

It is now Saturday morning, September 15 and thought I should do a quick update before I get started. As always, so much is happening that it is difficult to know where to start. In all honesty, it is almost impossible to think that it has been over a month since my last update. Everyone has heard or read this numerous times in the past, "I cannot understand where the time goes". If the days were 48 hours long, then I could get some real work finished. Anyway, everyone should be glad to know the camshafts are finished and ready to be installed. All surfaces are ground and as the picture shows I am holding a finished camshaft. Unfortunately this does not give a good representation of just how many are wrapped in newsprint to keep them from rusting and maintain the surface finish. Staying true to my commitment to maintaining a good inventory of parts, there are actually about 85 camshafts in the box. I also have over 20 additional in stock from the first run. Although I have never replaced a camshaft, nor do I expect to do so, it is reassuring to know that I have extras in stock.

Going hand-in-hand with the finished camshafts, is the newly designed camshaft adjustment assembly. The reason for making the change is very simple – it greatly improves the accuracy of the camshaft timing and also makes it faster to assemble. The automotive degree wheel is used to set each camshaft - as the saying goes "By the numbers"! Now, there is zero chance of being off. No matter how accurate I was in the past trying to stamp timing marks in the exact location, it was possible to be off a small amount. What I mean is that one tooth of the camshaft gear is equal to 9 degrees and one tooth of the corresponding crankshaft gear is equal to 18 degrees. Knowing this, it is easy to see how the camshaft timing could possibly be off a small amount. When this would happen on the first run of engines, I would simply change the entire camshaft or change the timing gears until it was correct. You can see how time consuming this process could be. Anyway, the gear on the left in Pic #5 is a classical "Conley Screw-up" and is the result of what happens when I have a laps in memory and give the CNC machine the wrong distance from the cutter to the top of the part. Working late at night can sometimes have devastating results. And no, it is not going to be fixed and installed in someone's engine, Ha. Ha.

No, Pic #6 is not of a newly designed piston, but rather shows what happened with a cutter is replaced with the wrong diameter. I do not often make these kinds of mistakes but I show them to let everyone one know, that making engines is often difficult and always mentally demanding.

The final pictures show the much anticipated scoop "bug catcher" for the engines. At the request of several customers, I decided to make the mold and do it correctly. As you can see the scoop is in one piece. Designing the mold was very, complicated and time consuming but the net result is a very detailed and smooth part. These waxes will go to the foundry on the 18th of this month. Once the finished castings are returned, then I will give everyone an update as to the delivery time and cost. If everything goes as planned there will also be 3 "butterflies" that will be timed to the carburetor control linkage. As you can see, this is just a small amount of things that make up my day-to-day schedule. As the saying goes "Welcome to my world"

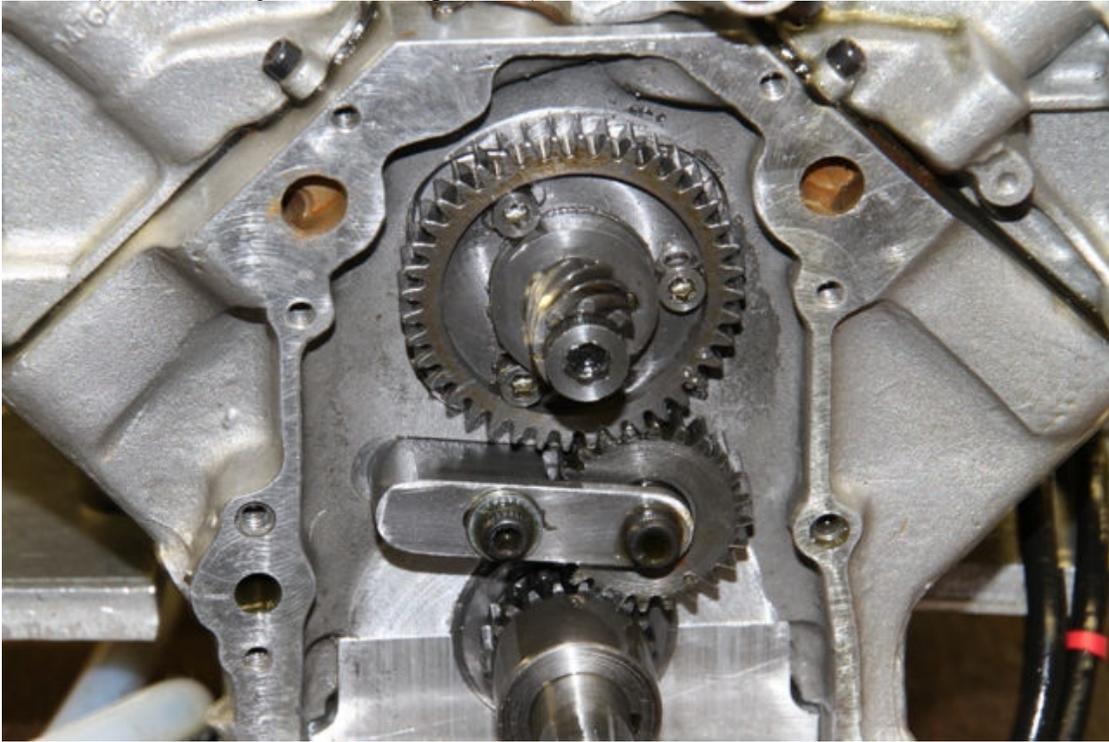
Pic #1 (Finished camshafts)



