

Once again, another four weeks have gone by and I am quite sure everyone is tired of me wondering where the time has gone. To say that everything around the shop has been a little chaotic during this time, is an understatement. Although we continue to make progress on the completion of the engines, there is still a considerable amount of assembly work that must be done. If you look closely at the first two pictures you will notice the completion of several sub-assemblies. These will be added to the engines along with other components and hopefully when the test run process begins, there will be few setbacks. Sometimes, when I get a chance to reflect, I am truly amazed at what I have accomplished in the engineering, manufacturing, and production of this engine. I am not “patting myself on the back” but rather am quite astonished when I see and understand the intricacies of this engine. It is a demanding job and sometimes I wish that my day could finish at 5:00pm.

So much for the “small talk”! As I said earlier the final sub-assemblies are ready for installation. The only large item which needs to be completed, are the superchargers. In all honesty, this is an extensive amount of work. Although the main housings and impellers are completed and the shafts ground and machined the front gear case halves and rear case cover must be machined, as well as the base plate. If you remember, all of the work on the carbs is complete and waiting for the superchargers.

I want to take just a couple of minutes to describe another area of concern. For those of you who have ordered cars and test stands, pay attention. In the past when I made a car using my former 427 engines, I did not need to worry about oil, lots of water, gasoline, and a large 12 volt gel cell. The fuel that was used had the oil mixed in so I did not need an oil tank. The small radiator with a small additional water tank was enough to run the engine for about 10 minutes and the battery packs were made from sub-C cells. All in all a quite simple installation when I compare it to what was needed for the new Stinger 609 engines. For some ridiculous reason, I just did not think there would be a major problem. Boy was I wrong! Although I have always been a master of “putting 10 pounds of crap in a 1 pound box”, this was almost more that I could comprehend. Not only did I need to make custom oil and water tanks, but what would they look like and where would everything be placed? Keep in mind the water pump on any car is centrifugal type and not a positive displacement type, which simple means the water level must be higher than the inlet on the water pump to make it work properly. If you look at the progression of pictures it will be very obvious just how much work and design had to be done. The upper tank, behind the battery is used to fill the water tank on the left. From the front of the lower tank, water goes to the water pump and is then returned to the upper tank, where the fill tube and vent is located. Is everyone still with me? If that were not enough, just try to run 5/8” diameter lines.

The oil tank on the right also had to be vented but how do you know how much oil is in the tank. The solution I came up with, is a “sight glass” which will be located on the rear of the tank, directly next to the fill tube. The oval cutout will have a clear plastic cover. An important item which had to be solved was that under acceleration and braking where does all that oil go. Keep in mind oil is being returned from the pan along with a considerable amount of air and all of this has to go somewhere. None of this was needed on my previous cars. Hopefully, everyone may have a better understanding of the time which is needed for just a car or test stand.

A tray was fabricated to hold the gel cell and upper water tank and is supported by two vertical supports which are mounted to the rear of the frame. The battery alone, weighs almost 9 pounds. Needless to say, when completed this car will be over 50 pounds.

With the prototype tanks finished, now came the problem of trying to steer the car. It was not the steering mechanism but rather, where to place two servos. At first you might think this would be a relatively simply task. Remember the car is filling up with a large amount of essential items and the exhaust system was not even installed, yet. To solve this problem, if you look closely to the frame rails you will notice a small rectangle cutout just behind the rear radius rod connection. A servo will go on either side with a drag link attached to the spindle on each side. One servo will push, while the other will pull.

For what it is worth, I started this update about 8:00am on Sunday the 26th and it is now 6:30am on Wednesday the 29<sup>th</sup>.

I felt it was important to explain that sometimes “things” do not go as expected or planned. Since a lot of my engines will be shipped on test stands or completed cars, each customer should be made aware of progress, or lack thereof. For those who have ordered an engine with a test stand, the frame will be supported on short risers and slightly above a oak veneered box. There will be a stainless steel or aluminum face which will be laser cut and house the tachometer, water temperature, volt meter, and switches.

As you can clearly see, my days are full and sometimes it requires me to do things other than work on the engines. Although, I may not be directly involved with assembling engines, I have employees that continue with this process. I am making great progress on the engines, but there is always the possibility of “setbacks” or unforeseen areas, which need immediate attention.

