

March - April 2011
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TALLADEGA
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Registry

DAYTONA – SUPERBIRD AUTO CLUB

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Cleveland National Meet News: From Doug and Carol Croxford is the event schedule.

Tuesday – June 21 is arrival time. Less than 10 minutes from the hotel is the Solon Cruise-in, the single most-attended weekday car show in the country. If the weather's nice, expect 500 cars or more. 6/21 will be Mopar night. We've pulled in with six wing cars there before and blown their minds.

Wednesday June 22 will be at our Cleveland's museum campus. There are four major attractions: The Cleveland Museum of Art, Museum of Natural History, Cleveland Botanical Center, and the Crawford Auto Aviation Museum. All four have cafeterias, and we'll have lunch there. The museums open between 9 to 5, so we will be able to skirt traffic on both ends. The art museum is free while the others have a less than \$10 entrance fee. Wednesday night we will be battling at Whirlyball, which is shooting a whiffle ball at a basketball backboard with a Jai Lai stick in teams of five players...in Dodge's cars. It's even crazier than it sounds, too! The "court" is rented by the hour at \$150 per, and I've scheduled for two hours. This is a good amount of time for 20 players. If we get more, great, as it just lowers the cost! Price will be dependent on number of players.

Thursday June 23 will be tour day. I've made contacts and will be able to take you through Stainless Works exhaust, Blackburn Wheels, the Crawford Museum restoration facility, and we'll head down to Summit Racing. In the middle we'll find ourselves at a car hop called Swenson's, which is a local chain of a couple shops. The food is great, of course, but the real kicker is that the kids taking your orders **MUST RUN AT ALL TIMES**. You'll have to see it! Order breaded mushrooms with your burgers! An alternate trip would be to nearby Aurora Farms, which is a massive outlet mall campus that's only about 20 minutes from the hotel. Thursday night is open. We'll find some options for local events, and there's certainly a car show going on. There's **ALWAYS** a show going on in Cleveland during the summer!

Friday June 24 is a trip downtown to the Cleveland lakefront. Our first stop is a tour of Cleveland Browns Stadium, complete with stops in the press box and the playing field. The price is a measly five bucks! The big draw is the Rock and Roll Hall of Fame and Museum, as well as the adjacent Great Lakes Science Center. The first is a must-see in Cleveland and one of our brightest calling cards while the other is a hands-on, touch-and-play-with-everything type of museum. This **WILL** fill your day, but there are a couple of options on adjacent properties. The William G Mather is a Great Lakes freighter-turned museum, and it's parked in front of the rock hall. A couple blocks away from the USS Cod, one of the last surviving WWII submarines in the world. Tour costs are reasonable. One other quirky idea for Thursday or Friday--Cleveland is home to the house used in the movie "The Christmas Story," It's been completely rebuilt to look like the movie.

Friday night will be the club(s) raffle and pizza party at my work location. Check out www.motorcargroup.com to see our inventory and space. Bring your car show chairs--we don't have a lot of seating as it's a warehouse/dealership. **ALSO**, and new, will be a memorabilia/toy swap area--I have a couple toy vendor friends who are setting aside some cool stuff, and you are welcome to bring yours, too! Please--no elaborate displays, no dirty car parts--this is more or less just so you can foist your doubles on some unsuspecting fool, all while they do the same to you! Price for selling is one decent item donated to the club raffle. Such a deal!

Saturday June 25 will be at BE/A where Mike Ross and staff will be our hosts for a picnic and look-see at his new place. He's done this in the past with a bunch of guys from Moparts.com and he's combining that with our group! It's a cookout, beverages and more! One of his employees, Joel Cox, owns a Daytona. Mike's a great guy and it's amazing to see what he has for sale and what he's got in the works. Mike volunteered the picnic idea, and as it's on a Saturday the casual, regional attendance should be up. He also brings in more than 25-30 cars for the Moparts gathering, so it will be a great turnout! Saturday's alternate (and really concurrent) event will be antiquing about 10 miles away. She'll show you some severely overpacked shops, the cute town square of Medina, and the Root Candle headquarters and store. It's **HUGE**. I know people will start leaving Saturday, and we'll be a while at BE/A, so there really isn't much planned for evening. I had enough to eat there last time I didn't need dinner! There are a couple car shows directly on the way back to the motel, though, so it'd be easy enough to hit one.

