAS	FS Team Tallinn Electric
E26	Universität Stuttgart	Rennteam Uni Stuttgart
E31	Technical University of Munich	TUfast Racing Team e-Technology
E32	Ostbayerische Technische Hochschule Amberg-Weiden (OTH)	Running Snail Racing Team
E33	ETH Zürich	AMZ Racing Team
E34	Yıldız Technical University	YTU Racing
E39	Hochschule Karlsruhe	High Speed Karlsruhe
E41	Technische Universität Wien	TU Wien Racing
E42	University of Agder	Align Racing UiA
E47	University of Auckland	The University of Auckland Formula SAE Team
E48	Ruhr-Universität Bochum	RUB Motorsport
E51	Ghent University	UGent Racing
E53	Technische Universität Graz	TU Graz Racing Team
E58	Universität Paderborn	UPBracing Team E e.V.
E59	Technische Universität Dresden	ELBFLORECE
E61	Johannes Kepler Universität Linz	JKU Racing Team
E63	Norwegian University of Science and Technology	Revolve NTNU
E69	Hochschule für Angewandte Wissenschaften Hamburg	HAWKS Racing e.V.
E70	Universität Siegen	Speeding Scientists Siegen e.V.
E72	Technische Universität Dortmund	GET racing Dortmund e.V.
E74	Brno University of Technology	TU Brno Racing
E78	Technische Universität Hamburg	e-ognition Hamburg
E79	Hochschule Pforzheim	Rennschmiede Pforzheim
E88	Democritus University of Thrace	Democritus Racing Team
E90	Politecnico di Milano	Dynamis PRC
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 05/07/2026

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!



Aristotle Racing Team



FaSTTUBE
Combustion



UVigo
Motorsport



Formula
Students
Technical
University of
Crete

Obuda University Racing Team



Neumann Formula Student Team



MAD Formula Team



T.U.Iasi Racing Team





KA-Racing Combustion



UniBo Motorsport

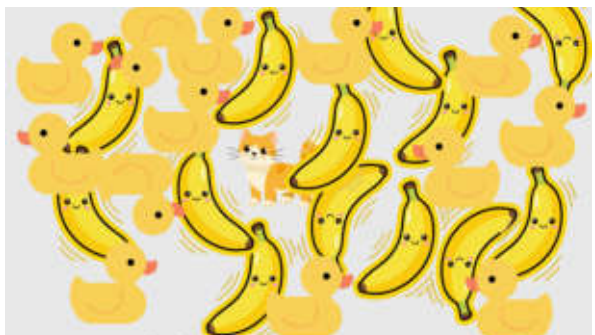
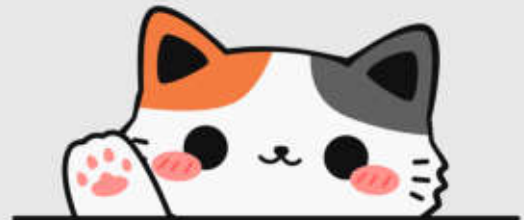


RaceUP Hybrid Padova

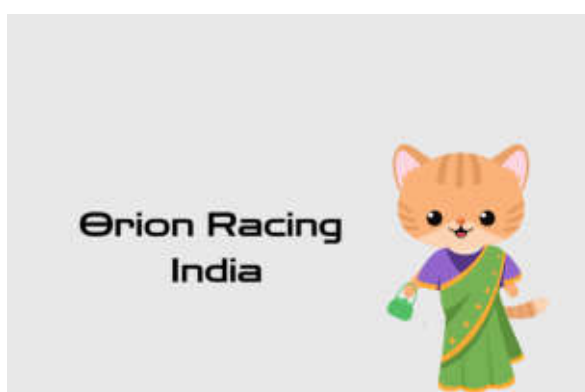
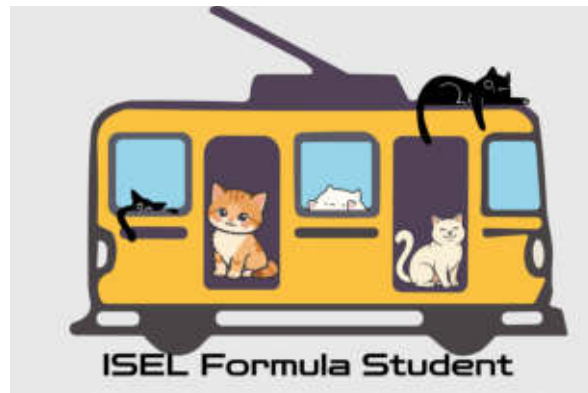
Rennstall Esslingen



FSUPV Team



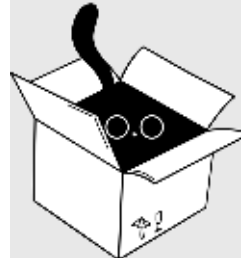
munichMotorsport e.V.



HyDriven -
Hydrogen
racing team



FS Team Tallinn Electric



Rennteam Uni Stuttgart



TUfast Racing Team
e-Technology



Running Snail Racing
Team



AMZ Racing Team



YTU Racing



High Speed Karlsruhe



TU Wien Racing



Align Racing UiA



**The University
of Auckland
Formula SAE
Team**



RUB Motorsport



UGent Racing

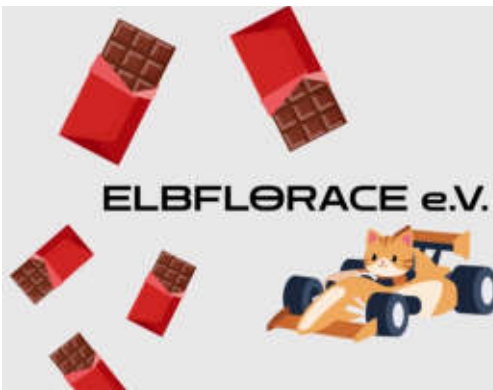


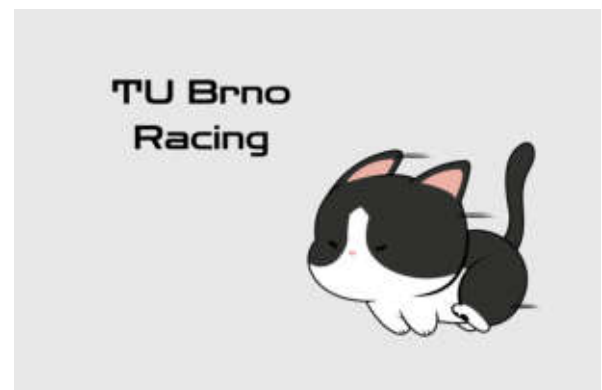
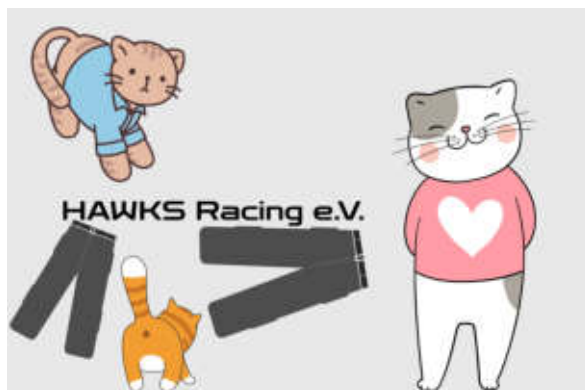
TU Graz Racing Team



UPBracing Team E e.V.

ELBFLØRACE e.V.







**Democritus
Racing Team**

Dynamis PRC



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!



7

OzU Racing*Ozyegin University*

OUR FIRST CAR. OUR FIRST DRIVE.

OZU RACING · ISTANBUL, TURKEY



OUR STORY

CULTURE FIRST

For the past two years, we haven't just been designing a vehicle. We've been building an organization. Our philosophy is simple: get the team culture right first, and the racecar follows naturally.

THE CAR

MEET OR26

Meet OR26, our very first challenger. We're a young team putting our first car on track, so go easy on us! It weighs 240 kg, packs 65 HP, and tops out at 140 km/h (on paper). Will it work on the first try? We certainly hope so. If not, it's still the fastest science experiment we've ever built.

THE MISSION

WHY WE RACE

Learning to build together. We're more than just a racing team. We're a community focused on getting a little better every day. Our finish line isn't a lap time, but the growth of every member who walks through our doors.



CONTACT

racing.ozyegin.edu.tr · racing@ozyegin.edu.tr
Instagram & TikTok @ozu_racing

OR26

EST. 2023



#8

PGRacing Team*Gdansk University of Technology*

We are group of students from
Gdańsk University of Technology.



We were united by our passion for
motorsport but Stockholm Syndrome
holds us together.

We love marathons of grinding,
aerodynamic analysis and arguing
over millimeters



my_thoughts.jpg



Search

What is ...

