I would first like to start by saying that it has been a very busy and difficult week. To coin a phrase from Lyndon B. Johnson, “I come to you with a heavy heart” best describes the events of this past weekend. If any of you have ever had a pet for a long time, then you know just how difficult and how I am feeling when if became evident that we had to say our final goodbyes to a devoted friend of 16 years. Picture #1 shows our Fox Terrier – Preston. On Sunday evening about 9:00 pm my wife, son, and I had to make the decision for him. Without going into great detail, let’s just say that he was having great difficulty and a lot of trauma. He was a great dog that brought so many wonder times into our life and will be missed more that can be explained.

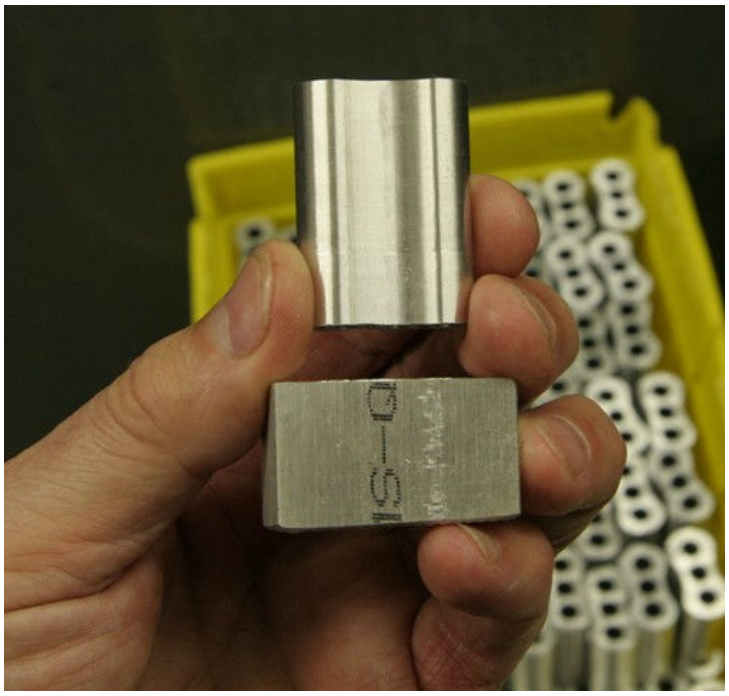
In the previous update I explained that I was cutting the supercharger impellers but forgot to tell you that each completed supercharger needs 4 individual impeller sections which take 8 minutes and 16 seconds to machine. If you multiply this by 50 superchargers you get over 27 hours of time need to complete these individual components. Keep in mind when operating a small business, there are everyday items that need to be addressed, so you can see that it has been a very busy week. Picture #1 show the finished supercharger impeller after the base has been removed and since I do not throw out anything, the individual pieces (Pic #3) are saved for who knows what future project. Some individuals thought it was modern art. Ha. Ha. Over 200+ finished supercharged impellers are in picture #2.

While the supercharger impellers were in the CNC milling machine, the initial machining process on the distributor was taking place on the CNC lathe. The distributor starts out as a blank of 2011 aluminum, 1.375 diameter. The stem is machined, center hole drilled and reamed, and the basic body shape is added. You can see the before and after, in picture # 5 with the first operation of completed distributors in picture #6. The final shape can be seen in picture #7. This secondary operation machines he interior to the exact inside diameter, as is the bearing bore, and clearance for the fuel pump cam lobe which is attached to the shafts that were finished last week. A small step is also made to accommodate the distributor cap. Future operations will include machining the bottom of the body for a printed circuit board, machining two slots for the Hall effect sensors, a couple of holes for the cap hold-down clips, and a small slot in the top edge for the alignment tab on the cap to fit in.

Preston - we will miss you more than words can tell!

Preston's 15th birthday

Pic #1



Pic #2

Pic #3

Pic #4

Pic #5

Pic #6

Pic #7