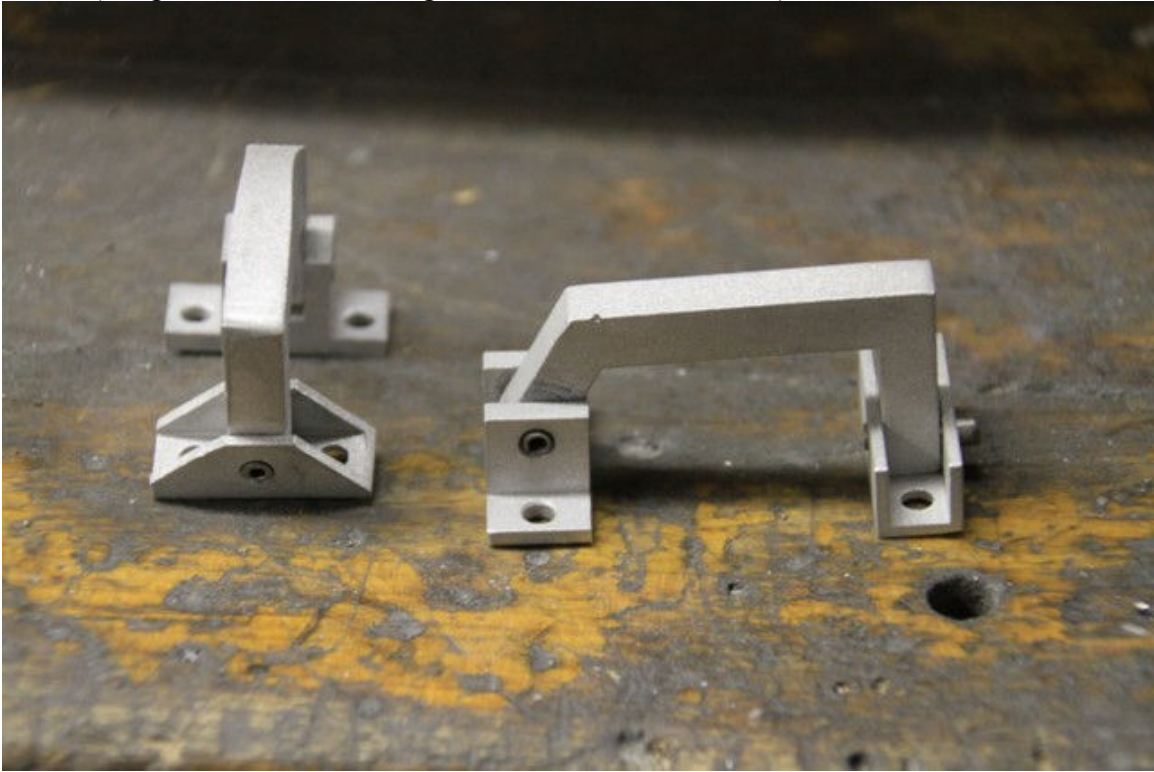


No one more than I, is aware of just how long it has been since an "Update" was published. Rest assured my health is fine; I am still in business, and not planning on going anywhere in the near or distant future. For those of you who have placed orders with me, the engines are slowly being delivered. As I have said on other occasions, nothing could have prepared me for the time needed to complete a car. Although I am a master at putting 10 pounds of crap in a 1 pound box, the 34 roadster has taken it far further than I could ever have imagined. In the future, if anyone has any questions or concerns, please contact me anytime. I always check my email the first thing in the morning before I get started with the engines and cars.

Speaking of cars, almost everything has been documented on the 34 Roadster and the basic chassis for the 23T. Just installing the hinges on the doors and getting them to operate smoothly was a major challenge. The same can be said for the trunk lid. If I do say so, when finished the 34 is truly a "work of art". Although I had the trunk hinges made for me, they still had to be heavily modified, aligned, and installed. Although it may look easy, nothing could be further from the truth.

Just to clarify something, almost everyday is being spent on completing the engines, cars, and test stands. When I have a problem with an engine, it may take an hour to fix or it could take 3 weeks or longer. Although almost all the parts are made on CNC equipment, there is a lot of "hand fitting" that must be done and depending on who is doing the hand work, problem areas can occur when the assembly process is not done the same way each and every time. I have great quality control but sometimes "things" just happen. Case in point, the end gap must be set on each piston ring. There are three rings per piston and just the slightest miscalculation could result in a larger end gap. The net result would be added oil burning, low compression, and less performance. If the valves were not lapped perfectly, then a host of other problems can occur. Tracing down the symptoms is often difficult and always time consuming. I am not whining, but rather telling you how it is. For those of you who know me, I never speak in ambiguities, but always rely on the facts. So if I do not get an update as often as you would like, I am very busy running a small business. Also, I try not to relay "Old" news. Pictures of me assembling engines, is really not "New" news and rather boring. Thanks again for everyone who has and continues to follow my journey, with the Stinger 609 engine.

Pic #1 (Hinge has made on the right and modified on the left)



Pic #3 (Trunk prop shaft support)

