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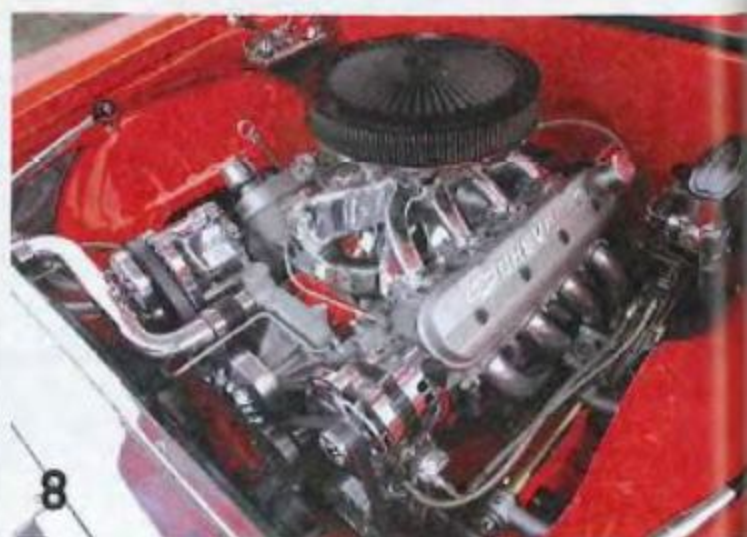
HOT ROD WHERE IT ALL BEGAN



## GET THE PICTURE?

# THE BEST

Holley's second annual LS Fest (sponsored by HOT ROD and GM Performance Division) in September 2011 in Bowling Green, Kentucky, brought dozens of LS-powered cars and trucks onto the dragstrip and autocross course in a display of modern horsepower. While the newest versions of Chevy's small-block make it easier to make absurd amounts of power, GM engineers clearly didn't put aesthetics high on their list of priorities. That's just a nice way of saying LS engines are ugly. It's no secret that modern engines are far more cluttered and industrial looking than just about any '60s-era engine. We wound through the field of drag racers, autocrossers, and spectators to find the most appealing engines and see how they got the right look. —BRANDAN GILLOGLY



