



January - February 2011  
www.superbirdclub.com  
email: superbirdclub@yahoo.com

TALLADEGA  
CYCLONE SPOILER  
*Registry*

## DAYTONA – SUPERBIRD AUTO CLUB

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### 2011 Membership Dues are now Due – renewal form on page 11

It's membership renewal time. 2011 membership dues are \$25 worldwide, or two years for \$45. Club dues run on a calendar year basis from January to December each year. Check your mailing label. 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 "10", you are due for renewal. If it says "11", you have already paid for the upcoming year. The membership 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](mailto: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 2011 dues are already paid. As we enter our 37<sup>th</sup> year of operation, we sincerely appreciate your support.

### Talladega Exhaust Tips

DSAC member Marty Burke reports that his company has been granted permission by Ford Motor Company to reproduce the exhaust tips for 1969 Ford Torino and Mercury Cyclone. Part number C90A-5263-A along with the 1970 Torino and Cyclone part number D00A-5263-A. These tips will carry the correct part number and be an officially licensed product. This is a much needed part for Talladega owners, for sure.

The tips will be made of stainless steel and polished per Ford Motor Company instructions. They are being built from original blueprints. The target price is \$150 per pair. For more information, contact Marty Burke Motorsports at 903-587-3673 or email to: [mburke6662@aol.com](mailto:mburke6662@aol.com) [www.martyburkemotorsports.com](http://www.martyburkemotorsports.com)

### Well Wishes Needed

Member John Byars wrote in: "Some of you may remember Ford Talladega driver **Ben Arnold** from our 2009 reunion at Talladega, or maybe from his racing days. Just wanted to let you all know that Ben has cancer. The doctors have not been very encouraging. Please remember Ben and Tabby in your prayers. Their phone number is 205-923-7454. Ben's address is: Ben Arnold, 309 Fairoaks Dr. Fairfield, Al. 35064"

Also hearing that NASCAR driver **Fred Lorenzen** is in assisted living near Chicago. When Lorenzen got back from being honored at Daytona in 2008, he suffered a bad fall and was eventually diagnosed with the onset of dementia, and found to have had a number of mini-strokes. Around Thanksgiving 2009, Lorenzen went into the Ridgeway Christian Village nursing home in Bensenville, Ill. Fred is shown at right with daughter Amanda Gardstrom and granddaughter Ella.



There are glorious moments when Fearless Freddy returns, and the triggers are almost always the same. The very best days he enjoys now take place when Lorenzen talks about racing, when in his mind's eye he's back behind the wheel of the famed No. 28 Holman Moody Ford. He's back on top of the world. Not long ago, Fred's daughter, Amanda made her dad a collage of old photos, from Charlotte and Darlington to his days racing at O'Hare Stadium and Soldier Field. Lorenzen promptly told her exactly what was going on in each photograph. "He remembers every single thing from racing like it was yesterday," Gardstrom said of her father, who turned 76 on Dec. 30. "It's incredible. ... When I talk to him about what's going on right now, it's not that crystal clear. It's interesting how the mind works."

He hasn't been forgotten. All these years later, almost exactly 44 years since motoring to his last checkered flag, Lorenzen receives at least a couple of pieces of fan mail every day. When Gardstrom drops them off, his eyes light up. "He feels people still care about him. People still think about him. That's awesome, because those are his favorite days. That keeps that spark within him going." Well wishes can be sent to Fred at the following address: Bridgeway Christian Village, Attn: Fred Lorenzen, Room No. 146, 111 E. Washington, Bensenville, Ill. 60106-2674

We must report that legendary Superbird driver and land speed record holder Jim Frederick, age 98, passed away last November at his home in Red Bluff California. His racing began in his 60's after retirement. When he finally was able to do so, he attacked Bonneville with great vigor in his white and black "Fly Rod" Superbird. Jim and crew chief Bob Sykes were a potent combination at the salt flats in the 1980's. Jim joined DSAC in 1982 sending a short note that said, "I am one of two old men who still race a Superbird!"

At right is a photo of Jim getting his picture taken for the Bonneville 200 mph Club in 1978. He remarked, "It looks like I am dreaming and not yet back on the ground."

