

I just want everyone to know that started this update almost two weeks ago. It is now 10:15 am Sunday morning and before I start to work machining pistons and lifters, it was important to finish this update. Picture #1 shows the entire batch of finished oil pump housings. Like I said in the previous update it takes over 15 minutes to machine just three finished parts, but during the cycle time I am also making parts on the CNC lathe. Picture #2 is of the finished lifters. Once again, these parts are held to within about .0003. Keep in mind, as a machine “warms up” the tolerances change and it is very important to continually check a random sample of finished parts and make adjustments in the program for these minuscule changes.

To go along with the quick change rearends, I have also made molds for the front spindle of my 23 “T” and you can see the results in picture #3. These parts should be finished about the same time as the new quick-change rearend. Although the final price has not been finalized, customers from all over the world are starting to place advanced orders. In all honesty, the initial first run of 50 quick-change rearends will sell out very fast, so if you have a serious interest you should contact me as soon as possible.

Castings continue to arrive and pictures #4 & #5 show the transmission adaptor plate. The pictures really do not do justice to the quality of these castings. You will just have to take my word for it. Remember, normally the quality of the waxes is reflective in the quality of the finished castings. Pictures #6 & #7 are of the completed intake manifolds. It should be pointed out; the lighter colored castings are the newer ones that were needed to complete the first run of engines. The transmission output castings are shown in pictures #8 & #9. And the final two pictures are of the finished timing covers. Remember, each of these parts must be machined, but the more important issue is that they are in stock waiting for this operation.

The valve seats, camshaft gear drive adaptor, crankshaft space, and oil pump drive adaptor should be finished this week.

It is truly amazing to realize how many different parts that are needed. Normally, it is not very difficult to make just one part, but try to make hundreds of the same part, all the exact same size and one can see where a lot of the time goes. Although the CNC Lathe is great at repetitive reproduction of parts, it must first be “programmed”. Remember, as the saying goes; garbage in – garbage out! One false or incorrect move could result not only in rejected parts, but broken tools and cutters. Even worse, a catastrophic “crash” could destroy a machine. This is an area that I do not even want to consider. I cannot overemphasize the importance of being absolutely alert, when writing a new program and placement of all the tools which are needed. A very quick example of what I am talking about is when you need to drill a hole or holes – where is the hole(s) located on the work piece, what RPM, is coolant used, what type of material is being drilled, how deep is the hole, do you want the drill to retract to clear the chips, what is the feed rate, how far should the drill retract before going to the next hole, how many holes, what type of twist drill is to be used and what is it made of. At about 11:00 pm, things get a little blurry and that is when I shut off the machines. Stay tuned.

