EVENT HANDBOOK





Hungaria

organizers





cooperative partner



UNI kft. INNO

FSSymposium

FSS|ONLINE

Formula Student has always been an educational event with a motorsport theme. Hundreds of teams all around the world perform at their best in car development, project management and interdisciplinary fields that are essential to build a single-seater formula racecar and successfully participate in an engineering design competition.

Even though the accomplishment and recognition of all their work is normally delivered during the competitions, a constant demand for new inputs and advices on racecar design from leading experts also exists.

Considering this interest, Széchenyi István University and Uni Inno Ltd. have been organizing Formula Student Symposium with highly recognized speakers from motorsport for the past couple of years. The coronavirus pandemic swept away a part of our normal lives and also rewrote the way we think about events. The academic world has moved to teaching and working together using digital technologies in an amazingly short time.

Embarking on that experience, we decided to move Formula Student Symposium Online, as the attendees' health and safety are one of our top priorities.

The Symposium might be virtual this year, but the fundamentals are the same: we are doing everything we can to create the best possible experience for you, and to make sure that Formula Student Symposium - Online will be a truly special and great educational event where you can grow yourselves and regain the edge for the coming season.

INFO

Officials

Officials are responsible for running the event and being your point of contact any time you need something. Do not hesitate to contact them if you need to!

Official Communication

All schedule changes and event modifications will be announced on the event's Facebook and Instagram pages as well as by our speaker.

Unsuitable behavior

Be respectful. Harassment and abuse are never tolerated. If you are in a situation that makes you uncomfortable at the event, if the event itself is creating an unsafe or inappropriate environment, or if interacting with an official or event organizer makes you uncomfortable, please report it to the event manager.

Harassment includes but is not limited to offensive verbal or written comments related to gender, age, sexual orientation, disability, physical appearance, body size, race, religion, social class, economic status, veteran status, sexual images, deliberate intimidation, stalking, following, harassing photography or recording, sustained disruption of talks or other events, inappropriate physical contact, and unwelcome sexual attention. If what you're doing is making someone feel uncomfortable, that counts as harassment and is enough reason to stop doing it.

Participants asked to stop any harassing behavior are expected to comply immediately.

If a participant engages in harassing behavior, FS Symposium Officials may take any action they deem appropriate, including warning the offender or expulsion from the event with no eligibility for refund of any type.

Tickets

Individual team member tickets must be purchased until 22nd of November, 12:00 CET in order to be able to attend the conference, at a price of 20 EUR excluding VAT.

The amount of VAT may vary according to the billing data (residential and VAT identification number) that is provided during the registration process. Please note that we cannot accept any modifications on the given data once the registration process is completed!

Conference Access

- 1. Team member ticket purchase until 22nd of November, 12:00 CET
 - a. IMPORTANT billing data cannot be changed after registration
- 2. Ticket is sent to registrant's e-mail address
- 3. Registrant chooses technical sessions to attend until 25th of November, 23:55 CET
- 4. 26th of November after registration closes Zoom links sent out to Teams

Notice: multiple webinar links will be sent according to individual programme registrations:

- 1. Day 1, 27th of November:
- a. Day 1 Main Webinar Link (Tech Session Section A) b. Day 1 Webinar Section B
- c. Day 1 Webinar Section C
- 2. Day 2, 28th of November:
 - a. Day 2 Main Webinar Link (Tech Session Section A)
 - b. Day 2 Webinar Section B
 - c. Day 2 Webinar Section C
- 5. 27th of November from 8:15 CET all participants log in to the Day 1 Zoom Webinar using their individual links received in e-mail
- 6. 28th of November from 8:30 CET all participants log in to the Day 2 Zoom Webinar using their individual links received in e-mail

Platform

- 1. The official conference platform will be a Zoom Webinar. Browser version of Zoom should be sufficient, but for the best experience, it is recommended to download the Zoom desktop application.
 - i. During technical sessions, three parallel Zoom Webinars will be running. Links to the additional webinars will be sent out to registered participants for their respective technical sessions.
 - ii. Speakers' corner will be conducted through regular Zoom meetings, with an individual meeting for each speaker. See the section for Speakers' corner for further details.
- 2. Link to join the official webinar will be sent out in an e-mail to each participant.
- 3. Participants must use their own individual links to join the webinar.
- 4. Only one device is allowed to be logged in using one link at any point in time.

