

September - October 2010
www.superbirdclub.com
 email: superbirdclub@yahoo.com

TALLADEGA
 CYCLONE SPOILER
Registry

DAYTONA – SUPERBIRD AUTO CLUB
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Talladega & Spoiler Registry Update



We are working currently on a new updated Talladega and Cyclone Spoiler book. The last printing was in 1999, so it is long overdue for an update. I would like to thank club member Carol Kau for doing the data entry into the updated format.

The original registry database was in DOS format, and although we have still been able to enter car data as it was received, we were unable to print off the new pages. With Carol's work, we will be able to produce a new edition of the book. We are in the process of updating the text and race car pages as some cars have changed hands, and even one owner has recently discovered his car is NOT a race Talladega as he was led to believe. More on this later, as it is a fascinating story. We will have the book printed and updated by the end of the year. If you have cars that need to go into the book, now is the time to send the information in so we can get it in print. Again, I would like to say a big "thank you" to Carol for her work.

Here are the current registry totals for known Talladega and Cyclone Spoilers:

Talladegas 267 cars	Spoiler II 154 cars total	Spoiler 75 cars total
Blue 70 cars	Cale 66 cars	Cale 25 cars
White 91 cars	Dan 49 cars	Dan 48 cars
Maroon 100 cars		
Other Colors 3	(the above totals include cars known to have been scrapped)	

2011 National Meet The 2011 meet date has been set and it will be in Cleveland Ohio. Our hosts are Doug and Carol Croxford. Dates are June 21-26 and will be a Tuesday through Saturday meet with a Sunday "get up and go" breakfast. There are a lot of cars in the Ohio and Pennsylvania area, so this meet will have an excellent turnout. This will be a joint meet with the Winged Warriors, and our club will be the host this year. Winged Warriors will host the 2012 meet.

The host hotel will be the Hilton Cleveland East in Beachwood, Ohio. This is a very nice place, and we have it for \$83 a night. They have 420 rooms and 750 parking spaces, so trailers won't be a problem. They just spent a couple million dollars on renovations this winter, and the place looks it. The address is 3663 Park East Drive, Beachwood, OH 44122. You can call and make reservations under Daytona-Superbird Auto Club. We have a 40 room block, with approximately half king size beds and half twin doubles. Their phone number is (216) 464-5950. We also have a room set aside from Wednesday through Saturday night, so bring your pictures, movies and more to share. The high notes on the activities are the Rock and Roll Hall of Fame, Great Lakes Science Center, Crawford Auto-Aviation Museum, USS Cod WW2 submarine, and a huge cruise night in nearby Solon. We have added a tour of DART Cylinder Heads too. Doug Croxford's phone number is 216-789-4053, and his email is charger4sp@aol.com. We look forward to the event in Cleveland next summer.

Petty Blue If you have not yet seen it, I would recommend you watch for the two hour documentary "Petty Blue" on the CMT channel. It is the story of the Petty family as told by Richard, Lynda, Maurice and Kyle Petty. The program has been repeated several times in October, and I am sure it will continue to be shown this fall. The show focuses mostly on the Petty family as people, and there is probably less racing footage than you might expect. They easily could have added another two hour show. And in fact, you can order the DVD which has over another hour of footage.

The rise and fall of Petty Enterprises is covered, and I have to say the scenes of the empty race complex are hard to see. Lynda Petty said she never could have imagined it being this way. We are also reminded that the life for the Petty family has not necessarily been all that easy. Much time was spent on Adam Petty and what should have been the future for Petty Enterprises. I came away with the impression that the relationships between Maurice, Richard and Kyle are kind of complicated just like some other families. Again, I enjoyed the program very much, and if you are a fan of racing, I think you will too.



I first saw Dan Gaddis' green Daytona at Talladega in 1976. It was amazing with a mile deep of clear lacquer on the paint and the custom leaded nose and hood corners. I still think the paint scheme as one of my favorites as a kid. It had a nifty brass plaque with the painters name on the fender. Dan later painted the car as a #71 Bobby Isaac clone, and I think it is still in that configuration today. At right is Dave Moots' Cale Yarborough Special in the early 1980's. Dave will probably cringe when I print this photo, as this is how the car looked when he bought it with Cobra snake decals all over it, and I know he prefers the stock look. Dave has done a beautiful job restoring it, and you can see how it looks today on page 7 of this issue in the club picnic article.



