

September 11 – October 2:

We have removed the governor of the Briggs engine to allow an increase in rpm and throttle control. We replaced the governor with a threaded rod and lock nuts, and then added an adjustable throttle to allow revving of the engine. After the modifications to the engine were completed, we started to cut the steel to the appropriate sizes for the base of the chassis. Our team had some difficulties at first with the front end. We did not line the steel up correctly, which we did not notice until after welding the pieces together. The steel for the front end was welded at odd angles which gave the front end a teeter totter effect at the corners. We remade the front end which put us behind a day or two. We made up for this delay by staying after school to cut and assemble as much of the chassis as possible. We were able to weld both roll bars onto the chassis as well as most of the side brace tubing.

- Here is a picture of the bottom of the engine before the throttle change (Below).



- Jordan is removing the governor (Above). He replaces it with a bolt and some lock nuts (Below).



- We finished the modifications up with an adjustable throttle mounted on the side of the engine (Shown Below).



- With the modifications to the throttle completed. We moved on to cutting and welding the steel for the base of the chassis (Shown below, not yet completed).



