

Feb-Mar-April 2016
www.superbirdclub.com
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TALLADEGA
CYCLONE SPOILER
Registry

DAYTONA – SUPERBIRD AUTO CLUB

13717 W GREEN MEADOW DRIVE, NEW BERLIN, WISCONSIN 53151 (262) 786-8413

2016 National Meet - September 20-25th, Springfield Illinois

The 2016 be held in Springfield in conjunction with the International Route 66 Mother Road Festival. Our hosts are Sherri and Bill Peddicord. This will be a joint meet between the Winged Warriors group and DSAC. Members of the Dodge Charger Registry are also invited as it is the 50th anniversary of the Charger.

The Festival Car show is Sept 23-25. The big show day is Saturday and the big cruise on Friday night. Sunday is a wind down day. So if you need to head home, no problem. Attendance each year exceeds 1000 cars. It is in Downtown Springfield Centering around the Old State Capital building. <http://www.familyevents.com/international-route-66-mother-road-festival>

This is the link for the car show registration. Pre-registration is \$40 and we get a \$5 discount. They do include a t-shirt with the pre-registration. The pre-registration deadline is Sept 16. After that on Site registration is \$55. Include “Superbird Club” on your registration form for the discount.

The hotel that we have a room block is The Carpenter Street Hotel. It is similar to a Comfort Inn or Hampton Inn style. It is two blocks from the Abraham Lincoln Museum and about five blocks from the car show area. Several downtown restaurants are close by. If you plan to attend please make your reservations now.

The Carpenter Street Hotel 217-789-9100 or 800-779-9200
525 North 6th Street www.carpenterstreethotel.com
Springfield IL 62702

Room rate is \$ 94.00 for Double Queen or King Rooms. The room block is listed under Winged Warriors/DSAC All Rooms have refrigerators and Microwaves. Full Hot Breakfast included. Waffles, Eggs, Biscuits & Gravy for Example. Room Block ends August 12. There is trailer parking available. Please book rooms asap, If we fill the block we can add additional rooms if available.

Tues. the 20th is arrival day and there will be an afternoon activity for those that have arrived. Will also find somewhere for dinner and there is Knights Action Park that has miniature golf, a driving range and go carts.

Wednesday through Friday will be exploration of Route 66 and Lincoln Sites. For those that came to the meets in 2005-2006 we are going to be going to different Route 66 sites north of what we did at those meets. We will be going to New Salem State Park that has a village of when Lincoln lived there. We will visit the Lincoln museum again. It has been ten years since we were there and they have things there that change at least a couple times a year. A more detailed schedule will be announced closer to summer.

Mopars in the Park – Farmington MN

Superbirds and Daytonas are going to be special featured cars at this years Mopars in the Park show in Farmington Minnesota held on June 4 and 5 at the Dakota County Fairgrounds. Winged Warriors/NBOA and DSAC members will have a special parking area on the show grounds. There is also room for 10 wing cars to be on display inside the special feature building. Winged cars will be on one side and race cars on the other side.

The host motel is the Fairfield Inn, 14350 Nicolet Ct in Burnsville MN. 952-435-2887 for reservations. The discount rate is \$110 per night for one king or two queen beds. Phone is 952-435-2887. Our local club contact is Teresa Phipps at oakbendfarmII@wccta.net; direct phone at 515-353-4266.

Curt and Janet Lawson will also be hosting their traditional Moparty at their home located at 13240 139 Ave N in Dayton MN on Friday afternoon.

You can pre-register for the event until May 13th at www.moparsinthepark.com Cost is \$26.00

The Toasty Bird in St Louis

2

Received a note from club member Mike George in St Louis, "Doug, near me in Florissant MO, there is a piece of property that had a huge pole barn on it with an old dealer Plymouth sign on it. It had been there for years, at least 30. I had been told that the guys who owned it had a bunch of vintage mopars there, including a couple of wing cars. About 3 weeks ago, (XMAS 2015) the barn burned to the ground. I was curious if you knew these guys and how bad the damage was to the cars. I figure the wing car community is not too big so you might know?"

Mike later followed up on the situation and drove by the place. There were several burned out hulks sitting in front of what was the garage. A lift off hood Road Runner, a 68 Hemi Road Runner, an E-body, a ZR1 Corvette, first generation Viper and a 66-67 Satellite wagon. All of the cars were nothing but burned out hulks. On the Viper, the wheels were literally melted over the upper ball joints. The only thing left of the tires were the steel belts. The cars are all owned by 2 brothers. Word is that none of the cars were insured. The fire was apparently started by a neighbor burning brush!



The family is devastated by the fire destroying a collection that took years to amass. From what I was told one brother is terminally ill. Whether the neighbor will be sued for starting the fire remains to be seen.

