

May – June 2011
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TALLADEGA
CYCLONE SPOILER
Registry

DAYTONA – SUPERBIRD AUTO CLUB

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Aero Cars at the Brickyard 400 – July 29-31

This new event has come together unexpectedly and very quickly. We were contacted by the Indianapolis Motor Speedway a couple weeks ago. They are interested in doing a display of Wing Cars and Aero Fords for the Brickyard 400. It is a wonderful opportunity, and I knew that interest would be high. In the first 72 hours after announcing this on the internet, over 50 cars have already committed to come.

The dates are Friday July 29th, Saturday the 30th, and Sunday the 31st. We will display at the track all three days. All cars will be inside the oval, so you will be able to participate in any of the race weekend activities.

The track will be providing weekend passes and tickets to Sunday's race to our attendees bringing a participating car. You will need to let me know you are coming, and who will be attending. Please call or email me to confirm you are coming. Here is the schedule:

Friday is a practice day at the speedway. I expect that we will have enough cars on hand to get on track for parade laps.

Saturday is qualifying day and there is a two hour break between qualifying and final practice, During this time, we will be able to get on the track for parade laps.

Sunday is race day of course, and schedule permitting with NASCAR, there will be another parade lap before the race. You will then be able to watch the Brickyard 400 race from a grandstand seat should you care to do so.

Saturday and Sunday are the big days from the tracks perspective. So if you cannot make Friday, you will still have plenty to see and do at the race track. The cars will be in a secure area, so you will be able to enjoy the weekend at the track. Also participating will be several cars from the Grand National Vintage Racing club, so there will be old stock cars on hand as well.

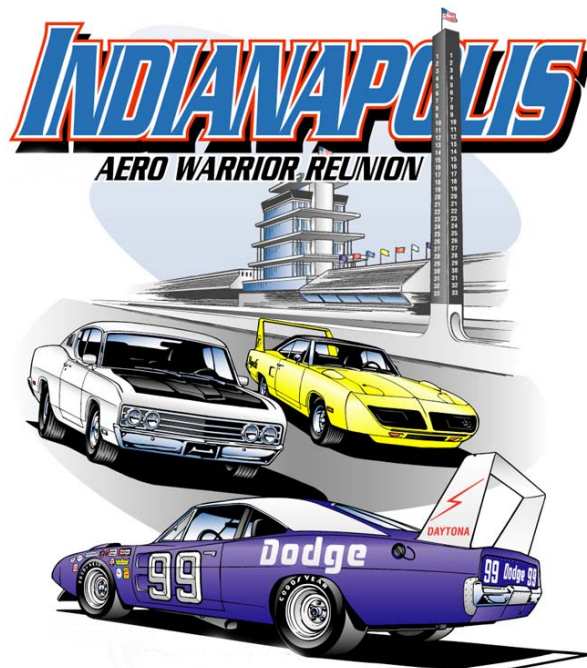
The hotel we have lined up is the Wingate by Wyndham, 5797 Rockville Rd, Indianapolis, 46224. The phone number for reservations is 317-243-8310. Rooms are in a block called "Aero Warriors". The rate is \$99 per night. Trishia or Liz are our contacts. Should this hotel sell out, we will have a second hotel option. Call me at 414-687-2489 if you need assistance.

Other activities in town at Lucas Oil Raceway (IRP) are an ARCA race on Thursday, a NASCAR truck race on Friday, and a NASCAR Nationwide race on Saturday. IRP is just a few minutes west of the hotel.