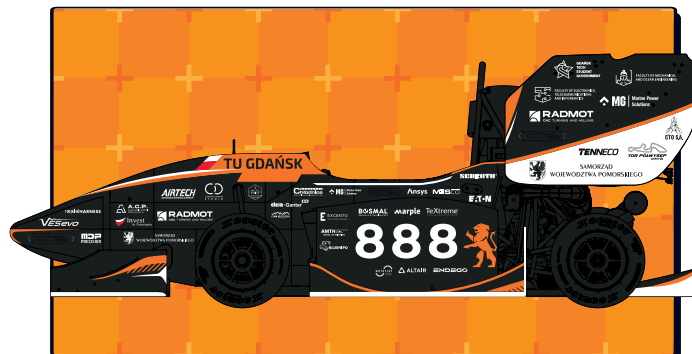
Why is the engine purring
How to make monocoque
Can I live without sleep
żabka near me

OK

remember.txt

Pain is temporary,
glory is eternal

PGR-09_final_v2_finalfinal



Technical Data



ENGINE 🔥🔥🔥🔥

POWER ★★★★★

ELECTRONIC ⚡⚡⚡⚡⚡

TEAM SANITY 💀

🧪 x1

🐱 x1

USEFUL TIP

MEOW MEOW MEOW,
MEOW MEOW.

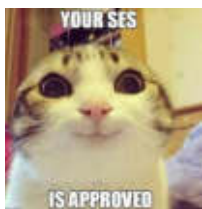




9

WUT Racing

Warsaw University of Technology



Aero



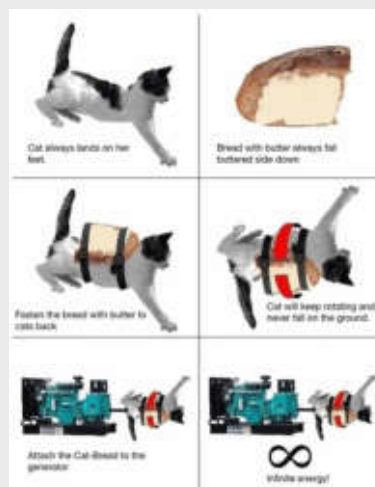
Suspension



WUT Racing has been part of Warsaw University of Technology for over 15 years. This year, we are competing with our seventh race car, developed by more than 80 students from technical departments including Aerodynamics, Chassis, Suspension, Electronics, and Powertrain, as well as operational division.

We independently design and manufacture a large number of the vehicle's components, from composite parts and aerodynamic elements to electronic systems and mechanical assemblies. This season, our main focus was on significant vehicle weight reduction, decreasing overall design complexity, and improving the car's serviceability and maintenance efficiency.

OUR TECHNOLOGY

**ABOUT WUT-7**

ENGINE	cat-bread
SUSPENSION	nothing suspicious here
WINGS	don't make us fly
WEIGHT	around 92 skinny cats or 22 fat ones
MAX POWER	Verstappen
FRAME TYPE	hopefully "mono" by June
BEST FEATURE	made with love, patience and a lot of energy drinks



#10

FH Campus Wien*OS.Car Racing Team***We're still here!**

30 members, 4 different universities, 11 different study programs, 10th car.

After the successes of last season, we are entering the new season with even more motivation and ambition.

This year, our focus was on the small details — because in the end, they make the biggest difference. With our new car, the **CR-126h** or “**Karli**”, we placed a strong emphasis on reliability and performance. Once again, we are running a hybrid system and continuously pushing our concepts further. At the heart of the car beats the proven **KTM 690 single-cylinder engine**, delivering raw performance and the pure feeling of motorsport. One of the biggest highlights this season is our completely redesigned aero package. The main focus was improving aero balance and increasing stiffness with a different approach in manufacturing to get the maximum performance out of the car - and less tears at FSA. There are also exciting updates to our suspension setup: while we continue running 13-inch tires, we switched from Hoosier to Goodyear for this season. Behind every component are countless hours of work, passion, and teamwork — and that is exactly what Formula Student is all about for us.

Tech data

Engine:
Top Speed:
Differential:
ECU:
Wheels:
Chassis:
Weight:
Power:
Fuel:
Wings:
Sound:
Driver:
Dimensions:

Expected

KTM 690
130km/h
Drexler FS
MaxxECU
OZ Wheels & Goodyear tires
Steel tubeframe
less then last last year
75
RON98
Lightweight Carbon Fiber
brum brum
Lightweight
Inside the legality box

Most likely

running
as long as it drives
locked
syntax error
4
holding on hopes and prayers
depends on the driver
enough to move the car
beer and brake fluid
Red Bull?
att att att att
whoever doesn't crash while testing
pls be inside the legality box



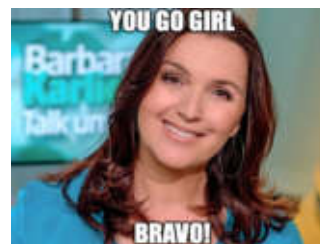
@os.car_racing

Os.Car Racing Team

office@campus-racing.at



And as Babschi says:



12

Aristotle Racing Team

Aristotle University of Thessaloniki





#13

FaSTTUBe Combustion

Technische Universität Berlin

**HYDROGEN
FASTTUBE**



there was supposed to be a pic
of the car here
but we didnt finish it





14

UVigo Motorsport
Universidad de Vigo





20

Formula Students Technical University of Crete
Technical University of Crete

Who We Are

FSTUC (Formula Students Technical University of Crete) entered the Formula Student world in 2020. Officially recognized by our University in 2022, our team unites active students from all faculties working in perfect harmony. Operating across three core departments—Mechanical, Electrical, and Marketing—FSTUC fosters innovation and hands-on research.

Our Racing Track Record

Following our debut seasons at Formula Student Italy (2022 & 2023), the 2024-2025 season marked a major turning point for the team. For the first time, we competed in two international events in a single season with our third combustion vehicle,

"Talos"—named after Crete's mythical bronze guardian:

- Formula IHU 2025: 3rd Place Overall | 1st Place in Business Plan & Cost & Manufacturing | 2nd Place in Engineering Design.
- FS Alpe Adria 2025: 7th Place in Cost & Manufacturing

Inspired by myth, driven by engineering just like the Technical University of Crete's logo features Ikarus crafting his wings to reach the sun, we draw deep inspiration from Greek mythology, linking our rich heritage with cutting-edge racing technology.

Driven by the Future & Teamwork

Our goal is the transition to a fully electric racing car, a huge step that truly reflects what a team can achieve through seamless collaboration and unity—while enjoying the CV engineering world until then.

For us, the power of teamwork is what unlocks our full potential.

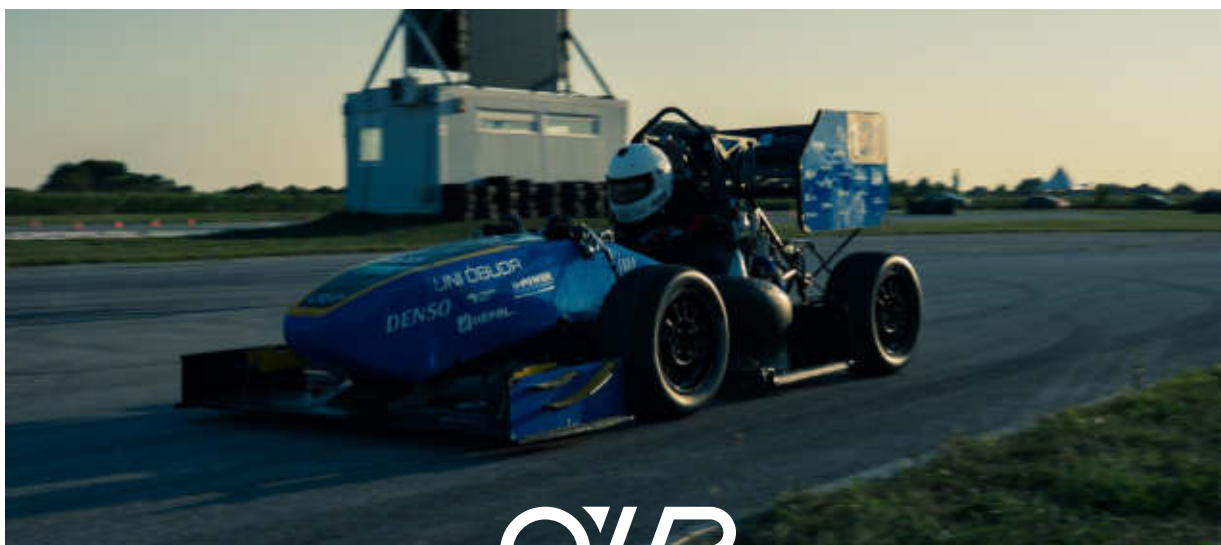
We enter the 2026 racing season stronger
and incredibly **happy to join Formula Student Austria!**



21

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



29

Neumann Formula Student Team

John von Neumann University

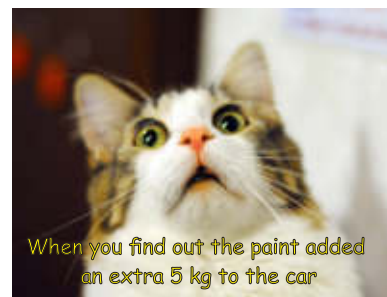


**„THE REAL ENGINE
IS THE CREW”**

We couldn't let this spectacular season slide without bringing our latest creation to the track!

