

Before I get started, I just wanted everyone to know that I have started to delivery some of the first run of engines. Hallelujah! I will bet some of you thought this day would never happen. Although, not once did I have any doubts about finishing the engines, nothing could have prepared me for the monumental task which I had undertaken. Over the next couple of months, there may not be a lot of new information available on my “weekly updates” section, because the plain and simple fact is that I am earnestly trying to complete these engines. Since it is imperative that I personally, hand assemble and test the final product, this does not leave me much time to do updates as often as I would like. Some people are under the misconception that once the heads, intake manifolds, and carburetion were installed, each engine is then started and put in a box for shipping. NOT! Although all of the engines are over 95 % complete when I start on them, there are a significant amount of items which need my expertise. This is where, over 30 years of experience in building and designing model engines, comes into play. Picture #1 & #2 shows the basic engine with the “key” components installed, whereas Picture #3 & #4 shows a nearly completed engine. Just to give you one example of what needs to be done - each distributor must have the “timing” set, prior to installation. By “timing” I am referring to is the relationship of the rotor with respect to the contact inside the distributor cap, for #1 cylinder. If you have been following my updates, sometime back, I showed you the distributor rotor which had two radial slots cut into each. This allows the rotor to be moved to the exact position. The reason for this adjustability factor is because of all the “variables” which come into play, like camshaft timing, gear lash, indexing of timing gears, and camshaft indexing. I have a special electronic device which tells me exactly when and where the pointer should be. Once this has been set and triple checked, the distributor is installed in the block, then the initial “engine timing is set”. Is everyone still with me? This process must be exact and has to be performed on each engine. When I test run each engine and then I use a timing light to recheck and verify that everything is working properly.

Speaking of test running – although I thought I had a relatively good exhaust system, it was soon evident this system was not moving enough air to allow for an extended running time. Unfortunately, it became obvious, that something must be done to remove all the exhaust from my test room. After discussing the problem with a good friend and engineer, it was decided that no matter how much time it would take or what the cost, the new filtration system had to be installed. So, a week later and over \$1,400.00 the new system is installed and working perfectly. There was no contingency plan which could have prepared me for this problem and ultimately the solution! Anytime, when something like this happens the net result is always better, but unfortunately, it has used up a lot of valuable time which has taken me away from the final assembly and testing.

The final pictures will give you an idea of just how many waxes are needed to complete 60+ engines. As you can see, my Magnum was completely packed and I will personally delivery them to the foundry tomorrow, the 26th. The chances of them arriving in one piece, if they were shipped, would be zero - no matter how well they were packed. I should see finished castings within 4 to 6 weeks. Then the fun begins again. In all honesty the next run will be much easier and faster and hopefully a lot more fun.

Pictures #4 & #5 are of the nearly completed engines. Like I said earlier, there is still some final assembly and testing that must be done on each engine. For what it is worth, of these engines, about 90% will be supercharged.











