

I know that it has been a long time since my last update but there is a legitimate excuse this time. This is not to say that working on the engines is an excuse, but rather my wife and I went on a much needed vacation. This year we went to Greece and spent about two weeks enjoying the sights, history, food, people, and wine. My wife scheduled the trip about a year ago and although I have little input as to where we go, I do enjoy taking a lot of pictures. Even though it came in the middle of engine production, it was a time to “recharge” the old batteries. Most of you know what I am talking about. The week before the trip was spent in getting everything set-up, so that parts could be completed in my absence. It also took about a week after my return to answer the almost 200 emails, return phone calls, send packages, and open a stack of regular mail. It is nice to be back!

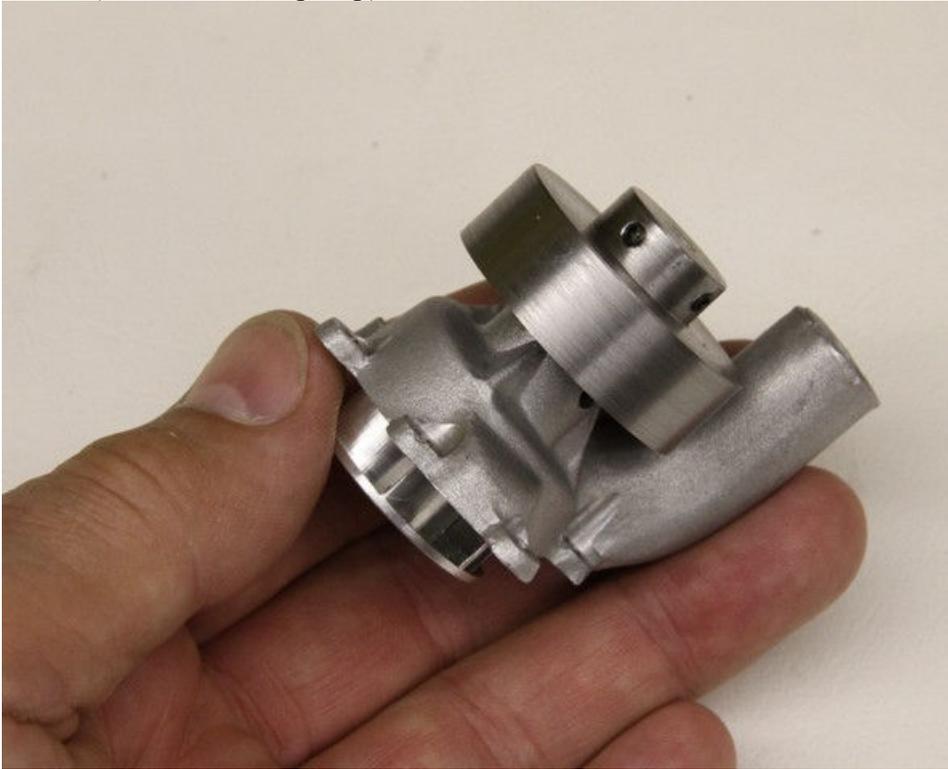
While I was gone the water pumps were finished as was the sub-assemblies for the distributors. The results can be seen in pictures #1-#9.

The other major item which was completed in my absence is the end gap was set in all of the piston rings. Although at first thought this may not seem like a “big deal” in actuality it is very labor intensive. Keep in mind there are 3 rings per cylinder, times 8 cylinders, times 40 engines. As the saying goes “you do the math”. Once the exact end gap on each ring was set for that particular cylinder, they were then installed on a piston and then the piston was put into the cylinder. This is a very critical procedure because no matter how close everything is machined, there is always a small amount of hand finishing or adjustments that must be made. There is no way to speed up this operation. Without the proper end gap, there are several things that could go wrong – like excessive smoking or low compression if it is too large or excessive friction, heat build-up, wear, and possible catastrophic engine failure when gap is too small. Unfortunately pictures cannot show the results of this operation. You will just have to trust me on this one.

The miniature oil pressure gauges are in stock and ready for installation. Unfortunately, a large bill comes along with the delivery. Strange how that works!

It is nice to be “back in the saddle again” and I am working about 12-14 hours every day to complete these engines. This project has been a major challenge and was impossible for me to know just how high this “mountain” was. Making one or lets say 10 parts is fine but try to make hundreds of anything is something that I had not planned for. Although I have been building and designing engines for almost 30 years, nothing could have warned me or prepared me for what I was getting myself into. Once again, no complaints, just facts! I still have one of the greatest jobs in the world.

Pic #1 (Finished water pump)



Pic #2 (Finished water pump)



Pic #3 (Completed water pumps waiting for installation in timing cover)



Pic #4 (Distributor shaft - before on right and after on left)



Pic #5 (Completed distributor shafts)



Pic #6 (Completed distributor sub-assembly – view 1)



Pic #7 (Completed distributor sub-assembly – view 2)



Pic #8 (Completed distributor sub-assembly – view 3)



Pic#9 (Completed distributor sub-assemblies)



Pic #10 (Miniature oil pressure gauge – view 1)



Pic #11 (Miniature oil pressure gauge – view 2)



Pic #12 (Miniature oil pressure gauges ready for installation on oil pumps)

