

Engine Stuff

Mike Meyers, Editor of the Southern California Ignition Flyers offered the following tips in the September 2002 Issue

Ohlsson Repairs

Charlie Reich reports that George Tallent, P O Box 251, Picacho, Arizona 85241-0251, (520) 466-7655 is the man to do repairs on Ohlsson engines. According to Charlie, "George Tallent is the only guy in the world (that I know of) that has the necessary tooling to completely rebuild an Ohlsson engine, including his exclusive specialty repair of replacing the cylinder seal. George also does general Ohlsson repairs, complete rebuilds, custom rebuilds, crankshaft balancing, special contest tuning and any other specialized Ohlsson repair you can think of, including providing replacement crankcases for some models."

Cox Needle Valve Extensions

A lot of us use Cox reed valve engines in 1/2 A Texaco ships. The engine may be buried in the cowling, making it difficult to get your hands on the pesky little needle. Here's a good idea lifted from the Internet about how to make an extension for the reed valve Cox needle valve: Take the stock needle valve and lightly chuck it in a drill motor, then take a Dremel motor tool with a cut off wheel installed.... Turn on both motors and proceed to cut the tip knurl off the stock Cox NV. When the knurl part is removed then grind a slight taper to the top of the needle stem. This will allow you to press a length of inner ny-rod (made by Sullivan) onto the needle. This inner ny-rod has a built in knurl and is very easy to turn in your thumb and forefinger for needle tuning. It works great and puts no "load" on your needle as a heavy "soldered on" brass or steel rod would. The early Cox Killer Bees came with just such a needle extension. If you have trouble pressing the nyrod on the needle, just heat the ny-rod a bit. Also, it is much easier if you first install the needle in the tank, and then press the ny-rod on.