

OPTIONAL CAMSHAFTS FOR TWINCAMS

The twincam engine is a well tuned unit in stock form, yet is "torquey" economical, long lived, and relatively quiet. The stock cam is of .350" lift, 262° duration. Any cam grinder will tell you it's fairly mild (the Cortina GT uses a 272° cam). For those who want more, below is a list of some of the reground camshafts available. The ones with asterisks are currently running in the clubmembers' cars noted. More detailed information may be available from them. Avoid choosing a cam too radical for your purpose. Since opinions vary concerning what is tractable or not, it is best to investigate the matter yourself and decide, depending on what the car is intended for, e.g., touring-slalom, drag racing, touring only, road racing etc.

CAMSHAFT	LIFT/ DURATION	HEAD/SPRING MODIFICATNS	ROAD MANNERS	PRICE/SOURCE	POTENT. GAIN
Kenny Harman L-2 *Berkwits, Imel	.380" 274°	None nec.	Tractable good torque throughout	Kenny Harman Cams Santa Ana, CA regrind \$35	Pbly 8-10 HP
Dempsey Wilson * L-2 Criss, D. Price	.390" 262°	None nec.	ditto	Dempsey Wilson Cams 4667 W. Rosecrans Hawthorne, CA regrind \$35	Pbly 8-10 HP
Lotus S/E *Alvidrez, Brown <u>et al</u>	.350" 274°	None nec.	ditto	Lotus part stateside price \$180 outright	8-10 HP
Cosworth CPL-2 * L-2 Dill, L-1 Kikin	.350" 274° .350" 304° .400" 304°	<None nec. {Head kit, springs	<ditto {streetable idle lopes good top end	Cosworth Engineering Ltd. St. James Mill Rd. Northampton NNS 5J40 HP 5JJ England \$70-\$100 outright/shpg, dty	15 HP 30 HP 5J40 HP
Allard AMC-8 AMC-9	Unkwn	Pbly as L-1, L-2	Unkwn	Allard Performance Center, 51 Upper Richmond , Putney London SW 15, \$85 outright, shpg/dty	30 HP 50 HP
Winkelman WE6250D	Unkwn	Pbly none	Unkwn	R. Winkelman Racing Ltd. 200 Calendonias St. Sausalito, CA \$165 outright	10 HP
Iskenderian ZM74S ZN74L Z273 Z194B	.372" 276° .377" 286° .413" 306° .433" 328°	Pbly none " Pbly kit "	Unkwn	Ed Iskenderian 16020 S. Broadway Gardena, CA \$110 regrind	Unkwn

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Derrington 8FY FR1 FR2	.382" 280° .410" 304° (.460-.410" 312°)	Pbly none Pbly head, spring mods "	Unkwn " "	V.W.Derrington 159- 161 London Rd. Kingston-Upon-Thames England \$50 regrind, \$30 more outright	Unkwn " "
Schneider ?? * Darling	?	?	?	California based cam grinder?	"

The total cost of setting up the twincam for one of these camshafts may be deceptive as there are usually carburetion and exhaust system changes accompanying the modification. The carburetor changes on Weber cars entail \$5-\$35 for parts, while the exhaust probably will require a completely new system., \$80-\$150. NOTE: The more radical cams (Cosworth L-1,-2 for instance) often will not even run with the stock Elan cast iron exhaust manifold ~~NAND~~ muffler system. Added to these costs should be a valve job and some head work such as matching of the carburetors to the inlet manifolds. Shop prices on labor vary, but \$200 is probably not the maximum charges for a mild conversion. Extend that by \$100 for further head modifications and the total conversion price could run \$320-\$600. Of course you may deduct the labor charges if you perform the work yourself. Several clubmembers have with satisfactory results. A final note is that while some of the cams listed are race cams capable of 8000 RPM or more, costs have been set within an engine operating range of about 7000RPM. The stock crankshaft is vulnerable above this range without further work and associated costs.

NOTE: Further reading is suggested before converting your engine. Try:
TUNING TWINCAM FORDS, David Vizard, Speed Sport Motorbooks, available from Classic Motorbooks, 3844/L Thomas Avenue South, Minneapolis, Minn., 55410, Price \$6.95 #85113-007-0.