On Easter Sunday, there was a car show in St Louis, and to the amazement of everyone, the Superbird from the fire showed up running and driving into the show. It is said to be the only real survivor from the fire. The Bird was hands down the most popular car at the event. Everyone was just staring with their jaws on the floor.

It's membership renewal time. 2016 membership dues remain \$25 worldwide, or two years for \$45. Club dues run on a calendar year basis from January to December. We collect the dues between now and May. You can tell if you need to renew your membership by looking at your mailing label on the back of this issue. If at the top, it says "15", you are due for renewal. If it says "16" or higher, you have already paid for this year. The renewal form is on the inside of the back cover. You can pay by check, money order or Pay Pal. (send to paydsac@hotmail.com)

If you are outside the U.S. please use Pay Pal or money order in U.S. funds drawn on a U.S. bank. If you are in Canada, you can send a Canada Post money order. Call or email if you have questions. If you've just joined the club recently, your 2016 dues are already paid. If you are on the computer regularly, you may want to also have your newsletter e-mailed in color. If you do not want the hard copy snail mailed, please check that box on the renewal form and it will save a stamp. You still have the option to receive the both printed and email edition if you want it. Thank you, and we appreciate your support.

The Age of the Barn Find

Look at just about any car magazine or web page on the internet and within a few minutes, you stumble onto one of those articles that says "You won't believe the 147 jaw dropping cars we found in this barn!" Or something to that effect. You don't have to look very hard. Most magazines now have a monthly feature on the subject. Sometimes the cars are truly undiscovered treasure. Many times, the cars are known to a few, but have been off the radar screen for a while.

In the case of the photos below taken just the other day, the car owner indeed has one of each aerodynamic 1969-70 cars among a large collection of other valuable cars. As you can see here, many of them are stored in a open sided shed sort of separated from the snow by a lot of blue tarps. Certainly they are not protected from corrosion or rodents. A few of the other "better" cars are stored in old trailers. One of the often used descriptor of this kind of thing, is "barn porn".

You see this same situation over and over again, all over the world; a lot of cars piled amongst a lot of other crap. In the case of the Superbird and other aero cars below, they have been viewed over one million times on the web.



I do not begrudge anyone who enjoys collecting a lot of unrestored cars. But here is the part I don't understand. If you have a collection of cars that has increased in value to the better part of one million dollars, why are the cars still sitting on a dirt floor in an old farm shed? For gosh sakes, sell something and get yourself a proper building.

I do not really like the idea of anyone telling me what to do with my own cars. But I do feel that ownership also comes with responsibility. The message is pretty simple. People, please take care of your stuff! .





On February 15th, we attended the Living Legends of Auto Racing show just across the street from the Atlantic Ocean in Daytona Beach. This was the first time the #7 Superbird had been back in Daytona since 1970. The show has a lot of cars representing the early days of NASCAR and beach racing. Lots of 1939 and 1940 Fords like the one at right. Most of these are replicas, but a few on hand are real.



The Fred Lorenzen Fairlane formerly of the Darlington museum is a jaw dropper. John Kaiser owns it today. He acquired the car from Lee Holman for a good pile of folding money. The car had been in the museum at Darlington Raceway from 1967 until a few years ago. The car had a mile 390 engine when donated but John has installed a race spec 427 Medium Riser. The cosmetics on the car are all 1967 hand lettered and show the wear of time.



Lee' Petty's Dodge replica came all the way from New Mexico. A very beautiful car with Maurice Petty's signature on the trunk.



The Marty Robbins tribute Dodge is a local Florida car and looks great. At right is the parade we participated in down Hwy A1A through Daytona Beach.



Later in the day, we moved over to the former Bill France service station in downtown Daytona Beach. At right are more of the old coupes that ran on the beach in the late 1930's and 1940's. Below at right are some old school beach racing bikes on display.



We also did an appearance at Daytona Racing Souvenirs across from the speedway. Bob Kvach was a crew members of the #7 Superbird and is holding the 1970 ARCA 300 victory flag. With him kneeling is son Brad who owns their family's Superbird.



Amelia Island Concours:
 Stock cars made a big statement at the Amelia Island Concours in Florida on March 13th. Amelia is arguably the most prestigious car show on the east coast. A great winter break, the show features over 250 cars of all kinds and draws huge crowds.

One of the favorites was the famous Wood Brothers #21 Cyclone. This car was in the Darlington museum for many years and remains as raced. This car has origins back to 1970 and likely was a Spoiler II in an earlier life. The #06 1964 Ford is a former Holman Moody car owned by John Craft. It has just completed a long restoration after sitting in a field since 1966!



The Bobby Isaac Daytona of Tim Wellborn makes its way down the hill to the show field driving in from the trailer lot. At right is Todd Werner's "Real #43 Superbird" which won the NASCAR class award on Sunday.



