



# “Just Under” A TON OF FUN

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PHOTOS BY RICH CHENET

**N**ormally, a Pro Street-styled Vette with 472 cubes would hardly raise an eyebrow around here, until we realized it was a small-block. Now our attention was piqued. Here's some more numbers that hooked us: 15.5:1 compression, .848-inch lift cam, 2.25-inch intake valves, Jesel 1.8:1 rockers, twin 1,150-cfm Dominators, 1,172 horses, and a dry weight of 1,730 pounds. Have we got your attention yet?





**A  
'67 Vette  
for  
Street  
and  
Strip**



**POPULAR  
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## "Just Under" a Ton of Fun



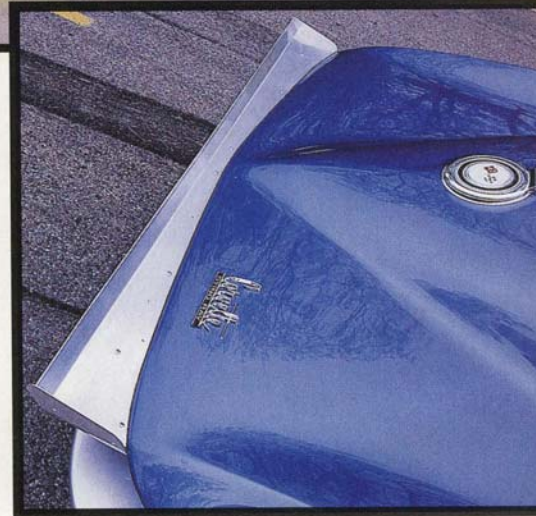
Andy Jensen of Wapwolopen, Pennsylvania, builds race engines for a living. Great work, if you can get it and prove your worth among the hearty few who choose to make a living this way. Naturally, when a pro like Andy decides to create a street machine to showcase his talents, expectations are high. Luckily, this example doesn't disappoint. Let's take a closer look at that powerplant, then we'll look over the rest of the Vette.

The 472ci powerplant began as a Dart aluminum small-block with a 9.5-inch deck height. The bore size was drilled at 4.170 inches and a Lunati 4.320-inch stroke crank was added to achieve the final displacement. Connecting rods are from Manley, and measure 6.350 inches. Pistons are from JE, and as we mentioned, create 15.5:1 compression when combined with the Brodix 330 canted-valve aluminum heads, ported by Andy. Like everything else in this engine, the Manley titanium valves are large, measuring 2.250 inches on the intake side and 1.630 on the exhaust. The Cam Motion camshaft opens the valves .848 inch on the intake and .826 inch on the exhaust with help from the 1.8:1-ratio Jesel rockers. All this goodness resulted in 872 naturally-aspirated ponies, and 1,172 horses with the nitrous flowing.

Power passes through a simple McLeod single-disc clutch before twisting a Lenco five-speed transmission. From there, a Mark Williams modular 9-inch rear (loaded with 4.33:1 cogs) transmits power outboard to 15 x 15-inch Bogart wheels and Hoosier 33 x 16 x 15-inch tires.

Now, how did Andy get all this drivetrain into a '67 Corvette that can still weigh in under 2,000 pounds ready to race, with him in it? He turned to Bruis Glassworks and purchased a carbon-fiber body to start. He then hired Jon Little of Gettesburgh, Pennsylvania, to design and build a custom tube chassis. The four-link rear suspension is of Jon's own design, and is teamed with Lamb struts up front for a killer total package, keeping all of the weights at the NHRA minimum. In keeping with the anorexic nature of the beast, every single part that went on the car was somehow lightened before installation. For example, the door latches weigh in at an unreal 4 ounces, and the cylinder heads have had 3 pounds milled out of each side. As Andy says "I can honestly say that every part that went on this car was milled, drilled, or turned in some way to remove weight." We believe him.

Once completed and painted a beautiful Lucerne Blue, the car was ready for street and strip duty. Without the nitrous flowing, the car has run a best elapsed time of 7.50 seconds at 181 mph. When



Andy hits the button, the car delivers a 6.87-second pass at 195 mph on D.O.T. tires, through mufflers. How competitive is it? Of the 16 Quick-8 events he entered last season, he won 13 of them.

Are you ready to question the streetability of this exercise? Andy claims he has no problems driving the car at least 100 miles a year on the street to various car shows and cruise night events. He also makes about 100 passes per season on the dragstrip, and reports that the valvesprings are good for about 45 passes, while the single-disc clutch went almost 80 runs before requiring maintenance. The fly-weight nature of the car is easy on parts.

"Between-rounds maintenance on the car consists of packing the parachute and checking tire pressure. When it's on the street, it doesn't overheat due to its big Ron Davis radiator and twin electric fans. Sure, it'd be faster with another .150 inch of valve lift and a multiple-disc clutch, but then it wouldn't be streetable. The whole idea of building a street car is to drive it on the street! Making it faster would also add to the maintenance requirements, and I like it the way it is—just under a ton of fun!"

Well said, Andy. **PHR**

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