



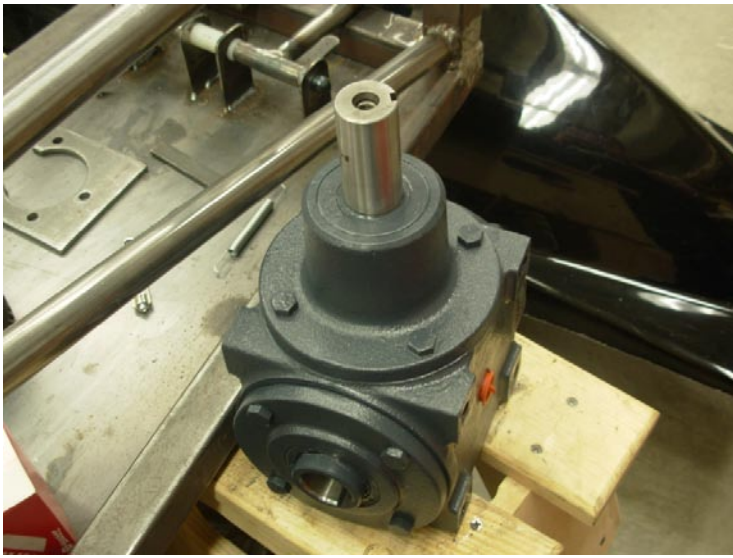
DELEERS MILLWORK

Team Update



*Front left; Alexi Her, Front middle; Kong Vang, Front Right; Vladimir Pidkalyuk
Back left; Kevin Wetli, Back right; Alex Cropsey*





Pictured below is our pedal assembly. We had to make and design a pedal assembly to fit our car and be compatible for most drivers. Made bushings on the lathe out of white nylon plastic as you can see in the photo. To the right of the gas pedal there is a tall tab that had 4 holes drilled in it from top to bottom. This will allow us to change the throttle cable pull to the engine.

In the picture to the above is a Hub City model 65 gear box. We are using a vertical shaft engine so this gear box is needed to run the axle. This gear box is a through axle box which allows us to use one solid axle.



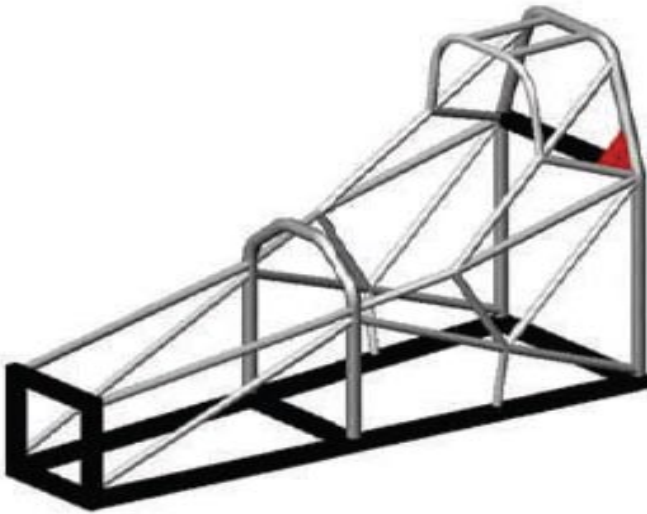
To the left is a picture of us laying up our body at Fiberglass Solutions, Inc. Pictured is the process of laying out the mat and rolling on the resin which will bond with the fiber glass and harden it.



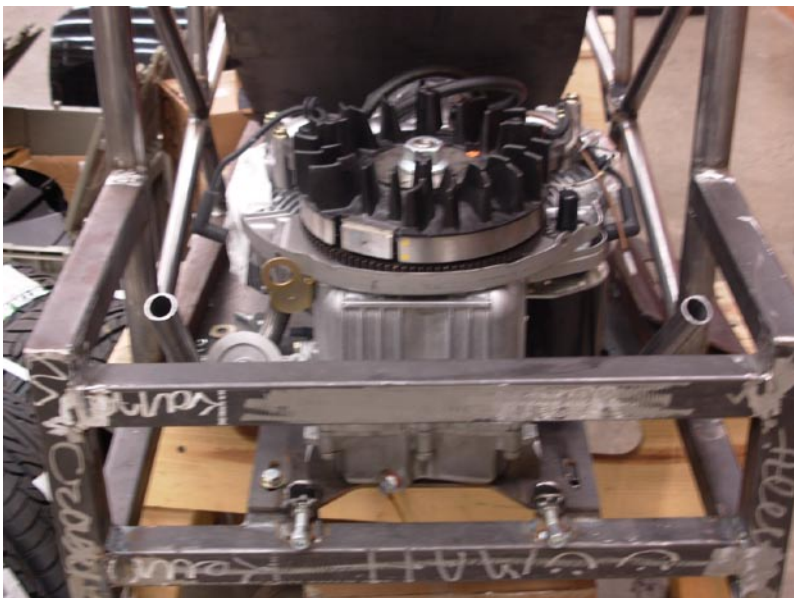
In the pictures above are two pieces of the body for the car. The left side is the front of the body and the right is the tail end. The nose cone for the car is in progress of being made. We had the opportunity to make these fiberglass bodies at Fiberglass Solutions, Inc. Dying the resin black allows our team not to have to paint our car, instead it is pure black fiberglass.



Integrating a new halo system in the frame for overhead roll bar protection is an upgrade from previous year frames. We first designed the frame in AutoCAD and then started to lay out and cut tubing. We used 1.5" square tubing for the bottom of the frame and 1.5" circle tubing for the two main roll bars. The rest of the braces and frame is made up of 1" circular tubing. *Started welding our frame up and to the left is a picture of the finished frame.*



Above is a picture of our frame designed in AutoDesk Inventor.



After fully welding and assembling our chassis we then started to get the engine mounted. We have an adjustable engine plate that allows us to tighten up our belt running to the gear box.

Are team also started to mount the exhaust on the 16hp Brigs and Stratton engine. Having to bend and calculate how to run the exhaust had been a struggle, but we have figured it out running an equal length two into one exhaust. Mounting our muffle donated by Megs Exhaust, will allow us to fine tune backpressures and exhaust flow. *Picture to the left shows engine being mounted and exhaust in progress.*