

Published by
The Society of Operations Engineers

President
Howard Seymour CEng CEnv FSOE FIPlant FIRTE

Acting Chief Executive
Nick Jones

The Society of Operations Engineers is a
licensed member of the Engineering Council.

Registered in England
Company No 3667147

Registered Charity
No 1081753
A Company Limited by Guarantee

Registered Office
22 Greencoat Place, London SW1P 1PR
Tel: 020 7630 1111
Fax: 020 7630 6677
Email: soe@soe.org.uk
www.soe.org.uk

Editor
Will Dalrymple
Email: will.dalrymple@markallengroup.com

Consulting Editor
Brian Tingham BSc CEng MinstMC FSOE
FIPlantE FIRTE

Contributing Editors
Steve Banner, John Challen, Toby Clark,
Laura Cork, Dan Gilkes, Ian Norwell,
Peter Shakespeare, Richard Simpson,
Kevin Swallow, Chris Tindall,
Brian Weatherley

Art Editor
Chris Charles

Production Manager
Nicki McKenna
Email: nicki.mckenna@markallengroup.com

Advertisement Manager
Craig Molloy
Email: craig.molloy@markallengroup.com
Tel: 01322 221144

Publisher
Jon Benson

Transport Engineer
is the official journal of the IRTE,
a professional sector of the SOE.

Produced on behalf of the IRTE by
MA Business
Hawley Mill, Hawley Road,
Dartford, Kent DA2 7TJ
Tel: 01322 221144
www.transportengineer.org.uk

Transport Engineer
is distributed free of charge to SOE members,
dependent on membership sector. For
non-members, the annual subscription rate
(12 issues) is £79.50 UK and EU, or £81.50
airmail outside EU. For other SOE members,
the discounted rate is £32.

Origination by
CC Media Group

Printed by
Pensord Press UK

ISSN
0020-3122

Some of the articles and guidance included in
Transport Engineer may make a contribution
to your personal CPD requirements.

Views expressed in *Transport Engineer* are
those of the writers and do not necessarily
reflect the views of The Society of Operations
Engineers or of MA Business.
© 2018 The Society of Operations Engineers



The race before the race

Some of the most pampered trucks in the world carry the cars, equipment and hospitality facilities of the McLaren F1 race team across Europe (the first European race of the 2018 season, in Barcelona, is contested on the 13th).

Although the trucks don't do many miles compared to regional hauliers, the team depends on them every time, because the race won't wait. Last month, fleet manager Ian Barnard explained how the trucks, and drivers, are an integral part of the race team. Unlike hauliers, whose drivers work independently all day, McLaren's drivers share trucks, hotel rooms and join in the cooperative spirit of the team as a whole. The trucks often travel in convoy, and when they arrive and park up at a venue, drivers swarm to clean and polish them. No one-driver, one-truck policy here. And when the teams aren't on the road, the drivers aren't either; instead, they have to report for work at the team's Woking headquarters, which Barnard admitted was difficult for some.

Two years ago, McLaren switched to Volvo as truck supplier, purchasing a fleet of left-hand drive Volvo FH540 4x2s to tow box, curtain and fridge trailers. A team technician monitors the fleet constantly and books 12-weekly servicing appointments wherever the trucks are scheduled to be (in the UK, it's Milton Keynes). Barnard adds that he has found Volvo's European dealers willing to fix trailer faults (such as brake issues), which other dealers wouldn't touch.

That's not all. At the Belgian Grand Prix last August, dealer Truck Service SA in Malmedy saved the day. After the race, a team member discovered that a McLaren brand centre truck had been damaged by a forklift. As luck would have it, the truck was due to head directly to the Italian Grand Prix the next day, as the third truck into the paddock. The Volvo dealer sent a recovery truck, stripped the intercoolers and radiators off another vehicle in the dealership, and got the McLaren tractor working. In the end, it was less than three hours late to Monza and no-one in the team even realised the extent of the problem.

McLaren is certainly well resourced (this year, it is replacing all of the tractors). But, like many companies of more modest means, it lives and dies by its logistics. And last summer the team that won the race was a group of workshop technicians in a small Belgian truck dealer.

Will Dalrymple
Editor