

Well, it is 7:15 Sunday morning and before I start work, it seemed like a good, quiet time to do another update. As more and more parts are in the machining process, I find my organizational skills are put to the test. The first photo is very exciting to me and shows all 71 blocks, **in stock**. For those who have placed a deposit and for those naysayers, this is concrete proof of the next production run of engines. Now the fun/work begins. It is nice to have them in stock where I can continue the assembly process. The only item which needs to be machined is the cross bolt holes for the main caps. When finished drilling and installing the screws, each block must be line honed for the main bearings. After this operation, each camshaft hole must be line honed. These two operations are absolutely critical and the tolerances must be perfect. Without the proper tolerances, then oil pressure is lost, resulting in what could be a catastrophic loss of an engine. After the honing process the cylinder liners are installed and then each deck is machined.

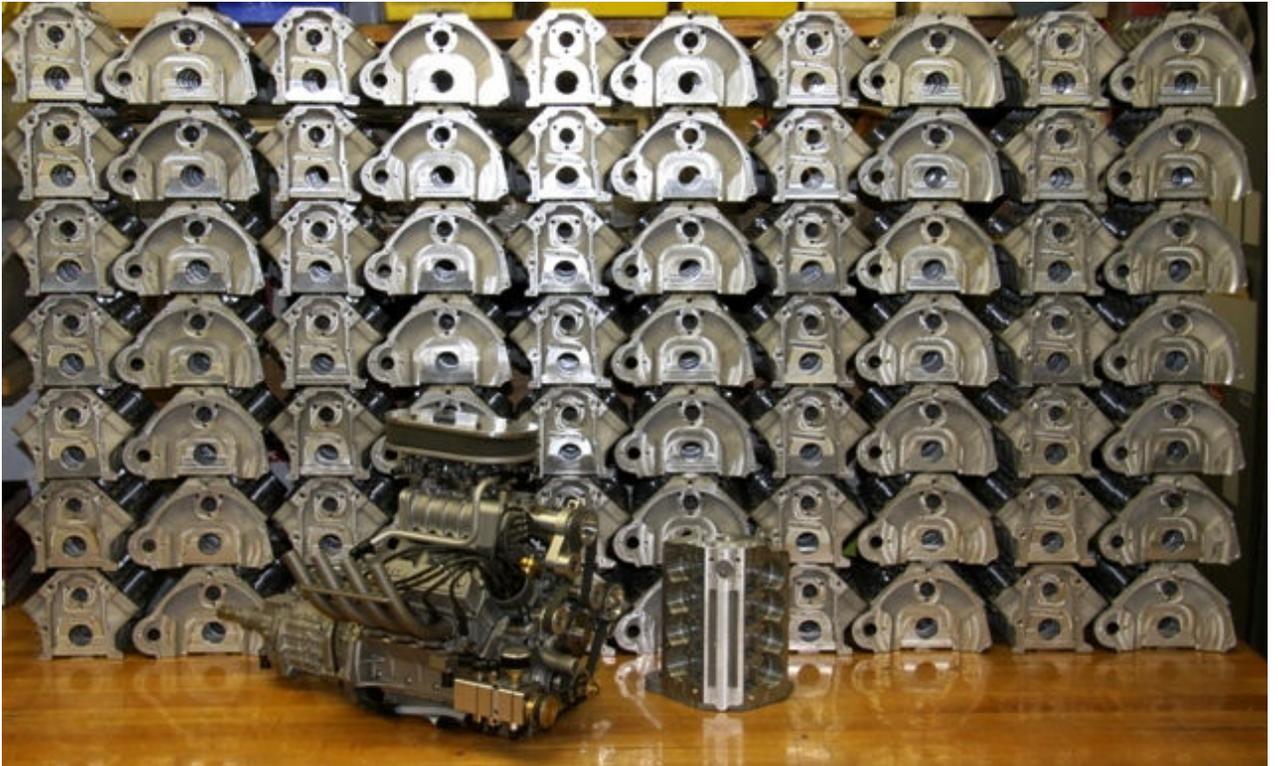
Speaking of cylinder liners, the second pictures shows the cylinder liners back from be OD ground. I will next hone the liners and then install in each block. Once again, the honing process must be exact. I was lucky enough to have spent a day at Sunnen Hone, in ST. Louis, Missouri and discussed my honing operation with the experts. It was a perfect day and one well spent with the professionals. I even took an engine and gave them a demonstration of it running. I truly think there input will be very positive when I test the next run of engines. As you are aware the oil control on model engines is very difficult. It is no that there is too little oil but that there is too much oil and trying to scrape down the cylinder walls with such fast piston speeds is a monumental task. Although I have been able to somewhat control the oil, I am, nevertheless, looking forward to the input or suggestions from Sunnen.

