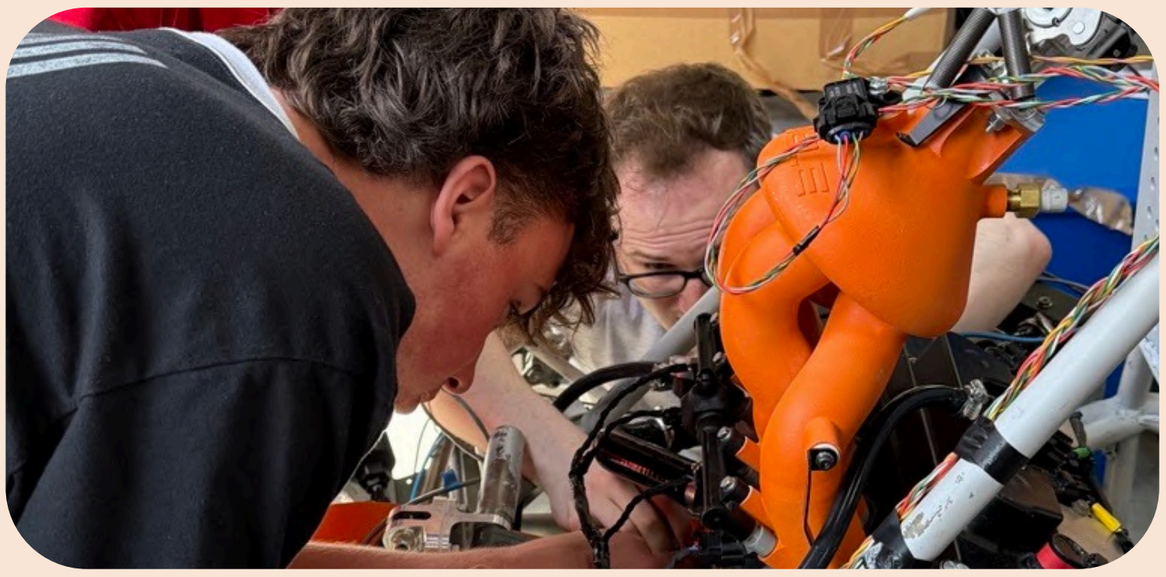
Monthly Brief
May 2025

TEAM PRINCIPAL OVERVIEW

May is always a difficult month for the team, as exams and deadlines naturally pull people away from the project. Due to this, progress has been slow but steady as expected. Now that we have reached the end of may and everyone has recovered from their post-exam celebrations, all focus has returned to building the car for the final stretch.

On May 1st, the team submitted the Engineering Design Report (EDR), the first of the major static event submissions. This is a five page document that outlines the key design decisions and justifications made throughout the project. This will be reviewed by the design judges alongside the Design Specification Sheet and will heavily contribute to our performance in the design and manufacturing static event at competition.

Over the past few months, we have been working hard with Buster Wappet to create a band new livery design. Renders have been generated with the livery applied to our master model and submitted for the FSUK event programme. I am very happy with how it looks and cannot wait to share it with all our sponsors and supporters at the car reveal event later in the season.



Now that the university year has ended for most of our members, it has been great to see the engagement pick back up and our garage very busy with activity. With the coveted completion of car build drawing ever closer, we can begin planning our next steps in detail; testing and fine tuning our car to translate our hard work into performance on the track.

One of the key responsibilities of any management position is to leave the team in a better position than when you started. This includes documenting lessons learned, teaching younger members and, of course, finding a successor that will continue to take the team in the right direction. I am pleased to announce that Ismail Waseem will be stepping into a senior management role once Dylan and I step down at the end of this season. Ismail is our current Aerodynamics Team Lead and has impressed us with how he has mastered his role over the past year, having stepped in with limited experience. We are confident he will carry these skills and determination into the 2025/26 season.

With less than two months remaining until competition, careful planning is essential. We must complete the car, conduct dyno tuning and go testing all before our car reveal event prior to competition. There is a lot to do, but with the incredible team that we have built over the past year, I have every confidence that we will achieve everything we have set out to.

