

Well, another Toledo model show is finally come and gone. Preparation for this show is always very demanding, not only with time, but everything that must go in the trailer for the trip. Once you are there, there is no chance of getting something which was left behind. Speaking of Toledo, a lot of the sportswear and collectables were sold. If you did not get a chance to stop at my booth, or have not order any of these items, you really should check out my web site. Everything is being sold below my cost and when they are gone, will not be available again! Honestly, where can you buy **good quality** "T" shirts, denim shirts, caps, mugs, etc? One item which is overlooked by the men, is the fleece shorts and fleece pants for women. Guys, these are great items which are being sold below cost. If you get a chance, take another look.

So much for the sales pitch! The new changes on the 34 roadster were well received at the trade show, especially the new exhaust system and rear suspension. Just getting the exhaust to fit between the engine block and frame was monumental task, especially the driver's side. People could not believe that the doors and trunk lid latches, actually worked. If you look at the picture of the front of the engine, in the frame, it is easily to see how tight everything is. Although there is still a lot of work which needs to be done, like oil tanks, water tank, fuel tank, remote control, dash with simulated gauges, steering wheel, electronics, battery packs, etc., it is progressing as planned. As the saying goes "stay tuned".

During all this, work continues on the engines. The crankshafts are back from having the oil passages put in. This is done with a machine commonly called a "Hole popper". This is a process where the holes are actually not drilled but "burnt" to the exact depth. This is extremely accurate and can be done on an angle without deviation. It is my understanding that the hole can be done about 1" per minute. Keep in mind the oil passages only have a diameter of .057. If you have ever tried to drill a small diameter hole, on an angle, you can immediately see the problem. The only operation which needs to complete the crankshafts is a small notch in the front for the drive hub. They will then be ready for installation in the blocks.

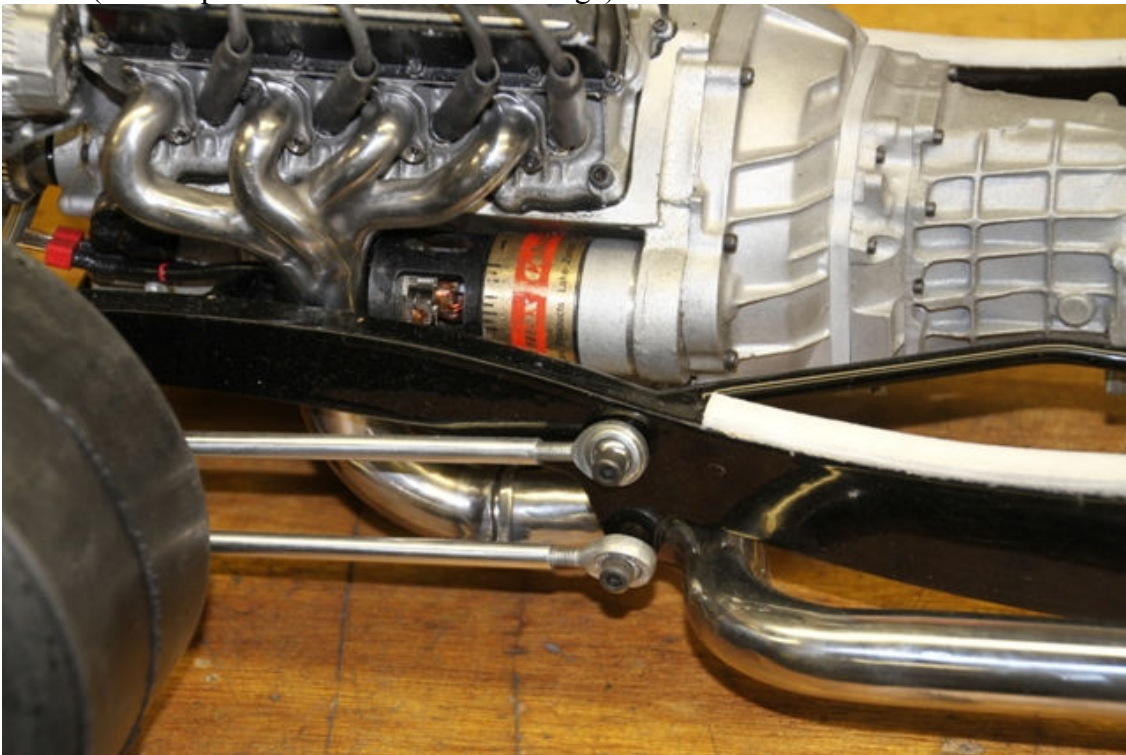
The heads are completely finished and ready for installation. As you can see the new pushrod guide plates have been installed along with the rocker arm studs. Once the heads have been installed, the rocker arm and pushrods are then put into place. Things are getting better each day.

If that were not enough, the back cover, for the quick change rearends are finished. The center sections are completed, as are the side covers. I need to get the gaskets laser cut and they will be ready for final assemble. I still do not have the completed disc brake assembly finalized – close but not finished.

