

FIRST LOOK: CHEVY'S NEW GAME-CHANGING SMALL-BLOCK!

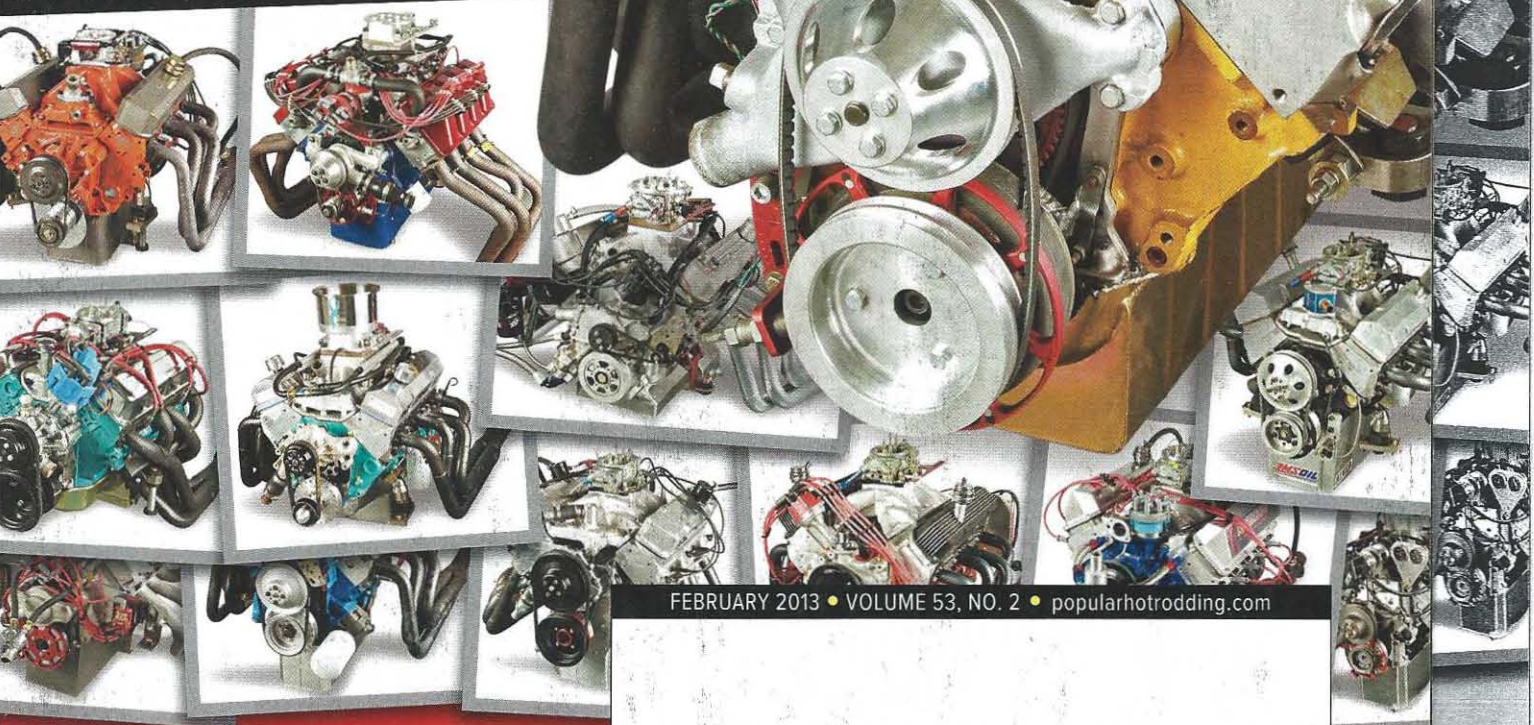
**450 HP • 6.2 LITERS • 27+ MPG!
COMING TO A CORVETTE NEAR YOU!**

POPULAR **HOT RODDING**

RIGHT HERE, RIGHT NOW!

MUSCLE CAR ENGINE SHOOTOUT!

