

Magnum Power Demands Attention!

Make Your Street Machine A Serious Contender With An R.H.S. Magnum Engine!

Imagine a hard-hitting R.H.S. Magnum Engine under the hood of your car. Select a 350 cu. in. Chevy with a 305 camshaft, and you're looking at 405 HP and an impressive 440 lb. ft. of torque! That's definitely the ticket for your Saturday Night Special!

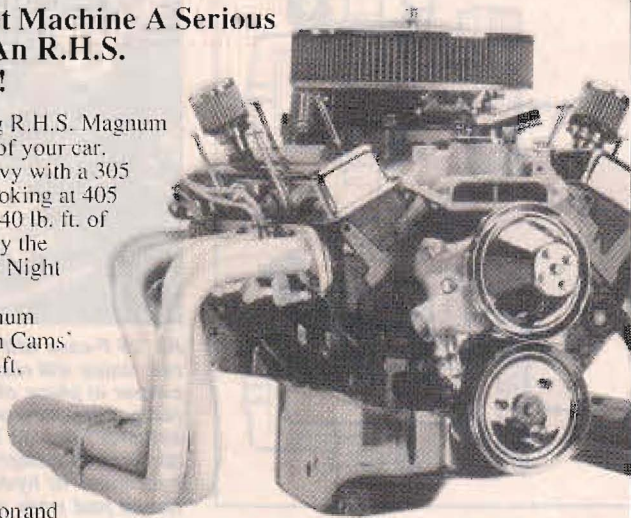
The heart of the Magnum Engine is a Competition Cams' 280, 292 or 305 camshaft, serious but streetable hydraulics with a racy sound to match. Add to that the superior flow of the powerful R.H.S./Dart II head option and you've got an unbeatable performer. But don't let this engine's 405 HP fool you.

Despite the Magnum's awesome power, it's engineered for reliability. All Magnum's feature forged pistons, ARP main cap studs, ARP rod bolts, elongated push rod slots, screw-in studs and Competition Cams' Magnum valve springs and chromemoly retainers.

In addition, every Magnum is machined and assembled, one engine at a time, by our Race Shop! Why? Because the special machine work and components used in our Magnum Engines are more akin to race motors than to stock engines.

Sound expensive? They're not. For example, complete R.H.S. High Energy Engines start at \$1795, Magnum's as low as \$2195.

For more information about our Ford,



Chevy, Pontiac and Mopar engines, call the R.H.S. tech department NOW at (901) 794-2830!

The 1989 R.H.S. Catalog Is FREE!

The New 1989 R.H.S. Reference Catalog is in the works and will be available shortly. Quantities will be limited, so now's the time to reserve your FREE copy of this valuable reference manual. Call R.H.S. at (901) 794-2830 to place your name on the list.

Hours: Mon-Fri 8-6 CST
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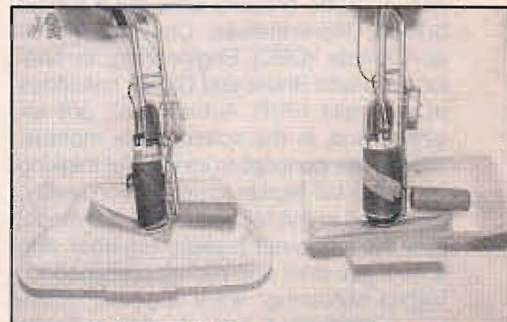


Not legal for sale or use in California on pollution-controlled motor vehicles.

IROC, I ROLL . . .

ORDERING A 1LE CAR

While HOT ROD Magazine has received some contradictory advice on "how to order big brakes," as of this writing (November '88), Chevrolet says that in order to get big brakes front and rear you must order a "1FP87" IROC coupe with a Tuned Port Injection motor (either the 305-HO motor with a 5-speed or the 350 with an automatic), G92 performance axle ratio, and no air conditioning. Performance package "1LE" is then automatically added to the car. It consists of the big brakes, a special increased-capacity baffled gas tank, gas shocks and struts, an oil cooler, 16-inch wheels and tires, and an aluminum driveshaft. The fog-lights (normally standard on an IROC) are deleted to lighten the car and improve cooling. An additional recommended option is "Preferred Equipment Group 1/FZA-1"; this adds a heavy-duty battery, tinted glass, auxiliary lighting, and body side molding for about \$225 to \$250 extra. But for some weird reason, it also reduces the total cost of the car about \$1200! The 1LE option itself costs another \$675 to the car's total cost. The ordering procedure for a Pontiac 1LE Trans Am is said to be similar, except that all 1500 Pace Cars with the Buick Turbo V6 are slated to receive the big brakes. Also, all 7 $\frac{3}{4}$ -inch differential-equipped cars with J65 four-wheel disc brakes are slated to receive the new rear discs, but with old-style front discs.

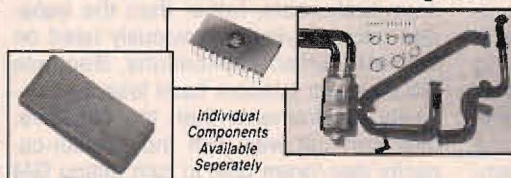


F-car gas tanks couldn't handle road racing. With the current high-pressure fuel injection system, once the fuel level dropped below a quarter full, under .88g cornering the cars experienced fuel starvation caused by excessive fuel sloshing away from the tank pickup. Solution: 1LE cars use a unique dual-pickup filter-revised sending unit and fuel pump stalled with special baffling that permits reliable siphoning down to the last half gallon (right). While they were at it, gas tank capacity was increased from the standard 15 $\frac{1}{2}$ to 18 gallons.

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