SCHEDULE

DAY 1 Saturday / 27 Nov

00.00 00.20	Joining Dou & Zoom Wahiner
00.00 - 00.30	On online commonly
08:30 - 09:00	Opening ceremony
09.00 - 10.15	Key success criteria of motorsport
	- Peter Schöggl
10.15 - 11.30	Developments of motorsport powertrains
	towards the future of mobility
	- Luca Marmorini
11.30 - 12.30	Lunch Break
12.30 - 14.00	Technical sessions block 1:
	Section A: The importance of a well-
	balanced Formula Student Concept
	- Kai Tietz & Janik Bauer,
	Rennstall Esslingen
	Section B: How to create and tune
	a race engine
	- Markus Nenzel
	Section C: Project backbone - what to think
	about when not designing a race car
	- laor Felc
14.00 - 14.15	Break
14.15 - 15.30	Autonomous Vehicles on the Edge:
	Autonomous Racing
	- Johannes Betz
15 30 - 15 45	Break
15:45 - 16:30	Symposium Stories: Future of Motorsport
16 30 - 16 45	Brook & Joining Spookers' Corner
10.30 - 10.43	mosting rooms
16 45 17 20	Virtual Speakers' Corpor
10.45 - 17.50	Virtual Speakers Corner

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DAY 2 Sunday / 28 Nov

08:45 -	09:10	Joining Day 2 Zoom Webinar
09:10 -	09:15	Opening of day 2
09:15 -	10:45	Technical session block 2:
		Section A: Comparing general engineering
		considerations in Formula Student
		and automotive industry
		- Petar Marjanovic
		Section B: Composite Monocoque
		Engineering
		- Owen Carless
		Section C: Teams and Teamwork
		- Sándor Kling
10.45 -	11.00	Break
11.00 -	12.15	How to develop a race engine
		- Ulrich Baretzky
12.15 -	13.15	Lunch break
13.15 -	14.45	Technical session block 3:
		Section A: Driverless for First-Year-Teams
		 How to develop a driving car AND
		how not to crash!
		- Sebastian Sartor & Tobias Friedrich,
		Elefant Racing Bayreuth
		Section B: Battery Technologies:
		State of the art, next-generation and beyond
		- Pierre-Olivier Cimon
		Section C: How to make your
		design-judge happy
		 Christian Lichtenberg & Christian Roos
14.45 -	15.00	Break
15.00 -	15.45	Symposium Stories
		- CV Hybrid Rules Discussion
15:45 -	17:00	125 Years of Motorsport Innovation
17.00 -	17.15	Closing Remarks

Session Info

- 1. Three session types are available at FSS 2021. The main difference lies in the amount of interactivity offered to participants:
 - a. Plenary lecture: offers a more general topic with broader applicability to Formula Student. Q&A will be opened after the 60 minute lecture. Participants will either be connected into the webinar by using the "Raise Hand" command, through their own camera and microphone or will be able to post questions in the Q&A window.
 - b. Technical session: deeper discussion of a specific technical discipline. Q&A will be open throughout the entire 90 minute session using both the "Raise Hand" command and the Q&A window.
 - c. Symposium Stories: panel discussions aimed at providing multiple perspectives on a single topic. Q&A will be open throughout the entire 45 minute session using both t he "Raise Hand" command and the Q&A window.
- 2. Q&A moderation: the conference moderator reserves the right to moderate questions from the Q&A board and read out only selected ones.
 - a. Speakers` corner:
 - i. Speakers' corner is a chance for you to ask your burning questions from our renowned experts in a less scripted session. There will be no presentations and no prompts here - your questions will guide the conversation, so you best come prepared. Each speaker will have their own Google Meet meeting, lasting from 16:45 to 17:30 CET. Each team member will be able to join one speaker's room. Maximum capacity of each Google Meet meeting is 45 people, plus the speaker and one moderator from the FSS Officials team.
 - ii. Registration: Registration for the Speakers' corner session will be available through Ticketninja. Registration opens at 18:00 CET on the 19th of November and closes at 23:55 CET on the 25th of November. Slots are assigned on a first come-first serve basis. Each ticket holder must register on their own through their own Ticketninja account.
 - iii. Google Meet links to each room will be emailed to registered team members after registration closes. Speakers' corner meetings will be opened for joining at 16:30 CET on 27th of November, session starts at 16:45 CET and finishes at 17:30 CET. FSS moderators have the right to ban participants for unacceptable behavior. including but not limited to harassment, sharing unsolicited content and disrespectful manners 4 (see section "Unsuitable behavior").



