

November – December 2011
www.superbirdclub.com
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TALLADEGA
CYCLONE SPOILER
Registry

DAYTONA – SUPERBIRD AUTO CLUB

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

2012 Membership Dues are now Due – renewal form on page 13

It's membership renewal time. 2012 membership dues remain \$25 worldwide, or two years for \$45. Club dues run on a calendar year basis from January to December each year. We collect them for the next year between now and April. 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 "11", you are due for renewal. If it says "12", 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 2012 dues are already paid.

Postage and printing are among our largest expenses. If you are on the computer regularly, you may want to 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 printed copy if you want it. Nothing has changed.



Steve Powers 1938-2011

I'm sad to report we recently lost another long time member. Steve Powers of Reeseville Wisconsin passed away unexpectedly on November 1st. Steve was 73 years old and was one of the first 100 members of DSAC.

Earlier this year, we did an article on Steve's cars. He was the original owner of a yellow Superbird, and was most recently very proud of his Cyclone Spoiler II "Lee Roy Yarborough Special". It's actually a Gurney car, but he had the special Lee Roy fender decals made.

On the day of his funeral, his family drove his Superbird, the two Spoiler II's and the 1971 Cyclone Spoiler to the church. They were joined by the pink and blue Superbirds of Chris and Serene Seufzer. Together they did a victory lap for Steve around town.



Steve, we thank you for your 35 years of support of the club and we dedicate this issue of the newsletter to you.

I understand that Steve's sons plan to keep his cars in memory of their dad.

My thanks go to members Tom Kau, Dave Hardy and Chris Seufzer for passing along the photos and information..

Melbourne Florida – January 21 Mopar Super Show and Swap Meet XIII to be held at Wickham Park Pavillion at Brevard Community College, (200 cars last year), Special invitation for winged cars with special tribute to Superbirds and Daytonas. The giveaway car will be a Superbird, provided by AJ Heirs to benefit Alzheimers Foundation. For more info call Jon at (321) 635-8581 or email to: jwarner51@cfl.rr.com

Bristol Tennessee – March 16th Tim Lopata of the Forge Muscleder Classic has joined forces with Food City and The Bristol Motor Speedway to present “The Winston Cup Car and Driver Reunion”. The main portion of the gathering will be the Ford and Mopar aero cars from the 1969 and 1970 season. Also included in the display will be an edition of pre 1969 cars and more modern cars of the 70’s 80’s and 90’s. Food City will be inviting drivers from those eras to attend. Tim is inviting factory built aero cars (no clones). Vintage Grand National cars are also invited. The display is being hosted by Food City in their hospitality area. This is a unique opportunity to display at one of the greatest tracks in the country. Spacing is limited to a first come first serve basis. Tim is working to get track time for all attendees. Being this is a NASCAR weekend, it has not been guaranteed. Hotel info will follow. Tim is also planning an event for Saturday for those spending the weekend in the east Tennessee area. www.forgemusclecarshow.com Contact Tim Lopata at copo427@charter.net or 865-380-1996.

Fremont California – June 2 The Mopar Alley Club will be hosting a west coast wing car event it in conjunction with their annual Mopar Alley Rally show at Ohlone College in Fremont. David Whitford is our point of contact, and is also a DSAC member. The wing cars will be in a separate area of the show grouped together and will have their own trophy classes. David’s phone number is 408-218-3831. Email ramcuda@aol.com Watch for more information as they event comes together.

2012 National Meet Colorado Springs Colorado – June 25-29th For those of you out west, here is another great opportunity as the 2012 Winged Warriors and DSAC national meet is going to be much farther west than usual. Winged Warriors are the host club for 2012. Hotel is the Crowne Plaza and the group rate is \$95 per night and includes breakfast for two. Reservation number is 800-981-4012 Or register online at www.crowneplaza.com/coloradospring Use group code BBD.

Jim Klovas and the Southern Colorado Mopar Club are our hosts for the meet. We will start with a meet and greet Monday evening the 25th of June. On Tuesday we are scheduling the Royal George train trip for a 12:30 departure from Canon City, 45 miles from the hotel. It’s a 2 hour trip. Jim is working on a lunch stop at a diner a block from the train depot. For reservations on the train ride, call 888-724-5478 x150 and use code WWDSAC before May 26th. Tuesday will end with a cruise night at Culvers, just up from the hotel. Wednesday we will travel to the Air Force Academy, starting with a picnic Thursday is an open day for those who want to go to Pikes Peak, sight seeing at Garden of the Gods or the Broadmoor, etc. Evening dinner at the Flying W Supper Club and Show. You need reservations to get in on our block of seats at 800-232-3599 and use code T-1. The NSRA Street Rod Nationals are the weekend before the meet in nearby Pueblo and Jim has arranged for parking of trailers, trucks, whatever for anyone who wants to extend their vacation. I will have flyers shortly in to include in the next newsletter. Feel free to contact Jim at (719) 561-4587 or email to: klovas5828@comcast.net. You can see things in the Colorado Springs area at: www.visitcos.com

