



BSCC News

Latest News as of September 2008

Automated Full Power



We have now managed a number of runs with the car computer control system managing all 12 boilers from start up into full power super heated steam.

This graph shows a run with the steam plenum sitting stably at 360 degrees centigrade with ~40-bar pressure. This represents an increased supply of steam to that used during the turbine dynamometer tests at Slough power station when 356 hp was recorded on the drive shaft.

Boiler Failures

There have been a couple of boiler failures.



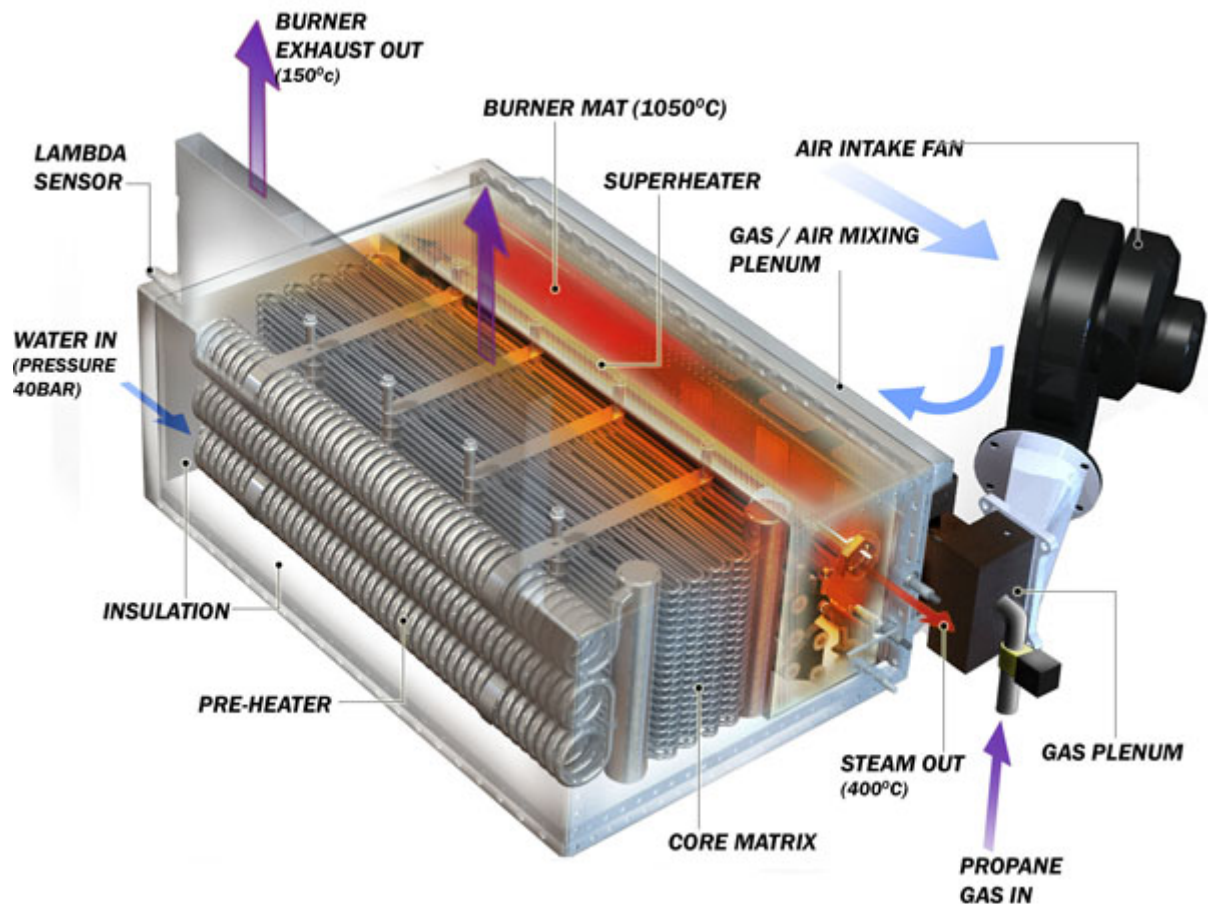
This is a burst core tube from a boiler matrix.



This is a blown burner mat. A faulty main gas burner solenoid valve allowed gas to get behind the burner mat in the boiler, when this ignited it blew a hole in the mat.

So far we have either had spares or have been able to repair the damage. All this extra activity costs the project time.

Boiler Overview



This illustration helps to explain the inner workings of one, of the car 's 12 boilers.

Timetable

We have now missed the season for the Bonneville Salt Flats this year. The team is focused on completing UK testing as soon as possible.

This means getting the car to run independently of the support rigs and then running dynamically both at Newtown Park and at Thorney Island.

In the mean time we are investigating alternative venues where we may be able to take the car in order to attempt an FIA world record.

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