

BONUS 2017 MOPAR SHOW PLANNER INSIDE!

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Mopar

MOPAR
COLLECTOR'S GUIDE

CHICAGO
MUSCLE CAR NATS
BUILDERS'
STANDOUTS
ISSUE!

BREAKING NEWS
**EXTRA!
EXTRA!**
LENO & RIGGLE TO
MAKE ONE LAST
WHEELS UP BLAST IN
THE HEMI UNDER GLASS
AT THE MATS!
DETAILS ON PAGE 10

**1963 MICHIGAN
MAX WEDGE STOCKER**

**NICHOLS ENGINEERED
SHORT TRACKER**

**1 OF 1 R/T SE
SUNROOF CHARGER**



DISPLAY UNTIL 4-1-17
Printed in the U.S.A.



APRIL 2017

1971 'CUDA 340

BARRACUDA ♦ DEMON ♦ NEW YORKER ♦ 300 ♦ ASPEN

SAFARI ♦ ELLITE ♦ GTX ♦ CUP
CHALLENGER ♦ CHARGER ♦ ROAD

♦ CORONET ♦ BELVEDERE ♦ SUPER BEE ♦ DART ♦ DUSTER ♦ FURY ♦ IMPERIAL

BORN TO RUN

1969 HEMI 4-SPEED ROAD RUNNER

Back in our January 2017 issue, we had the pleasure of introducing most Mopar enthusiasts to a guy over in Texas named Darryl Wischnewsky.

Darryl and his wife, Linda, own a chain of new car dealerships in the Houston area, but their big passion lies in seriously over-the-top muscle cars, and in recent years, Darryl's collection has taken on more and more vintage Dodges and Plymouths, whereas it had been rather heavily populated with Mustangs and Chevys. As we said before, a visit to his toybox just outside of Houston is an all-out feast for the senses, as you'll find just about everything there from COPO Camaros to Boss 429 Mustangs to lift-off-hood Six Pack B-bodies and, as shown in our January issue, his yellow '71 Hemi

Charger R/T. We mentioned in that particular story that Darryl and Linda went to the now famed 2015 Dana Mecum auction in Florida specifically looking to purchase the majorly important '71 Charger, we also mentioned they left the sale with another Hemi car they hadn't gone there specifically to buy, but they both fell in love with the thing; a B7 blue, one-owner, 5,900 original mile, 1969 Hemi Road Runner, that was, for all intents and purposes, a pretty darn strong survivor with period mag wheels and a few vintage modifications done when it was relatively new. Darryl had gone to the Mecum sale having seen the Road Runner in the pre-auction brochure, but it looked like a hot rod, B5 blue, '69 'Runner, so the photos didn't really set off any bells and whistles. Once he got to

Florida and happened upon the Plymouth, he realized this was something really different.

Specially ordered and sold new in New York, the Road Runner had been kept by the original owner until his death a few years back, and after sitting in the garage for a couple of years, his wife and daughter decided to sell because they really didn't know what to do with the car. Since they were present at the auction and stood by the car



BUILT BY:

APEX autosports



Photos by: *Tim Costello*
Story by: *Randy Holden*
Photographed @ MCACN

01129 299211 9A298183
921 644 605
26 N96
B7 B7 H2B B7
RM21 E74 D21 617 122106



most of the time it was on display, Darryl struck up a conversation with them and they immediately became friends. They had a good bit of paperwork on display with the car, including the dealer's invoices, and things such as that, but when he asked them about a build sheet, they didn't know what he was talking about. Politely asking if he could have a look, they agreed, and a couple of Mecum's workers helped him pull the backseat out before the sale, and sure enough, there was an intact broadcast sheet stuck in the rear seat back. Darryl informed them to tell Dana Mecum, because that might help the car bring more money, but the ladies declined to say anything about it, going so far as to tell Darryl they hoped he ended up with the car because he'd been so nice to them and shown so much interest in it.

According to the ladies, the original owner, Peter Strange, wanted a summertime hot rod, and thus ordered this one in the unusual B7 blue with a bench seat, a four-speed stick, and a 4.10 Dana Super Track Pack rear axle; and little else. He didn't go in for creature comforts, and, in fact, he didn't even get the factory in-dash tachometer because he knew he'd be installing an aftermarket tach right away. Almost as soon as the car arrived, he installed

the mags and fat tires, put a Sun tach on the column, put some slapper bars out back, and in that first half decade, he only put about 5,500 miles on the car. For reasons still unexplained, despite the car's looks, he never modified the stock Hemi whatsoever, or the transmission, or the exhaust system, or anything else! Contrary to appearances and what you'd expect, outside of the cosmetic touches and the racing stickers on the rear windows, the Plymouth was completely stock from the exhaust manifolds to the exhaust tips. One can only reckon that the car was fast enough on its own and he didn't deem it necessary to mess with any of the mechanics. And, for reasons equally still mysterious, he opted to park the Road Runner very early in life, leaving it in his New York garage for the better part of the next three decades with only very rare trips around the block to keep the juices flowing and make sure nothing was going to seize up.