Todd Werner also brought his 1971 Petty Road Runner which was an award winner in the Winning Cars of Daytona class. At right is the #8 Bud Moore Mercury Marauder of Brent Hajek. In Joe Weatherly colors, this car won the "Amelia" pick award.

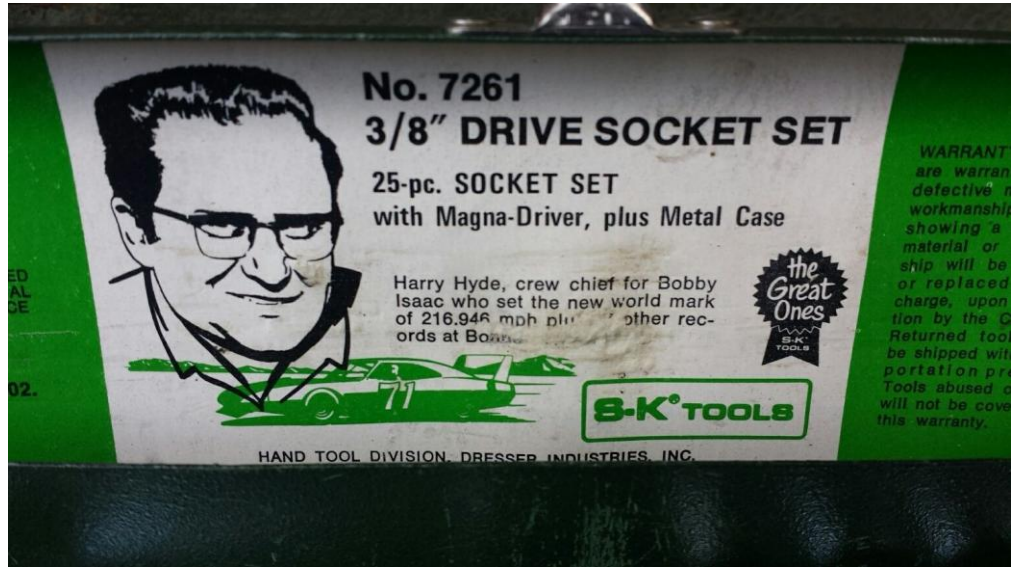
Fun Stuff – Bobby Isaac Bonneville Record Breaker Tool Set



These photos surfaced online of a promotional S-K tool set featuring the K & K Insurance Daytona and Harry Hyde.

SK Tools was a sponsor for NASCAR in these days. Cars ran a SK "The Great Ones" decal on the fenders and there was a series of ads in print featuring top crew chiefs in racing.

The tools appear to be a lower grade consumer quality. About a five dollar yard sale find today. The only thing that makes it different is the paper insert touting the records set in the Daytona at Bonneville under the lid. Has anyone else seen tool sets like this?



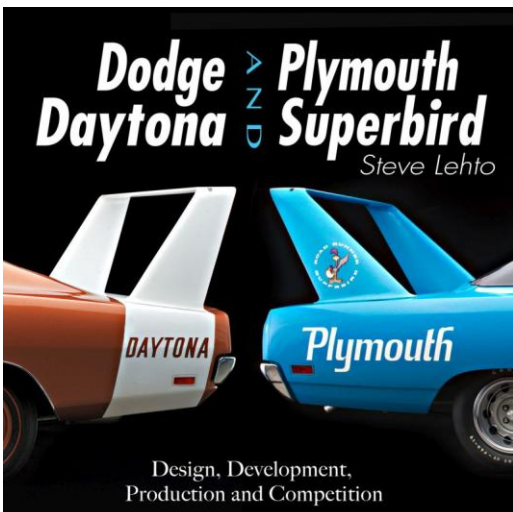
New Books Available From the Club Library – Available and in stock. – send payment to the club by check or Pay Pal

Dodge Daytona & Plymouth Superbird – by Steve Lehto

204 pages, 360 color photos.

Member price \$34.95 + \$5.00 shipping. (Normal list price is \$39.95)

Steve Lehto who previously wrote the book on the Chrysler Turbine car has turned his attention to the Daytona and Superbird, their development and racing history. Lehto gives a thorough and detailed account of the history of this battle that culminated with the final wars between the Ford Talladega/Mercury Cyclone and the Dodge Daytona/Plymouth Superbird. The story of Richard Petty's defection from Plymouth, the mighty Hemi, and the creation of the street version of these cars all come to light. The book delivers a blow-by-blow account of the biggest races between FoMoCo and Chrysler, along with telling the rich stories of the development of these cars. Steve has done a nice job telling the story with many unpublished photos that were not in the Supercars book twenty years ago. And hey, I got to write a little piece in it too.