So who is in? This is a fantastic opportunity to be at a premier event on the NASCAR tour, and to be able to drive your car on the Indianapolis track. Please confirm your participation by phone at 414-687-2489 or email to: superbirdclub@yahoo.com

*** Last Call for 2011 Member Renewals ***

We collect our member dues for 2011 from January through May. Membership dues are \$25 worldwide. Check your mailing label. **If it has a black dot next to your member number, it means we have not recorded your 2011 dues. Also, if at the top, it says "10", you are due for renewal.** The membership renewal form is on the inside of the back cover. If you are outside the U.S. you can use Pay Pal (send to paydsac@hotmail.com or send check/money order in U.S. funds drawn on a U.S. bank. Call or email if you have questions. If you've just joined the club recently, your 2011 dues are already paid. Also, if you would like to renew for two years, you can do so at \$45 for which will take you through the end of 2012.



June 22-25 Cleveland OH, DSAC and Winged Warriors National Meet, see last months issue for full details.

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

July 16-17, Belvidere Mopar Happening, at the Boone County Fairgrounds. Sponsored by the Chicagoland Mopar Connection
Info: www.chicagolandmopar.com or call Dean at 847-878-0204.

July 24, New Berlin Wisconsin, Annual DSAC Club Picnic will be held at club headquarters this year. Starts at 2 PM to 7 PM. Food, games and fun provided by the club. Please RSVP to Doug Schellinger, 414-687-2489 or superbirdclub@yahoo.com.

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

August 20-21 New Hamburg Ontario, Moparfest, Canada's largest all Mopar show at the New Hamburg Fairgrounds. For more info, call 519-342-1284.

September 4, Ocala FL, Mopar Insanity car show held at Don Garlits Museum, 13700 SW 16th Ave, \$12 group rate gets you in to the Museum of Drag Racing and the Museum of Classic Automobiles. Info: www.semopars.com

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

Sept 23-25: Indianapolis IN, Monster Mopar Weekend at Lucas Oil Raceway. Winged Warriors Club Fall Meet, special parking for wing cars, track laps on the oval on Friday and Sunday. More info to follow. www.monstermopar.com

Sept 24-35: Darlington SC: Historic Racing Festival Info: www.darlingtonraceway.com or call 843-395-8900.

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.mcaen.com or call Bob or Vicki Ashton at 586-549-5291

Small World

It never ceases to amaze me how the world is pretty darn small, and seems to be getting smaller. My day job entails staffing a customer tech line for a line of frame and body equipment. One of the more interesting calls I chuckled about several years ago was a caller (who did not know me) who heard that we had originally manufactured the Superbird and Daytona scissors jacks (we didn't). Another was a couple years ago when Lem Blankenship who owns a body shop in Keokuk Iowa called for parts on a frame rack, and I picked up the phone. Lem happened to drive Ramo Stott's Superbird six times in USAC, and I was pleasantly surprised to be able to speak to him.

The latest occurred was when I recently came back from lunch and my partner on the tech line gave me a phone number and said, "You need to call this man, he's talking something about Superbirds". I called the man, Bruce Ogle in Pikeville Tennessee. Bruce described that he had owned a Superbird in the early 70's. As he described the car, he said it looked like a race car with number 50 on the doors. I knew by the details that I had recently seen a photo of it on the Randy Ayers NASCAR car model message board. The photo from the internet, shown above, was taken at Talladega in August of 1973. The question on the model car forum was whether the car was a real Superbird, as there were no fender scoops, no a-post windshield mouldings, a roll cage, and apparently no back glass. Well here's the story.

Bruce says he bought the car as a burned out wreck for \$400 in 1973. He rebuilt the car into a race car replica with a home built cage, and a Hemi engine. The name on the rear quarter panels, Tennessee Valley Auto Parts was Bruce's salvage yard.

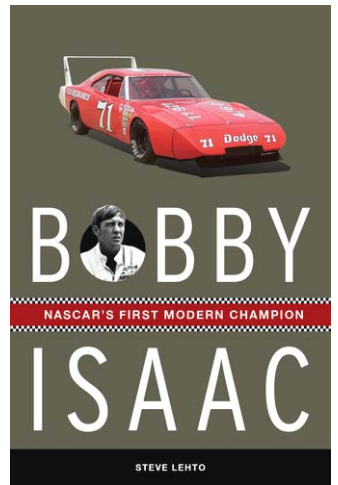


The car was used to promote kids staying out of trouble, get them interested in auto racing and steering clear of drugs. With the help of some local sponsors, Bruce formed a club called the USA Kid Racing Fan Club which was based at nearby Smoky Mountain Raceway. Bruce knew the former general manager of the track, a man named Don Naman. Mr. Naman went on to take over Talladega Superspeedway, and in 1973 invited Bruce to bring the Superbird to the track for display. That's where the photo was taken and how the car came to be there on that day.

