

I would first like to say, I am still in business and hopefully will be for a long, long time. The reason for this comment is that just because I am not doing the weekly updates as often as some would like, it has nothing to do with me staying in business. In fact, I am already planning for the next run of engines. Every day is filled with the demands of running a small business. Not only am I constantly trying to finish this run of engines, but also need to order parts, materials, send packages, answer the never ending phone calls, maintain machine, sweep the floors, type invoices, etc, etc. The list is endless. When a machine needs work, maintenance, or repair, who is going to do it? This one item could take me away from production for days, or even weeks. Sorry to say, paying someone \$125.00 per hour to fix a machine, which does not include travel time, is just not a viable option. Normally there is a 4 hour minimum, plus parts, which they normally do not have with them. This is only one example of the demands of running a small business. I am not complaining, but merely stating the facts. I truly understand that a lot of people look forward to my updates, but sometimes there is not a lot to report, or there simple is little extra time to coordinate and update.

Enough, of the whining! To say that I have been busy on the 34 Roadster is an understatement! It seems that no matter how much you plan, there is always a margin of error. Case in point, I order the gears for the quick change rearend that I am building, but in all of my infinite wisdom, I had specified the wrong dimension for the hole in the center. Instead of being .375", I said it was to be .500". This was a costly "Conley screw-up". The initial cost for the gears was over \$1,700.00 which is now doubled. I am left with 100 sets of gears that are not useable. The pictures will show my mistake. This was not a particularly good day for me!

Keep in mind, the first 34 Roadster was completed over a 4 year period and there were numerous changes, modifications, and updates and there was a lot which was not documented. Even where I had take good notes, the changes were extensive. It is important that most of the components be interchangeable. I am glad to report that "things" are getting better. If I say so my self, the fit and finish the cars is some of the best work that I have ever done. If you look closely at just the front suspension, it is easy to see the extensive time that is needed to "put 10 pounds of crap" in a one pound box. For what it is worth, I started this update on Monday morning, it is now Thursday afternoon. The lower stainless steel water and oil tanks needed to be redesigned for clearance of the steering servos. Once again, time! The brake servo holding bracket was modified to allow the servo to be lowered which allowed a better fit of the body.

And finally, the cast aluminum grill shell is completed. Once again, no easy task. For those of you who have been waiting a long, long time for your item, the end is in sight! The test stands are finalized, documented, and in production. I am moving forward, but sometimes it is a difficult road. Stay tuned – same time, same channel.

Pic #1 (Wrong size hole in gear – Conley screw-up)



Pic #2 (Proper hole in gears)



Pic #3 (finished rearend, less hydraulic brakes)



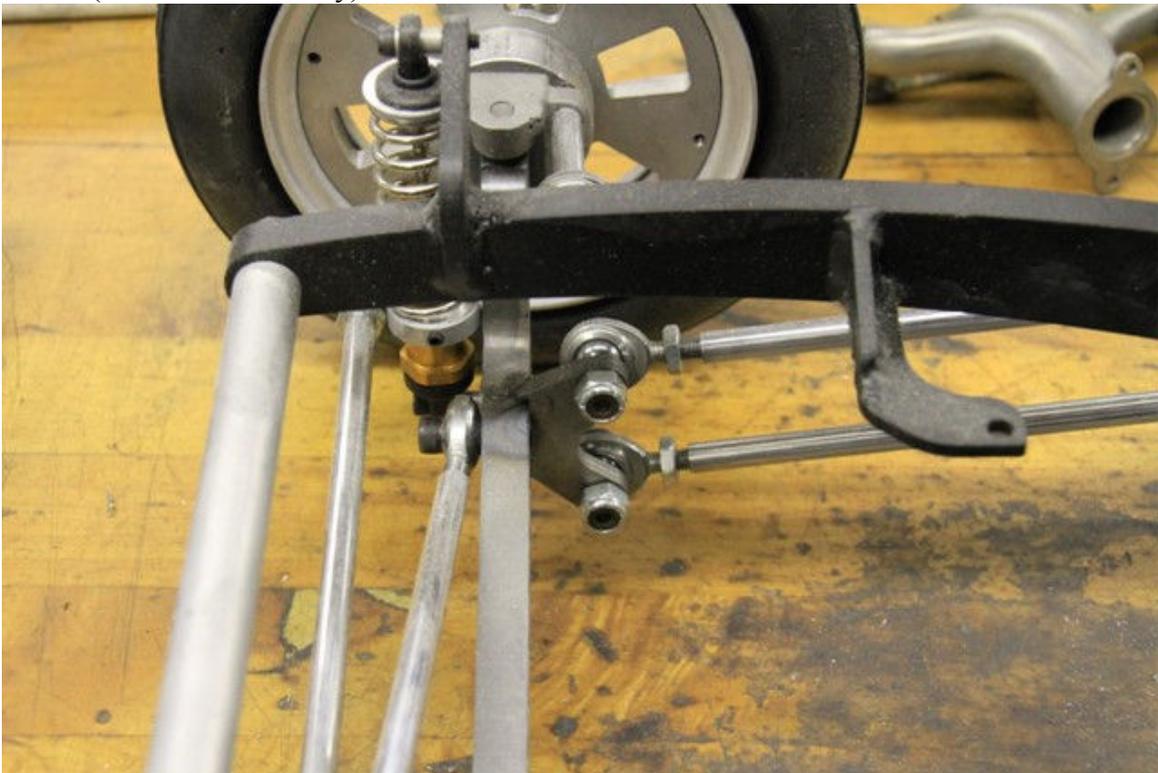
Pic #4 (Internal view of custom spiral bevel gears)