Pic #1



Pic #2



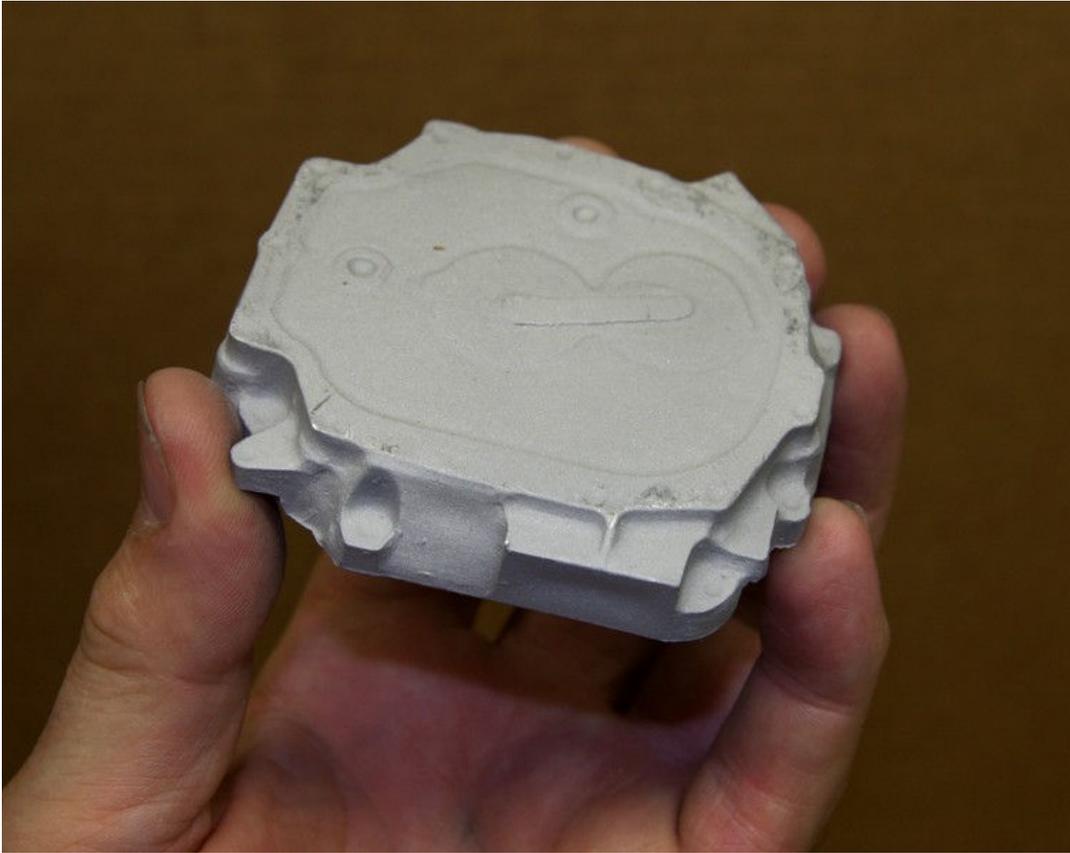
Pic #3



Pic #4



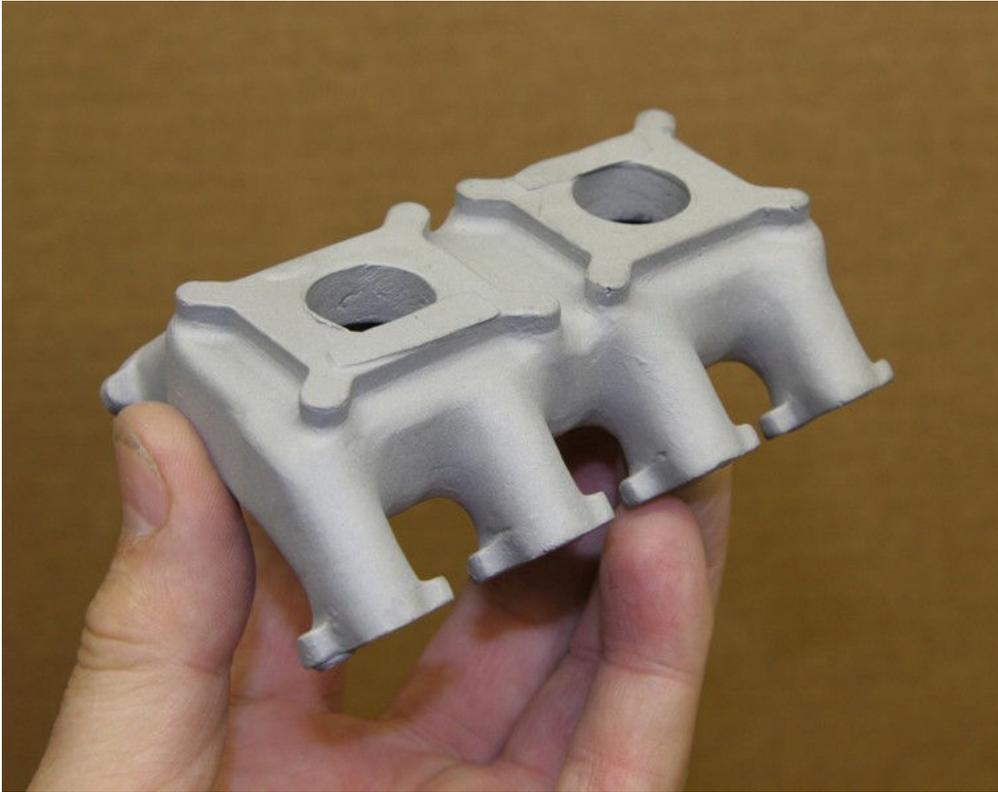
Pic #5



