

FIRST
LOOK
2010
MUSTANG



HOT ROD

THE REAL DEAL

EXCLUSIVE! BUILDING THE WORLD'S FIRST HOT ROD 2010 CAMAROS



CAUTION!
FOUR RADICAL
CAMAROS
INSIDE

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SOURCE INTERLINK MEDIA PUBLICATION

JANUARY 2009
D MORE @ HOTROD.COM

FOUND! FIVE COOL OLD

INSANE!
\$1,300,000
MUSTANG

AMERICA'S FASTEST STREET CAR

Larry Larson's Chevy II Averaged
7.97 Seconds in the Quarter-Mile To Win
the '08 HOT ROD Drag Week™, presented by MSD.

By Rob Kinnan and Christopher Campbell

Photography: Wes Allison, Rob Kinnan, and Christopher Campbell



> It's pink, but it sure ain't girly.

HOT ROD

**DRAG
WEEK** 2008

PRESENTED BY

MSD
IGNITION

Rockett Brand
★ **Racing Fuel**

GV GEAR VENDORS
UNDER/OVERDRIVE™



- QUICKEST WITHOUT A TRAILER: 7.9786
- QUICKEST CHEVY

DIESEL

This was a class that was talked about but never officially created until the first day of Drag Week™. We heard there were going to be some fast diesels coming out to play and had offered to create a class for them if enough showed up. We ended up with four diesel trucks and one Mustang (you read that right), and they all wanted the class, so we created it on the spot. There really are no rules, yet, since it's so new, but we hope to keep this class for 2009.



MIKE WOOD
WICHITA FALLS, TX
'94 FORD MUSTANG GT

This Mustang gets a lot of strange looks in traffic, and believe it or not, it's not because of the one-piece fiberglass front clip, big and little Weld Racing Magnum race wheels, sheetmetal wing, or even the parachutes. Nope, it's that weird jackhammer-like clackity-clackity sound coming from under the hood. One guy told us the engine was definitely about to come apart. But that's just what a Duramax diesel sounds like. Yeah, that's right. Mike Wood, the big cheese over at Nitrous Express, teamed up with Diesel Performance Research and built a rattlin', smokin' Mustang that ran a best of 9.96 on a mild tune with a Snow Performance water/methanol injection system and a tiny hit of nitrous. And it still gets 33 mpg. Cross our hearts, we saw it. On top of that, Mike brought no parts, few tools, and had zero mechanical issues all week. He drove it from Texas to Bowling Green, did Drag Week™, then drove it on sales calls the next week before driving back home. The icing on the cake is that other than it being really, really loud inside (no sound deadener and lots of sheetmetal interior panels), the thing is completely docile, it's practically a daily driver. Incredible. It did, however, throw us for a loop for a minute—the engine displaces 403 ci, which initially classed it in Small-Block Power-Adder. We had never imagined a diesel running in that class.

“I think the more parts you bring, the more you're going to break.”
—Mike Wood