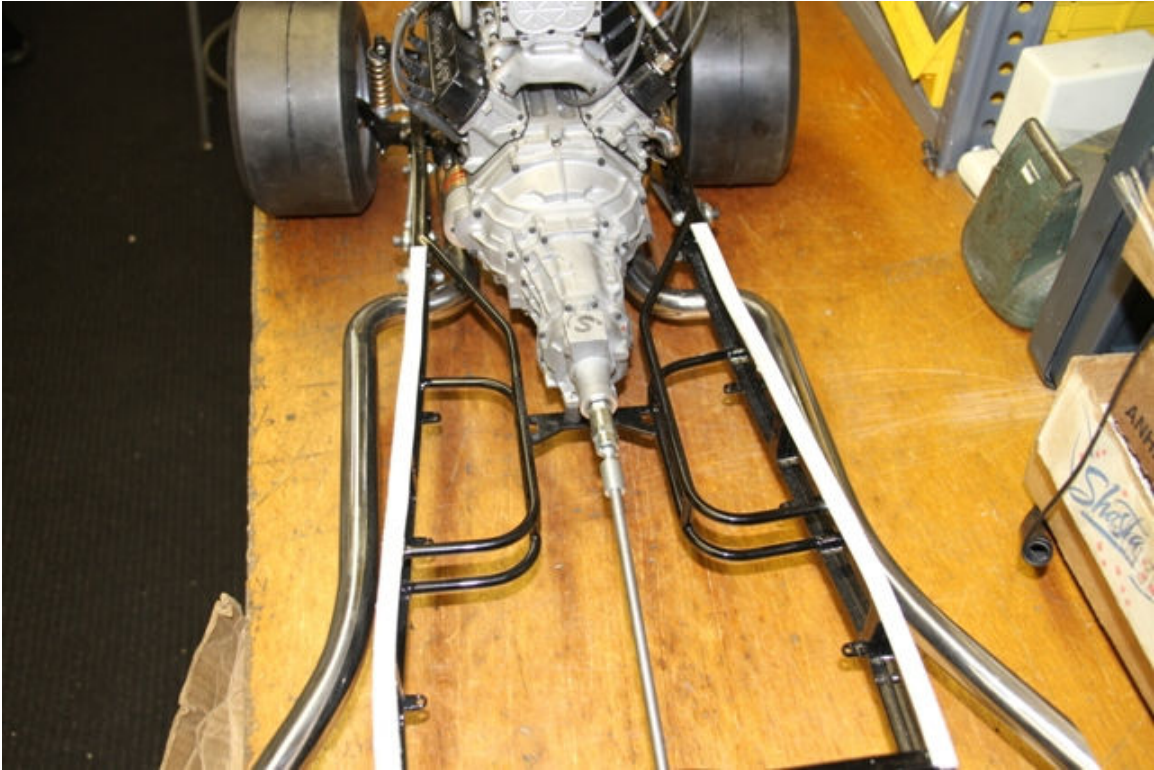
Pic #1 (New frame with engine and exhaust)



Pic #2 (Close-up of exhaust headers and flange)



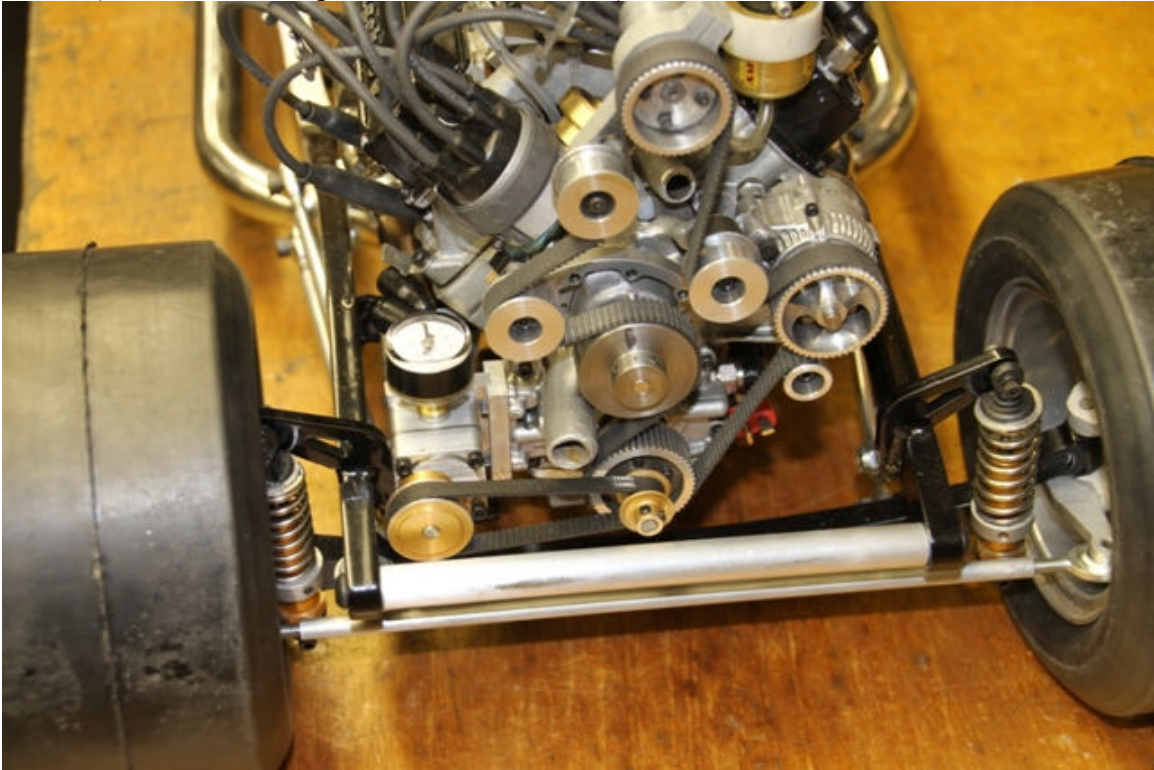
Pic #3 (Dual exhaust and oil tank cradles)