LUCA MARMORINI Marmotors

Former head of engine development at Ferrari and Toyota F1

Luca Marmorini has been an instrumental figure in two renowned Formula 1 teams throughout his decades-long career in professional motorsports.

At both Ferrari's and Toyota's F1 efforts, he oversaw the development of powertrains for a wide variety of regulatory requirements.

This means that besides naturally aspirated classical racing engines, he also has thorough and deep understanding of modern hybrid, turbocharged technologies as well.

His appreciation for Formula Student means that your topics and interest excites him, so make sure to take advantage of your chance to speak to him in our sessions!



OWEN CARLESS Red Bull Racing F1 Head of Structural Analysis

Owen Carless has been working with the Red Bull Racing Formula One team for a little over twelve years now and gathered a huge amount of experience in his seven years of being a Chief Design Judge on FSG.

Spending this amount of time at the pinnacle of motorsports, Owen has more than enough expertise in composite structures, while as a chief design judge he has the ability to oversee the functioning of many teams each year; so make sure to not miss either of his presentations!



SANDOR KLING Kling Technology Former Composite Structure analyst at Red Bull Racing

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At both Ferrari's and Toyota's F1 efforts, he oversaw the development of powertrains for a wide variety of regulatory requirements.

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IGOR FELC Consultant Automobili Pininfarina

To keep with the theme of FS-experienced presenters, Igor Felc has had significant experience by being part of a Formula Student team during his university years as well.

His current work at Rimac Automobili requires many of the skills he obtained during Formula Student, and his multidisciplinary approach to projects and organization skills definitely are worthy to listen to during his sessions.

By being a judge in recent years at multiple major FS competitions, he also understands new challenges teams are facing and is happy to help out with general management topics!





MARKUS NENZEL Nenzel Fahrzeugtechnik/UAS Esslingen Team Leader, Powertrain

Owen Carless has been working with the Red Bull Racing Formula One team for a little over twelve years now and gathered a huge amount of experience in his seven years of being a Chief Design Judge on FSG.

Spending this amount of time at the pinnacle of motorsports, Owen has more than enough expertise in composite structures, while as a chief design judge he has the ability to oversee the functioning of many teams each year; so make sure to not miss either of his presentations! ULRICH BARETZKY Former Head of Engine Development at Audi Motorsport Former Developer of Audi Lemans Racecars

From Formula 1 to DTM, IMSA to Le Mans, Mr Baretzky's motorsport career spans four decades of pinnacle performance being the sole target of his developments.

Starting his career at BMW after graduating from TU Munich, he oversaw developments of Formula 2 and Formula 1 engines that eventually powered championship-winning racecars.

With a move to Audi, he became head of racing engine development, a position that he retained until 2016. During his tenure, Audi earned widespread recognition as a title contender in a variety of disciplines: from IMSA in the early 90's through DTM champonship wins until the dominance of the brand at the gruelling 24 Hours of Le Mans, tallying 13 wins altogether.

His experience is hard to match in the vehicle industry and he is passionate about sharing with future talents.



SEBASTIAN SARTOR Elefant Racing Former CFO & COO Driverless

Sebastian finds his way into Formula Student through friends rather by coincidence.

