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A WING AND A PRAYER DEPT

GET SPOILED

Praying for an exact repro wing that bolts on like the factory stuff? Your prayers have been answered!



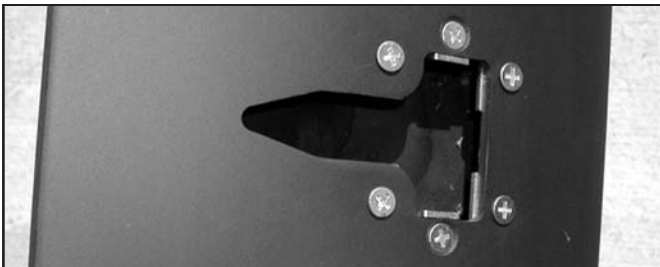
Nude! What else to call an E-body sans rear wing?

**Story and Photos by
Richard Ehrenberg, SAE**

By the late-1960s, the factory stylists had figured out what was cool. On that short list, which includes shaker hoods, big scoops, cheese-grater grilles, and high-impact colors, were the various wings, spoilers, etc. But we've all seen those rather grotesque fiberglass repro Go-Wings, spoilers, etc. You know, the bulbous ones that are about twice as thick as they should be and look like they're attached with silicone glue. Ugh! But with the only choices being a bazillion dollars for a well-used original, or the aforementioned hideousness, it's no wonder many restorers and clone builders have decided to do without. We second that emotion. If you can't do it right,



2. First Place Auto Products to the rescue! The UPS man brought us their 100% complete Go-Wing kit. Most importantly, all dimensions are same as original, i.e., thickness, taper, length, width, height, crown, and curve. The spoiler blade itself is molded in black ABS plastic (as original).



3. Correct hollow construction is provable.



4. All the unique OEM hardware has been flawlessly reproduced by First Place. Note dog-point plated studs, high-crown, lock-tooth Nuts, and super-oddball, cad-plated adjuster/retainer nuts.



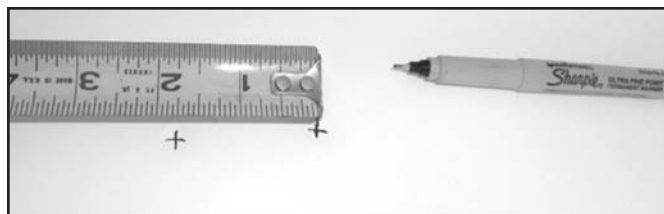
5. Gaskets are correct "handed" (i.e., different left and right, and have correct raised lip.

don't bother doing it at all. Why, we wondered, couldn't anyone come up with the good stuff? Hey, it's only a simple plastic wing, right? Well, yes, but...the correct OEM wing package was an amazingly complex engineering job, coupled with materials fabricated from a wide array of unique

materials and using several widely divergent construction methods and production processes. Huh, wha'd he say? Well, it boils down to this: A simple boat-repair shop, as adept as they may be at fiberglass repairs and construction, can never hope to have the resources to make a correct



6. If you're adding a wing to an already painted car, protect the finish. We like poster board for this.



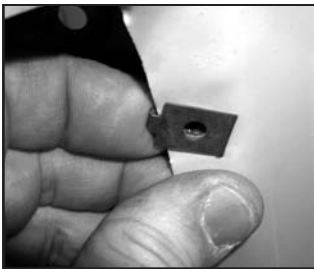
7. Measure carefully using First Place's reproduced factory instructions.



8. Now (heart pounding) drill the holes. We suggest not center punching, but, instead, starting with a small (1/8" or so) super-sharp bit. Once the holes have been drilled, it's a good idea to brush-apply a little primer to the exposed bare metal surfaces.

reproduction. Why? For starters, there's not even one gram, let alone an ounce, of fiberglass in a stock Go-Wing setup. The wing itself is Acrylnitrile Butadiene Styrene, a thermoplastic normally referred to as styrene or ABS. The stanchions are cast hollow pot-metal (i.e., zinc) and there are stamped

brackets, and oddball hardware pieces galore. So tooling up for a complete replica wing setup has been, until recently, virtually a dream. But one Mopar enthusiast, Greg Wurgler, wouldn't rest until he found a correct wing setup. Finding either beat-up semi-useless fragments, or stratospheric



9. Tinnerman U-nuts retain the brackets, and snap right in like stock.



10. Position the gaskets, then place the spoiler, with stanchions and studs installed, through the holes. Install the Palnuts finger-loose, then move the gaskets into exact position (raised lip showing all around). Then snug the Palnuts.



11. Thread in the adjusters, and attach the reinforcement plates (two SEMS screws to the U-nuts in photo 9). Now back out the adjusters, as shown, until they are just flush with the brackets. Then install the washers and nuts.

prices, he bit the bullet and simply reproduced the entire wing kits, down to the smallest part—even the factory instruction sheet. And he did it right here in the U.S.A.

Once the manufacturing processes for the various components were fine-tuned, it was relatively easy to expand the line to include replicas—Wurgler says: flawless replicas—for nearly every A, B, and E-



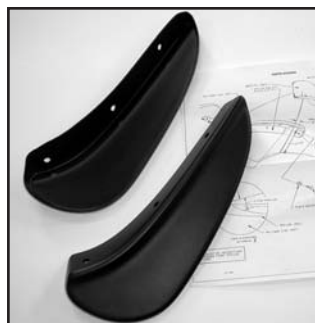
12. Adjust the angle of attack as you wish (steeper angle for 175 MPH+) and you're done!



13. How's it look? Yeah! Awesome!



14. Ok, Vern, you have a '74 decklid on your '70 225 CID 'Cuda that you've made into a '71 HemiCuda ragtop. And the '71-only factory-stamped spoiler bracket cutouts aren't there—or are wrong. Where to make the cutouts? First Place has these incredible 3-dimensional templates to solve that problem. With care, a nibbler, or small (3") cutoff wheel. You can do a neat job without damaging the outer skin. Several other versions are available, too.



15. Want correct semi-flexible front spoilers molded in black polyethylene plastic, as original? So do we. First Place has 'em!

body wing and front spoiler. (Is the one you need being made? Just check Wurgler's website: www.fpap.com).

But are they really flawless? How well do they really fit—and look? We ordered a '71 Cuda kit—arguably, the one that's

most difficult to reproduce as far as shape and contour are concerned (it's the one that the grotesquely bulbous fiberglass looked so hideous). Upon opening the box, we were blown away. Wurgler, and his team at First Place Auto Products, had crossed the T's and dotted the I's as far as appearance. We even compared the components to some original parts we had lying around. The verdict: peas in a pod, in fact, genetically so close to what came down the assembly line that Mopar has accepted First Place's spoiler line into their certified resto parts program.

Still, the proof of the pudding is in the eating, so we found a semi-nude '71 'Cuda and installed First Place's kit in its entirety. The pictures will cover the highlights, but we can boil it down to this: If O.J. Simpson's glove had fit like this, he'd be up the river right about now.

SOURCE:

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