

I thought it would be a good idea to update what is going on with the test stands, rolling chassis, and cars.. A major milestone was finished when I received the first installment of water and oil tanks. What you do not see is all the work that went into the development and design of these three items. If you remember from a previous “update”, the prototype tanks were made of aluminum. The tanks are now being made completely for stainless steel. The “bungs” are machined from stainless steel bar stock. All of the tank components are laser cut from .070 thickness stainless steel and placed in special jigs, then welded. As you can imagine, this is quite an expensive process. You will notice there is a oval shape which is cut into the top of the oil tank. The will be a piece of acrylic plastic, Siliconed over the hole which will serve as a “sight-glass” to see how much oil is in the tank. The large tubing is for breathing and temporary storage of oil during acceleration, when used in car applications. Remember, there are two return lines from the crankcase with feed not only oil but air, and all that has to go somewhere. I did not feel that placing baffles in the oil tank was really not an option.

The chassis components are being laser cut and then will be machined to my exact specification. The frame components will be made from 12L13 steel and when finished welding, everything will be power painted.

Like I said in my previous update, the manual disc brakes have been designed. I just need to find enough time to complete the necessary jigs and fixtures, and then get everything machined.

The engines are really starting to progress to a finish item. It is amazing to see the changes when all the sub-assemblies are installed. I will put some more pictures of the engines, on my next update. Hang in there everyone; the end is in sight, at least for the engines.



Lower water tank



Oil tank



Upper water tank

