

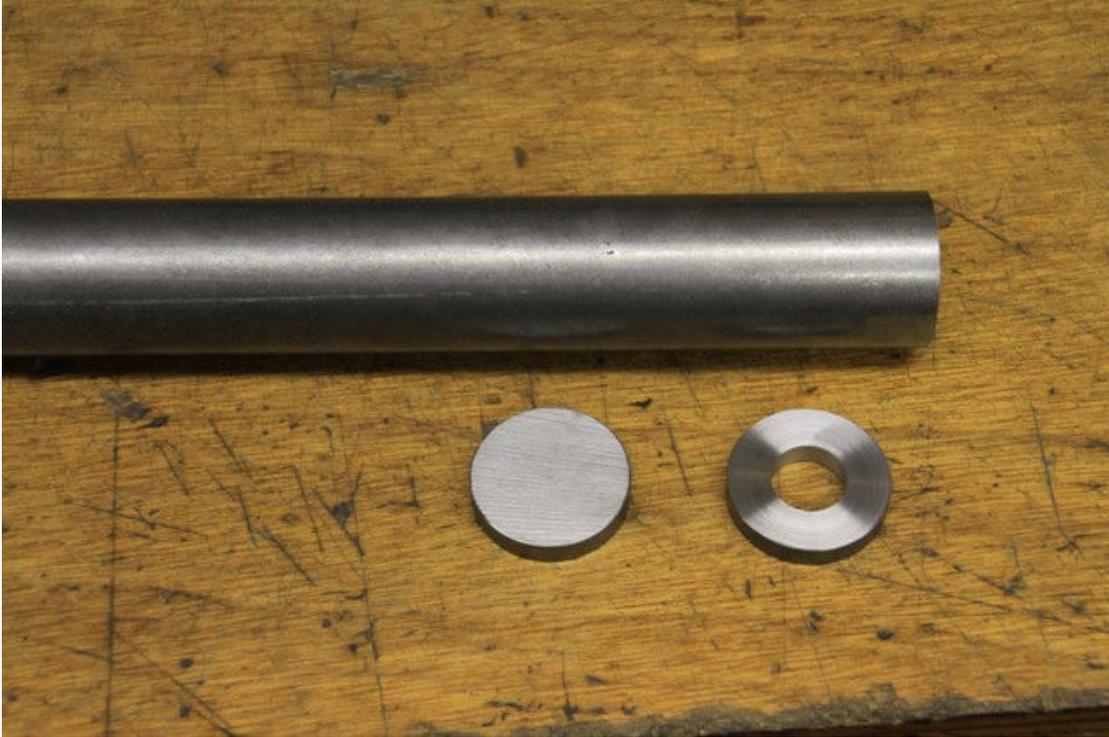
Work continues on completion of the remaining engines on this run. Unfortunately, there are no new pictures to add to this update. Although every engine is machined and assembled, one would think that it is just a matter of putting in gas, oil, water, and then start the engine. Basically you assume this would be correct. NOT! We all know what happens when you assume anything. There are so many different things that can go wrong and some of them take a long time to find and fix, while others are merely a nescience. If there are several items that are not adjusted exactly, then it becomes a matter of tracing down the problem area. A good example of what I am talking about would be the rocker arms and adjustments. Although each engine has the valve lash adjusted prior to a test run, on a rare occasion I have had a single and sometime multiple rockers stick, just a little. This would not be visually noticeable because the valve covers are in place. If the valve covers are removed and the engine rotated by hand sometimes it is imperceptible to see the problem. Only by careful and exhaustive observation can the problem be located. Keep in mind; the symptoms of a sticking rocker arm or pushrod are the same as multiple ignition problems, timing, carb adjustment, or simply, an air leak. There are numerous areas where an air leak can appear and sometimes it necessitates that the heads be removed. This normally takes the better part of a day to remove and re-install everything. Once finished, then the engine goes back on the test stand. Sometimes the problem is solved, sometime not. So it is easy to see just why it takes so long to do a thorough test run of each engine.

In addition, I am also working very hard to complete several cars and numerous test stands. The past several weeks I have concentrated on the quick change rearends. Not only will they be used in my cars, I will also be selling them to other individuals for the cars they are building. When you first look at the rearend, it appears to be quit simple. That assumption could not be further from the truth. The pictures below will show just a couple of parts, but the work that is needed is extremely time consuming.

To start with, I ordered a bar of 1.625 diameter steel, then I cut 1/4" slugs. Keep in mind, I am making 50 rearends on the first run. This means that I need over 100+ of these slugs, 100+ axel tubes, and 100+ bronze bearings. Just a note, 100 of anything is a lot! Each slug must then be machined on one side, then a .750 diameter hole is drilled through the center of each slug. Each is then rotated and then each slug is machined to exactly .250 thickness. Each slug is then placed in a special jig and then the four attachment holes are drilled and countersunk.

The material for the axel tubes must be ordered, then each is cut to the approximate length. Next each tube is machined on one end only, then a .625 hole is reamed in that same end. This is for the axel bearings. When I am satisfied everything is correct, then the axel tube is placed in a special jig, the machine slug is placed on the un-machined end of the axel tube, and then the two are welded together. I am exhausted just thinking about all the work that needs to be done. I haven't even started on the axel shaft, shaft hub, bearings, jack shaft, seals, brakes, etc. I will cover these items, hopefully on my next update.

Pic #1 (1.625 dia. steel with cut slug and partially machined)



(Pic #2 (Fully machined axel tube slugs))



Pic #3 (Rough cut axel tubes)



Pic #4