Knowing now that the car has been fire damaged, it's easy to see why the fender scoops are not present, as well as the back glass. Bruce's daughter, Missey Ogle, age 11 is shown riding in the back of the car. I asked Bruce what happened to the car, and he said he had sold it in the 70's to "a boy in Tellico". Well, that made it easy, as there's only one person in Tellico Plains Tennessee with aero cars, and he is our friend Mike Atkins. I called Mike and asked what happened to the car, and he said, "I'm looking at it right now". Mike reports the fire did a lot of damage to the car and it is pretty rusty right now, and not really repairable. But it's still lettered up like it was when Bruce owned it. Another small world tale.

Bobby Isaac Book Now on Kindle

We received a note from Steve Lehto who authored the book on Bobby Isaac – "What Speed Looks Like" back in 1999. The book is long out of print. Steve says there is now an electronic copy available from Amazon to use with their Kindle electronic book device. Steve has added a chapter on the experience of driving Bobby's #71 Daytona on the roads surrounding Talladega Superspeedway, which he admits was "a pretty cool experience". (I'll bet it was.) The book has been renamed "Bobby Isaac – NASCAR's First Modern Champion". The Kindle version costs a whopping \$2.99. To buy it, go to Amazon.com. Click on the Kindle Store and type in Bobby Isaac in the search bar. It will come right up.



Steve also has an excellent book available in conventional book form on the Chrysler Turbine car which you can buy on Amazon, or obtain through your local book store.

Doug Schultz's Talladega



Doug Schultz from California owns this racing Talladega. For years, it has been painted as David Pearson's #17, but recently, Doug determined that his car is not necessarily a Pearson car, although the restorer who rebuilt the car presented it that way. Doug has been tracing the history and so far, can take it back as far as a James Hylton 1970 Torino, which went to Rick Newsome after that. It was in Newsome's yellow #20 war paint when it was restored. At that time, the 1970 body was pulled off and replaced with 1969 skin, and restored as the #17. It is a real Holman-Moody car. Doug had thought about making it into a 1970 Torino, but for now has decided to have some fun with a #98 Lee Roy paint job. I think it looks great. The car has a Boss 429 engine and is race ready. Hiding in the garage behind the car is Ray Elder's #96 Charger which Doug has recently restored. I'll try and feature something more on these cars in the next issue.

(The following article appeared in the October 1, 1971 issue of the NASCAR Newsletter)

“While NASCAR Grand National cars were at Talladega Alabama recently, orders for more than 20 new Grand National machines were placed with car builders Steve Mirabelli and Brian McLernon of Trenton New Jersey.

“The contracts were placed by car owners who wanted exact models of their racers that compete on the Grand National circuit. You guessed it, Steve and Brian are model car builders. They had more than 60 exact replicas of GN cars on display at the Alabama Intl Motor Speedway prior to the running of the Talladega 500. The miniature racers, built to true scale are complete with all accessories. They can't be purchased in kit form. A basic stock scale model must be dismantled and reassembled in much the same manner as the regular track car is constructed by regular race car builders. The end result is a beautiful work of art that takes an average of 40 hours to complete.

“The array of cars on display at Talladega included racers from 1962-1971. Many of these were hard to come by. Brian McLernon explained why. “Model companies sometimes produce a certain model in limited numbers. To get the cars we need, we buy models from other builders and tear them down to get what we need. At present the 1969 Torino and 1969 Charger models are the hardest to get.” If anyone has these mentioned models for sale, write Steve Mirabelli and Brian McLernon...”



