

It is not about 6:30 A.M. New Years Eve and I have forced myself to make some time to do an update, before starting to work. I received an email from a customer, asking why I could not do the updates more often, even if it was short and simple. The answer is easy, by the time I set up each item to be photographed, take all the necessary pictures, edit each of them, and write the script, it takes an average of 4 plus hours. There is not a day which goes by that I am not aware of doing an update, so if you do not see one in quite a while, it just means that I am very, very busy, making engine parts. Hang in there, everyone! Add to this, I took a much needed vacation to Costa Rica and returned on Thanksgiving Day – then the Christmas holiday season started, it is easy to see where some of the time goes. Although I was gone and trying to get back into the “swing” of everything, work was still proceeding on the next run of engines. If you remember, the heads were in the process of having the valves lapped. When you consider that each head takes about 1+ hours, and there are over 160 heads, with any luck it will take over 4 weeks, just for lapping the valves. In reality it has taken almost 8 weeks and they are nearing completion. As the saying goes, “welcome to my world”.

While the heads are being worked on, the cylinder liners were being honed. They are almost finished and the next step will be to install each and then grind the deck to the exact height.

The crankshafts are finish ground and in stock. I only need to drill the oil holes and machine a small alignment notch in the front of each. In the scheme of things, this is quite small.

The rockers have been finished, along with the pivot for each. They were then put in a vibratory polisher for about 3 days.

All of the oil pump housings have been machined. In addition I had the thrust sections made of stainless steel and laser cut.

Finally, the 34 body mold is finished and I should have the sample, for testing, by the end of this week. As you can easily see, a lot of “things” are happening at one time.

If that were not enough, I have completed the 3rd machining operation of 8, on the timing covers.

I almost forgot to say that the main and rod bearing are in. A little machine work and they will be ready to install.

Although I do not have any pictures, the connecting rods are being machined as well as the supercharger, front and back, bearing and gear housings.

I am exhausted just thinking of how much has been finished and how much must still be completed. For those of you who have placed an order and have been waiting for quite a long time, as you can see the engines are progressing forward. Making just one engine, for some, may seem like a big job, but just try to machine 70 and you will soon realize what a monumental task it is. Once again, no complaints, just statement of facts! If I do not do an update as often as I would like, it is easy to see why it is difficult to make enough time. Speaking of time it is now almost 11:00 A.M. and I started this at about 6:30 A.M..

HAPPY NEW YEAR TO EVERYONE, especially to all of you who have placed an order on an engine, waited patiently, and have allowed me to chase a dream!!!!!!

Pic #1 (Finish ground crankshafts)



Pic #2 (Finished rocker arms)



Pic #3 (Finished rocker arms)



Pic #4 (Finished rocker arm pivots)



Pic #5 (Completed mold for 34)



Pic # 6 (Completed body pulled from mold)



Pic #7 (Completed body pulled from mold)



Pic #8 (3rd machining operation on timing cover)



Pic #9 (3rd machining operation on timing cover)



Pic #10 (Main and rod bearings waiting for completion)

