Greetings from Crimson Racing!

At the time of this newsletter’s writing, some of our team members are scattered across the country enjoying a well-deserved break from the demands of academic life; others have stayed behind in Tuscaloosa to continue to work on the CR19. Each of our subteams have been hard at work all throughout February and the first half of March, making significant strides in all aspects of the car’s completion. As you will read in this issue, things are truly beginning to shape up for this year’s car as the semester’s end creeps closer and closer and summer FSAE competitions loom on the horizon.

While it may be the shortest month of the year, February brought no shortage of activity for our team, and everyone from business team members to students spending long hours in the shop progressed with a common goal in mind. We look forward to sharing this progress with you through this newsletter.

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

In the Shop...

After a busy month of February, early March left team members working to finish the assembly of the CR19 and accomplishing the last legs of manufacturing. By the time Spring Break rolled around on March 8, our car was — for the most part — complete.

Thanks to generous support from Dr. Dixon here at the University, the Powertrain subteam was able to begin crimping fuel, cooling, and brake lines in February. The team has transitioned from hose clamp connection as far as fuel and cooling goes, which is anticipated to improve the serviceability and reliability of the CR19. Another success arrived this past month via differential housing — its completion will allow us to cut half shafts two weeks earlier than we were able to in 2018. The muffler is expected to be completed soon, which will usher in SPL measurements to determine whether or not our designs match the simulation results. Finally, with thanks to the Glaser family for providing our team with a composite oven, our parts will now be more fully cured, increasing their strength and dependability.

Meanwhile, the chassis team has been busy operating behind-the-scenes, the majority of February consisting of less work on the car itself and more time in the CNC shop donated by DENSO. A plethora of parts, including those needed for pedals, bellcranks, and spindles were completed. Team members Colin Bumgarner and Max Glaser successfully finalized our first complete set of wing skins, while Matt Pilus mocked up the rear suspension and prepared the ARBs.

And last but not least, the composites team has been hard at work striving to manufacture multiple parts still essential to getting the CR19 completely up-and-running. Additionally, monumental strides have been made with the manufacturing of our aero package.

Member Spotlight: Adam Parks

Crimson Racing would like to take time each month to introduce sponsors to a different member of our team. This month, meet...

Adam Parks, Project Manager
Year: Senior
Major: Mechanical Engineering
Hometown: Jarrettsville, MD
Why I joined the team: “My older sister was on the team and it sounded like a really cool project!”
Favorite Crimson Racing memory: “Looking in the garage and seeing that we placed 17th at FSAE in 2017.”