Greetings from Crimson Racing!

2019 has certainly been off to a booming start! Since returning to campus for the spring semester, our team has plunged head-first into machining efforts, resulting in a productive and prolific January. Each of our subteams continue to put in significant hours working to make the CR19, and Crimson Racing, the best that it can possibly be. From the shop to the classroom, we are busy learning new skills, utilizing new machines and software, devising business strategies, and, as you’ll read in this issue of our newsletter, machining. Despite being the shortest month of the year, February has already proven to bring no shortage of activity for our team, and we look forward to sharing our progress with you.

As always, we would like to thank our sponsors for their generosity and continued support.

In the Shop...

A monumental focus throughout the month of January included wiring and finalizing our machining effort. Thanks to a grant given us to by DENSO, we were able to introduce CNC machines to our machining process and, as a result, complete numerous complex parts. This has reduced the work load on senior teams members and allowed for more progress to made in a shorter period of time — a valuable resource indeed. The first item produced using the new CNC machines was an accelerator, and the team is preparing to mill out end caps for wings as the month of February continues.

January was an especially busy month for all subteams, including our suspension team. Most notably, they saw the production and powercoating of steel A-arms, pullrods, pushrods, and tie-rods. Frame assembly began, with the A-arms on the left side of the car successfully mounted. Thanks to DIMAN, wheel center nuts and spindle nuts were machined as well; multiple other parts were machined and sent off to be anodized. And finally, as of the writing of this newsletter, steering rack mounts, spindles, and bell cranks are in the works, both via manual mills and CNC manufacturing. We have a list of continuing parts waiting to be worked on as our calendars continue to spill into mid-February.

The chassis team was hard at work with completing a plethora of carbon fiber parts, as A-arms and uprights. Each were powder coated and anodized, respectively. These parts are expected to be assembled on the car sometime this month. Additionally, floors and firewalls were added to the CR19, which permitted the electrical team to begin laying out their wiring on the car.

Between work days and “snow” days, January proved to be a time of progress here in Tuscaloosa.

Member Spotlight: Colin Bumgarner

Starting with this issue of our newsletter, Crimson Racing would like to take time each month to introduce sponsors to a different member of our team.

Colin Bumgarner, Aero Lead

Year: Junior
Major: Mechanical Engineering
Hometown: Nashville, TN

Why I joined the team: “At my first internship, my supervisor was an engineer who had competed in the earlier years of the Formula SAE competition and urged me to find out if my school had a team and get involved because of how the program allows students to greatly improve their engineering skills beyond school.”

Favorite Crimson Racing memory: “Getting to go to my first competition. The experience exceeded all expectations I could have imagined.”