Early on, he takes on a lot of responsibility in the team as CFO and is enthusiastic about strategic projects with great scaling potential.

The certainly most radical innovation project is the launch and upscaling of the autonomous project, which he will quickly proactively shape as COO from the operational organizational side as a creative idea generator and team leader with strong leadership skills.



TOBIAS FRIEDRICH Elefant Racing Founder & Former CTO Driverless

Tobias was interested in modifying his car to park autonomously. While researching the topic, he found Formula Student Driverless and joined Elefant Racing.

He led the development of the first autonomous vehicle. In the first year of autonomous driving, the team won the design engineering event at Formula Student East 2021 with intelligence, creativity, and diligence.



JOHANNES BETZ University of Pennsylvania Postdoctoral Researcher

Johannes earned both a B. Eng. and a M. Sc. in the field of Automotive Engineering. After he did is PhD at the Technical University of Munich (TUM) he was Postdoctoral Researcher at the Institute of Automotive Technology at TUM where he founded the TUM Autonomous Motorsport Team.

Currently, he is a postdoctoral researcher at the University of Pennsylvania where he is working at the xLab for Safe Autonomous Systems.

His research is focusing on a holistic software development for autonomous systems with extreme motions at the dynamic limits in extreme and unknown environments.

By using modern algorithms from the field of artificial intelligence he is trying to develop new and advanced methods and intelligent algorithms.

Based on his additional M.A in philosophy he extends current path and behavior planners for autonomous systems with ethical theories.



CHRISTIAN LICHTENBERG Project Engineer at MesH GmbH Former Rennteam Technical Manager

Having led Rennteam Uni Stuttgart to multiple victories both in Europe and America as team manager, Chris has a wealth of experience in Formula Student and the key success factors that are required to outperform competitors.

Since graduation, he finished his MSc thesis at Robert Bosch GmbH on hybrid powertrains and is currently responsible for carrying out vehicle dynamics simulations at MesH Engineering GmbH.



CHRISTIAN ROOS Project Engineer at MesH GmbH Former Rennteam Aero Team Member

Having seen Formula Student both as teammember in the aerodynamic development team of Rennteam Uni Stuttgarts victorious F0711-13 and as Design Judge Chris has the knowledge about the details that are required for a successful season.

Since graduation, he finished his MSc thesis at Porsche AG on analytical acoustics and is currently responsible for carrying out tool development in the field of multi body simulation at MesH Engineering GmbH.



JANNNIK BAUER Rennstall Esslingen Overall technical team lead

The Formula Student team was one reason for Jannik to start studying Automotive Engineering at the UAS Esslingen.

After starting as a member of the suspension department during the 2018th season, he soon got more and more into vehicle dynamics.

For the 2020 and 2021 season, he became the overall technical lead for the Stallardo '21 together with Kai.



KAI TIETZ Rennstall Esslingen Overall technical team lead

Johannes earned both a B. Eng. and a M. Sc. in the field of Automotive Engineering. After he did is PhD at the Technical University of Munich (TUM) he was Postdoctoral Researcher at the Institute of Automotive Technology at TUM where he founded the TUM Autonomous Motorsport Team.

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TIMOTHY ANTICEVICH Rennstall Esslingen Aerodynamics team leader

Timothy joined Rennstall Esslingen during the 2018 season and became part of the aerodynamics team.

After the release of the rules for 2020 he got excited about a completely new challenge: Designing an active aerodynamics package for a Formula Student car.

He then became team leader of aerodynamics for the 2021 season and was able to implement two powerful impellers into Stallardo '21.

Additionally, he oversaw the 48V electronics around the impeller system, which was an entirely new area to him.



PIERRE-OLIVIER CIMON Rimac Automobili Project Development Lead

As part of the Research & Advanced Engineering group, Pierre-Olivier Cimon is bringing state of the art of science and technology to Rimac Automobili cutting edge electric powertrain systems.

He is currently leading the development of an innovative battery system technology.



