

Work continues on almost everything. The second half of the blocks are now completed, which makes them about 85 % finished. The top needs to be machined as well as several through holes for the water passages. The cylinder liners are being machined and when finished they can be honed and then installed. Speaking of “honing”, Sunnen has asked me to visit their facilities on June 19<sup>th</sup>. I will be taking an engine for show as well as some un-finished cylinders for their evaluation and testing. They have assured me that they can help with the amount of “blow-by” sliding by the rings by improving the “crosshatch” design, depth, and finish. It should prove to be a great day. If all goes well, I will be taking my 32 Vicki on a much needed road trip.

The 34 body is now at the mold makers. If everything proceeds as expected I should have some good news about the body within about 3 weeks. For what it is worth, I have already taken about 6 orders for complete cars. If anyone is interested, the cost of a car with a supercharged Stinger 609 engine, ready to go, is \$16,500.00 plus shipping and insurance. Delivery is expected to be about 18 months. Please contact me for further details.

I have completed the steel flywheels. This will be an option which is \$65.00. The net result will be a little lower idle. Each flywheel weighs about 1 pound 4 ounces, which is exactly 1 pound heavier than the original flywheel. Quite a difference!

The distributor caps have been molded and all the spark plug wires have been cut. The caps now need to be assembled.

The initial machining is finished for the camshafts. I will then put a .093 hole in one end for the camshaft timing gear to align. Once this operation is finished they will be sent to be heat treated and straightened. When I finally get them back I can then start the process of grinding the lobes and bearing surfaces.

Pic #1 (Machining right bank of block)



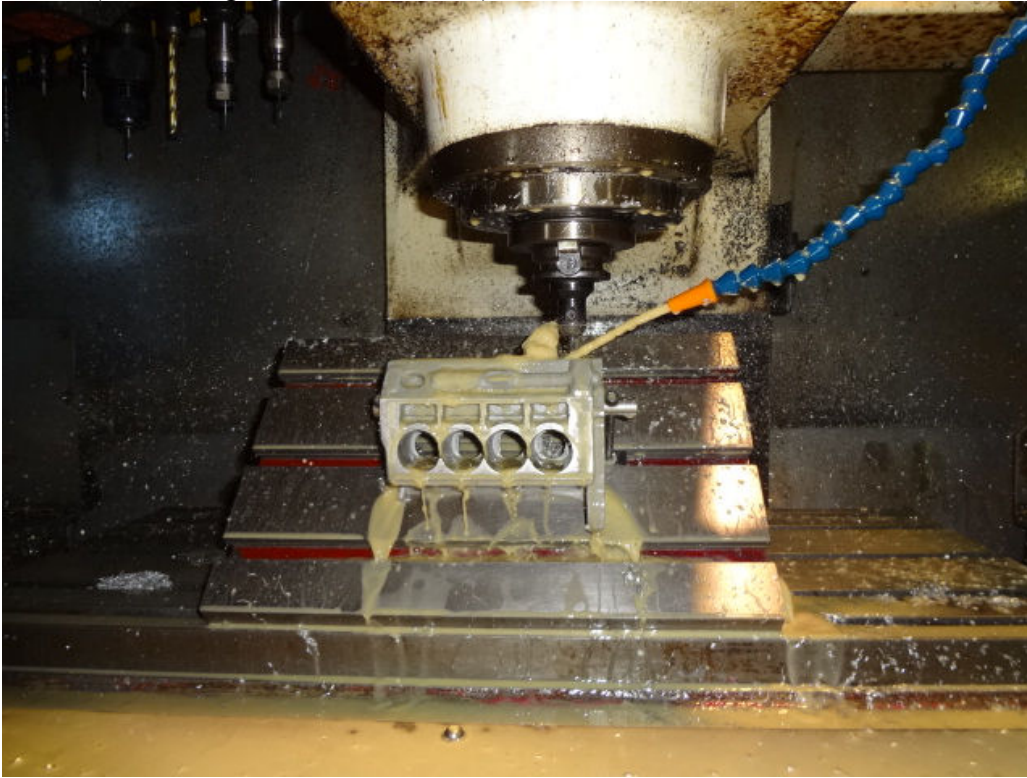
Pic #2 (Finished right side of blocks)