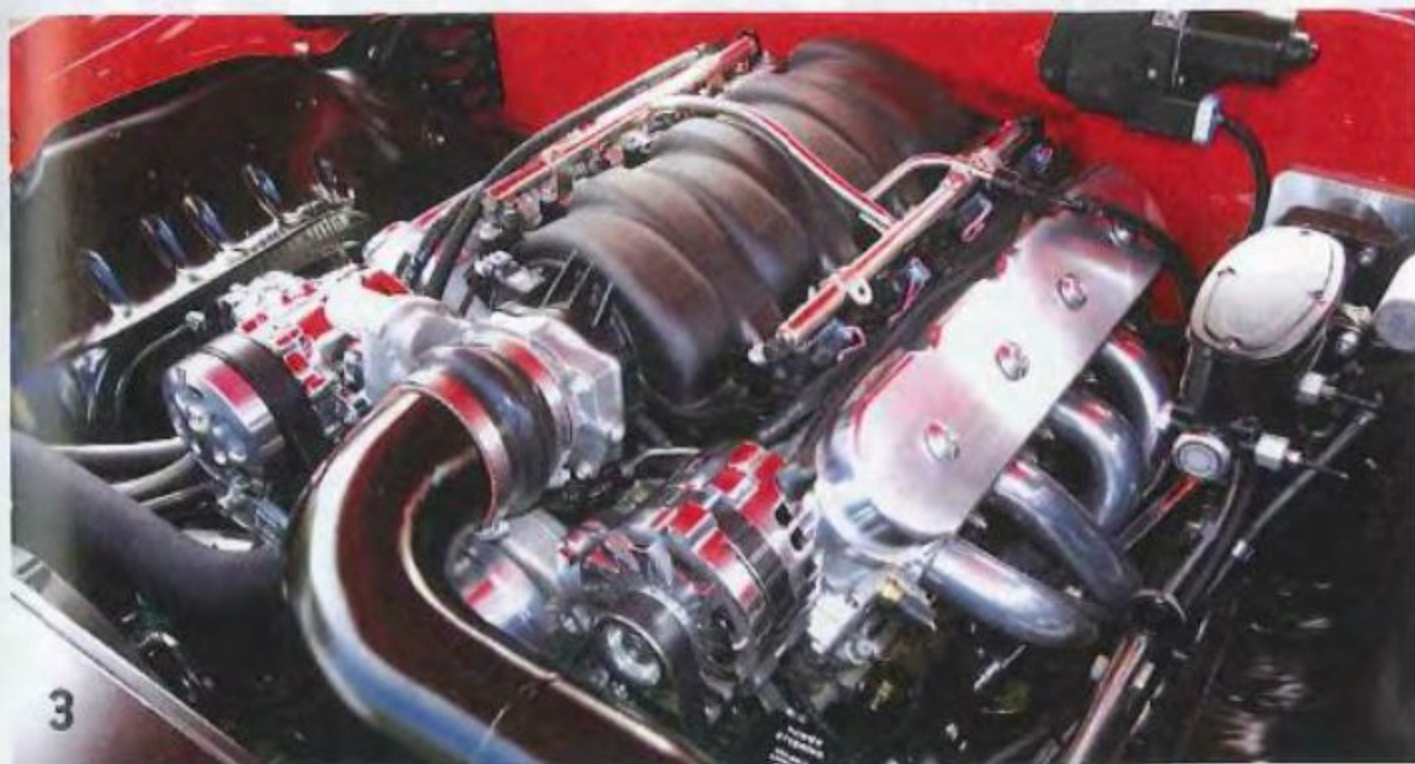
Photography: Brandan Gillogly



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# RESSED LS

**1.** This Nova is using Holley's dual-quad, midrise intake (PN 300-121) and black wrinkle-finish Holley coil covers for a '60s big-block Chevy look. **2.** Holley's '73 Malibu wagon uses the same style dual-quad intake and coil covers as the Nova (but in chrome) and trades the injectors for carbs and a cleaner look on the intake side. **3.** Simple, brushed-aluminum valve covers, a coil relocation kit, aluminum pulleys, and nice use of wire loom keep this LS engine bay looking good without losing the modern, fuel-injected feel. **4.** Anthony Peck's Fox-body Mustang uses a truck 5.3L with a stock rotating assembly. A coil relocation kit, smooth valve covers, and an Edelbrock Pro-Flo XT intake make for a sweet-looking long-block, but the Garrett GT80 turbo and its accompanying exhaust routing steal the show. **5.** Heath Hoover did the paint and body on this '66 Nova. Simple fabricated sheetmetal coil covers, painted to match the car, and an Edelbrock Pro-Flo XT intake top off the otherwise stock Trailblazer SS 6.0L. **6.** Detroit Speed's Kyle Tucker's '70 Camaro is quick on the autocross course and no slouch under the hood, either. A FAST intake was smoothed and given a few coats of textured paint to mimic cast aluminum. Mast Motorsports valve covers, aluminum to begin with, got the same treatment. The coil brackets are custom and mount to the valve covers. Accessories are driven by a Vintage Air Frontrunner. **7.** Mark Carlyle's C6 uses Katek coil-relocation brackets and a Meziere electric water pump, but the star is the turbo system that feeds a polished, cast-aluminum single-plane intake through a 90-degree elbow. **8.** A smooth firewall and immaculate paint inside the engine bay help highlight the polished accessories and Edelbrock Victor Jr. intake. Valve covers are from GM Performance Parts. **9.** Aside from the coil packs, the biggest eyesore on an LS engine is the water pump. Jonathan Gant realized there's just no easy way to make it look good, so he mounted his radiator and electric water pump at the rear of his Model A.



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To see action from the event, search "LS Fest 2011" on YouTube.