Realizing this was one of those "target of opportunity" vehicles, Darryl punched in the high bid on the Road Runner when it came across the block, as well as the Wellborn Charger, and in doing so, added two very stout Hemi Mopars to his high horsepower fleet of toys. As we stated in our previous arti-

cle, it was also at the Mecum sale where Darryl met Andrew White, from Apex Autosports up in Grafton, Wisconsin. Known throughout the hobby for his spectacular restoration skills, Andrew's been a major player in turning out painfully accurate OEM restorations for decades. The casual meeting and exchange of business cards with this collector from Texas didn't initially make a huge impact on Andrew – at least not until he got the call from Darryl shortly afterwards about doing ground-up state-of-the-art OEM restorations on both of the Hemi cars he'd bought at Mecum. Admittedly, Andrew was a little taken aback at first, because the yellow Charger was a slightly older restoration, but still quite respectable, and the '69 Hemi Road Runner was a serious time capsule into what muscle cars looked like back in the summer of 1969, but after a lot of conversation, it was clear that Darryl's interests lay in having the utmost in perfection, and "almost good enough," or "really good original condition," will never be his particular cup of tea. He likes his hobby cars absolutely OEM perfect, inside and out, top-to-bottom, and Darryl was convinced Andrew and the guys at Apex were the ones who could deliver on

CHRYSLER CORPORATION CAR PRODUCTION BROADCAST
S SERIES 1969

SEQUENCE NUMBER	VEHICLE ORDER NUMBER	VEHICLE IDENTIFICATION NUMBER	SEQUENTIAL NUMBER
3293907617122135RM21U9A298183			4
74211531U64	H2BB7V01B7		
35B71112B7546364515715966921			
55354424B738183578173J795965329229412			
5787			
COMBINATION GROUPS	CONSOLE-SEATS-BELTS-FLOORING		
3437	411	65	3
SALES CODES	HEAVY DUTY - SELET		
7			
SALES CODES	WHEEL AND TIRE ITEMS	LIGHTS AND SWITCHES	
6			
SALES CODES	MOULDINGS-EXTERIOR TRIM	ENGINE ACCESSORIES	
9		651	
10			

THE EXTENSIVE COLLECTION OF PAPERWORK WITH THE ROAD RUNNER SHOWS IT WAS ORDERED NEW BY PETER STRANGE AT CAPLAN CHRYSLER/PLYMOUTH IN GREAT NECK, NEW YORK ON MAY 23, 1969. INTERESTINGLY, THE WINDOW STICKER SHOWS A PURCHASE PRICE OF \$4,334.25, BUT THE DEALER'S BILL OF SALE TO MR. STRANGE SHOWS HE PAID \$3,862 FOR THE CAR WHEN HE PICKED IT UP ON JUNE 30TH!

what he was looking for. Both B-bodies were trucked from Texas to Wisconsin, with the '71 Charger having its turn on the rotisserie first while gathering as many NOS parts as humanly possible was taking place for the Road Runner's restoration. With the Charger nearing completion, Andrew and Apex turned their sights on the blue metallic Road Runner, and thus began one of the more interesting restorations their shop's ever performed.

Rarely does a restoration shop get to delve into a 5,900 original mile one-owner time capsule that's been put away for its entire life, so for Andrew, this one was something extremely different. Other than the aforementioned mags, fat tires, and a few vintage aftermarket parts, the car was completely original and stock, with all the little details from its construction still clearly discernable, and even the original mufflers and exhaust system was still in place. The wheel openings on the rear quarters had been messed with a bit when the car was newer to facilitate larger tires without rubbing, and this alone prompted the only bit of sheet metal replacement that ended up needing to be done, as the hammering on the passenger's quarter panel was just a little too much for the guys to get perfectly straight again, so they found a very rare NOS quarter and welded that into place to resolve the issue once-and-for-all. Aside from that, every bit of steel you're looking at is the same stuff

SUGGESTED RETAIL PRICE LABEL
affixed pursuant to Federal law

VEHICLE IDENTIFICATION NO. 88-21-J96-298183 830 NO. 617-AR-122106

LYNCH ROAD ASSY 63588 32

SALES CODE DESCRIPTION MANUFACTURER'S SUGGESTED RETAIL PRICE

834	PLYMOUTH ROAD RUNNER-8-2 DOOR COL-OR	2,945.00
835	835 SUPER TRACK PAK	250.45
837	ROAD RUNNER DECOR GROUP	81.50
838	FOUR SPEED MANUAL TRANSMISSION	8.30
839	AXLE RATIO 4-10	817.45
840	ENGINE 426 C.I.D. 2-488L	41.55
841	REAR SPRING H.D. TORSTON BAR	100.00
842	SHOCK ABSORBERS W/STREK TIRES	4,256.25
843	WINDSHIELD WIPER	68.00
844	265 DESTINATION CHARGE	
SUB TOTAL		4,334.25

