

May-June 2016  
www.superbirdclub.com  
email: superbirdclub@yahoo.com

TALLADEGA  
CYCLONE SPOILER  
*Registry*

## DAYTONA – SUPERBIRD AUTO CLUB

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

### Last Call for 2015 DSAC Member Renewals – see page 11 for renewal form

It's membership renewal time. 2016 membership dues remain \$25 worldwide, or two years for \$45. Club dues run on a calendar year basis from January to December. We collect the dues between now and May. You can tell if you need to renew your membership by looking at your mailing label on the back of this issue. If at the top, it says "15", you are due for renewal. If it says "16" or higher, you have already paid for this year.

**A black dot on your mailing label means this is your last issue.** The renewal form is on the inside of the back cover. You can pay by check, money order or Pay Pal. (send to [paydsac@hotmail.com](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 2016 dues are already paid. If you are on the computer regularly, you may want to also have your newsletter e-mailed in color. If you do not want the hard copy snail mailed, please check that box on the renewal form and it will save a stamp. You still have the option to receive the both printed and email edition if you want it. Thank you, and we appreciate your support.

### 2016 National Meet - September 20-25<sup>th</sup>, Springfield Illinois

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

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

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

The hotel that we have a room block is The Carpenter Street Hotel. It is similar to a Comfort Inn or Hampton Inn style. It is two blocks from the Abraham Lincoln Museum and about five blocks from the car show area. Several downtown restaurants are close by. As of this writing on July 7, rooms are still available.

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

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

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

Wednesday through Friday will be exploration of Route 66 and Lincoln Sites. Most of the sites visited will be different than the ones from the 2006 meet and will be north of north of what we did at those meets. We will be going to New Salem State Park that has a village of when Lincoln lived there. We will visit the Lincoln museum again. It has been ten years since we were there and they have things there that change at least a couple times a year. There is a new Route 66 museum in Litchfield and we plan to stop in there as well as Henry's Rabbit Ranch by popular request.

## George M Wallace 1930 -2016

We are sad to report the passing of George Wallace, formerly of Chrysler Engineering. George played an important role in the development of racing cars for Chrysler Corporation in the 1960's. George was a friend of the aero car hobby and appeared at the 2001 meet in Detroit Michigan, as well as Talladega in 2004 and at the Route 66 meet in 2006. My understanding is that his Parkinsons had left him incapacitated for some time.

Perhaps George's most well known role was that of a riding engineer in Chrysler's race cars. He rode with Bobby Isaac on the salt at Bonneville, as well as other like Charlie Glotzbach and Paul Goldsmith. A truly understated hero, George had the mindset and ability to collect data while clinging to a roll bar at 200 mph

George was always very approachable and would tell stories as long as you cared to listen. He had the ability to recall and retell stories of past events that was unequalled. At the Detroit meet in 2001, he gave a presentation on the race program and development of the winged cars that lasted until 2 in the morning. When asked about George, Richard Petty said, "That man is a walking computer".



George, your accomplishments with slide rule, pencil and paper rival those of stock car racing "household names", such as Petty, Isaac and Baker. It was an honor knowing you and we will miss you.

## Obituary for George Mills Wallace

George M Wallace was born in Toledo, Ohio on June 2, 1930. He held a BSME from the University of Michigan and an MAE (Master of Automotive Engineering) from the Chrysler Institute of Engineering.

George was employed in Chryslers' Engineering Department in Highland Park, MI from 1955-1971. From 1955-68 he was in Vehicle Performance Analysis Department, initially as a Test and Development Engineer and later Project Engineer and Section Head. George was responsible for analysis and study of the acceleration and fuel economy of future model vehicles, the selection of components for these vehicles and study of advanced components. From 1969-71 George was in the Special Vehicle Development Department as Special Vehicle Coordinator, responsible for coordinating the Engineering design and development testing of Chrysler Corporation race vehicles and Chrysler powered race vehicles. He was involved in design, race track testing and technical assistance to race car owners and drivers in NASCAR, USAC, SCCA and NHRA racing; oversaw development of on-board data logging system for NASCAR and NHRA race car development and designed and developed automatic transmission for USAC Champ Car (Indy Car) racing.