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.

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.

Other Events of Note:

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May 22 St Charles IL, Chicagoland Mopar Connection Mo-Power Madness and American Iron car show. New venue at Pheasant Run Resort Info: Call Bruce at 630-369-1112 or www.chicagolandmopar.com

June 3-5 Carlisle PA All Ford Nationals www.carlisleevents.com 717-243-7855

June 4-5 Farmington MN, Mopars in the Park & Winged Warriors Spring Meet This is the largest all-Mopar show in the Midwest with over 1000 cars last year. www.midwestmopars.com or contact Sue George of the WW/NBOA at hemixx29@msn.com

July 8-10 Carlisle PA, All Chrysler Nationals www.carlisleevents.com

July 24, New Berlin Wisconsin, Annual DSAC Club Picnic will be held at club headquarters this year. More info to follow.

August 12-14 Mopar Nationals, Columbus OH, www.moparnats.org

Sept 9-10: The Forge Muscle Car Show including 2nd Talladega and Spoiler II Reunion. www.forgemusclecarshow.com

Nov 19-20 Chicago IL, Musclecar and Corvette Nationals, held at the Rosemont Convention Center. Over 500 top shelf muscle cars indoors that will blow you away. An incredible show. www.mcacn.com or call Bob or Vicki Ashton at 586-549-5291

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) 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.

Update on the Russo-Steele Allison Daytona

Well, the so-called Bobby Allison "test" Daytona went off at auction at the Russo & Steele auction back in January. This car has been the subject of many discussions. The car was displayed at the auction with large signs proclaiming a number of "Daytona Facts"- among them that the car had been "visually inspected by Bobby and certified that it a test car used in the 1970 NASCAR season". The signs stated the car "built and raced by Mario Rossi". Curiously, the signs had photos of Bobby in later cars, but



none in a Daytona! Word from spectators at the auction was that the car had a street car VIN on the factory dash of XP29F8B... That would make at least the dash from a 318 street car. It also had the factory stereo speakers in the dash, I suppose for Bobby's entertainment during 500 mile races. The under hood shows the location where the street wiper motor would have been. It also had full inner fenders and a Ford 9" rear, which a period Grand National car would never have. .

The car made it across the auction block on Saturday night for the TV camera. The reserve price was lifted at \$75,000 and the car was declared sold shortly after that at \$83,000. However, it did not appear in the final sale results after the weekend. Two weeks later, I spoke to an enthusiast familiar with the subject, who said he was told the car did not sell. Probably one of those "there was a problem with the bid" situations. Well, it looked good for the cameras. I suspect we have not seen the last of this car.

Q: My Superbird vin is..... RM23U0A.... a 6-pack 1970 Road Runner is....RM23V0A. What designates a Superbird from a 6 Pack Road Runner.... as in get a scrap V code road runner spend 50,000 and end up with a Superbird? Thanks, Dennis.

A: That's a good question. The short answer is, yes, a person could get a U-code GTX or V-code Road Runner and clone it. But it isn't that easy. For starters, the VIN would have to be within the right range of known Superbirds from RM23x0A149000 to apx RM23x0A181000. Secondly, it would have to be built at Lynch Road (code A of the VIN). It would also likely be seen on the Superbird VIN list. It would have to be built in the right date range. If there was no fender tag or build sheet AND the above could not be proven, that would be a red flag to me. Just to be clear, I am not suggesting that the lack of a fender tag or build sheet is a deal breaker by itself. For me, nothing beats a continuous owner history and paper trail going back through time.

