

**BONUS
INSIDE**

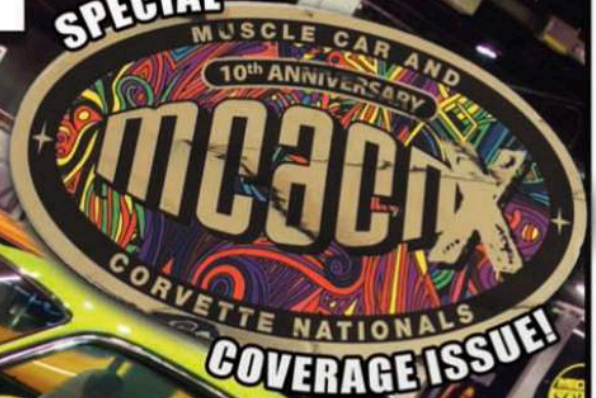
2019 MOPAR SHOW PLANNER!

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Mopar

**MOPAR
COLLECTOR'S GUIDE**

SPECIAL



CANADIAN ONLY



1972 SWINGER 340

GATOR GRAY



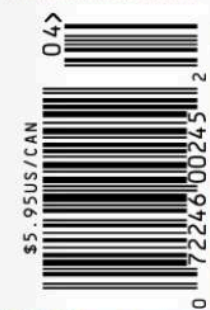
1970 GTX

RARE ICE BLUE



1971 'CUDA

DISPLAY UNTIL 4-2-19
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APRIL 2019


**ORIGINAL SCAT PACK
RENDERINGS**



CHALLENGER ♦ CHARGER ♦ ROAD RUNNER ♦ SATELLITE ♦ GTX ♦ CUDA

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

BARRACUDA ♦ DEMON ♦ NEW YORKER ♦ 300 ♦ ASPEN



Story by: Randy Holden
Photos by: Rob Wolf
Photographed @ MATS
Los Vegas, NV

TRIPLE CROWN 'CUDA

Andrew White, of Apex Autosports up in Grafton, Wisconsin, and Darryl Wischnewsky, way down in Houston, Texas, have teamed up to do something most of us would've thought just about impossible in this day-and-age of extremely high-quality restorations coming out of literally hundreds of shops. For three years straight, from 2016 to 2018, Darryl's cars, all three restored by Andrew and his crew at Apex, won the highly coveted, "World's Ultimate Mopar" award at the Mopars at the Strip event out in Las Vegas, which is perhaps the most strictly judged event in the country. Being at somewhat opposite poles of the country, this unlikely friendship between Andrew and Darryl began back in 2015, when Darryl bought the famed "Last

Hemi" 1971 Charger R/T at the Dana Mecum auction in Florida. While the Charger was already nice, Darryl wanted it to be the best in the world, and after talking with Andrew for a bit, and looking at the work they were turning out of his shop, the yellow Charger went up to Wisconsin, and that was the beginning of a great friendship and one of the biggest success stories in Mopar restoration history.

The yellow Charger went on to win the World's Ultimate Mopar in 2016, then went on to win first in its class at the Mopar Nats, the Award of Excellence, and numerous other accolades as 2016 progressed before it went south to Darryl's garage. While the Charger was making the rounds, however, an extremely "under the

radar" 1969 Hemi Road Runner was under restoration at Apex, also owned by Darryl, and once again that car made it out to the MATS event, taking World's Ultimate Mopar, with a perfect score, then went on to win a host of awards in 2017, including scoring an incredible 999 points in the always tough judging at the Chicago MCAACN show (one point away from absolute perfection). And, while that magnificent blue Road Runner was blowing everybody away on the show circuit, yep, you guessed it, Andrew and the guys at Apex were working on the next big project for Darryl – the 1971 440+6 'Cuda shown here.

