



FIVE TIME HOT ROD DRAG WEEK CHAMPION, LARRY LARSON, HAS ADDED AN NEW MULE TO THE STABLE THAT HOUSES HIS FAMED 6-SECOND CHEVY II. AND IN TYPICAL LARSON RACE CARS FASHION, IT'S A CAR...ERRRR TRUCK...THAT IS AS BEAUTIFULLY FINISHED AS IT IS FAST. WELCOME TO THE FUTURE FASTEST STREET CAR IN AMERICA.

WITH 7 FINISHES, AND 5 CONSECUTIVE WINS IN THE 9 YEAR HISTORY OF DRAG WEEK, LARRY IS THE MOST SUCCESSFUL UNLIMITED CATEGORY COMPETITOR IN THE HISTORY OF THE EVENT, AND HE HAS ENJOYED THAT SUCCESS THROUGH CAREFUL PLANNING, EXECUTION, AND BULL DOG TENACITY THAT DRIVES HIM TO RUN QUICKER AND FASTER EVERY YEAR. AFTER PARTNERING WITH BANGSHIFT.COM'S, CHAD REYNOLDS TO CREATE THE

BADDEST HOT ROD ON THE PLANET FOR 2014, THIS INCREDIBLE S10 IS THE RESULT, AND YOU WILL AGREE THAT IT IS ONE IMPRESSIVE PIECE THAT LARSON PLANS TO TAKE ON HOT ROD DRAG WEEK 10.

MOST RECENTLY LARRY'S VENERABLE CHEVY II HAS BEEN POWERED BY A 565 CUBIC INCH TWIN TURBOCHARGED BIG BLOCK CHEVROLET, BACKED UP BY THE FAMOUS Lenco. FOR 2014'S EFFORT, THE NEW TRUCK MEANT AN ALL NEW COMBINATION.

STARTING OUT WITH A 1998 S10 PICKUP, LARSON RACE CARS SHAPED AND STRETCHED AND MOLDED IT INTO THE SLICKEST S10 EVER. BUILT ENTIRELY IN HOUSE AT LARSON RACE CARS IN OAK GROVE, MISSOURI, THE TRUCK FEATURES THE FINEST PARTS IN THE BUSINESS. INSIDE A PROLINE RACING ENGINES 620 CUBIC INCH 5.0" BORE SPACE BIG BLOCK CHEVROLET FEATURES TWIN TURBOS, AND MAKES WELL OVER 3000 HORSEPOWER.

THE NEW S10 IS AS CAPABLE ON THE STREET AS IT IS ON THE TRACK, AND WILL GET PLENTY OF STREET MILES EVEN OUTSIDE OF HOT ROD DRAG WEEK. PLANS FOR THE TRUCK INCLUDE SEVERAL OUTLAW, PRO STREET, AND PRO MOD EVENTS, INCLUDING MATCH RACES BETWEEN IT AND LARRY'S CHEVY II, SO MAKE SURE YOU VISIT THEM AT A TRACK NEAR YOU. WILL IT MAKE THE 100 PLUS MILE TRIP TO TOPEKA'S NHRA NATIONAL EVENT AND THEN RUN IN COMPETITION? HELL YES. WILL YOU LIKELY SEE IT CRUISING DOWN THE HIGHWAY FOR NO PARTICULAR REASON? HELL YES.

WHEN YOU DO SEE IT FLYING BY, TRY TO KEEP UP OR AT LEAST GIVE US A WAVE AND A HONK.

1998 S10

Built By: Larson Race Cars

Driver: Larry Larson

Co-Conspirator: Chad Reynolds

Engine

300 Horsepower 620 CID 5.0" Spread Bore Big Block Chevrolet

Engine Builder: ProLine Racing Engines

Fuel Injection: Fuel Tech

Block/Heads: Brodix PB5000

Crankshaft: Callies

Dampener: Innovators West

Connecting Rods: GRP

Pistons: Diamond

Piston Rings: Total Seal

Camshaft: Crane

Valvetrain: Jesel

Pushrods: Smith Brothers

Valves: Victory

Gaskets: SCE

Oil: Lucas Oil

Valve Springs: PAC Racing Springs

Oil System: Peterson Fluid Systems

Intake Manifold: Hogan's Racing

Throttle Bodies: Accufab

Turbos: Precision Turbo Gen2 98's

Fuel System: Aeromotive

Ignition: MSD

Fasteners: ARP

Water Pump: Meziere

Starter: Meziere

Alternator: PowerMaster

Hoses & Fittings: Fragola/Jiffy-tite

Filtration: System 1

Chassis & Drivetrain

Design, Engineering & Fabrication: Larson Race Cars

Transmission: Rossler Pro Mod 400

Transmission Case: Reid Racing

Shifter: Precision Performance

Flexplate & Starter: Meziere

Torque Converter: ProTorque

Overdrive: GearVendors

Driveshaft: Dynotech Engineering

Rearend: Strange Aluminum Pro Mod

Safety Equipment: DJ Safety

Wheels: Weld Racing

Data Logging & Instrumentation: Racepak

Wiring: Smart Wire

Batteries: Optima

Race Shocks/Struts: Kinetic Engineering/Penske

Street Shocks: Ridetech

Radiator: Ron Davis

Rod Ends: FK

Fuel Tank: Rick's Tanks

Exhaust Components: SPD

Street Tires: Mickey Thompson

Alcohol: VP Race Fuels

Paint/Body Work: Troy Wakeman,

John Butler, Tim Mouthroupe,

Mike Erwin, Eddie Erwin,

Garrett Erwin, Ray Anderson

Airbrush/Graphics/Rendering:

Scott Brown

Special Thanks

Sherry Larson

Daphne Reynolds

Everyone at Larson Race Cars

"The Guys" Who Came By Every Night to Help Thrash

Scott Clark (Geek Tuned)

Summit Racing Equipment

Dave Burns, Heavy D's BB, AKA the Man Who Kept US All Fed & Fueled During the Bodywork Thrash

R&R Marketing Consultants, Inc.

Robert McGaffan Photography