

For what it is worth, I started this update the day after Christmas. It is now January the 7th. As the first run on engines nears completion, the stack of finished parts gets higher each day. Testing is continuing on some of the finished engines and although there were a couple areas which needed some changes or modifications, the net result is that the engines are running GREAT! The new air cleaner halves can be seen in picture #1&2. Notice the machined groove which allows for the filter element to be held in place. Each piece is then media blasted to make that great satin finish. Speaking of filter elements, I have done extensive sampling and testing to get the perfect material. It must have very little air restriction but still allow for microscopic particles filtration. Not only is it a great product but allows for the element to be cleaned with a little cool soapy water.

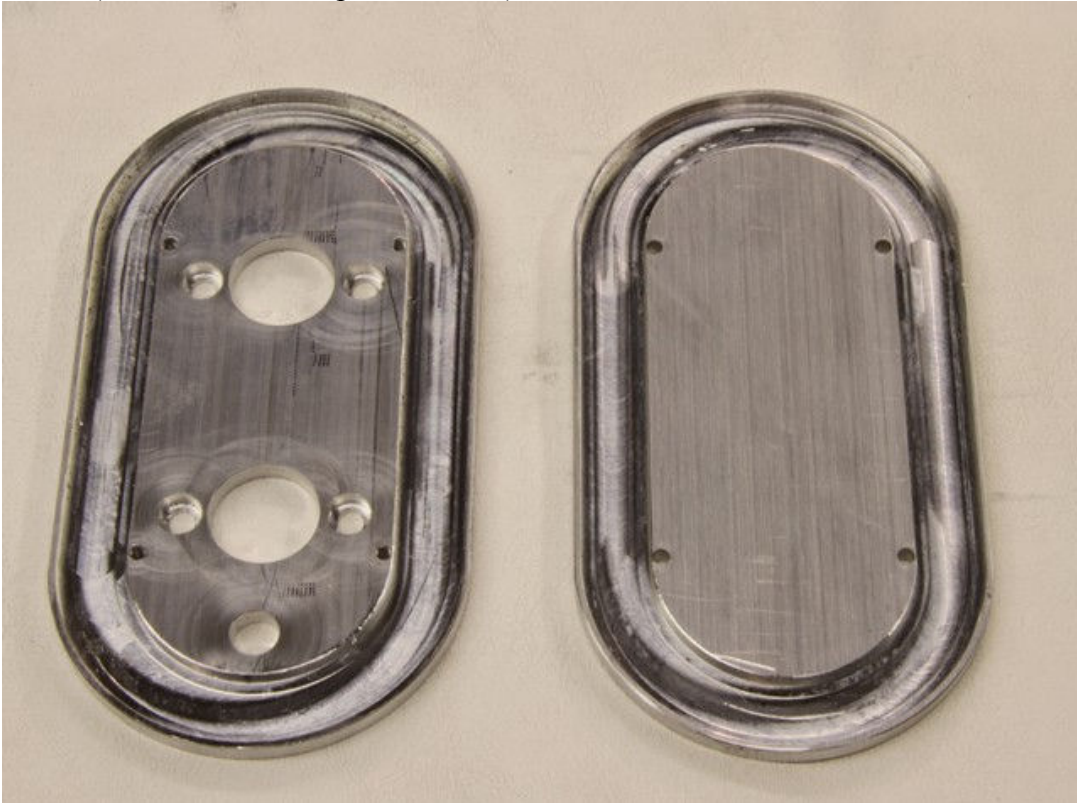
The distributor caps are now finished and ready for installation. Picture # 3 shows just how many parts go into each cap. The very small gray part in the upper right hand corner is actually the graphite center electrode, which is spring loaded and maintains contact with the rotor in the center of the distributor. Once all the wires are cut to the exact length and installed into the cap, then each end has the metal spark plug contact crimped in place. This is followed up with a spark plug boot to cover the metallic end. Keep in mind; distributor cap has 9 wires, 9 brass contacts, 8 metal ends, one graphite contact, one spring, and 8 boots. If you multiply this, times 40 engines, it is easy to understand the difficulty of building a production run of engines. Can you imagine how many parts will be needed for my next run of 125 engines? I am exhausted just thinking about it.

The base plates for the supercharged were significantly altered and ready for installation, as are the normally aspirated adaptor plates.

The alternator halves, bearings, shaft, and internal spacer, have been assembled – which make a completed unit. All they need now is to have the toothed pulley put into place.

It is important for everyone to know that no matter how good you are (or you think you are), assembling 40 engines is an overwhelming task and because there is always the possibility something could have been overlooked during the design process, only two or three engines are assembled for final testing. Once I am totally satisfied that each is running perfectly, then the following engines will go through the assembly process. Can you imagine how much time would have been lost if in had assembled every engine than had to disassemble each one for a change or modification – like changing the valve seats and guides which I described in a precious “update”! Not a pretty picture.