Most of the time, here at MCG, we like to dwell on a particular car's backstory – tell each particular car's

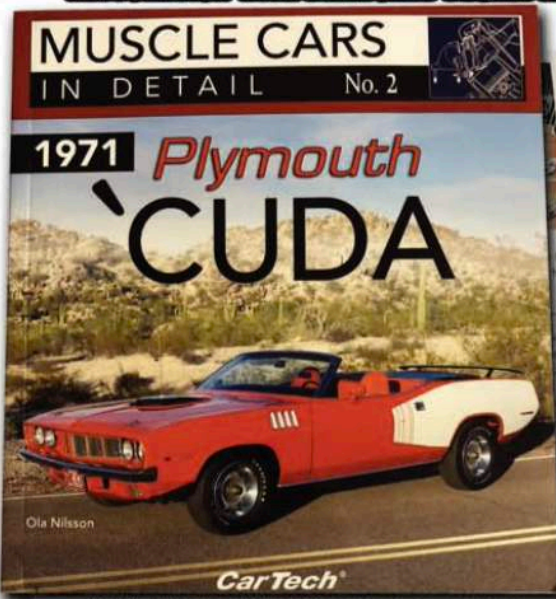
APEX TAKES HOME WORLD'S ULTIMATE MOPAR HONORS WITH THIS RARE COLOR E-BODY



history, as much as is known, in addition to showcasing what's unique and appealing about each car. Much of the time, said cars have been "off the radar" for quite a long time, or were basket cases before restoration, or they're still with family members or original owners, or sometimes they're unrestored survivors that are still with family members or original owners – sometimes it's all of the above. This particular 'Cuda, however, can hardly be considered a car that was "off the radar" or flying undercover. Even though most hardcore E-body fanatics probably wouldn't recognize it today, and a lot of Mopar fanatics in general have likely seen this one before, it's a whole 'nuther animal now than it was before.

The origins of this one, regrettably, are completely lost to time, but if anybody out there does recognize this extremely unique machine, drop us a line and we'll pass the information along to Darryl and Andrew, because as always, it's a shame when the history gets lost on a really cool car such as

THE 'CUDA AS IT APPEARED IN OLA NILSSON'S 2017 BOOK, "MUSCLE CARS IN DETAIL; 1971 PLYMOUTH 'CUDA." WHEN PHOTOGRAPHED IN 2016 FOR THE BOOK, THE 'CUDA WAS STILL WEARING ITS 1980'S RESTORATION WITH BILLBOARD DECALS AND RALLYE WHEELS,



Collectibles come in many forms. These plastic scale models are in my private collection. The green box in the upper left is a motorized Palmer 'Cuda440-6 convertible model and is quite rare. Early release (possibly the first 200 issued) of the In-Violet Monogram came with the incorrect year identifier "1970 HEMI 'CUDA."

REGISTRIES

Several registries were set up to document special cars. They began by collecting VIN Numbers and pictures and producing plates and factory documentation such as these. These registries collect the knowledge. One of the benefits of this information for future owners to learn about their cars. I have always been enthusiasts documenting cars. Today, at least four individuals are active on the Hemicuda. Some started before the popularity began to rise. I want to document each car, individually, compile information on as many cars as possible, and those known to be destroyed. I have broadened my collection by including all four engine

A future collector looks for the best quality car that is available. Finished in Glacial Blue Metallic paint code GB2, this 'Cuda440-6 sports the Backlight Louver Package, SHAKER hood, Hurst Pistol grip 4-speed manual transmission, and a Dana 60 4.10 Sure Grip rear axle.

'CUDA440

Preparing a new or relatively new car for the streets was part of a growing trend. On the streets, a revolution was being modified for drag racing, but when street racing was outlawed, Canada stayed on the streets. In fact, sometimes lead the way. A factory stock car was not the owners. Some wanted more speed, and, of course, bragging rights. A heavily modified car might race in its local area by having won many street races. Some cars that participated in. Some cars that raced every weekend on boulevards of our street racing. Tony Cas was 15 years old, the second owner of this 'Cuda440-6. 3.55 Sure Grip, that was purchased for Canada Specification. It is sold around the Toronto, Ontario area. The Canadian cars, boasted two options. It was purchased for \$700 Canadian (about \$1000 US). It was advertised in the Toronto paper, although not specifically for Canada. By installing a highly modified 4-speed transmission, it

