

## FORUM

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### TOO MANY CHEFS?

Engineers yearn for the days when rules were unrestrictive and allowed innovation, but motorsport is a victim of its own success and the rock 'n' roll era is long gone as TV and Bernie put money and sponsorship into the sport. There is now no one true designer of the racecar. Maybe there should be rules about how many engineers teams employ, then innovation will come as a few people will have to understand the whole car rather than many understanding a little bit of it. If you want competition and innovation you should allow as many chassis and engines to compete, but give each of the teams a finite amount of money and resources. Maybe even ban the use of CFD and CAD. Then, rather than relying on the number the computer spits out, you will see people trying new designs and producing something remarkable.

**Sammy Redshaw**

[www.racecar-engineering.com](http://www.racecar-engineering.com)

### BLUE BLOWN

I read with interest your feature on Formula Student Germany in V18N12, but felt I should mention an error. The Oxford Brookes team was cited as experiencing an exhaust failure via their silencer melting, though this was in fact our team – Full Blue Racing, from Cambridge.

Whilst I am not sure of the exact failure mechanism of the Brookes' car, I am sure they would prefer it noted that it wasn't quite as spectacular as you suggested!

Incidentally, our failure was caused by a seal in the plenum failing, effectively bypassing our restrictor and running incredibly lean with incorrect ignition timings – hence the EGTs were extremely high and our aluminium silencer gave up the ghost!

**Barnabas Sleep**  
Full Blue Racing  
Cambridge University



Too much money leads to professional monopoly, such as Porsche in Can Am in the '60s and '70s, says Mr Redshaw

