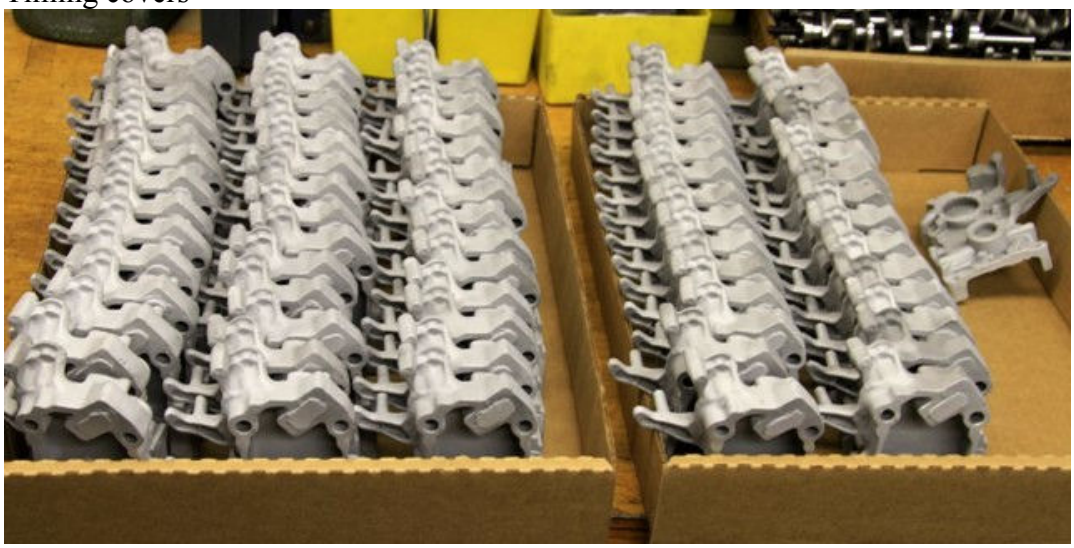
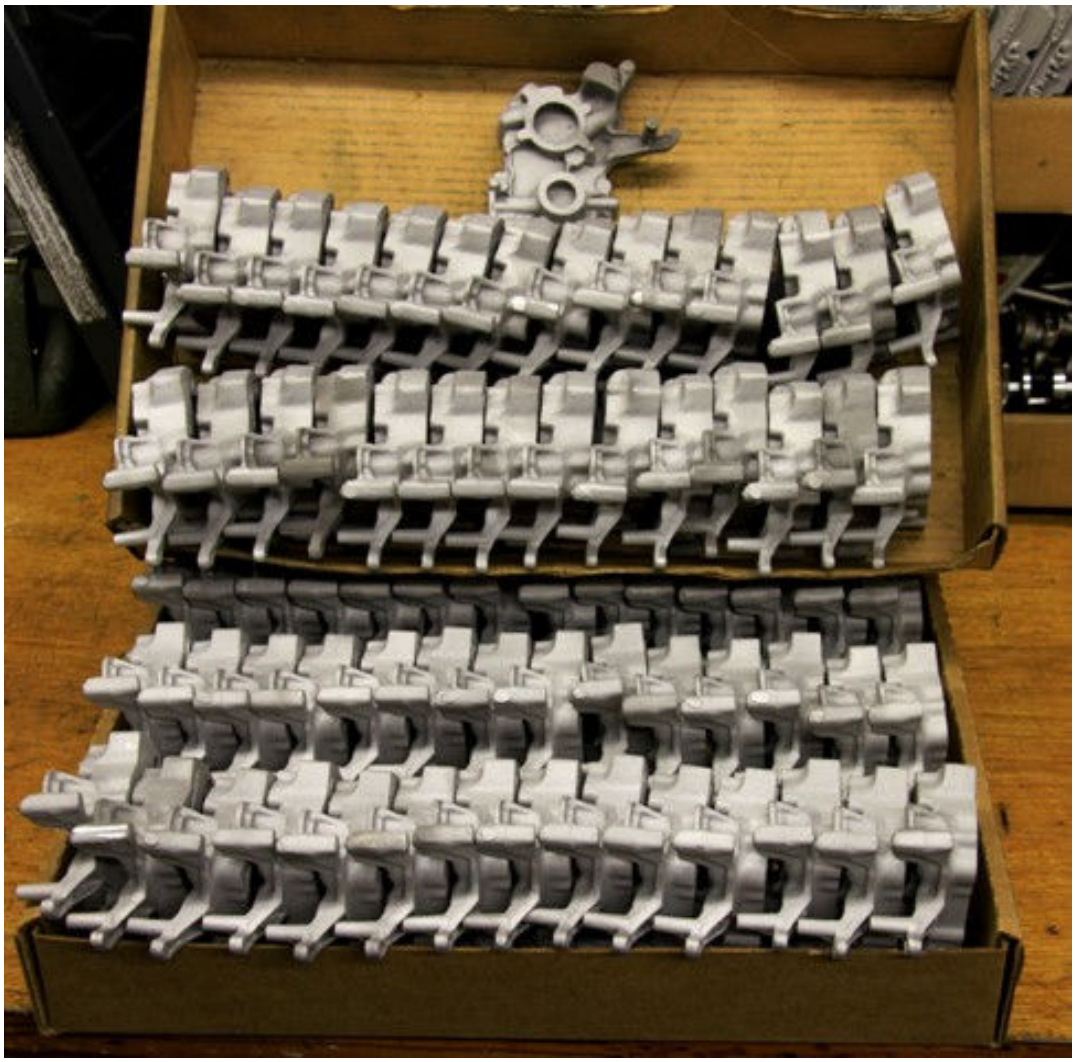
Too say that I have been very busy is an understatement. For what it is worth, every year my wife schedules our vacation and this year is was to the Amazon and Galapagos Islands. Although I know it is important to get out of the shop sometimes, going on a vacation, no matter how much it is needed, is always a "double edge sword". It is not so much as missing the two weeks in the shop as it is the time needed to prepare for the trip and the time needed when I return. Sorting through 175 plus emails, regular mail, parts, castings, etc., takes a lot of valuable time. As for the trip, I can only say that if you ever get a chance to go to either place, do not hesitate. I could spend hours telling everybody how great it was, but at the risk of "boring you all to death", I should concentrate on what it happening with the engines. Keep in mind, as I stated in my previous update, all of the engines are assembled and ready to test run. So, one would think that this would be a relatively simple matter. In actuality, nothing could be further from the truth. If anyone has ever built a full sized engine, then you know just how many areas that problems can occur. Here are a couple of examples of what I am talking about – for five days I just could not get one engine to run correctly. I check ignition timing, removed carbs, check sparkplugs, removed the distributor 4 times, removed the complete timing cover and check camshaft timing, check the ignition module, check the Hall Effect sensors, valve adjustments – in short, just about everything that I could possible think of. When I went to remove the ground wire from the engine block, the plug came off in my hand. For some reason the ground wire had intermittently been making contact with the spade clip. I subsequently re-soldered the wire and immediately the engine ran perfectly. Another instance, the engine seemed to starve for fuel at high RPM. Although you would think this would be an easy problem to remedy, is actuality, it took almost a week of testing to solve the problem. It was not the fuel pump, or positive/negative pulse generator which looks like a vacuum advance on the distributor, or air leaks. Since these carbs are designed for two cycle application, there was just not enough "venturi effect" to draw the fuel in properly. Inside the carburetor body, there is a very light spring which keeps the needle valve on its seat and is activated via a diaphragm on the side of the carb. When the engine is running there is a negative pressure created which moves the diaphragm, which in turn, lifts the needle valve off it seat allowing more fuel to enter the small fuel reservoir! Have I lost everyone? By adjusting the small tab that lifts the needle valve, this allows more gas for the engine. If you re-read the previous two or three sentences, it should make sense. Anyway, these are only a couple of the areas that caused some significant delays. I should also say, and even more important, none of the problems were associated with the mechanics or design of the engine but rather "teething pains" of small engine production.