Friend, fellow competitor and Superbird owner Galen Aasland wrote a few words about Jim for us:

**"When you'd pull into the pits at Bonneville you always knew Jim Frederick would be pitted close to the Sykes Family. Bob Sykes Jr. "Bobby" had his '69 Z-28 there and Bob Sykes Sr. "Bob" would probably be under the hood. Besides that Bob had built the Hemi in Jim's Superbird, Jim and Bob lived close to one another in northern California and were good friends. Jim trusted Bob. Who wouldn't, as Bob had been Keith Black's foreman for many years. Jim really liked his Superbird and just being at Bonneville. His friend Ross Sherburn helped him with it for years. Jim and the other winged cars pitted close together.**



**"Bonneville Salt Flats and Wendover Utah are always the same in many ways. The Stateline casino has been there since whenever. There used to be a small casinos and dinner places, ma and pa operations, like the Hideaway. I remember dinners at the Hideaway with Jim. He always had a big smile over a steak.**

**"Bonneville is about racing, but there is a lot of time in between: breakfast at the diner, getting ice at the S & D market. Late afternoons at Bonneville would be with Jim and Bob under some shade waiting for Al Teague to run, and some stories.**

**"When Jim would walk the pits he'd always be in his light brown shirt and pants with a hat on. He knew and was friends with a lot of people there. Jim had great stories. He'd send you a letter with a picture of your car on your first run, because you'd forgotten to take one. Jim is someone you'd want for a friend." Galen Aasland – Colorado.**



Jim's first experience with a "hot" car was with a hopped up Model T in 1927. After a Navy stint on a battleship, he joined the U.S. Border Patrol in 1940. In 1983, Jim wrote: "I enjoyed running some real good pursuit vehicles chasing smugglers. I never lost a smuggler up through the mountains. The Chief Patrol Inspector heard that I wanted to take a car to Bonneville in the early 1950's. He called me in one day and asked me what I had in mind. I told him, and he told me I could not go to Bonneville or race cars, even at the fairgrounds. And if I did, I would find myself so deep in Texas that I'd forget what a town looked like. Well life on the Mexican border was bad enough at Calexico for a family man. So I had to be content with the government hot rods until I retired."

**"On my retirement in 1973, I became more determined than ever to get a car ready for Bonneville. I had read much about the fabulous Jim Lindsley and his son Larry. I'm a Mopar man and so were Jim and Larry. We both had Superbirds and they had set a production car record in 1971. One late August day in 1973, I followed them across Nevada to Bonneville and became acquainted. I copied his setup and Jim and Larry helped me a lot to get started right. Bob Sykes, the shop foreman at Keith Black became my partner and we have been winning ever since."**

**"My race car was a 440 6-pack street car, until I took the Hemi engine out of my '70 Hemi Cuda and put it in the Bird. It has 27,000 miles. This car became the "Fly Rod #707" race car. (707 was Jim's badge number) For several years, the B/Altered record sat at 196 mph on gas. In 1978, the Fly Rod set a new worlds record at 206.371 on gas – no supercharging. In 1979, we raised the record to 211.736 mph. In 1981, on the last day of Bonneville Speed Weeks, we set a new record at 214.288 mph. This is the average of the two five mile runs."**



Jim continued, “Well the car has low mileage, but we are both getting old, and I’m going broke trying to support my hobby. Maybe one more year. Racing with me has been like a disease, or an alcoholic. I still enjoy the euphoria of running a fast car. It’s hard to realize the feeling you get on the Salt Flats. Up to about 135mph, you feel every bump. After that, it gets smooth... like an aircraft – smooth as silk.” As it turned out, Jim managed to get the car to Bonneville for several more years.

Jim frequently sent letters and photos of what was going on with his car and the other wing cars at Bonneville. He always said, “It’s up to you to preserve the history.” He was very proud of becoming a member of the Bonneville 200 mph club. In the mid 1980’s, he turned the record run attempts over to Ross Sherburn, They achieved a best one way run 217.808 mph in 1987 which bettered Bobby Isaac’s B/Production record of 216.110 for a stock car. Jim was very proud of that and said that they had been shooting at Bobby’s speed for many years. The two way average of 216.392 stood until 1990. Jim made some final test runs in the car in 1989 setting it up for young Jeff Sykes to take his turn at the wheel. Jim ran a disappointing 205 mph because the injector pump would not pull enough fuel to run over 6400 rpm! Jim said that, “This old car has a lot of fans – more this year than ever. I just wish the injector pump would have let us make a good run at about 7400 rpm. The salt flats are noted for hope, euphoria, disappointment and disaster.”

In the early 90’s Jim told us he was pretty sick and his time might be drawing short. He donated the Fly Rod Superbird (RM23V0A167109) to the National Auto Museum in Reno Nevada, where it remains today. As it turned out, Jim had many more years to live. Members like Galen and Garry Keay kept in touch with him frequently. It is my pleasure to dedicate this issue of the newsletter to Jim and a life well lived – Doug Schellinger



Ready for another trip down the thin black line – 1979 and in line with Jim and Larry Lindsley’s #484 Superbird. Lindsley’s car has been restored to stock and is now owned by DSAC member Peter Veight. At right, wing cars at 1987 Speedweeks. Jim and the Fly Rod at far left, Galen Aasland center, Vern Judy at far right.. Vern’s Daytona has been restored to bone stock white in recent years. What a beautiful photo.