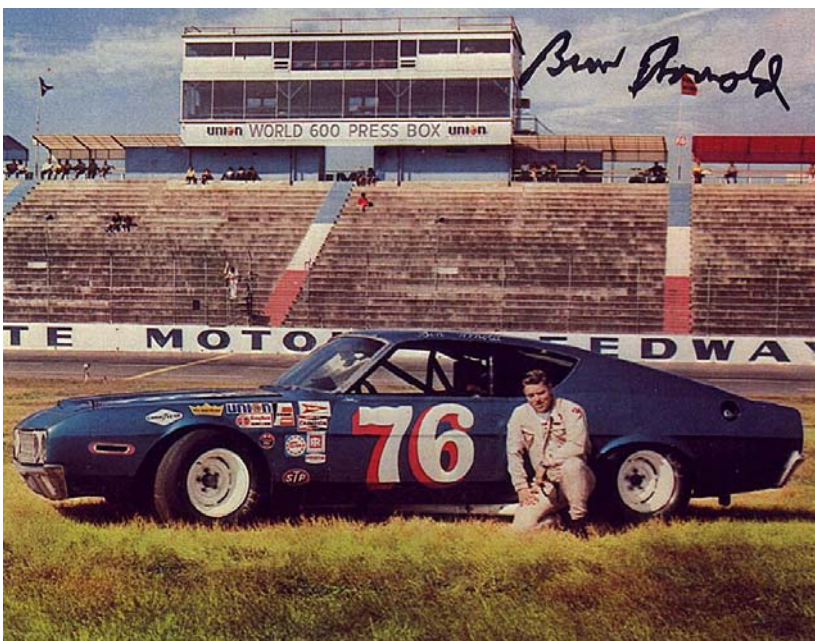
If you had tags from a burned out or scrapped car, I guess it would be possible to deceive someone. But you'd also have to have the core support and the trunk lip with the stamped VIN. With the prices seeming to continue flat at best, the viability of spending upwards of \$50,000 or more on a total reconstruction of a car is less attractive than it was a few years ago. There is a pro-street Superbird clone with a Hemi on Ebay right now asking \$80,000. I don't see that happening when you can buy an entry grade real 440 Superbird for a little more. The high prices of 2006 are but a distant memory at the moment.

In just about any collector car market, there is the potential for fraud to occur. I guess the bottom line is in most of these situations, there is always something about the car that just isn't right, or a key (expensive) component is missing. There are times every so often where a car shows up with little or no history, or one that just doesn't "smell" very good. And you have to listen to your sense of smell, so to speak.

Regarding Jim Frederick

We received a nice note from Garry Keay regarding the article on the passing of Superbird and Bonneville legend Jim Frederick in the last issue. Garry who is from B.C. Canada, at one time owned one of Jim's Superbirds.

"Hi Doug, I was rather shocked to hear of Jim's passing. I tried to see Jim last August, as I was passing by with my Superbird coming back from Spring Fling in California. I had only been to Jim's once 13 years before, the trees had grown and everything looked different, I was not able to identify his home. Jim thought he was seeing the end of an era when he sold me his last Bird. We talked for two straight days. I found that he had never had a magazine article published about him and his record setting racing at the Salt Flats. He told me great stories about everything from practicing to racing and everyday life. He called his daily driver "The Old Buck Board". So, I set out to write him his magazine article, and with help from my wife we published Jim Frederick "A Man and His Love of Birds" in Mopar Muscle, October 1997. Some of that article was published again in Mopar Enthusiast in March of 2010 on page 33. Jim wrote me many letters in 1997. He gave me one of his Bonneville record certificate of 214 MPH. He drove his Buck Board to his last year, vowing to never stop driving. He will be missed. He was a great man, who set out and accomplished what he wanted in life. If only we are all as lucky as Jim." - Garry Keay



Ben Arnold Passes

Last issue, member John Byars informed us that former NASCAR driver **Ben Arnold** was not doing well battling cancer. John wrote us that Ben passed away on March 19th. Ben had attended the 2009 reunion at Talladega. He was one of the independents that ran the first race there in 1969. He ran most of the Grand National races from 1968 through 1972.

