

It is time, once again for an update. Although every waking minute is being spent on the completion of the engine, I try to divide my time between engines, test stands, and cars. Add to this equation, the daily demands of running a small business, it can get very hectic around here. Case in point, it took me over 2 hours just to respond to the emails, this morning. Enough for the whining!

As you can see there is a mountain of wood being cut for the new test stand. I first need to cut all the wood to the exact dimension, then all of the angles must be cut. If you think cutting  $\frac{3}{4}$ " veneer plywood which is 4" tall is not a problem, think again. Not only do the angles have to be perfect, the length must also be perfect. If not then the box is not square, then the bottom does not fit, then the stainless steel gauge panel does not fit. It becomes very evident, very small dimension changes, have a profound effect. Once I am satisfied all of the cuts are accurate, then the sides of the box are assembled. The bottom is then glued and nailed in place. Each completed box is then sanded followed by two coats of exterior finish – then the fun begins. Everything in the control console need to be assembled and wired. As you can see, from the back side of the control panel there are a lot of wires and connections which need to be made. A key item which need to be taken into consideration and most people do not think about is the 12 volt battery. This if a very heavy item and something that needs to be secured for shipping! When I say heavy, I mean 9 pounds heavy. Not only does it need to be held in place for up and down movement but also sideways. It take about 4 hours to assemble everything, including the umbilical cord that goes to the frame and engine. After I sure everything is connected properly, then the engine is placed on the test frame, after which all the liquids are filled. The engine is then tested once again, then removed, cleaned and readied for shipping. I am tired just thinking of what needs to be done.

Totally removed from the test stand, are the completion of the supercharger adaptor plates. I start from flat aluminum stock which is then cut to size. Each piece then goes through the machining process, then glass beaded. The edges are then polished, then installed on the engines. Keep in mind over 95% of the engines which leave my factory have superchargers.

I know that I have said this several times, but the updates will be further and further apart. Sometimes there is nothing new to report and in all honesty, showing former pictures is rather boring. If I get a little extra time then I spend it on the final design and completion of the cars which are on order.

Pic #1 (Cutting 3/4" Veneer plywood for control panel on test stands)



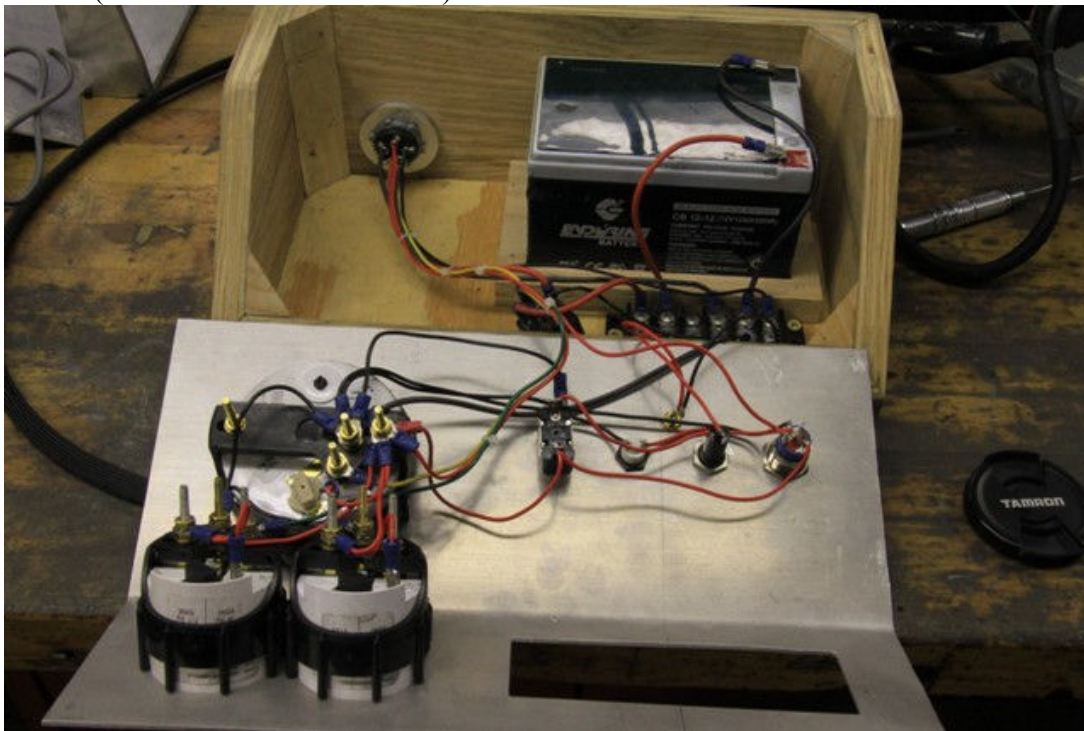
Pic #2 (Completed parts for control panel box)