Pic #1 (New air cleaner top and bottom)



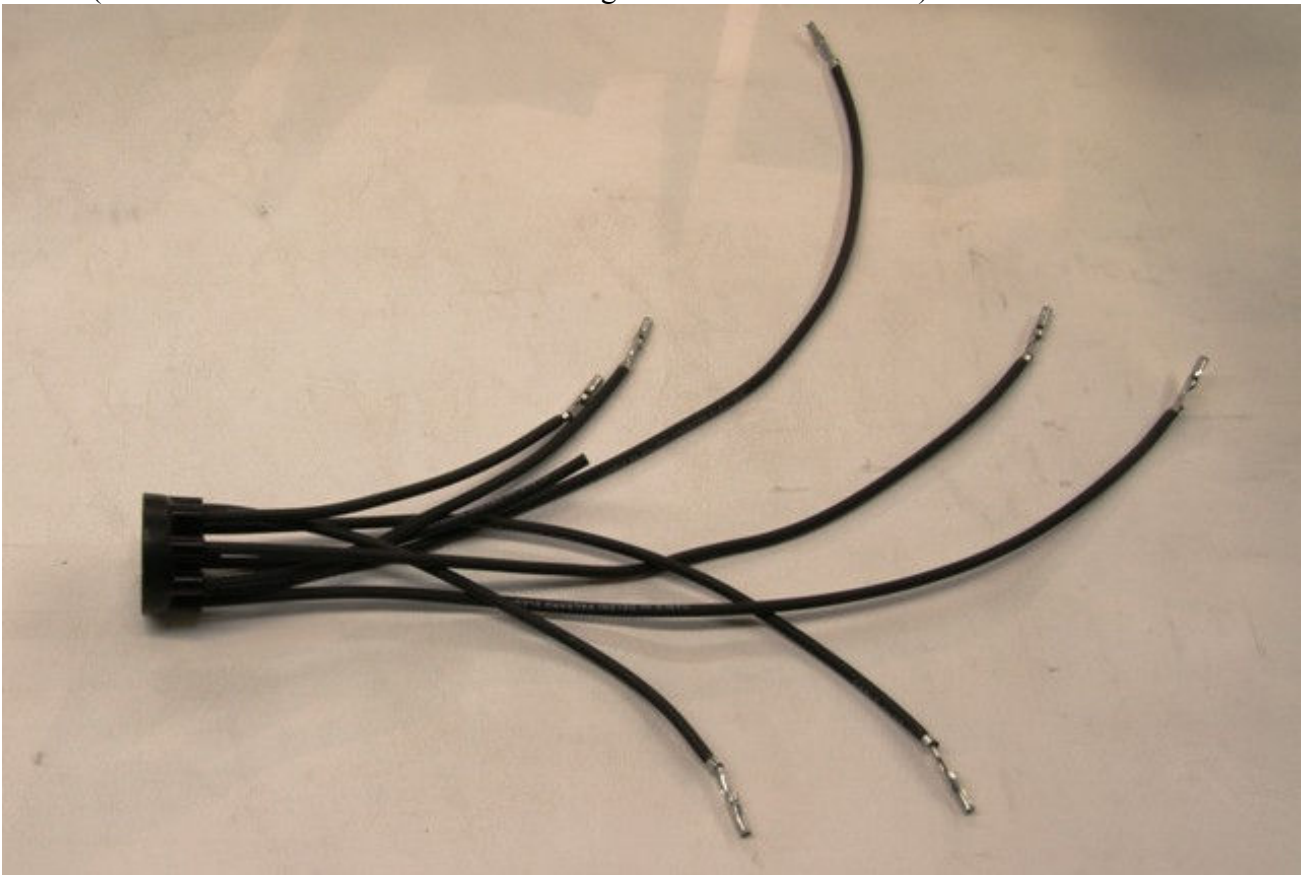
Pic #2 (Air cleaner parts ready for media blast)



Pic #3 (Distributor parts)