2012 Brickyard 400 – Indianapolis Motor Speedway – July 27-29th The Speedway has invited us back for another weekend display. The format will be similar to last year with a show Friday, Saturday and Sunday. They are adding the Nationwide race on Saturday and a Grand-Am Rolex sports car race on Friday. The Speedway will comp you 2 weekend passes per show car for the weekend. (That number could increase) There will be a group parade lap on Saturday for all participants, and a smaller parade lap on Sunday. I promise we will get more cars on the track Sunday before the race. Hotel is the Wingate by Wyndham (same as 2011) on Rockville Road, close to the Speedway. Rate is \$150 per night and there is a three night minimum. Additional nights are \$79. You can cancel up to 6 pm on day of check-in. Room rates in the area have bumped up from last year because of the new race format. We have checked, and this is the best overall deal close to the Speedway. Hot breakfast is included. The rig parking is ideal and they took good care of us. Phone number is 317-243-8810. The block of rooms is under “Aero Warriors”. The Baymont Inn in Plainfield is also available. That is \$135 with a three night minimum. 317-837-9000. Please RSVP to Doug Schellinger at DSAC if you plan to attend. superbirdclub@yahoo.com or 414-687-2489.

Monster Mopar Weekend – Clermont Indiana – September 21,22 Monster Mopar returns to the Indianapolis area for car show, swap and wing car track laps of the IRP half mile oval. www.monstermopar.com More info to follow.

Wellborn Muscle Car Museum Celebration - Alexander City Alabama – October 11-13th Tim and Pam Wellborn will be hosting an all makes muscle car event at their museum. Event kicks off Friday evening with a private dinner at the Wellborn home. Plans are for a concours exhibition, a muscle car road tour, and a Saturday Night at the Museum charity dinner. The event is limited to between 100 and 150 cars. It’s open to all makes, but I expect there will be a strong group of aero cars present. Contact the Wellborn Muscle Car Museum at 256-329-8474 or send an email to info@wellbornmusclecarmuseum.com

This is the story of how I bought two Superbirds from a nice older gentleman here in my hometown. I had known about these cars since 1983 when I was in high school and remember seeing them parked up on a hill. As you passed by, you could just get a glimpse of the wings from the road. I had been told by many people that the owner was a "mean guy". BIG DOG in yard and would meet you in front with a shotgun if you even pulled up in the yard. The local story was that the guy had been bugged by so many people about the cars, that he had drug them back in the woods behind his house and they would NEVER be sold.

Well, in 2006 my son (then 11 years old) and I bought a 1969 charger and also bought the fiberglass parts to build a Daytona clone. Well, I am no body man, and I was at a complete loss at how to even begin to hang the nose cone. One day, I was in our hometown post office and I saw a car friend of mine, and I told him of how I had bought the Daytona kit. He said, "Ya know, if you go up to this guy's house, with the parts in your truck, he may let you look at his cars". I figured, what the heck, so that afternoon, my son and I loaded the truck with the nosecone, z brackets, headlight buckets and drove to this guys house, just as I suspected, as soon as he heard my truck pulling in his yard, he came out the front door. I was kinda speechless. My son was worried to say the least.



The first words out of my mouth was "Sir, my son and I are working on a Daytona clone and I was told that you may still have a Superbird back on your land".... He quickly said, "Nope, don't have one..... I've got two of 'em". I quickly jumped out of my truck and reached in the bed, and lifted the fiberglass nose cone over my head to show him I wasn't pulling his chain. He walked off the porch, looked at my parts and said, what do you need to know? I asked, "How does the nose attach to the car". He said, "First off, my car are NOT for sale....understood?" I said "yes I do. All I'm asking is if I can take a few pics of your car so that I can hang the nose on mine".

He said, "Got your camera?" I almost snatched the door off my truck, motioning for my son to get out and follow us.

As we walked back in his yard, there was a graveyard of old cars and Jeeps. Then back in some DEEP BRUSH, I saw the two wings appear. I really felt my heart race, even though I knew they were not for sale. Just seeing them sitting side by side really got my adrenaline pumping. He said, "There they are, that's my children. Take all the pictures you want. Just don't show them off to people. I've been approached by over a hundred guys over the years, and I tell them all, 'not for sale'". I said, "I can respect that". I also added, "I'm also sure you know what you have here". "Yes, I do" he said. He then went on to say how he was sick of guys over the years, saying "How much for them old Plymouth's? You know they are not worth much". I laughed and went about my business snapping pics of the nose cone, z brackets, mounting bolts, etc....

As I'm on my back, under the car taking pictures, the old guy starts talking to my son, asking him where he went to school, what were his hobbies, etc... I must admit, my son is a very well mannered boy. I felt good when he answered with, "yes sir, no sir, I like helping my dad with his cars". (I didn't know how important that last line was until later.) I added that my son is a straight "A" student and he was big into riding dirt bikes. (Little did I know, the old guy was a old motocross rider also.) He and my son talked about different things for the next ten minutes, while I took over 100 pics of the nose of the car.