Pic #2 (Finished camshafts)



Pic #3 (New cam adjustment components)



Pic #4 (Two individual components on the left, finished assembly on the right)



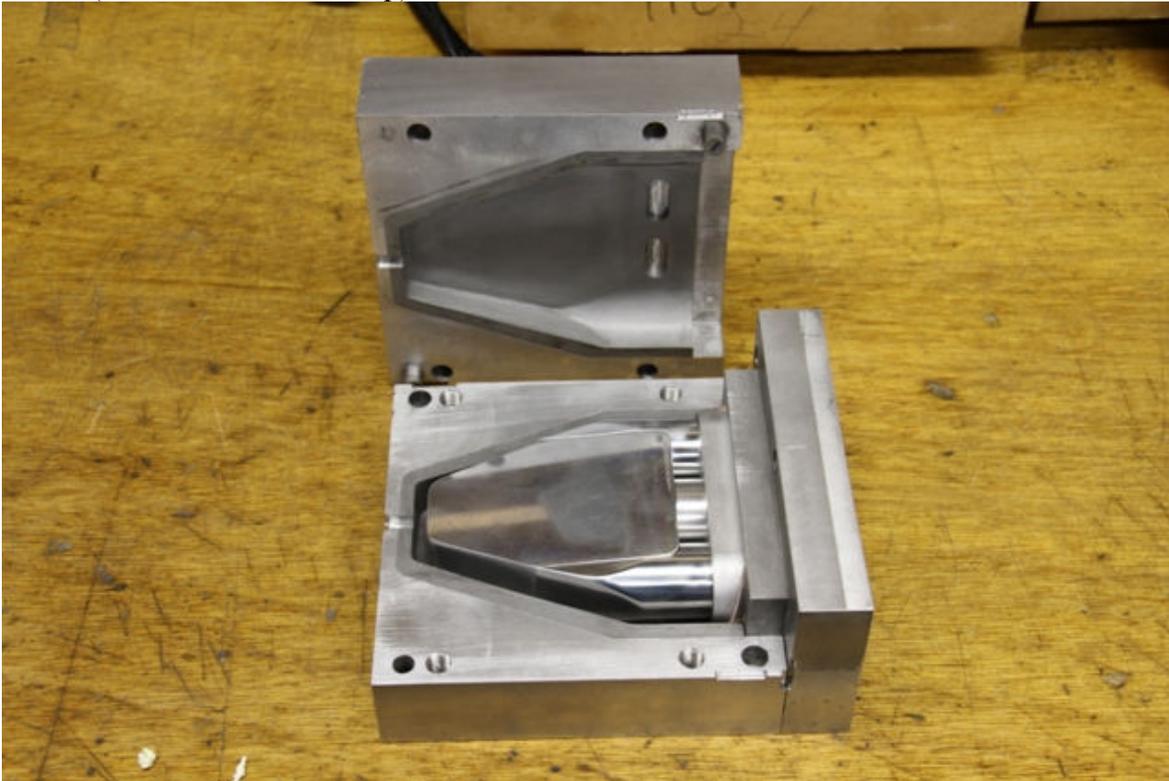
Pic #5 (Conley screw-up)



