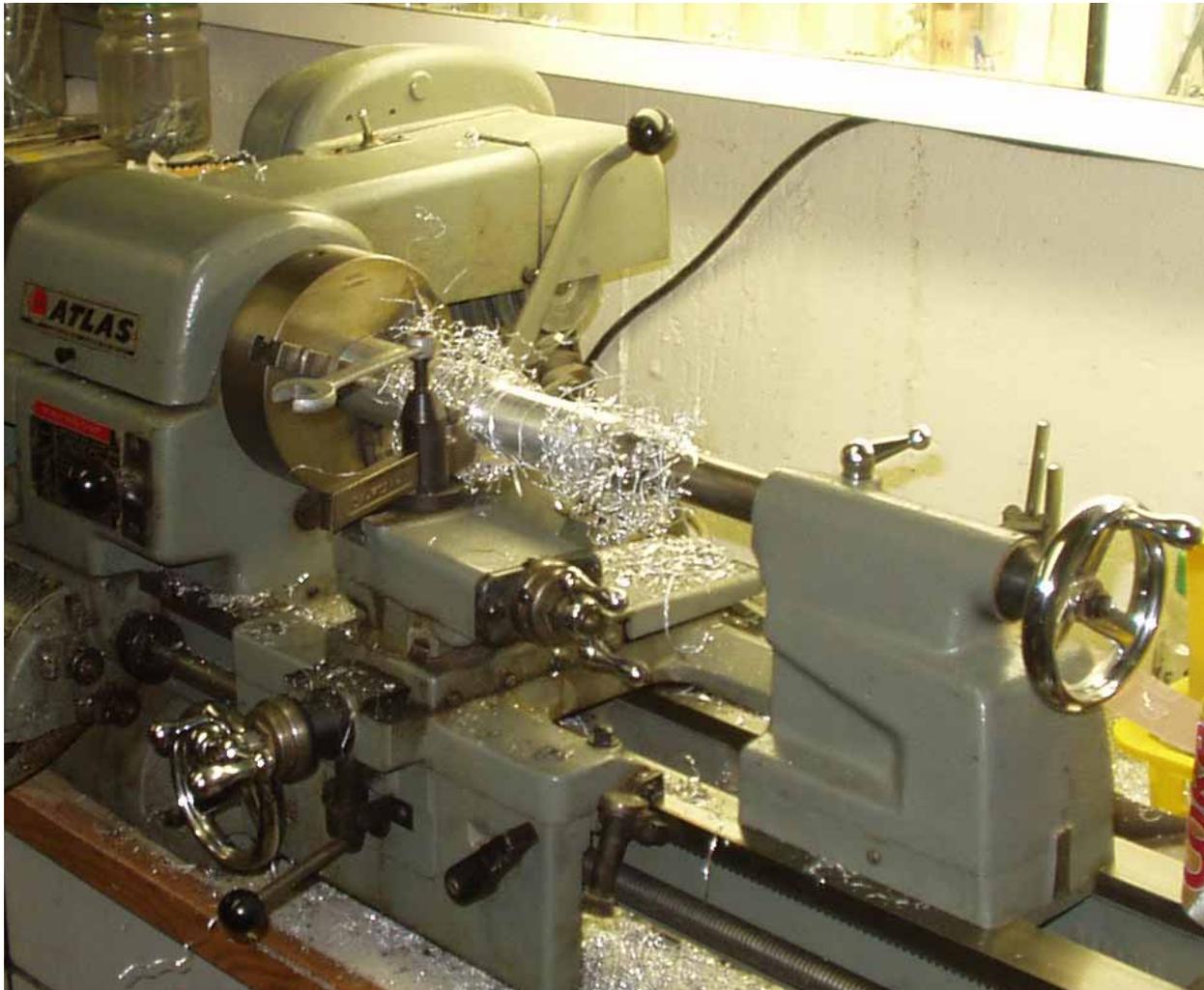


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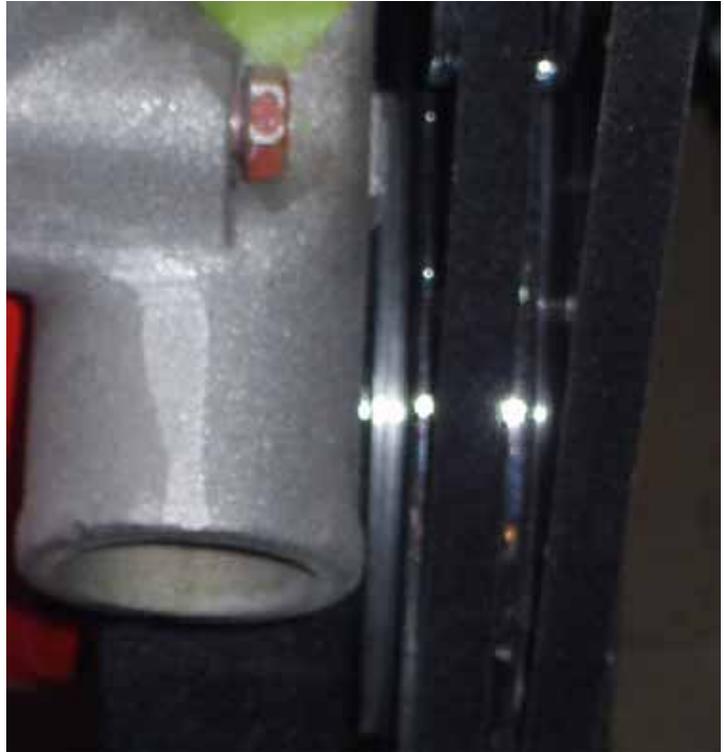
Back to Uncle Kurt's garage for some lessons on the lathe. It takes time!!! Kurt taught me a lot but I still have a lot to learn about the machining business! Thanks, Kurt!

I can now better appreciate CNC machining. However since my plan doesn't embrace billet, manual machining is welcomed. I machined some spacers for the A/C and alt mounts, the steering drop spacers and the pulley spacers. Kurt and I decided that I needed to work by the hour not by the piece!!



Since this water pump is the HD model, it's slightly longer than standard so all of the pulleys need to be moved forward. I could have used washers but we won't be using stacks of washers, we will be using machined spacers, as these behind the crank pulley.

With all kinds of little details to be done, it allows me the luxury of moving from one item to the next when inspiration strikes! Pedal pads, speaker enclosures, remote fill brackets, nutserts, bracketry for the A/C condenser and fan and probably a hundred more that I haven't thought of yet!



The remote fill reservoirs for the clutch and brakes are located in the trunk. The usual, under the floor location, requires a trap door in front of the driver's seat, not what I wanted! The right side bar is for symmetry. I'll find something to hang on it! The wood template maybe to replace the hinges.



The pedals are taking some planning. Need to determine the correct size of the pedal pad, pad attachment to the arm which runs through the floor, so I could remove without taking part of the floor or a panel out. The pedal pads need to clear the steering column, symmetrical to the column and leave some room to put my left foot. No room for a dead pedal here!

So I'm fabbing some pad brackets to bolt onto the pedal arms. The bracket will flush with the pedal arm so that pressure on the pedal pad is actually pressure on the pedal arm. The pad brackets need to be threaded for the attachment to the arm and threaded to accept the pedal pad. The pedal pads will be machined aluminum, straight from the table saw. Here's the steps to get to the finished product, which are nicer than those I saw at the Grand National Roadster Show.



