

I realize it has been a very long time since my last update, but once again, there is not a lot of new information to report on the final construction of the engines. I would, however like everyone to know, that because I am not doing a regular update as often as you would like, it does not mean that I am just sitting around with nothing to do! Everything is proceeding as good as can be expected. Some days I get a lot accomplished, while other days it is hard to see where I have made any progress at all. Without going into a lot of detail, this week I have had one engine that had a very small water leak which was almost impossible to find. In short, I had to remove the entire top of the engine, three separate times before I located the area of concern. This is very frustrating, because by the time the supercharger, intake, rocker arms, push rods, and both heads are removed and reinstalled, it takes an entire day. So it is easy to see where the "lost" week has gone. Add to this, the daily demands of running a small business, sometimes not as much work gets done as I would like. I sincerely hope everyone understands, I am not complaining, but rather trying my best to do a good job and deliver an exceptional engine or car.

Speaking of cars, this update will be focused on the 34 Ford and new test stand. As you can see from the first three pictures, the new test stand is very unique and if I do say so, the end result is nothing less than great. The control console is now a separate entity, which allows the frame/engine support to be moved separately. Although the former test stand was a nice piece of "furniture" the new stand shows off the engine in more detail. For transporting, the plug is removed from the back of the console and everything is easier to move. The frame is actually one from the 34 Ford. If you look closely, at the console, you will see the illuminated switches and the newest addition is the "engine start" switch. Instead of using a heavy duty, spring loaded toggle switch, I am now using an 80 amp relay to activate the starter motor. This new system was tested at the Toledo Model show the first of April and there was not one problem.

The other pictures are of the changes in the 34 Ford. As you can see, it is a real problem to fit everything within the confines of the chassis. Although not totally finished, the major components are in place and ready for the body to be installed. The new bench seat, (not pictured) will allow for the installation of the remote control, batteries, switches, and all needed connections. The new front wheels are in and have allowed for a more realistic front tire. Not only does it look great, it allows for a tighter turning radius. Once again, 10 pounds of "stuff" in a 1 pound box. The greatest addition is the rear hydraulic disc brakes. The servo and master cylinder are mounted behind the upper water tank and are accessible from inside the trunk. Instead of reinventing the wheel, so to speak, I was able to adapt the disc brake system from a 1/5 scale car. These items are really overbuilt and the main thing is, the design work is already done.

Please do not respond to this update, by saying, why are you spending all the time on everything, rather than the completion of my engine. I am trying very hard to make everyone happy!

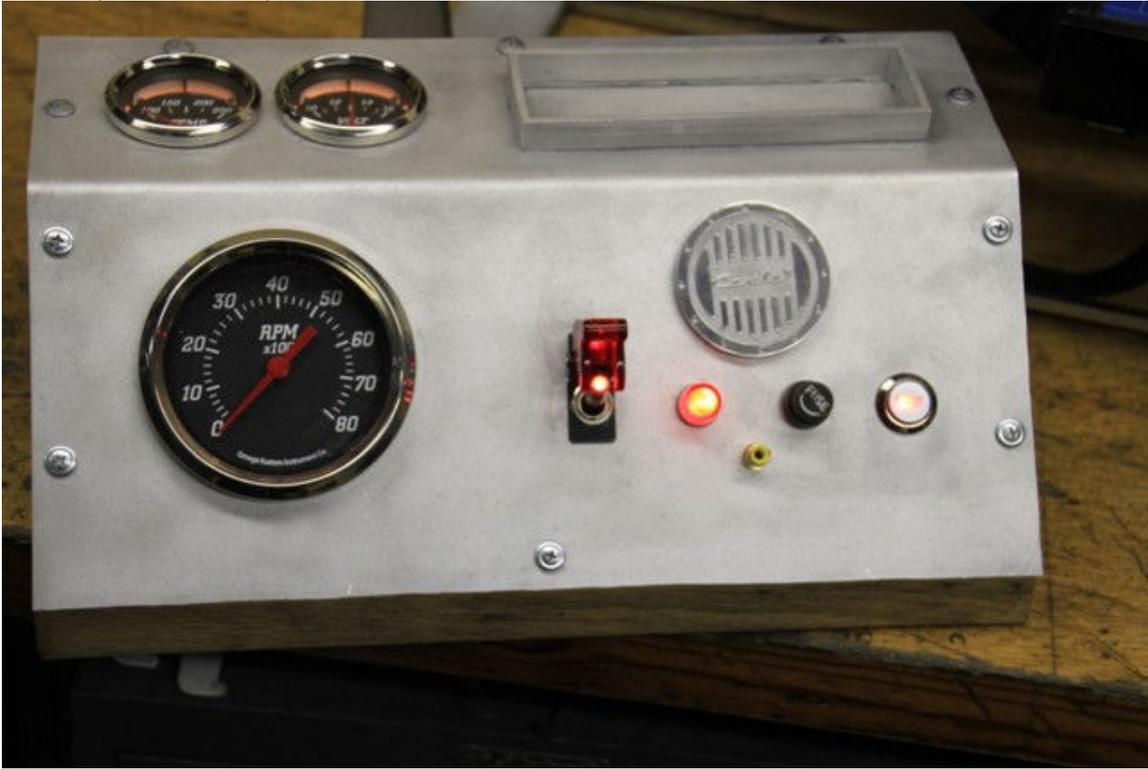
Pic #1 (New test stand and control console)