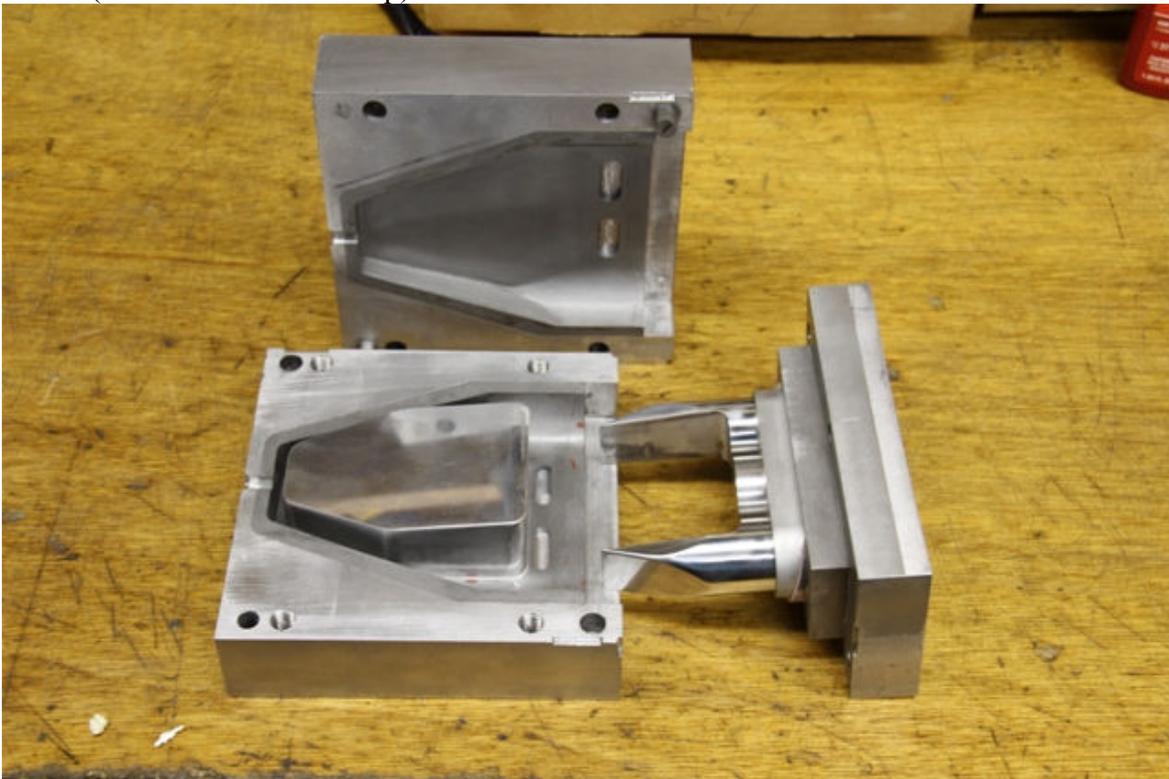
Pic #6 (Conley Screw-up #2)



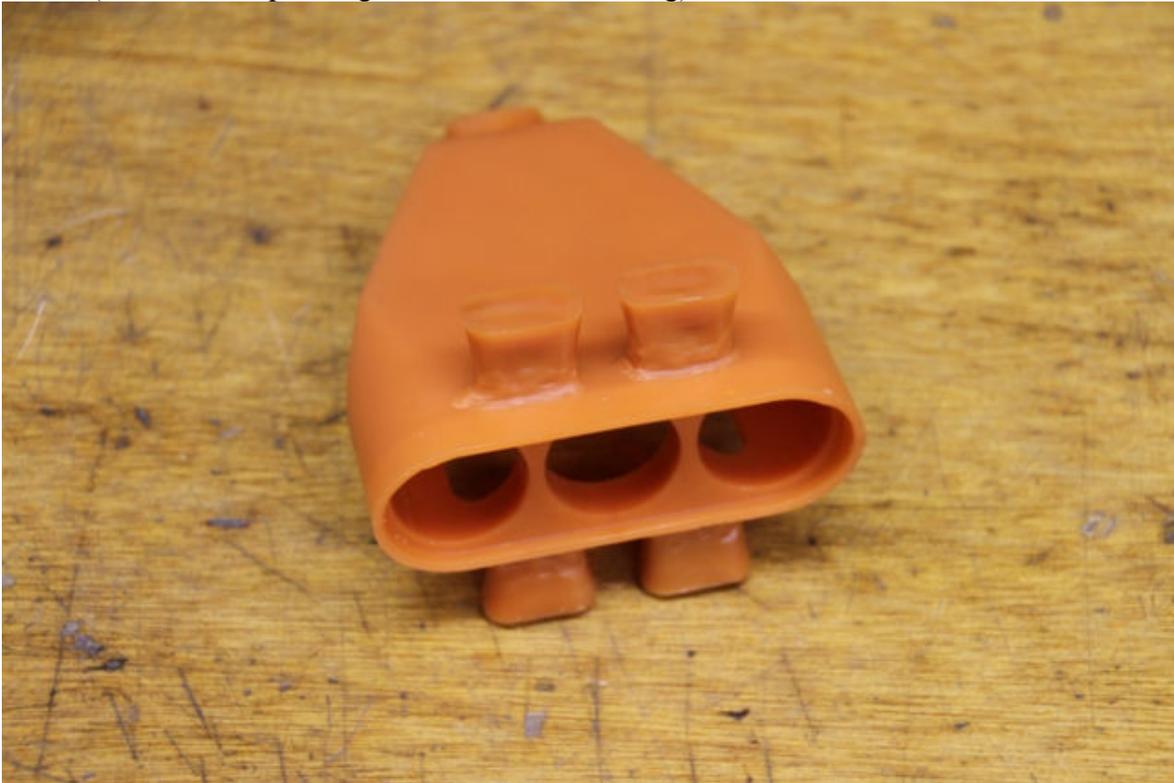
Pic #7 (Mold for new air scoop)



Pic #8 (Mold for new air scoop)



Pic #9 (Wax air scoop with gates attached for casting)



Pic #10



Pic #11



120 waxes ready for casting

