

PDQ CAR WASH

Semester Overview



From left to right: Colin, Brandon, James, Connor, Chad, and John

Since September 1st, we have been working extremely hard to get our Formula High School car done by April 1st. When we first started, everyone had to learn something new. James and Connor learned how to use the welder, while Colin improved his welding skills. Colin has been doing most of the welding on the car. Brandon has done most of the milling on the frame. Murphy and Chad have done many of the necessary little things, like cutting triangles for reinforcement, cutting parts, milling supports, and finishing welds. When we first started working on the front end of the frame, we had to weld together a square. It had to be completely flat and true, so this process took us a very long time.



The front end, not welded on, when we didn't have the necessary parts.



The frame of the car at the beginning with only four supports.

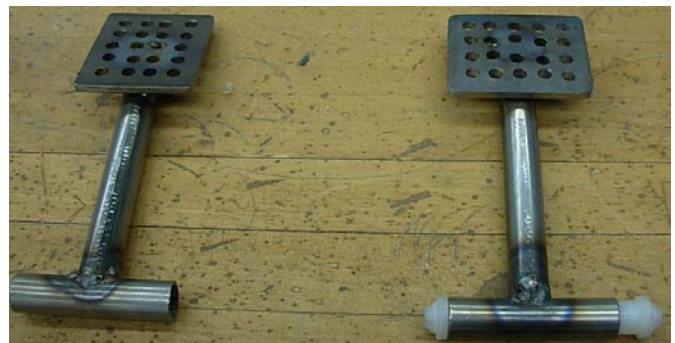
As time went on, everything was getting done faster and it seemed like everything was getting easier to complete. We finished welding the supports on the frame, and some of the measurements on the supports were off. In order to fix this, we had to take more time to measure and

cut the supports a second time. The halo system on the top of the car by the back roll bar was very difficult to create and weld on because of the bends in the tubing. On our first two attempts our bends were off, and then one side of the halo was longer than the other side. Once the halo and floor were welded to the car, our chassis was nearly completed. We experienced one minor setback, our front end parts did not arrive on time due to an unforeseen problem. Around this time we also had the fiberglass body laid up, and we worked on cutting and drilling the holes into it. Then our team started on the pedals. Using the lathe, we drilled the holes in the bushing, and put them in the pedals. Once we placed the pedals in the car, we started on the back end and got our rear axle done. Recently we began to work on the front axle, and everything was going well until we tried to put ball joints in. While attempting to press the ball joint into the ball joint mount, Mr. Meyer bent two of our four ball joint mounts on accident. Mr. Meyer called Renco Machine Inc, and had two new ball joint mounts by the next day. On January 14, we finished the front axle and had our car completely on rubber.

Team PDQ would like to thank: Red Lewis and PDQ Car Wash, Renco Machine, Fiberglass Solutions, Sugar Grove Custom Cars, Briggs & Stratton, Megs Exhaust, Hub City, and NWTC.



Rear axle, with the exhaust, gear box, muffler, and back plate.



The pedals, with the right pedal having bushings in it.



Our car as of January 15th, 2010