

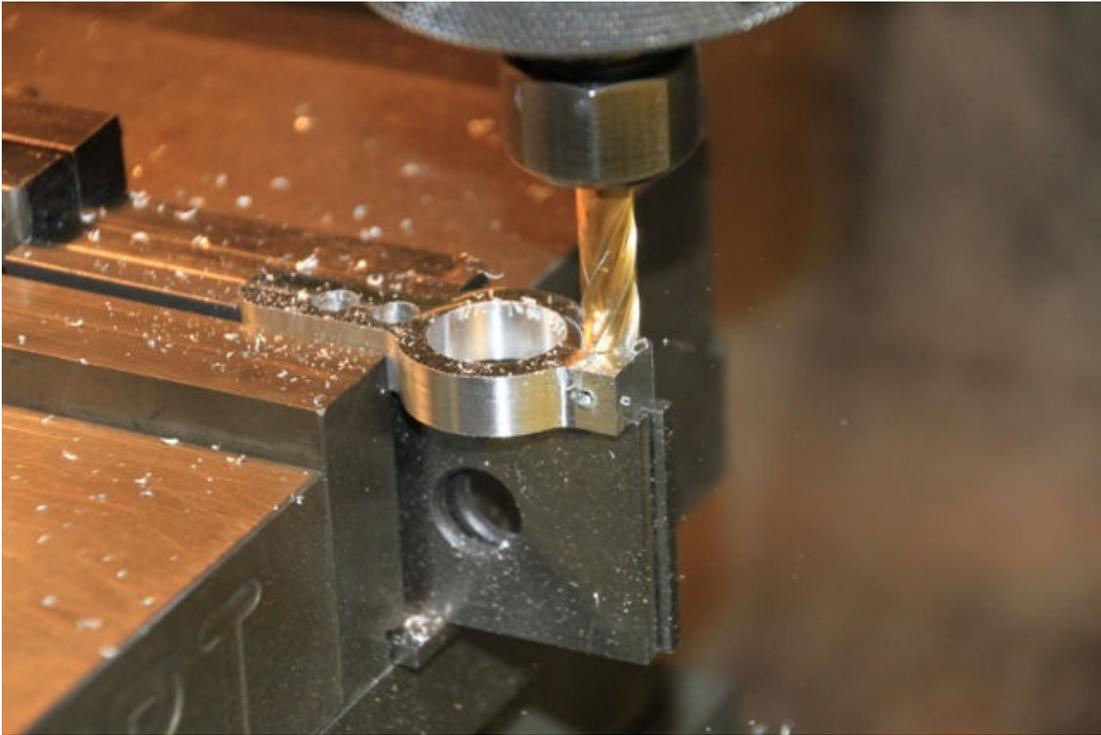
I would first like to wish everyone a Happy New Year. It is now Sunday, January 01, 2012 and even though I am not in the shop, I thought it was about time to do an update. The week after Christmas was spent in a chair with my leg elevated and an icepack on my left knee. On December 28th, I had Arthroscopic surgery performed on my left knee for a torn meniscus, bone spur, and liquid. I guess these things just happen as you get a little older, or that is what my surgeon told me. Anyway, Wednesday evening was not too bad, but the next day, the knee was quite uncomfortable. The long and the short is that everything seems to be going as planned and everyday gets a little better. I can honestly say that the knee feel better than before the operation. Physical therapy starts on Monday and although I will not be running at full power, “things” are getting done. Work continues on the blocks and I should have some new pictures maybe next week – getting them in an update, may take a little longer.

The supercharger “banjos” are finished and have been installed on some of the previous engines. Picture #1 shows the final machining operation. There is then a small slit cut in each banjo which allows for the clamping to take place, on the snout of the supercharger. Finito! If you remember, this is how we take the slack out of the serpentine belt.

The other pictures are of the exhaust manifold flanges and exhaust pipe spreaders. Whereas this may look simple, it was quite a difficult thing to get done. Originally, these components were machined, but when the vendor raised the prices beyond reality, it made me take another look on how they could be made. I had planed to machine them myself, when a friend of mine suggested that I have them Laser cut. After a significant amount of time on the internet, I discovered a great company just a short distance from my shop. The prints were sent and after they were evaluated and modified, I had the material delivered, and about a week later, I have finished and polished components ready to be welded. The stainless steel exhaust pipe tubing is in stock and must be cut, polished, then bent to the exact radius.

This is rather a short update, but rest assured everything is proceeding smoothly on the next run of engines.

Pic #1



Pic #2



Pic #3



Pic #4

