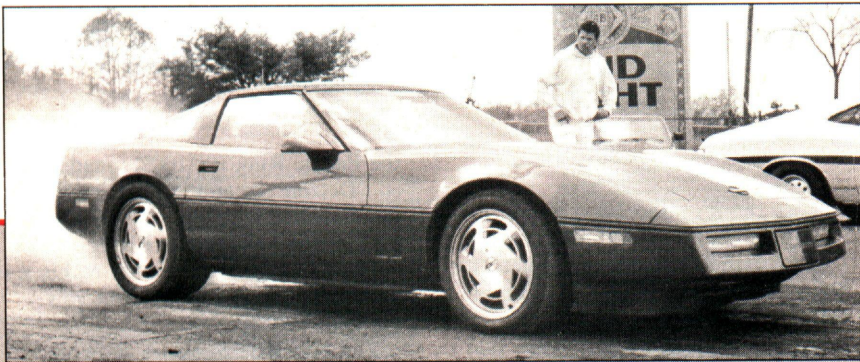


## RAPID ROYALTY

In our neverending search to bring you the most outrageous street machines, we present what may well be the world's champion—at least as far as bucks spent goes. This original '55 Bentley Continental is one of only 17

built and yet it is being wildly modified by Woody Gilmore to accept a full late-model Corvette running gear. Just thinking about the expense of the original car is mind-boggling and this car is also getting nothing but the best and most expensive of American hot rodding, too! Power will come from a twin-turbocharged Chevy small-block.



## THE FAST GET FASTER

Some people think stock Corvettes are pretty fast, turning 14.3-second e.t.s. Summit Racing Equipment's Engine Shop folks don't agree, however, and they've done something about it. They've installed one of their 406 TPI small-blocks in an '88 Corvette. The small-block was stuffed with a Crower crank, rods, prepped AFR heads, a Summit-grind Crane roller cam, and a squeeze of N.O.S. nitrous. The engine management system is custom-calibrated by Summit and Accel/DFI.

The engine looks stock down to the OEM exhaust headers, and *without* nitrous there's 342 horses and 485 lbs-ft of torque. *With* the laughing gas, there's 600 horses. And all this power flows through a stock 700R4 and Goodyear Gatorbacks, with a suspension tweaked by Guldstrand Engineering. Quarter-mile e.t.s are now 12.3 seconds. In our book, that's fast.

## YOU CAN NEVER BE TOO THIN

Weight reduction seems to rank as a major personal goal for almost everyone who resides in body-conscious Hollywood. CC can't help them melt off body fat, but if you own a late-model Mustang, Roush Racing of Livonia, Michigan, can help reduce your pony's weight. Roush, one of Ford's premier racing contractors, has developed carbon fiber composite body panels. A stock door that weighs 71 pounds can now be replaced with one that weighs 7 pounds. A hood weight of 42 pounds is slashed to 11 in carbon fiber. Like dieting, this doesn't come cheap. Suggested retail for the doors is \$998 apiece. The hood is \$875. It just reinforces the old notion, no (financial) pain, no gain.

## PONTIAC INSURANCE

One cause of low Firebird sales has been the cost of insurance. The arithmetic is easy. Buyers can afford Pontiac's F-body, but not the insurance. Pontiac division has been helping buyers in Arizona, California, Nevada, and Texas get around this situation with the Firebird Insurance Reassurance Plan.

The program, available for new '90 and '91 Firebirds, allows purchasers to carry higher deductibles for comprehensive and collision coverages, resulting in lower insurance premiums. If the Firebird owner has a claim, the plan will make a one-time co-payment of 50% of the deductible amount, up to a maximum of \$500. If the driver/owner makes no claims from six months to five years, Pontiac will provide a \$750 incentive toward the purchase or lease of the next Pontiac. If the program proves successful, perhaps other manufacturers will copy it.

## AND NOW THE NEWS....

Motor Vehicle Manufacturer's Association reports that the **average motorist** pumped 679 gallons of gas in 1990... GMC's Syclone **Super Truck** will have P245/50VR15 Firestone Firehawk SVX tires as original equipment. They were specifically tuned to this application... **Chevy's Indy V-8** won all 16 PPG Indy Car events and won 15 pole positions... **The Los Angeles area loses another motorsport facility.** The Gardena, California, Ascot sprint car track will be dismantled for commercial development... Ford wants to sell more SHO Taurus and thinks **adding an automatic** trans will help. Due date is '93. **Rumor Dept:** Chrysler has a **concept vehicle** code-named C300. It's a four-door that's based on the Viper chassis and the engine underhood is the V-10. Look for it at major auto shows.

## TOO FAST?

According to inside reports, the Corvette ZR-1 convertible is too fast. Too fast in the sense that with the top down, air flow around the cockpit harshly buffeted the occupants. At normal highway speeds, it's acceptable. But GM is concerned about drivers exceeding the speed limits (do they have CC's staff in mind?) and having the cockpit environment become unacceptable. There are cures, such as canopy-shaped windshields, but that can affect the car's looks. And with Corvettes, looks are very important.