We are proudly representing the John von Neumann University and our beloved city of Kecskemét.

Designed, built, and fueled by the passion of our dedicated team, we are ready to show the grid what Hungarian engineering is all about.



When you find out the paint added an extra 5 kg to the car



Technical Data			
Chassis	Heavy-duty steel and broken dreams	Dimensions	Width X Length = Equivalent to a T-72 Main Battle Tank
Engine	Yamaha R6 - approx. 80 HP (Whenever all 4 cylinders actually feel like working)	Electronics	Festive vibes: Bright, colorful LEDs (Strictly when they decide to work)
Weight	ALL OF IT. (So heavy it has its own gravitational pull)	Aerodynamics	Wings are installed. Function: Zero downforce, but looks absolutely menacing
Fuel Consumption	Yes. (Every single liter that was in the tank... and then some)	Suspension	Solid as a rock. (Mainly because the springs gave up under the weight)



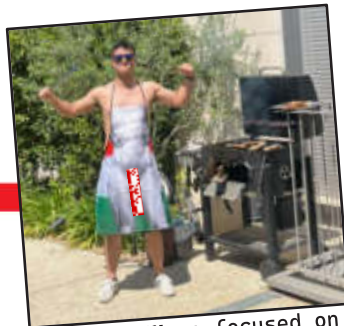


#33

MAD Formula Team

University Carlos III of Madrid

How to know you are approaching ★ MAD Formula Team ★



The Cook: "More focused on the beers than the cooking"



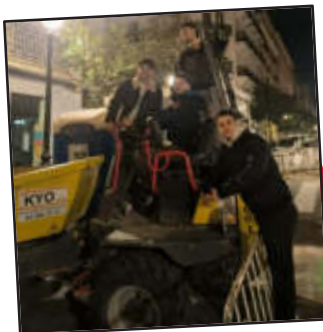
The Sheriff: "Me voy a cargar a un tio"



Direction: "More like dictatorship"



The Cleaner: "Finding suspicious things in the workshop"



MFT06: "The fastest car we have built ever ¿?"



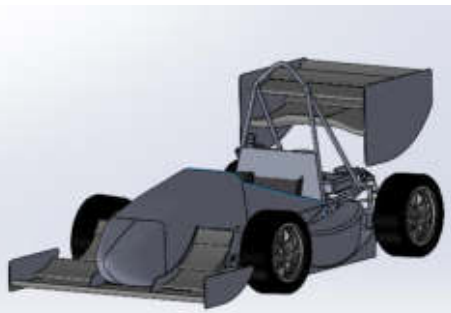
You have reached MAD Formula Team



48

T.U.Iasi Racing Team

Gheorghe Asachi Technical University of Iasi



We, the T.U.Iasi Racing team of the Gheorghe Asachi Technical University of Iasi, will be attending this year our largest umber of competitions yet: FSCZ, FSA, FSEast, and FSRO (we're scared but also excited?). For the new race car, we completely changed the aero package (this time it stays on during endurance, good job Andrei), redesigned the intake and exhaust systems(to suck & blow better), reworked the chassis (filled the bad welds with sunflower seeds and glue),

and made many other improvements that will help us (sleep less).

If Dacia can do it, so can we (Dacia-1 Verstappen-0).



Even though our team mascot is a dog (don't mind his f-up'd appearance he represents us spiritually) we pinky promise we love cats 😊.

DON'T SCAN



Engine	Yamaha MT 07
Electronics	Zapped me once
Fuel	Beers & Tears
Chassis	BBC(Big Black Chassis)
Aero	Static downforce
Dimensions	~As large as our composites guy
Weight	58 cats
Differential	d/dx





76

KA-Racing Combustion

Karlsruhe Institute of Technology

KA.RACE.ING
engineered excitementNooo, you did not reach 100
in 1 second!!!

Sorry, master...

You have all week to start
the engine

F*ck you

To create tuned maps for our car's ECU and test parts for development, we use a dedicated test bench with an identical engine system to the car. It might not work all (or most!) of the time, but it provides us with an invaluable safe space to learn by dropping wrenches and slipping on oil spills. Most importantly, with a few keystrokes, we gain BOOOOOOOOOST!!!!

KA-Racing is building on its experience in hydrogen combustion with its new car, the KIT26h. The major changes are a new frame and improved engine configuration, together with a revised hydrogen tank concept. By moving the tank from the wing-mounted position to the side of the vehicle (with the new cooling system sidepod *PERFECTLY* balancing the other side), we're able to reincorporate a rear wing into the aero package. Great success!

KIT26h development process



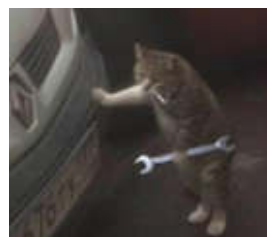


82

BME Motorsport*Budapest University of Technology and Economics*

It all started with a bold idea at the end of 2018, when eight students at the Budapest University of Technology and Economics decided to make a dream come true and build a race car from scratch.

Since then, our community has grown significantly, but our dream hasn't changed one bit: every season, the determined members of our team come to the realization that sleep, a social life, and a normal diet are luxuries for them. Instead, they lock themselves in the workshop for months, breathing in workshop dust of unknown origin and consuming industrial quantities of caffeine. What is the end result of this madness? A new race car, the FRC-13, just waiting for the green light to prove itself.

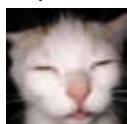


This cat only looks at smart people



A survival guide for the season from our workshop:

Design: At the start of the season, our engineers disappear into dark rooms for days on end, reading the FS rules as if they were some thrilling fantasy novel. Then, when they finally start drawing, every line is a work of art, and the concept is more impressive than an F1 project.



Production: The production period is when the marketing team learns to steer clear of the workshop, unless they want to immediately find themselves holding a piece of sandpaper. At this stage, our workshop resembles a chaotic battlefield.

Testing: Then comes the day of the season when the race car rolls out onto the track, finally seeing the light of day for the first time, moving, making a sound, and most importantly, not immediately falling apart.

DRIVETRAIN	
ICE	SUZUKI GSR-600
FUEL	RON98
NUMBER OF CYLINDERS	4 PURRS
CAPACITY	599 cm ³
COMPRESSION RATIO	12,5:1
MAX. TORQUE	56 Nm
MAX. POWER	800 CATPOWER
NUMBER OF GEARS	4 PAWS
DIFFERENTIAL	DREXLER LSD
TYPE OF DRIVETRAIN	CHAIN DRIVE

Racing: The most eagerly anticipated part of the racing season, where we always show up with all the necessary gear - the car, a huge assortment of tools, a few liters of homemade pálinka, and, of course, a determination strong enough to move mountains.





85

RaceUP Hybrid Padova

Università degli studi di Padova

VOL. MG
NO. 21.26H> **RACE UP** >JULY 26TH 2026**BACK TO LAST SEASON**

In 2025, we proudly announced our shift into the Hybrid era. We promised extra volts, screaming engines, and revolutionary tech. What we actually delivered was a very expensive, highly sophisticated garage ornament that refused to turn on.

But hey, failure is just a features-test that went slightly off-script. After a year of intense debugging, rewiring, and crying in Italian, we are officially back. In 2026, the car isn't just loud and fast - this time, it actually drives!

BOOTING...
CAN BUS ERROR
RETRYING...
THERMAL LIMIT EXCEEDED
OK MAYBE NOW?

²¹~~20~~ Years of Combustion NOW HYBRID *(for real)*

**TECHNICAL DATA**

Inverter	→	High voltage, high anxiety
Cooling	→	Already overheating
Suspensions	→	Turns bumps into trauma
Budget	→	Error 404
Driver	→	No survival instinct left
Aerodynamic	→	Makes you fly... literally

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

For the 2026 season, we banned him from using pasta tools near the suspension. So, naturally, he moved to the electronics department. Rumor has it he mapped our entire new battery management system using a trend he saw on TikTok. The car now refuses to start unless you clap twice and tell it it's "very demure", but hey, the hybrid powertrain finally drives. Trallalero does not code; Trallalero manifests.



88

UniBo Motorsport

Alma Mater Studiorum - Università di Bologna



UNIVERSITÀ
DI BOLOGNA
MOTORSPORT

88

One team, one goal: pushing
engineering, setup, and
ourselves to the limit. We are
ready to hit the track.



94

Rennstall Esslingen
Hochschule Esslingen



FSUPV TEAM

— VALENCIA —

The FSUPV Team is the Formula Student team of the Polytechnic University of Valencia

From Spain, the FSUPV team returns more motivated than ever to win.

After a year of hard work and dedication, we return with recharged energy and more determined than ever to give 100% again.



"We as a team..."



¡ Las bombass!

Our secret? Having the best teammates we could ask for.





E1

Joanneum Racing Graz

Fachhochschule Joanneum Graz



How to Train Your Ca(t)r

After last year's adventures, we are ready to introduce our newest racecat on wheels: **JR26**.

It may look like a Formula Student car, but we know better. JR26 is basically a cat with an accumulator, four slicks and a very expensive carbon-fiber attitude.

