

1955 Twenty-Eleven

*The* **H.A.M.B.** *Calendar*  
8th Annual





# The Big Time

I flew into Burbank for the Grand National Roadster Show last year. With me, I carried a simple overnight bag along with an aluminum Halliburton camera case with the words "HOT ROD MAGAZINE" hand lettered in red on the side. On top of that, the case featured a plastic tag with an insert that read, "Photog. Hot Rod Magazine." I bought it from a pimp in Orange, CA years ago. He taught me how to use the tag and the bag as a prop that can be invaluable for a fella in my line of work - covering and writing about hoodlums.

My first stop was the Hertz desk to pick up my car, but the flat billed hipster behind the counter said they didn't have any available. "You won't be able to rent a car anywhere," he said. "Our Roadster Show cars have been rented for months if not longer." I explained that there must be some kind of a mistake as my assistant reserved and confirmed a 2010 Camaro SS for me months ago. He shrugged... "Maybe we will have a cancellation. Where are you staying?"

"Where's the Texas crowd staying? I want to be with my people."

He sighed. "My friend, you are in trouble. There isn't an open room in all of Southern California. It's always like that for the Roadster Show. Don't you know?"

I straightened my lips, curled my brow, and leaned into the smelly hipster. "Look, I work for Hot Rod Magazine. How would you like a job?"

He backed off quickly and eyed my camera case. I could see his mind working. "What? For real? What kind of a job?"

"Never mind," I said. "You just blew it homeboy."

I grabbed my bag and the prop case off the counter and headed for a pay phone. I called my good pal and adversary, Rob Fortier - the newest editor of Rod & Custom Magazine. He agreed to pick me up and was there

in no time at all. As he stuffed my travel goods in his trunk he asked about the camera case. "Hot Rod Magazine? What?"

"Never mind that. It's just my golden key. Take me to the host hotel and put your foot into it."

The lobby of the Sheraton was bustling with couples in matching satin jackets - each featured a strange artist rendering of their pride and joy on the back; their names stitched on front. I stopped one couple to ask for directions. "Howdy, I'm from Texas. Where's the front desk?"

The alpha of the pair noticed the camera case and his eyes began to bulge. He stood there in amazed silence while his wife took my question. "Well hi there... It's just right around the corner over there by the bar." I thanked her and began to walk on when her husband finally caught his composure.

"Once you are checked in, why don't you meet us at the bar? I'd love to tell you about my beige '36 roadster after I buy you a drink. I think it would be a perfect fit in the pages of your magazine." He just kind of blurted it out and then stood there like he couldn't believe he mustered up the courage to speak.

"What magazine?" I retorted and then hurried off. I have no time for the little people.

Again, I sat my prop on a front desk and motioned for the nearest help. "Howdy, I'm from Texas. I work for Hot Rod Magazine. I'll be needing the President's Suite and I would like to find a few bottles of your finest Tequila waiting for me as soon as I get up there. I've had a long day of traveling." The weary young lady behind the counter moved my prop case out of her way, stared blankly and asked for my driver's license and a form of payment.

Twenty minutes later and I was humping on foot down the IO looking for a proper hotel. I made it all the way to Diamond Bar and a Motel 6. Here, my trusty prop didn't

return the expected comped room, but the clerk did reward my position with a free continental breakfast the next morning. The cold danish and black coffee prepared me for the \$25 taxi ride to the Fairplex. Once there, I was greeted by a seven-person deep line full of professional looking people waiting on their press passes. In front of me were representatives for Street Rodder, Rod & Custom, Car Craft, some funny sounding Norwegian publication, and a couple of others.

One-by-one, each poor sap was rejected entrance and told that the media gates don't open for another hour. I smirked with confidence as once again, I sat my prop down on an important counter and demanded my needs. "Howdy, I'm from Texas. I work for Hot Rod Magazine. I'll be needing my press pass along with a golf cart and host of California girls to be used as my assistants. I'll just wait for you to get your shit together on the other side of this gate."

The fat man running the counter laughed with a jolly vibe reminiscent of a Santa Clause cartoon. "Son, Hot Rod has already checked in and he's waiting over there with the others. So, who the hell are you?"

The gig was up. I dropped the charade and came clean. "Howdy, I'm from Texas. I run a little website called The Jalopy Journal. I'll be needing a press pass and a single California girl... if you can spare her." The fat man performed his laugh all over again, fingered his rolodex, and filled out a press pass that included my name. It was even spelled correctly. He handed it over and told me that the media gates didn't open for another hour.

Confused, I walked over to the group of fellow rejects and sat on a curb. I opened up my trusty camera case and reached for a small bottle of tequila that was protected by a foam slot formed in the shape of a camera. As I took a sip, I came to a realization.

Fellas, we've made it to the big time.

Ryan Cochran  
jalopyjournal.com





# January

Rex Marshall, owner and builder of this drop dead perfect '56 Corvette gasser isn't afraid to drop the hammer and get gone in the Vicious Vette. Since I have known him, I've been fortunate to see and photograph three of his four straight axle racers. And yes he does take them to the strip and has the timing slips to prove it.