You remember Don White, the spunky little guy from Keokuk Iowa, who drove race cars? He would build them, run in them and usually win in them at quaint places like Springfield and DuQuoin Illinois and at Wisconsin State Fair Park. Most of all at State Fair Park.

You remember back in the late 1960's when all those factory teams were running? Don White in his factory sponsored Nichols Engineering Dodge would show the folks how hard he could drive and fight off the pack of A.J. Foyt, Norm Nelson, Jack Bowsher and Roger McCluskey/

Don White always had the crowd with him at State Fair Park. He was almost unbeatable at Milwaukee, winning 14 times. He won more stock car races than anyone else in United States Auto Club history. They called him "The Richard Petty of the North".

But that was in the past. Don White hung it up in 1981 when he was 53.

"USAC changed the rules and my car wasn't legal anymore," White said. "I had just built a new car (a Camaro to replace the Dodge Aspen - which started out as a 1972 Charger) and run it twice. And then it was no good 'cause they changed the rules. It put me out of business."

Camaros and Firebirds were outlawed because USAC switched to full size cars only.

After White quit racing, he operated his auto shop in Keokuk. "I ain't got much. But what I got came from racing." He said. I got a pretty good sized shop. I've got 60 acres of property and three buildings. I used to have a Chrysler dealership with a partner. But the car business got sad. So we just did away with the dealership and leased the property."



Taking photos in victory lane with Ray Nichols was often repeated in the factory years between 1965 and 1970.



Last winter, Don White built a new car, a 1983 Chevy Monte Carlo (at left). He said he built it to sell it. "You can have it for 25 grand," he said. "That's a good buy. It's ready to race. That's a steal. But I think I'd like to run it myself. At least once."

So Sunday, at the age of 55, Don White returned to race in the Milwaukee Sentinel 200. He didn't have the best car. He circled the one mile oval in 33.283 seconds at 108.163 miles per hour on Saturday which placed him in the eighth row.

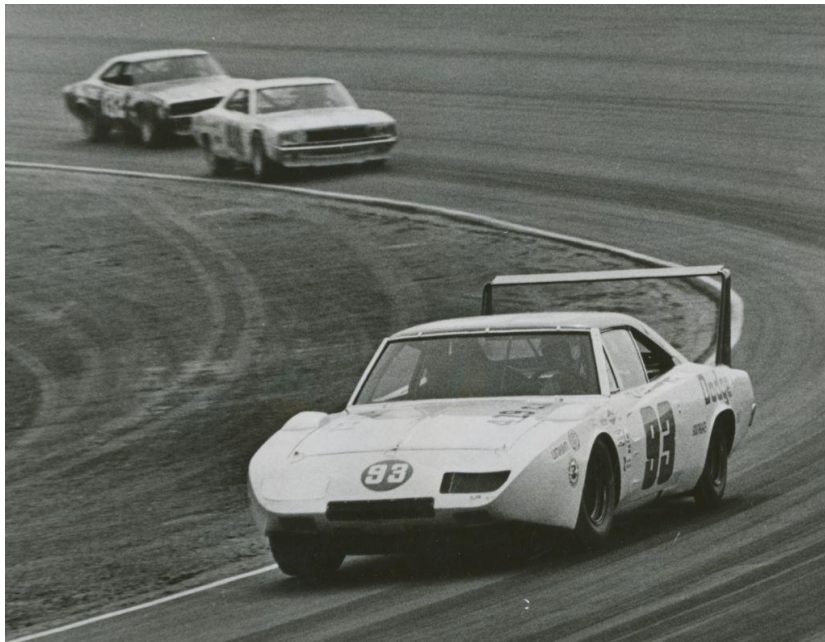
Good drivers don't care to run alongside unknown quantities. The veteran said he only knew about five guys in the field. He said that meant that he had to be careful.

"I'd like to win. But in this particular race, there's cars out there running bigger engines than I am. But then, they got to run all day. That's the key right there. Running all day. It don't do no good to lead a race for 150 miles if the race is 200 miles lonf. It's not that I'm an authority on it. But I must have done something right."

Sunday, a lot of the 11,001 fans remembered Don White. When the 43 driver field was introduced, Don White in his yellow and black Monte Carlo drew the largest response.

"The car's running OK," he said, gulping down his pre race meal of a Coke and hot dog. "Nothing super, but nothing bad. A fuel pump cracked this morning, but they got it fixed. I feel I can start in the middle of the pack and before the day's over I can be up front."

The Sentinel 200 was not a clean race. Ten cars were out of the race after 92 miles. The yellow flag came out 11 times and 67 miles were run in slow motion.



Don White was running fourth after his second pit stop on the 128th lap. He was running third after 143 miles. But on the 196th lap of 200, while running seventh, White came in for a third pit stop and the engine conked out. It died on the spot.

