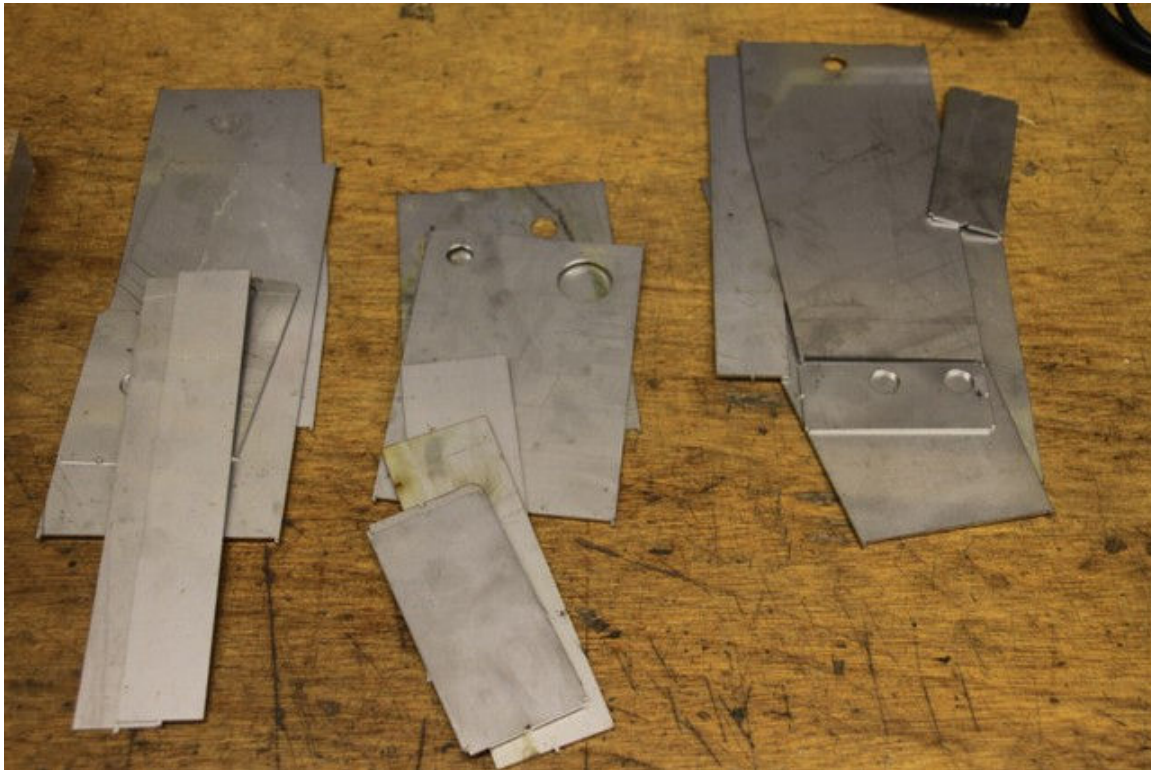


NO this not a mistake, this really is another update. Although rather small I thought it was important. Once again, the work continues on the engines and will continue until they have all been shipped. I received the new laser cut pieces for the three stainless steel tanks which are required for each test stand and each of the 34 Ford Roadsters. Hopefully I will get a brake to TIG weld them together and show everyone the finished product.

At first glance, what may look like a rather simple piece is somewhat complicated. I am talking of the ring gear drive hub. Once the basic shape has been machined then all the holes for mounting the ring gear must be drilled and tapped. These holes must be exact as are the dimensions for the surface of the gear to mount. When that is completed then I broach a 1/8" slot in each hub. When that is finished then I must drill and tap 2 holes that are exactly 90 degrees apart for securing the hub/carrier to the shaft axel shaft. As I continue to make progress on the quick-change rearends I will try to supply an in-depth explanation.

Finally and this is mainly for anyone who has tried to send an email to Conley-engines@att.net. For some unknown reason SBC has blocked certain areas, countries, individuals, or ? from sending me emails. I can send to them but they cannot respond. I have tried to get the "blacklist" removed, but SBC will not do anything. For this reason, I have another email which is Stinger.engines@gmail.com. This should solve any problem areas.

Pic#1(Laser cut stainless steel ready to weld)



Pic #2 (Ring gear drive hub/carrier)



Pic #3 (Completed drive hubs ready for assembly)