**31 MOTORS DYNO TESTED!
OVER 20,450 HP & 17,650 LB-FT OF TORQUE!
AMC • BUICK • CHEVY • FORD • CHRYSLER • OLDS • PONTIAC**



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PLUS:
10 V-8 ENGINES THAT CHANGED HOT RODDING!
**5 GARAGE-BUILT PONYCARS YOU GOTTA SEE
INCLUDING THIS MORPHED '70 MUSTANG!**
**PROJECT ECONOVA—BUDGET BREAKTHROUGH
DISC-PISTON BRAKES FROM WILWOOD!**

XTREME STREET DIVISION

Our 2012 Xtreme Street Winner



SCHOOL OF AUTOMOTIVE MACHINISTS (SAM)

Houston, TX
402ci Chevy SB2

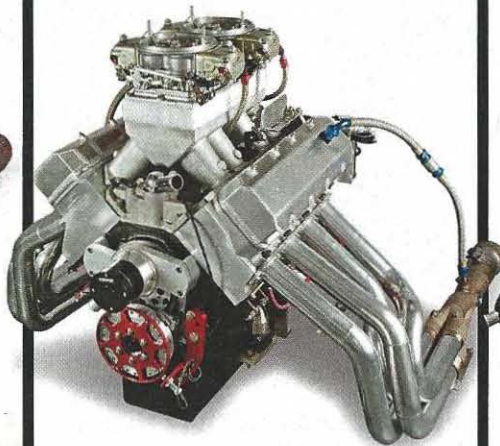
Qualifying score: 3,300.2
 Team leader & members: Judson Massingill, Chris Bennett, Shawn Hooper, Preston Mosher
 Engine type: small-block SB2 Chevy
 Claimed displacement: 402 ci
 Block: Chevrolet Performance
 Bore x stroke: 4.128 x 3.750
 Compression ratio: 15:1
 Compression height: 1.200 inches
 Crankshaft: Lunati
 Engine bearings: Clevite
 Connecting rods: Lunati
 Connecting rod bearings: Clevite
 Pistons & rings: Diamond, Total Seal
 Compression & second ring: .043, .0325 inch
 Camshaft: COMP Cams
 Cam duration at .050: 250/260 degrees
 Valve lift: .880 inch
 Head gasket: Fel-Pro, .041 inch
 Cylinder heads: Chevrolet Performance SB2
 Valves (In/Ex): Chevrolet Performance, 2.18/1.60 inches
 Valve lifters: Jesel
 Pushrods: Smith Bros.
 Rocker arms: T&D Machine
 Engine gasket set: Fel-Pro
 Intake manifold: Chevrolet Performance

ON THE DYNO

BEST QUALIFYING PULL

RPM:	TQ:	HP:
4,000	671	404
4,200	555	444
4,400	567	475
4,600	600	526
4,800	624	570
5,000	638	608
5,200	648	642
5,400	650	669
5,600	653	696
5,800	659	728
6,000	664	758
6,200	664	784
6,400	660	804
6,600	651	818
6,800	641	830
7,000	634	846
7,200	622	853
7,400	604	850
7,600	584	846
7,800	564	838
8,000	546	831

Carb: Book Racing billet
 Carb spacer: HVH
 Ignition system: MSD Performance
 Spark plugs: Champion
 Wires: MSD Performance
 Fasteners: ARP
 Flywheel: PRW
 Engine damper: ATI
 Water pump: Meziere
 Headers: SAM custom
 Valve covers: Mickey Williams
 Hose & fittings: Aeroquip
 AMSOIL oil viscosity: 5w20
 Oil pump: Schumann
 Oil pan: Mickey Williams
 Mufflers: Flowmaster
 Fuel: VP Fuels Q16