Ben didn't have a big pit crew when he came in to pit for gas and tires. He had to race with used equipment that he was able to buy from Holman-Moody and some of the Alabama Gang as they were called. His car was always a two or three year old Holman-Moody survivor from previous years. He used the same car for all tracks: 1/2 mile, 1 mile, 2 1/2 mile Daytona it didn't matter. He did not have the luxury of a short track and speedway car.

Ben's race cars are long gone, but he had a 1956 Ford he enjoyed showing in recent years. Meeting him at

Talladega was a nice experience, and Ben can be remembered as one of the guys who made Grand National racing interesting.



The big Spring Fling Mopar show in California took place last weekend. Checking out some pictures online, I saw that Big Willie Robinson was there with his winged "Daytona" motor home and a Superbird-ish Barracuda drag car. I had been corresponding with Winged Warriors co-founder Jim Radke about some other things, and asked him what he knew about the Big Willie rig. Jim was able to fill in the details and provide some other things you might enjoy hearing.

"Big Willie has owned that old motor home with the homemade wing forever and ever. You probably saw that Barracuda 'Bird' in a magazine years ago. Originally it was a '66 Barracuda. In the magazine shot at the time it didn't have a nose yet on it. Willie added that later on. Looks like he added more and more roll cage to it over the years, and finally cut the roof off. He had his '73 Charger SE "Daytona" out at Las Vegas last year. It has a crudely made nose and wing on it, and the same flat black paint job as the Barracuda. He has a kind-of cult following.



Big Willie and the Street Racers of Los Angeles say "Buy American."



car on the street. I know for a fact that Willie lost races on the street, and would take off down a side street so he wouldn't have to pay the guy.

I used to go over once in awhile to the Street Racers location when they'd come down to Orange County on Sunday nights. Willie would see me pull in the lot in my yellow Superbird. And he would come over to me, and talk. If you had a wing car, you were in good graces with him. I think he knew I was the President of the club at the time. A nice enough guy. – Jim Radke

"Do you remember the black and white picture of him with the Hemi Daytona in the wheel ad with the other Street Racer guys standing in back of the car in the parking lot? Willie hated those wheels and tires. He agreed to do the ad only if they paid him, *and* gave him those wheels and tires. After they got done shooting the ad in the parking lot. Willie took the wheels and tires off of the Daytona, and put his wheels and tires back on the car. Then he sold the wheels and tires he took off to a guy named GTX John, who was one of the guys standing in the crowd in back of the Daytona.

"I saw Big Willie run that Hemi Daytona one night out at Lion's Drag Strip. You could see Willie going down the strip in the car - literally. Because as it was going down the strip. You could see all the way from the back of the car up to the dash! The rear tail light panel was cut out of the car. He had small round trailer lights mounted on each side of the rear to act as tail lights to make it legal for driving the

Poor Bobby Isaac... A friend and I were discussing this the other day. Bobby Isaac must have one of the most mis-pronounced and spelled names in the history of NASCAR. The ad below ran in the 1971 National 500 program at Charlotte. Here you have a national champion, in a national ad, and they mis-spell the poor mans name by adding the "S" on the end. Can you imagine an ad like this today for Jimmy Johnsons, or something to that effect? Not only that, but the artists at the ad agency made the same mistake when they cleaned up his uniform, and added his name. You'll notice there is no Dodge logo on the uniform, and on the fender of the Charger 500, they have blurred out all the fender decals. One thing they did not do is change the L-O-V-E tattoos above Bobby's knuckles, which you can still see.

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Bobby Isaacs, NASCAR Grand National Champion, and most of the other major stock car winners for the past 15 years, have relied on Perfect Circle® piston rings for top performance. What's behind this winning record? Precision and reliability . . . qualities that drivers, mechanics and race car builders know PC rings deliver. The Perfect Circle ring sets the winners use are identical to the ones you can buy. So, give your engine a new lease on life. Install Perfect Circle piston rings—and valve seals—to restore the winning combination of new-car performance and power. Get your free "Race Rings" booklet and Perfect Circle race decals. Write to: Dana Corporation, Box 986, Toledo, Ohio 43601.





