(10 July 2008)

   First of all, I would like to say, the X-Rays of the additional parts, all came back positive, with no additional porosity. This was a big relief. I realize that it has been some time since my last update, but there have been numerous changes that all hinged on each other for the final results. In my never ending quest for "Perfection" I can finally say, the oiling problem has been solved. This is the culmination of over 14 weeks of intensive work and has been one of the most difficult challenges of my modeling career. Although, it is impossible to completely eliminate the exhaust from smoking, it has significantly been reduced and should not present any additional problems. It is even difficult to find a good starting place which to explain just how much has been done. This need to solve an excessive oil smoking problem began about two weeks prior to the Toledo model show, which was the first weekend in April. In addition to numerous internal changes, some of which I have already discussed, pictures #1, #2, & #3 show a completely redesigned external oil pump. If you look closely you will see that the pump is smaller and now is attached to the left side of the block. It also is driven by a separate belt. Part of the problem of oil control was the inability of the "scavage" pump to remove enough oil from the pan faster than it was being put in by the primary pump. Believe me when I say that modifying the existing pump was very difficult and time consuming project. The oil pump is now a "three stage" pump. This means that there is one section just to supply oil to the engine from the remote tank and there are two sections to remove oil from the pan and return it to the oil tank. What may, at first glance, look simple is in fact an extremely difficult change to make. Pictures #4 & #5 show the relative size and all the interior parts and components. In addition each engine will not have a pan made from bar stock, as seen in pictures #6, & #7 The web in the center of the interior of the pan separates the used oil into two separate chambers which directs the oil