

New Richmond High School Supermileage

Proposal packet

HMV Log Book Essay

One of the problems we ran into is that the fact is that this is our team's first year in SMV. So we didn't know as much as the other teams. We got as much help from the others as we could who have been in the program longer than us. Because of all the help everyone gave us we were able to finish the car and learn important skills such as welding, cutting, and designing. For example, Tucker, Keith, and I all perfected our welding and thought of better ways to design the car. Zach learned how to cut on the band saw and is slowly learning how to weld with tig. Later, we had a few problems with the steering. Originally we had planned a rack-and-pinion design, but we couldn't make the right gear for it. So we changed the steering by losing the gear, connect the rods to one point, and then moving the steering back a little bit so we would not have to cut through the bottom of the car, and also the axle stubs wouldn't hit the axle plate.

Lastly, when we started to see completion just up ahead we found out that we had welded the motor mount to close to the firewall. In order to fix it we would have to cut off the back right seat belt mount and tear the firewall out to make an indent for the motor to slide side to side if we needed to adjust it. While doing this we found out that we would have to position the seatbelt mount four inch's to the right. Still we would have a bubble like feeling in the firewall as we lie on it. Finally after we had fixed that problem we pop riveted it on and it was ready for paint.

What I think we learned through out all this was that if we put time in to it, take out time with the difficult parts, and get help when we need it we could do anything and we will build a more productive car. The team of: Tucker, Keith, Zach, and Larry

We started on the frame we used a long straight 1" pipe and bent the bottom of the frame. We used two long 1" pipes to help make the canopy. We made support beams out of 1" pipe all the way down the side of the car. The axle was next we bent that out of 2" pipe. Then we made the firewall it was a little hard to put it in but it worked. We attached the axle to the frame then the axle mounts and stubs then we attached the seat belt and steering shaft mounts. We made the motor mount plate and put that in. Then we put in the motor we had to make some room for it to slide a round we needed so we had to make an indent in the firewall. One of the most difficult thing was the steering we cut the tie rods and tie rod ends and mounted them to a single point at the end of the steering shaft. And finally we put the steering wheel on and the tires and we were done.

9/17/07 Today we went to Napa, McDonalds, subway, for
sponsors ship.

9/24/07 Brain stormed and discos ides about car.

10/1/07 We started figuring out steering there was sow much
to thick about.

10/15/07 We worked on frame configuration.

10/22/07 We started axel assembly.

10/29/07 Drew frame to scale.

11/5/07 We drew front steering to scale.

11/11/07 We bent front axel and cut axels stubs.

12/3/07 We worked on axel stubs and axel mount plat.

12/17/07 finished axel mount plates and sand blasted them.

12/22/07 Lathed axel stubs and milled axel mount plates.

1/7/08 Keith put turning mount onto frame and fabricated
support beams.

2/11/08 We all got more sponsorship.

2/18/08 Keith and Tucker finished axel stubs and mounted
them.

2/25/08 Mounted support beams to bottom and back rest.

3/10/08 Cut motor mount to size.

3/17/08 We mounted motor mount and stirring column.