

FORMULA STUDENT
ALPE ADRIA

**COMPETITION
HANDBOOK**

2023





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● CHANGELOG

Release Date	Notes	Version
18.01.2023	Preliminary Version	0.9



● EMERGENCY INFORMATION

MINOR INJURY

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

SEVERE INJURY

TAKE ACTION, RESPOND – if someone is severely injured and requires urgent help, do not hesitate, and immediately call the emergency services. The emergency number for every landline and mobile phone is 112 (also see information about emergency calls below). If you have proper first aid training, help to the best of your ability.

DURING DYNAMICS – when the dynamic area is open, a special rescue team is on-site. To contact them, ask someone with a two-way radio (official, security).

Emergency Numbers

MAIN HOSPITAL

Department of Emergency Medicine

Address: Franje Galinca 4, 42000 Varaždin, Croatia

Phone: +385 42 262 280

EMERGENCY SERVICES

In case of an emergency, please call one of the numbers listed below, no matter what time it is.

Regular emergency number:	112	0-24h
Ambulance emergency number:	194	0-24h
Firefighters' emergency number:	193	0-24h
Police emergency number:	192	0-24h



BEHAVIOUR IN CASE OF REGULAR FIRES

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

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

BEHAVIOUR IN CASE OF ACCUMULATOR FIRES

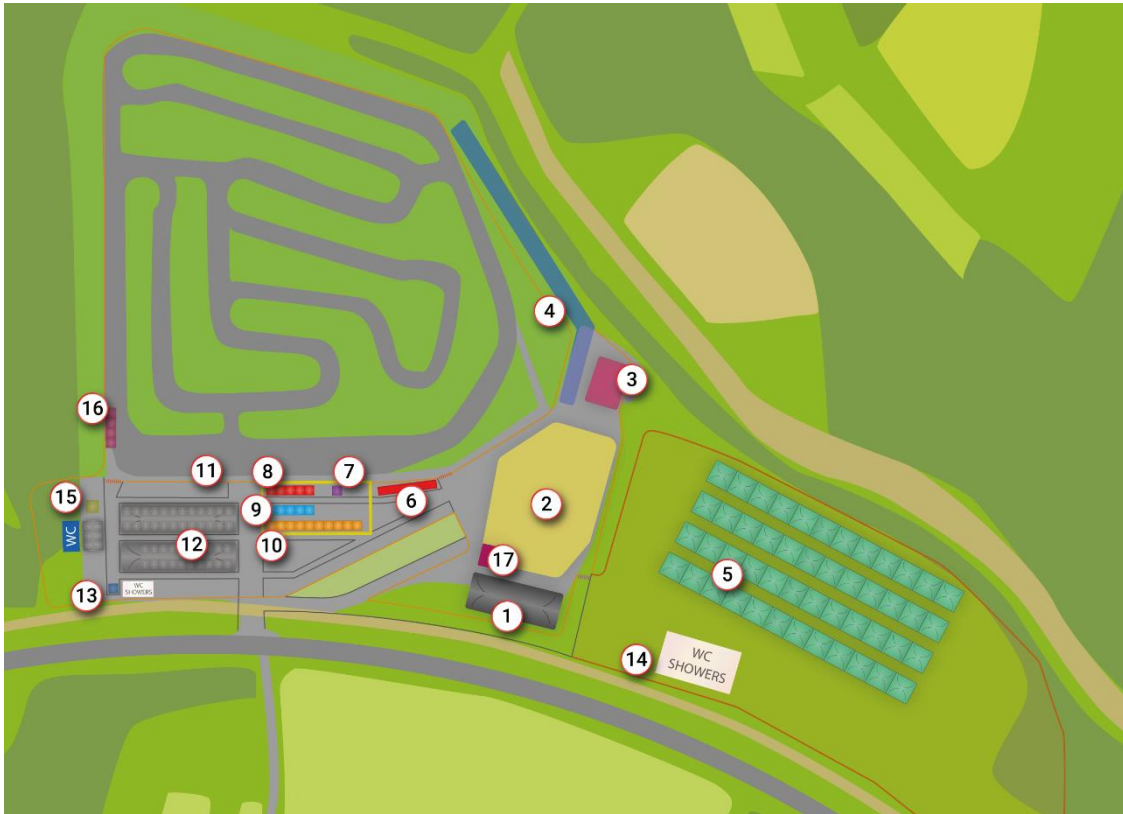
Immediately leave the area within a radius of 5 meters and instruct others to do so as well. Assist injured people to leave the area. An overheated accumulator is extremely dangerous so do not put yourself in danger by trying to put it out. Fire extinguishers may be used from a distance to reduce the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

