I would first like to extend a happy Labor Day to everyone, especially to those who are lucky enough to have the weekend off. To the rest of us, well, make the best of the last official holiday of the summer. When I try to look back to where all the time has gone, it is difficult to fathom, that we were just celebrating the 4th of July. Anyway, it is 7:35 am and before I need to get to work, I felt this may be a good time to do an update. You will notice I said "need" not "have" to get to work.

The past weeks have certainly been full of different events. I just wanted to share one problem that unfortunately, took me far longer to solve than I could ever have imagined. For some reason I could not get and retain enough oil pressure when the engine was on my test stand. After disassembling the oil pump, several times, it became evident that something was wrong with the pump – or at least that is where it appeared. In desperation, I ordered and installed different seals, "O" rings, and made sure the height of each gear was perfect. Remember, there are 6 separate gears. I should also say that these pumps were assembled exactly as my first run of engines and all of them performed perfectly. After all the changes were made and tested, the outcome was still the same. After the engine would run for a short time the oil pressure went to almost zero. Obviously this was unacceptable! By the process of elimination, the only place which remained was that something must be wrong with the oil passages in the engine, or at least I thought. You must understand, I have 70 engines, which may need major work, to get the oil pressure to increase. This could have been devastating! I finally, went to bed about 11:30 pm, after being totally frustrated, dejected and somewhat defeated. I tried to sleep with marginal success and then it came to me, I had never checked the oil filter. The next morning I carefully destroyed one of the new filters and compared it with an older filter. Much to my surprise, the company which I get the inline filters from, had sent me the wrong filter, which had a much finer mesh. The net result is that because my oil pumps are so efficient and move a lot of oil, the filter was actually collapsing under the pressure. When this happened the pump would suck a small amount of air around the quick-disconnects. Remember, the quick-disconnects are made for pressure applications, not vacuum. This air would mix with the oil and lower the oil pressure. Hopefully, you maybe able to understand just why sometimes, "Things" just happen! This was kind off a long story, but nevertheless, I felt it was very important to explain why sometimes there is no clear answer and finding a solution to a problem, which did not exist in my previous run of engines, was time very time consuming, to say the least.

Now, down to what has been happening in the past weeks. The air cleaner bases and tops are completed and ready for installation. The same is true for the air cleaner element and stainless steel grate.

The valve covers are machined and ready for glass beading. I should also tell everyone the program for machine just one valve cover takes over 10 minutes to complete. If you multiply this times 150 valve covers, it is easy to see how much time is needed.

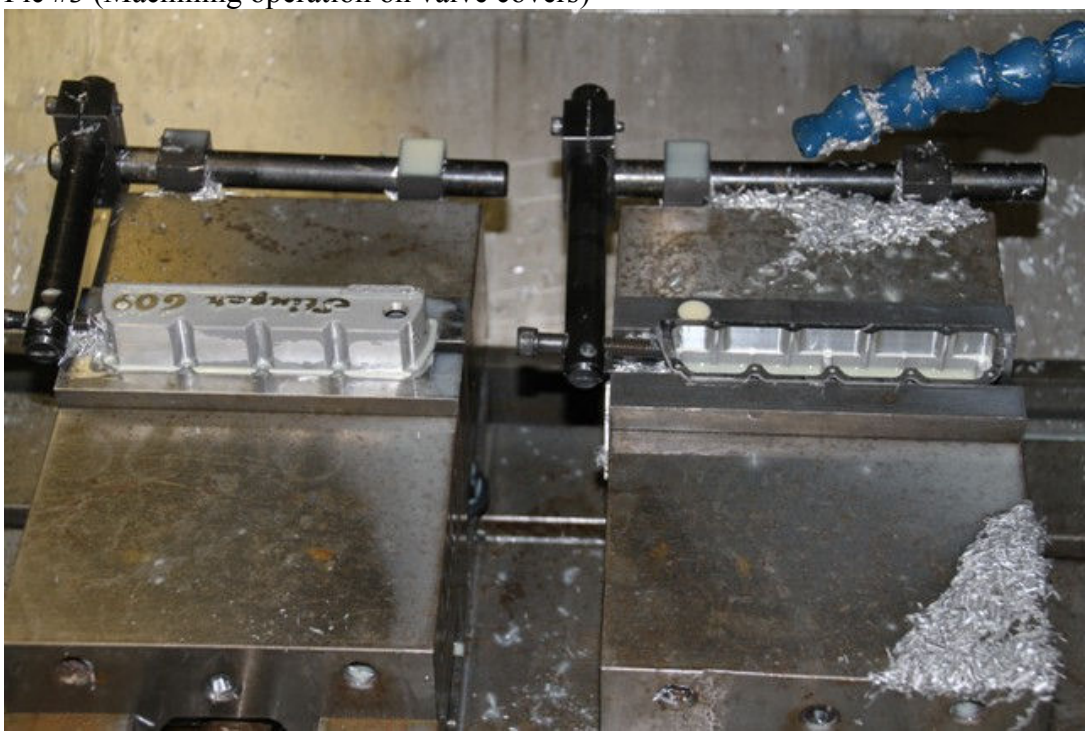
The gear cases for the new starter motor are all completed. The final pictures show the bearing support being machined, which will be installed in each gear case.