When I was finished, I dusted the dirt off my clothes and told him how much I appreciated him taking the time to allow me and my son to see his cars and taking the pics. As we walked back to the truck, he told me how impressed he was with my son and how he liked the fact that we did things together. As I got in my truck, I reached over and took one of my company business cards along with a ten dollar bill and handed it to the man and he said, "What's this for?". I said, "I know you didn't have to let me see those cars, but you did, and your time is worth something." He offered me the ten dollars back. I said, "I'm also giving you the ten dollars just so you will keep my card, I know your cars are NOT for sale,

BUT, IF for some reason you ever decide to send your "kids" to a good local home. (talking about the cars). Give me a call, or if its twenty years down the road, call my son..... lol. I will give you your price for them".

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With that said, my son and I got in the truck and drove home. Now I must admit, I was still shocked from the site of seeing two real Superbirds, "sitting side by side" in the year 2006, right in this guys back yard. My son, realized (by my ongoing chattering) of how rare of a site he had just witnessed. In the weeks and months after that day, my son and I on an almost daily basis, referenced that day. How dazed I was from seeing the birds "sitting side by side". My son would say, "Hey dad, how about those two birds sitting side by side in the woods?". And when it rained and we were working out on a project car he would say, "Ya know those two birds are sitting in the rain, side by side".

Fast forward about six months later, It was Jan, 2 2007 and my phone at work rang. I was taken aback by a voice that spoke quickly, "Hey, if you're still interested in those two Birds, I'm ready to sell them to ya". I felt a rush come over me and asked if he was at home, and he said yes. So I said, "I'll be right over". Now I have heard of story's of guys letting cars slip through their hands due to not "sealing the deal" right then and there. So I left work, (didn't tell anyone I was going, or where I was going). I went by my local bank and withdrew \$1000.00 cash. I then went and picked up my son to ride along with me. Knowing that I could leave the man \$1000.00 and a hand shake would ensure I would eventually end up with the cars.



As I drove over to his house, I wondered what I was going to have to pay for the cars. When I pulled up to his house, I saw him standing in the front yard. He said, "Before we talk price, I want to give you my conditions I ask of you before I sell them to you. First off, your son is the number one reason I'm gonna sell these two cars to you. Your son is a good boy,

well mannered, and reminds me of what a good kid should be. Second, I like the way you guys are a father/son team. My father never took the time with me to take me fishing, never taught me how to work on things. When I see you guys working together, it is a great thing."

Then he went on to say, "Now first rule is this: I'll sell them only if your promise to do a father/son project. So that you end up with one car and your son ends up with the other. That's the only way I will do the deal. 2nd rule, I will need cash and do not mention to anyone what amount I'm selling you the cars for". They were not a steal, but as I agreed, I gave him HIS price. I didn't have the money to bring him all at once. But he said, pay me when you can, but you can start getting the cars out of the woods tomorrow.

The next day (after getting little sleep that night), I was at his house with two chain saws, and a bunch of chain, wood blocks and a portable air compressor. We worked for three hours cutting trees, being careful not to drop one on either of the cars. When we freed the red car, we got a roll back and loaded it up, I literally had to duct tape the nose so that the rusted metal bottom would not come off on the way home. After it was safe in my back yard, we went back for the white Bird. The white car's nose had a tree starting to grow into the nosecone! He told me the white car had a few parts in the trunk that he wanted to keep, when we popped the trunk I saw a set of cross ram intakes, a set of barracuda louvers, and a complete six pack set up... he gave me the six pack set up to use on the red car.



When we got the white bird loaded on the rollback, he said, "Oh yeah, come over to this old shack and I think I've got a few of the trim parts in it". Well, the "shack" had been blown over by Hurricane Hugo back in 1988 and it was literally at a forty five degree angle, I found myself crawling on my hands and knees inside to look around, he yelled to me, "On the bottom wooden shelf you should see the trim parts". Well, there was no bottom shelf any more, so as I sifted through the leaves and dirt, I found the side mirrors the nose trim and the "holy grail".... all four rear window trim pieces. They were in great shape, just buried in the dirt.



Now with all the parts and the 2nd bird loaded, my son and I shook his hand and told him we would uphold his request and do our best to finish both cars as father/son projects. We still go by and still visit him about once every two months and always take him a nice Christmas gift. One important detail is this, He did have a third car in his yard that we were offered, but at that time I couldn't raise anymore money to buy a third car. The car that I left was black '68 Hemi roadrunner with 11,000 original miles.

Now for the details on the SUPERBIRDS The Tor-Red Superbird, was born a U-code car and has about 55,000 miles. 6 The original 440 was gone, so I decided to go with a Hemi that was the perfect casting date. It is a original Dana 60 four-speed car. We found the build sheet under the front seat of the car. Fast forward to October 28, 2011. The red car is now "finally home" after a four year and seven month restoration.

The white Superbird, RM23UOA173759, has the original engine and transmission. The fender tag is there and we found partial build sheets. We were able to start the engine in about a day. The white car is currently the same way we pulled it out of the woods. The seller mentioned that he drove the car while going to college and it was last on the road in 1983. Our plans for the white car will be to make it driver quality. No complete restoration. Just patched, fixed and driveable.