to each of the outlets. The oil is then pumped back to the remote oil tank. Not only does this system do a better job, but is also more aesthetically more pleasing. For those of you who have plans to mount the engine is a boat, will have little difficulty when the engine is to be mounted at an angle. It is easier to solve a potential problem now, rather than addressing the issue after there is a problem. The sad thing is that I have a large inventory of cast pans that cannot be used. Luckily, they were not totally machined. What is lost is the time spent in making the molds, injecting each to produce a wax impression, and finally the expense of having the waxes cast in aluminum. Sometimes no matter how hard that you plan, "things" just do not work out as you would like. It isn't that I do not want to continue to learn or profess to have "all the answers", it would be nice to sometimes, have things go a little easier. The net result of all these changes is that the customer receives a better item than they ordered. This is not to say that the initial engine was not a great item, it just means that there is always room for improvement. My motto is "At Conley Precision, Perfection is almost good enough"! This was never more true than at the present time. There may be additional changes or modifications in the future, but one major area of concern has just been eliminated. A special thanks for all of you who have been more than patient throughout this entire ordeal. With any luck the engine should be ready for delivery before the end of the year. Unfortunately, 14 weeks has a way of delaying a project. I would like give a special thanks to my good friend Paul Knapp for his continued help, patience, input, suggestions, time, and most of all his understanding of my latest engineering endeavor. It is hard to explain how important it is to have a friend who always makes time for my many questions and concerns.
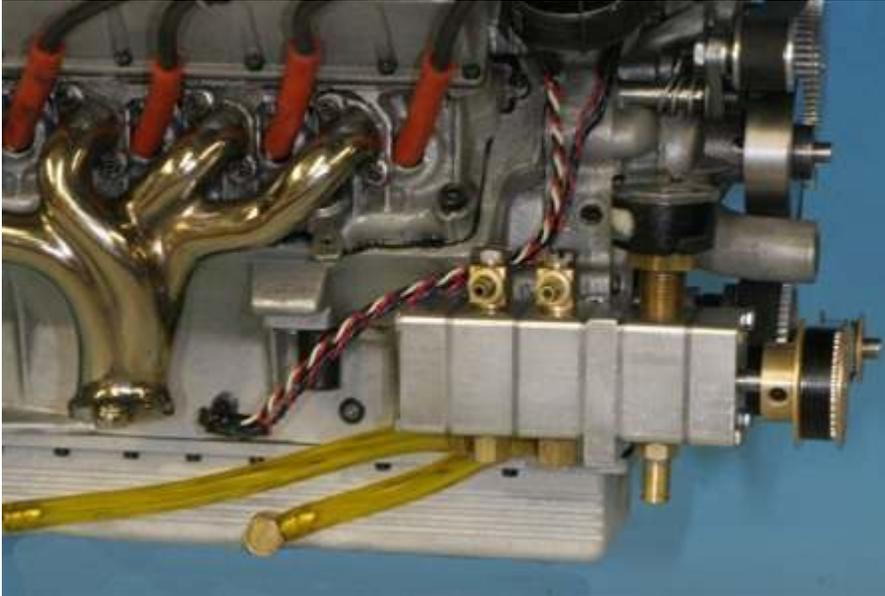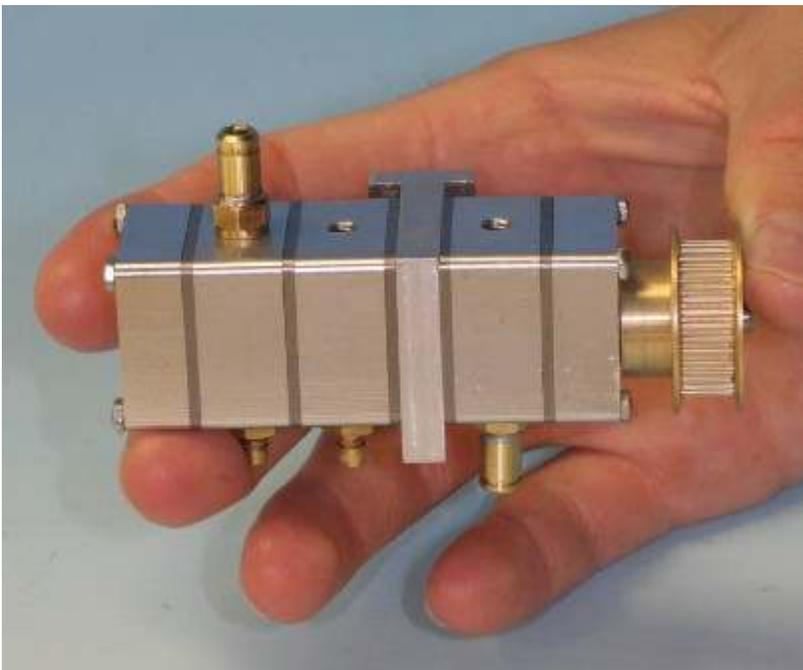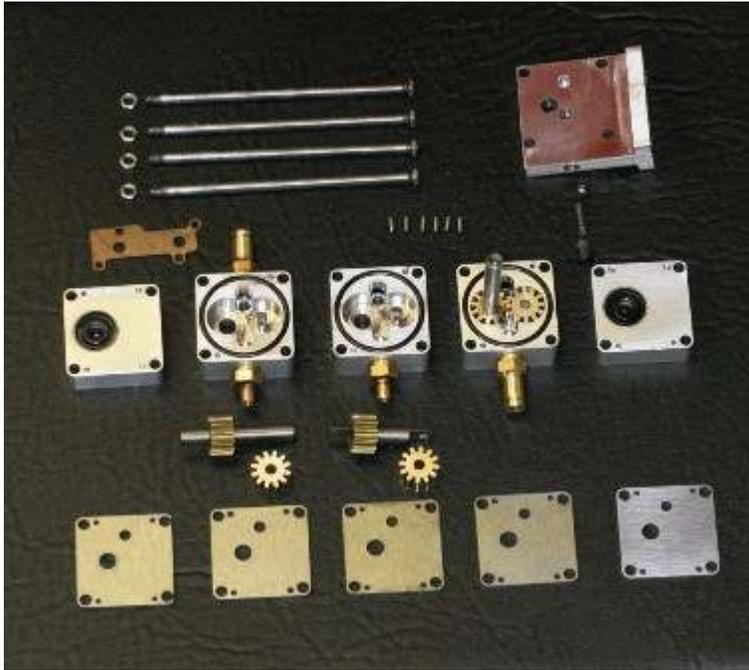
Pic #1

Pic #2

Pic #3

Pic #4

Pic #5

Pic #6

Pic #7