Carroll Beeler brought two custom Superbirds to Talladega in 1976. The other was a Lime and yellow car in a similar paint scheme. This blue car is owned today by Doug White from Mississippi and has recently been restored to stock Vitamin-C Orange after years of storage. Some folks cried foul at the return to stock. Although the car looked pretty good on the outside, the photos revealed a multitude of sins and rust underneath. At right is my favorite Talladega of all time. It was owned by Larry Reynolds of Wisconsin. I loved the silver Spoiler II side stripes and script like the race cars. I understand that Larry has passed away, and I sure wish I knew what happened to this car.



For you Charger 500 fans, here is a California car from 1975. At the time it was owned by Rich Meintel. He added the Daytona wing. He also had a Q5 turquoise Daytona then painted orange which is surfaced last year. At right is the jaw dropping Superbird of George Tamasi from the Bronx New York. It was custom from top to bottom including the interior and lots of chrome under the hood. This was also taken at the 1976 meet which was probably the high water mark for custom winged cars in one place.

Many of our readers are already familiar with the #88 Chrysler Engineering Daytona in which Buddy Baker broke the 200 mph lap record at Talladega. But after the Daytona, there also was an Engineering Superbird that Chrysler owned. This was a car used to develop baselines for the Superbird. There are few photographs of this car and many have wondered whatever happened to it. Recently some new photographs have come to light and I can offer some explanation on what likely happened to this car.

The only photos of the car I have ever seen in action with Chrysler, appear in Frank Moriarty's Supercars book. There are three shots showing the yarn tuft testing on track. Two of those photos are shown on the next page. When you look at these photos, these old race cars have little fingerprints in their construction that can often distinguish one from the other. A magnifying glass and some clear photos are your friend.



The photo at left shows the somewhat derelict looking Engineering Superbird sitting outside of Petty Enterprises, less an engine. This photo was taken by Chrysler engineer George Wallace probably in the summer of 1970 when he and Larry Rathgeb went to Level Cross to inspect the 1970 Road Runner that Richard crashed at Darlington. It is difficult to see, but on my photo you can clearly see the wing decal, and Woodward Garage lettering on the front fender below the 76 decal. The drivers seat is also missing and it is less engine.

Initially, the Engineering Superbird would have been housed at Chrysler's Woodward Garage South in Huntsville Alabama. This is where the Chrysler test team was based out of, and where the test cars were worked on. In early 1970, this facility was closed down. As you may know, the contract to build Chrysler stock cars and distribute parts switched from Nichols Engineering to Petty Enterprises starting in 1971. This was one of the keys to Petty Enterprises returning to Chrysler after a year with Ford. When the Woodward Garage in Huntsville closed down, it makes sense that equipment would be sent to the Petty shop.



Up next is a newly discovered color photo from the internet. This is likely from the spring of 1971 at Petty Enterprises. It looks like the Superbird has not moved at all compared to the above black and white photo. It will be hard to see in your copy here, but on the rear firewall, is the script "Woodward Garage". The seat is still missing, there is no engine and the tires are slowly going flat. Also, it is clear this is not one of the Petty Superbird race cars as their cars used a unique rear view mirror and a roll cage with three vertical bars in the headrest area. The wide white piece of tape on the fender is left over from holding a yarn tuft. I have no doubt that the Engineering Superbird was a Nichols built car.



In addition to the Engineering Superbird, the 1971 Engineering Road Runner is also present in the above photo. This particular car can be identified by the Road Runner hood with the engine callout bumps. Richard's actual race car ran a flat Satellite style hood. Also, the Chrysler Corporation logo can be seen on the rear firewall. At left is a photo of the 1971 test car at Daytona in late 1970. You can see the white outlined wheels that were once used on the #88 test Daytona. And, again, there's that Road Runner hood. The front spoiler on this car is the same as the one in the Petty yard above. This car was used through 1971 and I don't know what happened to it after that.