BEHAVIOUR IN CASE OF ELECTRIC SHOCK

Call for medical help by finding an official with a radio or by calling 112 yourself, preferably in parallel to the steps below. Push one of the emergency shutdown buttons and wait until the TSAL is switched off. Note that this can take up to 5 seconds, wait patiently. Try to talk with the victim and ask him/her about his/her health. Insulate yourself if you must move a victim away from a live contact - wear dry gloves or cover your hands with multiple layers of cloth and cover potential contact paths with the vehicle with the HV isolation blanket. Watch your footing to make sure that you do not slip or fall when trying to move the victim. Do not move the victim if there is a possibility of neck or spinal injuries unless he/she is in immediate danger. Do NOT give water or food to the victim. Give artificial respiration if the victim is not breathing. Give CPR if the victim's heart has stopped or use an Automated External Defibrillator. Cover burns with a sterile dressing. On the surface, electrical burns may not look serious, but the burn can be severe deeper in the tissue. Keep the victim comfortable, warm, and at rest, and monitor his/her breathing until the ambulance arrives. The victim might undergo ventricular fibrillation several minutes after experiencing a shock.

● TRACK AND ACCOMMODATION

Track Name: St Rauš, Novi Marof ([Location](#))



1	Main Tent	10	Accumulator Scrutineering & charging
2	Sponsors Area	11	Race Office
3	VIP Area	12	Pit Area
4	Spectators' Area	13	Rain Test
5	Camping Area	14	WC & Showers
6	Emergency Personnel	15	Fuel Station
7	Tilt Test	16	Noise Test & Engine Running Area
8	Mechanical Scrutineering	17	Info & Registration Point
9	Electrical Scrutineering		

THE RACING TRACK CAN BE A DANGEROUS PLACE, SAFETY IS OUR #1 CONCERN! EVERY PARTICIPANT HAS TO BE AWARE OF THAT AND ACCEPT AND ABIDE BY PROVIDED RULES AND RECOMMENDATIONS. IN THE EVENT OF ANY RULEBREAKING; PENALTY POINTS, DISQUALIFICATION OR SIMILAR PUNISHMENT MAY BE EXERTED BY THE FSAA OFFICIALS.



● GENERAL INFORMATION

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

FSAA 2023 will have three classes: EV, CV and a Concept Class Driverless (CCD). Hybrid vehicles are a part of the combustion vehicle category. Additional rules for CV Hybrid class published by FS Netherlands, FS East, FS Austria and FS Czech and the official Handbook published by FSAA are to be considered.

The scoring system is based on the Formula Student Rulebook 2020, with exceptions which are explained in this Handbook.

This year's competition will be held from the 21st of August until the 26th of August 2023 on the karting track St Rauš in Novi Marof, Croatia. Further information, ie. a detailed schedule at the event site, registration procedure etc. will be published before the event.

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

[FS Alpe Adria Website](#)

[FS Germany Website](#)

For FSAA 2023 there are 40 open EV slots and 15 CV slots with Hybrid class included + 5 CCD teams.

Concept Class Driverless (CCD)

In 2023 a special concept class for all driverless vehicles will be introduced.

The teams participating in CCD will not have any dynamic disciplines, only static events (Business Plan Presentation, Cost & Manufacturing, Engineering Design).

The teams are not required to have a vehicle present. They can present a DV (or non-DV CV/EV) vehicle to the judges, but this will not affect the final score.

Every team member participating in CV or EV class of the competition cannot represent the team in the CCD class or vice-versa.



REGISTRATION ON SITE

When the team arrives at FS Alpe Adria 2023 venue, officials will record your arrival and give you all the needed information about the next steps - registration, parking, unpacking the trucks, etc.

ONLY the Team Captain can register their team. They can be accompanied by only ONE team member! During the first step of the registration procedure, the team captain must submit a printed version of the “Waiver of Liability” signed by all team members, which will be provided to the Team Captains in advance.