*Buick59*

Michael Harrington

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# February

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I shot this picture during the 2010 Austin Lone Star Round Up. My first time in Texas, my first time at the Round up, and of course, my first time with this legendary truck thru my camera lens. Perfect truck, perfect light. I'm French, and a proud Hamb member since 2002. This visit to Austin was an intense experience for me... A chance to be in contact with the Hamb community, the people, the cars, and this time in person, not on a computer screen !

*Empire32*

Etienne Butterlin

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# March

This is Håkan Erixon climbing the hills at Devils Peak in his 1932 Ford 5 Window Coupe during the wild hillclimb, held each year together with the A-Bombers Old Style Weekend in Uddevalla, Sweden. Only 32 vehicles can run the hill, so you have to come early if you want to race. The A-Bombers Old Style Weekend is one of the biggest, if not THE biggest, traditional hot rod, kustom and bike show in Europe. It started with about 60 people in 1996, and has grown into a festival containing thousands of people, and hundreds of cars, from all over the world.

*Superfleye*  
Sondre Kvipt

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# April

This kustom '53 Chevy was built by my father, Gary Chopit Fioto for photographer Brian Lovely out of Brooklyn, NY. This car has been completed for some time now, and has been my favorite car to photograph over the past few years, whether it be at car shows hundreds of miles away or in our backyard. Hot rods and kustoms have always been a part of my life and I plan on continuing to build cars with my father and my brother.

*Fabian Chopit*  
Fabian Fioto

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# May

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*NotStockPhoto*

John Jackson

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# June

This is my '40 Merc. When I first bought the car it was pretty ruff. With the help of my family and friends it is finally done. Actually are they ever done? The best part is it's Hemi powered and gets driven alot, sometimes hard. The photo was shot by Monique, aka Flamin' Mo and is a fantastic shot. I am thrilled to have it in the calendar.

*Gearheadforever*

Bob Larson

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# July

Wicksy in his big Lincoln flattie powered A Coupe. So cool yet quite sinister at the same time. The dark and battered appearance of his machine against the red dirt add to the drama unfolding. He drives the shit out of this thing and here at the Hot Rod Hayride in 2009 he looks to me like a fighter pilot sighting his prey.

*Rottenpop*

Russ DeBarr

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# August

At Bonneville I saw this group of cars off in the distance. Intrigued, I drove over and started taking a few pictures, in the true spirit of Hot Rodding I asked them if we could stage the cars. They did and this picture is the result.

*Patina Steve*

Steve Laugtug

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# September

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The car belongs to a guy from Oak Lawn (non-HAMBer) and was built and painted by my pal Patrick Hampton (luckys8ba on the HAMB). I took the photo on the road right in front of Patrick's house. I was actually shooting pics for Blactop Graffiti magazine and we thought we would get some action shots. This car represents everything the HAMB is about. It's a home built, but well built, traditionally styled car with gobs of big block power.

*Hetrodopods*

Dan Podobinski

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# October

I built this car in just a few months with swap meet goodies and left overs from other projects. I just wanted a "good weather" car to drive over the summer. It is basic and simple. Stock Model A running gear. It was wore out even before it left my garage. But this car changed me. This could have been the car your grandfather drove right after the service. It's neat to drive it and know that 60 years ago guys were driving the same basic car. The shot in the trees is one of my favorite pictures ever because it is timeless.

*Chris*

Chris Swenson

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# November

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This photo was taken during the Jalopy Showdown Drags at the Beaver Springs Dragway in Pennsylvania. As HAMB member Littleman rolled up to the beam box and waited for the green, so was I. Ready with my camera to capture the launch of this Model A pick up. In a split second our reaction times are matched as he gets the green and I got my shot.

*Metalhotrodgirl*  
Jennifer Skidmore

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# December

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This super cool mild custom '58 Impala is owned by Johnny Hammons that he built in 1976 and remains pretty much unchanged. The plane is a Boeing B-47 Stratojet that was put into service in 1951 and used as a bomber until 1965. I think it makes a great backdrop for a traditional mild custom '58 Impala, especially considering the B-47, which looked unlike any contemporary bomber, was described as a "sleek, beautiful outcome that was highly advanced"... VERY similar to what people thought about the '58 Impala at the time. Photo taken at the Stray Kat Starliner car show in Sept. 2009 at the Wichita Air Museum in KS.