Well let's get back to the Superbird.... what happened to it? Some years back, George Wallace told us a story about being at the Milwaukee Mile during a June 1971 brake and tire test with USAC stock car driver Norm Nelson. At the time, Norm had the factory Plymouth deal for USAC. Norm usually drove the standard 1970 Road Runner and Roger McCluskey drove the Superbird team car. During this test, Norm got to spend time behind the wheel of the Superbird and liked the way it handled, even on the shorter mile track. They got on the phone to Chrysler and to boss man Ronney Householders' office. There was a gently used Superbird sitting down at Petty Enterprises and it was quickly dispatched north to Nelson's Racine Wisconsin shops. While the car was illegal in NASCAR, it was still legal to race in USAC.

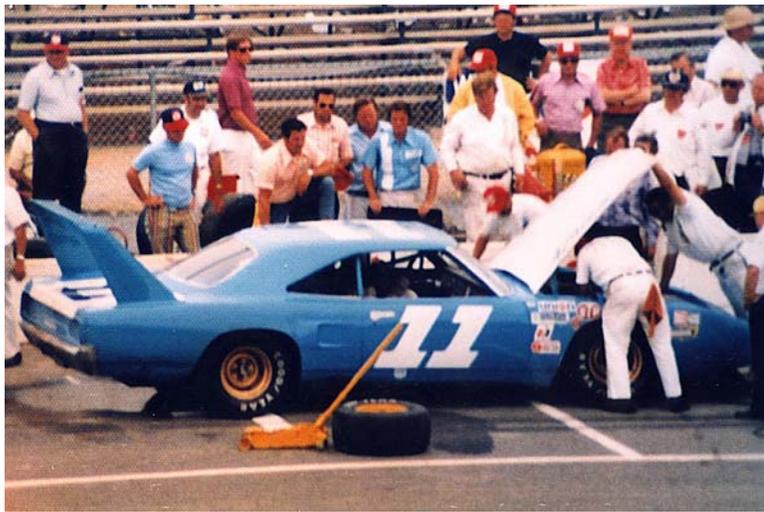


About two weeks later, the car created something of a sensation when it debuted at Milwaukee at the Miller 200 USAC race. Norm's team had the car for such a short time, that it remained the same Corporate Blue color, and it was described by the media and in the race programs as a "Petty car". It still had the wing decals on it like the Engineering car had at the end (something you typically do not see on the race cars). The headlight doors have been replaced. Norm has installed his trademark air duct slit in the roof. In USAC, you could get away with things like this.

In the race, Norm spun and was hit hard by a back marker taking the car out of commission. Below, you will see the after the crash photos compared to some period photos of the car in testing in the hands of the engineering team.



Compare the location of the fuel filler, the fuel vent and the shape of the door handle block off. Other things of note are the location of the front window vertical brace, the type of rear view mirror and non-Petty drivers headrest. Lastly, the cut of the front wheel openings (well, before the crash!). I have studied the photos and thought about this for a long time. Working with these and other photos, and the timeline, I have been led me to believe that the car Norm received from Chrysler was the Engineering Superbird.



After the Miller 200 crash, Norm repaired the car and competed with it through the end of 1971 on the longer tracks. He sat out the 1972 season after having back surgery, and for the most part, the blue Superbird sat idle. But Norm did put Wally Dallenbach Sr in the car at the USAC Pocono race. The car now renumbered as #11, retired early in the race with engine problems. And that was about it for its time as a Superbird.

After 1972, things get a little murky. But the car was still a lightly used race car in terms of total time and laps run. With the Superbird body now too old to race, Norm rebodied the car to a 1971 Road Runner alongside another identical car that was brand new in 1971. These two cars were probably in much better shape than McCluskey's Superbird and the short track 1970 Runner. Both of those cars probably went back to 1968 or '69 and would have

been hard used after three to four seasons of full time racing. In 1973, Norm returned driving himself and raced until the end of 1974 season. He then retired and took the 1975 season off as a team owner, and in the process his cars were sold off.



