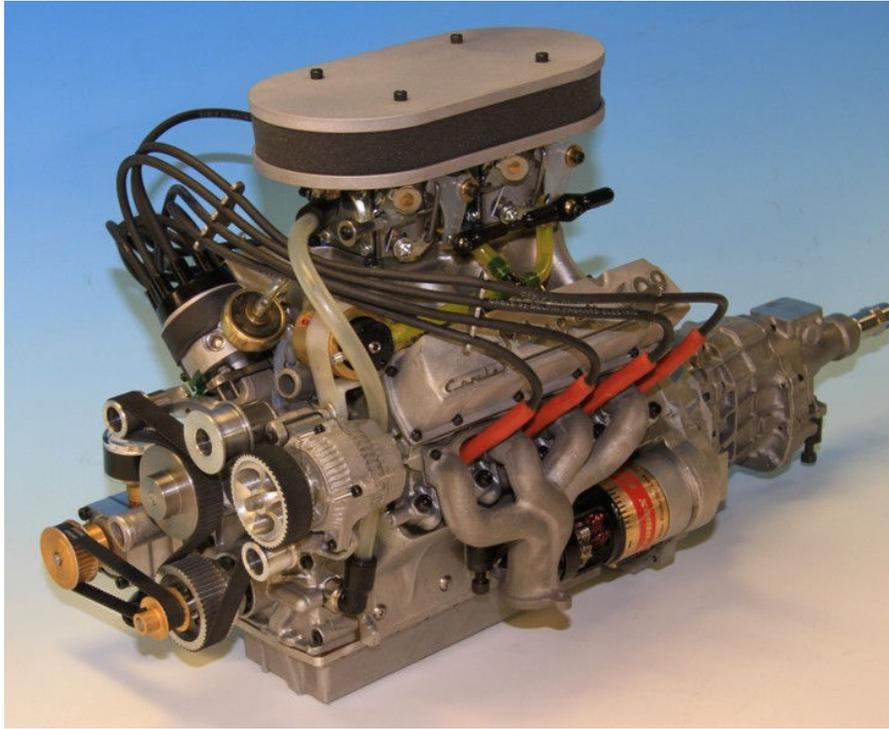


It is now 7:35 Sunday morning and thought I would give you the latest update. Like I said before, things are starting to move real fast, the nearer the engine are to completion. The first pictures are of the final version of the standard engine. The first thing you should notice is that there are now two carbs as apposed to the original design of using a single carb and a large plenum chamber. After several hours of testing and continually checking exhaust temperatures, it was discovered that the front cylinders were running a little lean, whereas the rear cylinders were running a little rich. Both scenarios are not good for long term. Although the twin carbs installation is more expensive, it gives a far better distribution of air/fuel mixture and easier adjustability. I should also say, this engine has the optional 4 into 1, non polished stainless steel headers. If you look closely at Picture #5 you can see the new idler support bracket directly above the water pump pulley. What may appear and an insignificant item, in all actuality, this was a noteworthy change, which made the engine more reliable and easier to adjust. You will also notice that there are three idler pulleys which insure the serpentine belt remains centered.