Pic #2 (Removable plug from console for easy transportation)



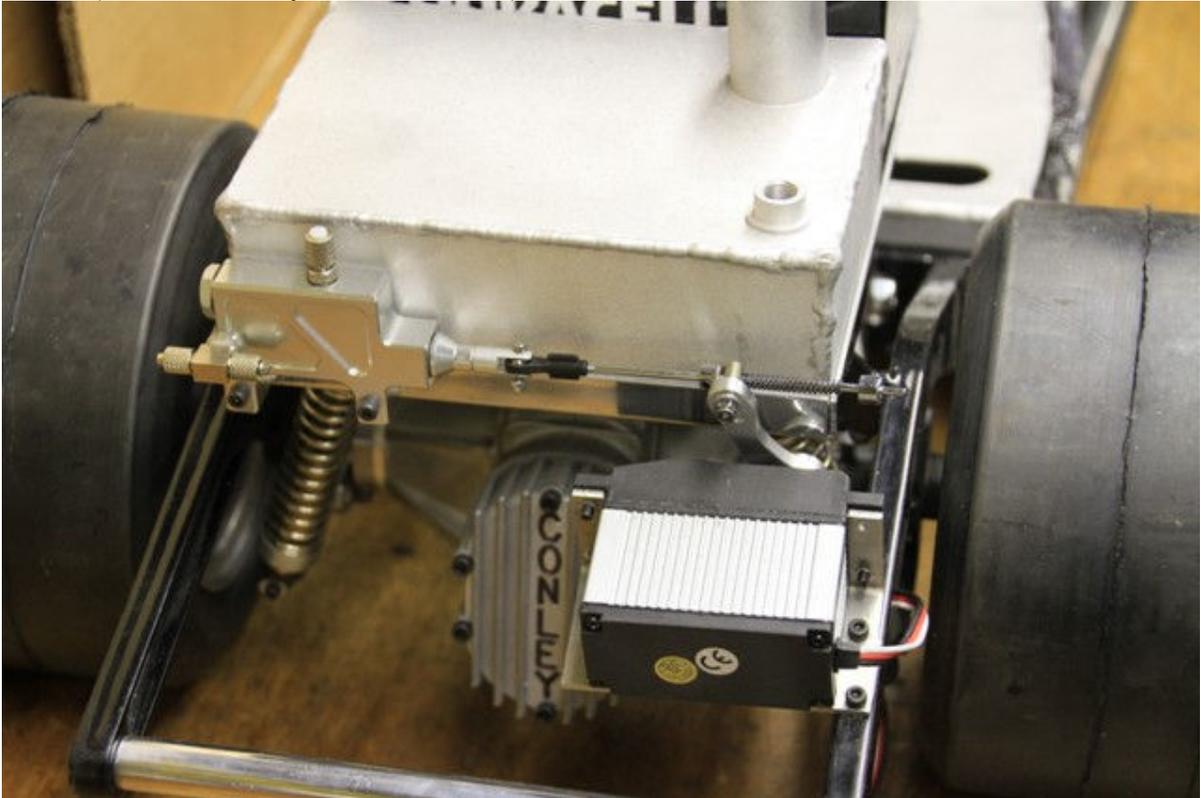
Pic #3 (New console)



