Greetings from Crimson Racing! With the Spring semester in full swing, the main focus of the first month of this year has been machining and getting various parts made and prepared. In addition to machining, team members have carried out a variety of tasks and are working hard to ensure that we are where we need to be in the coming months. As always, we would like to thank all of our sponsors for their continued generosity and support.

It’s been quite the busy month for machining! Here are some updates from some of our different teams and sub-teams:

Just before everyone scattered across the country last month for Winter Break, the frame was completed on Dec. 22. It was then powdercoated by Alabama Powercoat, and returned to Tuscaloosa where the team is ready to begin assembly of the car once the right parts are ready. In the coming month, we will also be working on validating the frame with physical testing.

An anodizing deadline rolled around in late January, and the first batch of parts was sent out to Industrial Specialty in Montgomery on Jan. 26. Among many others sent out for anodizing, the most important parts in this batch included the bell cranks and differential carriers.

Additionally, the sidepod molds were completed within the last week of January. A new process was implemented this time around, allowing us to make this year’s sidepods both lighter and stiffer than previous versions. This new method also helped the team smooth out wrinkles that had formed in the part, and will continue to help improve the quality of composite parts in the future. Going forward, members plan to complete some touch-ups and light sanding to prepare the finished parts for painting.

Meanwhile, Birmingham Gear and Machine is currently working on machining the splines of our stub axles. Wanner jetting has involved a variety of little parts, but some of the bigger items that were cut this month included the headrest materials, parts of the firewall, and the last side of the fuel tank, which was welded in late January.

And finally, team members have been busy elsewhere completing all sorts of various tasks: consistently working to fill the Student Machine Shop, manufacturing smaller parts, getting CR17 back up and running after it was returned on Jan. 27, and training new members in order to ensure success in the coming months (and years!) ahead.

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