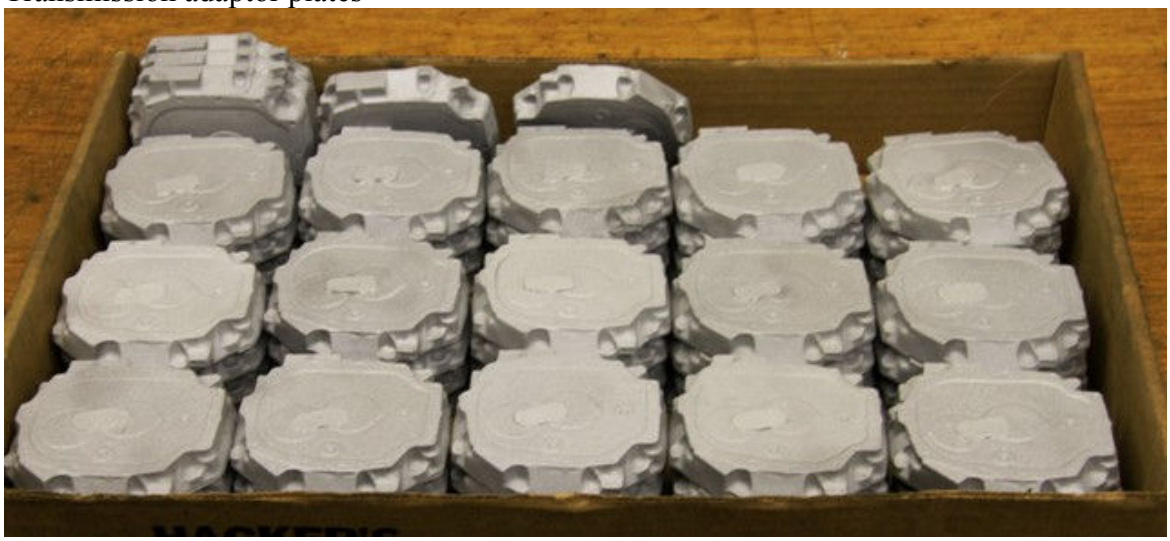
As you can see a lot of new castings are continuing to arrive. Unfortunately, the foundry had another, what is called a "no fill", situation, which resulted in me having to make additional waxes for the heads, rocker arms, and intake manifolds. Once again, this took time away from test running engines. Not complaining, just stating facts. Let's hope that everything goes smoothly at the foundry this time. As you can see, I have a lot of work ahead of me, to say nothing of the test stands and cars that need to be made.