Steve and Brian With Model Collection

Editors Note: If Steve Mirabelli's name seems familiar, it should be. He is also the artist that drew the “Wing Warriors” posters along with “Thrones of King Richard” and “Ford Fastbacks” in the early 1990's. I am amazed how these guys were able to letter these cars. Today you can buy decals for very obscure racing subjects, but there was nothing like that available back in 1971. I subsequently tracked down Steve, who today works as a senior fabricator for Hendrick Motorsports. Steve says that he still has a lot of his old models yet, and he and Brian who works as a professional photographer in Oregon are still good friends. Steve told me a couple of good stories, which I'll let him tell.

“Back when the NASCAR newsletter was printed I was contacted by a fellow in South Carolina who built models too. We soon exchanged model cars. We lost touch but he found me again in 2004. By then I had been living in North Carolina since 1997 and had been working in racing hanging bodies. In 2002 I landed a job at Hendrick Motorsports where I am today. Kurt Romberg's (in charge of aerodynamics for Hendrick) office is about 30 feet from where I work. This fellow decided to visit me at the shops and he brought me back the model I had given him nearly 40 years ago. It was the #99 Charlie Glotzbach Dodge Daytona. I had forgotten all about this car. I placed the car on my tool box and went back to work. That same afternoon Kurt Romberg was giving a tour to some people and who was in the group, but his father Gary (aerodynamicist for the wing cars). I couldn't believe the coincidence. Naturally I showed him the car and he got a big kick out of the car and story. (True story #2 below.)

“About two years ago I was refurbishing my driveway with pavestones when I noticed what looked like a big piece of cardboard on the side of the road down a few feet from my property. I went to investigate only to find that it was a large piece of rusty metal. I picked it up and realized that it was a car hood, and a familiar one at that. It was a hood off of a 1970 Dodge Charger. Closer examination revealed 3 hood pin holes and welded metal covers over where the signal lights went. At first I thought this was off of an old Saturday night race car. Then I notice along the front edge of the hood there was a fabricated steel strip (unique to a race Daytona hood to close it off and keep air from getting underneath) where the front edge of the hood meets the nose, with the remnants of some bondo and paint. The paint was white and there was a gold rally stripe on the left side. I soon realized this hood was off of the #3 Ray Fox Dodge Daytona driven by Fred Lorenzen. What the heck are the odds of that hood blowing off of a scrap truck on to the front lawn of one of the few people who would even know what it was. I hung the hood in my garage. Pretty strange, huh?” - Steve Mirabelli.



(Editors note - Another one of those small world deals.)

M & H Electrical Fabricators manufactures a line of reproduction wiring harnesses for 1964-1974 Chrysler, Dodge and Plymouth Muscle Cars. They are manufactured to OEM specs and are said to be identical to the original equipment harnesses. They use original style connectors, terminals and sockets. The harness is wrapped with the correct wrapping material (i.e. non adhesive vinyl tape, cloth tape, paper braid, plastic conduit or tar dipped loom) to ensure a factory appearance.

Under dash harnesses are only made by M+H and only sold through Year One, 800-950-9503 . They are not sold direct. In my opinion, M&H is a good choice for your wiring needs. While everything in life isn't perfect, some of their harnesses have issues; minor, but annoying at times, especially if you don't double check it against a service manual, or your existing harness. A continuity check with a meter is a must for anyone's harness. I've used their E and various year B body harnesses with little to no major issues. My 70 B-body dash, engine, light forward, and rear light harness tested and installed with no issues other than a change in some ground bayonets, because the holes were too small for the existing fasteners. The only harness I had issues with was the Chrysler NORS column harness. It needed a few wires rerouted in the pin harness. It was obviously wired wrong compared to my old harness, and the factory service manual. But everything was tested before install, so that I had no issues when the car started. When you purchase your M&H harnesses from Year One, they offer nice reprints of your cars major electrical lay-out for about \$20. If you don't have a factory service manual, they are handy for confirming/troubleshooting.