“That happens,” White explained gulping down a Gatorade. “I ran about the way I figured on running, but they didn’t change my left wheel soon enough, They should have changed my left rear about 150 miles. They didn’t do it. They sent me back out and I was too loose. I couldn’t keep up. After that, I didn’t figure I could win.”

Don White smiled. He wasn’t upset. He wasn’t mad at the sort of rag tag dressed crew that included his son in law and four guys who worked for competitor Dave Watson.

If the Sentinel 200 had put the racing urge back into Don White’s noggin, he wasn’t saying.

“Plans? I ain’t got no plans,” he said. “But this was fun. I’m not a hard loser. I’m just a better winner.” Don White’s faithful following in Milwaukee would understand perfectly.

EPILOGUE: The 1983 Sentinel 200 was Don White’s final pro stock car race. The last grind of a long and storied career that began in 1949 on a dirt bull ring in Cedar Rapids Iowa. That led him to IMCA, ARCA, USAC and NASCAR. It took him to places like Daytona, both the sand and superspeedway and the road course at Riverside (photo above). Don said, “I loved road racing”.

That brand new Monte Carlo was sold off after the race to another competitor and that was pretty much that. Don returned to Keokuk, buying, selling and selling used cars out of his shop.

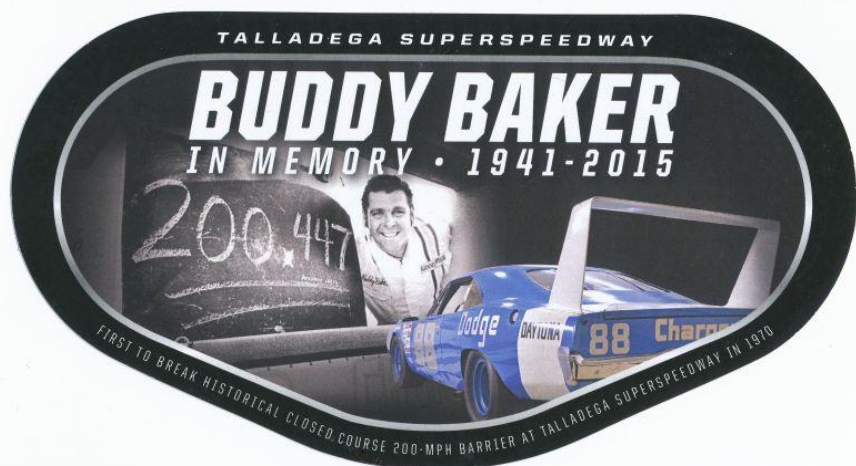
As the all time winner in the USAC stock car series, Don said, “I raced against the best as far as I’m concerned. I would say that AJ (Foyt) and Parnelli (Jones) were the toughest, but they were all tough...all great men. But they were really nothing special...felt like they were on the same level I was. I remember beating all of them more than they ever beat me.”

Don will be 90 years old on June 24th. His health is not great. But he is still swinging. He lost his wife Verna of 66 years late last year. That’s hard. Don says that he has had a good life, but, “I’m ready to go any time”. We visited Don a year ago. That’s his helmet sitting on the desk. A real family heirloom. We’re glad Don is still here.



Don White driving the former Buddy Baker 200 mph Daytona slings dirt at Tri County Speedway near Cincinnati in 1971

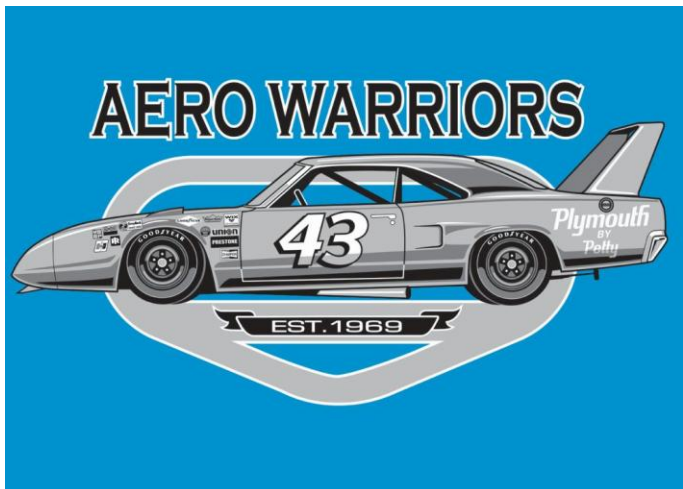




Due to requests from members, we have had a small number of the commemorative decals honoring Buddy Baker at Talladega made. They are available directly from the club.