By signing the “Waiver of Liability”, the teams state that they accept the rules of the competition in addition to the FS Rules, that only team members will work on the vehicle, also that they understand and will follow the safety guidelines of the competition. After the registration, the Team Captain will receive a starter package which includes event wristbands, the Competition Handbook etc.

A deposit will be collected for dynamic and media vests as well as for the Data Loggers. (To be determined)



● RULES AND GUIDELINES

Everyone (participants, volunteers, and spectators) at FS Alpe Adria 2023 would like to enjoy an accident-free event! These guidelines have been established to advise teams of potentially unsafe practices in the pits and track area.

OFFICIAL RULES

The official rules of the competition are Formula Student Rules 2023 (v1.1) also referred to as FS Rules 2023. They can be found on the FS Germany [website](#). In case of dispute between this handbook and FS Rules 2023, rules in this handbook supersede any other rules and regulations.

HYBRID VEHICLES REGULATIONS

The regulation is in cooperation with FSA, FSEast, FSN, and FSCzech. The implementation of the system needs to abide by the following rules: the hybrid system must be LV - Low Voltage, <60 V. Therefore, there is no need for HV scrutineering for CV vehicles. The maximum average power output of the hybrid system is limited to around 5 kW and the capacity to around 500 Wh. The maximum allowed weight is 3000 g. There are no limitations as to where and how the energy is deployed or how the system recuperates it. For energy storage devices, only batteries may be used. Any other energy storage system is prohibited (flywheels, fuel cells...). A BMS (Battery Management System) is required for all the batteries used in a hybrid system.

For specific hybrid rules see [FSEast CV Hybrid Rules](#).

BEHAVIOUR

Alcohol, illegal drugs, weapons, or other illegal material are prohibited on the event site during the event. Use of motorcycles, quads, bicycles, skateboards, or rollerblades in the pit area is prohibited as are self-propelled pit carts, toolboxes, tire carriers, etc.

ALCOHOL

PLEASE NOTE: Alcohol is strictly forbidden on the event site. Along with the fun of this event, we want a safe event. There will be alcohol testing (breathalyzers) during the event. 0% is the allowable alcohol content during this event for everyone. If ANY team member (driver or not) is tested with an alcohol level higher than 0%, he or she will be immediately disqualified for the rest of the event. The second person of the same team caught consuming alcohol or testing higher than the allowed limit will cause the entire team to be immediately disqualified. Motorsports can be dangerous. Use common sense so we can all have a safe event together! The prohibition ends with the beginning of the party on Saturday evening.



TRASH

It is the team's responsibility to keep their pits clean throughout the event. There are trash bins in the pit and near the campsite. No trash (including broken parts, old furniture, worn-out tires, or other materials) may be left behind at the end of the event.

FIRES AND SMOKING

No open fires are allowed at the event site (except for the campsite - cooking area and unless marked otherwise). This includes BBQ grilles, oxy-acetylene torches, heaters, cigarettes, etc. Smoking is strictly prohibited in the dynamic area, in all buildings, and in the pit area. Smoking is permitted only in the dedicated area around the toilets.

WORKING ON THE VEHICLE

Use of any electrically powered tools that results in sparks (angle grinders, welding...) is only allowed in the welding area. While using angle grinders, safety glasses are required! During the use of all electrically powered tools like drills or angle grinders, wearing ear protection is recommended. All members participating in the dynamic area and scrutineering and working on the vehicle must wear closed shoes and adequate long trousers (excluding stretch and nylon pants).

RUNNING ENGINES

You can run engines (IC) or put the vehicle into a ready-to-drive mode (EV) ONLY in the designated engine test area after passing scrutineering.

WELDING

Welding is allowed with the equipment in the welding area and the use of appropriate safety gear is required.

FIRE EXTINGUISHERS

Your fire extinguishers must always be immediately accessible. All team members must be familiar with their use. Each team must have at least two dry chemical/dry powder fire extinguishers with a minimum firefighting agent capacity of 0.9 kg. The following are the minimum accepted ratings: USA, Canada, and Brazil: 10BC or 1A 10BC; Europe: 34B or 5A 34B; Australia: 20BE or 1A 10BE. Extinguishers of larger capacity (higher numerical ratings) are acceptable. Aqueous Film Forming Foam (AFFF) fire extinguishers are prohibited. Halon extinguishers and systems are prohibited. All extinguishers must be equipped with a manufacturer-installed pressure/charge gauge. Except for the initial inspection, one extinguisher must readily be available in the team's pit area and the second must accompany the vehicle wherever the vehicle is moved. Both extinguishers must be presented with the vehicle at technical inspection. Handheld fire extinguishers are not permitted to be mounted on or in the vehicle.