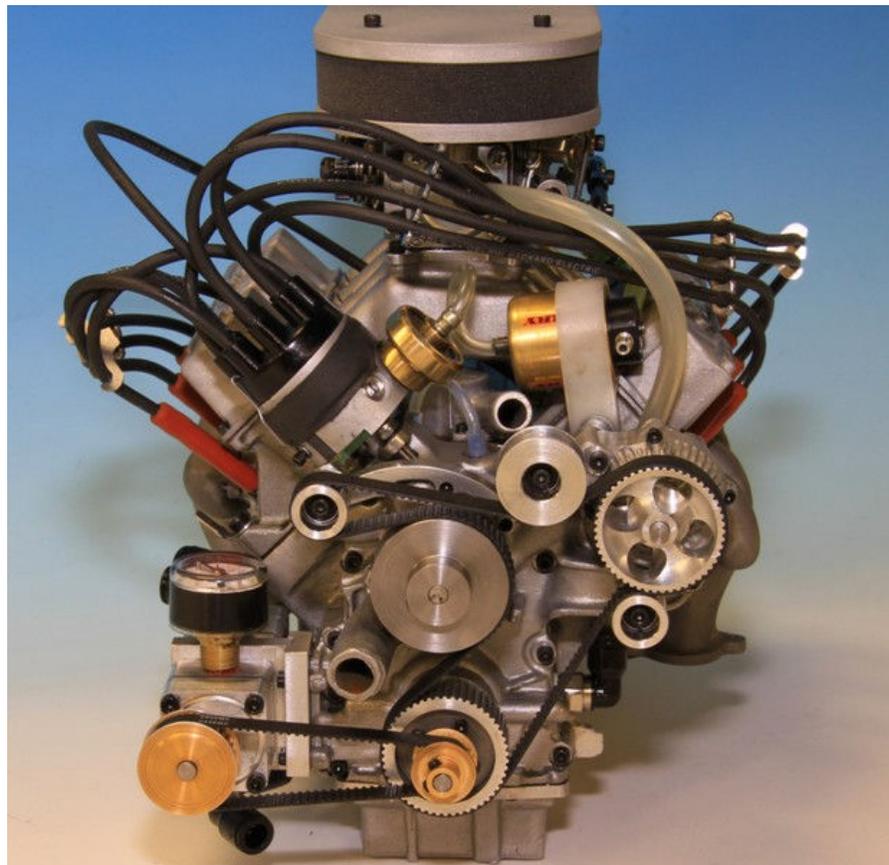
At this time I would just like to comment on a remark which was made to me during a phone conversation with a good customer – and it went something like this “Why is he spending so much time making changes, when all someone is going to do with the engine is to put it on display and probably never going to run it”. This comment was made by another person who does not even own one of me engines. First of all, individuals who are spending a considerable amount of money on a model engine deserve and expect the best possible! Whereas nothing is perfect, I try very hard to live up to my motto which is “Perfection is almost good enough”. As a person several years ago said to me “Why is there always enough time to do it over, but never enough time to do it correctly the first time”. There were four generations of my first V-8 and consequently a lot of parts were not interchangeable. This engine has taken more time that I could have every planned for and it is imperative that over the years the engine remain the same so that in an unlikely event someone needs a part it will fit perfectly. It would have been very easy to have eliminated the dry sump and ignition system, but what I would have ended up with is a new version of an old engine. Furthermore, it would also have been easier to have not used so many castings but the net result would not have been as spectacular as what you see below. Taking pressurized oil from the crankcase and allowing it to go through the supercharger gear case then back to the block where it drips on the distributor gears has worked flawlessly. Once again, these changes take time. Is it worth it, ABSOLUTELY! Anyone who has seen my engines up close and heard them run understands why it has taken so long. As I have always said “I would rather explain for a delay, rather than apologize for the quality”! Every change can be justified and it certainly makes better since than having a customer send back an engine for a modification or update. For those of you who have reviewed my “weekly updates” and taken the time to understand, certainly know why the changes were not only necessary but in some cases were mandatory – at least for me. One more thing and I will let this go; big corporations normally have a complete design and engineering department(s) with unlimited budgets. I have an engineering staff of one and very little in the budget to justify additional personnel.

The final picture is of the finished blocks with all the timing covers with distributors installed. The heads are next, then intake manifolds. Hang in there every one, the ride is getting easier and nearing the end – at least for the first run of engine.

