

It is now Sunday afternoon and I will hopefully finish the update by the end of the day. For what it is worth, I started this update section over two weeks ago. When I say there is not enough time in a day, I really mean it!

Before I get started, I just wanted to bring it to everyone's attention, I know offer some Stinger 609 merchandise. If you go to my home page and click on the picture of the girl on the right side, it will take you to the items which I offer. A considerable amount of money and time has gone into the selection of these items. These are not cheap imported merchandise, but rather hand selected to stay with my motto "Perfection is almost good enough". I have even included something especially for the women. It seems as though they have been left out or ignored by other companies, which sell similar merchandise. Anyway, give it a look and let me know your thoughts.

Although there are not very many photos this time, there is a lot of work that is being accomplished. I will try to get a lot of updated photos next time.

The blocks are very near completion with all the machining operations. Unfortunately this has taken far longer than I could have every imagined. I will get some pictures when they have all been finished.

Going hand in hand with the blocks, are the cylinder liners. They should be finished by the end of next week, then each needs to be honed and then installed in each block. Speaking of honing, Sunnen Manufacturing has extended an offer to visit their facilities in St. Louis, Missouri on the 19<sup>th</sup> of this month. In addition to a running display Stinger 609 engine, I will be taking some cylinders for them to evaluate and test. This should prove to be a mutually beneficial trip. With any luck and the weather permitting, I will be taking my 32 Ford hot rod. Should be a great road trip! I will keep everyone posted as to the net results.

The pistons are finished and have been taken to be centerless ground. When completed then each must be machined. Picture # 1 shows the finished piston on the left and the newly (un-ground) piston on the right. You can see immediately the work which must be done to complete the pistons. Once again, there are no short cuts.

The camshafts are back from heat treat and now must be ground. Unfortunately, the heat treating company lost 9 of the camshafts. This could be a real problem if I have any rejects during the grinding process. I will grind the lobes first and when all are finished then I will grind the bearing surfaces. I am in the process of making new waxes which must be sent to the foundry, then machined, then heat treated. As you can see making model engine is not an easy task.

The crankshafts have started the initial machining process. This is detailed and very labor intensive. Just one mistake and the crankshaft becomes a "paper weight". Remember, the crankshafts are cast in 4140 steel and it is sometimes necessary to straighten them prior to the initial machining process. I also need to remove the "ties" which are needed to hold everything relatively straight. A portable band saw is used to do this operation. Once removed, then all flashing, burrs, blemishes, etc. must be removed. This is quite labor intensive but nevertheless must be done. Although we try to cover all the machines and benches, this process produces a lot of dust and grit and basically turns my shop into something less than, clean.

One more item which I should address is that, if I do not send out a personal letter as often as I should, telling each customer of the progress, it is because it is difficult to find enough time to contact each customer personally. This was brought to my attention by a

customer who would like me to let him know, more often. I take all input, constructive criticism and suggestions, from customers very seriously. I should also say, that if any customer has a specific question or concern, please do not hesitate to contact me. I will always make time.