The guys who made it happen – 1979. From left, Jim Frederick, Bobby Sykes, Bob Sykes, Ross Sherburn and Pete Weis. At right, check out the deluxe pit accommodations on the salt.





At left: Jim in the car ready to be pushed off at Bonneville. The truck pushes up to 45 mph, then in his own words, "let 'er rep". At right, the east end at the 7 mile mark. The first leg of the 1981 record run has been completed, After a one hour check out, plugs, oil, minor repairs if needed, the return run has to be made.



At left: The Bob Sykes Hemi awaits installation in 1981. The center of the rad support underhood is cut away for air to get to the intake stacks. Above: Brothers in Arms - 1981: from left - Larry and Jim Lindlsey, Jim Frederick and Bob Sykes.



Above: On the way to a new record of 214.288mph in 1981 Left: - Jim & #707 fan Shelly Brown drew quite a crowd with the Fly Rod while in line waiting to run during the final runs in 1989.



**2011 National Meet - Cleveland Ohio** Don't forget, the club national meet is coming up June 21-26 in the Cleveland Ohio area. This will be a joint meet with the Winged Warriors, and our club will be the host this year. Our event host Doug Croxford's phone number is 216-789-4053, and his email is charger4sp@aol.com. He welcomes your questions and comments on the meet.

Please See our last issue for more details or check the club website at [www.superbirdclub.com](http://www.superbirdclub.com) for the latest updates.

Our host hotel will be the Hilton Cleveland East in Beachwood, Ohio. The rate is \$83 a night. The address is 3663 Park East Drive, Beachwood, OH 44122. You can call and make reservations under Daytona-Superbird Auto Club. We have a 40 room block, with approximately half king size beds and half twin doubles. Their phone number is (216) 464-5950. We also have a room set aside from Wednesday through Saturday night, so bring your pictures, movies and more to share.

### Monster Mopar Weekend Recap



Our weekend in St Louis started a little on the wet side at the home of Rich and Judy Bolzenius. The steady overnight rain abated by mid-morning on Friday and we were able to kick things off. Rich & Judy kept us well fed and entertained. Bill Hoehn brought out his sparkling F6 green Daytona. Bill is the original owner. Some surprises awaited us with Phil Jackson's green 4-speed Hemi Daytona now sporting a white vinyl top as when the first owner had it. Behind Phil's car is the newly restored '69 Hemi Charger of Gene Lewis. You might remember Gene's car being Hemi Orange, but it has now been re-restored back to its original green.



Ramo and Judy Stott were our guests in St Louis. Here Ramo is showing us a superspeedway Chrysler torsion bar. Almost two inches in diameter, it is one heavy piece of steel. At right, at the Gateway track on Saturday, Ramo is explaining some of the finer points of his original Superbird race car. Ramo owned this car from new until 1988. Ramo saved this car intact when he retired it at the end of 1972. Aside from being painted 20 years ago, it is very original and much like he last raced it. On Saturday night, Ramo and Judy told us many stories of the mostly "ups" and a few "downs" of their racing life, and raising a family on full time racing.





The weather Saturday at Gateway Raceway was much more agreeable than the day before. A nice turnout of Aero Cars as always. Larry Fleming and Wayne Perkins brought their Charger 500s. Larry Peterson from Kansas brought out his white Talladega which seems to get a little nicer each year.



Everyone had a good laugh at The King in go cart form. It's owner was buzzing around the facility all day, and even got in line with us for the track laps. Larry and Sandra Roper brought their black Superbird from Arkansas. It was once owned by a member of a 1980's hair band called Black Ice and spent quite a few years in the state of Alaska. It only recently came back down to the lower 48.



Ramo and Judy Stott pose with Ramo's old Superbird. Your editor had the pleasure of taking Judy around the Gateway track in the car for the parade laps. Judy said they pace car was too slow – and she was right. At right we are stopped on the front stretch for a photo op.





On April 11, 1970, the ARCA series ran a 125 mile qualifying race for the Vulcan 500 at Talladega. It was held the day before the Alabama 500 NASCAR race. Ramo Stott won the qualifier in the #7 Superbird (top left pic). Ramo is shown with the Union 76 Racestoppers Doshia Wall and Cheryl Johnson. Now the interesting thing was that the actual Vulcan 500 race was not held until June. So the ARCA teams had to make another trip to Talladega!

