

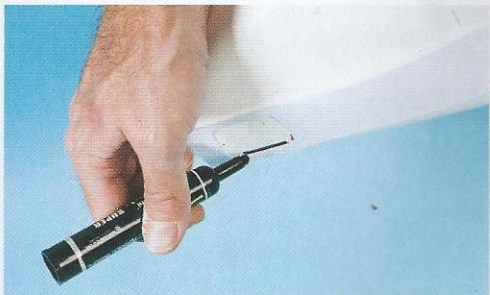
11 Smaller holes can be drilled and then fit over the engine, then mark and cut smaller to cut the main apertures first so the cowl will be opened out with needle files. It's easier for the needle valve etc.



9 Use the shaping attachment to open out the hole. Again, go carefully - it's not easy to put material back so support your hand or rest it on a pad if that's easier.



7 Using your marker pen or soft pencil, transfer the cylinder head cut-out to the surface of the cowl.



12 The cowl will crack where it touches the part is in contact. There you go, stand back and admire a cowl you can be proud of.



10 Smooth the edges of the hole with fine sandpaper. Better accuracy can be achieved here by rolling the sandpaper into a tube or wrapping it around flat balsa to mirror the contours being worked. Refit the cowl from time-to-time trimming and cutting as work proceeds until an accurate fit is achieved.



8 Remove the cowl and begin cutting the hole using a multipurpose (Dremel, or similar) cutting bit. Looking much like a drill bit the latter are specifically designed for cutting wood, plastic, laminate, fibreglass, aluminium etc. It'll go through your cowl like butter so be careful not to slip!



- YOU WILL NEED:**
1. A mini drill or similar rotary drilling tool complete with cutting bit attachment.
 2. Small needle files, fine sandpaper, masking tape and a marker pen.
 3. A face mask. The dust created during the cutting process is unhealthy and can cause serious irritation.

DID YOU KNOW?
Over time the screws that secure the cowl to the mounting blocks on the firewall can work loose in their holes. To guard against this, a drop of thin cyano or PVA white glue can toughen up the hole and help lock the screw thread in situ. Fitting a washer behind the screw head is also a sensible idea to protect the underlying surface of the cowl and prevent the onset of stress cracks.