To say that I have been very busy, is an understatement! Hang in there everyone, who has an engine on order. The end is getting closer. For what it is worth, the next run of engines will only be about 20-25. Building 70 engines is just too demanding and expensive. Building a smaller run of engines will be much faster and may even give me a day off.

Pic #1 (Partial completed air cleaner base plate)

Pic #2 (Top portion of air cleaner – before and after)

Pic #3 (Machining operation on valve covers)



Pic #4 (Three stages of completion on valve covers)

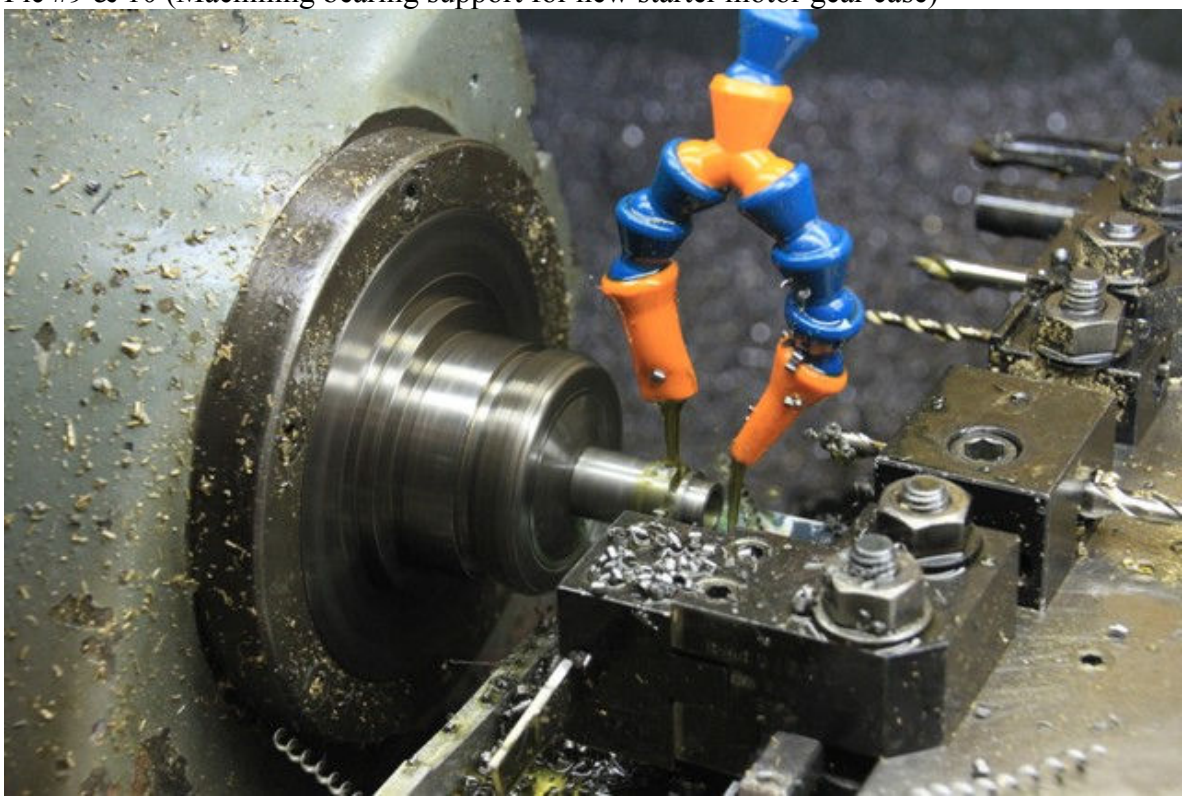
Pic #5 (Rough valve cover castings waiting to be machined)

Pic #6 (Pieces of new starter motor gear case)

Pic #7 (Completed starter motor gear case halves)

Pic #8 (Second half of starter motor gear case)

Pic #9 & 10 (Machining bearing support for new starter motor gear case)



Pic #10