Timing covers

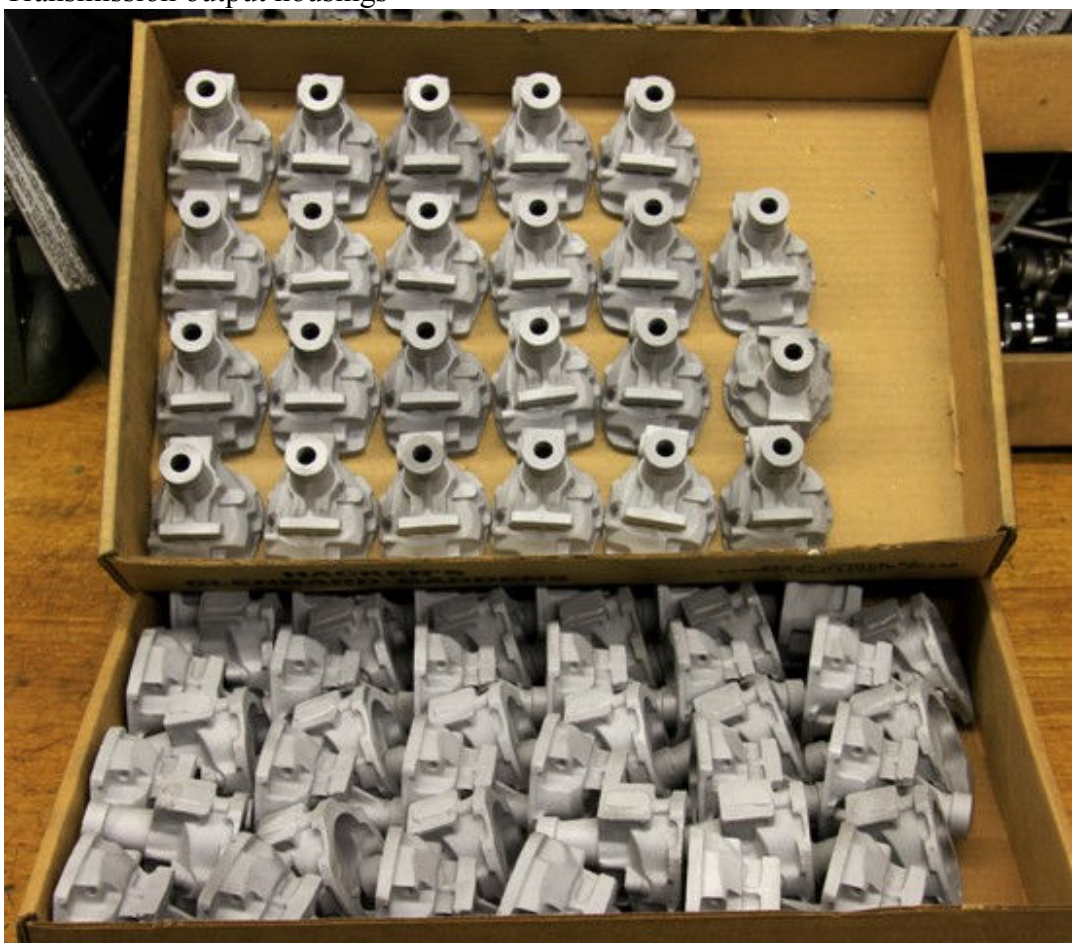




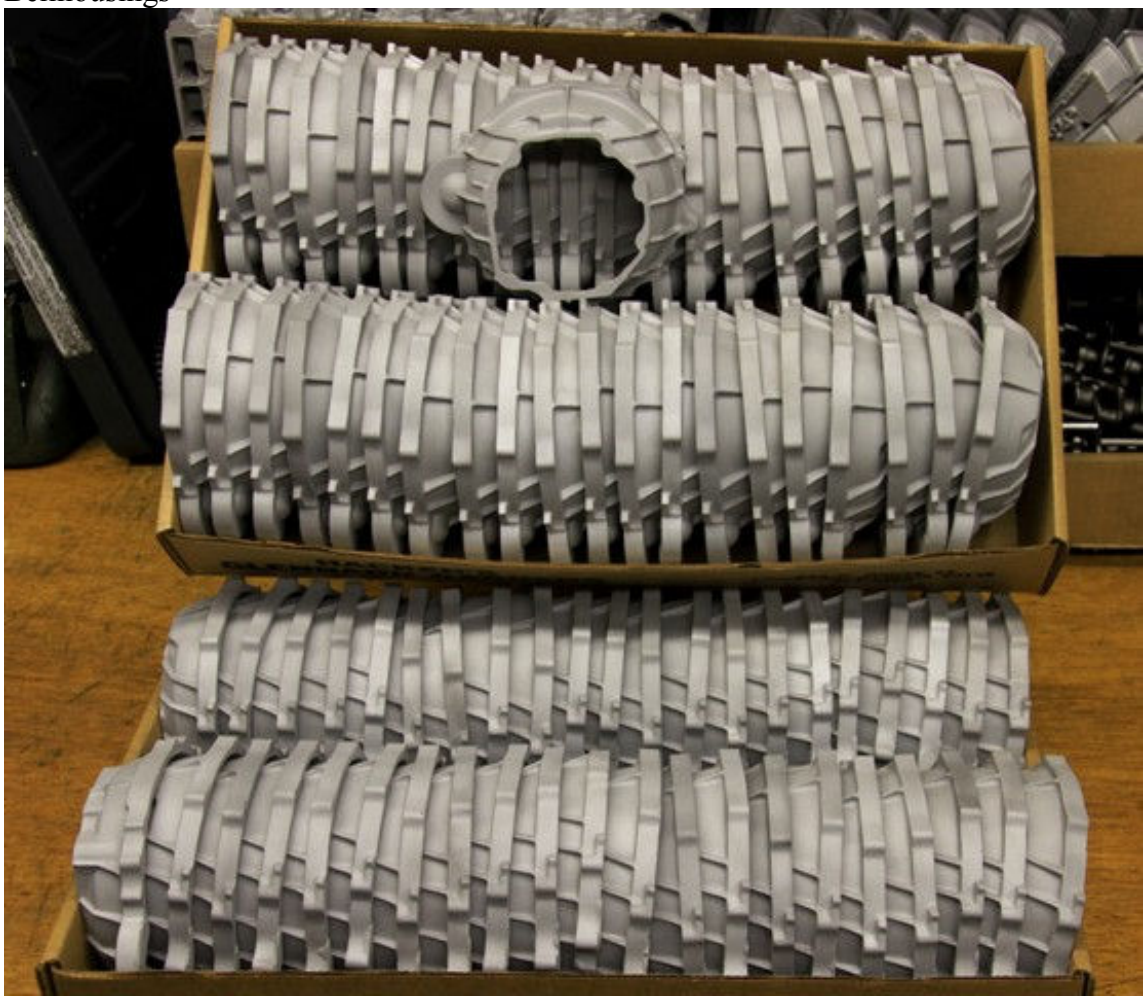
Transmission adaptor plates



Transmission output housings



Bellhousings



Valve covers