Bill Evans in Erie Pennsylvania is another reputable supplier who can supply the engine harness and other non-dash harnesses. I installed one of his engine harnesses on our Superbird some years back. His contact info is: Bill Evans. 8835 Parson Rd, Erie, PA 16509. phone (814) 864-2622. Web page is www.evanswiring.com

Goodyear Trailer Tires and Trailer Maintainance -

Since we are getting into the car show season, and rolling down the interstate with car trailers, here is a tip to keep in mind that I found on Goodyear's website regarding their Marathon ST trailer tires. The bulletin says:

Based on industry standards, if (Goodyear Marathon) tires with the ST designation are used at speeds between 66 and 75 mph, it is necessary to increase the cold inflation pressures by 10 psi above the recommended pressure for the load"

Do not exceed the maximum pressure for the wheel. The cold inflation pressure must not exceed 10 psi beyond the inflation specified for the maximum load of the tire."

I interpret what they are saying is that you can increase the pressure in the tire up to 10 psi over the rating on the tire sidewall. Since speed equals heat, increasing the pressure slightly will keep the tires cooler. Trailer tires are always a sore subject and it seems its kind of a crapshoot. But trailers sit a lot and tires are subjected to UV deterioration. I also feel that a lot of tires fail on the road due to simple under inflation. I've always heard that a little more air is better than not enough. And if you haven't done so, it'd be a good time to check your wheel bearings and repack them if necessary.

Got Black streaks on your car trailer? If it's been sitting outside for a while, you probably do.

Here are a couple of different options to keep your trailer looking good. Home Depot sells a product called Spray Nine to use on the streaks. You should mist the side, spray the cleaner and then wash with a brush and car wash soap. Pledge also works well at removing them by hand once the unit is clean. It also works to clean alum & vinyl siding.

Another choice is to go to the the Dollar store (no joke) and pick up a bottle of "Simply Awesome". Wet down the trailer, spray on the Simply Awesome from the top down and do a 4 ft section across then just use a long handled brush and wipe it with soapy water and rinse. All streaks gone and you don't have to rub with the brush either. Works better than Simple Green and much cheaper too

The trick to keeping your trailer clean, if you are really ambitious, is to start with the roof. You'll get fewer black streaks that way.



Well it all started with a snow day in February when the Midwest got slammed with a huge storm. DSAC member Scott Faulkner decided to tackle an exhaust leak and cam change in the 440 in his Superbird, as he was not happy with the Mopar Performance Purple shaft cam. And that's when the fun started... I have been following along with Scott as he has been posting on DodgeCharger.com

February 3, 2011: Well, the engine is now down to the short block and I found some alarming things in there. First of all, I found my exhaust leak – can you see a leak path? Second I pulled off the timing chain and the crank key came off in 2 pieces! See the key and the what's left of the keyway in the lower timing chain sprocket! It's hard to believe that this thing was running like this! The lower timing gear was working back and forth on the crank and beating the key/crank/sprocket/oil slinger/and ultimately the damper into oblivion. Well the crank bolt was tight, and installed correctly. The issue was the crank bolt washer.



The damper is fully pressed onto the crank trapping the oil slinger and lower timing sprocket. The outer lip of the damper where that the washer contacts, is only 0.015" to 0.020" higher than the center of the crank where the bolt threads into. Soooo..... when the bolt was tightened it was pushing against the damper like it should have, but it deflected at least the difference between the crank and damper. When I held the washer against a straightedge, it was still "conical" and deformed. I turned it over and put it on backwards, torqued the bolt again and the damper seated against the sprocket. Note to self: When bolting any damper in place don't just rely on the torque of a fastener. This \$2.00 washer killed my crank and is getting very expensive! My dilemma, how should I fix this? I'm not comfortable with the crank keyway, the crank is already been turned 0.020 under so I would not likely want to invest much to have the crank repaired.



