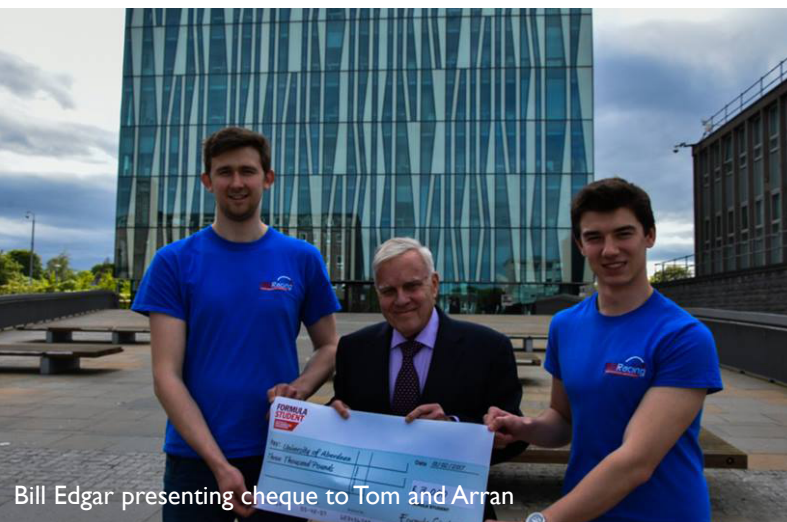


Following the May exam period, the team have returned to the University of Aberdeen workshop to continue the final manufacture and assembly of TAU-17, in addition to preparing for the business, cost and design elements of the Static Events. It's all hands on deck in the run up to the 2017 Formula Student UK competition, held on the 20th – 23rd of July at Silverstone.



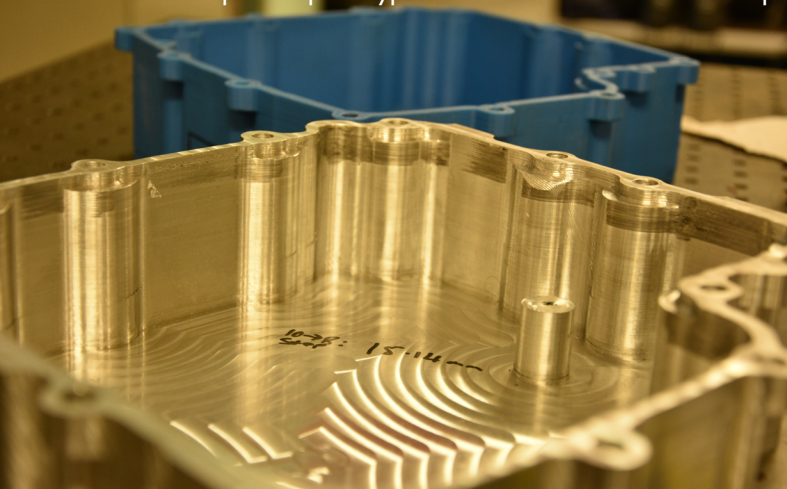
TAU Racing are extremely grateful to have been awarded an IMechE Formula Student Award and would like to express our thanks to Past President of IMechE, Bill Edgar, for presenting us with the cheque and to Formula Student for this award. This grant is allocated to five UK teams and is awarded based on a commitment to the development of engineers within the team. The team have allotted this award to the development of the composites department, enabling the manufacture of the TAU-17 bodywork and seat.

After much anticipation, the team were pleased to successfully break the nosecone out of its fibreglass buck. The Bodywork Team have been busy prepping the nosecone and side panels for painting by our sponsor, North East Scotland College. To reflect our principal sponsor, Nexen, we have a distinctive new paint scheme which will be unveiled at the TAU-17 Launch Event – watch this space for the new design!



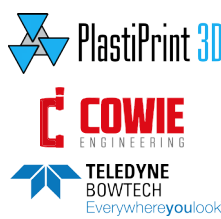
TAU-17 nosecone

3D printed prototype and CNC'd aluminium wet sump



Many new designs have been incorporated in the TAU-17 car to accommodate our Triumph Daytona 675 engine. A student designed wet sump has greatly reduced the geometry and weight of the component. To ensure that the design is compatible with the engine, a 3D printed prototype wet sump was produced thanks to our sponsor PlastiPrint 3D. Following this, the final aluminium component was machined in the University of Aberdeen workshop and is now ready to be assembled on TAU-17.



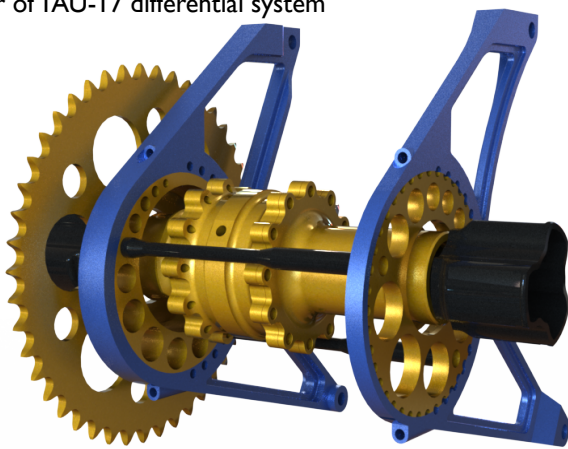


A new exhaust header design was required to suit our new Triumph Daytona 675 engine and refined rear end chassis design. Thank you to our sponsor, Custom Craft, for manufacturing a compact 3:1 exhaust header and collector system, and to Camcoat Performance Coatings for providing a ceramic Racespec finish for thermal insulation. The team are looking forward to hearing our new engine and exhaust system running!



Project manager, Tom, receiving TAU-17 exhaust headers

Render of TAU-17 differential system



Following the design of our new eccentric differential system, the drivetrain components are now being machined by our sponsor, Cowie Engineering. For the first time, TAU Racing are anodising major components to increase part durability and improve the aesthetics of the car. The new drivetrain design will reduce the chance of misalignment of the differential during the setup of the car, ensuring that maximum power is transferred to the wheels while no components of the system are overstressed.

In preparation for the Formula Student competition, all members of the team have completed many Excel sheets that detail the manufacturing costs of TAU-17 in a mass manufacturing scenario. These sheets are compiled in the Cost Report, which challenges students to make trade-offs between price and performance. Well done to the Cost Team on the successful compilation and submission of the TAU-17 Cost Report – we hold high hopes for this event!



Head of Cost, Struan, compiling TAU-17 Cost Report

Team mascot, Dolly, in the TAU-16 car!



In the upcoming months, the team will complete the assembly of TAU-17 and commence driver training during testing sessions. In the run up to the Formula Student competition, the car will feature on track at the Alford SpeedFest, held on the 2nd of July at the Grampian Transport Museum. Keep up to date with the team's progress by visiting the [TAU Racing website](#), [Facebook](#), [Twitter](#) and [LinkedIn](#)!