

using the variable wedge design that is strictly Bob Buck's innovation. Although Jim Hall has used the variable wing in the past, no one, to my knowledge, ever conceived changing the body's wedge shape until Bob designed it and made it work.

Prior to the wind tunnel tests and the resulting final body envelop design, sufficient data was gathered to determine what chassis modifications had to be made. I had this responsibility (under Bob's guidance) and the additions were made and finished in early February by working with Ted Hoffmann at T. Hoff, Inc. I also had to design a special fuel cell that was fabricated by Donn Allen on the West coast. Fred Puhn of Chassis Engineering and I collaborated on special wheel, spacer and hub adapter designs which Chassis Engineering then produced. The people at Penski's Racing Tire Division also contributed greatly to the tire selection.

I also started engine negotiations in early January with the assistance of Carlyle Green at Harmon Motors. Originally, I was hoping to get a Porsche 910 fuel injected engine (latest 2 liter Carrerra 6) but the \$8,900.00 price tag stopped me cold. I finally settled for a Porsche 904, 587/3A engine that was supplied by Vasek Polak since he had the last 3A engine (new) that was available.

Joe Hunt became a member of the team in February. Joe laid out and constructed the oil cooling system and finished off a large portion of the aluminum shrouding in the cockpit area. After Bob had hand laid-up the fiber glass front end, Joe took over and finished it off including a first-rate paint job. He had quite a challenge in painting the rear aircraft aluminum deck, but his results were top-notch. Joe also contributed immensely in numerous detail work such as airduct porting, fuel cell connections and many more. I can't begin to give Joe enough credit for his help. Bob benefitted from the program by having a good project for his school work, and I profited by gaining a first-class racing machine, but Joe received no benefit or profit except his own satisfaction of a job well done. Finding devotion and workmanship like this by today's standards is a rare thing!