

It is now Tuesday afternoon and I started this update two weeks ago, Monday – so much for any extra time!

It seems as though it was yesterday that I did an update and I thought it would be a good time to tell everyone that the engines are performing as expected. It has obviously taken far longer than I could ever have expected, but once again, the net result is nothing less than “perfection” or as close as I can get it. In all honesty I thought that the first run would have been complete and shipped by mid year but as you can see, that did not happen. Because of this delay the second run of engines is also delayed. All is not bad, for I am making parts everyday - it is just that all the castings have not been started. Speaking of castings, at the current time about 95% of the castings are in stock. Finally! Actually, I will be looking forward to start the machining process once again.

I have had several emails asking why it takes so long to run each engine so I will try to explain the testing process. It is not just a matter of setting the engine on a test stand, pushing the button, adjust the carbs, then box it up and ship. Keep in mind everything must be hooked up – meaning – the gas, 3 separate oil lines, 1 crankcase vent line, water lines, starter motor, 3 separate plugs for the ignition, adjusting the timing on the starter motor, and finally the coil. If something is not correct, then everything must be removed, then make whatever changes must be made and then go through the entire process of hooking everything up again. When the engine is finally started and the initial carb settings are made, then the ignition timing is checked. If this is not correct, sometimes it is necessary to remove the engine, again, then remove the distributor and make the necessary adjustment. The engine goes back on the stand and the whole process starts again. If everything goes as expected and we all know what happens when you “assume” anything, then the engine is removed once again. The test exhaust manifolds are removed as are the valve covers and transmission with bell housing. Each rocker arm is adjusted and double and triple checked. Everything goes back together and one more time on the test fixture. If anything is discovered to not be as perfect as possible, then any changes or modification must be made – which takes more time. For example it took over a week to get one engine to run perfectly. Nothing seems to be easy! Is everyone still with me or have you all gone to sleep. If you remember in a previous email I made the statement that this engine was “very demanding of perfection” and could not be truer, when I finally get to test each. And yes, I still do get a “rush” every time I start one, especially when I do it in front of a customer! For those of you who are waiting in the second run, although it will take longer than originally planned, I guarantee the wait will be well worth it. For example one customer who had to wait almost 3 years, said to me “When I look at these engines, the long wait did not seem to be so long after all”. For what it is worth, he took delivery of 3 engines.

In addition to everything that a small business requires, I am still working on all the test stands, making round parts, testing engines, mailing packages, etc. etc. Hang in there everyone and do not hesitate to contact me with any questions or concerns.

Pic #1 Alternator halves



Pic #2 Alternator halves



Pic #3 Water pump housing



Pic #4 Crankshaft pulley drive hub



Pic #5 Crankshaft pulley adaptor shaft



Pic #6 Water outlet



Pic #7 Test stand gauge plate



Pic #8 Partially assembled test stands