Pic #1 (Completed timing covers and distributors)



Pic #2 (Modified alternators with fuel pumps installed)



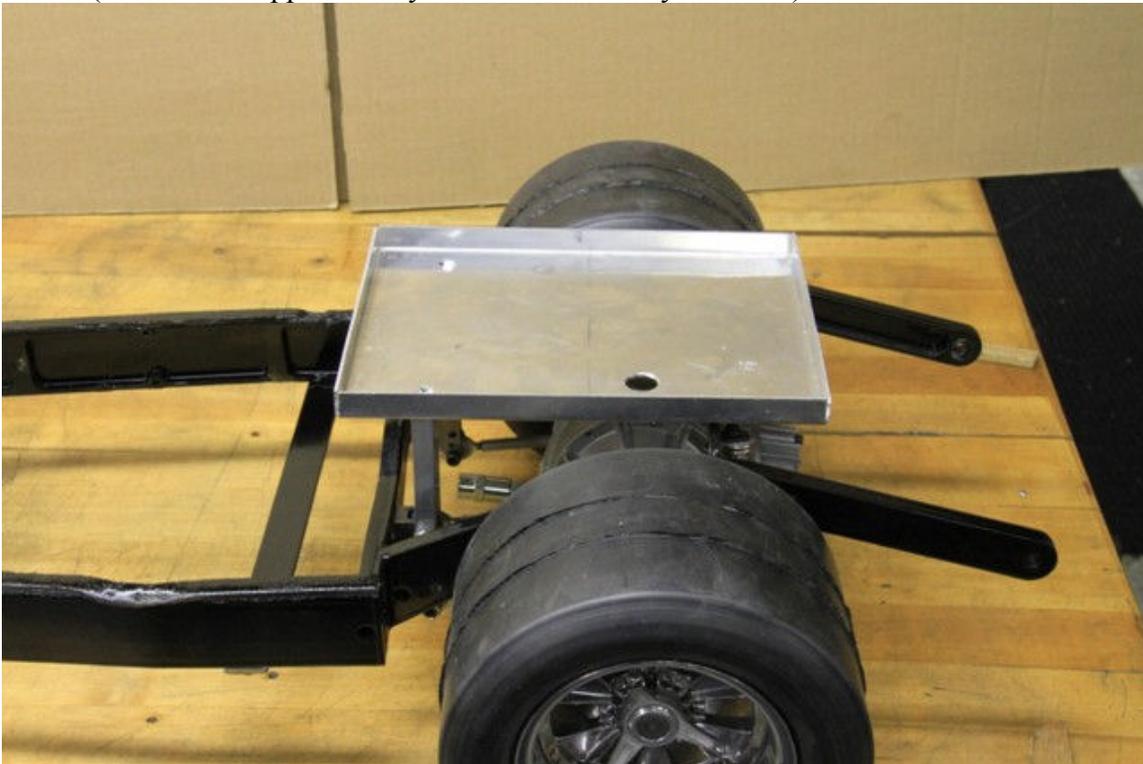
Pic #3 (Supercharger impellers ready for assembly)



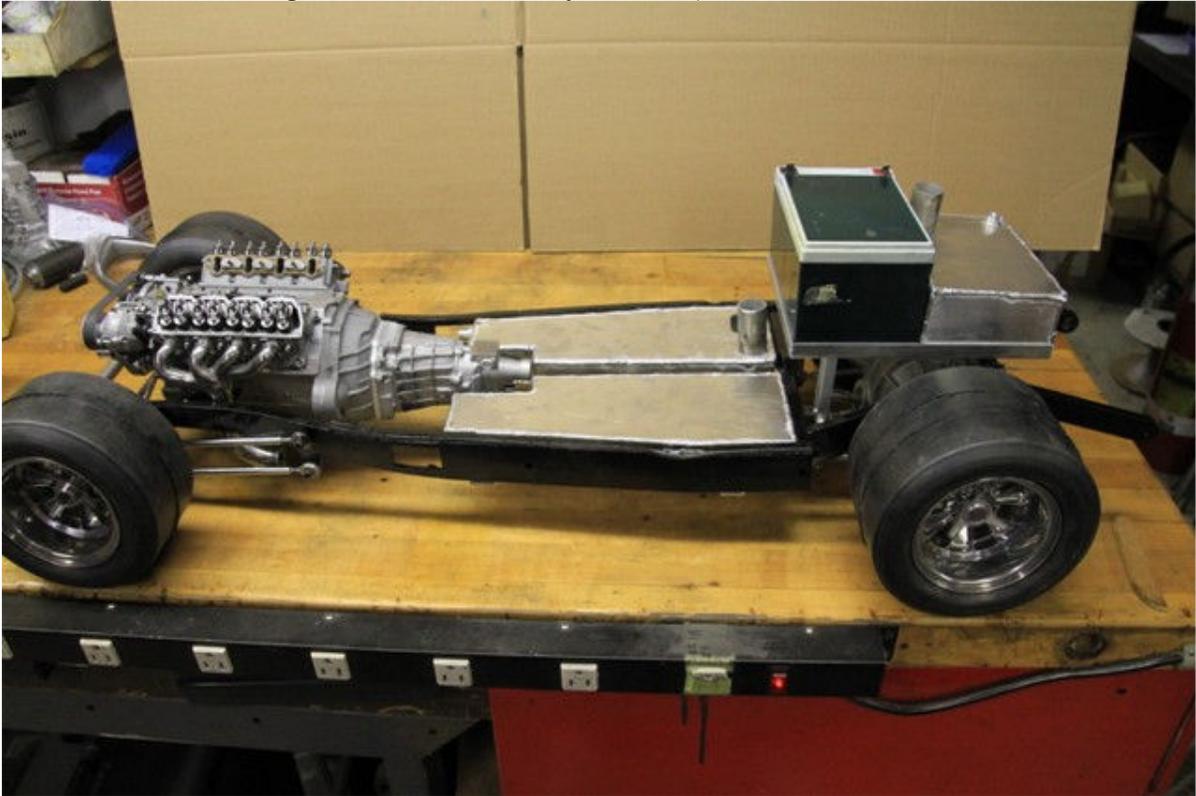
Pic #4 (Stock frame with suspension)