All of the lobes on the camshafts have been ground. The camshafts along with the crankshafts were delivered to the grinder on Friday. The grinding process was very demanding and time consuming and in all reality will be done with an outside service that specializes in this type of operation.

And finally, the much anticipated prototype 34 frame was delivery last week and for the first time I was able to set an engine in place. As you can see, it was a perfect. If you look closely you can see the new front shock supports. Also, take a good look and the newly designed rear frame cross member. Before delivery each frame will be powder painted. If you have not noticed my frames are made of steel not aluminum. Since weight is not a problem, steel was a much better choice. Keep in mind, this is a replica frame and “sets the bar” for ¼ scale, to a totally new level.

The rearend center sections are being machined as are the connecting rods. After all this, I am exhausted but need to get to work. Have a great day, everyone and as always if you have any questions or concerns, do not hesitate to contact me.

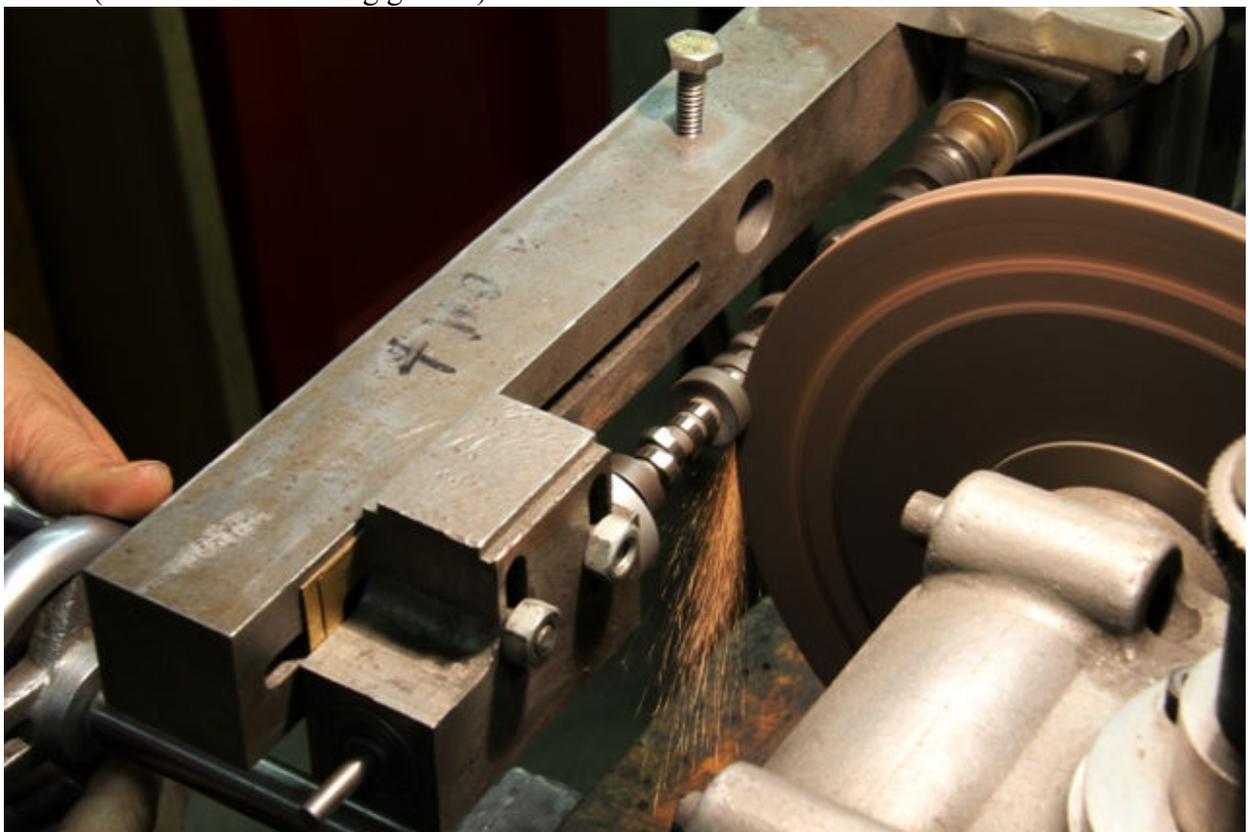
Pic #1 (71 Finished blocks)