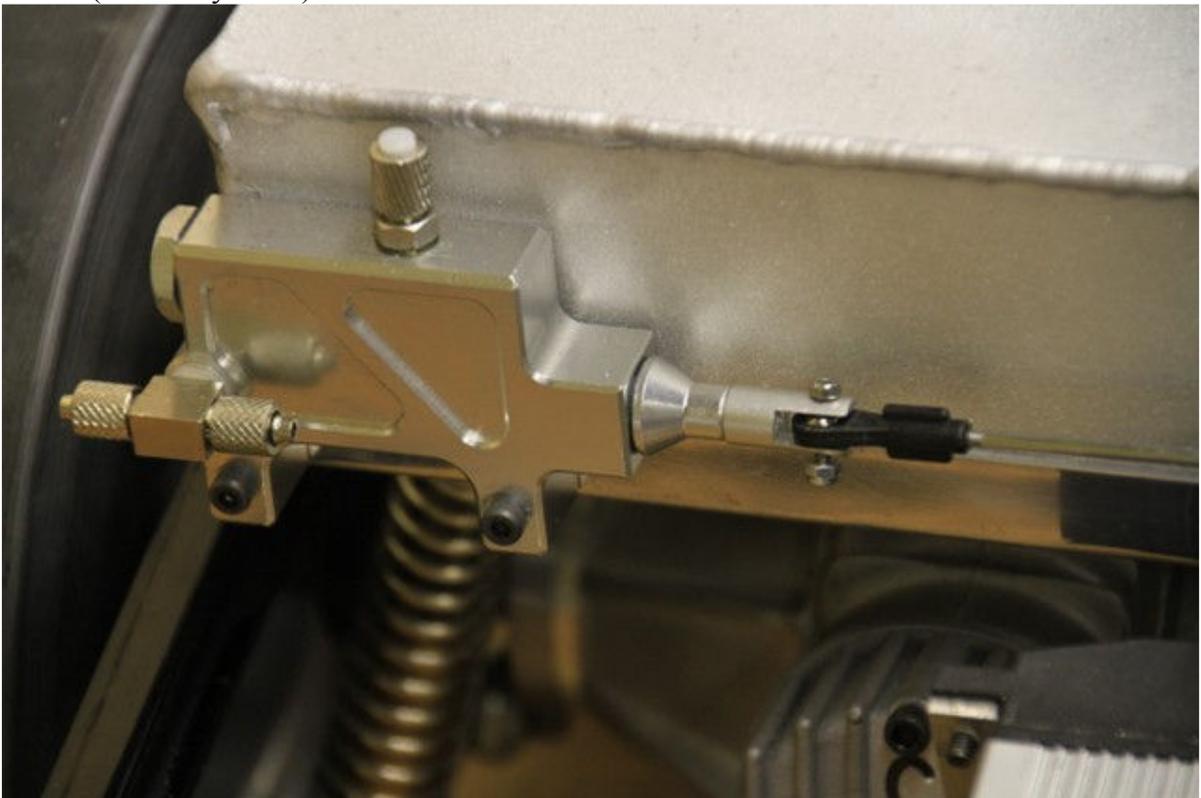
Pic #4 (Semi-completed frame fro 34 Ford)



Pic #5 (Master brake cylinder and servo)



Pic #6 (Master cylinder)



Pic #7



Pic #8 (New front wheel and tire assembly)



Pic #9 (Side view of new hydraulic rear brakes)



Pic #10



Pic #11