In the ARCA series, there were just a few Mopar aero cars racing. Ramo had his Superbird, and Bobby Watson had Harry Ranier's #8 Daytona. Before the return trip to Talladega, ARCA decided that the wing cars had too much advantage, and for the Vulcan 500 race, Ramo was told to remove the nose and wing and run a conventional car. The car still has the Superbird back glass and the window post mouldings. But it has a conventional front end with some streamlining enhancements. I call it the "Ramodynamic" front end. As you can see in the top photo, Ramo is the human wing!

Although the Superbird's feathers were plucked, the Talladegas like the one of Ron Grana #5 were allowed to run. In the end, Ramo won the race pretty easily. As far as I can tell, it is the only superspeedway win for a conventional 1970 Road Runner.

Shortly after the ARCA win, the Superbird had its nose and wing reinstalled and remained that way to the present day. In the victory lane



photo at left, the lettering on the roof says "Tennessee Bird Walk" with a walking cartoon Road Runner. This was a novelty country song about birds that could not fly that was popular in the summer of 1970. If you go to You Tube on your computer and search on the song name, you can listen it today. Thanks go to John Craft, Ken Noffsinger and Judy Stott for help with photos.





Greg Kwiatkowski is making progress on the restoration of the #88 Chrysler Engineering Daytona. Greg purchased the car from Don White who obtained the car from Chrysler in 1971. Don raced it through 1977 ending as a dirt car in the USAC series. At left is a current photo of the car as it is today.

Greg has removed the last raced body skin which was a 1974 Charger. A donor 1969 Charger body has been hung on the original cage and chassis platform restoring the car to its original configuration. Greg has also located a Chrysler Engineering Hemi block that once resided under the hood of his car, and has that engine rebuilt and ready to go.

The car has come a long way since being retrieved from years of outdoor storage. Below is the interior of the car as purchased from Don White. You can see how the dashboard was extended on both sides to accommodate the newer 1974 Charger body. Below the glove box area is actually the engine air intake and filter. Since the car was last running on dirt, it would take a little cleaner air from inside the cockpit. The muffler sitting on the trans tunnel is a Sears Muzzler that was mandated by USAC in the mid 1970's. On the left kick panel is a spray-on heat resistant foam that was sourced from NASA by Bill Wright's ex-Chrysler rocket team in Huntsville Alabama. Hard to see in the photo but there is some B5 blue paint left on the roll cage. Greg says he got very excited when first saw that on the car, knowing the #88 had been painted that color when new.



Progress has been slowed somewhat as Greg is still sourcing some parts to make the car as close as possible to when Buddy Baker set the 200.447 lap record in March of 1970. As a working race car, it was modified over time. Here is a list of

what Greg is looking for: Pair of 15 x 9.5 Nichels wheels, tie rod sleeves and ends, drag link and ends, upper & lower ball joints, upper control arm bushings, Nichels modified dual master cylinder, four blue Regal Ride shocks, one piece strut rods, Pitman arm, idler arm, brake shoes, springs, cylinders. Greg can be contacted at 586-243-7029, or email him at: [hpims@comcast.net](mailto:hpims@comcast.net)



**A Tale of Two Cales** - Chris Vick from Minnesota sent photos in of his garage and projects, and we were able to put them together. At left is the Cale car of Denny Zimmerman. Chris has just finished the restoration on it. At right in the shop space is Chris' own Cale Spoiler II. I'll bet Denny is itchin' to get the car back for spring. It is a well used Minnesota car and still has a long way to go yet. But Chris will persevere and get it there. Chris says, "It's not often you see two Cales in your garage."



Send your ads into the club address, or email to: [dsac@execpc.com](mailto:dsac@execpc.com) or email to: [dsac@execpc.com](mailto:dsac@execpc.com) Ads run for three months

For Sale: Two Superbirds Car #1: 440-4bbl. Tor red, white bucket seats with slapstick automatic. VERY original with only one repaint, which looks fantastic. ALL paperwork, multiple build sheets, pictures of original owner with car, letter from original owner to me, numbers match, runs and drives like a new car! asking \$124,500.00.

Car #2. 440-6 pack. Limelight Green with Black buckets, Pistol Grip 4-speed. Very original, one re-paint in 1984 – have photo documentation of resto and have contact with prior owners. All paperwork even dealer trade-in, build sheet, you name it. Numbers match, looks and drives absolutely awesome! Asking \$164,000 will consider trades plus cash. Call Larry at 410-320-4945 or email [Lcate@absolutefp.com](mailto:Lcate@absolutefp.com) 06/11

Wanted: build sheet for my 1967 Hemi Satellite convertible RM23J77146680. I have build sheet RM23D77144994 if you own this car. [Al Wippermann](mailto:AlWippermann@comcast.net), 13335 Lax Chapel Rd, Kiel WI 53042 06/11

For Sale: Daytona: Hemi Orange, auto, NOM 440, 4.10 Dana, black interior/stripe. All original sheetmetal. Car is in great shape and drives wonderfully. \$155,000 or \$125k plus C500/Superbird trade (or other cool Mopar) 832-498-4406 / [t.hawkes@att.net](mailto:t.hawkes@att.net) Many pics avail by email.

