

# Super Super Charger



***The wind-slick Daytona Charger  
from Dodge City reaffirms the daring  
of the men in the white hats.***

***By Eric Dahlquist***

When you see the K&K Insurance Special in your rear view mirror, better step aside. Actually, Dodge put the fins on the car for the same reason they did in the late '50s — stability. Notice that the one on the race rear is manually adjustable. Hmmm.



**I**n the old days you had to cheat. You would come to Daytona with a stock-looking car — only the front fenders drooped a little too much and the top pillars slanted in a little too much. Then, finally, when the  $\frac{7}{8}$ ths-scale models started to appear, the NASCAR templates multiplied until everything but the driver's helmet was measured. That was Round One. The rules said you had to build for sale at least 500 units of a model before it was legal. So, there came the Dodge Charger 500. Five hundred flush-grilled, fastback, aerodynamic Chargers to dominate the '69 season. But before the Dodge accounting department even had the tab, there was a Ford Talladega and a Cyclone Spoiler, plus something called a Blue Crescent, semi-hemi, stagger-valve 429 engine. That was Round Two.

Not blessed with an all-new engine budget, Dodge, or probably more correctly Division Manager Bob McCurry, said, "Why not go all the way? We'll build the ultimate, a bullet-nosed, Can-Am coupe with a genuine airfoil. And, we'll introduce it at Bill France's new superspeedway in Alabama. You know, the one the Ford Talladega is named after." That was Round Three, the Dodge Charger Daytona. In essence it's a sixteen-inch nose

extension and the airfoil cleverly fitted to another 500 Charger. If it looks a little like a cross between a Bonneville streamliner and a Boeing 707, it is because 'liners and 707s are particularly keen at getting through the breathing air. No one outside Dodge really knows how much the new shape is worth but they wouldn't go to the expense if it wasn't five-seven mph faster; not to forget improved fuel economy. And, of course, wherever a Daytona Charger moves it will work — NASCAR, USAC, ARCA, the drags, Bonneville, would you believe Can-Am or Le Mans? Why not.

This will probably be the last glorious spending binge because the NASCAR, FIA, ACCUS rules for '70 have upped the ante to 1000 units (or one unit for each franchised dealer, whichever comes first) to frustrate such exotic model runs. Actually it's not a bad deal. If a manufacturer can't afford a batch of hybrids, then to remain competitive, especially with maximum displacement cutback from the present 430 inches to 366 in 1971, his whole line will have to be styled with improved airflow in mind. Which means, friends, better stability and gas mileage. Special, one season only. Get 'em while they're hot. Dodge Daytona Charger's the fastest collector's item ever built.

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