

This is the 4th attempt to do an upgrade over the past two weeks. It seems as though every time that I just get started, something happens to take me away from the computer. It is now about 9:37 on Tuesday evening and hopefully there is nothing to interrupt my thought process. I use the term “thought process” very loosely because when the work days gets to be about 14 hours long, it is sometimes hard to concentrate late in the evening.

If you remember from one of my previous updates, I stated that it is impossible to plan for every possible item. Such is the case with some molds that were destroyed in the fire. I thought that there were enough bellhousings, transmission adaptor plates, supercharger housings, 2 alternator halves, water outlets, transmission center sections, and transmission rear sections in stock for the first run. All the masters are in picture #1. Because of my extremely busy schedule with the first production run, I never really did a count of each piece. You can imagine my surprise to find out that there not enough of the above parts to complete the first run of engines. Although I knew that there would need to be new molds made, I was optimistic that this task would not need to be done for sometime. WRONG!!! Remember the old adage “never assume anything”. This was never truer than it is right now. Anyway, the past three weeks have been spent making all the new molds and I am glad to say that they are finally completed. For what it is worth, this is not an easy process and is very labor intensive. Once the material has been selected for the size of the mold, then each surface must be machined perfectly square and flat. Each piece is then dowel pinned for exact alignment, then drilled and tapped. A cavity is then machined in each side, the master is put in the middle and using clay, a parting line is located on the part. A special epoxy is then poured in to the opposite half and allowed to set overnight. Remember the parting line must be in the exact center of the piece, making sure that there is a negative draft so the master can be removed. The epoxy does not flex once it has hardened!!! In the past I have had destroyed the master trying to remove it. There is far more to it than previously described but this will give you a good idea of the time needed. You can see three of the finished molds in pictures # 5, #6, & #7.

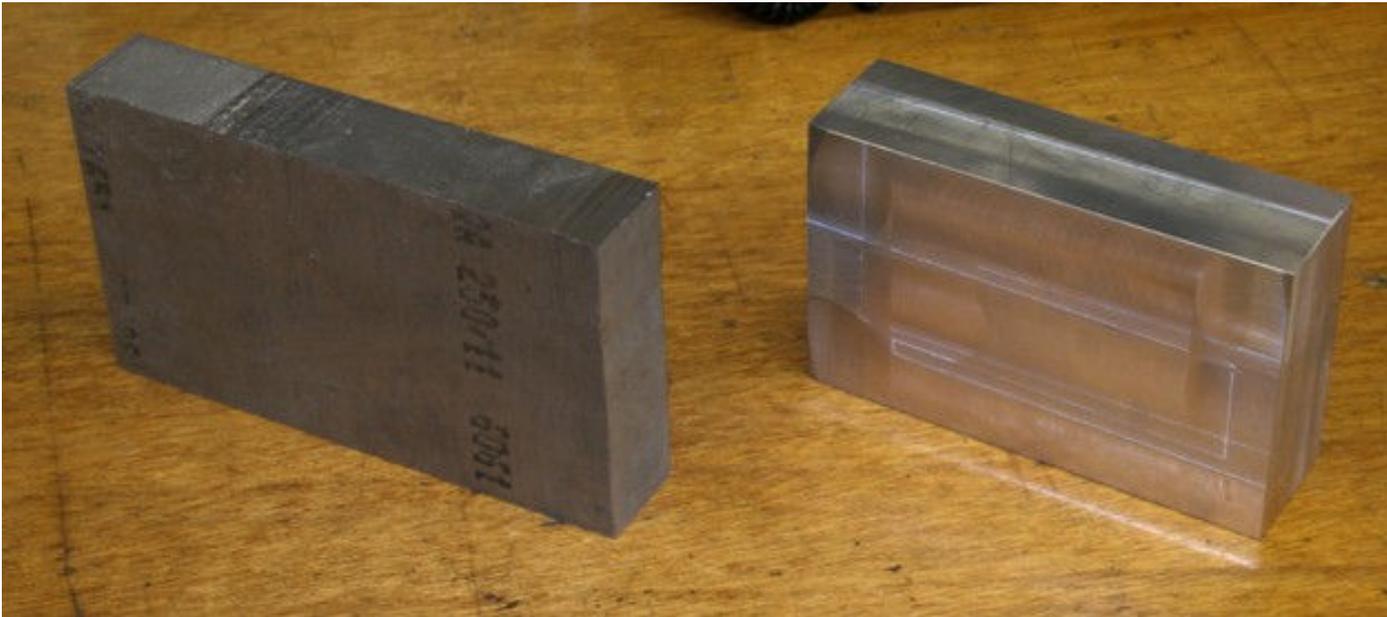
I have been injecting wax in the molds for the past three days. This is a process that takes a great deal of time and concentration. The molding pressure must be exact as is the temperature of the wax. I plan to personally deliver the finished waxes to the foundry next week. Unfortunately the foundry is about a 7 hour drive. Once again another day lost, but the possibility of loss/damage and the time needed to replace of the waxes would be catastrophic at this time. I will also pick up the finished aluminum casting when they are finished, in about 4 to 6 weeks. They will be delivered immediately to be heat treated, which takes about 4 days.