Building it felt like trying to raise a very fast kitten. We followed the plan, prepared everything carefully and still, at 2 a.m., one tiny cable decided to develop its own personality. Cats and Weasels have one thing in common: both are basically nocturnal. Very mysterious. Very Formula Student.

Once on track, JR26 is ready for fast launches, sharp corners and just enough drama to keep the team awake.



Our goals?

Pass scrutineering without hissing.
Survive endurance without a mid-lap nap.
Keep all four wheels — sorry, paws — on track.
And teach JR26 that reliability is not optional.



If you see us running through the paddock with a laptop and panic in our eyes — no questions.

That is just racecat maintenance.

**Stay fast, stay fluffy,
the Weasels**

Vehicle Data



Accumulator: Paw-sitively charged with more energy than a kitten on catnip.
Cooling: No overheating, just chill whiskers and fast laps.
Suspension: Soft paws for hard corners — pushrod cat-uated for maximum grip.
Meow-tors: Four FISher that do not just meow — they roar.
Weight: Purrr-fectly balanced and lighter than a very large housecat.
Aero: Claws out, ears back, downforce activated.
Brakes: For when the zoomies get too spicy.
Best Feature: 100% more expensive cat-shell energy than its predecessors.





#E3

munichMOTORSPORT e.V.
Fachhochschule München



The manufacturing of the PWx26

- Every millimeter was argued over at least twice.
- Enough wiring to confuse even the people who built it.
- As much downforce as 10x the heaviest cat ever.
- Learned the racing line without ever getting a driver's license.
- Balances comfort and performance better than student life.
- Supported by more calculations than our business plan has spreadsheets.
- More pictures of the car were taken than most people have in their camera roll.

... and this whole team live #passionworks





#E5

Poseidon Racing Team

University of West Attica



POSEIDON RACING TEAM

We are Poseidon Racing Team, a group of students from Greece who share a love for engineering, motorsport, and the long nights that turn an idea into something real. What started as a dream among a few friends has grown into a close-knit team building a single-seater together. More than the car, we're proud of each other, the friendships, the lessons, and the ride itself. At FS Austria, we're just happy to be here, learning alongside teams we admire.



Mr Judge,

Zip ties are identical to
aerospace-grade titanium



Technical Data

Motors	Tuned by ear
Ecu	Diagnoses you back
Wheels	4 (I checked)
Suspension	Bump steer is a personality trait
HV-Accumulator	Has a group chat with the BMS
Wings	Have a taste for cones
Frame Type	Zip ties
Max Power	Who is Max?
Dimensions	Fits in the truck if you remove aero and your dignity
Electronic Gadgets	Laser pointers for our cats
Weight	Oh no
Best Feature	The marketing photos
Worst Feature	The group chat at 3 AM
What We Would Change	Reliability
Reliability	Yeah what about it?
Driver	Will be replaced with a cat promptly

Project manager with
electrical be like:



BROKEN WING
BROKEN DIFF
BROKEN HEART



HELLO?

IS THIS BADNEWS.FM?





#E6

ISEL Formula Student

Instituto Superior de Engenharia de Lisboa



Greetings, your favourite Portuguese team is back, with even less budget and without our Mascot, #RipRonaldo, unless we can find a suitable replacement

For those how don't know us, we are ISEL Formula Student, a team situated in Lisbon Portugal, don't confuse us with the other Lisbon Team. After learning from our mistakes, a country blackout, a series of tornados and a blue moon we are so back to challenging the Red Bull Ring with our IFS06 (still very original).



IFS 06
climbing



Chassy	ATM Pressurized Tubes	Aero	4kg of carbon and downforce
Electronics	#Rip Enepaq	Suspension	No Springs Extra Fun
Powertrain	Spin2Win 228	Driver	Same Firmino Enjoyer
Weight	Oh lawd he comin	Best Feature	Reusing Old Part since 201X

Search

Use(less)d car for sale

Legal FS car

€ You buy - we pay, VB

RedBull Ring





Description

Selling our self-built race car with a heavy heart. It has reliably carried us from scruti to scruti.
Minor signs of use from cones, rain, and sleep deprivation.
Runs if you talk to it nicely. No visible rust, because carbon.
No warranty, no returns, and no questions about the accumulator.
Perfect for tinkers, collectors, or teams with way too much free time.
P.S. Stickers included, car maybe not.

Details

Category	Vehicles > Other > Emotional Damage
Mileage	3 km at events / 4000 km on the trailer
Fuel	Electricity, stress, Red Bull
Gearbox	Yes
First registration	If scruti lets us
Power	Enough to cause fear
Condition	Used, but loved
MOT/inspection	Don't ask
Owners	Too many
Warranty	No
Delivery	If the trailer feels like it

Trade for:

- Red Bull (in trials)
- Zip ties (black)
- 10kg resin
- reliability
- love

Message to seller

Still available?

Yes

Whats your last price?

Depends. With or without accumulator?

Cheaper without the battery?

Without battery it's just a very expensive Bobby Car

Can I test drive it?

Do you have a race suit, helmet, drivers license and no fear of high voltage?

I have Crocs in race mode.

Perfect!

Can I fit a 1.9 TDI in it?

We've had worse ideas.

MOT/TÜV?

Scrutineering is like MOT, just with more tears

Can I adjust the wing?

Yes, it has DRS

I'll send my cousin. He'll pick it up tomorrow.

Please send him with a few braincells too.

Seller



Campus Tirol Motorsport

★★★★★ 4,20 (69 Ratings)

Responds within 3-5 breakdowns

Highlights:

- open DRS (when no one is looking)
- car makes noises, sometimes maybe good, sometimes maybe shit
- dreams to be mono
- wheels round, mostly
- sticker included, car eventually not
- loves the white powder

Ratings



"Very nice seller, the car was on fire during pickup, but only in an emotionally charged way."

★★★★★



"Friendly sellers, still decided to build a car on our own"

★★★★★



"It said, 'It's almost done.' That was a lie."

★★★★★



"Not as described, but looks fast"

★★★★★

Similar items



FSG Cone - slightly/hit € 0,50



Frontwing Endplate € 1,-



FSG Rulebook - untouched € 0,-



Driver - untalented € 100,-

51



#E11

HorsePower Hannover

Leibniz University Hannover,





#E13

Valais Wallis Racing Team

HES-SO Valais-Wallis



Valais Wallis Racing Team is proud to
present **Monte Rosa**.

This car doesn't just raise the bar, it
redefines it.

Full 4WD, 10" wheels, and an all-new
suspension system engineered from the
ground up: every detail has been built
around one obsession — performance. The
gap we've achieved speaks for itself.

This year **on est pas là pour enfiler des
perles.**





#E14

ISC FS Racing Team

Universidad Pontificia Comillas

SEASON 2025 / 2026 · ELECTRIC × DRIVERLESS

#E14

IFS-08

Our 8th generation.
Reliability meets autonomy.

8TH

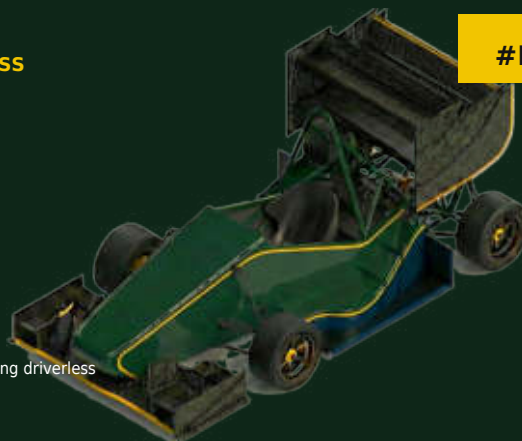
car in our history

400V

battery architecture

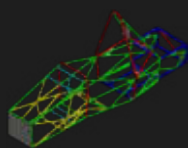
1ST

year integrating driverless



THE MISSION

RELIABILITY × DRIVERLESS INTEGRATION



CHASSIS

Lower weight & ergonomic optimization.



SUSPENSION & DYNAMICS

New geometry & in-house vehicle dynamics model.



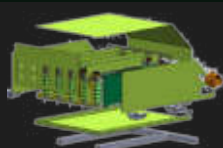
BRAKING & STEERING

Carbon-fibre steering column and brake-cooling ducts.



AERODYNAMICS

Brand-new aero package; refined composite manufacturing.



BATTERIES

On-board DC/DC stage feeding LV from the HV pack.



POWERTRAIN

Inverter optimization for torque density & efficiency.



ELECTRONICS

Software restructure; native driverless compatibility.



DRIVERLESS

Integration year after 2.5 years of software development.

ISC FS RACING TEAM

Universidad Pontificia Comillas — ICAI · Madrid, Spain

BUILT TO LAST. WIRED TO THINK.