You get one regular adhesive decal and one that is a static cling version to put on the inside of your glass. Price is \$10 for the pair with shipping included. Send your order to the club address or use Pay Pal at paydsac@hotmail.com

New Aero Warrior T-Shirts: Don Amadio has designed these killer Aero Warrior shirts. He had some of the Ford shirts at Talladega, and I can tell you they are really nice looking and of high quality. Don is a professional free lance artist. The shirts are \$20 each. All sizes available. Shipping is \$6 for one, \$8.55 for two, or \$14 for all four. To order, please call Don at 856-745-0795 or email him at amadrods@gmail.com



Received a nice note from Larry McConnell in Pennsylvania with his 2016 member renewal about his Cale Yarborough Special Cyclone wagon.

“Doug, regarding the photo of the Cale wagon in the newsletter. I saw the car at the Carlisle Ford Nationals last June.

I really liked it and bought it from Mr. Parsons. I have really had a lot of fun with it so far. I've gotten a lot of comments about it locally. Enclosed are a couple of pictures.”

– Larry McConnell

Thanks Larry, looks like the wagon fits right in with your two Cale Spoiler II's. Love it.



Below” From Hamtramck-Historical.com

Couple of cool photos below. The one at left is a Superbird ice sculpture taken at the NADA dealer convention in 1970. Wow!

The right photo is west coast NASCAR driver Dick Bown taking delivery of a Superbird to become his new #02 race car. I am often asked if street Superbirds were made into circle track race cars, The “factory cars” built at Nichels Engineering were not. But on the west coast, for an independent driver, anything goes. I believe the #08 John Soares Superbird Grand National West race car was also built from a street car Neither the Bown or Soares car survives today. Jim Radke in California once

owned the entire front end of the Bown car, but it sold many years ago.



Switching from Chevrolet to Plymouth, stock racing sponsor Mike Ober (second from right) and his driver, Dick Bown (right), both from Portland, Ore., take delivery of a new SuperBird from Joe Coglietti of Coletti Chrysler-Plymouth, Hillsboro, Ore. Bown will compete in stock car races on the west coast after the car is prepared by mechanics Steve Brown and Frank Mannila (at left).

A couple of years ago, the car magazine industry went into a major tailspin with the loss of news stand distribution when Source Interlink Distribution shut down completely. If you wanted to buy a magazine at Wal Mart or the grocery store, you were out of luck for a while. Things eventually stabilized when Source Interlink Publications (sister company) consolidated 12 magazines into existing other magazines. The company was rebranded as TEN (The Enthusiast Network) which is made up of Hot Rod, Car Craft, Motor Trend, Mopar Muscle, etc. They have a strong presence on the web with HotRod.com

After a week of rumblings, today on April 28th, the news came down that Harris Publications, the publisher of Mopar Action magazine is done. With no means to get Mopar Action on the stands, it would appear that the magazine is finished unless they can find a way to distribute. Whether Mopar Action's editor Cliff Gromer and tech man Rick Ehrenberg will be able to continue Mopar Action on the web or fold the publication and land with another magazine is not yet clear.

As an old dog, I still prefer the hard copy of the magazine in my hand. But the times, they are a changin. One of the positives of the digital era is called Motor Trend On Demand. Now, I know when you think of Motor Trend, you think of bland new car road tests and Car of the Year awarded to which advertiser might pay the most. Just kidding.

MotorTrendOnDemand.com is sort of a Netflix for car people. With the demise of Speedvision and Speed Channel, the Motor Trend On Demand fills that void as a subscription video site with live motorsports, a library of old movies and TV shows, documentaries and access to the Motor Trend shows that appear on You Tube. One of the principals of the Motor Trend On Demand is Roger Werner who was the founder of Speedvision.

Streaming video services like MT on Demand allow you to watch what you want, when you want it. On a tablet or iPad, it's fantastic. I believe the cost is \$5.99 per month or \$59.99 per year or \$107.99 for two years. The monthly plan comes with a two week free trial. I think it's a pretty good deal.



On the Next Episode of Hoarders...I often wonder had I not gone down the path of cars with my father, what things I would be interested in? I sure do not know. The photo at left is NOT my garage. But I have realized that I have a problem. I have too much stuff. As a collector of all things relating to wings, Talladegas and automobile racing in general, I often surround myself with things that remind me of the old days of motorsport. It makes me feel good.

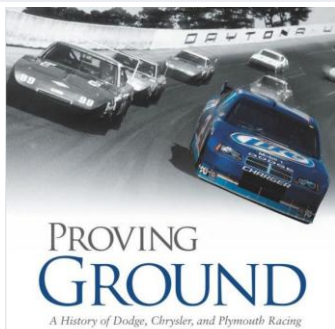
I did not start out as a lifelong collector. But a little over 20 years ago, I started to buy some of the model kits and slot cars that I had as a boy – and did not save. That progressed to racing programs and wing car related stuff. Then more toys. Then paper racing memorabilia. And on and on it has gone.

