

**BONUS  
INSIDE**

# 2018 MOPAR SHOW PLANNER!

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# Mopar

**MOPAR  
COLLECTOR'S GUIDE**

**SPECIAL  
MCACN SHOW  
COVERAGE  
ISSUE!**

**MOTOR CITY  
SURVIVOR  
HEMI CHALLENGER**

**SUPER RARE  
SUNROOF SPORT FURY GT**

**CANADIAN  
10F1 440+6 'CUDA**

**LONG LOST  
CAR CRAFT SWINGER**

**MYSTERY EARLY  
HEMI MOTOR**

DISPLAY UNTIL 4-2-18  
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APRIL 2018

CHALLENGER ♦ CHARGER ♦ ROAD RUNNER ♦ SATELLITE ♦ GTX

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

BARRACUDA ♦ DEMON ♦ NEW YORKER ♦ EN



# HOT WIRED

**W**e ran into Andrew White from Apex Autosports at the MCACN show, and he happened to have a glowing orange hunk of sheet metal with him that was stopping people in their tracks all weekend long. Having known Andrew for the better part of the last twenty years, we knew when this one was unveiled at the event that there had to be something special about it, and sure enough, the more you look at this one, the more captivating it becomes, and honestly, it's captivating for some very curious reasons. Andrew literally grew up around old muscle cars, cutting his teeth on some of the most exotic machines Chrysler and GM ever built, primarily restoring and repairing them. When we met Andrew, he was the eager guy who was always busy managing crews at Aloha Automotive, which was one of the largest restoration facilities in the country, with 40,000 square feet of shop

and jobs lined up for months on end. When Aloha came crashing down amidst a lot of family chaos and controversy back in 2007, Andrew packed up his toolbox, set out with his wife, Megan, and they soon opened Apex Autosports up in Wisconsin, establishing themselves quickly with the customers he'd gotten to know and trust while pretty much handling most of the heavy lifting at Aloha. Since then, there's been no looking back and very little time to do so even if he wanted to, as his meticulous attention to detail has kept Apex in the forefront of the premier resto shops out there today, and they can truly be counted amongst only a handful of shops capable of consistently churning out extremely high-quality OEM prize winning restorations that can go toe-to-toe with anyone in the business. Making things perfect is a passion with Andrew and he's big league serious about it – as you will discover farther down in this story when it comes to certain things about this particular, very unusual, '70 'Cuda convertible.

As is often the case, the interweb

is a wealth of information, and misinformation. The old adage, "I read it on the internet, it has to be true," comes into play to a large degree here. Back when the '70 'Cuda was introduced, Plymouth built a handful of very similar 'Cudas and shipped them north to Canada as promotional vehicles. When the first photos of this unrestored 'Cuda began floating around on the web several years ago, somebody quickly identified it as one of those early "promotional" 'Cudas that was shipped new to Canada, and that claim-to-fame was still hanging over the orange convertible when it was unveiled at MCACN, and we heard a number of "experts" pointing to the fresh restoration and saying, "That's one of the Canada promo cars." The problem with



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



# 'CUDA

that is, it's not a "Canada promo car" at all – never was, never will be. It was sold new in Canada, oddly enough, but there's nothing on the fender tag or broadcast sheet that would indicate anything to do with promotional use, and the paper trail on the car and its much later VIN clearly indicate it had nothing to do with anything promotional. It was an internet rumor that grew legs, but that rumor is still hanging over the car to this day much to the chagrin of Andrew White and the convert's owner, Jurgen Stanley. This one has an odd enough history without needing the factory promo connection.

There's always a question regarding where to begin with any car's story, but to make a whole lot of order out of this one,

we'll start back around 2002, which is when collector Mark Weymouth, over in Detroit, had ended up with the 'Cuda, which happens to be a factory 440+6 car, and had trucked the dormant ragtop over to Aloha Automotive. That's when Andrew first laid eyes on it, and at that time, the car was still completely original, completely assembled, and other than the remnants of some racing decals on the tail panel and a pair of air shocks, the 40,000-mile car was amazingly intact, untouched, and the body was remarkably clean. Obviously, the convert had been sitting up for a while, judging by how dirty it was and just plain old age fading to the paint, but once he was told the Plymouth had migrated back into the 'States from Canada, Andrew was impressed that this one certainly didn't spend its nights outdoors and it hadn't been exposed to harsh Canadian winters before. For that matter, as far as E-body convert-

ibles are concerned, it would've been harder to find a better body even in the desert southwest. The 'Cuda went through an initial teardown at Aloha not too long after that, getting almost completely disassembled and placed on a rolling jig, it was pushed off into a corner while other projects got more of a priority treatment, and that's where the droptop 'Cuda remained until Aloha closed up shop in 2007. Knowing immediately that he was going to open his own restoration shop and having a good relationship with Mark, Andrew talked over a lot of options for the orange 'Cuda, and it went straight over to the new facility at Apex, still in pieces, with truckloads of parts boxed up for the eventual reassembly. The big, unfortunate part of this dormant stage for the car, however, is that somehow, during its years of sitting at Aloha, the original numbers matching transmission was misplaced. Andrew searched high and low for the tranny, and Ola Nilssen, of the E-body Convertible Registry fame, informed him he saw the car's transmission turn up on eBay (of all places) a few years back, but they've both, thus far, been frustrated in their efforts to reunite it with the car (yes, we were impressed Ola recognized a "V" code car's serial number just from the VIN too!).