FSA Event Magazine · Season 2025 / 2026



E16
Orion Racing India
K. J. Somaiya College of Engineering

“DEVELOPED AT FULL THROTTLE”

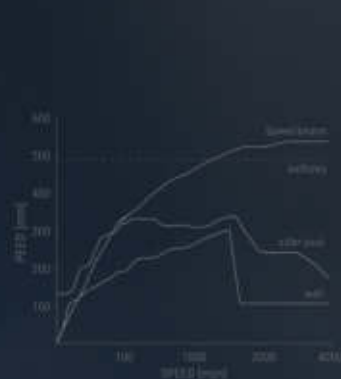


ORION RACING INDIA

MUMBAI, INDIA

TECHNICAL SPECIFICATIONS (ATHENA)

ENGINE	Emrax 228 MV
ECU	Myrio 1900D
SUSPENSION	Z Type ARB
WEIGHT	Emotionally Light
ENERGY	Electronically Motivated
WHEELBASE	Suspiciously Stable
RIMS	Rim Job Done
FUEL	Spicy Electrons
WINGS	Downforce Pending



Runs on Caffeine

Legally Aggressive

Probably Overengineered



As always,
marketing dept. carried



#E20

Deefholt Dynamics e.V.

University of Applied Sciences for Business and Technology

#E20 / PRIVATE HOCHSCHULE FÜR
WIRTSCHAFT UND TECHNIKphwt | DEEFHOLT
DYNAMICS

Every year, Deefholt Dynamics builds a completely new Formula Student car in only a few months.

This season we focused on reducing weight, improving cooling and increasing reliability.

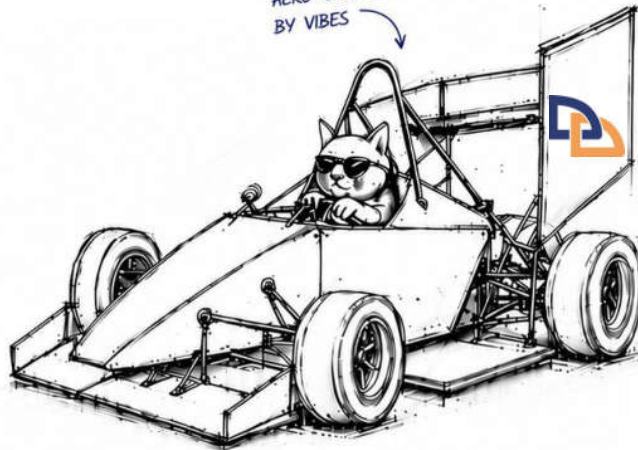
The majority of our remaining engineering capacity, however, went into designing the rear of the car.

Simply because that is what everyone else will be looking at during endurance.

Mostly cone-free since 2006.

BUILT IN DIEPHOLZ.
TESTED EVERYWHERE.
FEARED BY CONES.

AERO CERTIFIED
BY VIBES



NEW ACCUMULATOR
more cell, more spicy



BETTER COOLING
because heat is
the real enemy



LESS WEIGHT
we removed
everything we found



MORE DATA
now with 200% more
Excel® spreadsheets



MORE TESTING
enough to become
superstitious

TECHNICAL DATA*

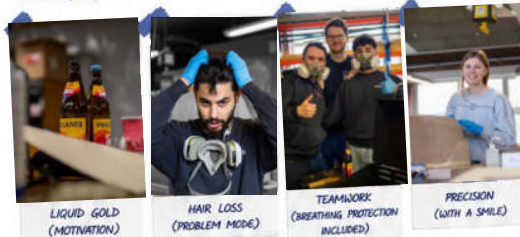
BATTERY	spicy rectangle	← handle with care
AERO	wind sensitive	← mostly front down
SUSPENSION	theoretically working	← until it isn't
COOLING	optional	← it's a feature
WIRING	German spaghetti	← according to the rules
WEIGHT	emotionally heavy	← but lighter, trust us
DRIVER	underqualified	← send thoughts & prayers
BRAKE BIAS	yes	← front-ish
TESTING	enough to become religious	← rain = test
FAVOURITE TOOL	hammer	← fixes everything

* results may vary

PASSED SCRUTINEERING



WIRE MANAGEMENT



LIQUID GOLD
(MOTIVATION)

HAIR LOSS
(PROBLEM MODE)

TEAMWORK
(BREATHING PROTECTION
INCLUDED)

PRECISION
(WITH A SMILE)

← TYPICAL TUESDAY NIGHT

TODO BEFORE FSA:

- ☒ PACK CAR
- ☒ DON'T FORGET TOOLS
- ☒ DON'T FORGET LAPTOP
- ☒ DON'T FORGET DRIVER
- ☒ DON'T FORGET HOPE...

WE GOT
THIS.

FIND OUR CHAOS:

deefholtdynamics

www.deefholt-dynamics.de



IF YOU
READ THIS:
YOU OWE
US A BEER.

BUILT OVERNIGHT. TESTED EVENTUALLY.



#E23

HyDriven - Hydrogen racing team

University of Twente



Hi! We are HyDriven, a team from the beautiful city Enschede. We compete within FS with a fuel-cell electric vehicle car! HyDriven now exists 5 years, but before that we were competing in the Shell Ecomarathon as Green Team Twente.

Our team consists of 29 fulltime students, most of us take a gap year or get EC's for the project.



Last year we were known as the heaviest car in the competition, so our goal this year was to save weight. We certainly succeeded! Whereas we weighed 588 kilos last year, we now weigh only 478! (probably still the heaviest)



We are very proud about our hydrogen system making sure our team stays hydrated in the upcoming heat of this summer! We're happy our team creates strong bonds; we turn hydrogen into water using covalent bonds.



Meet our mascotes:





#E24

FS Team Tallinn Electric

Tallinn TU UAS

They say Rome wasn't built in a day. FEST26 might have been. After all, it's not a new day until the last team member has gone to sleep – and we've been taking turns. So if you see people crying with hands shaking from caffeine while being severely sleep deprived – that's definitely not us. We're Estonians... we don't show emotions.



This year's mission:

- Kachow
- Pass scrutineering with minimal emotional damage
- Actually smile when we win
- Exchange someone's tent for two pairs of sunglasses instead of one
- The year-long diet has paid off and the extra kilograms have been lost (the team's or the car's you ask? At this point, who knows)



Technical data	
Suspension	The car remains composed under load, unlike the team during endurance
Aerodynamics	Perfectly balanced with a 50/50 split between working and catastrophic failure
CAN	Not
Fuel	The tears of our enemies
Weight	About as heavy as a Reindeer
Speed	yes
Best Feature	DV
Worst Feature	DV
Chassis	Shines brighter than your future
Electronics	Literally black magic that's easily countered by some noise
Inverter	Anything but AMK



E26

Racing Team University of Stuttgart
University of Stuttgart



X0711-3. Now in pink.

The 2025/26 season race car, Rennteam X0711-3, embodies the latest generation of our electric race cars. With innovative advancements in aerodynamics, weight reduction, and overall performance, the car aims to once again compete at the highest international level.

In line with the new aerodynamics regulations, a completely new rear wing has been developed. The innovative, curved cascade design enables maximum aerodynamic efficiency while reducing the required installation space.

A newly developed high-voltage battery and numerous optimizations to the electrical system contribute to a weight reduction of nearly 10 percent while simultaneously increasing the overall efficiency of the vehicle.



E31

TUfast Racing Team e-Technology

Technical University of Munich

Our Team

The TUfast Racing Team is the formula student (duh) team of the Technical University of Munich. Founded in 2002, we can look back on many highs, wins and beers (no lows). We don't want to list any more boring facts here, you can get more details by speaking to our Head of Management & Communications Jan. He is looking forwards to answering any and all questions!



Our Contender

The xb026 was shaped around the target of doing the most work with the least sleep possible. Although we encountered several difficulties, we can proudly state that a lot of members don't leave the workshop anymore. This is a crucial component of our holistic competition preparation approach and ensures everyone gets used to the campsite environment well ahead of the first competition.

We look forward to meeting you on and off the race track!

TU
fast
RACING TEAM



E32

Running Snail Racing Team

Ostbayerische Technische Hochschule Amberg-Weiden (OTH)

RENNSCHNECKENTEAM

Founded in 2004, we're the Running Snail Racing Team of UAS Amberg-Weiden and yes, we're faster than we sound. This season, we hit the track with our 21st race car: the **RS26**.

TECHNICAL HIGHLIGHTS



0-100 faster than a real snail - Probably
Engineered on caffeine & chaos
New aero package. Again. Of course.
Autonomous unlocked... category locked





#E33

AMZ Racing Team

ETH Zürich

Our Motivation

Like Odermatt in Kitzbühel,
AMZ at FSA:

Four Years

Four Endus

Zero Checkered Flags

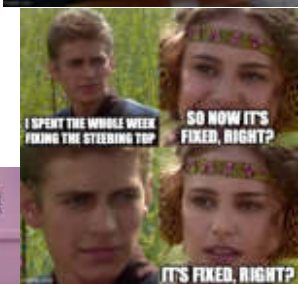
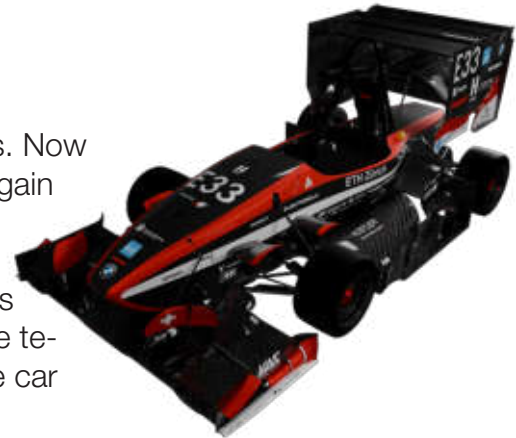
Our FSA curse has been haunting us fo(u)r years. Now the time has come to face the FSA endu once again and finally get our revenge on this epic track.

