

It is now about 7:00am on Sunday morning and although I have a full day of work ahead of me, I thought that it may be the only time that there was a break, long enough to get a weekly update finished. Since I started on the second run of engines, there just is not enough time to devote and do justice to an update. That being said, the blocks are in full production. As you can see from the pictures, the bottom of each block is the first operation which must be done. The reason is, all other dimensions are taken from this machined surface – so it is critical that everything be done perfectly. There are also four “locator” holes which are placed at each corner of the bottom surface and once again are used for alignment during the consecutive machining operations. If a mistake is made here, then it is like a snow ball rolling down hill – everything progressively gets worse, until the block is no longer salvageable and must be discarded. Keep in mind a lot of time, work, and money has gone into each block, so when one is destroyed, it is very costly.

After the bottom of each block is finished, then the main bearing caps must be machined and installed, before the crankshaft (main bearing) hole can be bored. Once again, this is a critical operation. If the bore is in the wrong place, then the center distance from the camshaft hole is off. This results in a miss-alignment of the timing gears. Also the deck height is compromised. When the pistons are at top dead center, the deck height must be the same for each side. If this is not correct, then the intake manifold does not fit. It should be evident by now, why every dimension is checked and triple checked, before the machining process begins. Once metal is removed, it is very difficult or in most cases, impossible to be re-added. If a measurement is off and there are 75 plus blocks being machined, it is easy to understand the potential loss.

Not only are the blocks being machined but work continues on the quick-change rearends. As you can see from the photos, the side covers are finished and the center sections are next to be machined.

If that were not enough, I am in the process of making an optional steel flywheel that can be retro-fit to all engines. Although there will be a little less throttle response, the engine will idle at a lower rpm.

While all this is going on, I am still continuing to test run and ship the remainder of the first run of engines. Once again, I am not complaining, but merely stating facts. I still have the greatest job in the world. The only thing that I need now is another CNC programmer/operator, a secretary, and most of all, more time. If anyone knows of a CNC programmer who lives in the western suburbs of Chicago and would like to work part time, please have them contact me.

From now on, all weekly updates will be devoted to the next run of engines. The final picture is of the nearly completed “banjos” for the next run of supercharged engines. Although they will not be needed for quite a while, I needed to make a couple for the current run of engines and thought it would be easier just to finish all of them for the next run of engines.

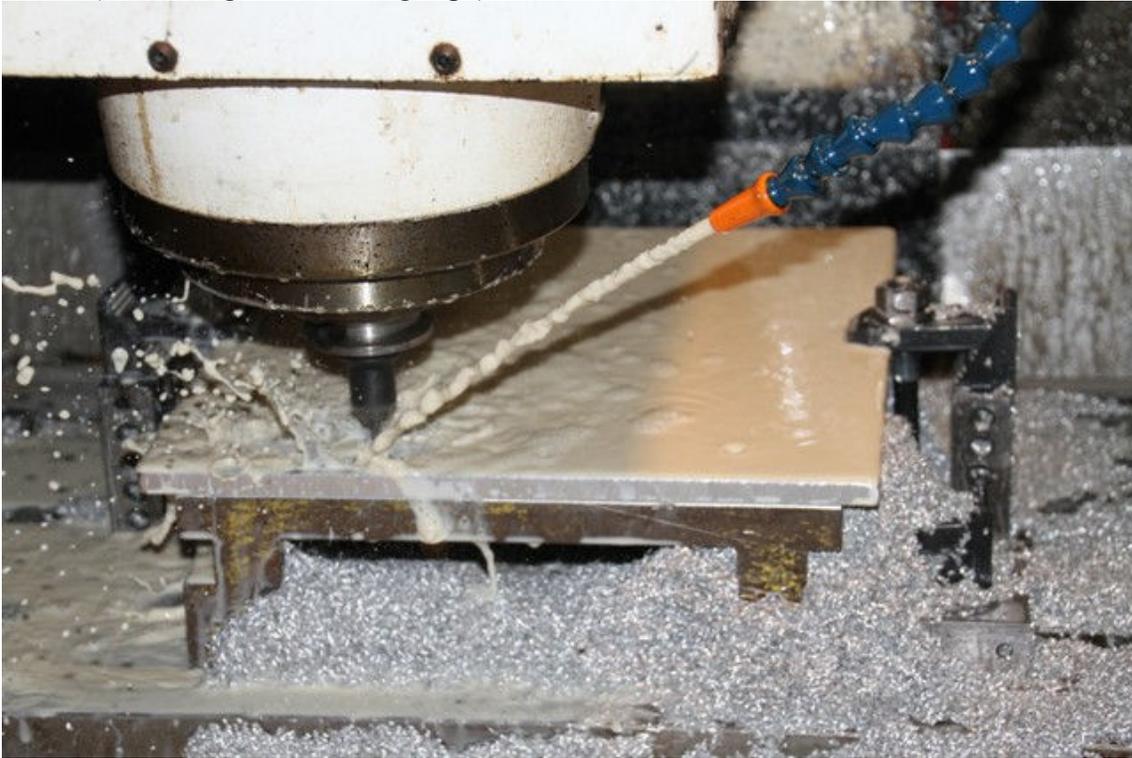
Pic #1 (New blocks with bottom machined)