I built a four car garage. And it's full of four cars and a lot more stuff. I am out of wall space. I am out of display space. I am out of closet space. I believe that a home addition is out of the question.

I once knew a guy who after he passed away was revealed as a toy hoarder. He often sold at the swap meets, but his stuff always seemed very expensive. I don't think he sold very much. He built an addition on his home and filled it to the brim. He had a barn full of real cars and toys. When that was full, he put more items in derelict Chrysler minivans, like a small head of cattle grazing on his property. The house had small pathways, the rest of the space occupied by stacked car magazines and literature. When he passed away unexpectedly, there were three auction rings over a two weekend sale.

My situation is not out of control yet. I am not quite to the stage of that guy with the open shed full of valuable real aero cars, but I can see that I am far from perfect and probably should be careful about which stones I cast. As my friend Cal Anderson who operates a collectibles shop has told me, "If I can't display it, why do I have it?" There probably is some wisdom in that.

Part of knowing that you have too much stuff is when you start piling on top of the display cabinets. Or when you start piling boxes of stuff on TOP of your good cars. Fortunately, I am doing the last part yet. But I did stop at Cal's store today at lunch. I call it retail therapy. I thought I was going to get out of there without buying anything today. But as I got close to the door, Cal showed me a box of old racing dash plaques that had come in. Like a junkie, I went home with a bag of them...



BOOKS AVAILABLE FROM THE DSAC LIBRARY: send payment to the club address

Proving Ground: A History of Dodge, Chrysler, and Plymouth Racing – by Jim Schild

From the early decades of the Indy 500 to the modern superspeedways of NASCAR, from the 24 Hours of Le Mans sports car race to drag racing's 4.5-second quarter-mile runs, this is the story of one company's pursuit of performance and the glory that came with it. Full of hundreds of color and black and white photos, we hear tales of the Hemi, the Superbird, Don Garlits, Richard Petty, and many other legends. Noted author and Chrysler enthusiast Jim Schild tells the whole MOPAR story, from door-banging Trans Am racing, to land speed records on the salt flats of Bonneville, from the legendary C-300 to the road-shredding Dodge Viper. Full of fascinating history and excitement, this book is a must-have for all fans of Chrysler, Dodge, and Plymouth. \$25 shipped to your door in the USA

Superbird Special Parts & Maintenance Schedule - This 44 page spiral bound book was the special owners manual mailed to the original owner of record by Chrysler. Includes separate cover letter of introduction from Chrysler. \$15 postage paid.

Superbird Serial Number List - Contains 1,920 Superbird VIN numbers. This document does not list by VIN numerical order, but rather when each car was received by the Clairpointe sub-assembly plant (where noses and wings were installed) and when shipped out after installation. There have been a few cars reported that are not on this list. \$20 postage paid.

Superbird Dealer Brochure - There never was a consumer sales brochure on the 'Bird, but there was a four page black & white folder sent to each dealer introducing the car and special features. \$10. postage paid.

Daytona Sales Brochure black and white very nice reproduction. \$10 postage paid

License Plates \$10 each Torino Talladega "Grand National Champion" license plate with "T" logo, Cale Yarborough or Dan Gurney Special logo plate 10 each.

Emblems & Decals Talladega inside door emblems \$25 pr, Talladega gas cap emblem \$25, Talladega 428 air cleaner decal \$20 (the only correct one available), Dan Gurney Special fender decals \$35 pr, Cale Yarborough Special fender decals \$35 pr, Talladega stripe kit (white or black), Spoiler/Spoiler II side stripe kit (red or blue) Spoiler/ Spoiler II hood stripes, "Cyclone Spoiler" quarter panel decals – call

Talladega and Cyclone Spoiler Registry Book – Contains information on how to properly restore your Talladega, Cyclone Spoiler or Spoiler II as well as the story of the Aero Fords. Each Talladega serial number is documented and current owner and condition if known. Each Cyclone Spoiler and Spoiler II known to exist is listed as well as known Talladega and Spoiler II race cars \$30 postage paid

AM/FM Radio Conversions, \$499 using your radio. Totally stock look, no modifications to your dash. 180 watts, 4 channels, iPod, MP3. Includes cosmetic clean up and iPod cable. Also: gauge cluster restoration, plastic chrome plating, turn key dash restoration, console and steering column restoration, exclusive NOS suede dash paint. Instrument Specialties, 65 Foliage Dr, N Kingstown RI 02852, 401-267-0055

Auto Metal Direct is now offering **Superbird rear glass and rear window trim**. The rear glass retails for \$1499 and the stainless rear window trim is \$899.00 You can also order both for \$2299.00 Call Auto Metal Direct at 866-591-8309 or visit www.autometaldirect.com