*Gonmad*

Jimmy Spears

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*Pawto*  
Brian Holden



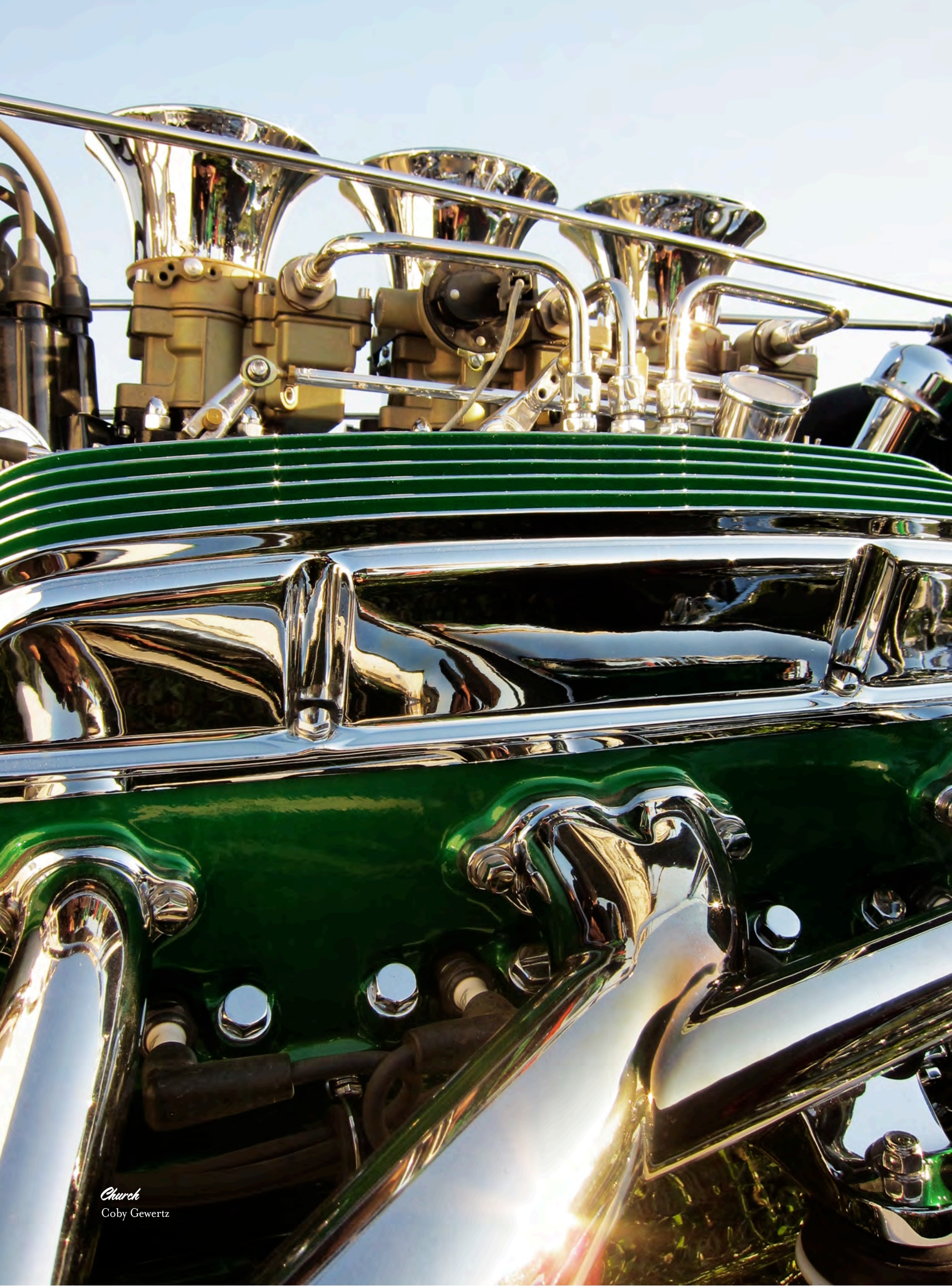


*Hotrod13*

Tim Sutton Photography



50 blank pages, no drill holes



# Small Block Chevrolet Tech

## 1955

The Small Block Chevy makes the scene boasting 195 HP for the top of the line Corvette. Although not Chevrolet's first attempt at a valve in head V-8 the little engine was an instant success.

Engine	CID	Bore	Stroke	C/R	HP @ RPM
SBC (Single 2-barrell)	265	3.750	3.000	7.5 to 1	162 @ 4400
SBC (Single 4-barrell)	265	3.750	3.000	7.5 to 1	180 @ 4600
SBC (Corvette)	265	3.750	3.000	7.5 to 1	162 @ 5000

## 1956

Although no cubic inch change the 2x4 was offered. There were 5 engine options this year.

Engine	CID	Bore	Stroke	C/R	HP @ RPM
SBC (Single 2-barrell)	265	3.750	3.000	8.0 to 1	170 @ 4600
SBC (Single 4-barrell)	265	3.750	3.000	9.25 to 1	205 @ 4600
SBC (2x4-barrell)	265	3.750	3.000	9.25 to 1	225 @ 5200
SBC (2x4-barrell SRV)	265	3.750	3.000	9.25 to 1	240 @ 5200

## 1957

1957 brings new options, 283 CI available and for the first time mechanical fuel injection and one HP per cubic inch. The Rochester FI was known to be a nightmare to tune but tuned properly it was a smooth as they come. It was known on the street as a plenum ram induction. With 7 optional options one could choose from a 265 base to a 283 extreme engine and anywhere in between.