In 1971 George began working for B&M Automotive Products and Sportscoach Corporation of America in Chatsworth, CA. George held overall responsibility for the engineering operations for both companies. In 1971-72 the major emphasis was on high performance automatic transmission related products of B&M Automotive products (transmission, transmission components, shifters and torque converters); from 1973-78 major emphasis was on the motor homes and other vehicles of the Sportscoach Corporation of America with overall responsibility for design, development and engineering of new models.

From 1978-81 George was the Head of the Powertrain Group at Minicars, Inc. in Goleta, CA. Major work was on the Research Safety Vehicle for the National Highway Traffic Safety Administration (NHTSA) as well as several other vehicles developed under Federal Government contracts. George headed powertrain concept development for the first phase of the Department of Energy's (DOE) Hybrid Vehicle Program and oversaw development of the initial design of both diesel and electric powertrains for Denver's 16th Street Transit Mall vehicles.

In 1981 George returned to B&M Automotive Products as Chief Engineer where he was responsible for design and development of all B & M products: transmission components, shifters, torque converters, Rootes type superchargers and other performance related automotive parts. George retired from B&M in 1999 but continued to work for a number of years as an independent consultant on design, development and production engineering for various types of superchargers for the after-market.

George died peacefully on April 28, 2016 after a long illness. He is survived by his wife Barbara, 3 children and 5 grandchildren.

In the last issue of the newsletter, I wrote a feature about USAC stock car legend Don White. A couple of hours on the day I sent the last newsletter to the printer, I learned that Don had passed away at his home. The following appeared in our local paper, written by motorsports columnist Dave Kallmann. It is now often that someone from a small town in Iowa makes the front page of the Milwaukee paper. But Don was worthy.



Don White raced stock cars on the Atlantic shore in Daytona Beach, Fla., and on the massive oval there, on the high banks in Dayton, Ohio, and at Chicago's Soldier Field. For decades he was a fixture at state fairs from Minnesota through his home state of Iowa to Louisiana. But of all the tracks on which White competed from 1949 into the '80s, one stood above every other.

"I think I liked Milwaukee as well as any place," he said. "I won 14 or 15 there, so I'd say that was my favorite. As far as the money goes, I took a hell of a lot more out of Milwaukee than anywhere else."

The all-time leader in major race victories at the Milwaukee Mile as well as the USAC stock-car division, White, of Keokuk, Iowa, died Friday at age 89, USAC said.

"Don White was a good racer, real fair because he never did anything dirty, and real smooth," said A.J. Foyt, who battled White fender to fender numerous times. Through his publicist, Foyt continued: "He always had beautiful equipment and his cars handled real well. He was a super guy."

White's 53 victories lead Foyt's 41 in the defunct USAC stock-car division, and 14 of them came at Milwaukee. He won the USAC championship in 1963 and '67 and also claimed three titles in IMCA stock cars.

Records from the early years of White's career are incomplete, but he won at least 140 races in IMCA, USAC and ARCA, according to [UltimateRacingHistory.com](http://UltimateRacingHistory.com), including a stretch of 16 straight in IMCA in 1954. White also competed sporadically in what is now NASCAR Sprint Cup — 24 times over nine seasons from 1954-'72 — and, although he did not win, he finished among the top 10 in half the starts.

White's greatest success came with USAC at a time when the field regularly included not only top stock-car drivers such as Jack Bowsher, Butch Hartman, Fred Lorenzen and Norm Nelson but also Indy-car regulars Foyt, Gordon Johncock, Parnelli Jones, Roger McCluskey and Al and Bobby Unser.

More than anywhere, his victories came on the flat mile on the grounds of State Fair Park. USAC stocks raced at the track numerous times each year then, allowing White to compete 87 times at the Mile. He won a race there every year from 1965 to '70, including 3 of 4 in 1966 and then the first race in '67. He went 2 for 4 in '68 and '69 and was 2 for 5 in '62. Fittingly, the last race of White's career came at the Mile, in the Milwaukee Sentinel 200 USAC race on Aug. 28, 1983.

