

● 25 February 2009

Another four weeks have gone by and a lot has happened. There is not so good news, good news, and great news. First, the not so good news - unfortunately, some things are out of my control. Just one example, shortly after my last update I was in the process of machining the main bearing inserts, when the CNC machining center decided not to turn on. After contacting the machine manufacturer and paying for two hours for a technician to come to my shop (\$145.00 per hour) it was determined that the voltage coming in to my facility was not correct. Without going into a long explanation, the electric company said it was not their problem, but should work with the machine manufacturer to solve the problem. Needless to say there is where the problem started. To make a long story short, almost 2 weeks later two isolation transformers, numerous lengthy phone conversations, and over \$2,200.00 spent, the machines are back in operation. When I say machines, I should also say that when I tried to run the CNC lathe on the same isolation transformer and it was discovered, much to my disappointment, the motor drive unit had been destroyed by the bad voltage. Unfortunately, it is impossible to get someone to repair the lathe and I had to spend my time to repair the machine. Without the CNC equipment in top operating condition, then it would be impossible to continue to make parts. As the saying goes "welcome to my world"! All was not lost during this time; there were other parts and components that needed my attention. Picture #1 is not "art deco" but rather finished main bearing inserts.

Although the main housing remains the same, the entire front of the supercharger had to undergo a radical change, as you can see from pictures #2 and 3. In the past superchargers the timing gears were exposed to the incoming fuel, which had 20% oil content for lubrication. Since the new engine runs on gasoline, the gears now had to be isolated with their own oil supply. After about two weeks of late hours and extensive CNC programming, I can say that it is finished. Over the past years I made several hundred superchargers with the exposed gears and did not have one failure, so I am very confident that the changes and modifications on the new supercharger will make it as reliable. There are 7 ball bearings, 3 oil seals, 3 "O" rings, and all covers are now "dowel pinned" for exact reference and alignment. You can see the difference in the front housings of the finished supercharger in pictures #4 and #5.

Picture #6 shows the new polished "Zoomie" header components. Notice the CNC header flange and spreader. (The engine will come stock, with the unpolished version).

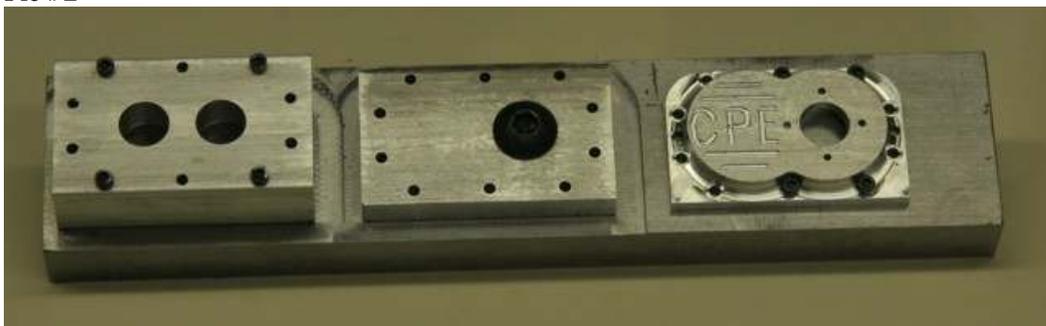
During the past two weeks a lot of time has been spent getting ready for the Toledo Model Show, which is always the first weekend in April. It is a great R/C model show and if you are not doing anything that weekend, it maybe something you would like to see. For what it is worth, Sunday is always a little slower and is easier to walk the isles to see everything. I will be running the engine there. Stop in and say hello.

Now for the great news, picture #7 and 8 shows the finished supercharged version of the Stinger engine. A lot of my current customers have asked what the finished engine will look like. The waiting is over. Although, I have not put it on the Dyno, I can say that it runs great!! No problems. None! Even the carb adjustments were simple. I will be posting a new video of the engine running in the very near future. The last two pictures also show the new Stainless Steel, polished "Zoomie" headers.

