

WHEELS



Ford's 2011 Fiesta proves good things come in small packages **PAGE 26**

Man claims world's most powerful 6.1-liter Hemi

Dodge Magnum's upgrades go beyond engine compartment

By Tray Palmisano
Special to The Washington Examiner

Mom's station wagon had come a long way in 2004 when Dodge introduced the Magnum, a sleek and sexy vehicle that dropped the "grocery" from "getter" as the custom-car community everywhere embraced its potential, and those who craved speed were given multiple engine options, including the bold and boisterous 6.1-liter Hemi.

Derrick Hayes calls his 2006 Dodge Magnum SRT8 the World's Most Powerful 6.1-liter Hemi. Now there seems good reason to doubt such a story, since Hayes is by no means a world traveler who rounds the globe calling out all competitors and finding none worthy to challenge him. But claims of world record-breaking feats normally don't work that way. There is a forum and a place for such claims to be tested, and for Hayes, he simply directs all nonbelievers to "Google" his car.

But there is another reason that gives his tale credibility, and that starts with a quick glance at his specification sheet, which is anything but lacking in the speed department. Three days after Hayes purchased his Magnum with a factory horsepower rating of 425, he was already looking for ways to improve upon the Hemi platform.

"I started off with just basic bolt-on parts, intake, exhaust, because the factory sound and air box wasn't cutting it," said Hayes.

So he took his car to Joshua Schwartz at High Horse Performance. From that day onward, Hayes has described his desire for even more speed and power as a snowball effect. The engine work started with the installation of a low-compression short block and Stage 2 race-grade heads and intake system. From there, Hayes moved to a Stage 4 stroker blower camshaft, a Procharger F1-D super-



TREY PALMISANO/EXAMINER

Derrick Hayes' 2006 Dodge Magnum has a 6.1-liter Hemi V-8 with a supercharger and a nitrous oxide setup.

charger set to 15 psi, and a custom bulletproof drivetrain. A bottle of nitrous oxide by Zex sits in waiting just in case he finds himself on a track, while a Labonte Motorsports methane injection kit and DEI Cryo2 intercooler sprayer keeps the temperature low.

But just because it's fast doesn't mean it has to skimp on looks. The interior is dominated by an array of illuminated Autometer gauges that monitor the wide and narrow bands, boost and fuel pressure. His D-PIC gauge does the rest, picking up on a various data, including his 0-60 time. Underneath the canopy of his black suede headliner is a factory Kicker 11-speaker setup with an upgraded Mopar amplifier, four Boss 6.5 TFT liquid crystal display headrest monitors, a TV and navigation conversion and a Playstation 3

for those car shows where he can't quite show off his speed.

When you're looking at 1,000 horsepower, factors like safety must also be weighed. To improve this factor, Hayes installed a 10-point chrome moly roll cage and added G-Force Racing five-point harnesses.

Hayes credits Felicia Hunter and his children for helping him realize his dreams on his car and plans on having some custom body work done over the winter followed by some custom airbrush work by After FX Customs in Plainfield, N.H.

What do you drive? A 2006 Dodge SRT8 Magnum.

Why do you drive it? Because I'm a Mopar guy.

What makes this car so special? It's a

CHECK OUT MY RIDE



one-off custom build from HHP Racing and is currently the world's most powerful 6.1 Hemi.

What is the most memorable driving experience with this car? Probably hitting 178 mph on the speedometer.

What was the first vehicle you owned? My first vehicle was a 1993 Saturn LS2.

What music are you currently listening to in your car? Hip-hop and R&B.

And your first ticket? What was it for? I've had no tickets to date.

STATS BOX

» **Engine:** 6.1-liter Hemi V-8 with HHP/BES low compression short block

» **Performance:** HHP/BES Stage 2 race grade heads and intake, Stage 4 stroker/blower camshaft, Procharger F1-D supercharger, DiabloSport CMR Dyno tune, Paramount Performance transmission, Fore Precision fuel hat with custom HHP fuel setup, custom bulletproof drivetrain, Zex Nitrous kit, Labonte Motorsports methane injection kit, DEI Cryo2 intercooler sprayer

» **Wheels:** KMC Novas 22"x9" (front), 22"x11" (rear) on Nitto 420s

» **Exterior:** Euro LED taillights with custom tint, color-matched third brake light, glow green single-side racing stripe, 10,000K high-intensity discharge kit low beam, fog lamps, 12,000K HID high beams, chrome ambers bulbs, tint, custom fenders

» **Interior:** Autometer gauges, Playstation 3, Boss 6.5 TFT LCD headrest monitors, factory Kicker 11-speaker setup, PIAA hyperwhite interior bulbs, DiabloSports Trinity touch-screen tuner, 10-point chrome moly roll cage, G-Force Racing 5-point harness, GoPro camera with roll cage mount

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