Callum Howes
UoL Racing Team Principal

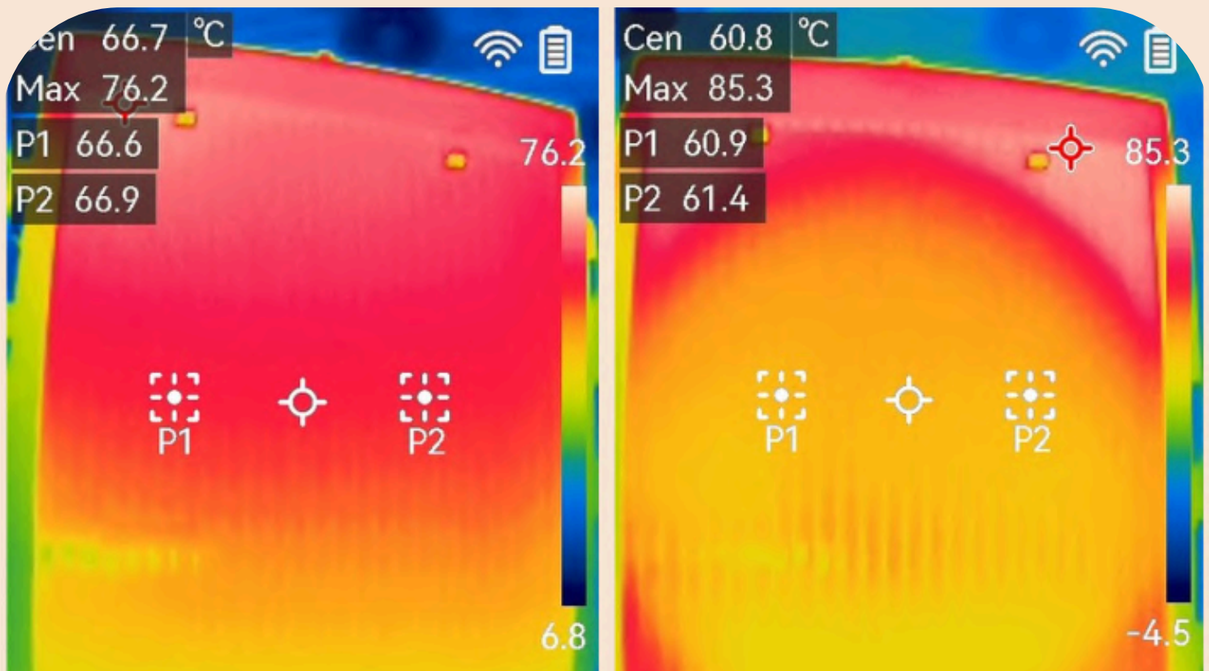
CHIEF ENGINEERS DEBRIEF

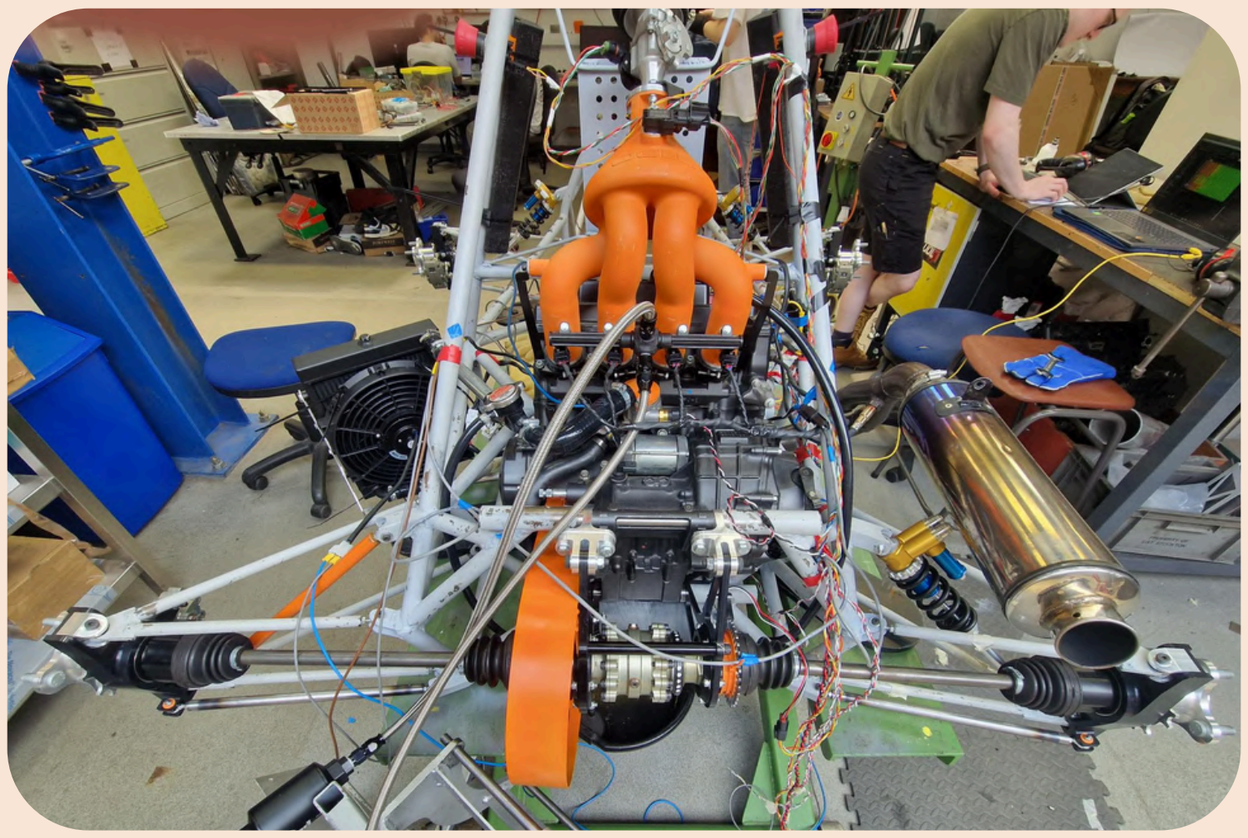
May began with the end-of-year exam period for the majority of the team, which meant design progress slowed. However, multiple components were completed—either manufactured internally or externally with the help of our sponsors.

This progress culminated in detailed engine testing, during which the team achieved a stable idle and developed a preliminary (though still evolving) fuel map in preparation for upcoming engine dyno sessions.

One of the components the team took delivery of was the new radiator. This component was kindly manufactured by PMA Group, who also assisted the team throughout the design phase. The new radiator was then run on the car and successfully validated using a thermal imaging camera. The results of this can be seen in the bottom left.

Alongside this, the drivetrain installation was completed with the manufacture of the sprocket adapter and the installation of the new sprocket. This marks the culmination of two years of work integrating a new limited-slip differential and new driveshafts.





The shock extenders have completed manufacture and have been installed on the team's adjustable Multimatic shocks. However, due to a damaged thread on one component, only three of the four shocks have been installed. The team is receiving support from Multimatic to resolve this issue.

The completion and validation of the wiring loom has been a major milestone for the team. This has enabled the validation of the new sensor package and allowed the team to begin analysing the steady-state operating conditions throughout the powertrain. The data gathered during these runs will help determine whether the assumptions made during the design process are accurate.

The aerodynamics team has been hard at work manufacturing the side panels, floor, and dashboard. Which are all nearing completion after in house composite manufacture.

The EV & Future Technologies team has also begun manufacturing carbon track rods in preparation for destructive testing. This project aims to gather real-world data to validate the use of these components on the 2026 UoL Racing car.

Dylan Crawford
UoL Racing Chief Engineer

UNIVERSITY OF LEICESTER RACING

@UoLRacing **https://uolracing.le.ac.uk**