So that's the story. I can assure you guys, the guy I bought them from is a "proud parent". We talk regularly, and I actually has lunch with him yesterday. He has been "in " on the red Bird's progress over its 4.7 year term. He's made a few trips with me during the restoration and our time spent with him, my son and myself had been all good. He has never had seller's remorse, and is tickled to see the cars staying local. He's mentioned many times, that he would have let them "rot" because he knew he would never have the money to fix them "right." Again , I dont want to get to far ahead of my self and story, but as I stated the red car is now done, and he was happy a as a kid in a candy store to drive his 4-speed Hemi Superbird off the trailer and into its new home.



Someone asked... if the white car is "usable"....and who gets which car. Well, my son and I will both end up with each a car. His pick was the red car, due to the "High impact" color plus its a 4 speed car. So the red car is his, But its more of a show car now. We may elect to trailer it to meets, shows, but the white car on the other had is going to be our down and dirty driver..... It won't be fully restored. My son and I will have the metal work done by a pro. However all other aspects we are going to do ourselves. We just want it to be a decent driver, and we can pull up at a car show or cruise in and say"Yea its a real bird"... may look a bit ragged around the edges" but she's real. That way, we will have the best of both worlds... a trailer queen and a everyday driver



Wrecked Superbird Update

Hearing that the Superbird wrecked on the Woodward Dream Cruise this past August has just sold at a Copart Salvage auction on November 15th.

The reported price was \$30,200. No word yet on who bought it, but I am sure we will learn more about it soon. The car was hit in the rear and pushed into another vehicle in front of it.



Little Space for Racing At Detroit's Auto Show

By Phil Hall

Detroit, Mich., Nov. 21—The emphasis on go has stopped. The 55th annual Detroit Auto Show had race cars and performance displays, but you had to look hard to find them. The high-performance boom that overtook the Motor City a few years ago has subsided to make room for an economy-ecology wave.

Two years ago the mini-skirted models were telling about high-risers, four speeds, spoilers and racing versions of the cars on the floor. Now they are learning monologs on low-leaded gas, 8.5-1 compression ratios and low-priced economy cars.

Ford had just announced its pullout of racing, but the Ford display hadn't gotten the word. A film was being shown telling how racing "is the true test of a car." Parnelli Jones' Trans-Am winning Mustang was on hand, but over it was a huge sign on how Ford works to cut pollution.

There also was a Formula Ford on display, but that was it from the former "total performance" people.

The other racing car there (that's right, that was all there was) was a 1969 Dodge Daytona made up to look like Buddy Baker's race car. Baker was on hand, but was reluctant to talk of his switch to the Petty organization. Mario Rossi was also at the display, but was less than enthusiastic talking up Dodge, who had just dropped him from their factory support program.

Lady drag racer Della Woods, was also with Dodge for the straight-line fans.

Dodge had one of the few performance displays, but it was "overshadowed by their "economy corner." Plymouth also had a half-hearted performance dis-

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AUTO SHOW . . .

(Continued from Page 26, Col. 2)
play, but there were no drivers or race cars present.

Sorting through the 25-mile per gallon set, a last reference to the sport of speed was made at the Porsche display, a slide of a Porsche "race car" was flashed as an explanation as to why the 914 has a mid-engine.

With the current trends to economy cars, the insurance company clamp down on performance cars and government's efforts to strangle the auto industry, the show reminded one of the early fifties when performance cars were built in garages and not factories.

Perhaps the new trends will revert the high performance oriented person and racing back to the "hot rod" category.

Don't Be Left Out of Our Biggest Yearbook

**ED WATSON'S
USAC MIDGET YEARBOOK**

Ad Space Available

Photo: Greg Kwiatkowski collection

Visiting Detroit Mopar Assembly Plants

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I was recently asked about visiting the site in Detroit where their Daytona was built new. That would be the Dodge Main plant in Hamtramck at 7900 Joseph Campau. Unfortunately, that plant closed in 198. It sat empty for about a year and was demolished to make room for a new General Motors plant, called "Poletown". There is nothing left from the Chrysler days to see. I have heard that when the place closed, the workers pretty much walked out and left it, and when it was demolished, thousands of documents and such were scattered to the wind. On a happier note, the former Creative Industries building where the Daytonas were converted is intact and located at 17630 E. Ten Mile Rd. Eastpointe MI, 48021. This is on the east side of metro Detroit.

The Lynch Road plant where the Superbirds were built still exists. Chrysler stopped building cars there in 1980. The address is 6334 Lynch Road, Detroit.

Allpar.com has a nice web page on visiting the Detroit plant sites. It includes directions from the Chrysler Museum in Auburn Hills. Go to: www.allpar.com/corporate/factories/tour.html for more information.



I'll Take Dumb Towing Moves for Five Hundred Alex!