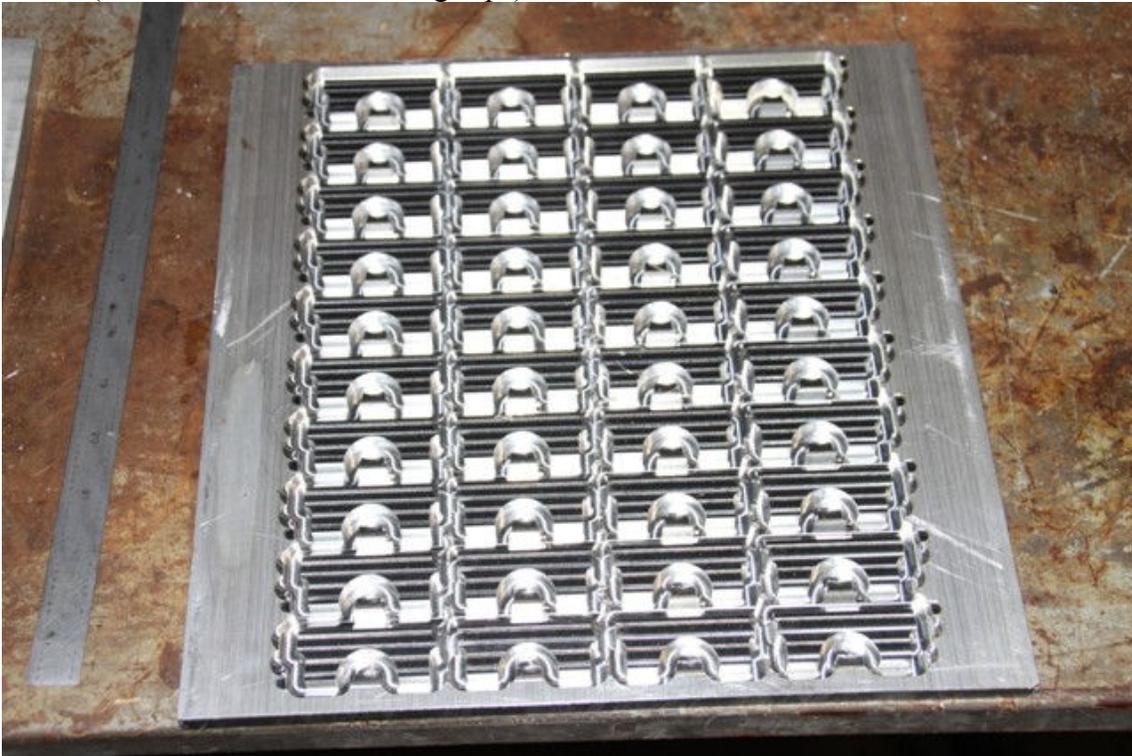
Pic #2 (Machining bottom of block)



Pic #3 (Machining main bearing caps)



Pic #4 (semi-finished main bearing caps)



Pic #5 (Finished side covers for quick-change rearends)



Pic #6 (Banjos for superchargers)