All that aside, the 'Cuda went to Apex, Andrew and his guys began working on high caliber show cars, and with other



**1970 1 OF 1  
440+6 CONVERTIBLE**





cars in the works and real life concerns going on as well, the convertible never became a major priority for Mark and it continued to sit. Finally, realizing he wasn't likely going to get around to pulling the trigger on this one, Mark called Andrew and asked him if he had any customers who might be interested in the car – and it didn't take much looking to find someone who was. Jurgen Stanley, over in North Carolina, has been a longtime ally of Andrew's and has had several cars done at Apex, including his Hemi Superbird, his purple '71 Hemicuda, and he also has a '70 Six Pack Challenger R/T and a Challenger T/A, as well. So, when Jurgen was told the orange convert he'd seen sitting over in the corner was available at a good price, he didn't hesitate on the deal and the title changed hands in 2015. It was also around this time, with the Mopar world slightly abuzz that a largely forgotten 440+6 convertible was changing hands, that the real story behind this particular car finally came to light.

Andrew's admittedly much more concerned with the restoration side of things and concentrates very hard on getting things right, generally leaving a car's history and stuff like that to the person who

actually owns the car. In this case, however, since he'd been around the 'Cuda for so long and had come to know it pretty well, Andrew had become fairly interested in the very unusually equipped machine. Having long heard the tale that it was a Canadian promotional car, he became increasingly suspicious of that claim simply because the known PR cars are all very early VIN numbers, and this one was built months after those cars, plus, the original broadcast sheets were there and the original fender tag, and there was nothing anywhere to indicate promotional department use. It is identified as a "sold car" and obviously it was special ordered, but, aside from that, Andrew wasn't convinced of anything except that it was all original and it was very strangely optioned. Then, a call came in from a fellow in Manitoba, Canada, asking if he could get the VIN number of the convertible because he thought it might be the car his father had bought new. Not wanting to just toss out VIN numbers, Andrew played it safe and asked the stranger what number he thought it might be, and sure enough, the guy rattled off the correct VIN for this particular car. So, completely out of the blue, information and

a little more paperwork fell right into place to make this car make a little bit more sense.

Far from being a promotional department vehicle, the 'Cuda had been ordered new by a small Plymouth dealership in Gimli, Manitoba early in 1970. There was an Air Force base not far from the dealership, so the logic would seem to be that they thought a high-profile car like this might appeal to some hot shot pilot perhaps. The major problem with that idea would seem to be with whoever ordered the car for the dealership; presumably the sales manager or even the dealership's owner. Being a small dealership in Manitoba, reportedly, they weren't accustomed to handling a lot of muscle cars and their bread-and-butter lay in family sedans and station wagons. That readily becomes apparent looking at this car, because whoever ordered it obviously had their mind firmly fixed in things more akin to a Fury sedan, or a Satellite station wagon, than they did for a 440+6 'Cuda convertible. They did opt for the Vitamin-C orange paint with the black hockey stick stripe, and the 390 horse Six Barrel motor, but the rest of the car is a





complete mix-match of options. It has the bright exhaust tips and a Rimblow steering wheel, but no Rallye dash and it doesn't even have a clock in it. It came with the basic AM radio, the basic chrome single rearview mirror, they got the light package, power steering and power disc brakes, but opted for the 14" wheels with wire wheel hubcaps and F70x14" Polyglas whitewalls! They didn't want the Shaker hood, choosing instead the standard 'Cuda hood, but they did spring for the hood pins. Looking at this one, by all indications it looks like a 318 Barracuda instead of a 440 Six Barrel car, but this is the way it was ordered and built, so we can only presume that guy in Manitoba who filled out the order form simply had no idea what he was doing. Thankfully for us, there were guys like that, because these days, cars like this make the hobby a whole lot more interesting! The 'Cuda arrived in the spring of 1970, and perhaps due to its odd combo of equipment, nobody wanted it. The dealership was stuck with the convert well into 1971, when it finally sold "new" to the caller's dad, a man possibly named Peter Strange.