February 17: The engine came out with the help of my friend Shad. As I completed a little more digging into the engine, here is the list of things to be replaced/fixed to make this engine "right". After this eye opening experience I really want to fix this engine and not cut any corners that could come back to bite me. Here are the areas needing attention: Crankshaft, Damper, Timing gear, oil slinger half the rocker arms, cam and lifters, Cylinder bores/pistons (already bored 0.030), exhaust manifolds, clutch and throw out bearing. Since the rotating assembly is now toast (except for the rods) and an overbore is needed, I decided to go with a Hughes stroker kit and replace the entire assembly including an aftermarket damper. This will give me an almost new long block (only reusing the block and head castings) with a displacement of around 498 CI. Heads ported to flow and a cam/valvetrain matched to this combo, and a new clutch assembly that will be balanced as part of the total rotating assembly. I have already purchased new exhaust manifolds from Year One and am quite impressed with them. They are the 68-69 HP castings. The drivers side is a direct match functionally, except there is no provision mounting the heat stove on it. The passenger side exhaust flange is clocked about 90 degrees from the 70 manifolds, but is parallel to the ground. I will simply cut the flange off of my H pipe and reposition it once I get to that point, then re-weld the flange. I won't be using the hear riser valve anyway so that won't be an issue.





May 10: Here is the bay I am working in. Still working on the prep work for assembly, I had the crank drilled for my 4 speed but am using the modern (truck) pilot bearing.



June 3: I took vacation for a 3-day assembly weekend! Got the crank in, It is now officially a Stroker motor! It's a 1976 vintage block. My old block 440 was a little thin after sonic testing for a second overbore.



June 4: Now to degree the cam, do a little more clearancing on the block for the rods/crank I have a complete short block! Bolt on and paint the heads then start setting up the rockers. Very time consuming process on the rockers compared to the stock ones but they should be good for a few extra ponies when complete!

June 5: I have to finish spacing the rockers on the passenger side and get the pushrod length set, I'll take a few more pictures of that process and post them in the next few days.

I had not planned on this extensive of a rebuild, but I only want to do this once. Since I do drive this car and have logged 10,000 miles on this current setup over the last five years with the unplanned variable valve timing. I should be improving the performance of this car significantly, and still be able to drive it anywhere, anytime until I'm too old and feeble to push the clutch pedal in anymore!



June 9: Well, we're going to print so we have to take a break. I can tell you that Scott is thrashing on this engine assembly to get it in the car, and drive the car to the National Meet in Cleveland. I expect that he will make it, and I will be the first to buy him a beer when I see him. Nice work Scott, and we will see you in Cleveland.



I'm going to tell you about a 1968 Dodge Charger with a special history. The story begins in 1967 when race car driver Don White from Keokuk Iowa won the USAC stock car points championship. Don drove the factory Dodge for Ray Nichols at the time, and his achievement was rewarded with his choice of a brand new Dodge Charger. With choice of options wide open, limited only by the stroke of a pen, Don chose a loaded up 440 powered Charger R/T. Today, a Hemi and a 4-speed would seem to be an easy choice. But at the time, Don knew the Hemi would be difficult to live with daily, and he wanted the car to be able to be driven by his wife Verna. So a 440 automatic car it would be.



The Charger was built in late November 1967 and personally delivered to Don by Dodge president Bob McCurry. There are press photos showing Don taking delivery. Don is also holding three 1968 Charger promotional models – one for each of his three daughters. Don owned the car for quite a few years into the mid-1970s and it was regularly seen around Keokuk. At that point the car was sold. As the story was explained to me, over the next two decades, the car changed hands many times, even a couple times in and out of Don White's extended family. To be honest, I lost track in my notes at eight ownership changes!