FUEL AND OIL

No open fuel containers are allowed. All fuel containers must be DOT approved. Waste oil is to be taken to the fuel station for disposal. No refueling in the pits and the engine test area is allowed.

VEHICLE MODIFICATIONS

If you make any major modifications to your vehicle, it must return to scrutineering for re-approval. In any case of modification, technical inspectors will be available and monitor the modifications being made. Failure to comply with this rule will result in disqualification.

READY-TO-RACE (R2R)

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

READY-TO-DRIVE (R2D)

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

DRIVING PRACTICE

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

DRIVER'S EQUIPMENT

Anytime the driver is in the cockpit with the engine running, the following approved safety equipment must be worn: helmet, suit, underwear, gloves, hand restraints, balaclava, and racing shoes (FS Rules, Rule T13.3 "Driver's Equipment").

SPECIAL NOTE FOR DRIVERS

All drivers should do a check of critical fasteners and components on their vehicles to assure complete control during the driving events. Fasteners do come loose; parts do break due to fatigue and occasionally someone forgets to torque a nut – you will be intimately held responsible if this happens.

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



DOCUMENT UPLOAD

The maximum file size for each document must not exceed 10 MB (except for SE3D). The team is responsible for successful document upload. If the upload fails, please contact us [here](#). Keep in mind, that document upload could be slower right before the deadline.

DOCUMENT NAMING

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

Car#_documentabbreviation_documentversion (e.g., 666_EDR, E66_EDR)

*Document version in the case of a re-upload (v1, v2...)

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

Not respecting the document naming convention can lead to up to 5 penalty points per document. Those penalty points will be deducted from the overall score.

SUBMISSION DEADLINE

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



● TECHNICAL AND SAFETY INSPECTION

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

CV	EV
Pre-Inspection	
Mechanical Scrutineering	Accumulator Scrutineering
	Electrical Scrutineering (EV1 & EV2)
	Mechanical Scrutineering
Noise test	Rain Test
Driver Egress	
Tilt Test	
Vehicle Weighing	
Brake Test	

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

MECHANICAL SCRUTINEERING

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

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

ELECTRICAL INSPECTION [EV ONLY]

The electrical scrutineering is divided into two parts – EV1 (referring to Low Voltage) & EV2 (referring to the Tractive System).

EV1: The TS accumulator must be outside of the car.



EV2: The car must be in ready-to-race condition. The Accumulator, Mechanical and EV1 scrutineering stage must be passed to start the EV2 scrutineering. TS accumulator mounting and some other mechanical aspects will also be examined at this point

ACCUMULATOR SCRUTINEERING

Can be done independently of EV1.

NOISE TEST

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

BRAKE TEST

The Brake Over-Travel Switch (BOTS) will be checked at this stage, according to FS Rules 2023 (T 6.2).



● STATIC EVENTS

BUSINESS PLAN PRESENTATION EVENT

The top 3 CV and 3 EV teams advance to the BPP finals, which will be held the next day.

The scoring formula for the non-finalist is calculated according to FS Rules 2023 (Rule S1.4 “Business Plan Presentation Scoring”). The final score will be calculated from the intermediate score through normalization and scaling.

DOCUMENTS

Before the event, teams must submit three business related documents by the deadline to the event website. Those documents are:

Business Plan Executive Summary (BPES) - One DIN A4 page long electronic text document, single-sided, containing a short summary of a Business Plan. The header/footer must include the Team name, Car #, and University name. The document can contain only text (except for the team logo in the header/footer). No graphs, pictures, or any other visualization is allowed. This is for BPES upload only, there are no limitations on complementary materials teams can bring to their BPP. There will be point deduction for not following these instructions.

Business Plan Pitch Video (BPPV) - A short 30 s video in accordance with the FS Rules 2023 (S 1.3) uploaded by the deadline to the competition website.