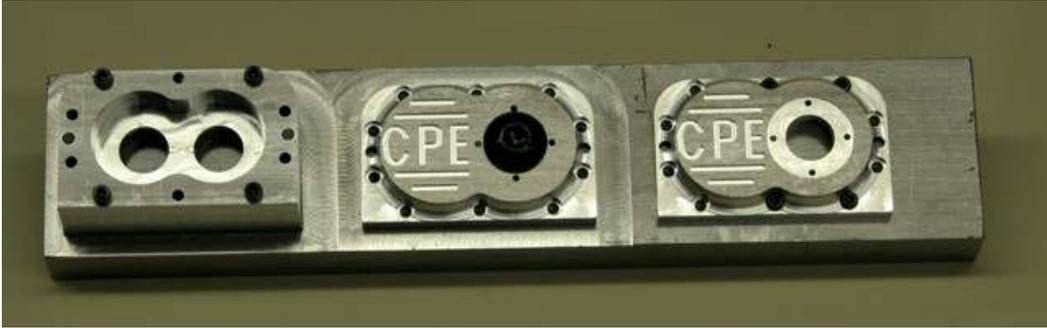
Pic #1



Pic #2



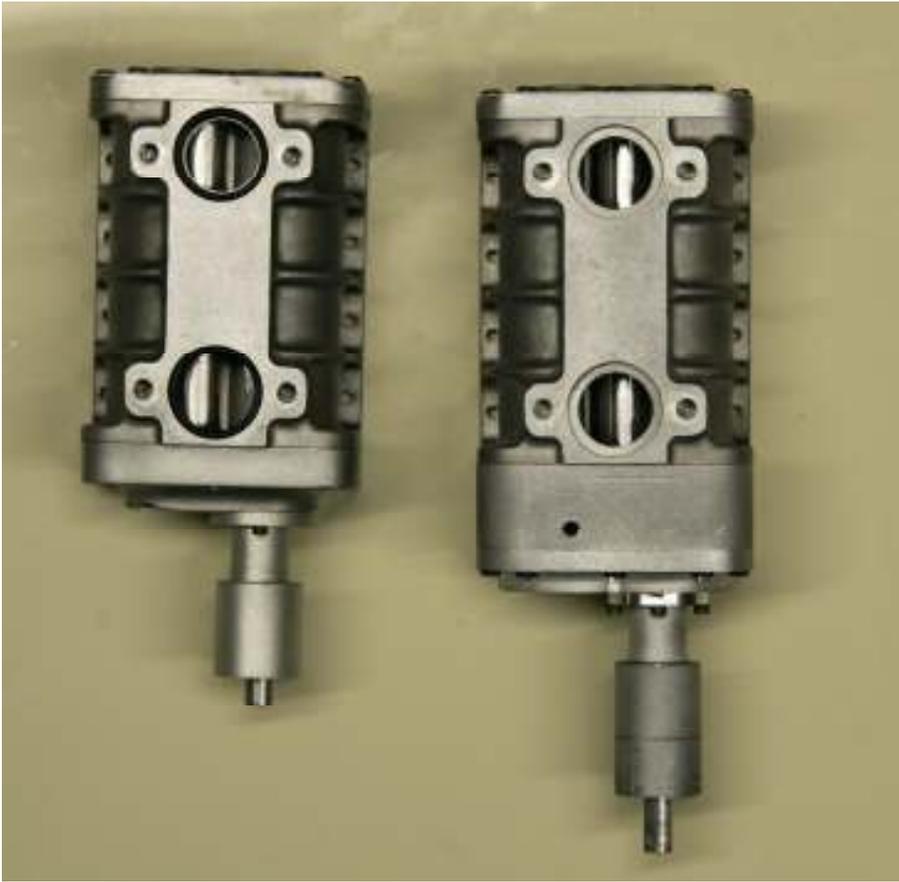
Pic #3



Pic #4



Pic #5



Pic #6



Pic # 7



Pic #8