options and specialize in the cars. Started in 1984, the 1970-1971 E-Body Convertible Registry is a great source of information. One of the more interesting things is finding unknown cars. Perhaps many of the cars will be known as factory documents circulate a lot, and some are known

this. Regardless, this particular piece of Mopar heaven popped up on the scene in the mid-to-late eighties in the collection of extremely well-known E-body collector, Tom Lembeck, up in the Chicago area. Famous across the globe for his ever-changing collection of E-bodies, especially Hemi convertibles, Lembeck reportedly owned this B2 blue 440+6 car for several years, and it had apparently been recently restored, to the standards of the eighties, not long before he acquired it. Those of you who were around back

almost invariably painted in one of three or four high-impact colors. If it was an original 'Cuda to begin with, then the car was still "restored" with all the options it "should" have had when it was ordered new. That almost always meant adding a billboard decal, even though they were surprisingly unpopular when these cars were new. Wings, spoilers, Shaker hoods, and a seemingly endless supply of Elastomeric bumpers were the rule of the day, and if Plymouth had sold that many heavily optioned E-bodies to begin with, they

many cars fluctuating in and out of his collection, and the fleet was in a serious state of constant change during those wild-and-wooly days of the muscle car feeding frenzy, the pretty, but reasonably "normal" 440+6 'Cuda didn't get out to as many events as some of his higher profile cars, and, sometime in the 1990's, Tom sold the 'Cuda to equally well-known collector Bill Parodi, way down in Austin, Texas.

Bill's collection is pretty darn impressive as well and, like Lembeck's, his fleet of old Mopars is in a near con-



then will remember there was one extremely common theme with all E-body "restorations" back then, when nobody was thinking a whole lot about OEM originality judging or paying extreme attention to exactly how a car was built. If it was a 1971 Barracuda, it was automatically transformed into a '71 'Cuda clone, generally with almost every option you could think of, and

likely wouldn't have given up on the car! In this particular case, restored this 'Cuda stuck reasonably close to the original recipe, with the exception of adding the customary billboard decals, fifteen-inch Rallye wheels, and driving lights mounted under the front bumper. So, if you saw this one back in the late eighties, or anytime during the nineties, that's what you saw. Since Tom has so

stant state of change. The pretty blue 'Cuda was a very nice driver-quality restoration, and with Austin, Texas being a whole lot more hospitable year-round with its weather, the 'Cuda served as one of Bill's part-time cruisers while keeping a lot of his higher dollar Hemi cars and super-rare exotic Mopars on the shelf for primary show

car duty. Between Lembeck and Parodi, the 'Cuda was driven sparingly and kept in good shape, but seldom shown, for the better part of almost twenty years. Most E-body fanatics knew where it was and what it was, but, it was just one of those cars that everybody liked, but since it had been in the hands of two very prominent E-body collectors, most people figured it was

Darryl's collection, the 'Cuda remained in Texas as a nice driver and all-around fun car, but the more they looked at what the next "killer" project would be for restoration, the more they kept returning to this amazingly clean '71 'Cuda. Given that '71 'Cudas were prone to rusting fifteen minutes after they left the factory when new, this one showed no signs of rust anywhere, and

in Wisconsin in January 2017, and right away, Andrew and his guys began tearing it apart, labeling everything, and they stripped the entire shell down to the bare metal. To his absolute astonishment, the bit about "no rust" turned out to be unbelievably true. Quoting Andrew, it was possibly the least rusted E-body he remembers seeing! There were tiny traces of crud here-and-there,



likely going to stay that way forever. That's when Darryl Wischnewsky entered the picture back in 2015.