Deep Dive Topic (DDT) report - The Deep Dive Topic will be announced on the FSAA website. Teams will have 7 days to research and submit a report about the topic. The document will have a minimum of 5 and a maximum of 7 pages (DIN A4 format, font size 12). The DDT doesn't need to be part of the Business Plan Presentation. It can be included in the BPP, at the teams' discretion. The final document will be uploaded to the competition website.



COST AND MANUFACTURING EVENT

PROCEDURE: Before the event, three Cost Report Documents (CRD) must be uploaded to the FSA website by the given deadline. A discussion topic for the »Cost Understanding« will be announced during the first Team Captain Briefing at the event. During the event, a 45-minute-long discussion with the judges will take place, next to the team's vehicle. The discussion is split into two parts:

Part 1 "Bill of Material (BOM) Discussion":

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

- Bill of Material (BOM) and Detailed Bill of Material (DBOM)
- Costed Bill of Material (CBOM) and Cost explanation file

Part 2 "Real case":

At the first Team Captain Briefing, teams will be presented with a topic in form of a problem. Teams shall prepare an 8-minute presentation using no more than five pages or presentation slides. The presentation will take place during the Cost and Manufacturing event.

Part 3 "Cost Understanding"

A discussion to evaluate the general cost of manufacturing knowledge of the team. Discussion topics will be based mostly on the Real case presented by the team.

Cost Report Documents (CRD): The CRD consists of the following documents:

- The BOM including DBOM and CBOM created online on the FSG website and uploaded as a pdf to the event website
- The supporting material file uploaded as a pdf file to the event website
- The cost explanation file uploaded as a pdf file to the event website.

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

Detailed Bill of Material (DBOM): The manufacturing processes of all parts from a specified must be listed in the DBOM. Additional to the BOM, the DBOM has to include



everything listed in FS Rules (S 2.5). DBOM for the “TBD” must be submitted for FS Alpe Adria 2023.

Costed Bill of Material (CBOM): The actual costs of the prototype vehicle as presented must be included for a specific system. The cost calculations must include the costs of materials, fabrication, bought parts and assembly to the vehicle and must be completed as realistically as possible. The cost calculations have to be done according to FS Rules 2023 (S 2.6). CBOM for the “TBD” must be submitted for the FS Alpe Adria 2023.

**Scoring for BPP and C&M for CCD is the same as for the CV & EV categories.*

ENGINEERING DESIGN EVENT

Engineering Design Event (EDE) objective, vehicle condition and judging criteria according FS Rules 2023 section S 3 (with exception of rule S 3.7.2).

The maximum score for the Engineering Design Event is 150 points, according categories defined as follows:

SCORING, CV/HV & EV:

Category	Points
Aerodynamics	25
Chassis and Ergonomics	25
Electrical and Control Systems	20
Overall Vehicle Concept and Management	25
Powertrain	25
Vehicle Dynamics	25
EDR	5

SCORING, Concept Class Driverless (CCD):

Category	Points
Aerodynamics	15
Chassis and Ergonomics	15
Electrical and Control Systems	15
Overall Vehicle Concept and Management	20
Powertrain	15
Vehicle Dynamics	15
Autonomous Funcionality	50
EDR	5



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

A completed Design Spec Sheet (DSS) and Engineering Design Report (EDR) must be submitted online on the competition website where the templates will be provided.

The evaluation process will take 40 minutes with 5 minutes for judges to sum up all comments and 15 minutes break between each team. For the finals it will be 30 minutes for evaluation and 10 minutes break between each finalist.

If present in the vehicle, an evaluation of the hybrid powertrain system will also be part of the EDE.

3 CV and 3 EV teams with the highest scores will advance to the ED Finals, where they will be evaluated again.

In case of two teams having a tied score, a judges' panel will be formed by the ED leader to make the definitive decision on 3rd finalist.

NOTE: Judges' panel will consist of judging group leaders, or appointed proxies.

Sections from FS Rules 2023, S3.1.3 and S3.2.1, will be applied only in Concept Class Driverless (CCD) EDE.



● DYNAMIC EVENTS

TEAM LEADERS AND DRIVERS' BRIEFINGS

Team Captains briefing will be held at the Main Tent on Day 1. Drivers' briefings will be held on each day the track is open. All drivers for that day and team captains must attend. The briefings contain general event information and detailed information about the dynamic events of the day.

In total, a minimum of four and a maximum of six drivers are allowed for each team. The drivers must be registered and show a valid driving license. Before the event, teams need to send copies of the driving license for all registered drivers.