Pic #5 (Frame with upper battery and water tank tray installed)



Pic #6 (Frame with engine, tanks, and battery installed)



Pic #7 (Rear view of upper water tank and battery)



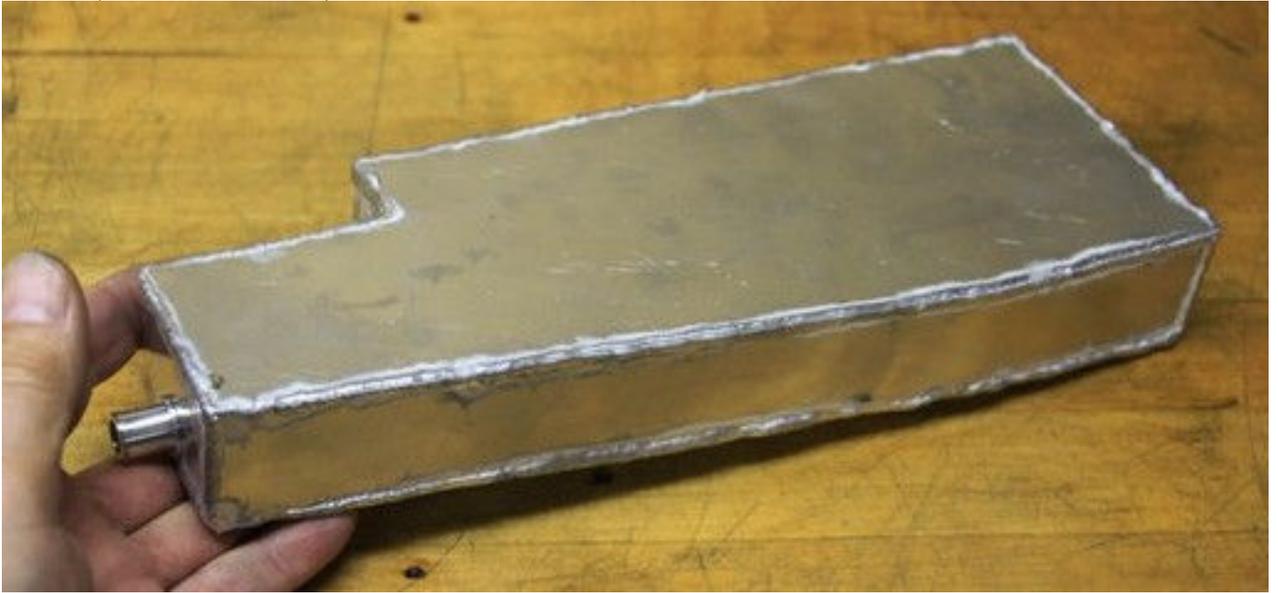
Pic #7



Pic #8 (Oil tank with sight glass)



Pic #9 (Lower water tank)



Pic #10 (Water tanks, oil tank, and upper support tray)