Steve Powers of Reeseville Wisconsin owns this trio of Aero Warriors. Steve is also the original owner of the Lemon Twist Superbird. He is really kind of a Ford guy, but he always liked Richard Petty and had a '68 Road Runner back then. When the Superbirds came out, Steve decided that he had to have one and that since he knew it was a one year special, that he would have to act quickly. He bought the car at Ernie von Scheledorn Chrysler Plymouth in the Milwaukee area, which is still in business today. He wasn't crazy about the yellow color, but he had to have a 4-speed, and took what he could get. It was a steel wheel car, so the mags went on right away in 1970. The photo above was taken in 1978, and the car looks very similar yet today with the mags and custom racing mirrors. It still has the same paint it had back in the 70's. As I said, Steve really likes performance Fords. In 1974, he bought the Dan Gurney Special shown at top right here in Milwaukee. This car has recently undergone a restoration top to bottom, and now has the stock wheels back on it. In the early 2000's, Steve saw the Cale Yarborough Special advertised in Hemmings in restored condition and would up buying it. Steve also owns a low miles 1971 Cyclone Spoiler, one of 353 built.

Steve is one of the first 100 members of the club, having joined up in November of 1976 and been a member since. So we also want to take a moment and say **“thanks”** to Steve for his many years of supporting the club.



Collectible Corner - What The Heck is It?

I recently won this item on Ebay, and have no idea what its origin was. It is a color sign on cardstock, about 12" x 20" in size. As you can see, it has mounting tabs on it to attach it to something else. I have to think it was for some kind of store display, perhaps for a game or slot car set? The only identification is the word NASCAR in small print. The seller also had a similar sized McLaren Can-Am sign in the same shape as well.

Having collected wing car and racing items over four decades, I have never seen this one. Can anyone help tell me what it came from? If so, write us at superbirdclub@yahoo.com, the club address, or if you want to talk in person, 414-687-2489.

Have an unusual collectible in your closet you'd like to share with the rest of us in the newsletter, send us some photos.

Dave Walden at ECS Automotive Concepts has developed a breakthrough product in corrosion protection for the OEM restorer. To give you a little of the background, Dave has been competing in the OEM Gold category at The Mopar Nationals for several years. His basically perfect 1970 Challenger was dinged in the judging for oily type films on bare metal parts. For the next OEM restoration he did which was a 1970 Valiant 4 door (yes, that's right), Dave knew he would have to take a different approach to metal protection. Since then, he has formulated and created a product that solves bare metal protection issues. It is called Rust Prevention Magic. Even if you are not performing a high level restoration, this is a product is a no brainer to use, and very easy to apply.



The product comes in a 8 ounce tub and costs \$34.95, which will give you more than enough to do a car. To apply it, you simply heat the metal surface you want to protect with a heat gun or hair dryer. Target temperature of about 120 degrees. The RPM product is a paste that kind of looks like car wax. It will liquefy when applied to a warm surface. It then can be brushed on and will look wet, so you can tell where you have been. In a case of a long item like a drive shaft, by the time you get to the end, the other end you started on will be dry. The product leaves absolutely no film and is undetectable. If you get too much on, you can simple reheat and wipe it off. The protective coating will remain. Dave says that after working with the product for ten minutes, you will be an old pro.

RPM can be used on just about any bare metal component. Suspension pieces, under the hood hardware, driveshaft, rear axle U-bolts. It also works on aluminum.



So how well does it work? Well the product has been in development and use for two years and seems to hold up extremely well. Parts treated on the Valiant that were done a year before installation last summer are holding up great.

At left is a test that Dave performed on two identical pieces of bare metal, one treated and the other not. Both pieces were submerged in water for ten days. You can see the results.