For Sale: 1969 ½ Six Pack Dodge Super Bee Hemi Orange, no vinyl top, stripe delete, four speed, Rotisserie full nut and bolt restoration. Beautiful car Six miles since resto \$75K 360 941-3545 12/10

Wanted: 1965 Dodge Coronet radio. Call Rene at 920 733 0283 01/11

Wanted: Build sheet for Superbird, RM23U0A175600. Julius. 818-882-2825 or email to [Julius@rbyj.com](mailto:Julius@rbyj.com) 09/10

Wanted: Dan Gurney Spl Spoiler II. Interested in original complete car in good to exclt cond. [Robertp@economech.co.nz](mailto:Robertp@economech.co.nz) 09/10

For Sale: 1970 Plymouth Satellite convertible 340 auto with A/C, Panther pink outside white and black interior, great driver, body straight and clean. \$26,000. 1970 Coronet A/C cowl and outer rockers \$250.00 , 1970 Super Bee hood w/scoop cutouts ramcharger hood \$400.00

Call Rich at 815-520-3227 or [rts.1@comcast.net](mailto:rts.1@comcast.net) 12/10

For Sale: Door mirrors for 1971-74 E-body/71-72 B body, OEM remote left and manual right. Appear new but with bad black paint job. P/N 3454096 RH and 3454636 LH. Genuine Mopar, \$250 pr plus shipping. 920-733-0283. 12/10

For Sale: 1971 Charger RT, Original 440-4V car, currently has a 1970 440-6pk engine. (original engine goes with car) Auto, console, buckets, PDB, PS, am/fm, hideaways, B5 blue with black vinyl top, black interior, 3.55 rear, 15" ralleye wheels. No fender tag but has build sheet.

Excellent shape. \$32000 OBO. Located in Wi. Call 262-367-1592 or email to [moparsrus@gmail.com](mailto:moparsrus@gmail.com) for pictures. 09/10

1969 Plymouth Road Runner 383, 4-spd, air-grabber, bucket seats, console, factory tach, woodgrain wheel, 23,557 documented miles, original bill of sale. B-5 blue, black vinyl top, #s matching, Concours trailered show car, AACA First Junior, First Senior, and Grand National Awards. 24 ft. Haulmark trailer included. \$65,000. Can e-mail pictures. Call 309-266-9139 or e-mail [gfw@wildblue.net](mailto:gfw@wildblue.net). 12/10

Wanted – 1969 Charger Parts: IF NOS isn't noted, parts must be NOS or VG to exclt condition. No reproduction parts considered. Items that have dates need to be dated prior to car build date of 5-19-69 or 139<sup>th</sup> day of 1969. Dated 14 x 5.5 road wheels, rear shocks 2834892, starter relay, dated horns, auto console top trim plates and fake speaker grille, trunk weatherstripping, NOS door jamb latches, red console plastic, red front door panels, red lower dash column cover, red 3 spoke horn pad, red LH upper door panel, LR wheel opening mldg, heater hoses, real Gates PVC hose, mufflers, motor mount insulators, trunk mat, one front leaf spring hanger front to back 4 1/8", front to bolt hole center 3 1/8", 4 1/2" tall, dated alternator 2642537, kick panels, NOS or good used, NOS 1<sup>st</sup> or 2<sup>nd</sup> quarter 1969 plug wires, NOS rear armrest bezel, NOS dated PS hose #078, NOS wiper arms, NOS left door latch assy, NOS correct shorty road wheel centers, NOS tailpipes and exhaust clamps, NOS windshield gasket, NOS '69 Valiant LF park lamp housing. Call Tony. 302-398-0821 M-F 9 to 5 best time to reach me

For Sale: Superbird jack hold down plate reproduction available once again. Powder coated black and ready for your trunk. Die stamped just like the originals \$100 (ten available). Scissor jack, \$350.00 1970 Road Runner ,GTX restored bumper jack. Includes base,post, jack hook 2931103, and tire iron.\$350. Contact Mike. [gilead222@comcast.net](mailto:gilead222@comcast.net) or at 860 424-6125. 07/10

