

I tried to get an update out yesterday (Sunday) but I was too busy making pistons on the CNC mill and water pump pulleys on the CNC lathe. Just to give you an idea of how much time I have devoted to this engine, I have not justified my business checking account since March of this year. I truly hope there are no mistakes. Ha. Ha.

Anyway, I have finally received all of the casting necessary to complete this first run of engines. In the following pictures you will notice some of the cast parts that are a lighter in color - they are the additional ones needed for the first forty plus engines. Now all I need to do is the get everything machined. Keep in mind the majority of the castings are relatively straight forward in the machining process. The timing cover requires a little more time and if you take a good look at the picture of the finished engine on my home page, you will see how many different items attach to the timing cover, i.e. – distributor, water pump, alternator housing, idler pulley, dry sump oil pump, oil seals, and belt tension pulley. Just in case some of you are not aware of the exorbitant cost associated with these engines, presently the additional castings had a final cost of almost \$9,400.00. Most of the pictures should be self explanatory, but just in case they are as follows;

Pic #1 (Valve covers)



Pic #2 (Bellhousing)



Pic #3 (Transmission center section)



Pic #4 (Alternator halves)



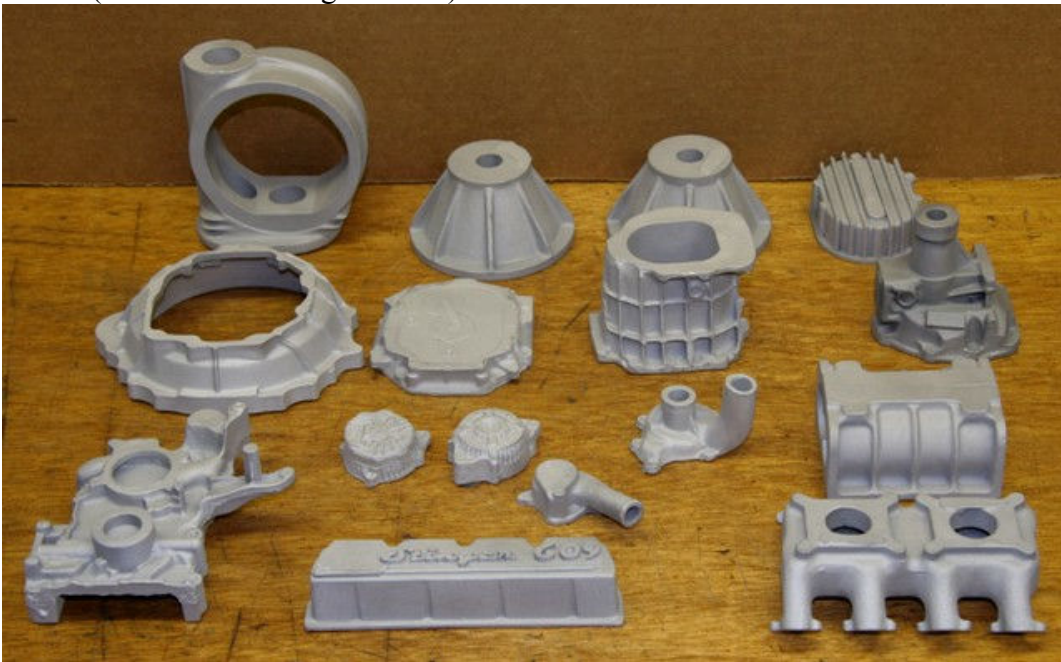
Pic #5 (Water pump)



