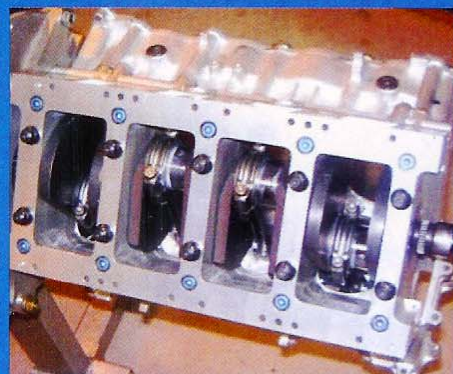




The clutch can be various sizes depending on your application.



Billet aluminium turned out to be a better approach for crankcases than using castings.



The crank is in place - all very pretty as well as effective.



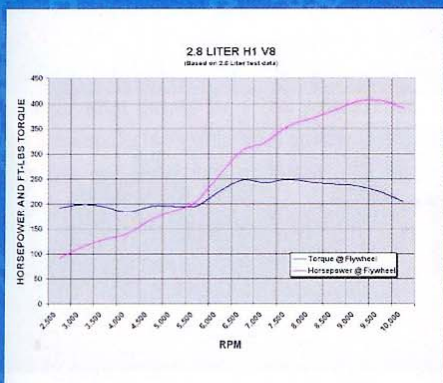
Big torque was a nice surprise when the engine was first used in anger.



The installation in the Caterham. It looks very much at home, doesn't it?



The moment of truth - it might feel fast, but the dyno is where you get the facts.



The 2.8 figures are extrapolated, but I wouldn't expect any production-car bhp porkies from this bloke.



Cam timing is a bit tricky with an extra two cams and four more pistons and bores. The solution is patented.



Dennis Polikoff is fitting one of these engines in an Ariel Atom. As I said elsewhere in this Fresh Ayre, Oo-er Missus!



The dyno sheet for the 2.6 (1300cc x 2) engine.



The JE pistons are on Carillo rods: both names are at the top of the tree. Note the large diameter of the big-end bearing shell.



The crankshaft is deliberately thick and solid, with hefty bearing journals for crank stiffness.