For Sale: 1970 Road Runner Coupe, Lemon Twist, 383 auto with factory A/C, new style system installed retaining the factory appearance. 70k miles, restoration recently completed with new paint, top and deluxe interior. \$29500. Trades considered for 69 Charger 500, 68-70 Chargers, 6 cyl 1969 Charger or other Mopars. Call Brent or Sherri at 618-898-1179 or email to: [carfarm@wabash.net](mailto:carfarm@wabash.net) 05/10

Wanted: A 1970 Plymouth 2-Door Satellite to do a his & hers scenario to cruise nights/car shows. Looking for my high school car or similiar in above average to good condition. Call (610)-351-8540 days (leave message) 07/10

For Sale: Magazines: MoPar Muscle 1990's through 2001-----72 issues. High Performance MoPar 1990 through 1997-----48 issues.. \$1 each or make offer, call 920 733 0283 plus shipping 06/10.

Wanted: 1968-70 Plymouth GTX convertible, must be rust free original metal car, original motor. Also looking for a 1968 - 70 Charger R/T or R/T SE, or 440 / 383 4 Speed Super Bee. Call 315 433-9092 or email [carrotman1966@yahoo.com](mailto:carrotman1966@yahoo.com) 06/10

Wanted: Superbird 4-speed or /Daytona, turn key car, prefer 440 V-code Superbird 4-spd w/ buckets but will look at all cars. Numbers matching, build sheet, fender tag orig metal, original car is a big plus. Color not an issue but do like the odd colors. Car must be priced at todays market value Please call 315-863-0843 or 433-9092 ask for Frank. Email [carrotman1966@yahoo.com](mailto:carrotman1966@yahoo.com) 03/10

For Sale / Trade: Talladega Outside Door Emblems: have several sets of new outside door emblems that I will trade for Cobra-Jet parts. These are new made from solid brass, chrome plated and painted the same as originals. These are beautiful parts, Call Howie Taylor 262-370-6321 email [htmachine@centurytel.net](mailto:htmachine@centurytel.net) 05/10

For Sale: Superbird black steering wheel, no cracks, 150 shipping incl in lower 48. Trade: I have a 1966 David Pearson #6 Charger postcard & 1968 ex-Petty Jabe Thomas Road Runner #25 post card. Will trade either for a 1968 or 69 Buddy Baker #3 Charger. Greg 586-243-7029.

Wanted: Pair of 15 x 9.5 Nichels wheels, tie rod sleeves and ends, drag link and ends, upper & lower ball joints, upper control arm bushings, Nichels modified dual master cylinder, four blue Regal Ride shocks, one piece strut rods, Pitman arm, idler arm, brake shoes, springs, cylinders, Stant Lev-R-Vent cap, white top with black. Greg can be contacted at 586-243-7029, email: [hpims@comcast.net](mailto:hpims@comcast.net) 06/11



