


Knights of the Round Table

PUB AND RESTAURANT



FOOD FIT FOR A KING

FATHER'S DAY BREAKFAST & LUNCH BUFFET

Sunday, June 17th ~ 10 a.m. - 2:00 p.m.

\$9.95

**Eggs, Bacon, Peameal Bacon,
Sausage, Homefries, Assorted
Salads, Turkey, Roast Beef,
Assorted Desserts.**

Starting June 23

FARMERS MARKET BREAKFAST BUFFET

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The incomparable 1970 SS454 Chevelle

Chevy's Mark IV engine proved to be the top dog

PATRICK SMITH
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Chevrolet division knew they had to pull out all the stops for 1970. The 1968 restyle of their Chevelle was good, but horsepower was climbing across the board and none of their competitors took their lead in cooling the fire arms race.

Just because General Motors decided to drop multiple carburetion in 1967 didn't mean Chrysler had any intentions to. Old King Kong 426 hemi still used dual quad AFBs and Dodge released a 440 Six Pack engine for 1969. That engine and the hemi were soon to be available in a new 'cuda and Challenger next fall. Ford built the 428 Cobrajet Mustang and made it a regular

option in their stunning new Mach 1. Even AMC released a 390 powered SC/Rambler that year.

Something had to be done. That something was the new 454 Chevrolet Mark IV engine. Developed in several configurations, the 454 was released as an LS-5 hydraulic cam version and the solid cam LS-6 version with 460 horsepower. This engine was the top dog. You had to buy a Chevelle SS. Specifically, a Chevelle Malibu SS model with the four speed Muncie and a host of chassis upgrades, many of them mandatory for this engine. That was the only way to get this engine. Corvette didn't offer it in 1970. What you got in return was one of the best all around

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