JON KAASE RACING ENGINES

Winder, GA
537ci Big-Block Chevy

Qualifying score: 3,277
 Team leader & members: Jon Kaase, Chris Thomas
 Engine type: big-block Chevy
 Claimed displacement: 537 ci
 Block: Dart
 Bore x stroke: 4.620 x 4.000
 Compression ratio: 14.5:1
 Compression height: 1.8 inches
 Crankshaft: Bryant Racing
 Engine bearings: Clevite
 Connecting rods: Carrillo, 6,000 inches
 Connecting rod bearings: Clevite/Mahle
 Pistons & rings: Diamond, Total Seal
 Compression & second ring: .043, .043
 Camshaft: COMP Cams
 Cam duration at .050: 278/284 degrees
 Cam duration, adv.: 308/314 degrees
 Valve lift: 1.026 inches
 Head Gasket: Fel-Pro, .042 inch
 Cylinder heads brand: Reher Morrison/Raptor
 Valves (In/Ex): Victory 1, 2.450/1.850 inches
 Valve lifters: Jesel
 Pushrods: Trend
 Rocker arms: T&D Machine, 1.90 ratio
 Engine gasket set: Fel-Pro
 Intake manifold: Pro Filer
 Carb: dual King Demon, 1.150 cfm
 Carb spacer: Reher Morrison
 Ignition system: MSD Performance
 Spark plugs: Champion
 Wires: MSD Performance
 Fasteners: ARP
 Flywheel: Ram
 Engine damper: Innovators West
 Water pump: Moroso
 Headers: Hedman, 2.500-inch primary
 Valve covers: Moroso
 Hose & fittings: BMRS
 AMSOIL oil viscosity: 5w20
 Oil pump: Moroso
 Oil pan: Moroso
 Mufflers: Flowmaster
 Fuel: VP Fuels Q16

ON THE DYNO

BEST QUALIFYING PULL

RPM:	TQ:	HP:
4,000	671	511
4,200	719	575
4,400	747	626
4,600	789	691
4,800	829	757
5,000	859	817
5,200	882	873
5,400	885	910
5,600	874	932
5,800	872	963
6,000	877	1,002
6,200	884	1,044
6,300	885	1,061
6,400	882	1,074
6,600	869	1,092
6,800	853	1,105
7,000	836	1,114
7,200	819	1,123
7,400	803	1,131
7,500	794	1,133
7,600	783	1,133
7,800	754	1,119
8,000	719	1,095



BES RACING ENGINES

Guilford, IN
465ci Big-Block Chevy

Qualifying score: 3,214.3
 Team leader & members: Tony Bischoff, Brian Harrison, John Lahone, Bradley Nagel
 Engine type: big-block Chevy
 Claimed displacement: 465 ci
 Block: Dart
 Bore x stroke: 4.200 x 4.193
 Compression ratio: 15:1
 Compression height: 1.095 inches
 Crankshaft: Eagle
 Engine bearings: Clevite
 Connecting rods: Eagle, 6.125 inches
 Connecting rod bearings: Clevite
 Pistons & rings: Ross Racing, Total Seal
 Compression & second ring: .043, .043 inch
 Camshaft: COMP Cams
 Cam duration at .050: 270/279 degrees
 Valve lift: 1.080 inches
 Head gasket: Fel-Pro, .040 inch
 Cylinder heads: Pro Filer
 Valves (In/Ex): Victory, 2.275/1.60 inches
 Valve lifters: Jesel
 Pushrods: Trend
 Rocker arms: Jesel, 1.9 ratio
 Engine gasket set: Fel-Pro
 Intake manifold: Mast Motorsports
 Carb: dual Holley 1,250 cfm
 Carb spacer: BES Custom
 Ignition system: ICE
 Spark plugs: Champion
 Wires: ICE
 Fasteners: ARP
 Flywheel: Ram
 Engine damper: Innovators West
 Water pump: Moroso
 Headers: Schoenfeld
 Valve covers: Mickey Williams
 Hose & fittings: Earl's
 AMSOIL oil viscosity: 5w20
 Oil pump: Milodon
 Oil pan: Stef's
 Mufflers: Flowmaster
 Fuel: VP Fuels Q16

ON THE DYNO

BEST QUALIFYING PULL

RPM:	TQ:	HP:
4,000	593	452
4,200	610	488
4,400	630	528
4,600	631	553
4,800	661	604
5,000	692	659
5,200	713	706
5,400	726	746
5,600	735	784
5,700	738	801
5,800	738	815
6,000	737	842
6,200	735	867
6,400	733	893
6,600	731	918
6,800	729	944
7,000	726	968
7,200	717	983
7,400	705	993
7,500	705	1,007
7,600	691	1,001
7,800	671	997
8,000	649	989