Engine	CID	Bore	Stroke	C/R	HP @ RPM
SBC (Single 2-barrell)	265	3.750	3.000	8.0 to 1	162 @ 4400
SBC (Single 2-barrell)	283	3.875	3.000	8.5 to 1	185 @ 4600
SBC (Single 2-barrell)	283	3.875	3.000	9.5 to 1	220 @ 4800
SBC (2x4-barrell)	283	3.875	3.000	9.5 to 1	245 @ 5000
SBC (FI)	283	3.875	3.000	9.5 to 1	250 @ 5000
SBC (2x4-barrell)*	283	3.875	3.000	9.5 to 1	270 @ 6000
SBC (FI)*	283	3.875	3.000	10.5 to 1	283 @ 6200

\*Denotes Duntov Solid Lifter Cam

## 1958

The 265" motor is no longer available. Chevy offers the new W-block. The small block is still the only engine offered for Corvette.

Engine	CID	Bore	Stroke	C/R	HP @ RPM
SBC (Single 2-barrell)	283	3.875	3.000	8.5 to 1	185 @ 4600
SBC (Single 4-barrell)	283	3.875	3.000	9.5 to 1	230 @ 4600
SBC (2x4-barrell)	283	3.875	3.000	9.5 to 1	245 @ 5000
SBC (2x4-barrell)*	283	3.875	3.000	9.5 to 1	270 @ 6000
SBC (FI)*	283	3.875	3.000	10.5 to 1	290 @ 6200

\*Denotes Duntov Solid Lifter Cam

## 1959

GM upped the anti with the W block but the small block options remained the same as 1958.

Engine	CID	Bore	Stroke	C/R	HP @ RPM
SBC (Single 2-barrell)	283	3.875	3.000	8.5 to 1	185 @ 4600
SBC (Single 4-barrell)	283	3.875	3.000	9.5 to 1	230 @ 4600
SBC (2x4-barrell)	283	3.875	3.000	9.5 to 1	245 @ 5000
SBC (2x4-barrell)*	283	3.875	3.000	9.5 to 1	270 @ 6000
SBC (FI)*	283	3.875	3.000	10.5 to 1	290 @ 6200

\*Denotes Duntov Solid Lifter Cam

## 1960

The small block builds some serious power with an optional 283 that makes 315 HP and the one year only optional aluminum heads for Corvette.

Engine	CID	Bore	Stroke	C/R	HP @ RPM
SBC (Single 2-barrell)	283	3.875	3.000	8.5 to 1	170 @ 4200
SBC (Single 4-barrell)	283	3.875	3.000	9.5 to 1	230 @ 4800
SBC (2x4-barrell)	283	3.875	3.000	9.5 to 1	245 @ 5000
SBC (2x4-barrell)*	283	3.875	3.000	9.5 to 1	270 @ 6000
SBC (FI)*	283	3.875	3.000	10.5 to 1	275 @ 6200
SBC (FI)**	283	3.875	3.000	11 to 1	315 @ 6200

\*Denotes Duntov Solid Lifter Cam

\*\*Denotes aluminum heads

## 1961

The last year of the 2x4 option. Same basic offerings as 1960 minus the aluminum head offering.

Engine	CID	Bore	Stroke	C/R	HP @ RPM
SBC (Single 2-barrell)	283	3.875	3.000	8.5 to 1	170 @ 4200
SBC (Single 4-barrell)	283	3.875	3.000	9.5 to 1	230 @ 4800
SBC (2x4-barrell)	283	3.875	3.000	9.5 to 1	245 @ 5000
SBC (2x4-barrell)*	283	3.875	3.000	9.5 to 1	270 @ 6000
SBC (FI)*	283	3.875	3.000	11 to 1	315 @ 6200

## 1962

A new small block is on the scene with a longer stroke and a larger bore... The famous 327.

Engine	CID	Bore	Stroke	C/R	HP @ RPM
SBC (Single 2-barrell)	283	3.875	3.000	8.5 to 1	170 @ 4200
SBC (Single 2-barrell)	283HT	3.875	3.000	8.5 to 1	195 @ 4600
SBC (Single 4-barrell)	327	4.000	3.250	10.5 to 1	250 @ 4800
SBC (Single 4-barrell)	327	4.000	3.250	10.5 to 1	300 @ 5000
SBC (Single 4-barrell)	327TF	4.000	3.250	11.25 to 13	40 @ 5200
SBC (FI)	327	4.000	3.250	11.25 to 13	60 @ 5600
SBC (FI Hi-Po)	327	4.000	3.250	11.25 to 13	70 @ 5800

Firing Order: 1-8-4-3-6-5-7-2







# Flathead Tech

## 1932

The first of the flatheads made legendary by the body that surrounded it.

Engine	CID	Bore	Stroke	C/R	HP @ RPM
Ford Flathead	221	3.0625	3.750	5.5 to 1	65 @ 3400

## 1933

Henry bumped compression and made some minor ignition improvements in '33. Power increased by 10hp.

