

A lot of things are happening now that the first run of engines is getting closer to completion. The pans castings are totally finished and can be seen in pictures below. They are self explanatory but if you look you will see there are a lot of pan screw holes - 27 to be exact. The pan could probably be held in place using just 4 screws, but by using 27, the pan is now a "structural member" of the engine. This adds a tremendous amount of rigidity and strength. Is it necessary, maybe not, but I am trying very hard to make the best engine available and if this lessens the possibility of problems later, then it was worth the extra effort. One more thing, if you look closely at the inside of the pan you will notice a channel machined into the bottom of each chamber. This is not just a groove but is actually a descending angle which directs the used oil to the two holes that are drill and tapped into the side of the pan. There is a fitting placed into each hole, then oil lines are installed which go the oil pump, which returns the oil back to the holding tank. This was not mandatory but any little thing like this helps to make it a better engine. If you remember in my past emails, I said the there would be some changes that you would never see, this is just one that I thought you should know about.

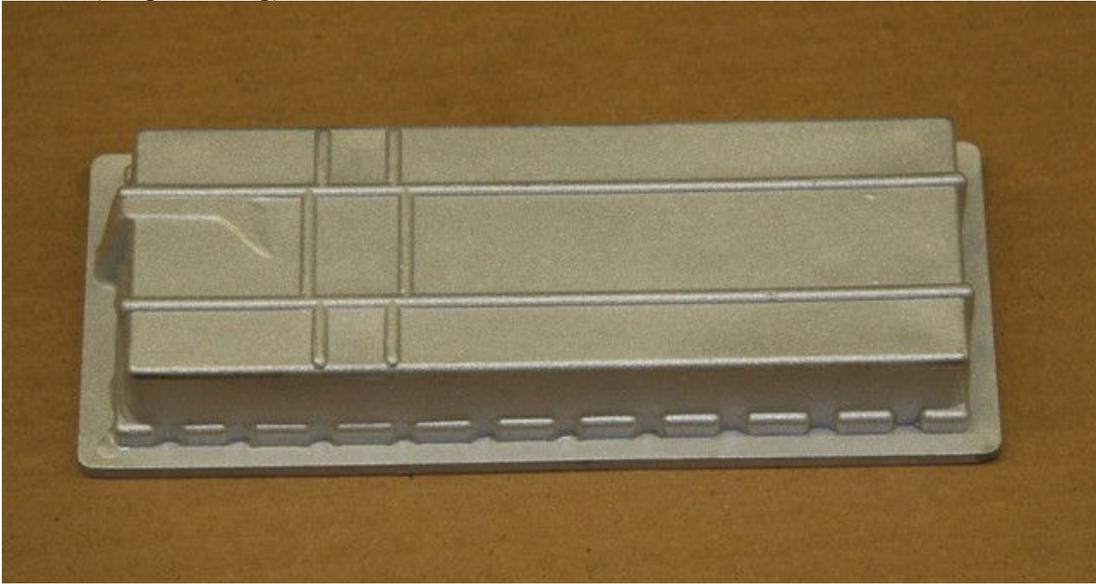
The toothed pulleys for the alternator start out just as the crankshaft drive pulley in my previous update. This is a good example of spending the extra time to make the engine more esthetically pleasing. Like one of my customers said "if it takes a couple of extra months to finish the engines - who cares". I could have very well have left the pulley as it was, but I think the change is worth the extra effort. Once again, the pictures are self explanatory. You be the judge!

During the machining of the timing covers in my last update, I though that I was finished, but somehow had forgotten the four holes in the bottom side. I also added the crankcase breather to the side of the cover instead of the side of the block. There will then be a return line that goes to the bottom of each carb with will serve as positive crankcase ventilation. I also added a small 10-32 hole in the very top of each timing cover. There will be a fitting placed there and oil returned from the supercharger will then drip onto the distributor gears. Once again, the never ending effort to make a superior engine! Although there was no noticeable wear, this oil will insure that everything is well lubricated. Now you can see why the company motto is "Perfection is almost good enough"

Pic #1 (rough casting)