PETAR MARJANOVIC Rimac Automobili Mechanical Design Engineer

Studying at University of Belgrade, Serbia, Petar spent 3 seasons at Road Arrow Formula Student Team in multiple roles design engineering, ergonomics, statics presentations lead and driving the three cars built during that period.

Pursuing design engineering career, he has spent the last five years as a trim engineer at Rimac Automobili developing the Concept_one and the Nevera, while the - then young - company was transformed from a group of 200 enthusiasts to 1100+ strong Rimac of today.

His first engineering design judging experience came at FS Alpe Adria 2021.

SESSIONS



125 YEARS OF MOTORSPORT INNOVATION

Owen Carless

Since the first dedicated racing machines over 125 years ago, motorsport has proven itself to be an excellent breeding ground for innovative engineering that has proved leaps forward in performance and safety, pushing the envelope further and driving technology on land, sea, and in the air.

This lecture will look back through some of these innovations, exploring why they had such an effect on the motorsport world, and the legacy they've left behind.

From highly supercharged sea-plane engines, to fireproof safety suits, and revolutionary uses of composite materials, this session is suitable for anyone keen to explore innovative thinking and how the lessons of the past caninfluence the Formula Student teams of the future.



COMPOSITE MONOCOQUE ENGINEERING

Owen Carless

Formula Student teams from across the world have developed alternatives to traditional tubular frame chassis designs over the last fifteen years, and today these have reached a high level of sophistication.

Starting with consideration to the overall layout and packaging of the car, this lecture will explore the design of a composite monocoque and will include discussion of the available materials technology, ensuring rules compliance for Formula Student events, and design for manufacture.

Finite-element simulation methods will also be presented, and the lecture will explore options for validation of the completed monocoque.

This session is suitable for anyone with an interest in developing chassis designs with a particular focus on composite monocoque engineering.



PROJECT BACKBONE: WHAT TO THINK ABOUT WHEN NOT DESIGNING A RACECAR

Igor Felc

Highlighting the key organizational elements of the project that every team should take care of, and how to try to optimize the available resources you have (time, budget and knowhow) to the team goals and strategy so you get the best out of the season.



DEVELOPMENTS OF MOTORSPORT POWERTRAINS TOWARDS THE FUTURE OF MOBILITY

Luca Marmorini

Starting with an overview to latest motorsport technology, this session discusses possible developments in motorsport powertrains that could support not only the future of motorsport but also the future of mobility.

Fuels for sure will play a big role, as they could contribute to show different ways to decarbonise the environment and keep the same 'taste' as current motorsport, while keeping the same infrastructure and social impact on production and usage of cars.

But is the current 'taste' of motorsport what new motorsport fans want for the future? Which new regulations could help F1 and Le Mans to have a sustainable future, coherent with road cars? Does motorsport even need to be coherent with normal car development? Is there a future for the internal combustion engine, or only in motorsport - or not even there?

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PLENARY

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HOW TO CREATE AND TUNE A RACE ENGINE

Markus Nenzel

You have an engine, ideas, time, customized components, measuring technology and you want to create a race engine without compromises and to calibrate your engine as well as possible.

Follow me on a journey through the "engine and dyno world". Let's talk about different hardware components dyno types, which measurement technology is a must-have, which is nice to have. How to calibrate an engine in a short period of time and thinking out of the box.



TEAMS AND TEAMWORK Sandor Kling

Teamwork is used when the task complexity exceeds the limitations of the individuals, when quick and multiple decision making is important, when stress levels rise high in a group of people.

How can teamwork be developed to a high level and what makes its operation efficient?

Formula Student is a great project where the cooperation of the groups is vital. Let's try to find out how we can improve.



PROJECT ORGANISATION AND FAILURE ANALYSIS IN RACING ENGINE DEVELOPMENT

Ulrich Baretzky

In this presentation you will not get any information about design, calculation, or maintenance of a race engine. No drawings, no graphs, no formulae.

Instead, you can take profit from the experience of more than 35 years in race engine development in nearly all categories about the "non-technical" issues that may occur during a development process.