I could not believe this when I saw it, but it is real. Yes that is a Chevy Aveo compact pulling a Corvette to Hot August Nights in Reno. Spotted here in a hotel parking lot, the car was still for sale Sunday afternoon at the swap, so the Aveo presumably had a long tow back to Oregon. I wonder if he had someone driving the Corvette so the rear wheels could help push the Aveo. Wow, that is some scary looking stuff!

40th Anniversary of the 1971 Charger



The Wellborn Muscledar Museum hosted a 40th Anniversary Celebration of the 1971 Dodge Charger on October 14-16th. They had a nice turnout of cars including the 1971 World 600 Pace Car used at Charlotte Motor Speedway. This 440 4-bbl car is a nice survivor and is loaded up with options like a sunroof, power windows and headlight washers. I know it's not an aero car, but it's a cool machine. It's owned by Steve Howard, son of former Charlotte Speedway honcho Richard Howard. Steve bought the car when the speedway was done with it when he was 17 and used it as a daily driver. The lettering has recently been recreated on the car but the rest is very original. Nice car and hey, that's a great photo of the cars at the Sonic drive in next to the museum.



David Pearson surged to a three lap lead early.

It was a memorable day at Bristol for many reasons. Track owner Larry Carrier had redesigned the half mile oval to a whopping 36 degrees of banking. Cale Yarborough shattered the track record in his Cyclone Spoiler by 15 mph. Some drivers weren't happy about the changes, "They've ruined a good race track" said Richard Petty.

With temperatures over 100 degrees on a humid race day. Cale led the first 31 laps before triggering a multi car crash taking out eight cars.

TELEGRAM		INCLUDE CHARGE INFORMATION		MARK TYPE OF DELIVERY	
REQUESTED BY Charles E. Gray, Jr.		DEPARTMENT NAME & NUMBER Performance Events		<input type="checkbox"/> REGULAR <input type="checkbox"/> FOLLOWING AM <input checked="" type="checkbox"/> TODAY SURE <input type="checkbox"/> MAILGRAM	
STAFF OR DIVISION P-230 FD		TELEPHONE 30686	DATE 7/22/69		
TYPES OF DELIVERIES ARE DESCRIBED IN "THE FORD TELEPHONE DIRECTORY FOR SOUTHEASTERN MICHIGAN"					
To: Mr. John Holman Holman and Moody, Inc. Municipal Airport Charlotte, N. Carolina		Mr. Glen Wood P. O. Box 12 Stuart, Virginia			
Mr. Ralph Moody Holman and Moody, Inc. Municipal Airport Charlotte, N. Carolina		Mr. Junior Johnson Ronda Route #2 North EMXMMK Carolina			
Mr. Howard DeHart Holman and Moody, Inc. Municipal Airport Charlotte, N. Carolina		Mr. Richard Petty Petty Enterprises Highpoint, N. Carolina			
Mr. David Pearson Spartanburg, S. Carolina		Mr. Banjo Matthews P. O. Box 6627 Asheville, N. Carolina			
Mr. Lee Roy Yarbrough 3431 Margrave Road Columbia, S. Carolina		Mr. Cale Yarborough Timmons ville, S. Carolina 29161			
		Mr. Donnie Allison 3521 Lee Street Hueytown, Alabama			
<p>Please accept my sincere thanks and appreciation for your efforts in winning the recent "Volunteer 500" for Ford. With the various problems that occurred, it took the combined efforts of everyone involved to produce the victory. Please pass my thanks on to your entire team.</p>					
<p>Charlie Gray Performance Events Department</p>					

Tom Higgins covered the race back then and said that many of the 32,000 spectators on hand left the race early due to the Pearson runaway. That and the Apollo astronauts had landed on the moon and were due to walk on it that evening and some folks wanted to get home.

Then, about two thirds through the race, Pearson became ill. Richard Petty was out of the race with a blown engine and took over the wheel of the #17 Holman-Moody Talladega. In the photo above, Pearson is exiting on the passenger side while Richard gets strapped in.

Petty carried the car the rest of the way to the finish. The high temperatures and many wrecks left only ten cars running at the finish. The tenth place car, Roy Tyner was 97 laps back! Dick Brooks quipped that they were "lucky to finish ten cars". A little different than the Bristol we know today.

The telegram at left was found in the Ford Racing Archives some years back by Mark Moses. It was sent by Ford's Charlie Gray to the various Ford teams in appreciation of a team effort to win the Bristol race under a set of challenging circumstances.

The Ford Racing Archives are currently under the care of Mike Teske in Tennessee.

This catalog page came from a 1963 Mickey Thompson speed equipment catalog that I stumbled upon. I never knew Hemi heads existed for the Pontiac. I am sure when the Chrysler Hemi came out, it obsoleted these. Mickey had his own foundry to cast these. I would like to learn more about these, so if you know, please speak up.