For 1975, privateer Larry Nau from the Milwaukee area bought one of Norm's Road Runners. Sal Tovella also bought another of Norm's cars. These were still regarded as very competitive race cars. Larry Nau lived just a few blocks from where I grew up. I remember coming home from school one day and seeing one of the car in Larry's driveway. That is the left hand photo shown above. The lettering had been stripped off, but the paint was unmistakable. Larry updated the car to a 1974 Road Runner. From this right side photo in 1975, you can see the car still has the 1972 style quarter panels on it as the body lines do not mate up. Larry Nau ran the car into 1977 in USAC, and Roger McCluskey guest drove it as well. The car was soldiered on, and was destroyed in a multi-car crash one the mile dirt at Springfield Illinois. The car was unrepairable and scrapped. Some years later, I spoke to Larry about the car, and he told me the car he bought from Nelson was "the Petty Superbird". I've also heard a report of Larry talk about the car having brackets and holes in strange places where possibly test and measuring equipment once resided.

One more tantalizing thought – and this is a biggie. Was there any history of the Engineering car prior to being the blue test Superbird? It is my opinion, that this car was Dan Gurney's #42 Superbird that raced at the Riverside 500. I have a very dark shop photo showing that Dan's car was built at Nichels. This car has the right "fingerprints": open headlight doors like the test Superbird a similar "cut" to the wheel openings, and a similar rear view mirror and front windshield brace.

After Riverside in January of 1970, Dan's car disappeared from public view and he never raced it again. So the timeline is right for this car to continue on as the blue car. At right is Dan testing the car at Riverside.



Also, with the unveiling of the Pete Hamilton Superbird restoration, I have studied many photos of Pete's car from back then. I am convinced that the Gurney car was definitely not the car Pete drove at Daytona in 1970. There are too many detail differences. I believe Pete's car was built alongside Richard's car at Petty Enterprises. Page 6

For now, that is as far as I can take the story. There are more photos out there of these cars. It's just a matter of time to find them. Of course, there is no written documentation to back any of this up. These race cars were simply thought of as tools of the trade. If you used one up, you fixed it as necessary or got another one. One thing is for sure - nobody gave any thought as to what would happen to them, let alone 40 years later.



Borzych Daytona Scores OEM Gold at Mopar Nats

Club member John Borzych reports "mission accomplished" from the Mopar Nationals, in that they scored an OEM Gold award with their beautifully restored blue Daytona. In our last issue, John and wife Linda were just loading up and getting ready to head for Columbus.

There were five cars entered in the OEM class. This is not your run of the mill cursory judging. Each car is put up on a lift and gone through from top to bottom with a fine tooth comb. The process takes several hours per car. Two other cars of the five were certified gold.

John's car has come a long way from being in outdoor storage in a salvage yard in Kansas City in the mid-1980's. John bought two Daytonas sitting side by side in this situation, but he really did not want this one compared to the R4 red car. Little did he know that the blue was the more rare color. The car was in pretty tough shape, even

though it was stored inside once he bought it. The engine still had water in it even after sitting covered for over 20 years. John credits Troy Angelly Restorations for the fine work as well as Linda and family for putting up with him and his cars. John also wants to thank those of you who helped with NOS parts sourced for the restoration. If you would like to see more pictures of the restoration of this car, please visit the Aero Car discussion board on www.dodgecharger.com



A Superbird Survivor from Michigan

John & Marilyn Hlivko were invited to display their 5400 mile Superbird at the Meadowbrook Concours near Detroit this past July. John's car is the "12 mile Superbird" featured in our club newsletter in 1988.

John's 440+6 car won the musclecar class, and also the FIVA Preservation award. The Meadowbrook show is one of the "big three" concours events in the country alongside Pebble Beach and Amelia Island in Florida.

