

CLUB HOUSE SPECIAL

Tired of watching others build stormin' quarter-milers, these Evanston, Illinois lads solved the problem by pooling their time, talent and money

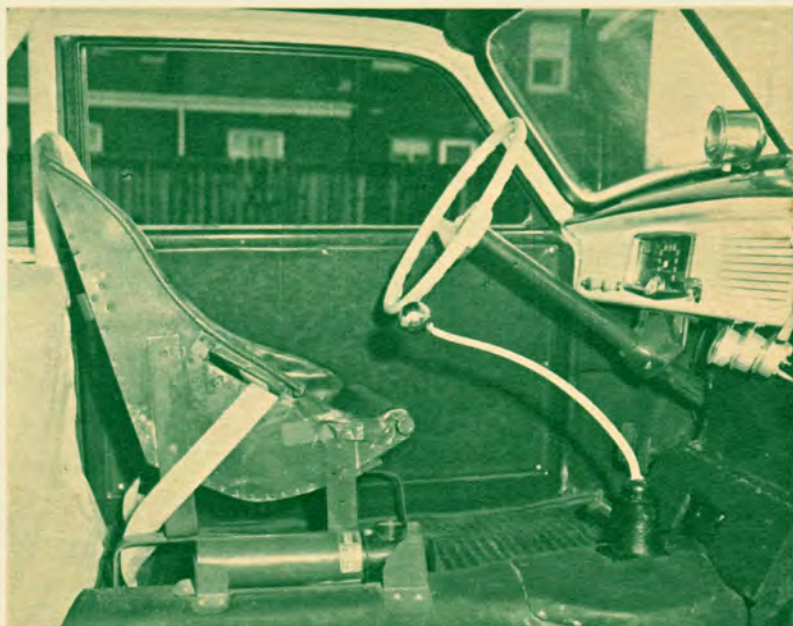
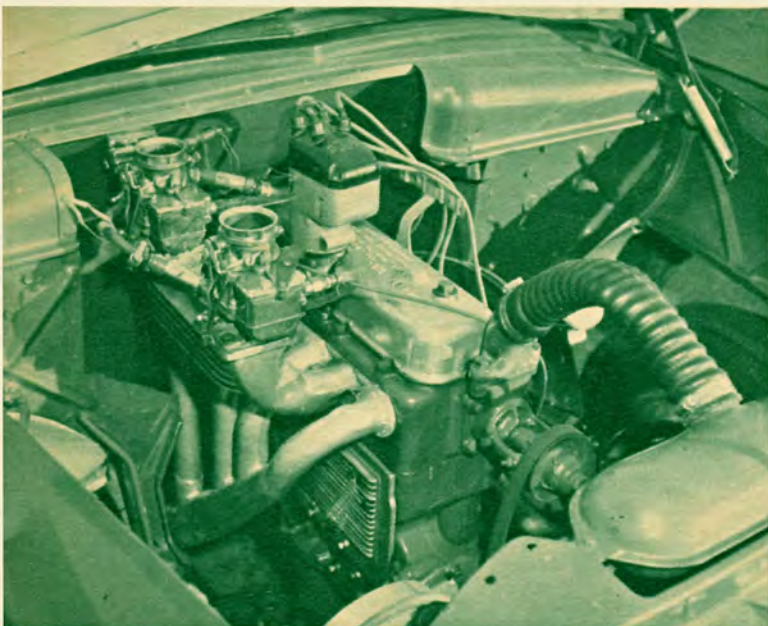


Skeptical about their ability to turn out a real stormin' gasser, the Sideshifters set to work on this small Ford-powered Henry J in X/Modified class. With the experience thus gained they now feel that they are ready to step up to C/Gas class. Dubbed the "Little One," the trim club project has given the members invaluable practice, a chance to compete on a budget.