Our preparations have been relentless, our nights looong, and spirits high, since winning FSA is the team's main objective this year. After all, our whole car preparation shouldn't be for the cat.

For our team, this is not just about competing, but about proving to ourselves that resilience, dedication, and belief in the project matter, even after breaking motors, triggering IMD, overfilling the VCU memory, and an AMS failure.

To tackle this challenge: We have brought **nera**, our new car. 10 kg lighter, hopefully faster, better aero, new suspension, (hopefully) more reliable motors, unlimited data for our telemetry. Here a collection of our best moments.

AMZ XX
2006-2026





#E34

YTU Racing

Yıldız Technical University



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

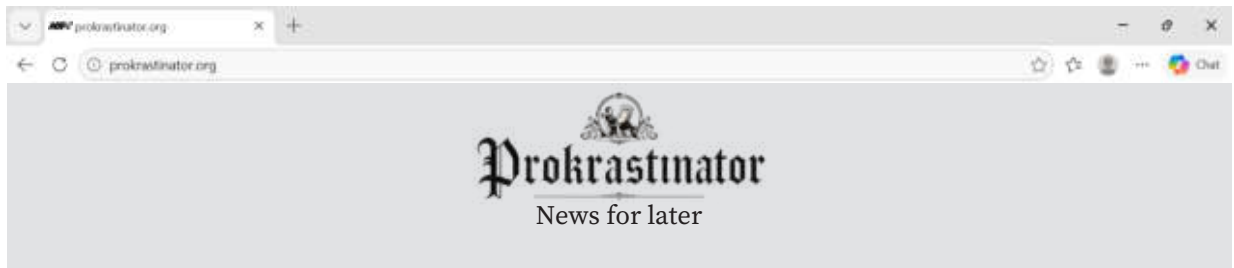
You're welcome!



#E39

High Speed Karlsruhe

Karlsruhe University of Applied Science



High Speed Karlsruhe is back at FSAustria

After a year of not attending FSA, the team is finally back.

from **Julian Bertus**
at 22.05. 12:59



The rollout of High Speed Karlsruhe took place on the same day as the FSA team page submission deadline. Although the team initially missed the deadline, FSA briefly turned on their time-machine, allowing the team to complete the car and the team page in time.

Later in this article, the team reveals the secrets behind the new accumulator, drivetrain, and aero simulations. Read on to discover how High Speed Karlsruhe continues to push boundaries — while somehow still mastering the art of DNF and DNS.

We want your data!

You have to accept that we sell your personal data to many companies because we like money.

... or your money

We can also do it the easy way

Accept everything

Advertisement



Advertisement





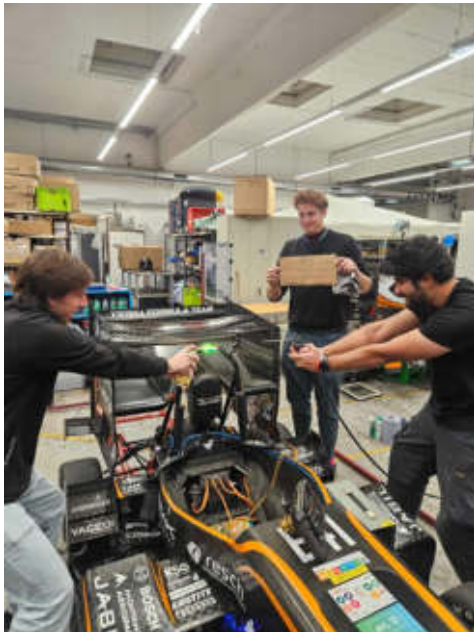
#E41

TU Wien Racing

Technische Universität Wien



VIENNA FORMULA TEAM – CAR E41



Meet **TU Wien Racing**

100+ students from Vienna.
One mission: building fast race cars.

This year's obsession? The **EDGE17**

Meet our **EDGE17**

- 0 red flags (hopefully)
- emotionally available
- loves long fast laps
- fully charged personality
- not here to be pretty (but still is!!)
- commitment issues with curbs :O



Curious? Catch us trackside!

WE ARE ONE – 41!



E42
University of Agder
 Align Racing UiA

BEN REDIC

FY FAZAN



ALIGN RACING UiA

UNIVERSITY OF AGDER, NORWAY

ALIGN RACING UiA



BREAKING: ALIGN RACING ENTERS AUSTRIA PLEASE WELCOME

For the first time since its founding in 2017, Align Racing UiA is setting course for Austria and Formula Student Austria. Representing a major milestone for the team, this year's car is the eighth in the lineup and stands as a result of late nights in the workshop fueled by microwave meals and energy drinks.

Continuing the team's proud tradition, every Align Racing car is named after a character from the legendary racing film *The Pinchcliffe Grand Prix* (1975). This year's challenger is named after Sheikh Ben Redic Fy Fazan and proudly carries its name

THE SHEIK



Sheik Ben Redic Fy Fazan

FY FAZAN:

POWER: **80 Kw, 107HP** (140kW, 187HP)

BATTERY: **588V, 8.2kWh**

INVERTER: **DTI F-SiC Inverter**

MOTOR: **In-house ficher design**

CHASSIS: **Steel Spaceframe**

WEIGHT: **NONE OF YOUR BUSINESS**

@alignracing





#E47

The University of Auckland Formula SAE Team

University of Auckland

About Us:

We are UoA FSAE: the University of Auckland's Formula SAE team, and the oldest team in New Zealand. Since our founding, we've competed on the world stage and brought home results that prove Kiwi engineering belongs at the front of the grid.

"Our number, 47, isn't arbitrary. It's a tribute to Bruce McLaren, a kiwi who went on to race and win at the highest level."



M026 Vehicle	
Parameter	Value
Mass	220kg
Wheelbase	1.53m
Trackwidth	1.265m
Motor	AMK DD5
Gear Ratio	13.3:1
Tyre	Hoosier 7.5
Drivetrain	4WD

RACE HISTORY

Founded: 2003 Europe 2006 Switch to EV: 2016 First EV Win: 2022 Today: M026

Europe 2006:

In 2006, we made the journey to Europe to compete at Formula Student Germany, our first taste of international competition. Now, twenty years later, we're heading back to Europe, ready to take on the world and put ourselves on a truly global stage.





#E48

RUB Motorsport

Ruhr University Bochum



We understand ourselves as a comparatively small group of students who constantly strives to achieve the best results possible, within our resources. Most importantly, we are going through these endeavors for all the experiences, memories and for the team spirit, both in- and externally. At the same time, we are never too proud for a bad joke or an unconventional idea, which sometimes even turns into our new go-to solution to a certain problem. Speaking about bad jokes: There is a lot more to discover, if you scan the QR code. There won't be a rick roll ... probably. But you will *never gonna* know without scanning it. But keep in mind - its true contents may only be revealed at a second glance. If you want to know something more about us and/or our car, just talk to us. I mean with the attention span of most young people, you will probably not even read *this* sentence at all. So swing by and fetch some stickers while you are here!



SAMMELALBUM / STICKER ALBUM

Kannst Du alle 7 Prüfsticker ergattern ? / Can you collect all 7 inspection stickers ?



This document has been officially approved by the R.T.C. (RUBMotorsport Tactical Catforce) - <https://e48.ing/rtc>



#E51

UGent Racing

Ghent University

CALLISTO

ELECTRIC - DRIVERLESS - GEN 6



THESEUS 2021	MYRTILUS 2022	ARTEMIS 2023	ORION 2024	ELEKTRA 2025	CALLISTO 2026
-----------------	------------------	-----------------	---------------	-----------------	------------------

72 kW

PWR

Peak output

227 kg

MASS

Vehicle mass

2.96 s

ACC

0 → 100km/h

119 km/h

VMAX

Top speed



2020

founded

96

members



Belgian

team

2nd time

@ FSA

Some teams bring spare parts.
Some bring energy drinks.
We usually bring a box of dinokoeken.

UGent Racing is a group of students from **Ghent University** who voluntarily decided that building an electric driverless race car alongside university deadlines sounded like a good idea. Somewhere between CAD models, composite dust, sponsor meetings, and "quick fixes" that somehow took six hours, we created another Formula Student car ready for competition.

Most of the year is spent chasing performance and occasionally missing tools. But for us, Formula Student is more than lap times and engineering. It is the atmosphere in the paddock, learning from other teams, and sharing the same slightly chaotic lifestyle with students from all over the world. We love the fierce competition on track, followed by teams helping each other out in the pitlane minutes later.

@UGENTRACING

@UGENTRACING

UGENTRACING.BE



#E53

TU Graz Racing Team

Graz University of Technology



TUG Racing was founded in 2002, so very soon we will celebrate 25 years of building fast cars – yay!