The convertible remained in Manitoba most of its life, never getting modified, never getting abused, and it was used as a fair weather cruiser only in the summer, which explains why the body was so well preserved. By the mid-eighties, the 'Cuda had ventured over to a nearby drag strip a few times, and Andrew now has photos of the car at the strip, still wearing the 14" steel wheels, with the aforementioned stickers between the taillights, with the air shocks jacking the car's butt a little higher. Somewhere around 1987, the car was sold,

finally, and it went through a couple of owners without anyone doing much of anything to it before soon landing in the collection of Mark Weymouth – but, you guys already figured that out.

Not long after Jurgen bought the convert, he and Andrew got together and set their sights on the 2017 MCACN show as the target for having the restoration completed. In early 2016, the body was rolled out of its corner, and Andrew and his dedicated crew spent the next seven months going into overkill mode – if you're going to debut a car this unusual on the largest stage in the muscle car world, you definitely want to have everything done right. Loads of NOS parts were used in the resto, including exhaust tips, NOS hubcaps, quite a bit of stainless and interior components, and the original motor was rebuilt to perfection at Apex and then detailed to the teeth – as was the entire underbelly on this one. If you recall us mentioning Andrew's dedication earlier, here's where it really gets shown. Vitamin-C was one of those colors that varied from day-to-day even when these cars were new, as was the case with many high impact colors. Since the convert had never been repainted, Andrew cleaned and buffed an area of the original orange that had never seen sunlight or fading, then it took no fewer than twelve attempts to get an exact match to the factory original paint on this particular car! Granted, most shops would've just painted the car Vitamin-C right out-of-the-can and nobody would've been the wiser, but Andrew kept painting next to that one little spot until he couldn't tell the difference in the new paint and the old, and that's when

he was satisfied he could paint the whole car! If that's not impressive, we don't know what it would take! And illustrating how good the body was, other than the trunk floors and a couple of small patch panels down low, every bit of steel you're looking at is the same stuff this one was born with.

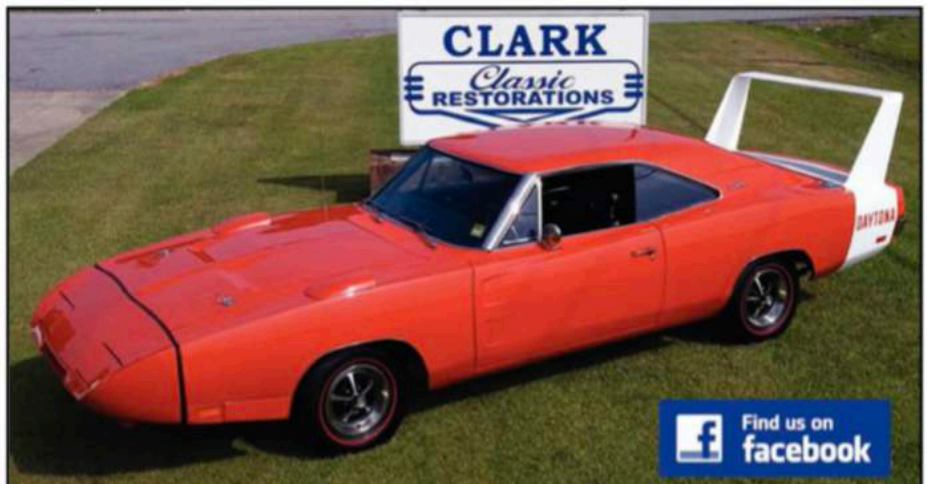
The unusual orange convert made its debut, on schedule, at MCACN 2017, and it promptly stole a lot of thunder away from more decadent cars with Shaker hoods and fatter tires simply because it looks like a housewife's fun car, but happens to be packing a monster engine. The convert blew away just about everybody who saw





it, and another little earmark of Andrew's really got noticed because everybody was geeked out studying this one. In the last few years, if a car has a decent original broadcast sheet, Andrew makes color copies of them and sticks them back in the seat cushions! More than a few people did double takes looking into the trunk on this one and seeing what appeared to be a pristine original broadcast sheet stuck in the back of the rear seat! Once again, it's the little things that can make a big difference!

As of this writing, the orange 'Cuda is staying warm tucked away in Apex Autosport's shop in Wisconsin, with a couple more shows scheduled for early 2018, including a trip out to Las Vegas. After that, it'll join the rest of the E-bodies down in Jurgen's colorful garage, and with that many cool old Mopars to choose from, we imagine the mileage will stay fairly low (currently 42,000 miles) for quite a long time. It may have taken quite a while for this one to come back together, but having looked at it every day for more than a decade gave Andrew White a good deal of familiarity with this one, and now that it's completed, admittedly, he tells us he's gonna' be a little sad to see this one finally leave. But, in the same breath, Andrew began telling us about another car he's already working on so, knowing him as we do, he's already six miles deep thinking about the next project, and the next, and the one after that. ❄



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