John & Marilyn are shown here with Jack Smith, designer of the 1968 Road Runner. Jack told them the story of the beep beep horn, which is quite different from what you may have heard. Contrary to magazine stories through the years that claimed that Chrysler spent \$10,000 and a great deal of time and energy developing the "beep-beep" horn for 1968, that was really not the case. After the initial idea of wanting the Road Runner cars to have the

beep-beep horn, Jack contacted Warner Brothers and requested an audio tape loop of the "beep-beep" sound. Warner Brothers complied and furnished repeating tape loops of the Road Runner's signature sound. Jack asked Chrysler Purchasing for contact information of Chrysler's three horn suppliers. After furnishing them with the audio tape loop, the two largest horn suppliers declined to quote, but the little Sparton Horn Company replied that they had a horn for a piece of industrial equipment application – something like a fork lift that was close to the Road Runner's sound, but not exact. Not wanting to spend further development money, Jack agreed the Sparton fork lift horn sound was close enough and was chosen for the Road Runner project. There you have it. Very simple and straight forward. John, you have a beautiful original Superbird, and no doubt, it was wonderful to get that first hand story too.

By now, I am sure you've heard about the 2010 NASCAR Hall of Fame inductions last week. I am glad to see David Pearson will go in this year. I think he should have been inducted last year, for sure. I am glad to see the most of the folks getting in this year are still alive to see it and be recognized. I frankly thought it was awkward the way last year went with more dead guys getting in than alive. But that's just me. I also think that NASCAR pioneer Raymond Parks should have gone in last year, and now he has passed away.

Bud Moore is also being inducted to the Hall his year. A decorated World War II veteran, he deserves it. By the way, I would recommend you order a copy of Bud's biography. Bud Moore – Man and Machine was written by John Craft and is an excellent biography of Bud's life on and off the race track. It is available for \$44.95 through Carbon Press, www.carbonpressonline.com or call 866-766-5392.

Bobby Allison, Lee Petty and Ned Jarrett are the other inductees. All are good choices. With only five people going in per year, there are bound to be some tough choices in the voting. Congratulations to these men. I hope that Cale gets in next year.

2010 DSAC Club Picnic – Pewaukee Wis



Members Jim and Kathy Wurster were again our hosts for the annual club picnic at their home on August 7th. We had a nice turnout of cars. From left Dave & Shirley Moots-SpoilerII, Mike & Jeanne Borkowski-Superbird, Dave & Barney Kanofsky got long distance from the Chicago area in their Daytona, , Chuck & Sharon Porter-Superbird, and Ron Holdtdorf-Chrysler TC. At right is the beautiful lake view in Jim & Kathy's back yard. Jim gave us boat tours of Pewaukee Lake and Kathy kept us well fed.



From left, Brian Horst-Superbird, Cal & Barb Anderson-Challenger, Dave Snodgrass-Firebird, Tom & Carol Kau-Spoiler II and Eric Schellinger-Superbird. The gang on the deck talks it over. It was a nice day, with only a little sprinkle. We would like to thank Jim & Kathy for hosting the picnic the last several years.

Beware! Whether you own a Ford or Mopar, you need to know that not all reproduction plastic lenses are created equally. This reproduction 1971 Dodge Charger lens was BRAND NEW and being sold at a large all Mopar car show and swap this past summer. It had not even been installed in a car yet! The heat from the sun while sitting on the table for one weekend gave the following results. Pretty shocking to see, huh?

Here is the deal... when our cars were new, the factories produced every lens ever made using injection molding, a production process that involves using very expensive steel tooling and machinery to produce quality parts. The factory lenses are made from engineered thermoplastic resin designed to withstand heat, cold, and other weather conditions the outsides of our cars were subject to while in every day use.



The lens above and other reproduction products can be made with a simple low tech process that involves casting urethane resin pieces from silicone rubber molds. This method is cheaper and produces a part that "appears" to be just like originals. The part numbers, shape, color are all there and apparently spot on. In the package or on the shelf they often look good. However, cast urethane resin regardless of the "high heat special urethane resin" claims WILL NOT withstand the same environmental conditions as the original thermoplastic resins did.

The photo at right is that of a silicone mold used to reproduce 1970 Barracuda code M46 lower side scoops. The silicone mold is the pink material. The scoop is the original on the right hand side, used to cast the mold. In short you make a mold of the original part, remove the original part then refill the mold with casting resin to make a new part. The process using silicone molds used is OK to produce prototypes, but not production parts that see high heat or extreme conditions, especially something like a tail lamp lens. There is no guarantee how the resins are going to react over time.