ACCELERATION

Points: 75

Timing will start when any part of the vehicle crosses the start line. Once the vehicle passes the start line, the run has been officially attempted and cannot be re-started. If the vehicle stalls before triggering the timing lights, it can be pushed back for a re-start. This is only allowed once.

SKID PAD

Points: 75

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

AUTOCROSS

Points: 100

NOTE: Once the vehicle passes the start timing line, the run has been officially attempted and cannot be re-started. If the vehicle stalls before triggering the timing lights, it can be pushed back for a re-start. This is only allowed once. If the vehicle demonstrates difficulty in launching, it will need to be pulled away and repaired.



ENDURANCE

Points: 325

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

Only two crew members, alongside the two drivers, are allowed in the staging area for the vehicle.

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

NOTE: According to the experience from previous Formula Student events, it is expected to have a sudden need for new teams in the waiting queue due to DNFs. To ensure fair and equal conditions for all teams, there will always be at least 3 cars on the track. It is the team's responsibility to make sure they are not late for their turn and to be at least 3rd car in the queue. If the team is late, it will be given a 2-minute penalty and a start at the end of the endurance event (if there is time left). Please be prepared to attend the queue on time!

No repairs or work may be performed on the vehicle during the event (except for tire changes due to weather conditions and to accommodate the second driver).

The **Post Event Technical Inspection** must be passed to score points in the endurance event.

EFFICIENCY

POINTS: 100

SCORING: Efficiency points will be awarded as stated in FS Rules 2020 (v1.0) D7.9, using the formulas below:

[CV only]

$$EFFICIENCY_SCORE = 100 \left(\frac{\frac{E_{min}}{E_{team}} - 1}{\frac{E_{min}}{E_{max}} - 1} \right)$$

E_{team} - team's efficiency factor

E_{min} - the lowest efficiency factor of all teams that are considered for efficiency

E_{max} - the highest efficiency factor of all teams that are considered for efficiency



The efficiency factor is calculated based on the following formula:

$$EFFICIENCY_FACTOR = \frac{T_{min} \cdot V_{min}}{T_{team} \cdot V_{team}}$$

T_{min} - fastest uncorrected elapsed driving time of all teams that are considered for efficiency

V_{min} - lowest corrected used fuel volume of all teams that are considered for efficiency

T_{team} - team's uncorrected elapsed driving time

V_{team} - team's corrected used fuel volume

The measured fuel volume of vehicles using E 85 fuel is divided by 1.4 to be comparable to vehicles using 98 RON.

[EV ONLY]

$$EFFICIENCY_SCORE = 100 \left(\frac{\frac{0.1}{E_{team}} - 1}{\frac{0.1}{E_{max}} - 1} \right)$$

E_{team} - being the team's efficiency factor

E_{max} - being the highest efficiency factor of all teams that are considered for efficiency

The efficiency factor is calculated based on the following formula:

$$EFFICIENCY_FACTOR = \frac{T_{min} \cdot EN_{min}^2}{T_{team} \cdot EN_{team}^2}$$

T_{team} - team's uncorrected elapsed driving time

T_{min} - fastest uncorrected elapsed driving time of all teams that are considered for efficiency

EN_{team} - team's corrected used energy

EN_{min} - lowest corrected used energy of all teams that are considered for efficiency



NO PERSONAL MOTORIZED OR SELF-PROPELLED VEHICLES (SCOOTERS, SKATEBOARDS ETC.) ARE ALLOWED ON THE COMPETITION SITE. DRONES OR OTHER AERIAL EQUIPMENT IS STRICTLY FORBIDDEN EXCEPT WITH WRITTEN PERMISSION FROM THE ORGANIZERS (CONTACT INFO POINT).

ANY VIOLATIONS OF THIS POLICY MAY LEAD TO DISQUALIFICATION.



● CONTACT INFO

ORGANIZERS	RESPONSIBILITY	CONTACT
Dragana Borjan	Static Disciplines	dragana.borjan@fs-alpeadria.com
Adriana Dugum	Team Contact	adriana.dugum@fs-alpeadria.com
Dean Lakošeljac	Scrutineering	dean.lakoseljac@fs-alpeadria.com

You can also find us here:

WEB <https://fs-alpeadria.com>



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Formula Student Alpe Adria



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