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27 STREET MOTORS DYNO TESTED!

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FORD CLEVELAND
BUILDUP, PART 1
COLLEY LS FEST
PHOTOS & RESULTS!



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188
104
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BES RACING

Guilford, IN
401ci Ford Four-Valve Mod

Qualifying score: 2,867.0
Team leader & members: Tony Bischoff, Richard Kolb, John Lohone, Brian Harrison, Preston Mosher, Justin Mosher, Scott Clark, Nick Bacalis
Engine type: Ford Modular 5.4

ON THE DYNO BEST QUALIFYING PULL

RPM:	TO:	HP:
3,000	464	265
3,100	484	286
3,200	499	304
3,300	515	323
3,400	529	342
3,500	538	359
3,600	546	374
3,700	555	391
3,800	565	409
3,900	568	422
4,000	565	430
4,100	558	436
4,200	563	450
4,300	574	470
4,400	580	486
4,500	587	503
4,600	598	524
4,700	607	543
4,800	615	562
4,900	619	578
5,000	624	594
5,100	627	609
5,200	630	624
5,300	630	636
5,400	632	650
5,500	632	662
5,600	632	673
5,700	628	682
5,800	624	689
5,900	616	692
6,000	611	698
6,100	608	706
6,200	605	714
6,300	603	724
6,400	604	735
6,500	603	746
6,600	601	755
6,700	598	762
6,800	593	767
6,900	588	772
7,000	582	775

Claimed displacement: 401ci
Block: Ford
Bore x stroke: 3.702 x 4.650
Compression ratio: 11.3:1
Compression height: 1.170
Crankshaft: Bryant Racing
Engine bearings: MAHLE Clevite
Connecting rod: Eagle, 6.560
Connecting rod bearings: MAHLE Clevite
Pistons & rings: ..Ross Racing, Total Seal
Compression & 2nd ring: 1.2mm, 1.2mm
Camshafts: COMP Cams
Cam duration at .050: 249/245
Valve lift:830/.830
Head gasket: Cometic, .043
Cylinder heads: Ford GT
Valves (in/ex): Manley, 1.55/1.280
Valve lifters: Ford
Rocker arms: Ford, 1.8
Engine gasket set: Cometic, Fel-Pro
Intake manifold: Sullivan Performance
EFI ECU: MegaSquirt
Injector size: FAST 60 lb/hr
Throttle body: Ron's Fuel Injection Systems
Ignition system: ICE Ignition
Spark plugs & wires: Brisk, ICE Ignition
Fasteners: ARP
Flywheel: McLeod
Engine damper: Innovators West
Water pump: Meziere
Headers: Hooker
Valve covers: Ford
Hoses & fittings: Earl's AMSOIL oil viscosity: 5w20
Oil pump: Melling
Oil pan: Stef's Performance Products
Mufflers: Flowmaster

SCHOOL OF AUTOMOTIVE MACHINISTS

Houston, TX • 436ci Chevy LS

Qualifying score: 2,844.8
Team leader & members: Judson Massingill, Chris Bennett, Shawn Hooper, Dominic Castrovinci, Vincent Manighetti
Engine type: Chevy LS
Claimed displacement: 436ci

ON THE DYNO BEST QUALIFYING PULL

RPM:	TQ:	HP:
3,000	527	301
3,100	539	318
3,200	559	341
3,300	578	363
3,400	595	385
3,500	610	406
3,600	619	425
3,700	624	440
3,800	627	454
3,900	629	467
4,000	628	479
4,100	629	491
4,200	635	507
4,300	643	527
4,400	652	546
4,500	660	566
4,600	667	585
4,700	671	600
4,800	672	615
4,900	672	627
5,000	674	641
5,100	673	654
5,200	674	667
5,300	674	681
5,400	675	694
5,500	676	708
5,600	676	721
5,700	677	734
5,800	675	746
5,900	671	754
6,000	666	761
6,100	660	767
6,200	651	769
6,300	640	767
6,400	628	765
6,500	617	763
6,600	611	767
6,700	604	771
6,800	598	775
6,900	589	773
7,000	577	769