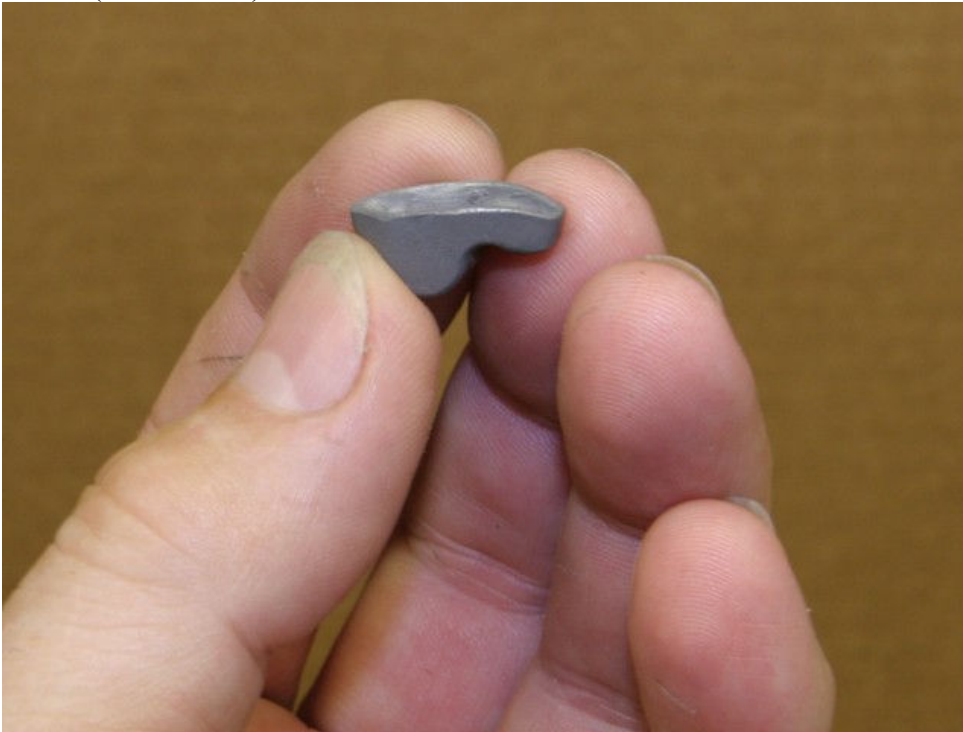
Pic #6 (Water outlet)



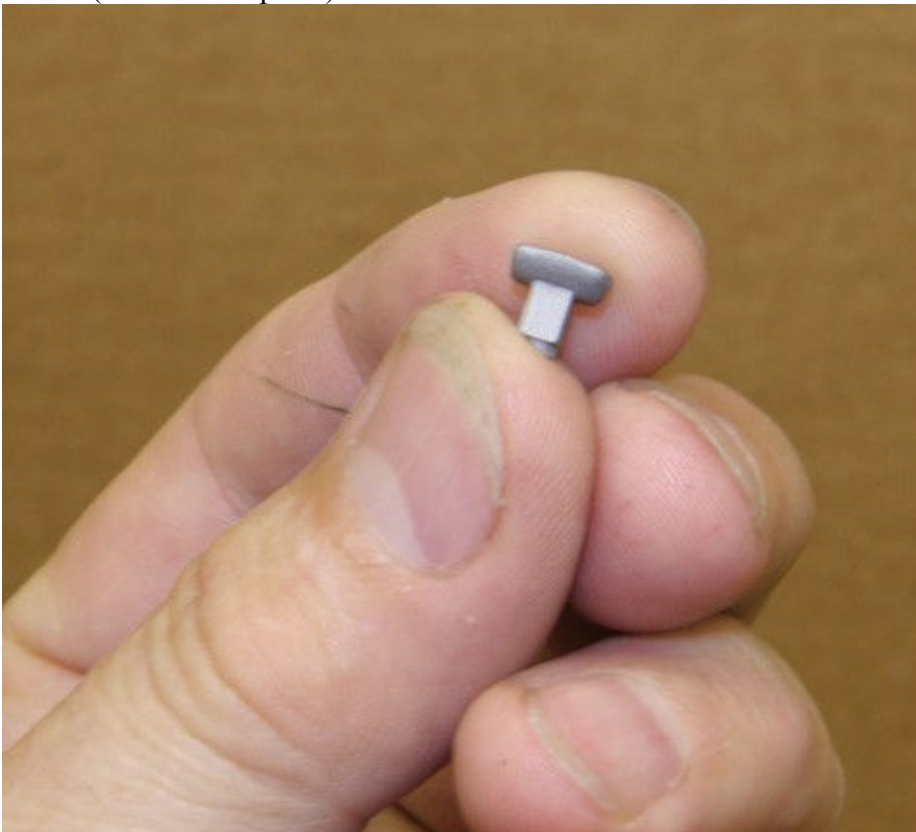
Pic #7 (Additional castings needed)



Pic #8 (Rocker arm)



Pic #9 (Rocker arm pivot)



Pic #10 (Rocker arms and Pivots)