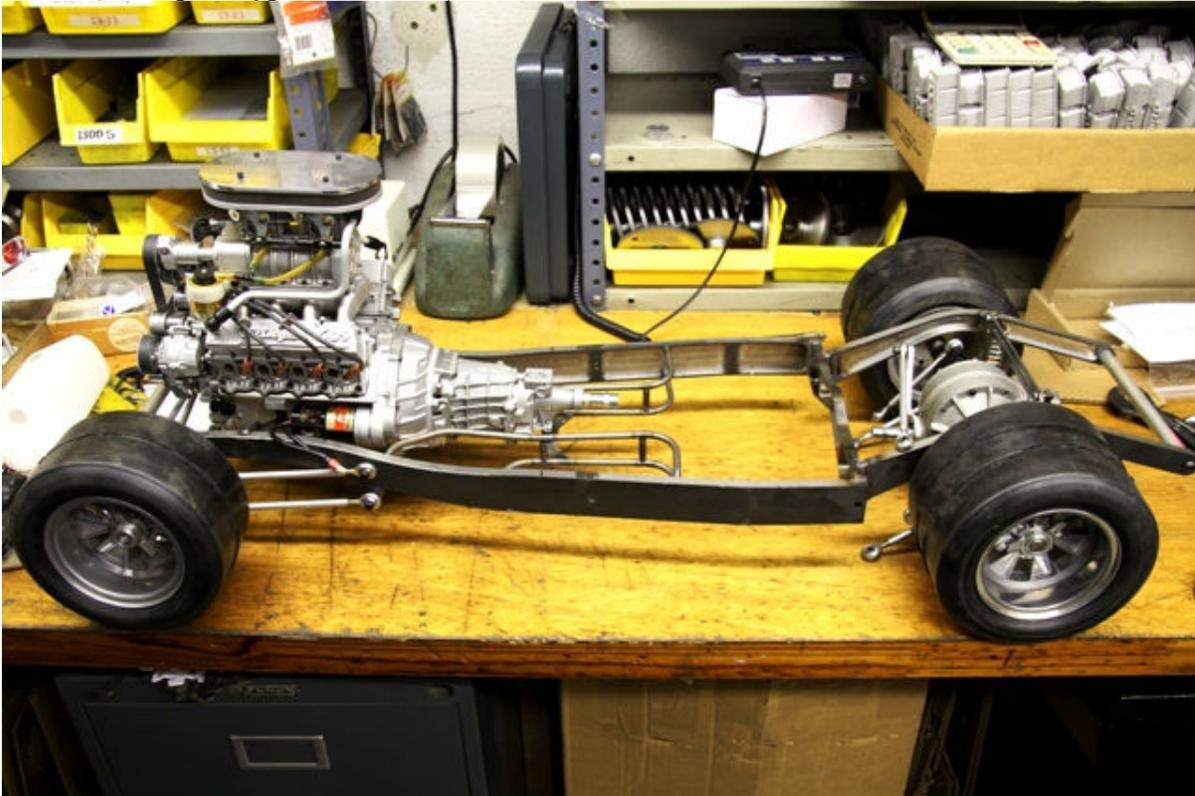
Pic #3 (Finished OD ground cylinder liners)



Pic #4 (Camshaft lobes being ground)



Pic #5 ( New prototype steel frame)



Pic #6 (View of newly designed frame crossmember)