Pic #3 (Completed control panel boxes)



Pic #4 (Internal of control console)



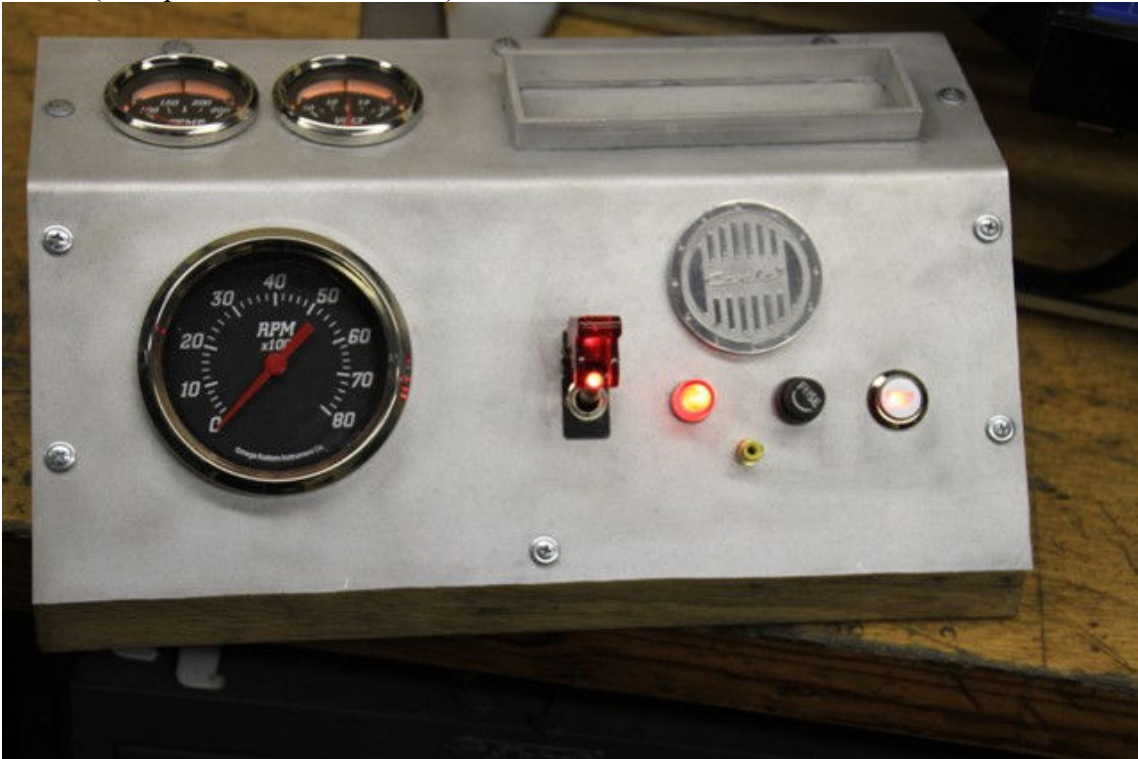
Pic #5



Pic #6



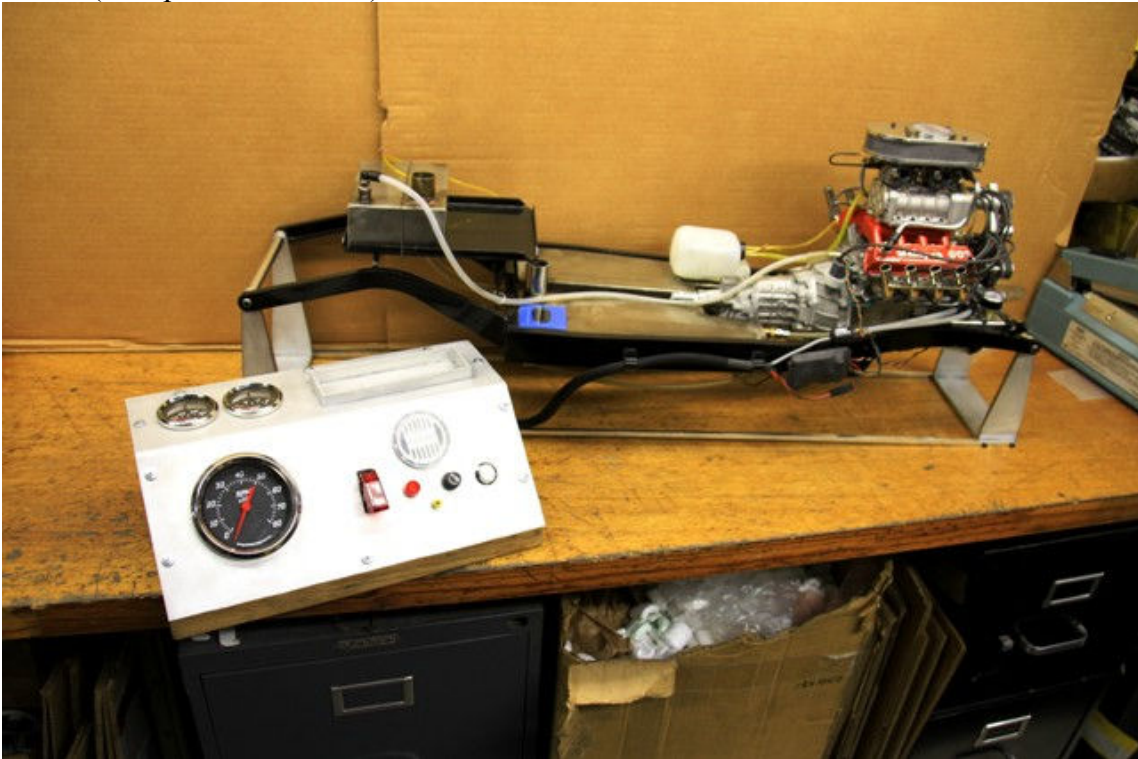
Pic #7 (Completed control console)