PONTIAC HEMI-HEADS

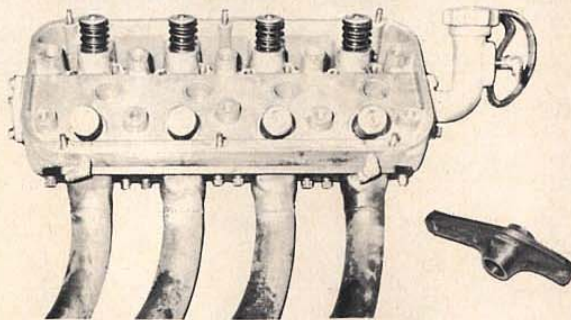
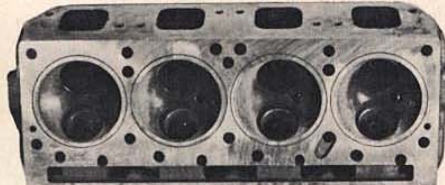
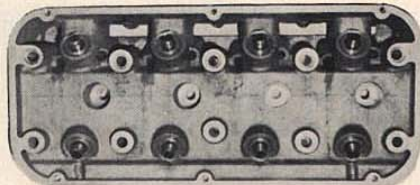
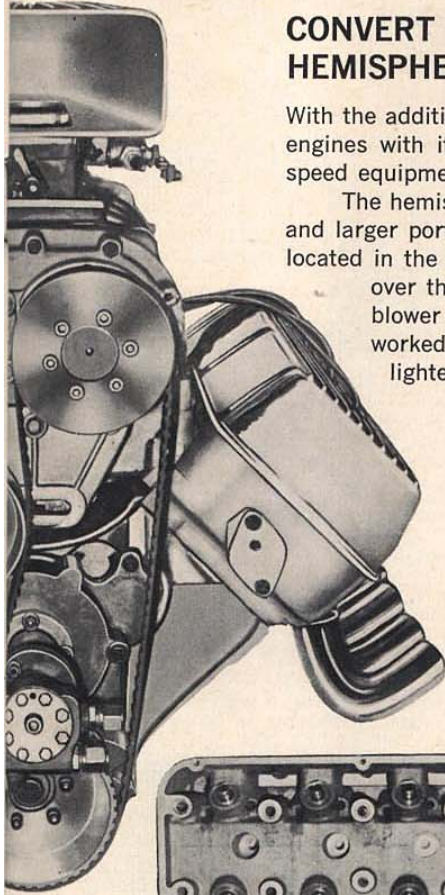
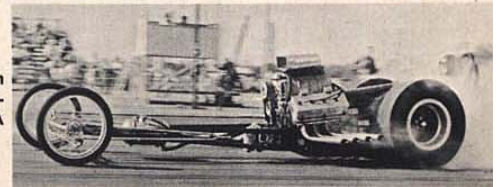
CONVERT YOUR PONTIAC 389 or 421 INTO A HEMISPHERICAL COMBUSTION CHAMBER ENGINE!

With the addition of the M/T Hemi Heads, the 389 or 421 Pontiac becomes the ultimate in racing engines with its large displacement, tremendously strong bottom end and ready availability of speed equipment and accessories.

The hemispherical combustion chamber is ideal as it allows much larger valves (up to 2 3/16") and larger ports for maximum breathing. No additional porting is necessary. With the spark plugs located in the top center of the chamber, the combustion of the gasoline (or fuel) is directed evenly over the entire surface of the piston allowing higher compression ratios, stronger fuels and blower boosts without pre-detonation. Tests have proven over 100 H.P. increase over re-worked stock heads. M/T Hemi Heads are cast of a special aluminum alloy and are 50% lighter than Chrysler Hemi heads.

Jack Chrisman's stroked 450" Pontiac engine developed 760 H.P. on gas and "pegged" the dyno at 1000 H.P. at 6100 RPM on fuel using the M/T Hemi Heads. As the engine turns well over 7000 RPM when the car is in the traps, estimated horsepower at top RPM is close to 1200!

Powered by a single Pontiac V-8 with the new M/T Hemi Heads, the Chrisman-Thompson AA/D won the 1962 NHRA Nationals.



M/T HEMI HEADS

Complete Hemi Heads ready to install
Cat. No. P-137

\$1,000.00 pr.

HEMI ROCKER COVERS

Cast of lightweight magnesium and beautifully polished. Use with Chrysler 51-53 long type spark plug tubes and rubber washers.
Cat. No. 142-M

\$87.50 pr.

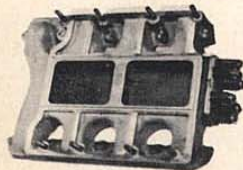
FORGED ALUMINUM NEEDLE BEARING ROCKER ARMS

Cat. No. P-143 Set of 8 Ex. Adjustable Rockers

\$ 80.00

Cat. No. P-143 M (Magnesium) Set of 8 Ex.

\$ 90.00



ALUMINUM 6-71 BLOWER MANIFOLD

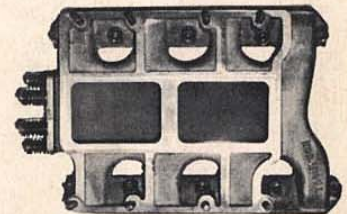
Has M/T exclusive O-ring and pop-off valve.

Cat. No. P-138 **\$112.00**

6-71 MAGNESIUM BLOWER MANIFOLD

Same manifold in lightweight magnesium.

