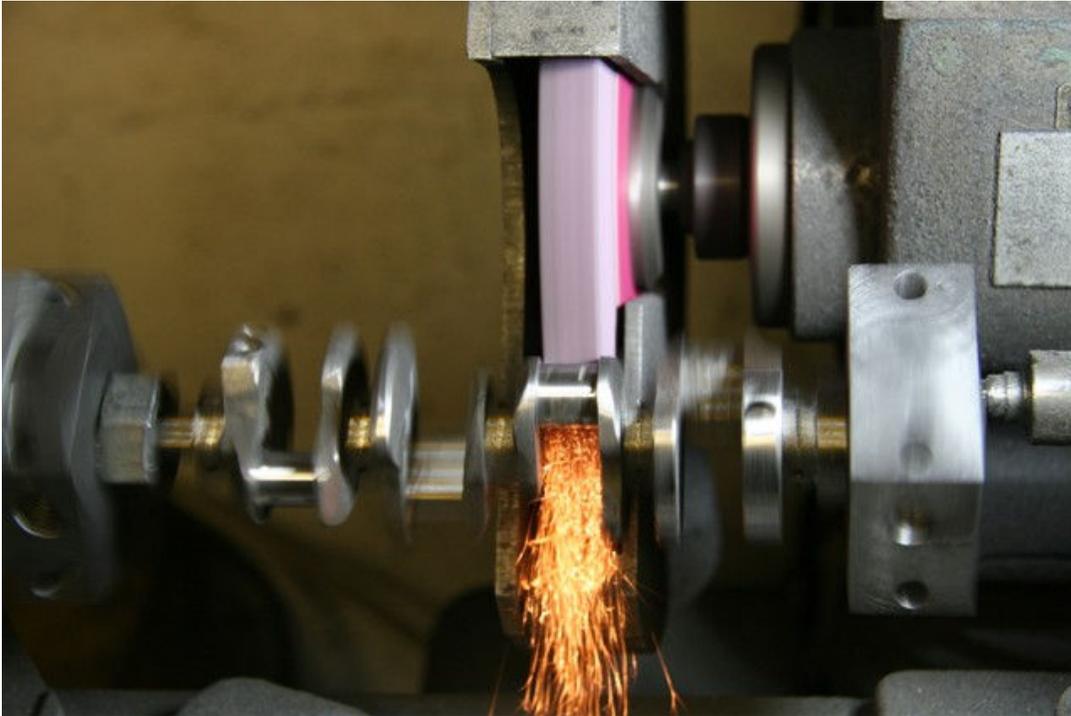


It is now Sunday morning and just finished grinding some more crankshafts. If you remember from some of the past “weekly updates” the new Stinger engine will have bearing inserts for the rods and mains. This necessitated that all of the crankshafts be reground to the new dimension. Grinding one crankshaft was not a problem but grinding 50 crankshafts takes a lot of time. I will say that it is getting a little faster. Unfortunately, this operation is extremely demanding, because just a tiny turn of the handwheel on the grinding machine could destroy a lot of previous work. Trying to maintain +/- .0005 over a total length of 5”, takes a lot of time and patience. What used to take me 2 hours to grind the rod journals, now takes me a little less than an hour. If that was all there was to do, they could be finished in about a week. The sad thing is that there are orders to take, material to order, parts to get into production, answer the never ending phone calls, and in general, everything that a small business demands. Once again, I am not complaining, but merely a statement of fact. Picture #1 shows the rough grinding and while still in the jig each rod journal is then finish ground as in picture #2. You will notice that I use a “flood” system for finish grinding. This produces a great surface finish with no heat build-up.

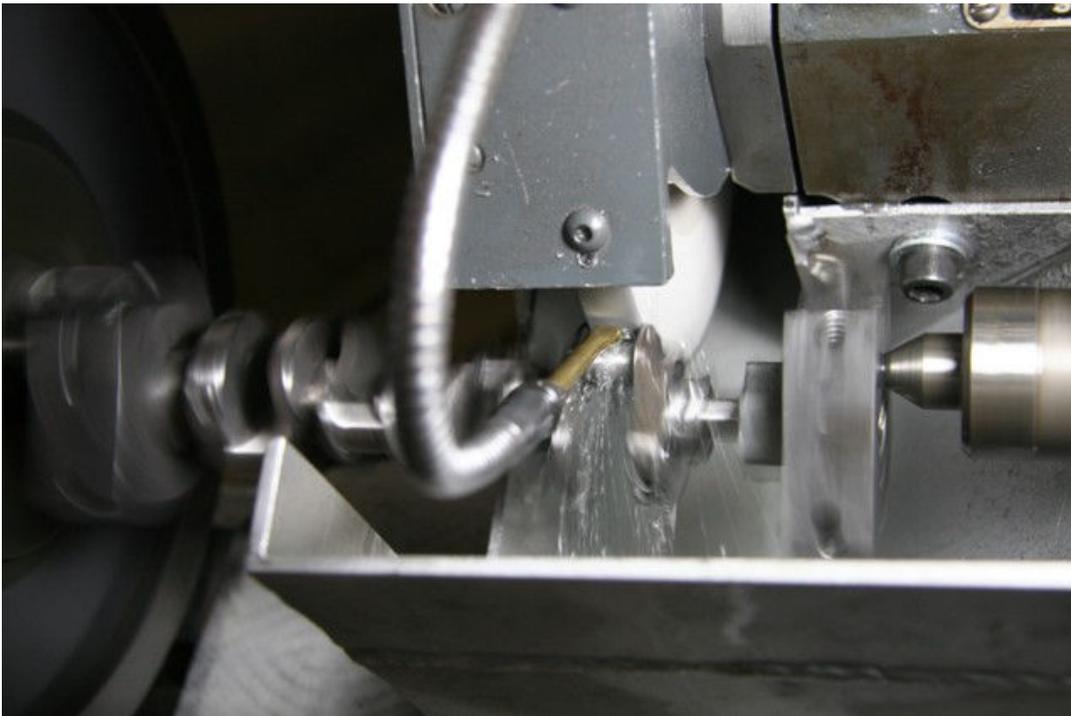
The finished cylinder liners have been finished honed (pictures #3), and will be installed into the blocks next week. Notice the cross-hatch on the inside of the liner in picture #4.

In addition to working almost full time on the engine, I am constantly thinking about new products to go with the engine. After having no success with obtaining rearends for my cars, I have decided to produce a “quick-change” rearend and make them available to everyone. The “master” pieces are being professionally polished and when they arrive, I will then have the necessary molds made. All in all, this process should not take any longer than about 6 months. Not only will you be able to purchase a complete rearend; the people who have existing quick-change rearends will be able to purchase a set of ring and pinion gears. As you can see from pictures #5,#6, #7, I have 50 sets of gears in stock. Please do not ask to purchase them immediately; I still need to get my finished castings in stock for the center section and the side covers. If I sell all of my existing gears then there is nothing remaining for my quick-change. Be patient, because this is only the beginning. When time allows the groundwork has already been done for a gearbox to be added to the rearend, thus making in the first trans-axel for quarter scale. Just think of the possibilities. I want to make one thing perfectly clear, this does not take me away from all the work that needs to be done to finish the Stinger engines! I have additional people helping with the rearend. Stay tuned.

Pic. #1



Pic. #2



Pic. #3



Pic. #4



Pic. #5



Pic #6



Pic. #7

