

HPP Builds A Modern Winged Warrior From A Challenger.

By Bill McGuire

Photography: HPP

HPP DAYTONA



> The HPP Daytona employs a pointed prow and fender blisters (here mounted on the hood) to recreate the NASCAR aero warrior look.



> The Daytona's body mods are an interesting mash-up of old-school and cutting-edge aero styling, with a big, old NASCAR wing overhead and a fenced diffuser in the rear fascia.



> The front end treatment is also a blend of old and new: the original Daytona's rocket nose cone combined with a functional splitter at pavement level. The blackout treatment is more Superbird than Daytona.

Turning Camaros into Pontiacs is not today's only trick. In Moparland, Heide Performance Products (HPP) has re-created another muscle legend. HPP is a relatively new player on the OE performance scene but is led by two Motor City veterans: Gordon Heidacker, who spent several decades in Chrysler's racing and performance programs, including Viper and Prowler; and Jack Pennington, ex-Saleen and ASC lead designer. Though built

on the ponycar-flavored Challenger platform, the HPP Daytona is styled to evoke the wild aerodynamic look of the winged Charger Daytona and Plymouth Superbird B-Bodies that terrorized NASCAR four decades ago. The premise might not be as far-fetched as it seems. The Challenger's wheelbase is 116 inches—the same as the '70 Superbird.

The transformation, if you will, from contemporary ponycar to NASCAR retro

racer is achieved via radically redesigned front and rear fasciae, rocker panels, an aluminum hood, and, of course, a skyscraper rear wing just like the one on Chrysler's original aero warriors, the first NASCAR racers to exceed 200 mph. HPP added a Vortech supercharger to bump the 5.7L Hemi up to an estimated 600 hp, while a KW suspension package with adjustable coilovers dumps the ride height a full 3.5 inches to complete the look.