You will hear about some "basic laws" in motorsport in general as well as about the different phases in the whole development process. Very often these are not understood or recognised. You will get some advises how you can avoid some traps and mistakes that are made very often. This may be interesting for somebody who is head of or member of a development team.

Many of the experiences are valid even beyond engine development. Of course, this presentation doesn't claim to cover everything or to be complete.



DRIVERLESS FOR FIRST-YEAR-TEAMS - HOW TO DEVELOP A DRIVING CAR AND HOW NOT TO CRASH!

Sebastian Sartor & Tobias Friedrich

Autonomous vehicles are incredible fascinating and offer great opportunities for Formula Student Teams and its students.

However, there are additional technical and organizational challenges. For instance, many teams fail during scrutineering. This session should help current First-Year Driverless Teams for their planned and ongoing DV development.

Dependent on the participants' background and interest we'll cover technical and organizational foundations, discuss best practices or discuss specific technical concepts and problems.

The intention is to have an interactive exchange. We also welcome other more experienced teams to give advice.

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AUTONOMOUS VEHICLES ON THE EDGE: AUTONOMOUS RACING Johannes Betz

The rising popularity of self-driving cars has led to the creation of an additional research and development branch in the recent years: Autonomous racing.

Researchers are developing algorithms and hardware for high performance race vehicles which aim to operate autonomously on the edge of the vehicles limits: High speeds, high accelerations, high computation power, low reaction time, adversarial environments.

In addition, with an increasing number of competitions in the field of autonomous racing, researchers have the platforms to test their high performance algorithms.

This talk will give an overview of the current efforts in the field, the main research outcomes and the open challenges we can solve with the help of autonomous Racing.



HOW TO MAKE YOUR DESIGN-JUDGE HAPPY Christian Lichtenberg & Christian Roos

The Formula Student is an engineering competition, therefore the discipline "Engineering Design" is one of the most important and prestigious with 150 out of 1000 points.

With experience as team member and design judge we show you useful tips and tricks how to make the right decisions right from the beginning to be well prepared for the competition.

Learn what is important during the competition and how to make your judge and your team happy with your performance.

The lecture is suitable for new team members as well as for already experienced ones and shows for each stage of the season which steps are helpful for success.



THE IMPORTANCE OF A WELL-BALANCED FS CONCEPT

Jannik Bauer & Kai Tietz & Timothy Anticevich

This session will walk you through the development of Stallardo'21, the latest race car of Rennstall Esslingen.

The main focus will be on the overall vehicle concept development with aspects from different technical departments.

Further, a closer look will be taken on our active ground effect system, which helped us to significantly increase our performance in the dynamic disciplines.



BATTERY TECHNOLOGIES : STATE OF THE ART, NEXT-GENERATION AND BEYOND Pierre-Olivier Cimon

Lithium-ion battery technology has been an enabler for the on-going electrification revolution that we are seeing in the automotive industry.

However, battery systems remain challenging and often misunderstood due to their multidisciplinary nature. In order to fill that gap, this presentation will provide an overview of the current state of the art of battery technology and associated challenges.

Some key design guidelines will be presented followed by a discussion on next-generation battery technologies.

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COMPARING GENERAL ENGINEERING CONSIDERATIONS IN FORMULA STUDENT AND AUTOMOTIVE INDUSTRY

Petar Marjanovic

While being huge fun and extremely important experience overall, Formula Student's main task is to prepare the students for the leap into real world engineering.

However, for the majority of students developing a true one-off car is unlikely to happen ever again in their careers.

The objective of the workshop is to show how considerations of specific factors are contrasting between Formula Student and medium/high volume production.

What is the trade-off between design for manufacture and design for assembly? What effect does serviceability have on part cost? How do performance requirements drive design for assembly? What is the simplest way to connect two parts? Which fastener is the best?

TECHNICAL

The workshop will show how multiple answers for each question are driven by the context.

The workshop should encourage students to push the boundaries of their creativity, capabilities and technology to find solutions that bring performance, but also demonstrate that understanding the ones that don't is just as important to make students of today exceptional engineers of tomorrow.

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SUPPORTERS :



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