Pic #6



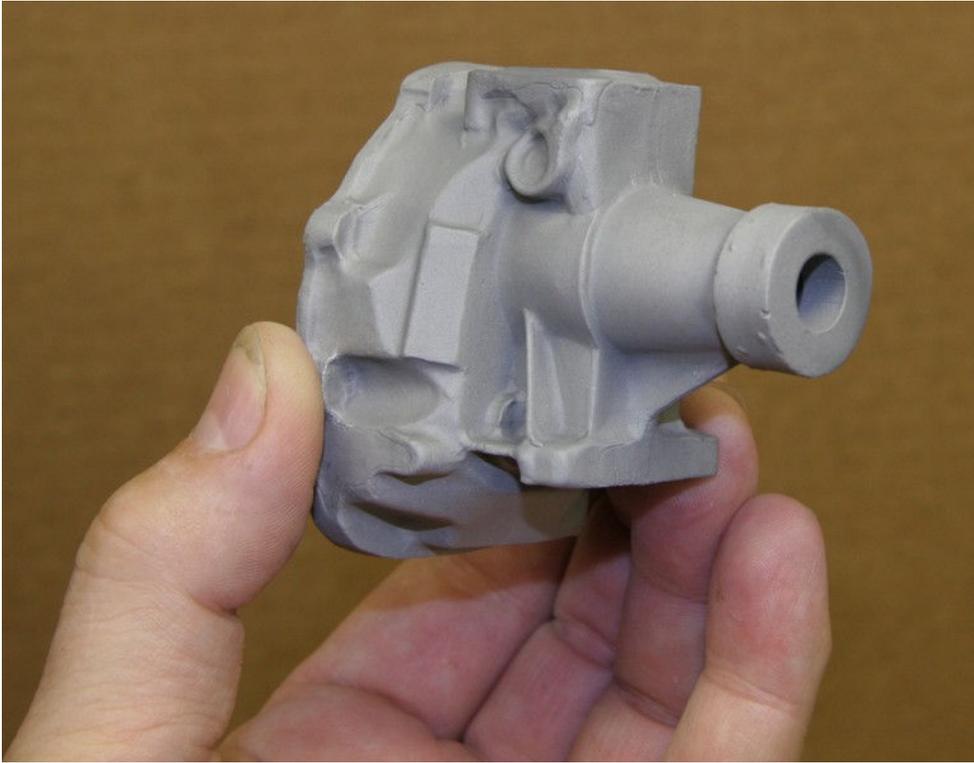
Pic #7



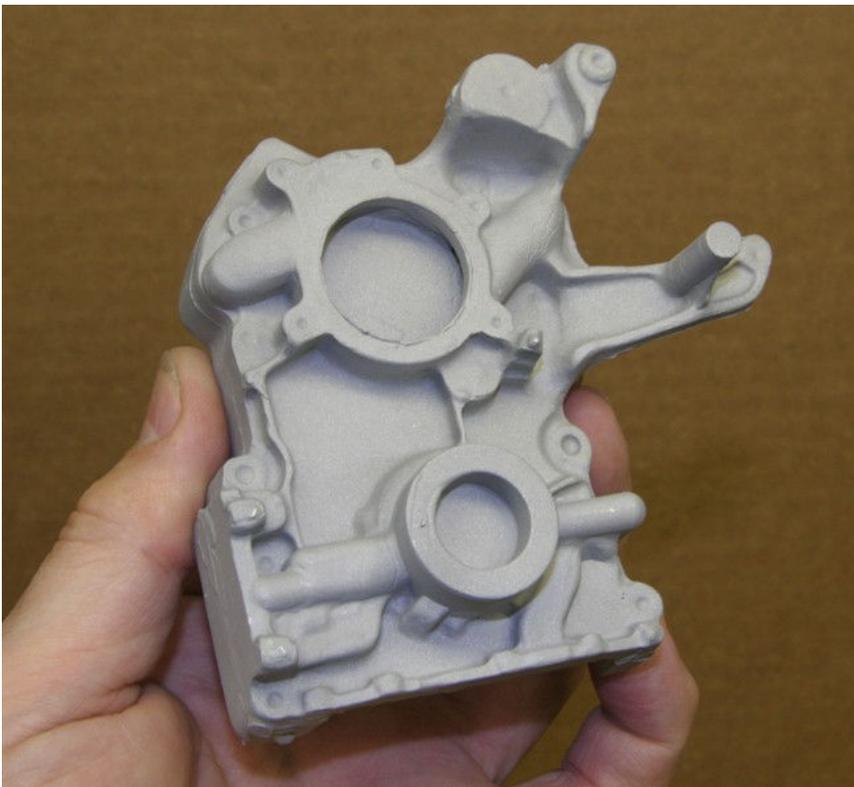
Pic #8



Pic #9



Pic #10



Pic #11