A number of people have tried the product on their cars and are raving about it on the message boards like moparts.com I have not heard one negative comment about the product anywhere. One fellow who is a design engineer with no connection to the company, put the product on an OEM tie rod and ran it through extensive salt spray and humidity testing and said the product performed well. I am sure there are plenty of non-automotive applications the product would work well on.

You cannot paint over RPM. It will repel the paint and it will not adhere to the metal surface. But you can use it over your painted parts for added protection. For previously treated parts that need to have paint daubs or inspection marks applied, you must apply some lacquer thinner to the small areas that must be painted. Put the paint marks on those bare areas that have been wiped with solvent. After the paint marks dry, re-treat those areas with RPM. It will not hurt the new paint and everything will be sealed and protected from moisture! This can all be done within a 24 hour period so you won't have to worry about the parts rusting again.

RPM has been used it on disc brake calipers as well as the head-pipe on Dave's Valiant. "It can't drip off because it is applied as a thin film. Even if you tried to apply too much material, the excess would flow and run off of the part. It might turn shiny again if it is exposed to constant heat but it will go back to its normal (inconspicuous) appearance once the part cools off again. It was not developed for components exposed to constant (direct) heat such as exhaust manifolds. Those type of areas have never been tested. It does work well on bolts and pieces located in the engine compartment".

The product can be ordered direct from ECS Automotive Concepts at 855-532-7846, or through their website at ecsautomotive.com By the way, Dave's Valiant 4-door scored the highest ever point total at the Mopar Nationals in 2010.



Gary Beineke reports that their 1971 Daytona ran at the Maxton Mile in North Carolina this month. Gary ran 193 mph in the car. His wife Pam clocked in at 188. Their ultimate goal is to run at Bonneville this September which will be the 40th Anniversary of Bobby Isaac's runs in the #71 car. I asked Gary what the car felt like at speed and here is his answer.

"Maxton, the runway, is very bumpy. It's basically a patchwork of asphalt and concrete that's been in need of a repaving for 30 years. While Maxton has events scheduled for May and June, we've decided to hold off putting the 2.94 chunk in the rear and run at the Loring AFB in Limestone, ME at the bomber runway held by the LTA(Loring Timing Assoc-www.lta-lsr.com). It's a standing 1.5mile course, and as smooth as a pool table.

Loring will be our warm up for our Sept trip to Bonneville, which marks the 'to the day' 40th anniversary of the Bobby Isaac record runs. The 2.76's and .90 od gear calculates roughly at 240mph.

"At speed, the car handles as if it were on rails. This is due in large part to our time in Aerodyn Windtunnel in Mooresville, NC. We went in the tunnel with a factory spoiler for a baseline. The car was generating 683lbs of lift in the front. Fortunately I had fabbed a larger, Nascar style, spoiler for testing purposes. This spoiler produced 236lbs of lift. It was Gary Romberg, (he made time to come by and see how the full scale version of the 71 Daytona faired in the tunnel.) that suggested moving the spoiler 3" forward. At 75 years old, Romberg hit the floor of the tunnel taping up a new spoiler for testing; 40 years after he worked on the 3/8th scale version for Chrysler. That did the trick, we had downforce up front. Total horsepower saved via aerodynamic changes...98HP and a stable, easy to control car. **Top to bottom: April-stock spoiler May-larger spoiler June-after Aerodyn larger spoiler move forward 3" All three are at speed 181, 192, 193 mph respectively.**

"It was the lessons learned in the windtunnel that allows both Pam and I to run at over 200mph with only one hand on the wheel and the other poised over the parachute lever. I will say, that the first time licensing at 125, 150, and 175, stuff was happening so fast, it was sensory overload. After a few more runs in the lower 190's, your brain speeds up which allows for more information to be gathered, like reading your gauges :-)

"However, last September we ran at the Darlington Historic Race Festival at Darlington Raceway. We ran a little over 100mph, just for exhibition. That was far more intense than land speed racing. Especially since Charlie Glotzbach warned me (teased me) that I was going to hit the wall. With no geometry changes to the front end, it was a ton of work to keep it from running up the bank and getting into the wall. Darlington's reputation of being too tough to tame is true.