Living in the sprawling metropolis of Houston, not that far from Austin, Darryl and Bill have known each other a good while, and over the last decade, Darryl's collection has been building astronomically, while Bill's been content to horse trade occasionally and stick to a core base of cars in which he's engrossed. Back in 2015, Darryl talked Bill into selling him the pretty little B2 'Cuda, and so, it left Albany, went to Houston, and while Apex was busy restoring and fluffing other cars from

since we know it spent a decent portion of its life in the Chicago area, that is exceptionally unusual. As the '69 Road Runner's restoration progressed, it was decided, once it was finished and off to the Mopar shows, the 'Cuda would head north to Apex, for a complete rotisserie restoration on an already darned clean car that had been restored back in the eighties. As Andrew told us, looking at the photos of the 'Cuda, he knew it had a lot of potential, but he and his guys weren't prepared for just how much potential this one really had.

The Plymouth arrived at Apex

but looking at the bare steel, one would think this car spent its whole life in arid New Mexico or someplace like that. The passenger's side quarter panel did have some very old body repair from when somebody smacked something long ago, so that necessitated replacing the full quarter, but other than that, every little bit of metal you're looking at is the exact same stuff this one left the assembly line with. Typical of all their over-the-top restorations, Apex photo documented every step of the process, from the time the car arrived to the day it rolled out of the shop. The entire car



was dipped and E-coated to prevent any problems from ever occurring in the future, the original numbers-matching 440+6 motor was rebuilt to stock specs, they went through the four-speed, then rebuilt the Dana rear, the suspension, then put everything back in the rich-looking B2 blue metallic paint, put on a new vinyl top, installed a new interior, then detailed everything to the nines, which is really their specialty at Apex. Restored back exactly to "as built" specs, this one now looks very different than it did for the last several decades, and interestingly enough, the 'Cuda appeared in Ola Nilsson's 2017 book, "Muscle Cars in Detail: 1971 Plymouth 'Cuda" (a series of excellent books from CarTech), wearing the incorrect billboard decals and 15" Rallye wheels, so, it may look vaguely familiar to you from that one. All that aside, the 'Cuda was finished up shortly before MATS 2018, so it was whisked out to Vegas, where it gave Andrew and Darryl an unprecedented third consecutive "World's Ultimate Mopar" award, before going on to win major



awards at several other Mopar events in 2018 and at MCACN in Chicago.

As always, we'd love to know the mindset of the guy who ordered this one new, because the options on this one are so mix-and-match it's really a bit crazy. Most importantly, it is a factory 440+6 car with a four-speed and the Super Track Pack 4.10 Dana 60 rear axle. The Shaker hood is almost always seen with that combo, but the guy who ordered it wanted the more sophisticated B2 blue rather than the much more common B5, he specified dual chromed mirrors, the light package, a Rallye instrument panel (which was optional in 1971), a black vinyl roof, rear window louvers, stereo, and power disc brakes, but then come the things that make you scratch your head a little. It's a factory no console car, so the Pistol Grip is just sticking out of a rather naked floor, it has the basic black vinyl bucket seat interior, no pedal dress-up kit, no billboard decals (which are pretty scarce on ordered cars anyway), no road lamps up front under the bumper, and perhaps most curiously, 14" Road wheels with F70-

14 Polyglas tires, which are hardly the normal fare on a 440 Six Barrel car with a 4.10 Dana out back. With all that, however, it proves how far the auto industry has come – back in 1971, whatever combination of things you wanted, they'd build it – these days, you're lucky if they give you a choice on what radio you'd like.

So, with MCACN finished up and the 2018 show season in the rearview mirrors, the immaculate 'Cuda is back in Texas with the rest of Darryl's collection, and if you're wondering, yes, there's another project already underway that will hopefully debut this year – a Plum Crazy 1970 Hemi Challenger with a white interior and just about all the options you could dream of. Obviously, we'll have more on that one when it makes its debut, but for now, congrats to Andrew and Darryl for pulling off the Mopar "triple crown" – we've been doing this book more than three decades, and this is the first time we've seen that happen. But hey, when two guys like this are on the same page and both are hardcore perfectionists, obviously, anything can happen. ✘

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