About ten years ago, there were Superbird front signal lenses made by a company called Krusin Moons that used this same process. The parts were around for a couple years and were discontinued.

I've also heard people call cast urethane resin parts "plastic molded", simply because they have no idea what they are talking about, or because they are intentionally trying to make it "sound" the same in description. Technically they wouldn't be lying as "plastic molded" could vaguely describe either process, but with a world of difference. Some will describe either process poorly as often the salesmen are ignorant to the differences between the two processes.

To my knowledge the only company who reproduces all of their Mopar plastic parts the same way as the factory did (including Superbird signal and side marker lenses) is Mike Ross at B E & A parts. Their website is www.BEAParts.com. As you might suspect, the injection molding process is much more complicated, and most of all, much, much more expensive. To give you an example, Mike Ross very candidly revealed that the tooling quote he received for repopping the 1971 Cuda grille shell was \$149,000. That was just the tooling and did not include the cheese grater trim or any manufacturing costs. Mike decided that although they had done the 1970 Cuda grilles already, the market and economy would not support the outlay to make the 1971 grilles, and for now the project is on hold. But the good news is they HAVE released 1969 Charger tail lamp lenses.

I guess the bottom line is - if you are SPECIFIC in asking the vendor you are buying from, exactly how was the part produced, the only answer you want to hear is these exact words: It was "plastic injection molded"..and NOT Cast Urethane Resin.

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

Wanted: NOS or good used Daytona upper left rear window curved stainless trim, NOS 1969 Charger trunkmat 2877078. call 219-785-4730
 For Sale: NOS Daytona rear wing washer reinforcement pass side \$495.00. E-Mail John at moparjohn@verizon.net or call 219-785-4730
 For Sale: Daytona: Hemi Orange, auto, NOM 440, 4.10 Dana, black interior/stripes. 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: 1969 1/2 Six Pack Dodge Super Bee Hemi Orange, no vinyl top, stripe delete, four speed, Rotisserie full nut and bolt restoration. Beautiful car Six miles since resto \$75K 360 941-3545 12/10

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

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

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

For Sale: 1970 Plymouth Satellite convertible 340 auto with A/C, Panther pink outside white and black interior, great driver, body straight and clean. \$26,000. 1970 Coronet A/C cowl and outer rockers \$250.00 , 1970 Super Bee hood w/scoop cutouts ramcharger hood \$400.00
 Call Rich at 815-520-3227 or rts.1@comcast.net 12/10

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

For Sale: 1971 Charger RT, Original 440-4V car but currently has a 1970 440-6pk engine in it. I have the original engine and it goes with the car. Auto, console, buckets, PDB, PS, am/fm, revolving headlight covers, B5 blue with black vinyl top, black interior, 3.55 rear, 15" rallye wheels. I don't have the fender tag but I have the original build sheet. Excellent shape. \$32000 OBO. Located in Wi. Call 262-367-1592 or email to moparsrus@gmail.com for pictures. 09/10

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

Wanted – 1969 Charger Parts: If NOS isn't noted, the parts need to be NOS or very good to excellent condition. No reproduction parts considered. Please write with price and condition of the items you can help me with. 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, set of 4 F-70-14 Polyglas tires, 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: 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. 07/10

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

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

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

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

For Sale: Superbird, 440-4bbl, 4-speed. Alpine white w/ white bucket interior (very rare color combo). Track Pak Dana rear, all numbers match, all white underside. Zero rust on California Bird. Very nice car. \$105,000 or will trade towards a Hemi Superbird. Call Larry at 410-320-4945 or email Lcate@absolutefp.com 04/10

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

1972 Plymouth Road Runner , Petty Blue with wide Black Stripes, Air Grabber, 440/727, not numbers matching, 8-3/4 posi rear, 44,000 original miles, black bench seat, column shift, rare AM/FM cassette player/recorder, 15" rally wheels,

1972 Satellite Sebring Plus Hemi-Orange with custom black stripes, 340/auto, slap stick console, original black bucket seat interior, 8-1/4 rear, AM/FM, 14" road wheels. Both cars, call Gary at (570)-524-7085 after 6:00PM Eastern. 06/09