"This is Maxton's last year for LSR, until further notice. Currently the East Coast Timing Assn is looking into other venues. They've even talked about a Winter event in FL.

"When Pam and I visited Maxton, the year prior to building our car, we asked how long does it take to get used to the speed...they said it's an individual thing. For me, about 6 runs; for Pam..well, she thought her 188 run at Maxton was only 150...and her during her 157 run at Loring last year, she was checking out the scenery :-)" - Gary Beineke



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

For Sale: 1969 Dodge Daytona. 440, 4-speed, car #347 on the Creative Industries ship list, F6 green, black interior, white wing, 69k original miles. Fully restored and concours detailed top to bottom. Dana 60 with 3:54 gears, new rubber weather stripping, carpets, seat covers, original sheet metal except for trunk pan. All chrome and stainless trim restored. The NOM engine, numbers matching 4-spd transmission, and Dana 60 rear-end have all been rebuilt. The brakes and front suspension were re-done. The entire undercarriage has been detailed, as was the rear suspension. Well known magazine and calander feature car. Engine bay is 100% correctly detailed for the car. It also has a complete Gardner exhaust. This car is fast, tight and handles well. Eligible and welcome for any major concours event. Price reduced to \$179,900. Call John at 845-405-3624 or email f6daytona@aol.com 08/11

2009 40ft all aluminum enclosed custom bumper pull trailer. Built for 2 wingcars. Triple axle, alum wheels, two alum wheel/tires spares, LED lighting. Comes with new Drawtite 15K weight distribution hitch. My Ram 2500 diesel gets 1 mpg better hauling this with two cars than when hauling my enclosed 28 with one car. \$22,500. Located in Mass. 781-784-1353 email to g-series@comcast.net 08/11

1971 / 1972 Road Runner / GTX / Satellite parts: Front bumper, solid, straight w/one small dent on the front-right side, great core to rechrome or to paint body color. \$50/offer, prefer local pick up. 1971 / 1972 Road Runner / GTX / Satellite side rear windows & mechanisms. Improved design with glass, both sides. \$50, prefer local pick up. 1970 Coronet / Bee parts: R/T LH rear marker light assembly Lens looks good from the outside and has one screw hole broken out on the backside, housing chrome is shiny with some pitting. Inside cup/bracket included in exclt cond \$20 '70 Super Bee / Coronet 440 LH tail light assembly, Lens in exclt cond, housing has some blemishes. Bulb sockets included. \$35 1970 SuperBee / Coronet 440 LH tail light lens Exclt condition. Screw holes intact. \$20 1969 Coronet, Coronet R/T, Super Bee quarter panel end cap. LH (driver's) side. LT 2900917 46430 with factory screw hole on the bottom. Very good condition, bottom stud broken off halfway down the threads. \$30 Small block mechanical fuel pump KEM # 1088, One barb fitting, one threaded. New in box. Gasket included. \$15 B&M transmission fluid SuperCooler New in box, Part Number 70523. 11" x 3.5" overall size. Rated for 10,000 # GVW, \$10 Pic's available for all parts. Shipping extra if required. Contact Dave Kanofsky. Prefer email: kilrb70@yahoo.com, or call 708-289-6947. 08/11

For Sale: Reproduction Ford Parts, 1968-69 Torino Fastback Tailight Bezels \$225.00pr
Ford FE dipstick tube C7OZ-6754-A \$19.95, 1968-70 Chrome twist oil cap C8AZ6766B \$39.95, 1968-70 PCV tube C8OZ6758BR {428} \$75., 1969 Exhaust tips C9OA5263A \$169.95pr, 1970 exhaust tips D0OA5263A \$169.95pr, 1969-71 ram air seal DOGY9B625B \$295., 1970-71 ram air shaker seal \$195., Ram air vacuum motor \$125., Talladega engine code decal DF1318 \$4., Talladega sales folder \$8. Trunk drop downs 1968-69 & 1970-71 \$250.00pr We carry many more parts in stock. Please e-mail for complete list Joe Gibbs Hot Rod oil. The right amount of Zinc {Zddp} for our cars along with a military additive for storage. Synthetic oil 10w-30 or 15w50 \$100 for club members { \$120/retail } Conventional oil {still with the Zinc & storage additive} 10w-30 or 15w-50 \$85.00 {retail \$97.00} 1case is 12 quarts Contact Marty Burke 7177 CR 1135 Leonard Tx 75452 mburke6662@aol.com 08/11