"I raced against the best as far as I'm concerned," White said in a 2015 ARCA interview. "I would say that A.J. and Parnelli were the toughest, but they were all tough ... all great men.

"But they were really nothing special ... felt like they were on the same level I was. I remember beating all of them more than they ever beat me. I'm the all-time winner in USAC last time I checked."



After the Colorado Springs meet which was cut short a couple years ago, Chuck Porter from Milwaukee Wisconsin wanted to take his Superbird back to the beautiful country. This past May, Chuck and his Mopar buddy Steve Blank loaded up Chuck's Bird and headed west. Here they are just embarking on the drive up Pikes Peak.



Chuck's Superbird has a complete MSD Atomic electronic fuel injection system and distributor which makes it a real pleasure to drive. Yet, it has a stock appearance at first glance. Here are Chuck and Steve on the way up the mountain. At right, they had to pull off and wait for a bit for the snow to be cleared up at the summit. Look at the beautiful sky.



Once arriving at the summit, warnings went out for visitors to get off the mountain as snow squalls were moving in! At right is the view out the window of the Superbird on the way back down. I am sure I was a little exciting getting down from elevation.



Back down out of the snow, the only minor complication was that the brakes on the Bird started getting warm. Brake temps are taken at a check point and you are told to stop if your brakes are deemed too hot. At right shoes their trip along Skyline Drive near Canyon City. The roadway was built by inmate labor in 1908 and winds and falls like a roller coaster along the side of the mountain.



Back on the trailer, the trip northwest through the Grand Teton mountains and Yellowstone. These are camera phone photos. Wow!



Steve and Chuck spent eight days on the road covering 3600 miles. They spent three days touring around Colorado Springs, Then two days up to Yellowstone and them the long tow back to Wisconsin. Looks like it was a memorable vacation.

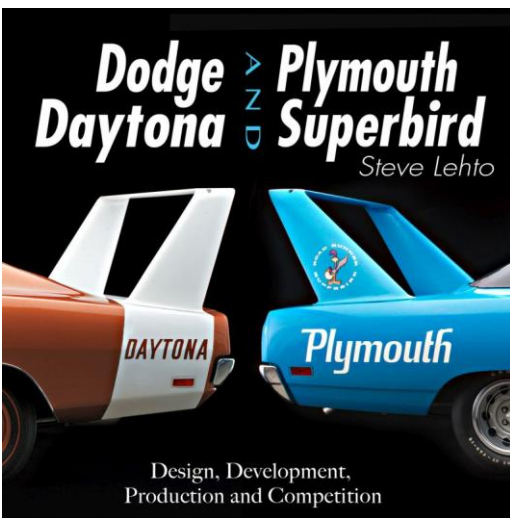
## DSAC Picnic – Sunday August 21st – New Berlin WI



Mark your calendar for Sunday August 21st for the annual club picnic to be held once again at club headquarters. The address is 13717 W Green Meadow Dr, New Berlin WI 53151. Things get started at 2 PM. If you can bring a side dish to pass, or a dessert, please

RSVP to Doug Schellinger at [superbirdclub@yahoo.com](mailto:superbirdclub@yahoo.com) or call 414-687-2489. We look forward to seeing you. It's always a nice time and you never know who will be there.

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



**Dodge Daytona & Plymouth Superbird – by Steve Lehto**

204 pages, 360 color photos.

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

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

## NNL Model Show Milwaukee

On the next page are some photos of great models from the Milwaukee NNL 24 show this past April. What is NNL? Many years ago a group of notable model car builders got together and put on a non-competitive event to display their talents. Voting is by people's choice.

Over 800 models were on display in what can best be described as a car show in miniature. All types of vehicles are represented. This year, cars representing the 100<sup>th</sup> running of the Indy 500 was featured. A completely over the top display of the old garage area at Indy (a very small portion is shown at right) was created by one local club. But old stock cars are always a favorite class at the show.

