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2019

This Street Machine Will Represent Half Of The Two-Car Giveaway At The 50th Annual NSRA Street Rod Nationals

National Street Rod Association Giveaway Car



The engine Seme & Son built for Reisinger Custom Rebuilding is a 350ci Chevy to replace the original number-matching '71 Nova engine which was very beaten and worn. Greg Zimmer, Seme & Son's machinist with 30 years experience and dedication to excellence, built this engine.

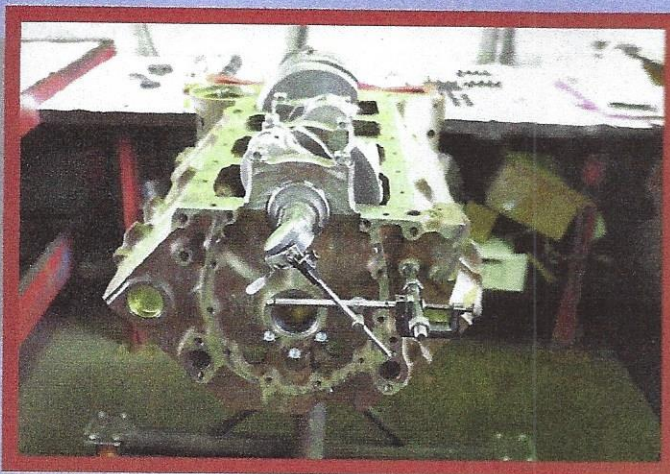
Last month we highlighted the steps Reisinger Custom Rebuilding from Evansville, Indiana, went through to get the 2019 NSRA Giveaway '71 Nova SS in final color after many minor body modifications. This month we'll take a further look at the powerplant and other items needed to finish the car. Reisinger approached Seme & Son Engine Builders at the 2017 NSRA Street Rod Nationals to build an old-fashioned small-block Chevy engine for the Nova. They didn't want a run-of-the-mill crate engine.

Seme & Son Engine Builders in Euclid, Ohio, has been doing engine work for 52 years. Frank Seme had his first valve grinder

and Sun distributor machine at 16 years old. He spent five years becoming a Journeyman Tool Maker through the National Tool & Die Association. Frank's interests went from street machines into drag racing, including Pro Stock, and then moved into jet ski boats and cigarette boats with Joe Mondello. Seme & Son has built engines for Packards, Pierce Arrows and V-16 Marmons to name a few older versions and they continue to build Hemi's, Nailheads and 318 Polys, modifying them for today's nostalgia street rods. Through the years, Seme & Son has built

everything from engines, distributors, generators, starter motors, transmissions, differentials and on and on.

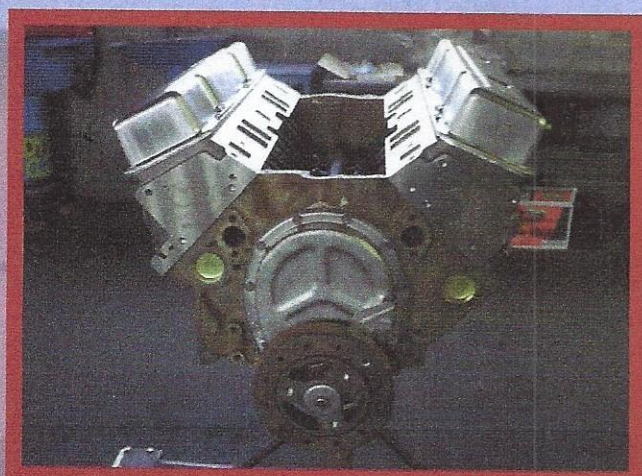
You're not going to want to miss this year's milestone NSRA Nationals so be sure to have your car registered at the 50th NSRA Street Rod Nationals in your name and on the Expo Center grounds in Louisville, Kentucky, Saturday, August 3, 2019, for your chance to have your Event Entry number drawn to win this exceptional '71 Nova. But to do so you'll also have to be in attendance in Freedom Hall for the drawing at 3:30pm immediately following the



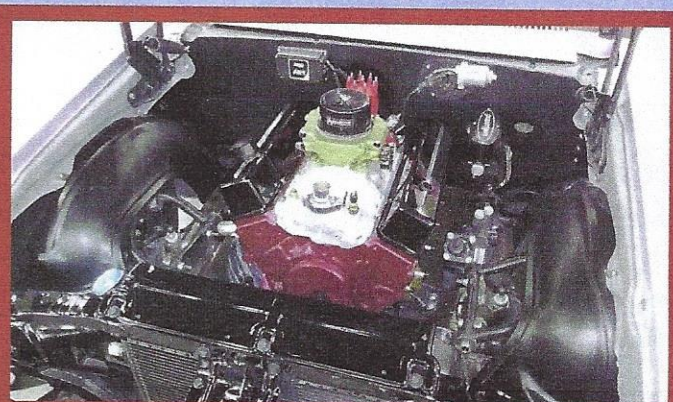
The block is bored .030, align honed and the crankshaft was reconditioned, balanced and blueprinted. Greg used dial indicators to check the crankshaft end play before installing the pistons.



The stock cylinder heads were replaced with aluminum World Products heads that are very similar to the old Chevy "fueler" heads. They feature 2.020 intake and 1.6 exhaust valves with 10.0:1 compression. An old-fashioned Sig Erson solid lifter camshaft supplies .510 intake and exhaust lift with 286/294 degrees duration.



The engine was run-in with a 4bbl carburetor, but the final setup included a Holley Sniper fuel injection. According to Pat Reisinger, after the initial test drive when he hit 2nd gear and watched the rear bumper come around, it felt great and the engine rpm kept climbing. They achieved what they wanted; an old-fashion, high-performance, "three-pedal" muscle car.



Starting to get definition in the engine bay. Some of the key components are the MSD ignition, Detroit Speed Engineering variable wiper unit, Wilwood clutch and brake cylinders, Borgeson steering box, Walker radiator and Vintage Air A/C parts with the hoses hidden under the passenger-side inner front fender, and of course the Seme and Son Engine Builders powerplant.

entertainment that begins at 2:30pm. If you're not lucky on Saturday stick around because the second NSRA Giveaway Car, the Johnson's Hot Rod Shop '32 Ford roadster, will be drawn from the "Sunday Super Prize" tickets deposited in the tumbler located in Freedom Hall before 1pm on Sunday, August 4, 2019. That drawing will also be held in Freedom Hall during the Awards Program that begins at 1pm. The same registration rules apply for both Giveaway Car drawings so be sure to attend on both Saturday and Sunday for two chances to go home with one of these great cars. 🚗

Ridetech front suspension components were bolted to the Schaffstein powder-coated subframe. With the front subframe bolted back in the engine and Bowler-supplied 5-speed Tremec were installed before the body was lowered down on the rolling subframe. Rodney McKee and Marcus Mayes made the process look easy, thanks to all the firewall and tunnel work Jacob Rutledge had done so there was just the right amount of room around the components. John's Industries supplied the 9-inch Ford rearend already set up for mounting to the Ridetech suspension components. Air tubing is connected to the Ridetech AirPod air management system.