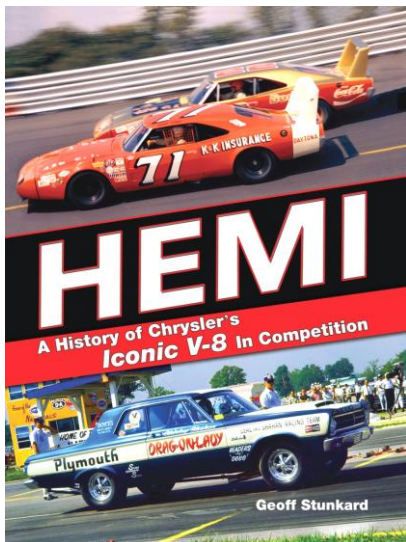
Original Equipment Quality Reproduction Parts, factory exhaust systems, door VIN data decals, VIN dry transfer and rivets, date coded glass for 68-74 Chrysler vehicles. ECS Automotive Concepts, 855-532-7846 or www.ecsautomotive.com

Mopar 4-Speed Transmission and Component Specialists, for all things A-833 4-speed and shifter related, Brewer's Performance, Laura Ohio, 937-947-4416 or visit the online store at www.brewersperformance.com

Superbird reproduction turn signal lenses, front side marker lamps, many new B-body parts available. B/E & A Parts, 8801 Norwalk Rd, Litchfield Ohio, 44253, 330-725-3990, www.beaparts.com

Glen Ray Radiators offers all new Chrysler 26" reproduction radiators for 1966-72 A< B and E bodies. Most popular tank part numbers available. \$1195, date coding \$60 We can restore your existing radiator. Reproduction power steering coolers also available. Call 800-537-3775, 2105 N 6th St, Wausau, WI 54403 www.restorationradiators.com

Janak Repros offers Daytona and Superbird from nose to tail. Specializing in reproduction body parts since 1978. Personally manufactured parts at affordable prices. Send \$2 and SASE with 70 cents postage for a catalog. Looking forward to serving you. Ted & Carol Janak, 6511 Elmgrove, Spring TX 77389. 281-379-2828 evenings www.wingedwarriorbodyparts.com



HEMI – A history of Chrysler's Iconic V8 in Competition – by Geoff Stunkard

192 pages, 424 black and white / photos. Send order to the club address.

Member price \$34.95 + \$5.00 shipping. (Normal list price is \$39.95)

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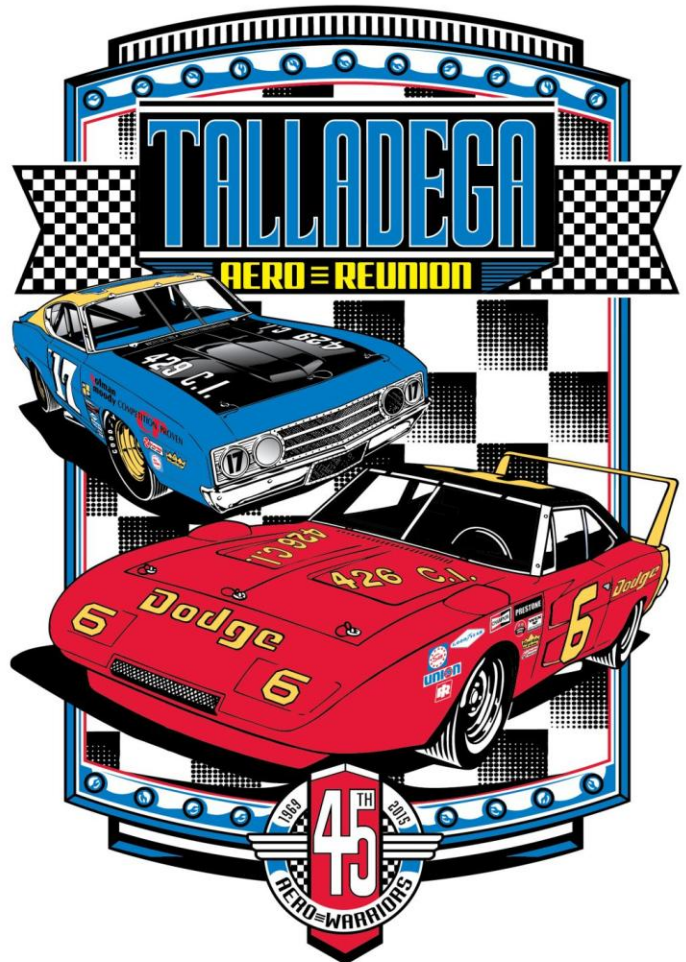
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