The talent on display is simply overwhelming, and it takes some time to take it all in. I've featured a few of my favorites on the next that were put together by builders who happen to be members and friends DSAC. I hope you enjoy seeing them and their talents.





DSAC member Chris Vick built this pair of King Cobra Cyclone Spoilers. The KC front clip is an aftermarket resin part grafted to the old MPC #21 Cyclone body kit which has recently been reissued! The #12 Bobby Allison Coke car is uses the MPC chassis. The #21 Cale car was completed first and uses the more recent Polar Lights chassis from the Talladega kits.



Mike Dowd is a DSAC member and built this killer #2 Norm Nelson 1965 Plymouth. This car has won a number of awards recently and is well deserved. Bob Maderich of Minneapolis built the nice looking #17 David Pearson Cyclone.



Easily the model I wanted to take home the most was the Petty transporter built by Harold Schultz. The hauler is the AMT L8000 kit which has recently been reissued. The Talladega was built from the Polar Lights kit. Harold really nailed the look. So cool.



The black and white photo at left is from about 1972 shortly after the Chrysler race program had wound down and been transferred to Petty Enterprises. At the time in addition to racing, Ray Nichels was attempting to establish a vocational school for young people interested in racing and auto mechanics. That program, called the Nichels Engineering School of Technology was an idea ahead of its time and ultimately unsuccessful.

Starting in 1965 and until 1971, Chrysler stock cars were exclusively built at this facility. Even cars like the Petty & Pete Hamilton Superbirds were fabricated here and sent to Level Cross to be finished up.



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### A Visit to Nichels Engineering

Ever since I acquired the #7 Superbird in 2009, I have wanted to get some photos at the shop where it was fabricated. The former site of Nichels Engineering is only about 140 miles from my home. I pass by the area a few times each year. But the timing never seemed right going to coming from an event to unload for photos. So on a warm Sunday in May, the car was already in the trailer and I decided today was the day.

The 40,000 square foot building has been occupied for since the late 1970's by a large HVAC and plumbing contractor. I really just wanted to get some nice photos outside the shop.

The building is on Main Street in Griffith Indiana just east of Chicago. It was relatively quiet that day, but there was a fair amount of traffic driving by. Several people figured out exactly what was going on and stopped to take a look. But most people ignored the race Hemi firing up and making a bunch of racket.

The top photo is from 1966 and shows Paul Goldsmith's Plymouth being worked out outside the large garage door. I wanted to try and duplicate that photo with #7.

By the late 1960's weekly semi truck loads of finished race parts were shipped out of that large garage door during peak season headed south to the Nichels facility near the Charlotte Motor Speedway, or to racing teams who needed them.

The race shop is located almost next door to the Griffith-Merrillville Airport which at that time was owned by Ray Nichels and Paul Goldsmith. Nichels had the advantage of being able to move parts and people where needed by air on short notice. Paul Goldsmith still owns the airport as well as the G & N Aircraft maintenance business and is there just about every day.

Anyone who ever walked into this shop will tell you it was a very happening place and a candy store of Hemis and state of the art race cars that they will never forget.





Tony's Parts in Harrington Delaware has released their new Mopar reproduction seven blade fan. The original part number was 2863216. Application is 1968 to 1973 8-cylinder B-Bodies, E-Bodies and C-Bodies with a clutch fan drive unit. The fan measures 18-1/2" in diameter.

The unit is licensed with part numbers and the Chrysler Pentastar. Tony says, "These fans are commonly missing, damaged or rusty and have become very difficult to find in serviceable condition. We saw the need to make these fans, so we did. But we didn't just make a fan. We got it licensed by Chrysler as a correct Mopar Restoration Part. So these fans have all of the factory original part numbers, Pentastars, markings, etc. They even have the white ink stamped "Engine Side" on the rear of the fan. just like the originals."