Engine	CID	Bore	Stroke	C/R	HP @ RPM
Ford Flathead	221	3.0625	3.750	6.33 to 1	75 @ 3800

## 1934

This is the first year that the flathead really got rave reviews from the common man. Improvements listed include the new Stromberg model 40, new intake, and a "chastely" steel crankshaft. Ten more ponies...

Engine	CID	Bore	Stroke	C/R	HP @ RPM
Ford Flathead	221	3.0625	3.750	6.33 to 1	85 @ 3800

## 1935

The first year of the Stromberg Model 48.

Engine	CID	Bore	Stroke	C/R	HP @ RPM
Ford Flathead	221	3.0625	3.750	6.33 to 1	85 @ 3800

## 1936

The first year for the Stromberg 97. Also believed to be the first year for insert main bearings instead of poured...

Engine	CID	Bore	Stroke	C/R	HP @ RPM
Ford Flathead	221	3.0625	3.750	6.33 to 1	85 @ 3800

## 1937

The ultra cool and very small v860 enters the mix, but we will stay focused on the big motors which gets larger water pumps, insert bearings, and new pistons. Horsepower jumps again.

Engine	CID	Bore	Stroke	C/R	HP @ RPM
Ford Flathead	221	3.0625	3.750	7.5 to 1	94 @ 3800

## 1938

The Stromberg 97 is scrapped for the Holley. Oddly, factory horsepower goes down as listed.

Engine	CID	Bore	Stroke	C/R	HP @ RPM
Ford Flathead	221	3.0625	3.750	6.12 to 1	85 @ 3800

## 1939

The 21-stud flathead heads are replaced by the 24-stud heads. Mercury introduces the 239.4 cubed motor with lots of HD changes.

Engine	CID	Bore	Stroke	C/R	HP @ RPM
Ford Flathead	221	3.0625	3.750	6.12 to 1	85 @ 3800
Mercury Flathead	239.4	3.1875	3.750	6.3 to 1	95 @ 3800

## 1940

The last year for the v8-60... No major changes for the big motors.

## 1941

Power rating increases for both Ford and Merc as listed but no mechanical differences. Ignition coil is no longer bolted to the distributor. This is the first year for the crab style dizzy with separate coil. Edelbrock was getting started with their dual intakes and heads around this time.

Engine	CID	Bore	Stroke	C/R	HP @ RPM
Ford Flathead	221	3.0625	3.750	6.12 to 1	90 @ 3800
Mercury Flathead	239.4	3.1875	3.750	6.3 to 1	100 @ 3800

## 1942-45

America enters the war and the civilian flathead takes a break.

## 1946

Ford finally gets to run the big Merc motor. Improvements include pressurized cooling, aluminum pistons, and new bearings. The angle between the valves is decreased from 101.5 degrees to 100 degrees to reduce cracking. The fan is moved up to above the dizzy. First year for the one piece crab dizzy cap.

Engine	CID	Bore	Stroke	C/R	HP @ RPM
Ford Flathead	239.4	3.1875	3.750	6.3 to 1	100 @ 3800
Mercury Flathead	239.4	3.1875	3.750	6.3 to 1	100 @ 3800

## 1948

The F7/F8 trucks get a huge 335.7 inch motor, but they aren't available for the cars yet.

Engine	CID	Bore	Stroke	C/R	HP @ RPM
Ford Flathead	239.4	3.1875	3.750	6.3 to 1	100 @ 3800
Ford Truck Flathead	336.7	3.5	4.38	6.0 to 1	145 @ 3200
Mercury Flathead	239.4	3.1875	3.750	6.3 to 1	100 @ 3800

## 1949

This was a big year. The truck motor is available in the Lincoln cars only it has increased compression. Meanwhile, the Merc V8 gets stroked. Mechanical changes:

- The bellhousing is no longer part of the block
- Water now runs straight to the back of the block due to previous cooling issues
- Coolant passages in the block and heads are modified
- The water outlets move to the front of the heads... no longer located in the middle
- Locked in connecting rod bearings... no more floaters
- Modern distributor... that glorious crab is gone

Engine	CID	Bore	Stroke	C/R	HP @ RPM
Ford Flathead	239.4	3.1875	3.750	6.3 to 1	100 @ 3800
Ford Truck Flathead	336.7	3.5	4.38	6.0 to 1	145 @ 3200
Mercury Flathead	255.4	3.1875	4.0	6.3 to 1	112 @ 3800
Lincoln Flathead	336.7	3.5	4.38	6.0 to 1	152 @ 3200

## 1951

The Ford V8 gets a new water pump and the 7lb radiator cap is introduced. No rating changes really.

## 1952

Merc motor gets higher compression.

Engine	CID	Bore	Stroke	C/R	HP @ RPM
Ford Flathead	239.4	3.1875	3.750	6.3 to 1	100 @ 3800
Ford Truck Flathead	336.7	3.5	4.38	6.0 to 1	145 @ 3200
Mercury Flathead	255.4	3.1875	4.0	6.8 to 1	125 @ 3800
Lincoln Flathead	336.7	3.5	4.38	6.0 to 1	152 @ 3200

## 1953

The last year of the amazing flathead Ford... No changes from 1952.