On a different note, I have been asked several times what is the difference between my former V-8. The last three pictures show the difference between my original 427 V-8 and the new Stinger 609 V-8. As you can see not one part is interchangeable.

Pic #1



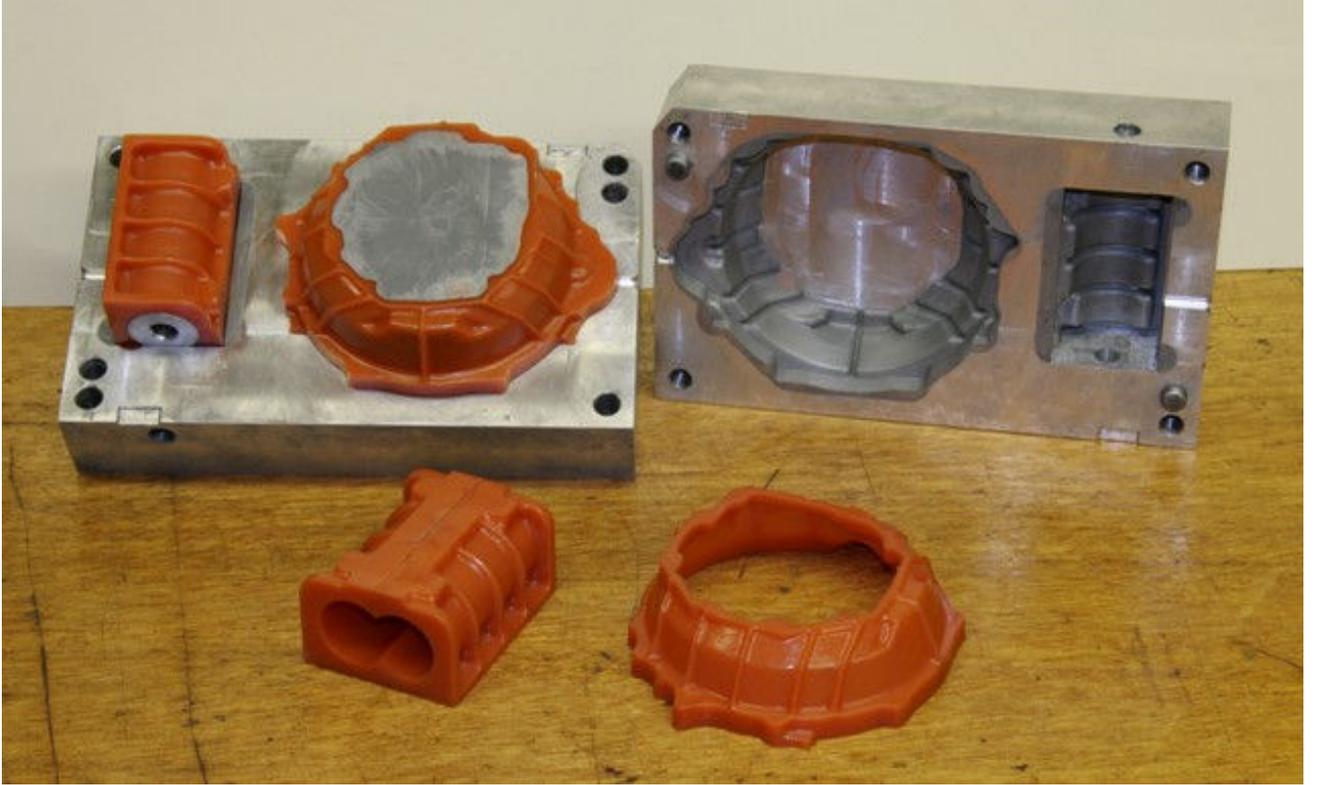
Pic #2



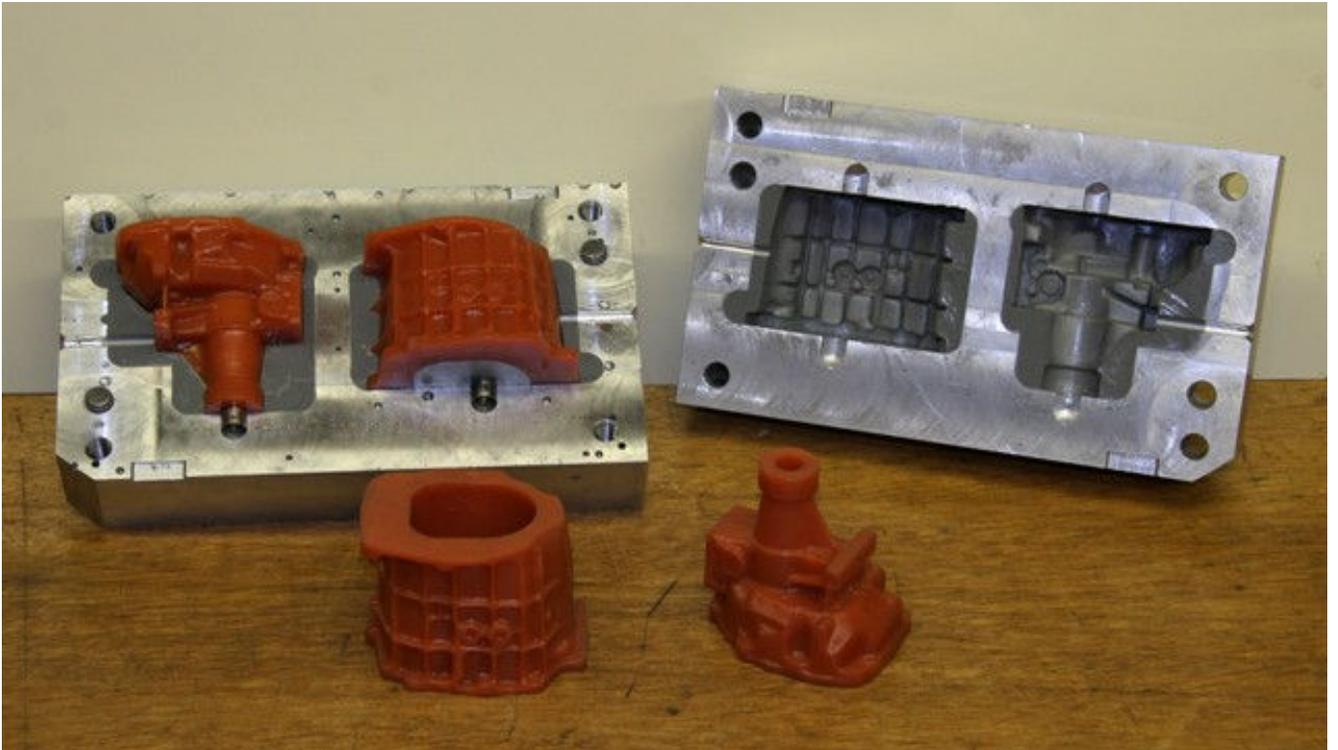
Pic #3



Pic #4



Pic #5



Pic #6