Plym
CHRY
IMP

STANDAR SAFETY I
Let Outside
Day Night Mirror
Energy Absorbing Steering Co
Passenger
Cushioned & Sun Vis
Reassured
Kneels &
Lap Belts
Shoulder
(Except I
Hazard Winker
Windshield
Four Wheel
Washer
Dual System
Safety
Back
Clear
(Eng
Side
Top
Del
(Standard unless specified otherwise)

Caplan Chrysler Plymouth, Inc.
240 NORTHERN BOULEVARD • GREAT NECK, NEW YORK 11021
310 NO 2-7300 / 212 BA 3-8887

PURCHASER'S NAME: Peter Strange
PURCHASER'S ADDRESS: 674 Brookwood Lane, Great Neck, N.Y. 11040
RESIDENCE PHONE: 377-3783 BUSINESS PHONE: SALESMAN: G. J. ...
PLEASE ENTER MY ORDER FOR ONE: BODY TYPE: 26 Cps COLOR & TRIM: ... MODEL: Road Runner

USED CAR ALLOWANCE: \$375.00
BALANCE OWED ON CAR: \$1,000.00
NET ALLOWANCE ON USED CAR: \$1,000.00
DEPOSIT OR CREDIT BALANCE: \$1,000.00
CASH WITH ORDER, PART PAYMENT OF ABOVE PURCHASE PRICE: \$1,000.00
ADD'L DEP. \$100.00
ADD'L DEP. \$100.00
TOTAL CREDIT: \$1,000.00
FINANCE WITH: ...
DATE: 6/30/69

ALL BALANCES MUST BE PAID IN CASH. CASHIERS OR CERTIFIED CHECK ONLY.

APPROVED BY: G. J. ...

DATE: June 30, 1969

BILL OF SALE

Caplan Chrysler Plymouth, Inc. (SELLER'S NAME)
674 Brookwood Lane, Great Neck, N.Y. 11040 (ADDRESS)
Great Neck, New York (CITY) (STATE)
In consideration of \$3,862.00 receipt of which is hereby acknowledged, do hereby transfer to:
Peter Strange (PURCHASER'S NAME)
674 Brookwood Lane (ADDRESS)
Great Neck, N.Y. (CITY) (STATE)
the following described motor vehicle:

Make	Model	Identification No.
Plymouth	Road Runner	88-21-J96-298183
Year	1969	Engine Number
Body Style	2-Door Hard Top	Color

(SIGNATURE OF SELLER)



this car was born with, and thanks to years of preservation and a bit of massaging by Apex, it couldn't be more straight.

Working on a deadline to make the MCACN event in 2016, the guys kicked the resto into high gear, once the Charger was out of the shop, and the original Hemi was pulled apart to reveal an amazingly clean engine in pretty much every possible way. With the cylinders still perfectly round, the motor retains its stock bore, receiving just a basic rebuild to bring it back to like-new condition, and the Apex guys did the same for the 833 four-speed and the big Dana 60 out back. Detailing them to perfection, everything was reinstalled once the flawless new coats of the very scarce B7 blue paint were applied. Following that, it was time to install a fresh blue bench seat interior, using a mixture of NOS components and

pieces from Legendary Interiors, with the end result being (like everything else) a complete factory-fresh appearance. Andrew and company worked hard to reuse as many of the car's original parts and pieces as they could, so quite a bit of what you're looking at is original to the 'Runner, it's just been polished, replated, or refinished to make everything look just as it did when it rolled off the line in 1969.

Finishing the car just after Thanksgiving, the Plymouth went off to Chicago and MCACN for its public debut and OEM judging. For those perhaps unaware, judging at MCACN has come to be the ultimate achievement of success in the muscle car field, with high scores there ranking in the same field as winning big at the Pebble Beach or Amelia Island Concours d'Elegance is for the prewar classics crowd. With judges crawling all over the Road

Runner, it finally tallied up a grand total of 999 out of a possible 1,000 points! As far as we're aware, only one Mopar has ever achieved a perfect 1,000-point score at MCACN, so that puts this Road Runner in some extremely rarified air. The one point deduction? This is kinda' iffy, but there's a small flaw in the silvering of the rearview mirror on the windshield, about the size of a pencil eraser, and that's where the one point deduction came from! It's a debatable factor, as this flaw is likely a factory flaw in silvering the mirror, which has been there all along, but that was the only thing the hardcore judges took any issue with – pretty strong testimony to the quality of this restoration, and let alone, one that was a complete ground-up job done in only nine months.

As of this writing, the Road Runner's back home in Texas with Darryl's other toys, and Andrew and the guys at Apex have already begun restoring yet another crazy one; a B2 blue 1971 'Cuda 440+6 Shaker hood car with a four-speed and a black vinyl top! Yes, we'll have more on that one later. In the meantime, they plan to have this picture-perfect Road Runner out at the MATS show in Las Vegas for 2017, and then it may well make an appearance at Carlisle as well, so get the Kodak ready, because we assure you, while this may not be a spectacularly rare car, it's the best restored '69 Hemi Road Runner out there, and it's still showing less than 6,000 original miles on the clock. We'd dare say the original owner never dreamed his dream car would be garnering so much praise and attention all these years later. ❖