**Firing Order: 1-5-4-8-6-3-7-2**

**21 stud early (1932-36)**

**21 stud late (1937-38)**

**24 stud early (1938-48)**

**24 stud late (1949-53)**

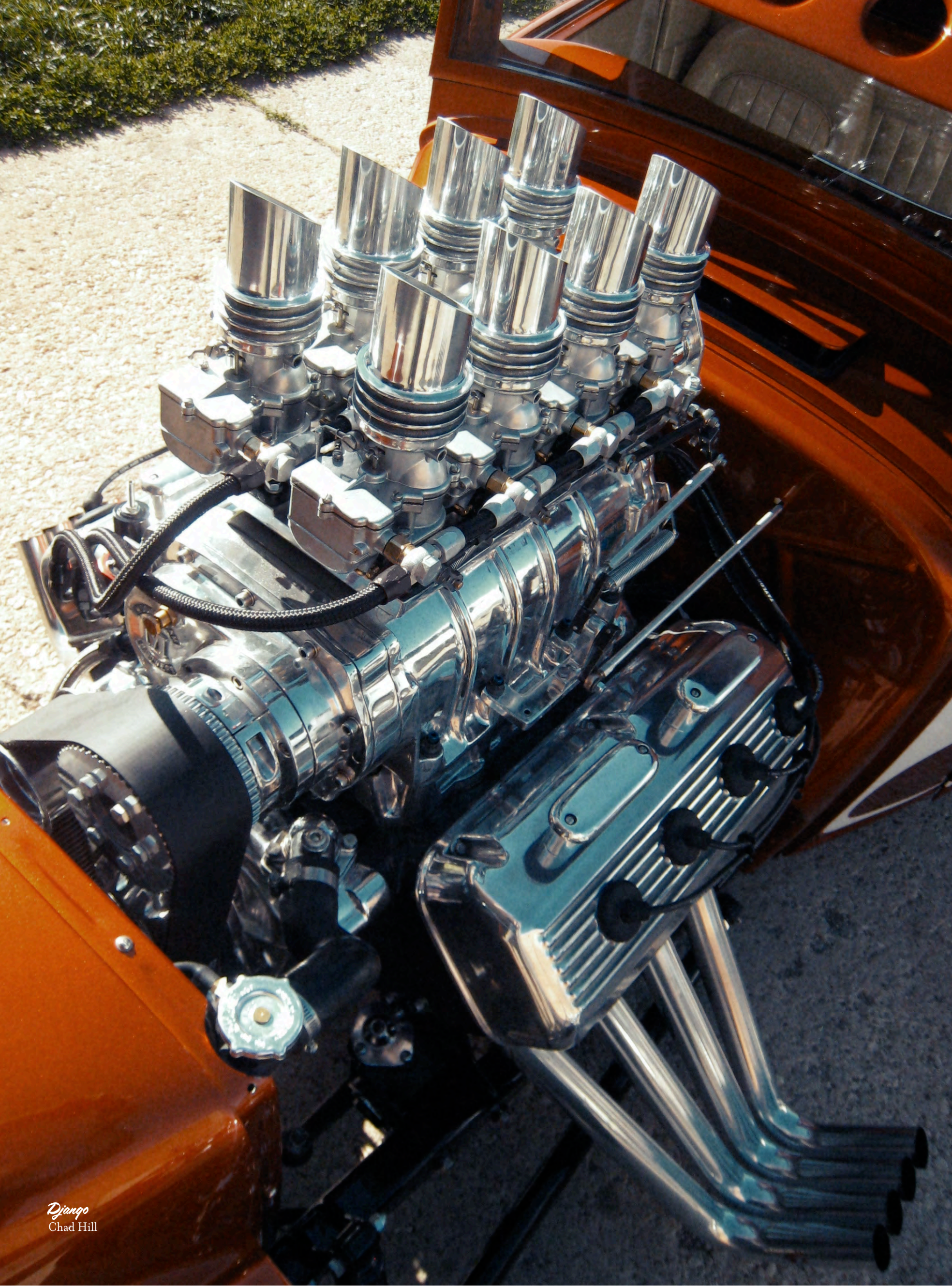
**Plug gap (1932-48): .025**

**Plug gap (1948-53): .030**

**Point gap (1932-36): .012-.014**

**Point gap (1937-53): .014-.016**





# Hemi Tech

## 1951

Chrysler introduces its very first OHV and V8 engine configuration, the first generation, or "early," Hemi.

Engine	CID	Bore	Stroke	C/R	HP@RPM	Torque@RPM	Induction
Chrysler FirePower	331	3.8125	3.625	7.0 to 1	180 @ 4000	312 @ 2000	2 Bbl

## 1952

DeSoto joins the fray with the introduction of its first Hemi - the 276" FireDome. The DeSoto engine is designed by the DeSoto division of Chrysler, and while it shares the same basic Hemi design as the Chrysler, parts interchangeability between the two is minimal.