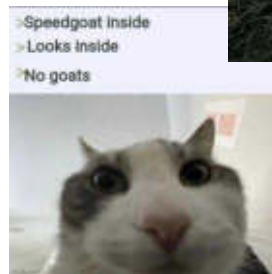
This year's car is called **Chelsea** (not Chealsea, not Chelsae - CHELSEA).



The famous kangaroo-cats have high hopes for this season's home-competition, including getting through scruti first try, acing the statics and no errors throughout the dynamics.



If you ever feel thirsty on the campsite stop by anytime – you'll know where to find us.



Technical Data			
Motors	⌘	Suspension	Sticks and stones
ECU	🐈	Wings	Not enough
Wheels	Hoosier Ball Equipment	Max. power	Max Max Max Super Max
Electronics	All of them	Weight	Guess and subtract 25
Dimensions	4,135c (cats) x 10,253k (kittens) x 4,86117e-17 parsecs	Best feature	Cone muncher



E58

UPBracing Team E e.V.

University of Paderborn

Friends Book:

A picture of you:



Name: PX426E

Birthday: 05/29/26

Favorite food: Electricity

Favorite animal: Rabbit and Cat

What I like to do: to cause Problems

What I don't like: Rain and hot Weather

What I want to be someday: 1st place in FSA

If I had one wish, I would be: Joanneum Racing Graz (FSA 2025)

We got our Friends book with us in FSA, if you want to take part, just come to our pit or camp :))





#E59

ELBFLORENCE

Technical University of Dresden

On a dark and stormy day in February, the DHL postman delivered a tiny package that would change everybody's lives at ELBFLORENCE: it contained Busy Bert.



From that day on, Busy Bert and his many cousins Herr Mechaniker, Herr Elektriker and Herr DV-Kamera continued to accompany us on every major milestone throughout the season.

Let's see how being surrounded by these powerful busy role models impacts our performance at FSA – stay busy





#E61

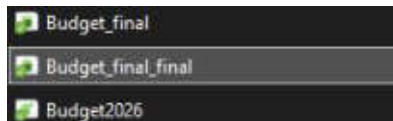
JKU Racing Team

Johannes Kepler University Linz

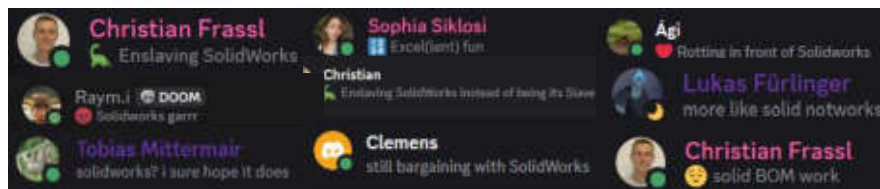
After 12 months of late nights, endless CAD sessions, and questionable amounts of caffeine, JKU Racing finally brought its **first** Formula Student car to life.



As a first-year team, every department faced its challenges. While business tried to figure out budgets, sponsorships, and where all the money disappeared, the technical departments somehow always knew exactly which parts were "absolutely essential."



Despite the chaos, every department pushed the project forward - even though it was hard at times...



RICCARDO JOKING ABOUT A TEAM WITH "BLUETOOTH SUSPENSION"



the lamination is going great



AGI



AERO-TEAM

We cooked, we botched,
we patched, we sampled,
we puked.

In the end it may not taste good,
but it's sufficient, and if you stay
ten meters away without glasses,
it even looks nice.



E63

Revolve NTNU

Norwegian University of Science and Technology



AQUILA

AQUILA is Revolve NTNU's 14th car. Named after the golden eagle, it moves with a natural balance between speed and control. She cuts through the air with wings designed to turn power into speed and racing performance.

AQUILA is ready to soar across the finish line with new aerodynamic wings and an efficient powertrain making her an apex predator ready for the battlefield. Eagles are known for their sharp eyesight, and AQUILA sees far ahead with impeccable autonomous perception ready to take on the competition.

AQUILA has the speed, power and vision to fly far.

You bring the cats. We bring our eagle! See you on track :)





#E69

HAWKS Racing e.V.

Hamburg University of Applied Sciences





#E70

Speeding Scientists Siegen e.V.

University of Siegen



The s3-24/25/26e

Suspension	Same, Same, but different, but still same
Brake System	either brake or break (Schrödinger)
Tyres (Fr / Rr)	2 fronttyres and 2 reartyres (mostly)
Drive Type	pushing
Number of(working) Motors	4 (until proven otherwise)
Motor Location	workshop cabinet
Max Motor Power	enough
Max Motor RPM	$\text{enough} \cdot 60 / (2 \cdot \pi \cdot M)$
fuel type	Erzquell Pils
Cooling	see fuel type
Accumulator	less cells=less weight
Charger	can (de)power a small town



E72

GET racing Dortmund e.V.

Technical University of Dortmund



FS226

THE NEXT GENERATION
FORMULA STUDENT | ELECTRIC CLASS



THE TEAM

We are GET racing, TU Dortmund's Formula Student team since 2005, where engineers, economists, and innovators come together each year to turn a blank sheet of paper into a racing car that competes across Europe.



65+
Members



15
Vehicles



21
Years



THE VEHICLE

The FS226 is a new generation: our first **all wheel drive** vehicle.

PERFORMANCE	80kW
WEIGHT	202 kg
CHASSIS	steel tube frame
HIGHLIGHTS	Torque vectoring, Monocamera DV system

KEY COMPONENTS

01 THE DRIVETRAIN

First developed wheel hub drive using 1 ½ planetary gearbox



3,5 kg per wheel



35 kW per wheel



Custom motorhousing

02 THE ACCUMULATOR

The fourth generation of custom-made batteries



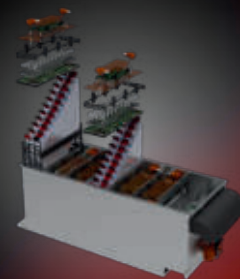
improved cells



164,4 kW
peak power



Active cooling,
+23% capacity



GET racing



E74

TU Brno Racing

Brno University of Technology

HOW TO TAME YOUR DRAGON

— A SURVIVAL GUIDE BY THE CHASSIS CAT —

At the start of last fall, a strange egg hatched in TU Brno Racing's workshop. The creature hissed and bit like an angry kitten, spewing sparks and singing furniture. Even still, the team was patient; from first sketches through lamination and its very first motor spins, the team raised the tiny dragon. In May it finally spread its wings, and like no other before it, it finally drove on all fours.



With more peak power than the team expected, they quickly realized they now had a bigger beast to tame. The Dragon knew it too.

It drove so fast no driver could control it. It devoured newbies for breakfast, oversteered in every corner and roared so loud no one could sleep. At the end of their wits, the team came to me. And I, the GREAT Chassis Cat, grant them salvation in the form of this survival guide.

STEP 1: FEED THE BEAST

No dragon wakes on an empty stomach. Give it voltage, patience, and several nervous newbies.

STEP 2: FIRE IT UP

Flip the switch, hold your breath, and hit start. No faults? A Christmas miracle.

STEP 3: CODE RED

Radio silence. The monster plays dead. Say goodbye to your sleep and your mental health.

STEP 4: PRAY TO ME!

At this point, engineering has ended and religion has begun.

CREATURE PROFILE

TYPE:	Electric
DIET:	600 V and panic
WEAKNESS:	Yellow cones
HABITAT:	Paddock
ATTACK:	SPITTING!!!!
TEMPERAMENT:	Mostly stable with hints of oversteer





WHEN SOMEONE ASKS WHAT 1000 STROM MEANS

OLD EGNITION MEMBER

Ala shit, here we go again.

MEDIA PERSON AFTER SUBMITTING THE TEAMPAGE

CAN'T DO THESIS AND EGNITION AT THE SAME TIME

SO YOU LEFT THE TEAM RIGHT ?

EVERYONE DURING ROLLOUT

FSA OFFICIALS WITH THEIR OWN VEHICLES

SO YOU LEFT

STUDENT FINISHING BACHELORS

THESIS DEFENCE

JUST ONE MORE SEMESTER

FORMULA STUDENT

TWO MORE SEASONS

HOW DRIVER SELECTION FEELS LIKE

WHEN THE DEADLINE TO SUBMIT THE TEAMPAGE IS TOMORROW

AND THAT'S HOW THE EMBEDDED SYSTEM WORKS

SIR, I JUST ASKED WHAT DOES TSAL GREEN MEAN

DRIVER WHEN ITS DV TIME

TECHNICAL DATA			
ENGINE	PURRRRRRRRRRRRR	MAX POWER	1000 STROM
WHEELS	ROLLING	WEIGHT	50 CHONKY CATS
WINGS	GEORGE RUSSEL	DIMENSIONS	DRIVER CAN SLEEP
FUEL	WD-40	DRIVER	DRUNK
SUSPENSIONS	VERY STIFF	BEST FEATURE	TETRIS ON STEERING



E79

Pforzheim Racing Forge

Pforzheim University of Applied Sciences

We are back.

After our last appearance at Formula Student Austria in 2023, Rennschmiede Pforzheim returns to the grid in 2026 with a completely new car: the RSP26 “Aquamarine”.

Built by students of Rennschmiede Pforzheim, the car represents months of design, manufacturing and a few days of testing.

