

INSIDE A 900HP SMALL-BLOCK FORD WINDSOR!

NO NITROUS, NO BLOWER,
NO TURBO, NO APOLOGY!



POPULAR HOT RODDING

RIGHT HERE, RIGHT NOW!

AMERICA'S TOP STREET MACHINES!



8 HOT MUSCLE
CARS FROM
THE OPTIMA
CHALLENGE

WE SHOW HOW!
BODY SHOP BASICS
STEP-BY-STEP QUARTER-
PANEL REPLACEMENT

LS3 ECONOVA
TROUBLE-FREE
INSTALLATION
OF THE 4L70E



**VALVE JOB
BREAKTHROUGH!**
DO IT THE "WRONG"
WAY & PICK UP 15 HP!
(DETAILS ON PAGE 46)

42 HOT SPEED
PARTS THAT
YOU MUST HAVE ▶



MARCH 2012 • \$5.99 • PopularHotRodding.com



A SOURCE INTERLINK MEDIA PUBLICATION



1969 DODGE DAYTONA “WINGED WARRIOR”

Vintage Mopars are always few and far between at any given track event, and nearly nonexistent at autocrosses—especially block-long B-Body cars. Mike Musto aims to change that while wielding his own rendition of Dodge’s ultimate effort at high-speed racing: the Daytona.

While it originated as a standard '69 Charger, as far as the body goes this is as close to the real deal as you can get. The Daytona parts are dead-on accurate and made from patterns off the original NASCAR parts by Mike Goyette of Dayclon Enterprises in Massachusetts. To our knowledge, it's the only Pro Touring Dodge Daytona in existence. Seriously, when was the last time you've seen anything except a restored Daytona locked away like some sort of precious gem?

Mike puts his Daytona to good use often; it's driven weekly, has been coast to coast three times—wound its way up into Canada and down to the Mexican border as well. This car is the definition of a driver. “Hell, we were one of the only cars that drove to SEMA,” Mike says. “That’s a 600-mile run there and 600-mile trip home, plus we raced it in the 2011 Optima Ultimate Street Car Invitational. While other cars were on or in trailers, we packed the trunk with parts and tools and drove it. This is a true long-distance street car with great driving and track manners.” He may not have made the Top 10 finishing places at the OUSCI, but Mike certainly exemplifies exactly the kind of point of view the competition is all about.

Neither Mike nor the Daytona are strangers to competition or road courses either. Prior to the OUSCI, they've competed in the Bullrun Rally and The Fireball Run, raced at Grattan Raceway, Monticello Raceway, Pocono Raceway, and New Jersey Motorsports Park. Occasionally he even gets a little heavy footed on areas of wide-open

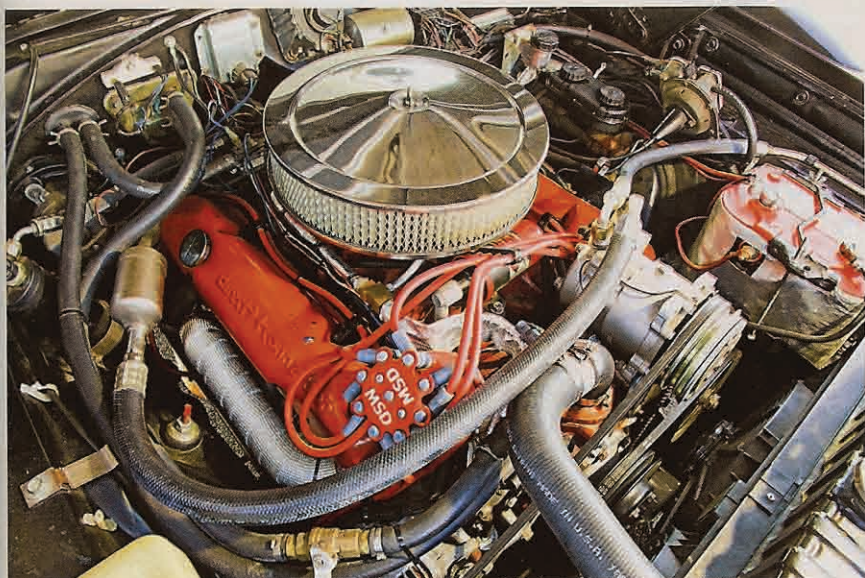
road too. His worst ticket? Coming out of Canada at 121 mph. “They were not happy with me,” Mike says with a laugh. “They wanted to impound the car but they didn’t have a flatbed long enough to transport it!”

The heavy foot won't get Mike in trouble on his next planned adventure; in 2012, he plans to be the first Dodge Daytona ever to run the famed Nurburgring and Autobahn when he ships it over to Germany. With the Daytona's slippery 0.28 coefficient of drag (Cd) and planned swap to some new 6.1L Hemi power, it should be able to slice through the air with ease. **PHR**



OUSCI RESULTS

DETROIT SPEED & ENGINEERING ROAD RALLY:	completed
RIDETECH AUTOCROSS:	44th
BFGOODRICH HOT LAP CHALLENGE:	35th
WILWOOD SPEED-STOP CHALLENGE:	39th
RAYBESTOS PERFORMANCE & DESIGN CHALLENGE:	32nd
DRIVER:	Mike Musto (owner and builder)



BY THE NUMBERS

1969 CHARGER DAYTONA

Mike Musto; Pleasant Hill, CA

ENGINE

Type: 471ci Mopar RB
 Block: Dodge
 Oiling: Hemi pan with 1/2-inch pickup, Melling HV oil pump, Accusump with 3-quart accumulator
 Rotating assembly: RB steel crank, Eagle H-beam rods, 10.7:1 Ross pistons
 Cylinder heads: Edelbrock, 84cc chamber
 Camshaft: Hughes cam with Lunati lifters
 Valvetrain: Harland-Sharp rockers, 1.5 ratio
 Induction: Holley Street Dominator with 850 double-pumper carb
 Exhaust: TTI headers with Dynomax Super Turbo Dual 3-inch pipes and X-pipe
 Fuel system: Mopar Performance pump
 Ignition: MSD Pro-Billet distributor and 6AL ignition
 Cooling: Milodon water pump, U.S. Radiator with twin 12-inch SPAL fans
 Output: 500 hp
 Built by: Jim Bossman

DRIVETRAIN

Transmission: Tremec TKO600 five-speed
 Rearend: stock rear with Eaton Detroit Truetrac and 3.55 gears

CHASSIS

Front suspension: 1.22-inch torsion bars, Edelbrock Performer IAS shocks, Firm Feel 1/4-inch antiroll bar, Firm Feel tubular upper control arms
 Rear suspension: Mopar Performance leaf springs, Edelbrock Performer IAS shocks, Hellwig 1/8-inch antiroll bar
 Brakes: '08 Challenger SRT8 14-inch rotors with '08 Viper calipers, front; 13-inch Challenger SRT8 rotors with PBR '98 Mustang calipers, rear; Hydroboost hydraulic brake assist

WHEELS & TIRES

Wheels: 18x9 and 18x10 Mr. Angry "Angrier"
 Tires: 265/40R18 and 285/40R18 Continental Extreme Performance

“Seriously, when was the last time you’ve seen anything except a restored Daytona locked away like some sort of precious gem?”