Pic #5 (Front end assembly)



Pic #6 (Front end assembly)



Pic #7 (Front end assembly)



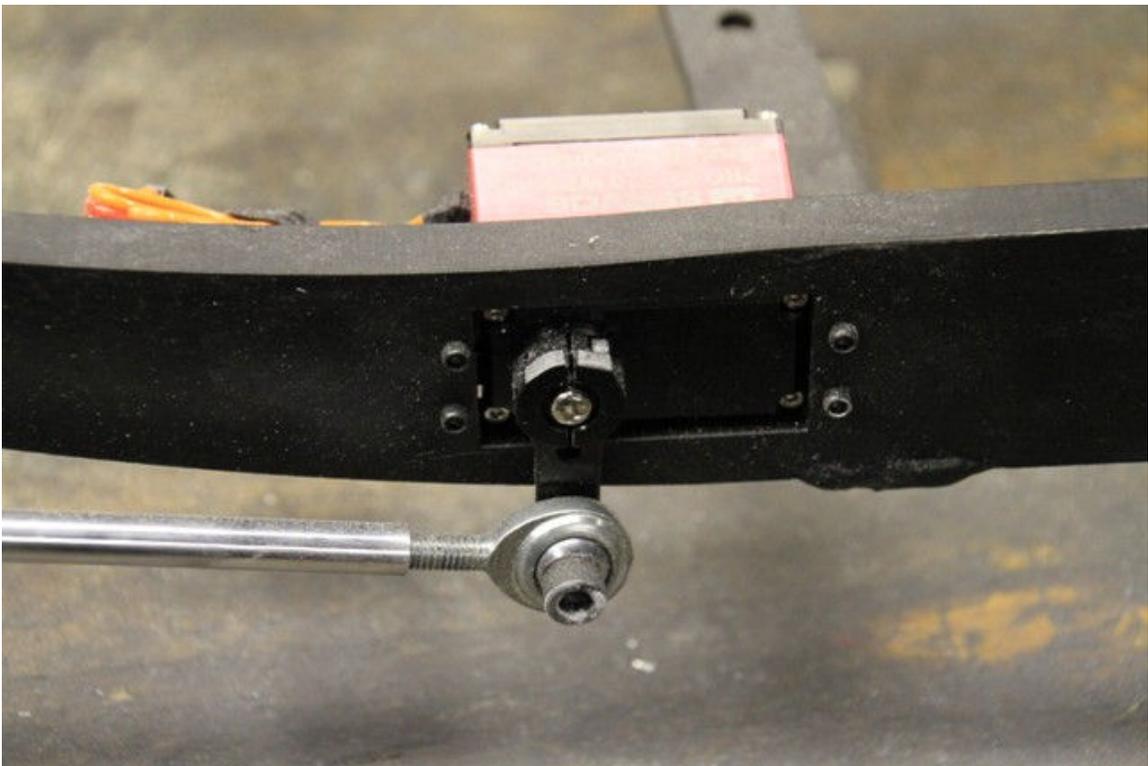
Pic #8 (Bottom view of installed quick change rearend)



Pic #9 (Rear view of rearend)



Pic #10 (Frame mounted steering servo)



Pic #11 (Top view of frame mount servos and front suspension)



Pic #12 (New cast aluminum grill shell)



