

Published by
The Society of Operations Engineers

SOE president
John Eastman

SOE chair
Shaun Stephenson

Chief operating officer
Daniel Moir

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

Assistant editor
Ben Spencer
Email: ben.spencer@markallengroup.com

Contributing editors
Steve Banner, John Challen, Toby Clark,
Laura Cork, Dan Gilkes, Dan Parton,
Lucy Radley, Peter Shakespeare,
Richard Simpson

Art editor
Chris Charles

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

Commercial manager
Kim Reddick
Email: kim.reddick@markallengroup.com
Tel: 01322 221144

Publishing director
Marc Young
Chief operating officer, Mark Allen Group
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.

Printed by
Pensord Press UK

ISSN
0020-3122

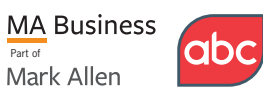


Some of the articles and guidance included in *Transport Engineer* may make a contribution to your personal CPD requirements.

Please read our privacy policy, by visiting <http://privacypolicy.markallengroup.com>. This will explain how we process, use and safeguard your data.

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.

© 2023 The Society of Operations Engineers



Track to road

There is a longstanding truism in the automotive world that motorsport events such as Formula 1 (which embarked on its 2023 season last month) aren't just entertainment. The intense competitive pressure of races forces teams to innovate. Novel material, mechanical and electronic solutions to race problems gradually trickle down into technology of vehicles that travel on public roads.

With the high-profile Formula E race series launched a few years ago, that now includes full-electric vehicles.

Of course, Formula 1 and Formula E teams employ professional engineers. Arguably even more innovative than these motorsport maestros are the young engineers who are keen to challenge received wisdom. Next month sees the return of the Shell eco-marathon event. This year, the European regional finals of the now global student design competition are in southwest France. I was privileged to witness first-hand the organised chaos and sheer genius of student race teams, when the event rolled in to the former Olympic site in London a few years ago. It's amazing to think that the series will celebrate its 40th birthday in 2025, and is a great testament to the support of automotive engineering from the fuel major.

As it's spring, truck racing is also gearing up; fans will have their first chance to see the latest running gear innovations at Brands Hatch, on 8-9 April, in the first fixture of the British Truck Racing Championship. Teams in its Division One series are allowed to develop and use bespoke suspension and braking systems.

Six weeks later, the Goodyear FIA European Truck Racing Championship kicks off in Italy. For the first time this year, organisers are allowing racing trucks with full-electric and hybrid powertrains to line up alongside traditional internal combustion engined-vehicles on the starting grid (provided they successfully complete a technical inspection).

Speaking about the change in December, the race authority's managing director, Georg Fuchs, said: "Adding electric powertrains to the grid opens up completely new possibilities."

Drivers, start your motors.

■ *I hope to see you at the Commercial Vehicle Show later this month at the NEC. I'll be stopping by the IRTE stand to test my spark-plug-changing skills (see also pp21-22).*

Will Dalrymple
Editor



To reach shortened URLs in the magazine - www.is.gd/xxxxxx - type the whole link into the address window of your web browser.