

CRIMSON RACING NEWSLETTER

August 2015

Greetings from Crimson Racing!

Somehow, August has crept up on us all, which sadly means our summer break will soon be coming to an end. On the plus side, for us here at Crimson Racing, it means our team members will be returning shortly. Many of them attained internships or enrolled in summer classes, meaning they will have even more knowledge and skills to contribute to us in the upcoming competition season. Sadly, last year's seniors will not be returning to us, as they have gone on to continue their educations or embark on their careers. Fortunately, the new year also means a whole new class of freshmen, and with both enrollment and quality of students continuing to steadily increase at the University of Alabama, we are incredibly excited to see what incredible things these students will do for the school and for the Crimson Racing team.

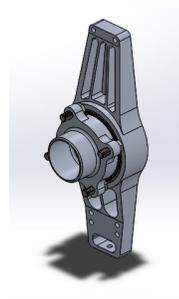
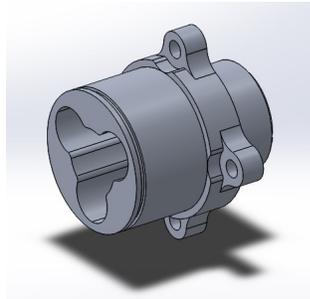
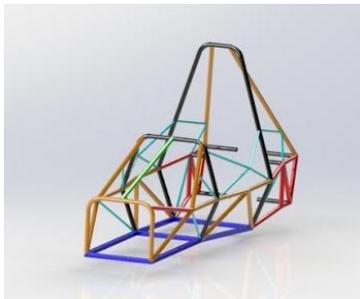
The 2015 Competition Vehicle

As mentioned in the competition newsletter, we did not get the opportunity to drive the car in the May competition. However, we did not want to miss out on the chance to learn about the car's advantages and disadvantages after actually getting behind the wheel. During the month of July, we were able to drive the 2015 competition car twice, for a total of about eight hours. In that time, we faced no serious issues with the vehicle, which we see as a huge success. We have also been on and off the chassis dyno, tuning the car in an attempt to perfect the way the engine runs. As a result of our practice, we gathered valuable insights that will allow us to enhance this vehicle, as well as improve on our design for next year.

Upright, Spindle, and Frame Designs

We have begun work on the new upright and spindle designs. This year, we have decided to take a different approach, scrapping the tulip housing in the rear and incorporating it into the rear spindle. While this will increase the size of the bearings, overall, we will lose two to three pounds. Our goals for this year include decreasing the total weight of our vehicle, as a lower mass will increase our acceleration, deceleration, and turn speeds.

Aside from incorporating some of the "extras" we plan on including this year, we have nearly completed the frame design. Last year, our painted frame weighed around seventy pounds, and we added a rear box that weighed another ten pounds. This year, we have lightened the frame to sixty-five pounds, and have decided not to use a rear box, so we are projecting we will also lose around fifteen pounds just from these adjustments.



Looking Forward

As always, we would like to express our continued gratitude for your interest and support of the Crimson Racing Team. We are very excited to get the rest of the team caught up on the work we've already gotten accomplished this summer, and we look forward to hearing all their ideas for improvement in next year's competition. We will be at Get On Board Day on Thursday, August 27th, for any University of Alabama students or Tuscaloosa sponsors who would like to come out and get to know us. Please reach out to us with any questions, comments, or suggestions, and make sure to like and follow us on social media for even more updates and pictures of our progress throughout the year!

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