These are now in stock and available from Tony's Parts for \$140 each. Call 302-398-0821 or visit [tonysparts.com](http://tonysparts.com)



### Collectibles – Cool STP sign

I recently bought an old STP floor rack that dates to the early 1960's. It was the metal sign attached to the top of it that really grabbed me as being great garage art. With rotating atoms around the STP logo, it also proclaims that STP was "German Developed".

Long before Richard Petty and Andy Granatelli, the company founded in 1954 was initially known as Chemical Compounds. Three investors Charles Dwight (Doc) Liggett, Jim Hall and Robert De Hart, secured the rights to an oil additive developed during World War II by the Germans. It improved viscosity and life of the oil in extreme conditions. They started their backyard business packaging the product and marketing it as STP, or Scientifically Treated Petroleum. Initially sold to repair garages from the trunks of their cars, by 1960, the product

had gotten the attention of Studebaker-Packard Corp who purchased the company in 1961.

Meanwhile, in 1958, racers Andy and Joe Granatelli purchased Paxton Products, an engineering firm that made superchargers. With Andy at the helm, Paxton Products became profitable in seven months. In 1961, Andy sold Paxton Products to Studebaker Corporation and stayed on as Paxton's CEO. Two years later, Studebaker management appointed Granatelli to work his magic on the Chemical Compounds Corporation and STP. The rest is history.

Andy created a four-pronged approach to turn the company around: a recognizable corporate logo (the STP oval), a product (oil treatment), a product spokesman (himself) and a reason for existence (racing). The STP logo became one of the best recognized in history. STP could be found in virtually every venue of speed: on land, on the water or in the air. Andy Granatelli once said that in the 1960s, virtually every kid in America had an STP sticker on his bedroom door, his notebook or his lunchbox, and he was probably right! Even today, you cannot attend a swap meet with finding someone with old STP decals for sale. They made millions of them. I love the atomic age stuff and this sign fits right in for me.

Send your ads into the club address, or email to: [superbirdclub@yahoo.com](mailto:superbirdclub@yahoo.com) Ads run for three months and are free to members.

For Sale: Talladega LH rocker panel, used Holman-Moody front hubs, mounted on C8AX HD spindles, used 68-69 Torino stock car hood from Holman-Moody, complete set Talladega front bumper brackets, NOS Talladega grille to rad support brackets, Will sell, but prefer to trade for Ford FE engine parts. Doug, 262-723-3276 or email [kamperkatt79@charter.net](mailto:kamperkatt79@charter.net)

For Sale: Charger 500, 440, 4-spd, R4 with black interior (original Y4 gold), 51k miles, #'s match, rust free, nice paint, shows and runs great. \$85000 or consider partial trade for 69 1/2 M Code Super Bee or 70 Six Pack Road Runner. T.J. Smith, 717-512-7882

Wanted: Daytona Charger, really desire 4-speed car, but will consider automatic's, any condition ok. Please call Randy at (540) 812-4900, leave message if no answer, or email to [randyobringer@Comcast.net](mailto:randyobringer@Comcast.net)

For Sale: Daytona, A4 Silver, with R6 Red interior, Black Wing, one of one known built this way. Console Automatic, Power Steering, Power Brakes, Redlines, Build Sheet. Rotisserie restored. Beautiful Aero Car. Serious inquiries please. Not cheap. But worth it. (415) 728-8259

For Sale 1970 Challenger RT 440+6, 4 spd, Go Mango, Dana 60, non vinyl top, no rust, Ralph, 559-268-6721

Looking for a Wing car driver. Prefer a Daytona or a four speed Superbird.. Call or text. Greg (360) 941-3545

Wanted: Headlight spring for Daytona or Superbird, Ralph, 559-268-6721. Call any time

Wanted: Pair of rear shock absorbers for Superbird, My broadcast sheet states part number 3400592 RR firm ride shock absorbers. Any referrals would be greatly appreciated. Call 610-351-8540 or email [barry.kanick@volvo.com](mailto:barry.kanick@volvo.com)