Engine	CID	Bore	Stroke	C/R	HP@RPM	Torque@RPM	Induction
Chrysler FirePower	331	3.8125	3.625	7.0 to 1	180 @ 4000	312 @ 2000	2 Bbl
DeSoto FireDome	276	3.625	3.44	7 to 1	160 @ 4400	250 @ 2000	2 Bbl

## 1953

Dodge is the third division of Chrysler Corporation to introduce the Hemi with the 241" Red Ram. It is the smallest displacement of the first generation of Hemis. Once again, while patterned after the Chrysler and DeSoto variants, the Dodge is its own design, with minimal parts interchangeability. It is the last year of the Chrysler "extended" bellhousing.

Engine	CID	Bore	Stroke	C/R	HP@RPM	Torque@RPM	Induction
Chrysler FirePower	331	3.8125	3.625	7.0 to 1	180 @ 4000	312 @ 2000	2 Bbl
DeSoto FireDome	276	3.625	3.44	7 to 1	160 @ 4400	250 @ 2000	2 Bbl
Dodge Red Ram	241	3.4375	3.25	7 to 1	140 @ 4400	220 @ 2000	2 Bbl

## 1954

The corporation further exploits the Hemi head capabilities, and offers increased horsepower options. Dodge has a variety of "dealer installed" options, the highest horsepower of which is an Offenhauser designed 4-bbl intake manifold.

Engine	CID	Bore	Stroke	C/R	HP@RPM	Torque@RPM	Induction
Chrysler FirePower	331	3.8125	3.625	7.5 to 1	195 @ 4000	320 @ 2000	2 Bbl
Chrysler FirePower	331	3.8125	3.625	7.5 to 1	235 @ 4400	330 @ 2600	4 Bbl
DeSoto FireDome	276	3.625	3.44	7 to 1	160 @ 4400	250 @ 2000	2 Bbl
Dodge Red Ram	241	3.4375	3.25	7 to 1	140 @ 4400	220 @ 2000	2 Bbl
Dodge Red Ram	241	3.4375	3.25	7.5 to 1	150 @ 4400	222 @ 2400	2 Bbl
Dodge Red Ram	241	3.4375	3.25	7.5 to 1	185 (est)	245 (est)	4 Bbl Offy

## 1955

The horsepower creeps higher. The Chrysler 300 series is introduced, and is the first production car in the US with 300 HP. The Chrysler Imperial, from 1955 through 1958, used the "base" Chrysler powerplant.

Engine	CID	Bore	Stroke	C/R	HP@RPM	Torque@RPM	Induction
Chrysler FirePower	331	3.8125	3.625	8.5 to 1	250 @ 4600	340 @ 2800	4 Bbl
Chrysler FirePower	331	3.8125	3.625	8.5 to 1	300 @ 5200	345 @ 3200	Dual 4 Bbl
DeSoto FireDome	291	3.72	3.44	7.5 to 1	185 @ 4400	245 @ 2800	2 Bbl
DeSoto FireFlite	291	3.72	3.44	7.5 to 1	200 @ 4400	274 @ 2800	4 Bbl
Dodge Red Ram	270	3.625	3.25	7.6 to 1	183 @ 4400	245 @ 2400	2 Bbl
Dodge Super Red Ram	270	3.625	3.25	7.6 to 1	193 @ 4400	245 @ 2800	4 Bbl

## 1956

The Chrysler 300B is the first production car in the US to produce 1 horsepower per cubic inch. The DeSoto High Deck block is introduced to accommodate larger displacement. Dodge also raised the deck height in 1956.

Engine	CID	Bore	Stroke	C/R	HP@RPM	Torque@RPM	Induction
Chrysler FirePower	354	3.9375	3.625	9:1	280 @ 4600	380 @ 2800	4 Bbl
Chrysler FirePower	354	3.9375	3.625	10:1	355 @ 5200	Unpublished	Dual 4 Bbl
DeSoto FireDome	330	3.72	3.8	8.5:1	230 @ 4400	305 @ 2800	2 Bbl
DeSoto FireFlite	330	3.72	3.8	8.5:1	255 @ 4400	350 @ 3200	4 Bbl
DeSoto Adventurer	341	3.7812	3.8	9.5:1	320 @ 5200	356 @ 4000	Dual 4 Bbl
Dodge Red Ram	315	3.625	3.8	9.25:1	260 @ 4800	330 @ 3000	4 Bbl
Dodge Super Red Ram	315	3.625	3.8	9.25:1	295 @ 5000	Unpublished	Dual 4 Bbl

## 1957

The deck height of the Chrysler block is increased 1/2" to accommodate the longer stroke of the 392. The 390 HP version of the Chrysler is not recommended for street use, due to its poor idle and low power at low speeds. It is assumed that this optional engine is built to qualify the motor for use on the NASCAR circuit. 1957 is the last year for the DeSoto Hemi, and the last year the Dodge Hemi is used in passenger cars.

