



Super-rare '57 Sedan Delivery is definitely senior on performance. The pistons for this small-block Chevy were designed by Speed Parts Center.

JUNIOR CLASS—SENIOR STOCKER

That's Gary Pierce's claim to fame and his '57 Sedan Delivery delivers the goods with a 'printed 283 and a super-trick convertor

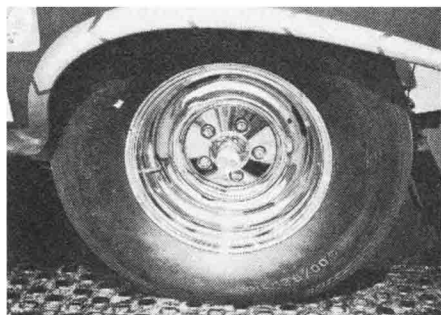
AFTER 14 YEARS of spectating, 26-year-old Gary Pierce decided to cross over the fence and became actively engaged in organized drag competition; and he chose the super-competitive Jr. Stock ranks for his initial 1320 outing. Gary's interest in cars was natural because his father, nicknamed "Hatch," is the proprietor of Hatch's American service station in Peekskill, N.Y. Gary started watching races when he was six and his first car was a '57

BY AL ROOT

Chevy 210 wagon—the 265-inch/162 hp variety. His new car, *Hatch's All American*, was constructed after he overcame the most common problem in hot rodding—money, or should I say insufficient funds. Gary honestly explained that his wife could have easily found many better ways to spend \$3500, but drag strip "widows" are an understanding

breed, and Gary continued his project; his only other problem was a long waiting period for his specially designed pistons to arrive. These Arias slugs were modified by Ron Dollinger, proprietor of Speed Parts Center in Elmsford, N.Y.

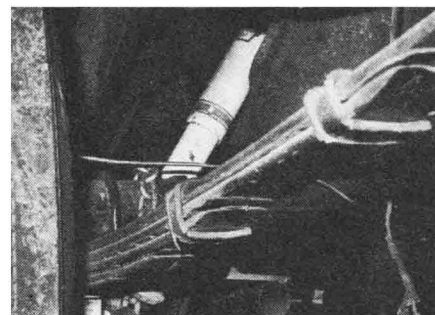
Gary spent most of this past drag season preparing his O/SA (NHRA) Jr. Stocker, so he didn't go record chasing; however, he will be ready next year and that Vitar Power-Glide is a mighty potent force to be reck-



Cragar "chromies" provide a home for the ultra-biting M&H 9.00x15 Racemasters.



Hooker's tubes exit via fenderwells. A '59 283-inch passes plenty of exhaust during bashes.



Five-leaf tuned springs and Hurst/Gabriel adjustables provide instant traction adjustments.



Entire rig is first-class as is functional trailer. Four-speed hydro-sticks are illegal but super-convertors are even better!

oned with both in the off-the-line department and in the et realm. Gary's best et to date was recorded at Island Dragway (New Jersey) at 13.89 seconds.

The '57 Sedan Delivery weighs 3390 pounds and Gary, an electronics engineer, converted it into an O/SA stormer in just five months. Gary's Jr. Stocker is powered by a 1959 Chevy engine, which displaces 283-cubic inches. A Rochester four-barrel carb perches atop the stock Chevrolet intake manifold, whereas Hooker's tuned pipes take care of the exhaust elimination chores. A "blueprinted" General Kinetics camshaft lies at the heart of the engine and Mehling lifters and Chevrolet pushrods complete the valve train

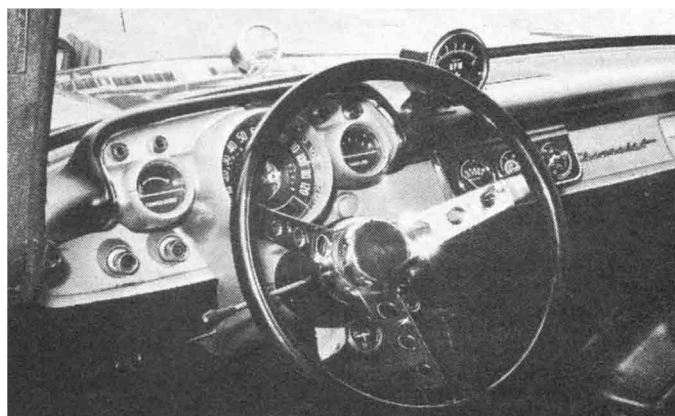
picture. A CSC "ThermoRev" crankshaft swings reconditioned Chevy con rods, which, in turn, activate the modified Arias pistons. Super trick Seal Power pistons rings are used and the short block and super-fine head mods were performed by Speed Parts Center. Speed Parts' "blueprint king" Ron Dollinger, set the main and rod bearing clearances at matching .003-inch specs using Federal Mogul aluminum bearings. Valvoline racing oil and Champion J-13Y spark plugs are exclusively used; both the intake and exhaust valves are stock Chevy items, but the spark is provided by an Accel ignition system and the juice is fed to the small-block by a dual Conelec Trac Pack ar-

rangement.

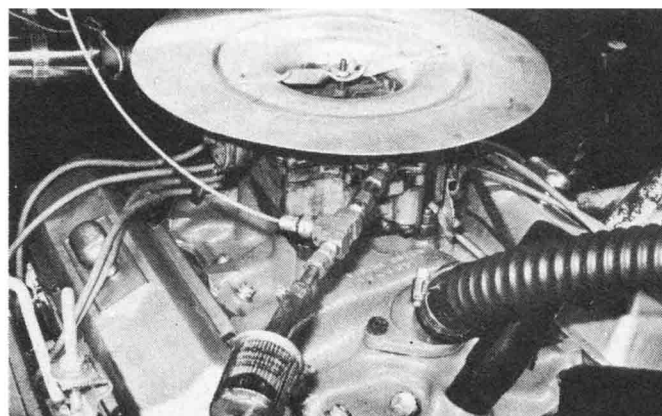
Vinnie Tarrantola prepared the now-famous Vitar Power-Glide and now Gary can come off the line at 2000 rpm and shift at 5800 rpm. The trans is controlled by a Hurst shifter; the power is passed on to the Chevy rear which carries Zoom 5.14 cogs. M&H rear tires ride on chromies as do the front Stahl skins.

William Baxter's custom paint shop applied the sharp red-white-and-blue paint scheme and Ray Skrowski (Elmsford, N.Y.) took care of the sano lettering.

Naturally, Gary prefers American's Amoco premium fuel—what did you expect from *Hatch's All American* which is truly Senior on performance!



Covico wheel and Stewart-Warner instrumentation monitor the champ.



Rochester four-barrel "pot" feeds the mini-screamer, with a G-K cam.