Pic #8 (Stainless steel water and oil tanks for test stands)



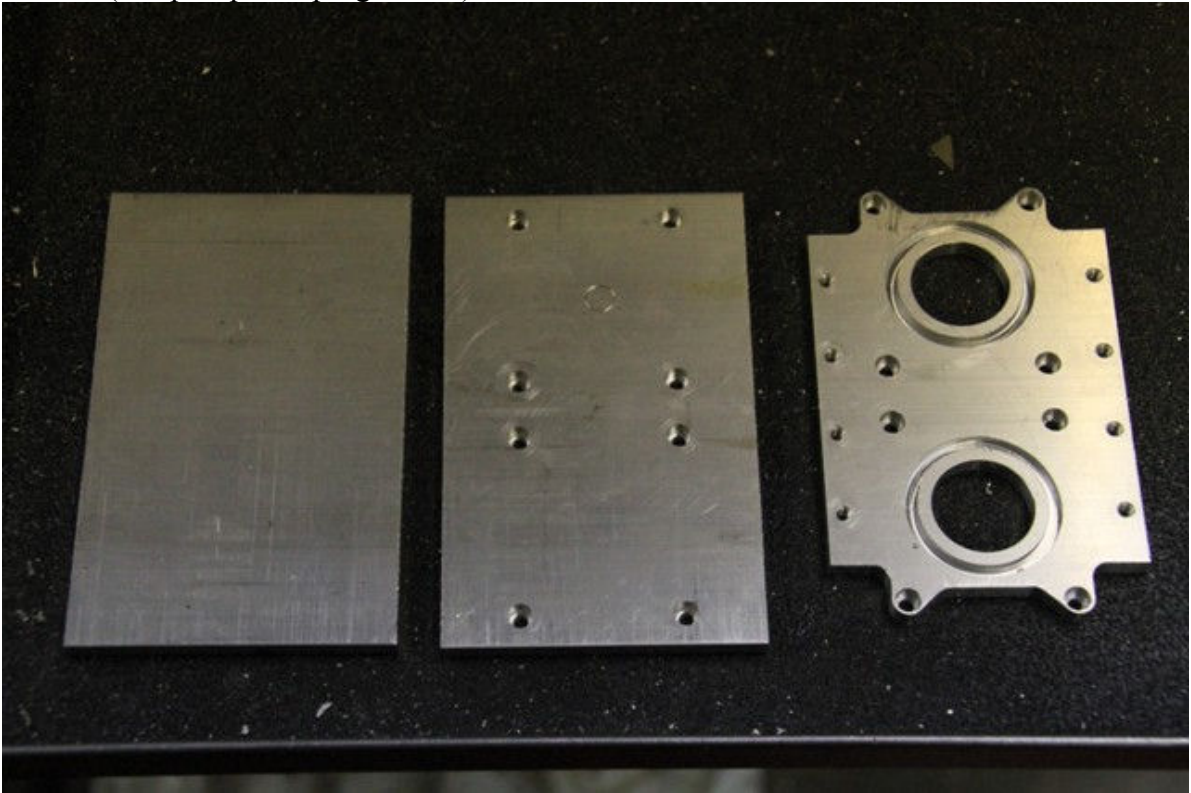
Pic #9 (Completed test stand)



Pic #10 (Super charger Adaptor plate)



Pic #11 (Adaptor plates progression)



Pic #12