Pic #4 (Right side exhaust)



Pic #5 (Front view of engine installed in chassis)



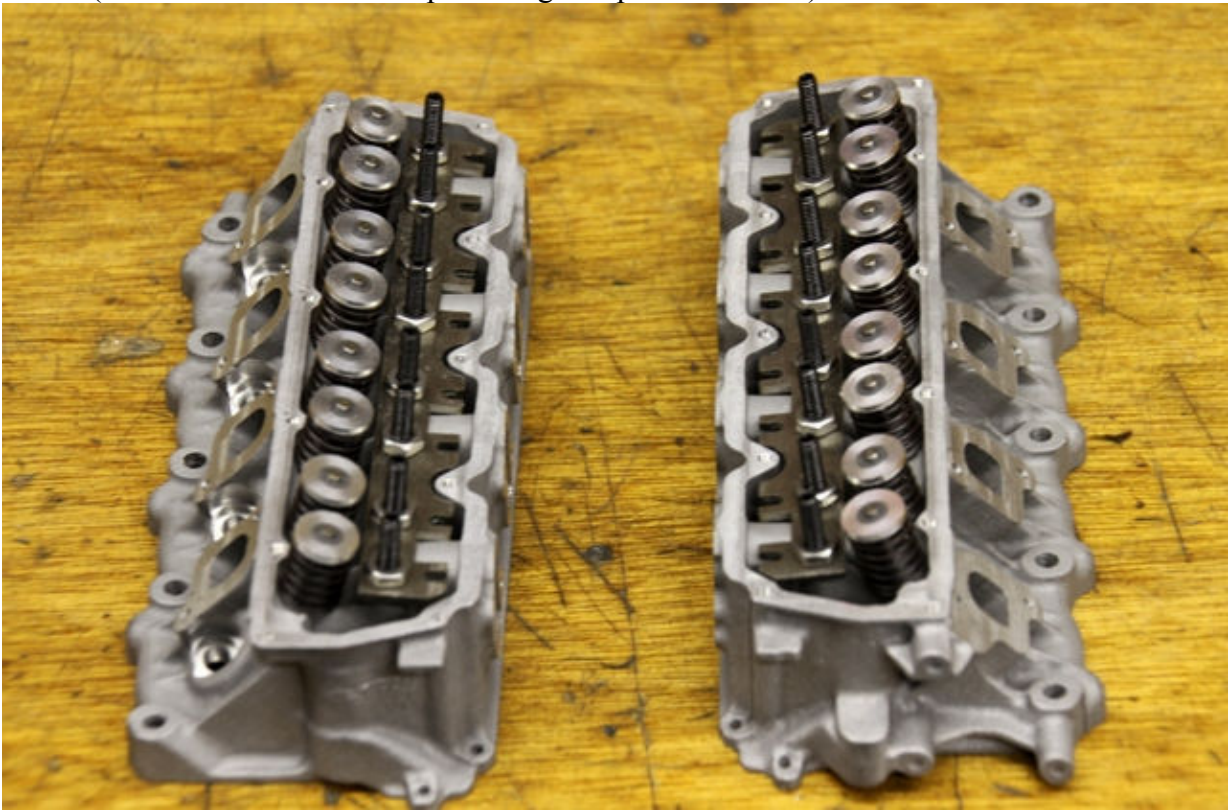
Pic #6 (Finished crankshafts)



Pic #7 (Crankshaft showing completed oil passages)



Pic #8 (Finished heads with new pushrod guide plates installed)



Pic #9 (Completed head with new guide plate and rocker arm studs installed)



Pic #10 (Completed quick change rearend back covers)

