

(07 September 2008)

As you can see from pictures #1 (crankshafts) and #2 (timing covers), there are always new waxes to be molded and sent to the foundry. It is an ongoing job that never ends. The trick is to not have too many in stock, but enough to continue the machining process. The past two weeks have mainly been spent regrinding the original crankshafts. Remember, because of the new bearing inserts the mains and rod journals are a little smaller. This is a rather lengthy process and there are no shortcuts! I mean none! Each crankshaft blank must have the throws ground first, which means that the center must be set EXACTLY. This is "offset" grinding and one small mistake could result in a very dangerous situation. I only grind about 4 crankshafts and then take a break. If all goes well, I have a customer who may be able to make a dedicated CNC grinder for the next series of engines. As the saying goes "keep your fingers crossed". I will keep you informed. When not grinding crankshafts, ordering parts, shooting waxes, setting up the machines, and general everyday activities, I continue to test the engine. Picture #3 shows the new rotor design. The rotor on the right was the first one which had no adjustability. The rotor on the left is far more rigid and allows for an extensive range of timing adjustments. Once the Sun Machine is totally hooked up and operational, there will be, no doubt, other small changes that must to be made. The same for the dyno! The only enemy that I have now, is time, which is an insidious little creature that does not let up. I truly think that if days were 48 hours long, I could really get something accomplished. It is now 6:00 Sunday night and I better get back to grinding crankshafts.



