

**Before I get started, I just wanted to tell everyone to go to the Products section on my home page then to Sportswear and Accessories. The reason is simple; everything there is being CLOSED OUT! The prices on everything has been drastically reduced! If you were considering any of these items, this is the time to buy! I will also be taking everything which remains to the Toledo Model Show, the first weekend in April 2013. When they are gone, they are gone! This is all top quality merchandise, but because of the difficult economy, the sales were not sufficient to justify the cost of inventory. My loss your gain!!!!**

It never ceases to amaze me just how much work and “things” must be done to produce a model engine. The same is true with the new 34 Roadster. Parts continue to build in inventory and sub-assemblies are starting to be completed. All of the valves, in all the heads have been hand lapped. This process takes a very long time, but the end result is worth the extra effort. The new pushrod guided plates which were Laser cut are being installed, which will totally complete the heads. Finally!

The lifters are finished and ready to send to heat treat. They will be case hardened to about a 62 Rockwell. For those of you who are not familiar with the term “Rockwell” it simply means that the lifters will be about the same hardness as a file. This is critical, to make sure there will be no wear in either the camshaft or lifters. Once they return from heat treat then they will be sent to the grinder, where they will be centerless ground to the exact dimension. Just keep in mind; this is only one piece of a very complicated engine.

The thrust plates for the camshaft, oil pumps, and crankshaft have been laser cut and are ready to be installed. In the previous run of engines, these parts were CNC machined, but this time I decided to spend the extra money to have them laser cut. This allows me a little more time to devote to other, more important parts.

The connect rod caps and body parts are finished. I will need to drill and pin, then install the bearing inserts. See, I told you there was a lot of work to be done.

The 34 Roadster now has the doors, hinges, and trunk lid installed. Please excuse the photo's, but keep in mind this is a “milestone” in ¼ scale. All other similar cars, which are offered to the public, are normally one piece. If the customer decided to make the doors functional it is up to them. Anyway, the aluminum supports which you see are only there for stability, until the body has been installed on the belly pan. They will then be removed.

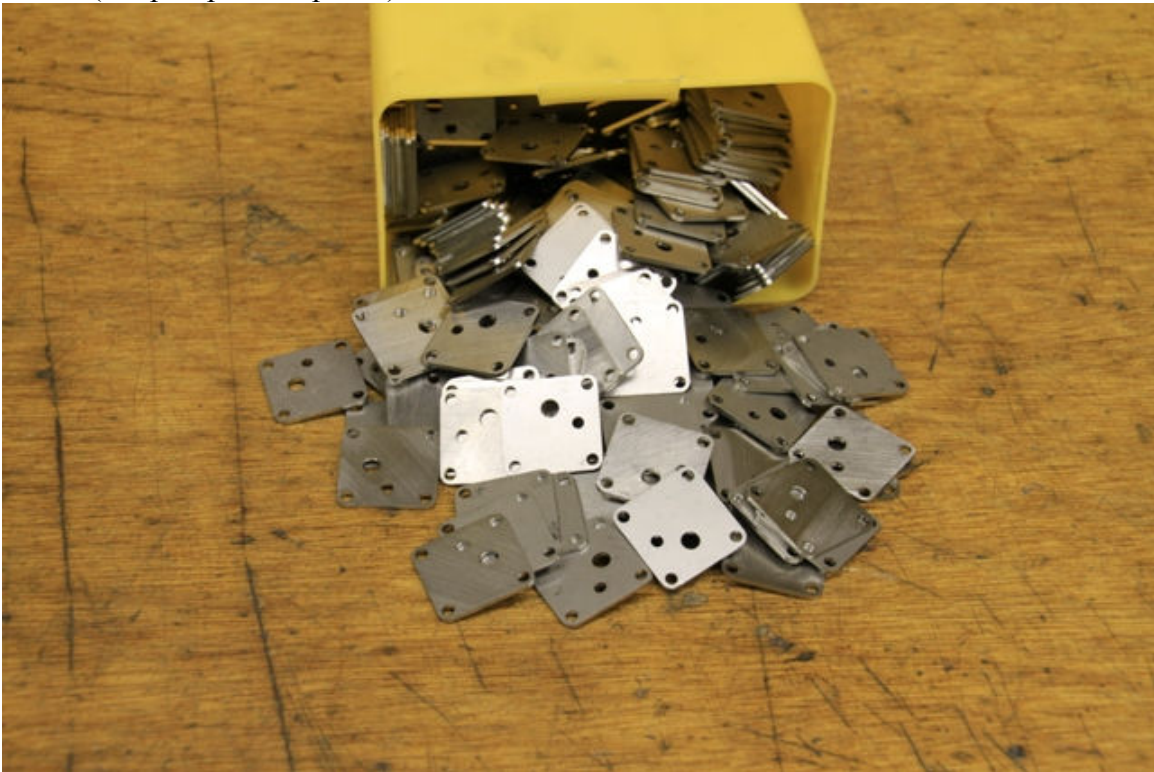
And finally, I am very proud to offer the latest edition to the Conley line of products, which is a gorgeous ¼ scale display trailer. This is an all steel frame with leaf springs, coil over shocks, polished diamond plate deck, fenders, and removed ramps. They are available in red, white, black and charcoal metallic. Custom colors will be available for an additional cost. Just imagine how your model would look on this display. Although intended for ¼ scale, some of the larger 1/5 scale vehicles look right at home on this trailer. For what it is worth, I will be displaying this newest item at the Toledo Model Show. Stop in and say hello – do not forget the camera! I am exhausted and must get back to work.

You can read further about the 34 Roadster and Trailer if you go to my Products section.

Pic #1 (Finished lifters, ready for heat treat and grinding)



Pic #2 (Oil pump thrust plates)



Pic #3 (Crankshaft thrust plates)



Pic #4 (Camshaft thrust plates)



Pic #5 (Connecting rod caps)



Pic #6 (Connecting rods)



Pic #7 (34 Ford Roadster body with door, trunk lid, and hinges attached)



Pic #8 (New body setting on belly pan)



Pic #9 (New ¼ scale display trailer)



Pic #10 (Custom wheels)