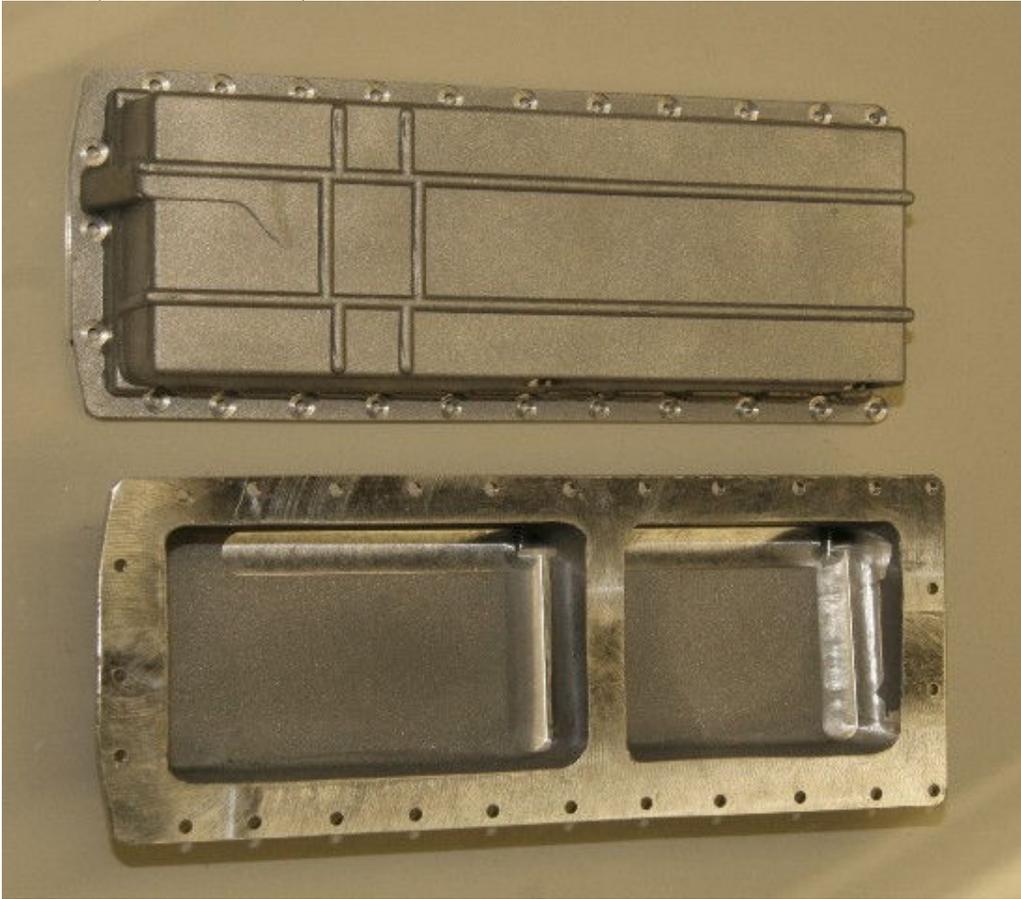
Pic #2 (rough casting)



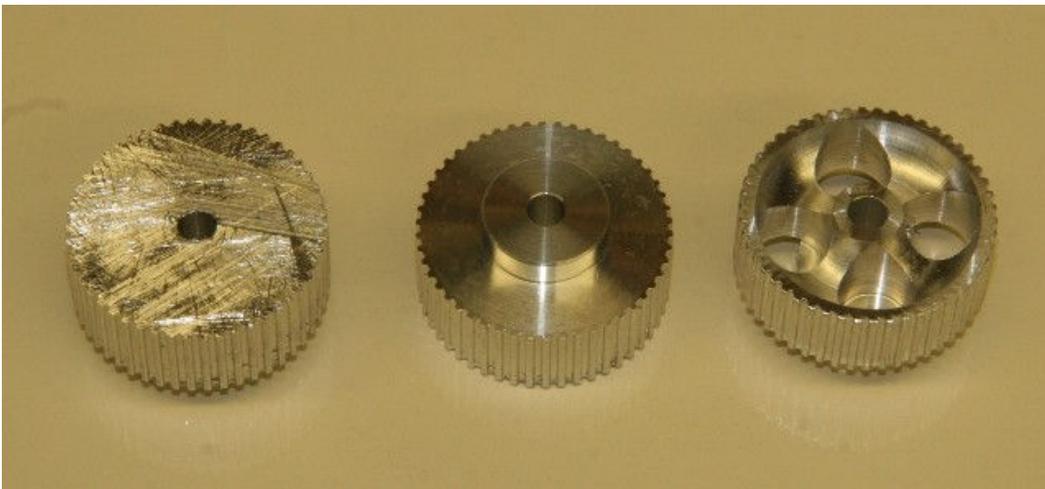
Pic #3 (before and after)



Pic #4 (before and after)



Pic # 5 (alternator pulley progression)



Pic #6 (original alternator pulley – left, and new alternator pulley – right)



Pic #7 (old pulley on alternator)



Pic #8 (new pulley on alternator)