Engine	CID	Bore	Stroke	C/R	HP@RPM	Torque@RPM	Induction
Chrysler FirePower	392	4.0	3.906	9.25:1	325 @ 4600	430 @ 2800	4 Bbl
Chrysler FirePower	392	4.0	3.906	9.25:1	375 @ 5200	420 @ 4000	Dual 4 Bbl
Chrysler FirePower	392	4.0	3.906	10:1	390 @ 5400	420+ @ 4000	Dual 4 Bbl
DeSoto FireDome	341	3.7812	3.8	9.25:1	270 @ 4600	350 @ 2400	2 Bbl
DeSoto FireFlite	341	3.7812	3.8	9.25:1	295 @ 4600	375 @ 2800	4 Bbl
DeSoto Adventurer	345	3.8	3.8	9.5:1	345 @ 5200	355 @ 3600	Dual 4 Bbl
Dodge Red Ram	325	3.625	3.8	9.25:1	285 @ 4800	345 @ 2800	4 Bbl
Dodge Super Red Ram	325	3.625	3.8	9.25:1	310 @ 5000	350 @ 3200	Dual 4 Bbl

## 1958

Chrysler and Imperial are the only divisions with Hemi offerings in 1958. The accountants have trumped the engineers, and the high production costs of the Hemi rings the death knell. Bendix builds an electronic fuel injection system for the corporation, but it is deemed a failure. 16 cars are equipped with the fuel injection system, and all are eventually replaced with carburetors, courtesy of Chrysler.

Engine	CID	Bore	Stroke	C/R	HP@RPM	Torque@RPM	Induction
Chrysler FirePower	392	4.0	3.906	10:1	345 @ 4600	450 @ 2800	4 Bbl
Chrysler FirePower	392	4.0	3.906	10:1	380 @ 5200	435 @ 3600	Dual 4 Bbl
Chrysler FirePower	392	4.0	3.906	10:1	390 @ 5200	435 @ 3600	Injection

## 1959+

Hemi equipped passenger cars are no longer available from the Chrysler divisions. During the 9 year production of the first generation Hemi, there were many variants of industrial and marine Hemis. These are still built through 1959, and powering many trucks, irrigation pumps, boats, and even huge Civil Defense sirens. After 1959, a wide valve cover on a Chrysler product will not come out of the factory for another five years.

**Firing Order: 1-8-4-3-6-5-7-2**





# Thanks

This is the 8th year we have done the HAMB calendar project, and this was by far the hardest one for me to date. With a call for submissions thread that was 800 posts long, I ended up with 400+ images that made the FIRST cut. Wow, I knew it wouldn't be easy, especially making the jump into technicolor. But it's color with a twist, and I'm sure you expected nothing less from us.

This calendar is multi-functional. Besides getting your usual monthly hot rod fix, we've decided to give you another tool for your arsenal of hot rodding mayhem. Use the pages as a sketchbook to design your dream car, or the proper geometry to hang that rear end in your pride and joy. Jot down that guy's name and number that always comes up with some rare flathead intake that no one has ever heard of, in one easy to keep track of location. Keep track of all your toys' oil changes and tune ups (of course you have more than one right?). Write down your anniversary discreetly in a place the Mrs. will never know that you had to write it down so that you wouldn't forget. Get it dirty. Use it. Love it.

Thanks to everyone who contributed a photo to the project. It's always a mix of pro's and amateur's, and being a pro shooter is never a guarantee that your image will make the cut. This collection of images was outstanding, as were the rest of the remaining top 50. In fact for 2 weeks, I simply could not pare it down to any less. The images were all that good. But in the end, I did what I had to do and my final selections.

This is a labor of love for me, and a fun way to give back to the HAMB all it has given to me, and others in the 8 years since I first joined. Viva La HAMB.

*Django*

Chad Hill [DjangoStudios.com](http://DjangoStudios.com)

Cover	<i>Fuel01</i>	Luke Ray
The Big Time	<i>Fur Biscuit</i>	Doug Ogden
January	<i>Buick59</i>	Michael Harrington
February	<i>Empire32</i>	Etienne Butterlin
March	<i>Superfleye</i>	Sondre Kvipt
April	<i>Fabian Chapit</i>	Fabian Fioto
May	<i>NotStockPhoto</i>	John Jackson
June	<i>GearheadForever</i>	Bob Larson
July	<i>Rottenpop</i>	Russ DeBarr
August	<i>Patina Steve</i>	Steve Laughtug
September	<i>HotRodPodo</i>	Dan Podobinski
October	<i>Chris</i>	Chris Swenson
November	<i>Metalhotrodgirl</i>	Jennifer Skidmore
December	<i>Gonmad</i>	Jimmy Spears
Flathead	<i>Dreadfus</i>	Andrew Parish
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Small Block Chevy	<i>Church</i>	Coby Gewertz
Hot Rod Gatefold	<i>Hotrod13</i>	Tim Sutton Photography
Custom Gatefold	<i>Paucho</i>	Brian Holden
Thanks	<i>49ratfink</i>	Mike MacPherson
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