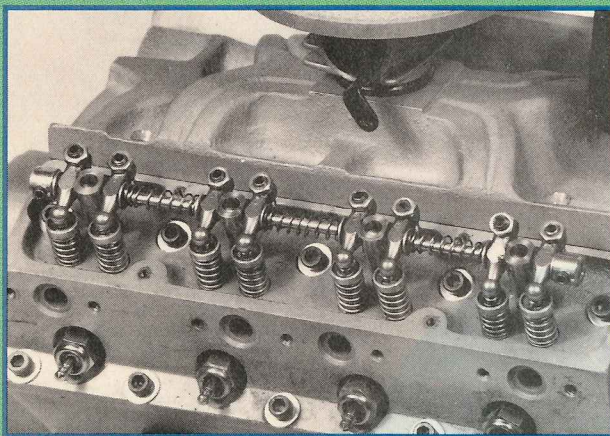


The Conley V8 engine comes completely machined and the kit includes all the necessary hardware to assemble the engine. Detailed instructions with photographs and drawings are also included.

The high-performance valvetrain uses heavy-duty springs and shaft-mounted adjustable rockers. Glow plugs are used for ignition.



inder heads with a high-rev valvetrain give it plenty of performance, and you'll be absolutely fascinated by the detail and function of this incredible engine.

The 3-cid, water-cooled engine has a 9.5:1 compression ratio, solid-lifter cam, siamese porting, and weighs 4.5 pounds—about the same as a 35mm camera. It makes approximately 2.2 hp at 11,000 rpm and idles at 1800 to 2000 rpm. The engine is five inches long, 6.5 inches tall, and measures a

total of 13 inches in length when coupled with the nonfunctional replica transmission and bellhousing.

The engine also features an electric starter, a runner-style cast-aluminum intake manifold, precision-ground camshaft, a carburetor with air cleaner, rubber motor mounts, a functional water pump, and a centrifugal clutch that engages at approximately 2500 rpm.

Gary's engines are unique in the auto-hobby industry, and it's almost impossible to describe the thrill of assem-

SOURCES

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V8 Engines

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Jack and Georgia Henricks
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Racing Facilities

New Era Models
Frank Desumond
Dept. HR
25 Main St.
Nashua, NH 03060
(603) 889-5858
Chassis and Bodies

SECO
Dept. HR
2329 S. Otis
Santa Ana, CA 92704
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Rear Axles

bling one and hearing it fire for the very first time. Little Courtney Pirrello (see photo) seems to think that Gary's Pro Stocker is just about the right size for her. She was discovered checking out the car at her grandparents' scale-model racing facility in Machesney Park, Illinois, and probably couldn't care less what it sounds like. But any self-respecting hot rodder who hears one won't be able to sit still until he's got one for his very own. **HR**