Block: Chevy
Bore x stroke: 4.164 x 4.00
Compression ratio: 11.35:1
Compression height: 1.240
Crankshaft: Bryant Racing
Engine bearings: MAHLE Clevite
Connecting rod: Scat, 6.00
Connecting rod bearings: MAHLE Clevite
Pistons & rings: Diamond Racing, Total Seal/MAHLE
Compression & 2nd ring:043, .043
Camshaft: COMP Cams
Cam duration at .050: 240/240
Valve lift:850/.850
Head gasket: Fel-Pro, .053
Cylinder heads: C.I.D.
Valves (in/ex): Ferrea, 2.230/1.570
Valve lifters: Bullet Cams
Pushrods: Smith Bros.
Rocker arms: Harland Sharp, 1.8
Engine gasket set: Fel-Pro/Cometic
Intake manifold: Mast Motorsports
EFI ECU: Holley Dominator
Injector size: 39 lb/hr
Throttle body: Ron's Fuel Injection Systems
Ignition system: MSD Performance
Spark plugs & wires: Champion, MSD Performance
Fasteners: ARP
Flywheel: PRW
Engine damper: Innovators West
Water pump: Meziere
Headers: SAM, 1½ - 2-inch
Valve covers: Pro-Form
Hoses & fittings: Earl's AMSOIL oil viscosity: 5w20
Oil pump: Schumann
Oil pan: Stef's Performance Products
Mufflers: Flowmaster



ALSO BES

Guilford, IN • 401ci Chevy LS

Qualifying score: 2,837.1
Team leader & members: John Lohone, Tony Bischoff, Preston Mosher, Justin Mosher, Brian Harrison, Scott Clark, Richard Kolb, Nick Bacalis
Engine type: Chevy LS
Claimed displacement: 401ci
Block: Chevy

ON THE DYNO BEST QUALIFYING PULL

RPM:	TQ:	HP:
3,000	488	279
3,100	492	290
3,200	502	306
3,300	515	324
3,400	529	343
3,500	541	360
3,600	547	375
3,700	552	389
3,800	558	404
3,900	564	418
4,000	568	432
4,100	570	445
4,200	576	460
4,300	583	477
4,400	590	495
4,500	596	511
4,600	603	528
4,700	609	545
4,800	615	562
4,900	619	577
5,000	621	591
5,100	621	603
5,200	620	614
5,300	617	623
5,400	615	633
5,500	614	643
5,600	612	652
5,700	608	660
5,800	608	671
5,900	607	681
6,000	607	693
6,100	605	703
6,200	603	712
6,300	599	719
6,400	595	725
6,500	586	728
6,600	583	733
6,700	577	737
6,800	572	740
6,900	566	744
7,000	561	748

Bore x stroke: 4.100 x 3.792
Compression ratio: 11.3:1
Compression height: 1.133
Crankshaft: Eagle
Engine bearings: MAHLE Clevite
Connecting rod: Eagle, 6.200
Connecting rod bearings: MAHLE Clevite
Pistons & rings: ..Ross Racing, Total Seal
Compression & 2nd ring:043, .043
Camshaft: COMP Cams
Cam duration at .050: 245/249
Valve lift:822/.822
Head gasket: Cometic, .040
Cylinder heads: RHS
Valves (in/ex): 2.200/1.600
Valve lifters: COMP Cams
Pushrods: COMP Cams
Rocker arms: Yella Terra
Engine gasket set: Fel-Pro, Cometic
Intake manifold: All-Pro
EFI ECU: MegaSquirt
Injectors: 90 lb/hr
Throttle body: Ron's Fuel Injection Systems
Ignition system: MegaSquirt
Spark plugs & wires: Brisk, MSD Performance
Fasteners: ARP
Flywheel: RAM
Engine damper: Innovators West
Water pump: Meziere
Headers: BES Racing
Valve covers: Williams Performance
Hoses & fittings: Earl's AMSOIL oil viscosity: 5w20
Oil pump: Melling
Oil pan: Stef's Performance Products
Mufflers: Flowmaster