- For Sale: Nice 440 6-pack set for 1970 4-speed \$1375, nice 1970 6-pack manifold \$475, NOS air cleaner top & bottom for 1970 6-pack \$295. Richard Heidbreder, 1534 St Route U, Lohman MO 65053 573-690-1826, 573-782-4852 06/11
- For Sale: Superbird. FYI Yellow 26k original miles, auto trans, matching numbers, 440 auto, \$76,000. 803-236-8828 12/10
- Wanted: rear bumper filler strip for 1973-74 Road Runner, NOS or nice used. Please call Randy at 608-592-3399. 06/10
- 1969 Charger 500 440 4-bbl 4-speed, bucket seats and console Car is T 5 copper with Buckskin interior, Has white butt stripe Body colored steel wheels with dogdish caps Motor is non numbers matching Have full write up from Govier on this car It has been featured in a couple of the hardback Mopar coffee table books I have owned for over 10 years and it was painted and interior (Legendary) redone about 10 years ago, still looks very good Runs & drives great \$68,500 or close offer. Bill Sams 501-760-4069 billsmopars@aol.com 06/11
- Wanted: Daytona parts – upper left rear window curved stainless trim NOS or good used, NOS wiper arms 2808495 and trunk mat 2877078 (same for 68-69-70 Charger). Call John at 219-785-4730 eves or moparjohn@frontier.com 06/11
- For Sale: NOS Daytona parts – right rear wing washer 3412624 \$595, Daytona correct 4 part amber side marker reflectors \$100 pr Call John at 219-785-4730 eves, or email to: moparjohn@frontier.com 06/11
- For Sale: Decal sets for winged cars. Consisting of the following decals: Antifreeze, Emissions, Air cleaner service, Horn (Superbird only), Tire Pressure Safety Act, Jack Instructions, Sure Grip Warning, Jack Base, \$46.00 Superbird or \$34.00 Daytona. Wing decals, black, white or red \$25 ea. Running Birds \$8 ea. Standing birds \$8 ea. All prices plus shipping anywhere. Other decals & stripes available John McBryde 704-435-2692 or [Hemituff@bellsouth.net](mailto:Hemituff@bellsouth.net) 12/10
- For Sale: Ford or Merc Fastback (68-69) tail panel, new professional repop. Your bumper bolts through this piece, the gas filler tube comes through it. \$250 Call or email Nolan at 706-865-3112. carheart@windstream.net 06/10
- For Sale: Correct vacuum hose kits for Daytona and superbird headlight actuators, 68 and 69 Charger headlight actuators, and kits for 70 to 72 B Body air grabbers. Kits include correct grooved, color striped hose, molded switch and firewall fittings, clips where applicable, and instruction sheet. Daytona and Superbird \$195.00, 68 & 69 Charger (incl. clips) \$185.00, 70 Road Runner air grabber kit \$145.00, 71 & 72 B Body air grabber kit \$155.00. Air grabber hose clip set \$35.00 Contact John McBryde at 704-435-6198, or at [meps2@bellsouth.net](mailto:meps2@bellsouth.net) 04/09
- For Sale: New Superbird and Daytona Scissors Jacks. These quality built jacks are made from scratch, not modified aftermarket junk. Correct in every detail. \$750 shipped. Jack Handles, correct pivot piece, bends rivets, etc \$150 post paid. Buy both the jack and handle and save \$100. Replacement Jack Bearings \$20 shipped. Daytona jack hold down plates \$55 shipped. I can repair rusted/damaged original jacks, inquire. Email [petev8@webtv.net](mailto:petev8@webtv.net) for pictures. Call 860-350-6864 any time. 12/09
- For Sale: NOS Superbird quarter panel decals, 1 set black and 1 set white, \$75 per set, Used daytona or bird vacuum can, good condition \$75 1 set Daytona park lite lenses, 1 NOS and one very good used, \$125 pr, repro panel that goes between the front fender extensions on a bird, \$125. John McBryde 704-435-2692 or [Hemituff@bellsouth.net](mailto:Hemituff@bellsouth.net) 07/09
- For Sale: Daytona & Superbird fiberglass parts, from nose to tail. Send \$2 and SASE w/ 68 cents postage for catalog. Ted or Carol Janak, 65611 Elmgrove, Spring, TX 77389 [www.wingedwarriorbodyparts.com](http://www.wingedwarriorbodyparts.com) 281-379-2828 09/08
- For Sale: 1970 Satellite Rear Quarter Panel, DS Cut from donor car, dipped, primed and in VG condition, \$4000 firm. Also, both front frame rails cut from 70 Plymouth B-body, \$200 pr. One LH side door jamb & rocker panel cut from salvage car, \$100. Randy, 608-592-3399.
- Services Offered: Custom fab & repair of Superbird nose cones and window plugs - complete or partial - all steel. I can repair yours or build new. Photos at [www.wingcarfab.com](http://www.wingcarfab.com) Jack McGaughey 2682 New Hope Rd Dacula GA 30019, 770-963-2493H, 770-277-8086 shop
- For Sale: Superbird and Daytona Z-brackets, very authentic looking, made of steel, \$600 pair. Superbird headlight buckets, steel repro, \$350 + ship. Email for pics: [knifley@msn.com](mailto:knifley@msn.com) or call Ron Knifley, 250 Parkwood Dr. Campbellsville, KY 42718. 270/465-2465.05/08
- For Sale: Superbird grille screens, correct size and pattern, \$30 ea or 2/\$50. Superbird/Daytona headlight pivot bushings, correct item, \$25 set of four, Superbird/Daytona special flat headlight bucket bolts - \$2.50 ea (ten reqd). Engine compartment items: black strap for rad support vacuum lines \$2, small rubber hood bumpers at cowl panel \$5 ea. Mopar engine belts: 440 alternator \$18, 426 alternator \$18, 440/426 power steering \$18. Prices include shipping. DSAC, 13717 W Green Meadow Dr. New Berlin, WI 53151 414-687-2489 eves or email to [dsac@execpc.com](mailto:dsac@execpc.com) 11/09
- Services Offered: Appraisals, authentications, fender tags, window stickers, build sheets, insurance work, court duty, lawsuits. Expert qualifications. 25 years authenticating only Mopars. Jack Sharkey, Past President, Editor, Chief Judge of National Hemi Owners Association. Call Jack at at 305-322-9108 or email to: [PentastarAuthentication@msn.com](mailto:PentastarAuthentication@msn.com) 01/08
- For Sale: Daytona grille screen \$50 postage paid, Daytona fender screens \$50 pr. Postage paid. Or buy all three for \$75. Wayne Perkins, 811 Northview, Olathe KS, 66061, 913-764-1956 noon to 7:00 pm central time. 08/06
- For Sale: Reproduction Ford Parts: 1966-71 Autolite Sta-ful battery Group 24 Wet \$149.95, 1966-71 Autolite Sta-ful Battery Group 27 Wet \$159.95, 1966-71 Autolite Sta-Ful Maintenance free Group 27 \$259.95, FE Dipstick C7OZ-6754-A \$19.95, 1968-70 Chrome Twist –on Oil Cap C8AZ-6766-B \$34.95, 1968-70 Carb spacer plate C8AZ-9A589-GR {390-428cj} \$85.00, 1968-70 PCV Tube C8OZ-6758-BR {428CJ} \$75.00, 1968-71 Ram Air Vacuum motor \$175.00, 1968-71 Torino/Cyclone Ram Air Seal DOGY-9B625-B \$250.00, 1968-69 Torino Taillight lenses {fastback} \$89.95/each, 1968-69 Torino Taillight Chrome bezels {fastback} \$180.00/pr, 1968-69 Torino Hood lip mldg \$150.00, 1968-69 Torino tailite seals C8OZ-13520-C \$150.00, 1968-69 Torino front license bracket \$89.00, 1968-69 Torino/Cyclone trunk drop downs {if you have rust in quarters you need these} \$249.99/pr, 1968-69 Torino Dashboard Heater/Fan call out strip w/air \$89.00, 1968-69 Torino Dashboard Heater/Fan call out strip w/o air \$89.00, Torino Cobra Grille Ornament \$225.00 Please Contact Marty Burke, 7177 CR 1135, Leonard Tx 75452 {903}-568-4295 [mburke6662@aol.com](mailto:mburke6662@aol.com) 12/09
- For Sale: Mopar Muscle Car Dash Products! Tach Rebuild Kits \$75; Quartz Clock Rebuild Kits \$75; Voltage Limiters \$40; Ammeters: rebuilt-\$75, restored- \$99; Dash Bezels: Black \$455, Woodgrain \$670; Restored and Reproduction Tachometers & Tic Toc Tacs available. Check our website [www.rt-eng.com](http://www.rt-eng.com) or call us Real Time Engineering, 19352 Hilton Rd, Springdale, AR 72764 (479) 756-2757. 05/10
- For sale: N.O.S. Hemi Brake Booster /bracket for a B-body in box \$3000.00. Other '70 parts available. Bob 734/429-2918 12/10