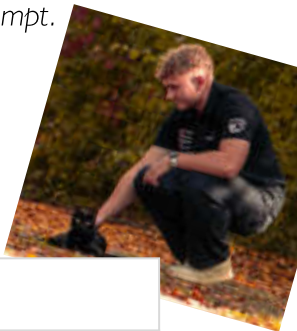
Aquamarine combines lightweight construction, aerodynamic ambition and electronic systems that are either state-of-the-art or currently held together by hope and cable ties. Every component reflects late nights in the workshop, tight deadlines, redesigns, and an alarming dependency on Paulaner Spezi. Aquamarine was built to compete, survive endurance and hopefully avoid becoming an expensive carbon-based art installation after first skidpad attempt.



We are ready to collect some more meow-mories 🐾



Our Mood in EDE



Fuel	Paulaner Spezi
Aerodynamics	CFD says yes, reality agrees later
Electronics	works... most days
Suspension	tuned between “smooth” and “please hold”
Weight	lighter than last year’s stress level
Max Power	99,8 kW
Reliability	improving with every breakdown





E88

Democritus Racing Team

Democritus University of Thrace

WE ARE THE **DEMOCRITUS RACING TEAM (DRT)**

ALSO KNOWN AS THE PURPLE TEAM
FROM GREECE.

WE ARE PARTICIPATING IN FSA
FOR THE FIRST TIME IN OUR
HISTORY AND WE ARE MORE
THAN EXCITED TO PRESENT YOU
OUR LATEST CAR : **ELPIDA**

LAST YEAR WE TOOK P1 OVERALL IN EV CATEGORY
IN THE FIRST GREEK FS COMPETITION WINNING
3/4 DYNAMICS AND BUSINESS PLAN EVENTS

ELPIDA IS AN 225KG EV MONSTER UTILISING A
SINGLE EMRAX 228 PMSM MOTOR WITH 124 KW
PEAK POWER AND 220 NM PEAK TORQUE

ALL IN ALL THE CAR IS A BEAUTY AND IT DRIVES
LIKE ONE TOO

DON'T BE AFRAID TO APPROACH OUR PIT TO ADMIRE
HER
IF YOU COME CLOSE ENOUGH YOU WILL SEE THE
PURPLE SPARK BETWEEN THE CARBON





Dynamis: A Guide for Dummies

The average Dynamis team member is a simple creature, which is exactly why we decided to show you their typical day... more or less.

The team member wakes up, strictly late for their workshop shift, and knows they must sprint to catch the train. But then they remember that all trains are delayed anyway, so they peacefully go back to sleep.

5B	24352	GARBAGNATE M	15:47	CELLATO
56	24651	PIOTTELLO	15:49	CELLATO
5D	25652	MI BOVISA P.	15:51	CELLATO
5I	24153	LODI	15:53	CELLATO
5S	24552	VARESE	15:55	CELLATO

Once they finally make it to Bovisa, they start hearing those familiar sounds that feel like home: the angle grinder screaming in the distance and, on lucky days, the sweet scent of freshly cut kevlar drifting all the way to the station. But above all, the unmistakable soundtrack of the workshop. There is only one mandatory genre in these situations: white girl music, played by everyone, at any time.

A few rare exceptions apply:

Main hoop welding: strictly Bello Figo, preferably the hit single **Pasta con Tonno**

Electronics late in the night: a random song by a random Italian rapper

Office at 7 AM: Dire Straits, Love Over Gold, the whole album



Upon entering the workshop, the average team member does not start working. No, no. They engage in the most important team activity of all: watching other people work. In Italy, we call them **umarelli**: the elderly men who stare at construction sites and judge silently. The recommended ratio for optimal performance? **1 person working, 3 watching**. Extensively tested.



After the workday ends, the team member knows the best moment awaits: a beautiful evening at **Il Maestro**. And even if we can't quite reach the level of our cousins, we know how to hold our ground. What could an Italian, proud defender of their culinary heritage, possibly order? Exactly: a **pizza with fries and mayonnaise**.



Now that you've gotten to know the average Dynamis team member a little better... just remember: behind every great race car (dunno), there's at least one person who overslept (classic), judged others working (another classic), and still ended the day eating pizza with mayo (try it to believe it).



#E94

Esslingen Racing Stable

Esslingen University of Applied Sciences

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.



Weight	194 kg
Construction	Laid out on hope
Dimensions	Fits in regulation box
Downforce	Yes
Livery	Flipped stingray



E96

WHZ Racing Team

Westsächsische Hochschule Zwickau

In Zwickau, they grind, they weld, they dream,
A coffee-fuelled Formula Student team.
WHZ Racing, with sparks in the air,
Builds something quick from stress and prayer.

The inverter hums, the laptop fries,
A bolt goes missing, no one knows why.
Someone shouts "lightweight!" with pride and glee,
Then carries four toolboxes and a battery.

They calculate grip, downforce, and speed,
With spreadsheets for every racing need.
But one small thing should still be clear:
Not just the car needs tuning here.



So WHZ Racing rolls along,
Sometimes precise, sometimes wrong.
And if respect rides in the driver's seat,
The lap times might feel even more complete.

With tape on the wing and Plan B near,
They chase each season, gear by gear.



#E98

FSB Racing Team

University of Zagreb



FSB Racing Team is back at FS Austria! Monachus, our 14th car and 6th electric race car, brings an entirely new concept to the track: 4WD, a 600 V accumulator, a completely redesigned chassis, and a new aero package. Monachus is here to start a whole new chapter for FSB Racing Team.



If you want to see Monachus, just listen for "Borat Dance 10 Hours" and follow the music, you'll find us welcoming and vibing



Continuing our tradition of naming cars after Croatian indigenous animals, this year we head to the coastline for the first time, meet the Mediterranean monk seal, or as we call it, "Sredozemna medvednica": MONACHUS.



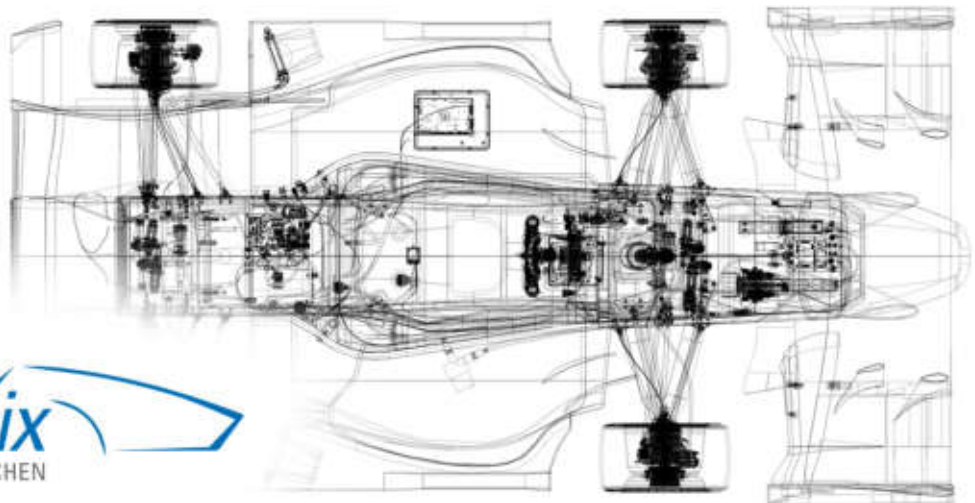


E99

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



**DESIGNED IN AACHEN.
BUILT FOR COMPETITION.**



THE TEAM

This Aachen based team shares a long history of creating fascinating race cars. Since its first participation in Formula Student events, Ecurie Aix has built multiple generations of race cars, each representing a step forward in innovation and performance. The **eax05** continues this evolution as the team's latest and most refined concept yet.

Designed and brought to life through the dedication of nearly 80 students and countless hours of work, the **eax05** represents the passion and ambition of Ecurie Aix.

THE **eax05**



WEIGHT
170 kg



AERODYNAMIC DOWNFORCE
80 km/h on ceiling

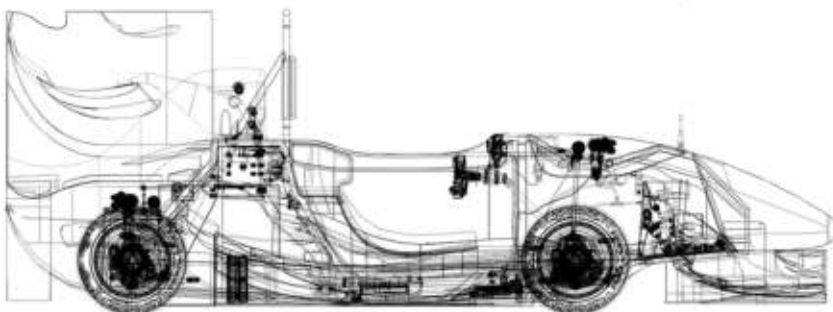


ACCUMULATOR CAPACITY
6.8 kWh



TOP SPEED
120 km/h

MOST RECENT SUCCESS : FSG23 P1, FSN24 P2, FSG25 P2



✘. Aerodynamics?
More like
aerocatnamics.

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!