In any event, the car left the Keokuk area for years, but it seems there were people who kept track of it. By the early 1990's, the car had returned to Keokuk and eventually found its way to Don White's daughter Barb who still owns it today. Don and Barb are shown with the Charger above. Don is also shown in his Daytona race car at left. As I mentioned, the car is well loaded up, with power windows, air, tach, wood grain wheel, AM 8-track and three speed wipers. It has no console, a black interior with fold down buddy seat. The color is XX1 Sand Beige. It is pretty much bone stock, but has an electric fuel pump that was added by Don. The original spare is still in the trunk. The car has about 100,000 miles on it.

It has had some cosmetic attention though the years but is not restored. It remains in very good condition. It's just a real neat Charger with a great history behind it. I hope Barb is able to keep it in their family for a long time to come.

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 calender 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 mps2@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

1971 Greenville 200 on You Tube

If you have internet access you will want to check out this race that is on YouTube.com It is the first flag to flag live broadcast of a NASCAR race. It was a one hundred mile event that took place on Easter Saturday 1971 at the half-mile Greenville Pickens Speedway in South Carolina. The video quality of the broadcast is exceptional. Chris Economacki and Jim McKay call the race from the booth. Ken Squier and Lee Roy Yarbrough (who did not make the race with mechanical problems) are the pit reporters. I won't tell you who wins the race, but it isn't Richard Petty. Charlie Glotzbach is driving an unusual 1970 Coronet, and there is an interview with him during the race. The one hour and twenty eight minute broadcast is also complete with commercials which are quite enjoyable to watch. Anyway check this out, you won't be disappointed. Go to www.youtube.com and in the search bar, type in 1971 Greenville 200. Click on the one that says "full version".

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11

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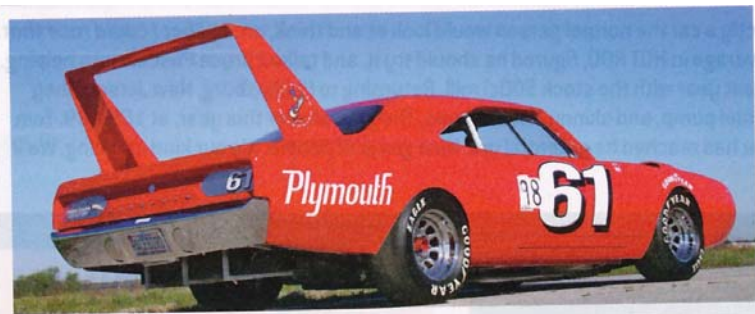
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Tim Hunter's Superbird In Hot Rod

Tim is a DSAC member and recently raced his Superbird at the Maxton Mile in North Carolina. Tim says he will be bringing the car to Indianapolis for the meet at the end of July. His car is in the latest issue of Hot Rod magazine.



> Tim Hunter of Wake Forest, North Carolina, bought this '70 Superbird clone that had been built by former Grand National racer Dave Warner as a street-going version of what Tim called "an old Saturday-night car, not a Cup car." It's powered by a 440 and a 727 and has a Winters quick-change that was set with a 3.24 final-drive for Maxton. The car was safety limited for top speed but ran 137.878.



Mopar Trim Ring Tip

I was recently contacted by someone asking about some NOS Chrysler 15" x 7" rallye wheel trim rings. Upon seeing the photo of the ones in question, I concluded they are actually 15" x 6.5" rings. What is confusing is that Chrysler began issuing the 6.5" rings, but kept the 7" part number.

There is a noticeable difference between the two rings when mounted on the car. To tell the difference, lay one flat on a table and measure the depth or height of the ring. Real 7" rings will measure approx 3 1/8" tall. The later 6.5" rings are apx 2 3/4" tall.

Also, I've only seen "true" original 15x7 rings in parts bags, never in a box. 15 x 6.5 rings were shipped with cardboard around the outside of the trim ring and clear plastic on the top.

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Below: A beautiful photo of the starting lineup at the National 500 at Charlotte, October 11, 1970