Evanston, Illinois

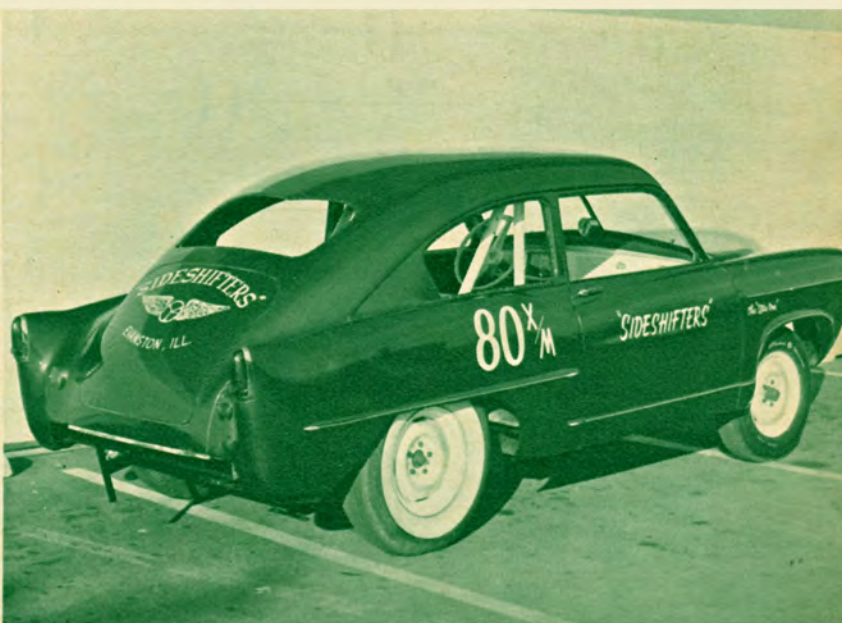
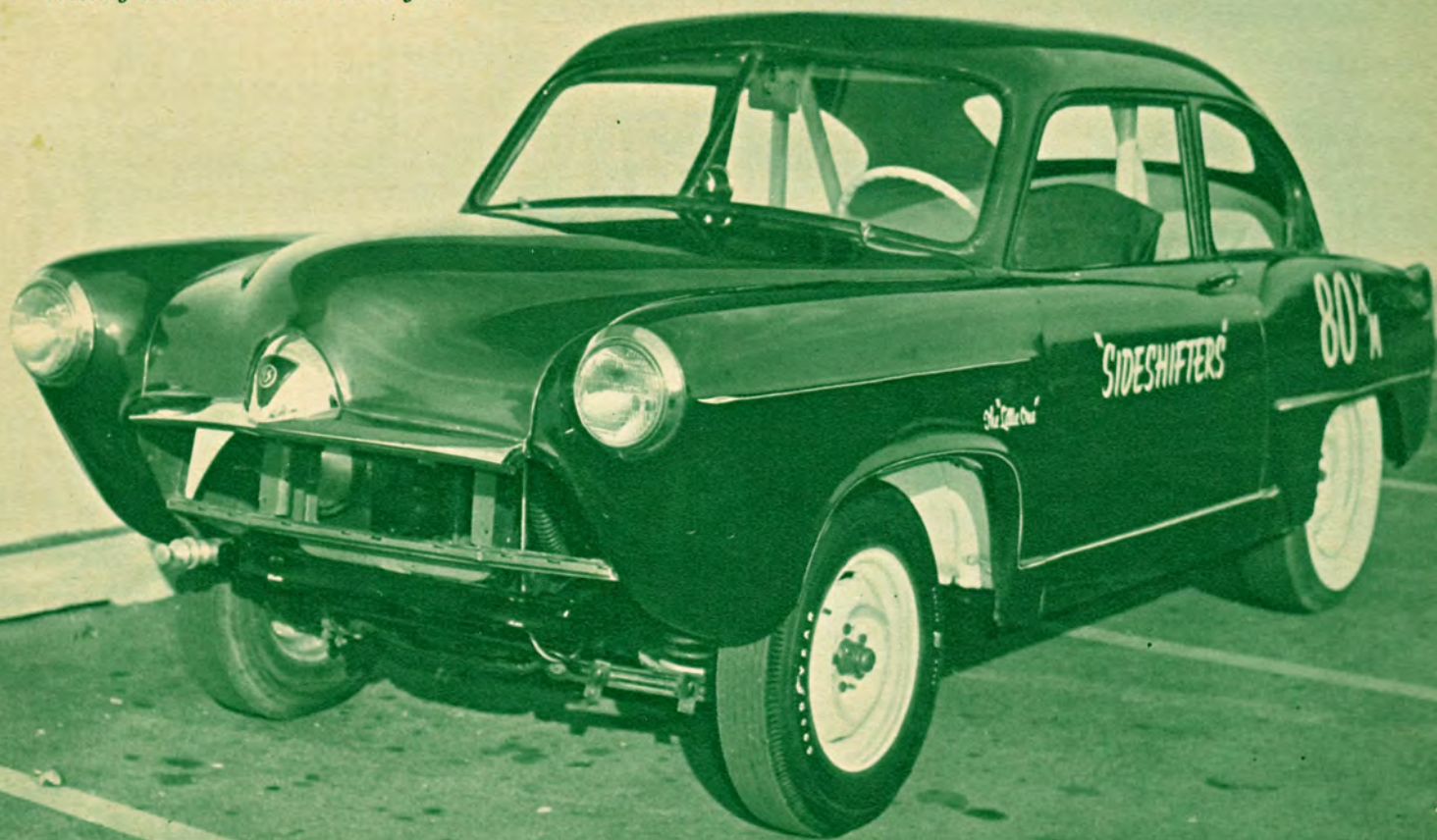


Photos by John DeCampi



Brought to life with a Miller overhead conversion, the diminutive '32 vintage four-banger has big things going inside; 4-inch pistons on a 4¼-inch swing. 214 cubic inches breathes through 1½-inch valves operated by an Iskenderian 5-cycle cam, is fed by two Stromberg 97's through a Thomas intake manifold. Note Wico mag and fine little exhaust header setup. Big mixer beside aircraft bucket seat calls the play in Model B box with Lincoln Zephyr gears. 4.56:1 rear end is locked.

The '53 Henry J chassis is surprisingly stock except for the rear end, which is bolted solid to frame. Engine was moved rearward for traction gain. Pressurized fuel system used; front-mounted pump boosting small Moon tank behind grille.



Sideshifter officers Mickey Brennan (at the wheel), Kelly Gavin, Donald Ratajczyk, and James Martino are already looking forward to their next quarter-mile club project since they've done so well with the Henry J: 15 drag trophies and 4 show wins. 1970-pound sedan turned 80.81 mph with a 16.55 e.t. At the time of this report it held the X/M record at Great Lakes Dragway. Its simple Ford powerplant runs a Model C crank with stock rods carrying Jahns pistons, P-C rings, and 9½:1 c.r.