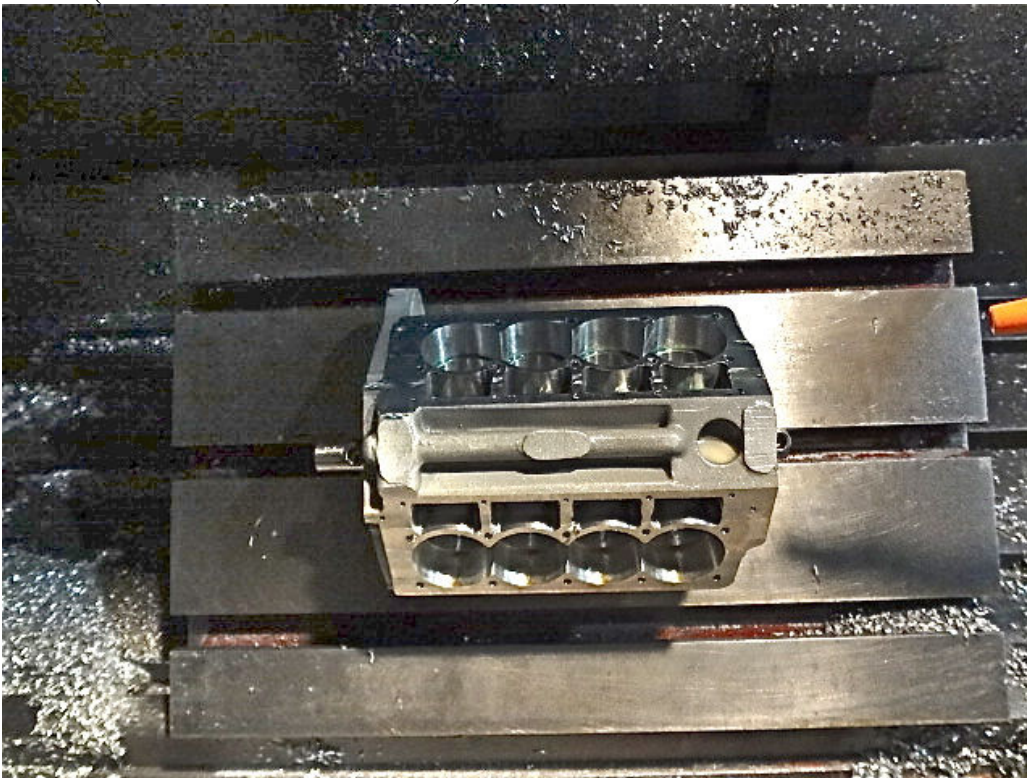
Pic #3 (Close-up of machined surface)



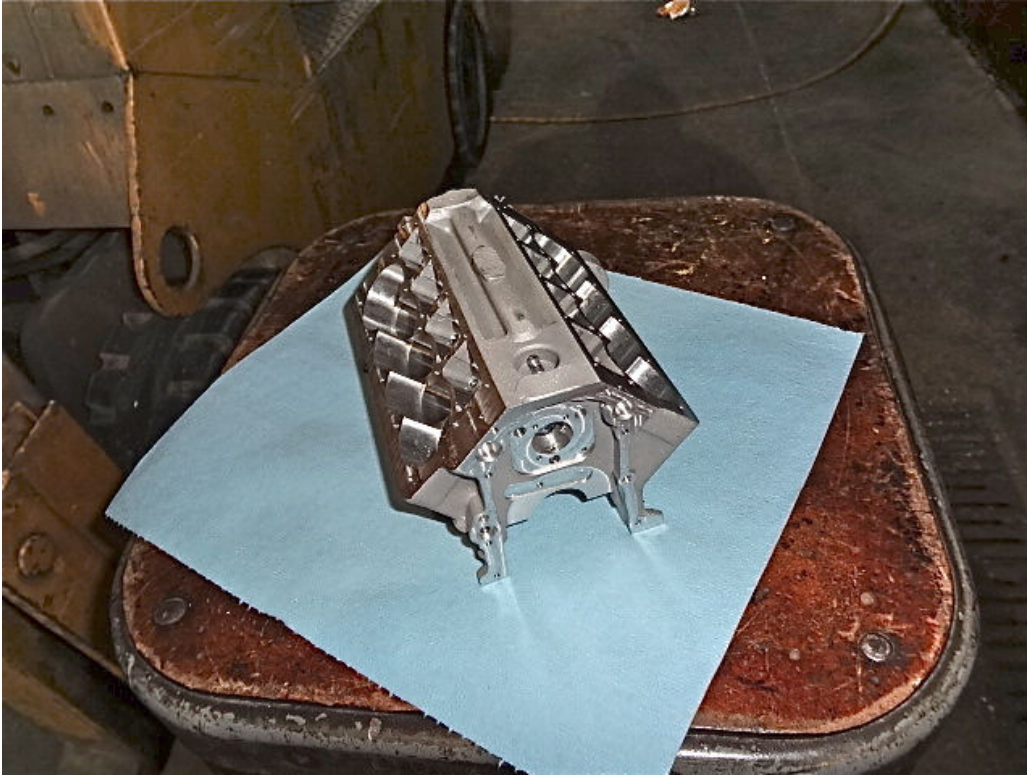
Pic #4 (Machining right side of block)



Pic #5 (Machined left side of block)



Pic #6 (Block 85% completed)



Pic #7



Pic #8 (Finished Flywheels)



Pic #9 (Molded distributor caps)



Pic #10 (Spark plug wire cut and ready for installation)



Pic #11 (Initial grinding of camshaft)



Pic #12

