I know some of you are surprised to see an update this soon, but a lot of things are happening very fast, so I will try, once again, to keep everyone updated. Without a lot of explanation, the follow pictures are of all the waxes that were produced from the molds in the previous update. There is also a new mold for the rocker arms and pivots. This particular multi-cavity mold was quite difficult and time consuming to make. It is a little hard to explain but the original pivot for the rocker arm had a square bottom that was intended to be placed in a machined slot to keep the rocker arm from rotating left or right. Unfortunately, it was never long enough so I made a push rod guide plate that can be seen on an earlier update, which was marginally successful. I later made a more detailed rocker arm alignment piece which worked perfect and once again was shown in an earlier update. I forgot which update. Anyway, the square base was extended on these pivots which will eliminate the need for the previous rocker arm guide plate and make the engine more like the original full sized counterpart. The bad thing is that I have about 400+ pivots that cannot be used. Oh well. If you remember, I said that if there is a better way of making components or improving the engine, I would always take the extra time, effort, and monies that were needed. Once again, these extra steps are always in the best interest of the customer, the engine and my never ending "Pursuit of perfection". I would also like to add that all the waxes were personally delivered to the foundry on Wednesday. It is my understanding there should be finished aluminum pieces within about 4 to 6 weeks. This was not just a trip to the corner but rather a 7 hour drive, one way. Although it took an entire day away from the production, I felt that because the chance of have the waxes broken if shipped and the time needed to replace them, that it was best if I took them personally. This also gave me a good chance to meet with the management of the foundry and see their operation. A little "PR" goes a long way.

For what it is worth, I removed the oil pan again to check the lower end of the engine and can report that everything was perfect. Everything! The valve covers were also removed to check for rocker arm adjustment and wear. Even here, I could not see anything that would be of concern or need further attention for the continued durability and longevity of the engine.





