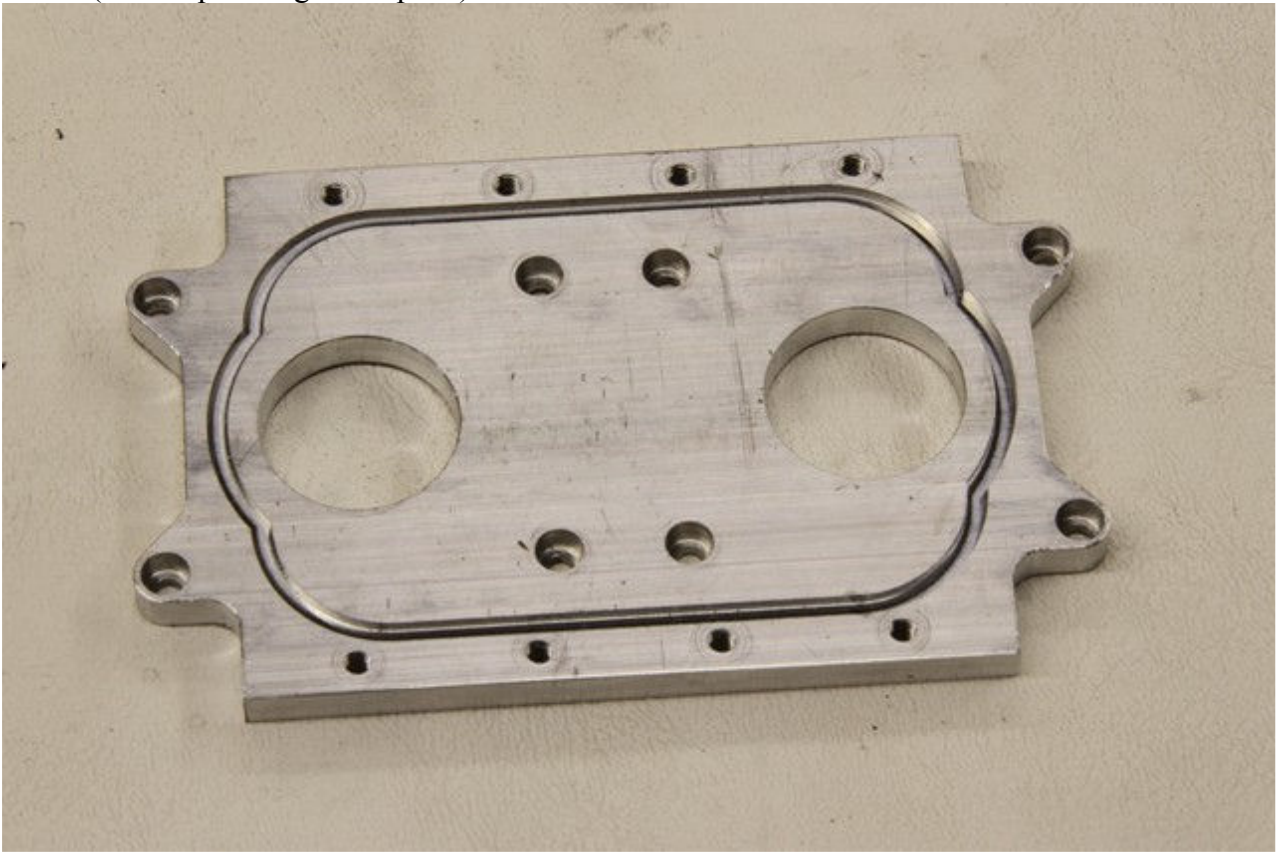
Pic #4 (Distributors with wires installed waiting for boots to cover ends)



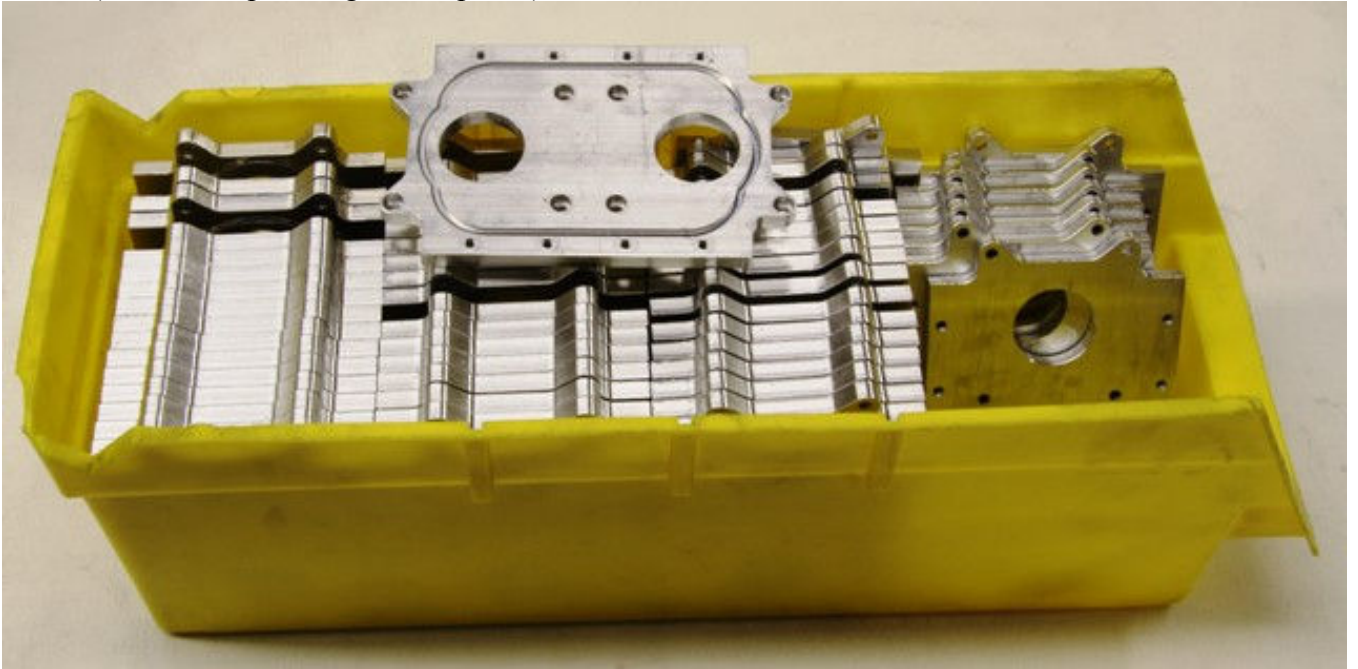
Pic #5 (Finished distributor caps waiting for boots to cover ends)



