

## **March 2025**

## **TEAM PRINCIPAL OVERVIEW**

As the months keep coming at an ever increasing rate it is important that we continue to make progress with the car build. This is a factor very heavily reliant on two things; team engagement and delays. While one often can't be avoided, their effects can certainly be mitigated with good planning. Team engagement, however, is something that we can have a say on. It is an area that can be the difference between bringing a car to competition and not. This year being my fourth year on the team, I have never seen so many people still actively contributing to the project as I have this year. However, we are now at that point of the year where we have reached the end of semester two meaning a breakdown of all scheduled teaching. This is the true test of who, like many of us, has fallen in love with the project over the last year and is dedicated to see the team succeed.



Another area of development we aimed for this year was a greater focus on static events which is being seen in our first big costings meeting. Having developed our costings calculator to assist with the new Carbon Costed BOM over the last few months, the business team have rallied together a crack team to begin the daunting task of costing all components (above). For the FSUK 2025 competition the area of focus of the CCBOM is on the steering and suspension systems. These meetings will continue throughout April to leave plenty of time for review before the deadline in June.

Right at the start of March we held our first ever Alumni Day (below). With the teams network of alumni ever increasing, an alumni event to reconnect everyone was one of the key aims I made at the start of the year and I have been overwhelmed with the positive feedback it has received. The event was a great opportunity to share our current areas of development and gain valuable technical feedback from our alumni. As I move on I hope this event is continued for years to come.



Along with this, development has also began on the Business Plan Presentation with a template developed. The Lap Time Simulation team have been getting models ready for the release of the rules by the time this brief is sent out.

In continuation of our team lead tech talks we held a "guide to suspension" talk presented by Lorenzo. Although one of our longer talks, this offered a brief insight into vehicle dynamics and suspension geometry.

To round off the month the sim racing team took the Williams FW14 around Imola. Managing a good points haul finishing p11 and p14 both in server 1; the team now stands P15 in the championship. The LTS team also managed a good position of 14th for round 3 of the engineering challenge submission.

**Callum Howes** UoL Racing Team Principal



## **CHIEF ENGINEERS DEBRIEF**

March marks the end of the second semester and the beginning of the end of the university year. Whilst this means a bucket load of deadlines it also means time starts getting freer to complete FS jobs.

This week started on a rather low note technically with our ECU deciding its time was up when doing a routine setup change. This was obviously not the ideal scenario, but the good news is, at the time of writing, our ECU is currently in Australia for repairs. This makes it comfortably the furthest travelled UoL Racing component.

Keeping to the controls theme, the cockpit loom has been completed with the engine loom ready to be cut to length for final install. This is after the team put some serious hours in over the last few weeks to get this over the line before the end of semester.

We also installed our engine into the chassis for the first time. This has allowed for the rest of the teams to start working on the integration of the many components which require the engine as a critical reference.



We also took delivery of the team's first ever aluminium honeycomb impact attenuator. This is a component which sits at the front of the car which absorbs the impact in the event of a crash. This is a significant weight and complexity saving over the previous foam impact attenuator. This is paired with its own submission which proves the component is legal to be used at FSUK. This is due within the next month.

The manufacture of the new steering wheel has begun with multiple designs being manufactured to allow for testing in context. Alongside this, new ergonomic grips are being 3D printed to allow for



ease of use.

Keeping with 3D printing for a moment, more 3D printed pedals have been printed and destructively tested to allow for them to be used at competition.

The team have also constructed a tyre rack with the help of KRAM Sheet Metal. This project, besides creating a useful tool for the team, allowed some of the more techniaclly inexpeirenced members of the team get hands on with welding and fabrication on something other then a practice component.

https://uolracing.le.ac.uk

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