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@absoluteftp.com 06/11

Wanted: build sheet for my 1967 Hemi Satellite convertible RP27J77146680. I have build sheet RP23D77144994 if you own this car. Al Wippermann, 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 Many pics avail by email.

For Sale: 1970 Plymouth Satelite 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 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

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 139th 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 1st or 2nd 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: 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. \$29900 OBO. Located in Wi. Call 262-367-1592 or email to moparsrus@gmail.com for pictures. 08/10

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 or call us Real Time Engineering, 19352 Hilton Rd. Springdale. AR 72764 (479) 756-2757. 05/10

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. 08/11

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 08/11

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: MoPar stock car parts: Pair of 15 x 9.5 Nichels wheels, upper control arm hardware, Nichels modified dual master cylinder, one piece strut rods, Pitman arm, idler arm, brake shoes & springs, wheel cylinders, Stant radiator cap, white top with black, rated @ 20#, has "safety lever". Red race hemi spark plug wires, may say "Packard" on them. Call Greg 586-243-7029, email: 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

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 08/11

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 mops2@bellsouth.net 08/11

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 for pictures. Call 860-350-6864 any time. 08/11

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 or at 860 424-6125. 08/11

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 08/11

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 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 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 08/11

Editor's Note: I have cleaned up the ad page and removed old ads. If you wish to run or continue an ad, please send me a note or email to superbirdclub@yahoo.com

Mopar Action magazine has some nice Superbird stuff of late. The June issue has a feature on Jim Bodanis' survivor Vitamin-C Orange Superbird. This is the car that John McBride owned in the late 1980's.

In addition to the newsstand copy, Mopar Action has an online feature of Jim's Bird on their website with great detail photos. If you want to see what a real survivor looks like, check out www.moparaction.com Click on "In Print" and then "Issue Extras".

Also in the new issue of Mopar Action (August) issue, your DSAC editor has penned an article on driver Ramo Stott, and his original #7 racing Superbird. It's a nice article with some great old photos from the Stott family collection. It has just hit the news stands this week ending April 23.

2011 DSAC MEMBERSHIP FORM

11

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Your Worst Nightmare... well, maybe fire would be your absolute worst nightmare.

But what happened to Carl Swanson's Daytona recently has to rank right up there. Someone ran a stop sign and you can see the results. Carl lives in Virginia Beach Virginia is the original owner of the car. The Daytona is very unusual being painted code Y4 gold from the factory with a green interior. It's probably the only one in that particular combination. Carl bought the car new in Florida. Being a Navy man, the car later followed him to Colorado, Hawaii and Washington state.

As you might guess, Carl is looking for some NOS parts to put "Goldie" back the way she was. Carl writes, "I am pursuing any lead I can. Looks like we need the nose ,headlight buckets, Z-brackets, the pan underneath connecting the two finders, the spoiler, and the top tray. In short just about everything forward of the radiator has been bent, twisted or smashed. Oh, also the drivers side finder. The hood has a slight bend in one corner, but seems to be fixable."

If you can help or have any leads on parts, Carl's phone number is 757-822-3094. His email is dncswans@gmail.com We wish Carl the best towards getting his car back on the road after what can only be described as a traumatic experience.

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Gary and Pam Beineke's Beautiful 1971 Bobby Isaac Tribute Daytona at Rest – Story inside about their preparation for Bonneville Speed Weeks in September 2010. Note the aero skirts on the roof. Even though you have that huge wing on the back the rules still require them.