

OVERDRIVE TRANS COMPARO: 700-R4 VS. 4L60

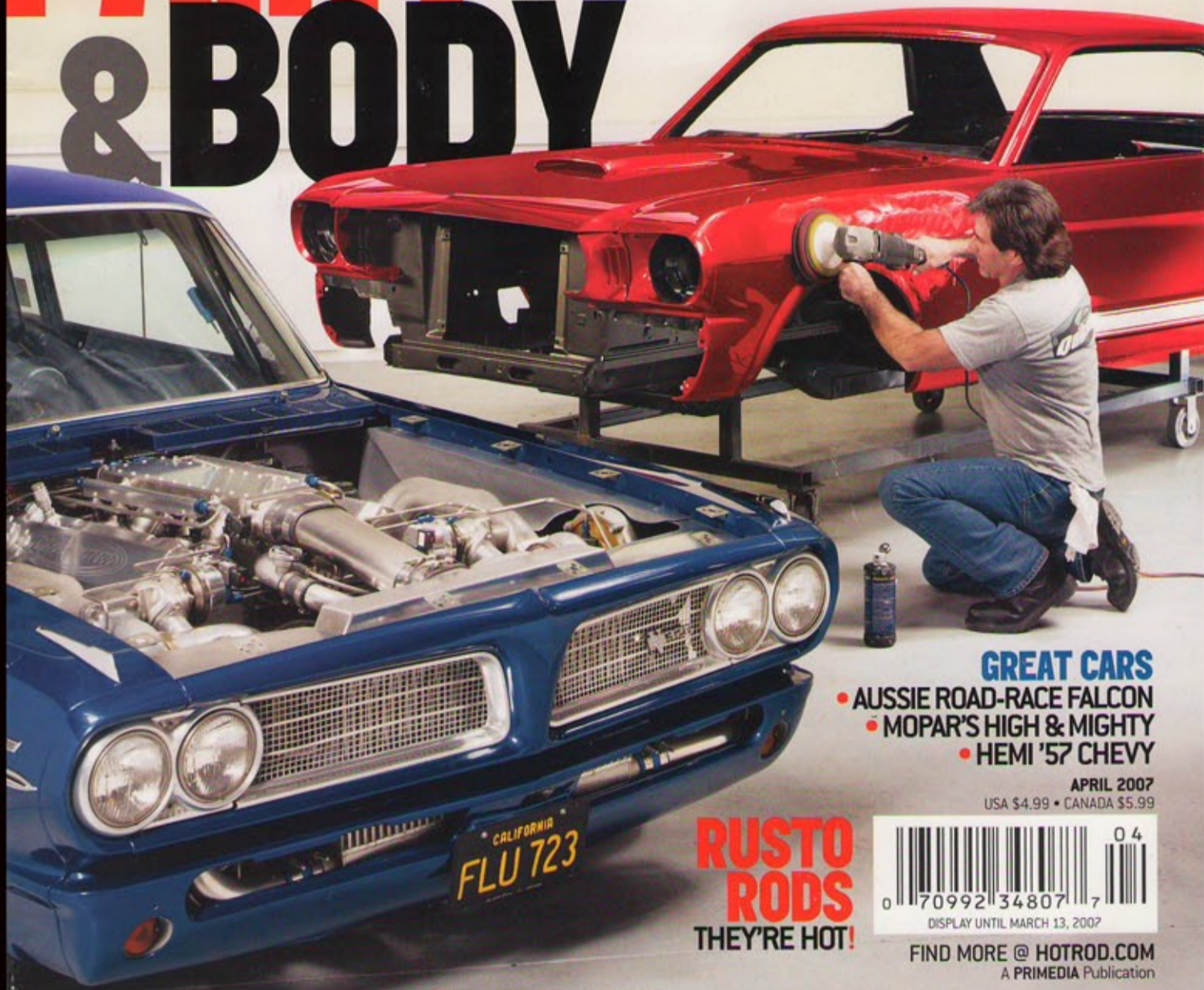


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**LS7 ENGINE SWAP** PG. 112 **HOT ROD** WHERE IT ALL BEGAN

## RODDIN' AT RANDOM

# PROJECT GARAGE



### MAXG FASTBACK

Do not be fooled by the solid-looking sheetmetal; this is no virgin fastback going under the knife. Scott Taylor originally purchased this '68 Mustang fastback with the intent of doing an Eleanor conversion for his wife, but while stripping multiple layers of undercoating from the chassis, he found that the front framersails had been badly damaged, questionably patched, and cleverly hidden with undercoating. With a 750hp aluminum Shelby 427ci big-block being built by Tom Lucas at FE Specialties ([www.fespecialties.com](http://www.fespecialties.com)), Taylor began to worry whether the structural integrity of the car was up to the task. Fortunately, he recalled reading about the Art Morrison MaxG chassis for musclecars in *HOT ROD*, and though it meant major surgery, Taylor decided it was the ideal way to get the Mustang to level he wanted. Rather than attempt the fabrication on his own, Taylor contacted Dave Henry at Henry's Hot Rods in Shingle Springs, California, for the build. It may be a lot of work, but the C5 Corvette-based front suspension and a triangulated four-bar rear suspension on the chassis should be a nice step up from the original design.

—CHRISTOPHER CAMPBELL



### MOUSE MOTEL

This '68 Camaro convertible began as an \$800 disaster that Morgan Duffy of Shrewsbury, Massachusetts, bought when he was 15 years old. When college came around, Duffy stuck it away, and now, 10 years later, the Mouse Motel Camaro is out of hiding and under construction by Kustom & Restoration Specialties in Marlborough, Massachusetts, (508/281-6171). The car has a Chris Alston's Chassisworks front clip, and the rear is minitubbed and supported with Global West springs. The wheelbase has been stretched 2 inches and the engine set back to yield a near 50/50 weight distribution. The original drivetrain was replaced with a 500hp 383ci stroker built by Golen Engine Service in Hudson, New Hampshire, and is backed by a Tremec six-speed and a Currie 9-inch rear packing 3.89s on a Detroit Locker. The Camaro will be British Green metallic with dark-red stripes following a '60s race-car theme complete with a gumball with the number 20 for the years since it last moved under its own power. Duffy says he can't wait to hit the track, every cruise night, the '07 *HOT ROD* Power Tour®, and just do doughnuts until he pukes. —CHRISTOPHER CAMPBELL

