

# FOR YOUR INFORMATION



## If at First You Don't Succeed

Earlier this year Chrysler tried to take the Superspeedway stock car supremacy away from Ford, with a special super-slippery Dodge Charger 500, only to find it was not a match for Ford's equally special Torino Talladega and Mercury Spoiler. After the big one at Daytona, Chrysler officials upped the priority on yet another slippery Charger.

Unknowingly, the stepped-up program for the new Charger Daytona was a key decision. At the April meeting of the Automobile Competition Committee of the United States, models eligible to race in the big-time Grand National division of NASCAR had their

minimum production runs changed. In the past, if 500 of a model were turned out, it qualified. The new rule, which goes into effect in 1970, says that 1000, or a number equal to half the number of franchised dealers (whichever is larger), have to be produced. By getting the new car in the works, Chrysler was able to submit plans to ACCUS in time so that the be-spoilered Dodges need only comply with the old 500-minimum rule. If Ford wants to answer with a second slippery shape of its own, over 3000 of the things will have to be constructed. A large run for an expensive car with a strictly limited appeal.

The Charger Daytona's primary goals are reducing aerodynamic drag and killing lift (the tendency for the car to want to fly off the road at very high speeds). The finished product has a steel nose cone grafted onto the front fenders and hood of a standard 1970 Charger. A small grille is used and a spoiler is mounted below the opening to encourage air to flow into it and back to the radiator. The addition accounts for all of the Daytona's additional 16.5 inches of length over the regular Charger.

In the rear, the only change, other than a flush back window, is a wing. The structure is like an upside down airplane wing which is supposed to fly the back end of the car down onto the track. The vertical supports for the wing are shaped so that they act like the stabilizer fins on an airplane, with the horizontal structure a full two feet above the rear deck.

The Daytona's new shape is intended to come into its own on tracks where average speeds climb above 150 mph. Production of the Daytona started June 1, and the new model's first race will also be the opening event for the new 2.0-mile Superspeedway at Talladega, Alabama on September 14.



## Sun, Sand and Citroën?

There doesn't seem to be any stopping the dune buggy phenomenon. Citroën, of all manufacturers, is the first firm to make its own sand creature. No one else has its own engines, suspensions or drivetrains in its own buggies.

Citroën makes the whole thing, and then turns to the U.S. for a Cylolac fiberglass body. The new 4-wheel-drive creature is called the Mehari. It uses the 2 CV's air-cooled, flat Four and has a 4-speed, all-synchro transmission.

Standard equipment includes a heavy duty surrey top, heater, defroster and even directional signals and electric wipers. Citroën guarantees the cars and says that they are available now from U.S. Citroën dealers.