Cat. No. P-138M **\$125.00**



MICKEY THOMPSON EQUIPMENT CO.

1419 SANTA FE AVENUE LONG BEACH 13, CALIFORNIA

DRILL PRESS: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly-painted project which you had carefully set in the corner where nothing could get to it.

WIRE WHEEL: Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light . Also removes fingerprints and hard-earned calluses from fingers in about the time it takes you to say, 'Oh [Edited by Moparts - Family Friendly Site - Keep it clean]!'

SKIL SAW: A portable cutting tool used to make studs too short.

PLIERS: Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

BELT SANDER: An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

HACKSAW: One of a family of cutting tools built on the Ouija board principle... It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

WISE-GRIPS: Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

OXYACETYLENE TORCH: Used almost entirely for lighting various flammable objects in your shop on fire. Also handy for igniting the grease inside the wheel hub out of which you want to remove a bearing race.

TABLE SAW: A large stationary power tool commonly used to launch wood projectiles for testing wall integrity.

HYDRAULIC FLOOR JACK: Used for lowering an automobile to the ground after you have installed your new brake shoes , trapping the jack handle firmly under the bumper.

BAND SAW: A large stationary power saw primarily used by most shops to cut good aluminum sheet into smaller pieces that more easily fit into the trash can after you cut on the inside of the line instead of the outside edge.

TWO-TON ENGINE HOIST: A tool for testing the max tensile strength of everything you forgot to disconnect.

PHILLIPS SCREWDRIVER: Normally used to stab the vacuum seals under lids or for opening old-style paper & tin oil cans and splashing oil on your shirt; can also be used, as the name implies, to strip out Phillips screw heads.

STRAIGHT SCREWDRIVER: A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws and butchering your palms.

PRY BAR: A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

HOSE CUTTER: A tool used to make hoses too short.

HAMMER: Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent the object we are trying to hit. It is especially valuable at being able to find the EXACT location of the thumb or index finger of the other hand.

UTILITY KNIFE: Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on contents such as seats, vinyl records, liquids in plastic bottles, collector magazines, refund checks, and rubber or plastic parts. Especially useful for slicing work clothes, but only while in use.

SON-OF-A-B...TOOL: (A personal favorite!) Any handy tool that you grab and throw across the garage while yelling 'Son of a b...." at the top of your lungs. It is also, most often, the next tool that you will need.

Hope you found this informative.

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: 1970 Road Runner Coupe, Lemon Twist, 383 auto with factory A/C, new style system installed retaining factory appearance. 70k miles, new resto, new price \$24500. Trades considered Call Brent or Sherri at 618-898-1179 or email to: carfarm@wabash.net 08/11

For Sale: Superbird, B5 blue, V code, 63k mile southern car, two owners since 1978. Numbers match, column auto, new Legendary white bench interior, carbs rebuilt by Holley, clock tach, rechromed bumper, one older repaint since new. Much mechanical work performed and car is ready to use. Nice driver or you could restore to trailer queen. Asking 90k. Call Dave at 414-769-0961 after 3 PM central time.

Wanted: NOS or other full rear quarter panels to help save a rare limited 4-Speed Petty blue Superbird. Any help or referrals would greatly be appreciated. Please call 610-351-8540, leave message. I'll call back. 04/12

For Sale: 1969 Dodge Daytona. 440, 4-speed, F6 green, black int, white wing, 69k orig miles. Fully restored and concours detailed top to bottom. Dana 60 w 3:54 gears, new rubber w/tripping, carpets, seat covers, orig sheet metal except for trunk pan. All chrome and stainless restored. NOM engine, numbers matching 4-spd transmission, and Dana 60 rear-end all rebuilt. Brakes & front suspension were re-done. Magazine feature car. Gardner exhaust. Car is fast, tight and handles well. Eligible 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

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: 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 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 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: 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 petev8@webtv.net Call 860-350-6864 any time.

For Sale: Superbird grille screens, correct 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 compt black strap for rad support vac lines \$2, small rubber hood bumpers at cowl panel \$5 ea. Prices include shipping. DSAC, 13717 W Green Meadow Dr. New Berlin, WI 53151 414-687-2489

For Sale: Decal sets for winged cars. includes Antifreeze, Emissions, Air cleaner service, Horn (Superbird only), Tire Pressure Safety Act, Jack Instructions, Sure Grip Warning, Jack Base, \$46.00 Bird 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 available John McBryde 704-435-2692 Hemituff@bellsouth.net

For Sale: Correct vacuum hose kits for Daytona and superbird headlight actuators, 68 and 69 Charger headlight actuators, and kits for 70 to 72 B Body air grabbers. Kits include correct grooved, color striped hose, molded switch and firewall fittings, clips where applicable, and instruction sheet. Daytona and Superbird \$195.00, 68 & 69 Charger (incl. clips) \$185.00, 70 Road Runner air grabber kit \$145.00, 71 & 72 B Body air grabber kit \$155.00, Air grabber hose clip set \$35.00 Contact John McBryde at 704-435-6198, or at meps2@bellsouth.net 08/11