Pic #1



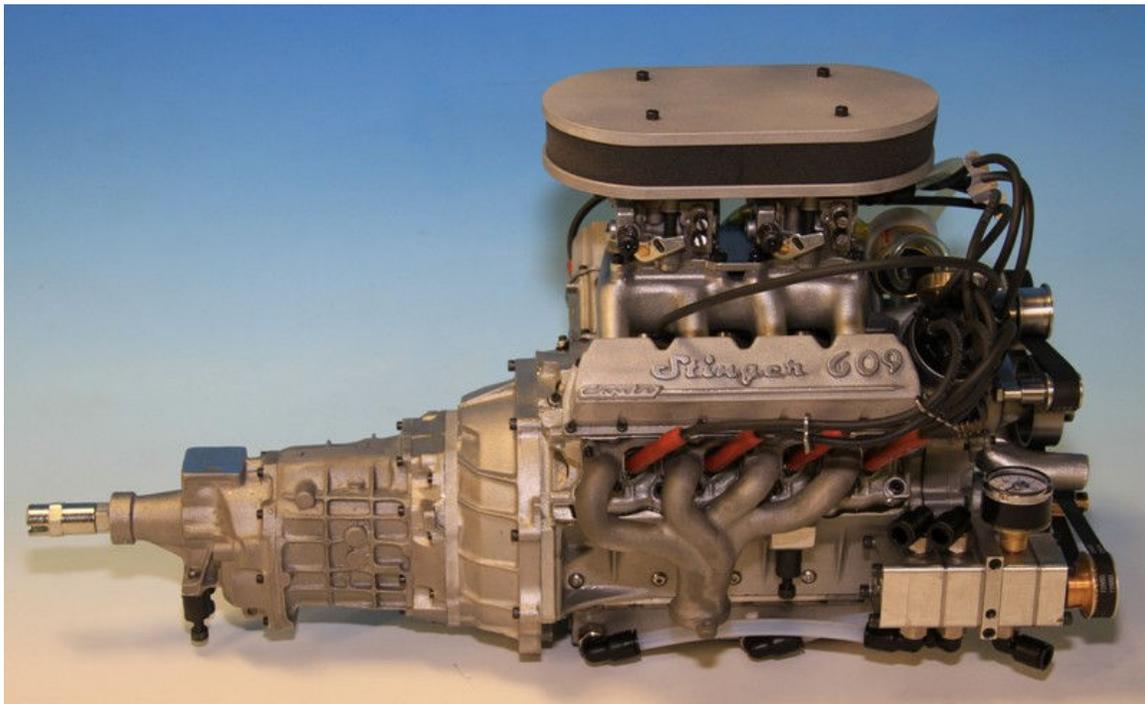
Pic #2



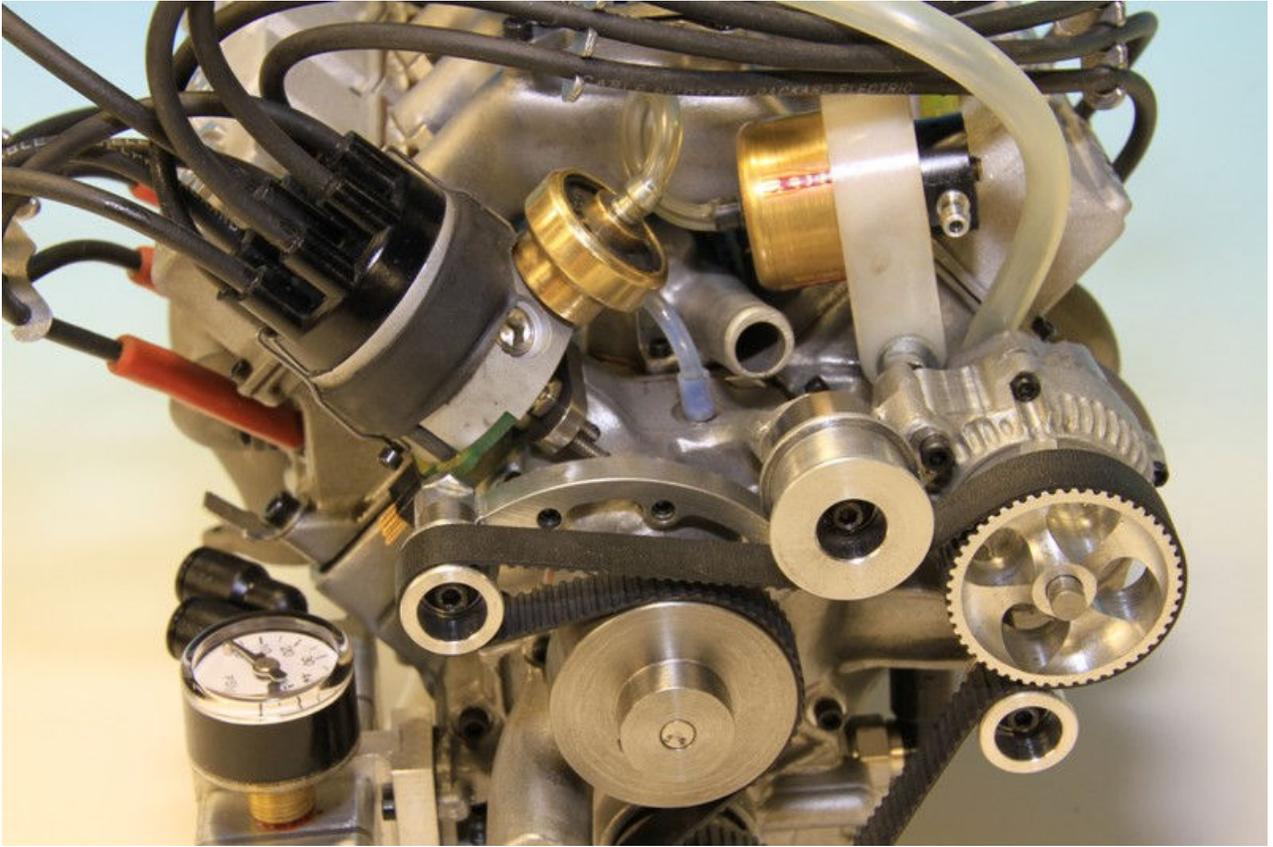
Pic #3



Pic # 4



Pic #5



Pic #6 (Finished blocks with timing covers and distributors installed)

