

O&R TUNING TIP #20 - ERRANT CAM GRIND:

By Abe Gallas/Bob Angel.

Abe Gallas passed this along while we chatted at the SAM booth at AMA's Pasadena trade show. Abe was trying to start a newly acquired O&R, and the prop kept biting his fingers. He first assumed the O&R was just in a bad mood, but after a while he found that the normal retarded spark setting was still too advanced. And at full retard, it was still too far advanced.

This happened some time ago while both Otto Bernhardt and Irwin Ohlsson were still with us. Abe took his engine to Otto, who fixed it by opening up the front bushing slot some more to allow more retard.

Abe later learned through Irwin Ohlsson that a few cams had been improperly ground because of wear or slippage of the fixture used to position the crankshaft. These cranks were set aside, but the glow model O&R's were just coming out. There was no point in wasting otherwise good cranks, so they were put into some of the glo's, which wouldn't be using the cam anyway. Who could imagine that some of us would ever be going backwards by converting glow models back to spark ignition?

So when you acquire a glow O&R and find to your satisfaction that the crank has a cam ground on it, you might not be in hog heaven just yet. The odds are low, but you just might have one with the cam ground too advanced.

If that should happen and you have the means to do so, it would probably be better to extend the cam grind rather than cut away more of the front bushing. That would give a little more dwell for high speed running, and would leave more bearing support and a smaller entry for field grit. The timer arm would then work in the same familiar area as other Ohlssons. Plus, the little "stops" provided where the longer timer retaining screw contacts case ribs, would still be usable.