Daytona and Superbird Body Parts from nose to tail. Specializing in Winged Car Reproduction Parts since 1978. We offer top show quality, personally manufactured parts at affordable prices. Call 281/379-2828 in the evenings or visit our website [www.wingedwarriorbodyparts.com](http://www.wingedwarriorbodyparts.com)

Or send \$2.00 postage and SASE for catalog. Ted Janak, 6511 Elmgrove, Spring, TX 77389

For Sale: Superbird jack hold down plates. Die stamped as original. \$75 ea. Mike Jobes, 860-424-6125 or email to: [gilead222@comcast.net](mailto:gilead222@comcast.net)

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: new outside door emblems that I will trade for Cobra-Jet parts. These are new made from solid brass, plated and painted the same as originals. Beautiful parts, Call Howie 262-370-6321 email [htmachine@centurytel.net](mailto:htmachine@centurytel.net) 08/11

For Sale: Superbird and Daytona Z-brackets, very authentic looking, made of steel, \$600 pair. Superbird headlight buckets, steel repro, \$400 + 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: New Superbird, Daytona Scissors Jacks. Made from scratch, not modified aftermarket. Correct in every detail. \$750 shipped. Jack Handles, all correct \$150 post paid. Buy both the jack and handle and save \$100. Repl. Jack Bearings \$20 shipped. Daytona jack hold down plates \$55 shipped. Can repair rusted/damaged original jacks, inquire. Email [veightpete@gmail.com](mailto:veightpete@gmail.com) 860-350-6864 any time.

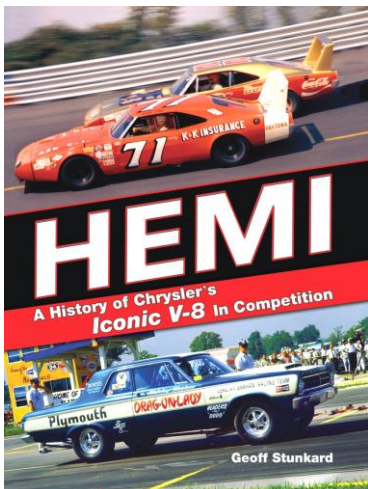
**Services Offered: Complete restoration and performance services:** frame off, ground up or rotisserie. Projects completed start to finish, or in cooperation with specialty shops. Work tailored to suit your goals: show, driver, performance or concours. Complete consultation licensed vehicle appraisal services. Cost and progress reports offered. I am experienced with Mopar in all aspects: mechanical, body and paint and in particular Daytona and Superbird. Initial one hour consultation free. 25 year DSAC club member. Check out my website

[www.lincolnhighwayauto.com](http://www.lincolnhighwayauto.com) or on Facebook at "Lincoln Highway Auto" Located in Lisbon Iowa. Contact Glen Peters at 563-889-0889.

**Tony's Parts**, offering 67-70 B-Body console body \$250, 67-70 "070" fan clutch from \$200, 68-69 glove box catch bat \$20, 68-70 B-Body window vent frames except convertibles \$545 left and right kit, 66-70 chrome seat adjuster knob. Tony's Parts, Harrington DE, 302-398-0821

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 \$5, small rubber hood bumpers at cowl panel \$8 ea. Prices include shipping. DSAC, 13717 W Green Meadow Dr. New Berlin, WI 53151 414-687-2489 email to [superbirdclub@yahoo.com](mailto:superbirdclub@yahoo.com)

**Daytona/Superbird Metal Reproduction Parts and assembly services:** I fabricate NOS quality steel parts including most everything that goes in the nosecone or trunk of a Superbird or Daytona as well as some trim parts. A partial listing of the parts includes: Wing Washers with strength ribs, Wing braces, Grill frames and grills, A-Pillar Moldings/Wind Deflectors – stainless, Turn signal frames, Headlight buckets, Z-brackets (with proper strength rib), Bumper brackets/frame rail extensions, Valence, Latch tray, Headlight pivot brackets, Headlight assembly adjuster cams with bronze oil impregnated bushings, Vacuum motor mounting plates, Headlight door stops Fastener kits. Partial and full nosecone assembly services are also available Many parts are in stock complete or partially completed. Please call 612-382-4723 or email [erikjohnnelson@hotmail.com](mailto:erikjohnnelson@hotmail.com) if you have questions, would like me to mail a brochure.



