

(26 October 2008)

It is not 7:16am Sunday morning and I cannot believe that it has been 4 weeks since my last update. In all honesty, my intentions are good, but by the time the day comes to an end, somewhere about 11:00pm, I am just too tired to spend another two plus hours for an update. If there seems to be a long delay between updates, it is because I am devoting every minute to making parts, molds, writing programs, etc. etc. Even during my sleep time, I continue to solve problems. When I have current customers ask me to try to update more often, I tell them that it is difficult to stop production and devote enough time to take pictures, modify them, and post an update. The "oiling problem" which started the second week in March and did not end until mid September, really put me behind on production. These are not excuses, but rather facts. As a direct result of this delay the engine vastly improved over the original design. Just to recap, here are just a couple of changes; improved material selection for the connecting rods, main bearing caps, and pistons - bearing inserts on mains and rods - improved piston design - improved rod design - 6 bolts main bearing caps (very important for the supercharged version) different rocker arm supports which eliminated the pushrod guide plate - redesigned distributor rotor - new three stage dry sump oiling system (especially good for boat applications) - improved pan - improved gasket material for pan, valve cover, and head water passage gaskets - improved starter motor support - crankshaft design. I think that I have covered the majority of the changes, improvements, and modifications. Although the engine always ran good from the beginning, it is now nearing perfection. Finally! Unfortunately, having a design staff on ONE, it is difficult to make the necessary changes in a more timely manner. As the saying goes " it is sometimes difficult to see the forest, because the trees are in the way". The Franklin dictionary describes a forest as "large thick growth of trees and underbrush". This certainly describes the engine.

In the July 10 update, I showed the new pan design and several customers responded, saying that it was good but looked more like an "after market" piece and did not look like the original pan. Taking this valuable input, I made a modified master shown in picture 1 & 2. This was then used to make a mold. Picture #3 shows a comparison between the old pan in the foreground and the new pan. Picture 4 shows what happens when the mold release agent does not do its job. After curing, the mold was opened and unfortunately broke into numerous parts, which necessitated making an entire new mold shown in Picture 5. This mistake literally wasted almost three weeks of work. Needless to say I was not a "happy camper" and after saying "oh shucks & oh darn" the new mold produced a far superior part. If you look closely between the two pictures 4 & 5, you can see the attention to detail in the new mold. Every wax comes out perfectly, with no need to do any cleanup. Picture 6 shows the finished waxes, which were sent to the foundry on Friday the 24th. As soon as the finished castings are returned I will give you a complete update. Keeping true to the promise I make to my customers, it is always easier to explain a delay, rather than apologize for the quality.

Pic #1



Pic #2



Pic #3



Pic #4



Pic #5



Pic#6