Pic #6 (New supercharge base plate)



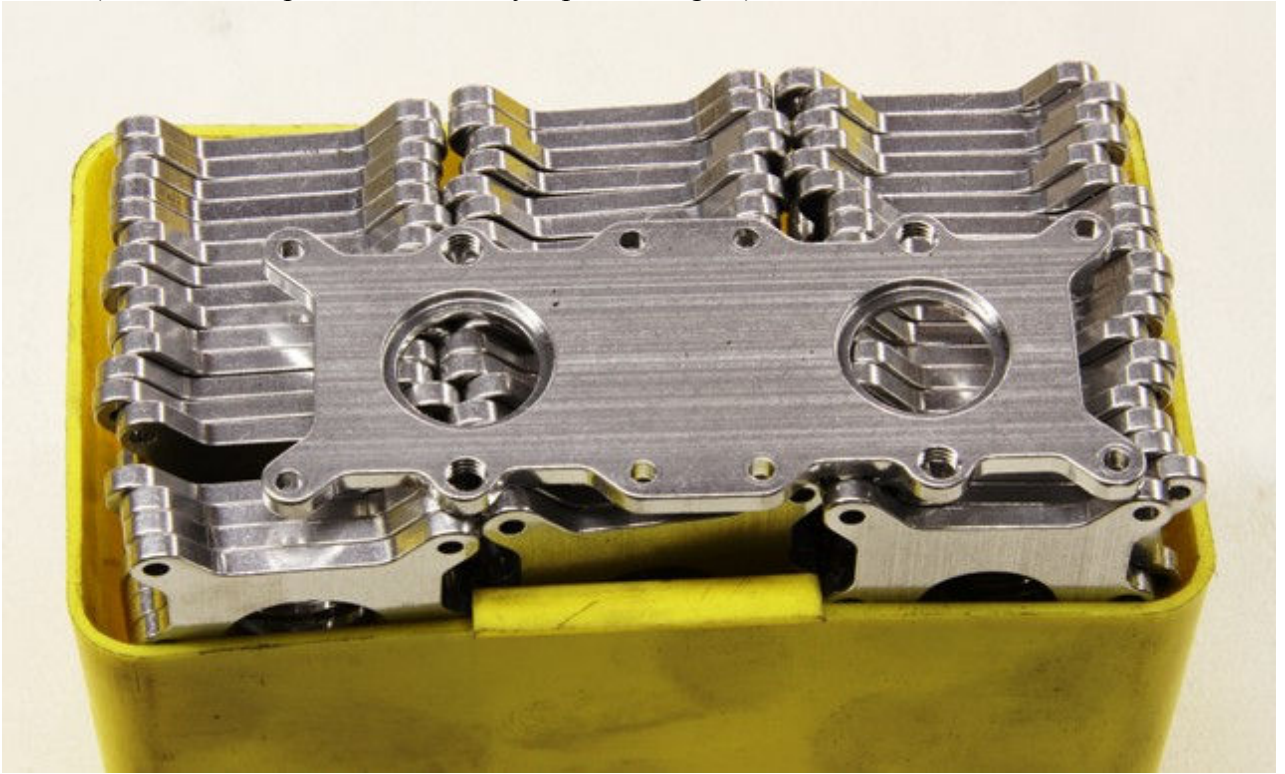
Pic #7 (Finished supercharger base plates)



Pic #8 (New base plate for normally aspirated engine)



Pic #9 (Finished base plates for normally aspirated engine)



Pic #10 (Finished Alternator housings)

