

Left, the '37 Chevrolet coupe is one of the finest bods ever produced by the now super-car whiz kids. Right, Covico wheel, short-throw shifter and full upholstery adorn the '37's interior. The Borg-Warner four-speed was pirated from Mike's old 1963 Corvette.

BIG DIEHL !

that's what Mike Diehl thinks of his super-sano 1937 two-door Chevrolet Coupe

BY EPHRAIM SCHWARTZ PHOTOS BY A. M. SCHWARTZ

MICHAEL DIEHL has been interested in drag racing for fifteen years and in that span of time he has owned no less than six Corvettes. A shrink might have something to say about Michael's thing for Corvettes, but that's another story. We may send his tech sheet over to "Psychology Today" magazine. Mike finally broke the 'Vette habit with his '37 Chev coupe. After all, he's got to come down slowly. The '37 Chev two-door coupe is to Diehl what Methadone is to an addict. He's hooked but he doesn't get high!

The coupe may not tear up the tarmac like his old Vettes but it brings up his head in other ways.

First off, Mike put a small block '67 301-cubic-inch Chevy mill under the hood. He kept the bore at four inches and the stroke at three inches.

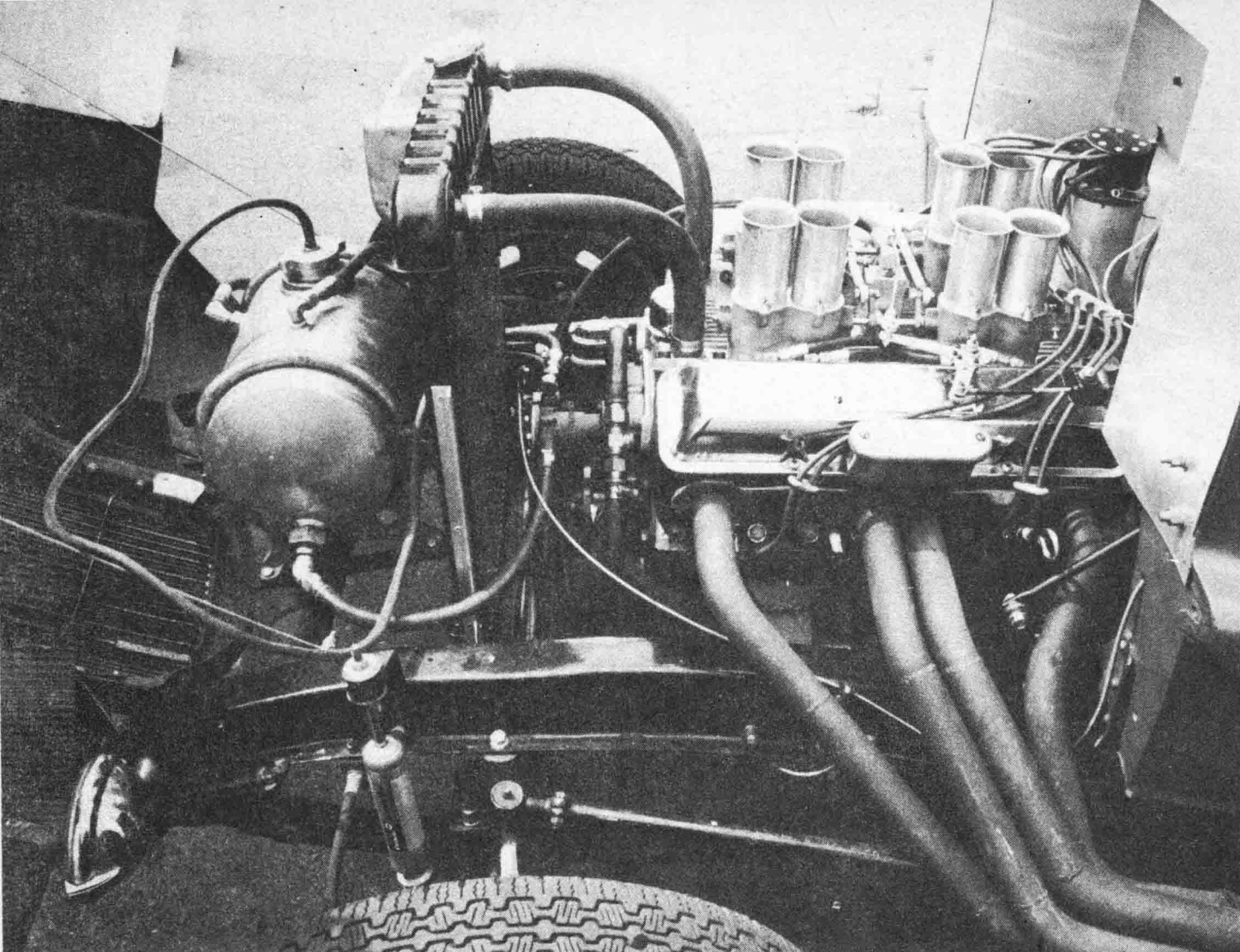
The dual valve springs measure 2.02-inch intake—talk about your big valves—and 1 3/8-inch exhaust.

To us it appears that Mike has been reading too many speed equipment catalogues or too many car



The fiberglass front end is a natural for gasser bashing. Dig those filled fender seams!

mags. He chose one valve train component from every manufacturer! Mike uses a Crane cam, Engle push-rods, M/T rocker arms and J-E forged 13.5-to-1 pistons. The heads were milled .050-inch and polished. Holding the juice is a 3 1/2 gallon moon tank hooked up to a throttle linkage of Mike's own design. It passes the leaded gas to a Hilborn fuel injection system. Mike designed his own exhaust headers feeling he should get credit for his car's engineering. Mike used the same speed equipment manufacturer for two items: a 35-pound Weber flywheel and a 10 1/2-inch Weber clutch with a Chevy L-88 disc. The Borg-Warner T-10 transmission was taken out of one of Mike's old '63 Vettes. The only modification was to have the syncro gear teeth ground off. Mike



The injected 301-inch small-block Chev has seen many a 1320 "dog fight" and usually comes out on top! Mike fabricated his own headers.

BIG DIEHL

did the engine swap all by his lonesome; a Vertex Magneto handles the sparking chores. The estimated horsepower is between 400 and 450 ponies.

The chassis is of 1937 vintage and features a tubular front crossmember. Wheelbase is 112 inches. Front

axle is chromemoly, tube-style, while the rear is a '57 Olds unit. The rear end is off a '64 Poncho with numbers reading a sky high 5.87!

Halibrand wheels mount Pirelli 4.25X15's up front and XS-11, 10X15 M&H's out back. Cure Ride shocks are used—front and rear. Spindles

are from the old reliable '39 Willys, while the steering gear is from the '37 Chevy. The brakes were taken from a '52 Willys for use in the front and from a '57 Olds for rear braking power.

The body, as we mentioned earlier, is a '37 Chevy two-door coupe. Lucas lights were added for a little dash. Mike left the body almost completely stock not wanting to chop, section or channel the classic lines of the car. Custom work on the car includes radiused wheel wells, filled body seams and a custom made tilt fiberglass front end. This work was done by Mike's friend Bill O'Keefe.

The car is painted in a bright Corvette red. While the interior is a modest black vinyl.

To date the car has cost Mike six grand and has taken him six years to build. That may sound like a lot of time and money to you, but at least it's kept Mike's mind off 'Vettes!



Corvette King Mike has switched to classic '37 Chev bod. Halibrand mags are on front.



Summers Brothers' axles supply the beef and M&H Racemasters aid the traction-action.