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11

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## “The Chargers” – 1969 Dodge Promotional Film on the Internet

I had a nice surprise in my inbox last month with a link to a 1969 Dodge promo film called “The Chargers”. The video can be seen free online at [www.streetlegaltv.com](http://www.streetlegaltv.com) I had never seen it before and it is fantastic. It centers around the Dodge Charger 500 racing teams campaigning against the Fords in the early part of the 1969 season before the Daytona arrived on the scene. There is a lot of footage with Mario Rossi and Bobby Allison, and the #6 Cotton Owens team with Buddy Baker. It really gives you the flavor of what NASCAR Grand National racing was like. Quite a bit was filmed at Darlington Raceway. How they worked the ending is interesting because as you may know, the Charger 500 wasn’t winning on the big tracks.



What caught my by surprise was that Mario Rossi actually painted parts of his engine gold, just like the gold trim on the #22 race car. It was pretty cool looking. Also, I had never heard Mario speak before. His son Bill Rossi said after watching the film, he got more than a little emotional after hearing his dads voice for the first time in many years.

To view the video, you will need to go to [www.streetlegaltv.com](http://www.streetlegaltv.com) and on the top right of the page, there is a search bar. You will need to type in the two words “The Chargers”, and then scroll down towards the bottom of the next page. Click on the link to open the article. Then scroll down a ways and click on the blurry photo of the #22 Charger to start the movie.

OR from the home page, you can click on “Features”, and scroll down to the bottom of the page, then click on “Older Posts”. On the next page, you will see the article “Complete “The Chargers” Video”. Open that up, and then scroll down to the fifth photo which is #22 Charger to start the video.

If you receive the newsletter by email, I will include a link to the video that you can click on which is the easiest. By the way, if you are not getting the newsletter by email, I would suggest you let us know you want it that way. You get it a little faster, and the whole thing is in color which really makes the photos pop. Now I know some people don’t do the internet thing, and that is OK too. The printed version of the newsletter isn’t going anywhere.



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***Inside: A Tribute to Jim Frederick  
and the Fly Rod Superbird Race Car***