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

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

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

The only book on the market solely dedicated to Hemi racing history, author Geoff Stunkard retraces the behind the scenes development of the race Hemi. Cover competition history and the big wins, championships, and key developments in the engine's life. First, he delves into the development and racing exploits of the first-generation 392-ci Hemi. And gives you a behind-the-scenes retrospective of the mammoth effort and resources that went into developing the 426 Hemi. In NHRA competition, the triumphs and challenges of Don Garlits, Dick Landy, Sox and Martin, and other drag racers are recounted. In NASCAR competition, the 426 Hemi debuted at the 1964 Daytona 500. By the end of the 1964 Grand National season, Hemi-powered cars amassed 26 race victories. The racing triumphs of Richard Petty, David Pearson, Dick Landy, Don Garlits, and countless others are brought back to life in the pages of *Hemi: A History of Chrysler's Iconic V-8 in Competition*.

# 2016 DSAC MEMBERSHIP FORM

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**We \*STILL\* have quite a few Talladega event shirts and sweatshirts.** They are in stock now. They feature the event poster artwork designed by Don Amadio on the front of a white garment.

Shirts are available in sizes S, M, L, XL, and 2XL, 3XL.

Sweats are L, XL, 2XL, 3XL (limited quantities while they last).

Shirts are \$15 each, or 2 for \$25.

Sweatshirts are \$25

Order one of each for \$35

Please add a flat \$5 for shipping.

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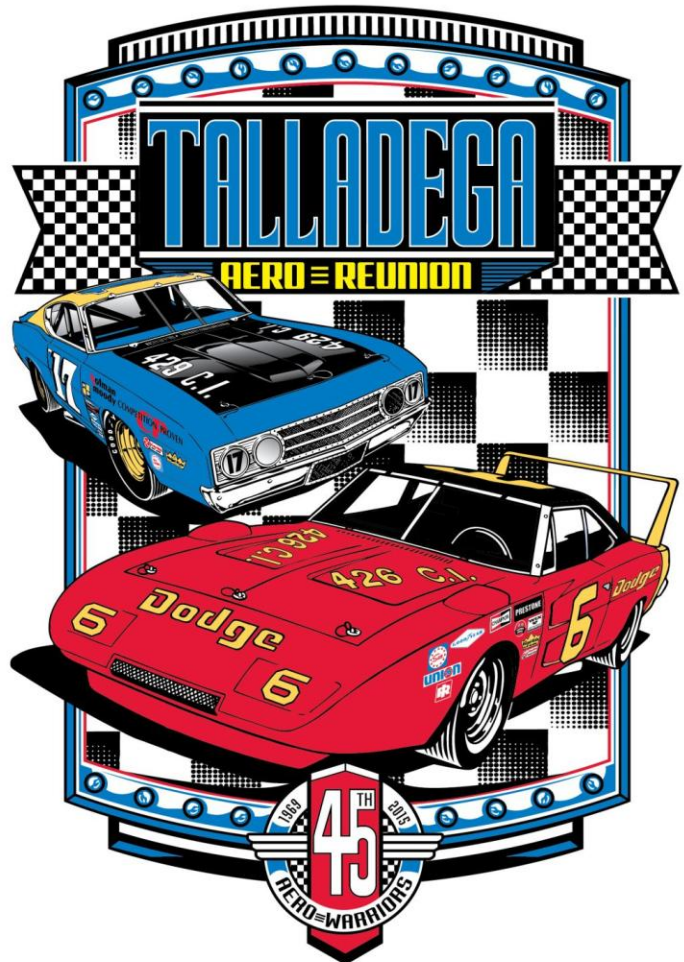
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Or send Pay Pal to:

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