For what it is worth, it is not Monday morning the 27th of June. When I made the statement "the engines were nearing completion" I had no idea of just how much time was required to finish each engine. Although the distributors are in place on the engines, there are several steps needed to finish each one. There is a dust, which is actually a small piece of heat shrink tubing, that must be cut and meticulously placed in the proper position. This tubing which serves as a support for the ignition sensors is also a dust cover. The brass fuel pump activator must then be assembled and installed. If you remember in one of my previous updates, there is an additional service passage placed in each distributor, which has a set "grub" screwed installed and is located directly next to the brass fuel pump activator. This is removed and a small amount of grease in injected around the cam lobe with activates the fuel pump activator. Is everyone still with me? After each distributor is examined carefully, then comes the tedious task of timing each one. I have a special set of timing indicator LED's which are used to make sure the magnet is tripping the sensor at exactly the right time. I personally check each one and once I am confident everything is perfect, then the distributor is placed into the block. Once again this is not an easy task. First you have to make sure that number 1 cylinder is on the compression stroke and the piston is at top dead center. When this is confirmed and double checked, the distributor is carefully lowered into place. This also requires a little finesse, because if you remember there are two helical gears which must "mate" exactly. As the distributor is lowered into place the rotor will rotate in the clockwise direction and must be timed to be in the exact position is relationship to the number one spark plug wire. I hope everyone is following this. Now you see why glow plugs are easy to use. After everything is double checked again, then the "toe" clamp, which keeps the distributor from rotating, is tightened into place. Once completed, the finished transmission assemble (picture #1) is installed. Then and only then can the engine be test run. Keep in mind, this procedure must be repeated an additional 34 times, which is how many engines remain.

If you remember, about two months ago I took an extensive amount of waxes to the foundry. Well, I am glad to say the finished castings are starting to arrive. Now, comes the hard work. I should also add that an unfortunate incident happened at the foundry and a considerable amount of the waxes/castings were lost. These things just happen sometimes and without going into a long explanation, let's just say, a considerable amount of time was needed to make new waxes and get them to the foundry for a recast. Unfortunately, a large amount of heads had to be remade. If you remember I first had to make "water soluble" waxes for the intake and exhaust runners, install them into the mold and then inject regular wax around them. They were then removed and placed into water which dissolved the "water soluble", thus leaving the intake and exhaust ports.

Although this run of engines will be much easier to machine and assemble, this is still a daunting and monumental task. I should have my head examined to see if anything remains of my sanity. Previously I was hopeful that the first run of engines would be delivered by the end of last year, it is now almost the first of July and I am still trying to get the engines completed and delivered. Hang in there everyone, especially to all of those who did not "make the cutoff" for the first run of engines. You will get your engines, I just cannot tell you when. Once you finally have the engine in your hands and after careful examination and realize just how much work was required, you will soon forget just how long it took to own a piece of automotive history!

Pic #1 (Finished transmission assemblies, ready for installation)

Pic #2 (Rough crankshaft castings)
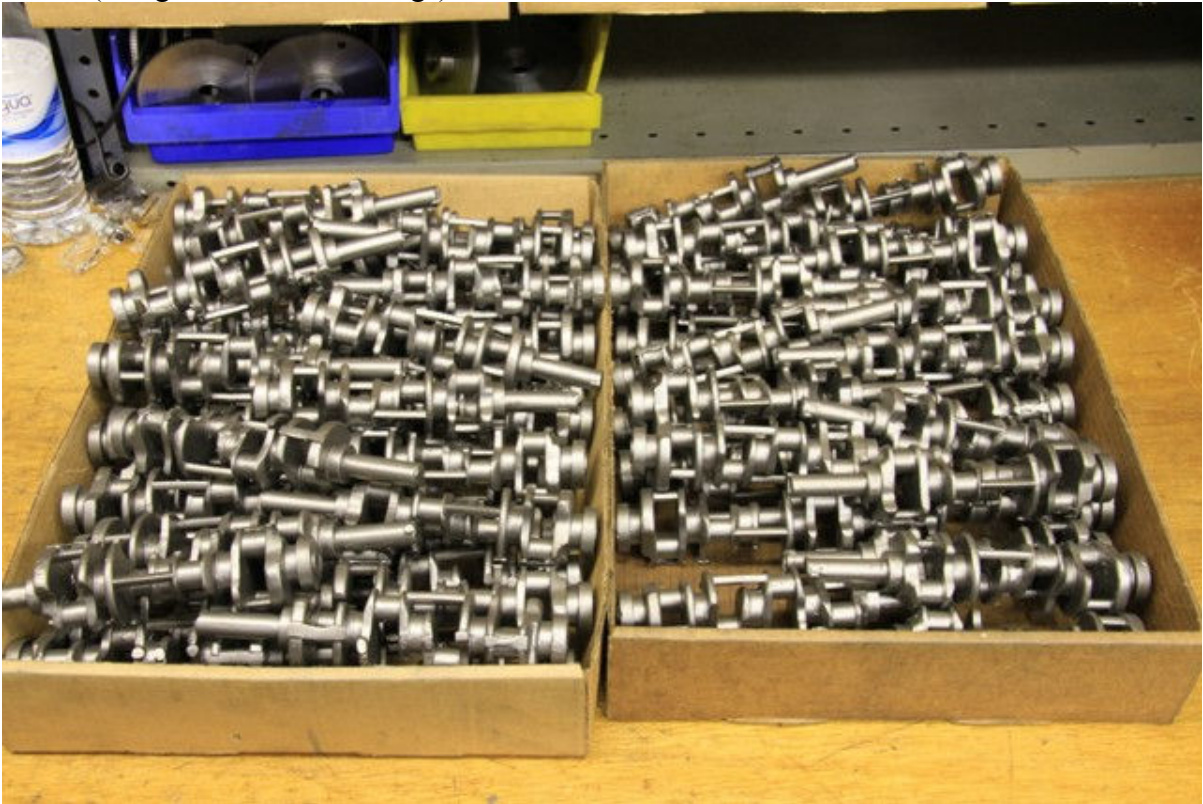
Pic #3 (Before and after crankshafts)

Pic #4 (V-8 block castings)

Pic # 5 (Castings - Stainless steel exhaust manifold/headers)