For Sale: Superbird jack hold down plates, Die stamped just like the originals \$100 Scissor jack, \$350.00 1970 Road Runner ,GTX restored bumper jack. Includes base, post, jack hook 2931103, & tire iron. \$350. Contact Mike, gilead222@comcast.net or at 860 424-6125. 08/11

Talladega and Spoiler Grille Seal Kits. This special rubber seal goes around the two headlight doors and also on top and bottom of the center grille. They are \$150 per set of four pieces and include the shipping to you. Order from the club at the Green Meadow Drive address, or you can send a Pay Pal payment to paydsac@hotmail.com

Wanted: 1968-70 Plymouth GTX convertible, RS vin code, must be a rust free car in running condition, no project cars please, call 315 433-9092 or send picture and price to carrotman1966@yahoo.com, also need scissors jack for 1970 super bird, original

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

2012 DSAC MEMBERSHIP FORM

13

NAME _____ **MEMBER #** _____
From the right side of your address label

ADDRESS _____

CITY _____ **STATE** _____ **ZIP** _____

Email address: _____ **Phone** _____

2012 MEMBERSHIP DUES – U.S. \$25.00 worldwide
Or 2 years for \$45.00

Enclose check or money order in U.S. funds to:
Daytona-Superbird Auto Club
13717 W Green Meadow Dr
New Berlin, WI 53151
USA

Please check a newsletter option below:

_____ **Send email copy of newsletter AND hard copy in the mail**

_____ **Send email copy only** _____ **Send hard copy only**

You can also renew with Pay Pal: Send to paydsac@hotmail.com

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Toys Available from the Club email or call for shipping quote on multiple items superbirdclub@yahoo.com 414-687-2489

Ertl 1/18 scale Daytona-Superbird Auto Club commorative Daytona, diecast T-5 bronze with white stripe, comes with certificate of authenticity, limited edition of 2500 produced, \$49 +\$ 9 Shipping

Eagles Race 1/43 Daytonas \$12 each **Race versions:** #42 Marty Robbins, #30 Dave Marcis, #31 Jim Vandiver, #06 Neil Castles, **Street versions:** black w/ red wing, silver w/ black wing, gold w/ white wing, solid blue w/ white wing, metallic blue w/ white wing, white w/ red wing. Red w/ white wing, **Limited Editions:** Millenium Chrome \$ 5 shipping

Racing Champions 1/64 stock cars, original 1992 issue, \$5 ea + \$3 shipping - **Superbirds:** #40 Hamilton, #71 Isaac Daytona, **64 Fords** - #22 Fireball, #28 Fred Lorenzen \$3 each, **Cyclones:** #12 Bobby Allison, #21 AJ Foyt, #26 Lee Roy Yarbrough, #27 Donnie Allison, #52 AJ Foyt, #55 Tiny Lund, #64 Elmo Langley, \$4 each

From Jason Thompson: I have an update on the Bristol Meet. Load in at the speedway is 9 am to 1 pm. The show will be from 1 pm till 9 pm. Cars will need to be loaded in by 1 pm. Again this is a free event and will only cost you if you want to watch the NASCAR qualifications (\$5 each). Food will be provided by Food City. This should be a great time. Tim Lopata has also put together a cruise in on Saturday March 17 at The Diner in Sevierville TN. He has been working on motel packages so you won't get the price hike in Bristol. Bristol is about 1.5 hours north east of Sevierville.

Host hotel is The Clarion Hotel 1990 Gov. Winfield Dunn Pkwy, Sevierville, TN, US, 37876 865-429-7600 \$47.90 Thursday March 15, \$87.90 March 16th, \$87.90 Saturday March 17th. Use discount code "The Diner Cruise"

Also available is the Quality Inn and Suites, 860 Winfield Dunn Pkwy, Sevierville, 865-428-5519 Rates \$59.95 - \$69.95 Use discount code, "The Diner Cruise".

Late Breaking News: Muscle Car and Corvette Nationals Aero Car Display – November 18 & 19, 2012

The MCACN show has quickly established itself as a major event. It's all muscle cars, all under one roof. It's held indoors at the Donald Stephens Convention Center in Rosemont Illinois the weekend before Thanksgiving, and has room for 500+ cars plus a swap meet. Every year there are different feature groups for the different marques. For 2012, there will be an Aero Ford and Mopar group. There is room for 35 to 40 cars to participate. Jason Thompson already has sent out some invitations for Talladega and Spoiler II owners that he knowa. There are judged and non-judged classes as well. Non judged entry is \$50. Hotels are directly across the street. They are very nice and very reasonably priced. This will be a great way to cap off the show year in 2012. If you are interested in participating, you can register by going to www.mcacn.com/entry.htm or contact Bob Ashton the show director at 586-549-5291. Bob's email is bashnton@gmail.com This is a super event, and having participated myself, I can promise you will find it very enjoyable. Feel free to contact us at the club for more information.



***Marty Robbins and his beautiful Dodge Daytona
Charlotte Motor Speedway, October 1970***