



CLOCKWISE FROM UPPER LEFT: The cell itself is housed in a steel container, and we bolted this can to our support structure. We formed our frame from castoff angle steel, adding gussets wherever possible before spray-bombing it black. The rest of the cell—including the bladder, safety foam, check valves and top—could then be installed. When suspending a cell, be sure to leave enough ground clearance. If we ever lose a wheel, the cell won't be the first thing to touch the ground.



Our Sparco seat was left over from another project, and we figured that we'd simply mate it to some Mustang seat sliders. Fail. That setup positioned our drivers too high.



One last step: We had to notch the floor so everything fit properly.

We didn't want to ditch our sliders, as we needed to quickly and easily accommodate a wide range of drivers—some tall and some not so tall. Our solution was to cut, section and reweld our Mustang pieces. When modifying seat hardware, always have an expert handle the fab work. You really don't want anything coming unglued.



SOURCES

24 Hours of LeMons: sanctioning body, 24hoursoflemons.com, (510) 655-5980

Aero Tec Laboratories: fuel cell, atllinc.com, (800) 526-5330

Autopower Industries: roll cage, autopowerindustries.com, (619) 297-3300

ChumpCar World Series: sanctioning body, chumpcar.com