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 05/10

Daytona Parts Wanted: Daytona upper left rear window curved stainless trim NOS or good used. Daytona NOS parts wanted: 2822999 wiper arms need 2, 2808495, 2206832 front shocks need 2, 2861822 inner splash shield Dodge right/passengers side, 2877078 trunk mat same as Charger, Daytona, NOS muffler wanted, 2781300. NOS Parts For Sale: 3412624 rear wing washer reinforcement right/passenger side \$495.00. Will trade towards parts wanted! For all of the above, call John at 219-785-4730 eves or email to: moparjohn@verizon.net

- For Sale: Superbird. FY1 Yellow 26k original miles, auto trans, matching numbers, 440 auto, \$76,000. 803-236-8828 12/10
1970 SuperBird 440 4-bbl auto (column) Runs & drives great, numbers matching. Has fender tag & broadcast sheet Vitamin C orange black interior. Body colored steel wheels and dog dish caps, painted apx 9 years ago, looks great, minor rock chips and scratches very minor bubbles (3-4) on rocker under door. Drive anywhere, owned for over 5 years \$88,500.00 or close offer Bill Sams 501-760-4069
- Wanted: rear bumper filler strip for 1973-74 Road Runner, NOS or nice used, Please call Randy at 608-592-3399. 06/10
1969 Charger 500 440 4-bbl 4-speed, bucket seats and console Car is T 5 copper with Buckskin interior, Has white butt stripe Body colored steel wheels with dogdish caps Motor is non numbers matching Have full write up from Govier on this car It has been featured in a couple of the hardback Mopar coffee table books I have owned for over 10 years and it was painted and interior (Legendary) redone about 10 years ago, still looks very good Runs and drives great \$68,500 or close offer Bill Sams 501-760-4069 12/10
- 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 12/07
- For Sale: Ford or Merc Fastback (68-69) tail panel, new professional repop. Your bumper bolts through this piece, the gas filler tube comes through it. \$250 Call or email Nolan at 706-865-3112, carheart@windstream.net 06/10
- For Sale: Correct vacuum hose kits for Daytona and superbird headlight actuators, 68 and 69 Charger headlight actuators, and kits for 70 to 72 B Body air grabbers. Kits include correct grooved, color striped hose, molded switch and firewall fittings, clips where applicable, and instruction sheet. Daytona and Superbird \$195.00, 68 & 69 Charger (incl. clips) \$185.00, 70 Road Runner air grabber kit \$145.00, 71 & 72 B Body air grabber kit \$155.00. Air grabber hose clip set \$35.00 Contact John McBryde at 704-435-6198, or at mps2@bellsouth.net 04/09
- For Sale: New Superbird and Daytona Scissors Jacks. These quality built jacks are made from scratch, not modified aftermarket junk. Correct in every detail. \$750 shipped. Jack Handles, correct pivot piece, bends rivets, etc \$150 post paid. Buy both the jack and handle and save \$100. Replacement Jack Bearings \$20 shipped. Daytona jack hold down plates \$55 shipped. I can repair rusted/damaged original jacks, inquire. Email petev8@webtv.net for pictures. Call 860-350-6864 any time. 12/09
- For Sale: NOS Superbird quarter panel decals, 1 set black and 1 set white, \$75 per set, Used daytona or bird vacuum can, good condition \$75 1 set Daytona park lite lenses, 1 NOS and one very good used, \$125 pr, repro panel that goes between the front fender extensions on a bird, \$125. John McBryde 704-435-2692 or Hemituff@bellsouth.net 07/09
- For Sale: Daytona & Superbird fiberglass parts, from nose to tail. Send \$2 and SASE w/ 68 cents postage for catalog. Ted or Carol Janak, 65611 Elmgrove, Spring, TX 77389 www.wingedwarriorbodyparts.com 281-379-2828 09/08
- For Sale: 1970 Plymouth Satellite Rear Quarter Panel, drivers side. Cut from donor car. Has been dipped and primed and in very good condition, \$4000 firm. Also, one pair of front frame rails cut from 1970 Plymouth B-body, \$200 pair. One LH side door jamb and rocker panel cut from salvage car, \$100. Call Randy, 608-592-3399. 04/09
- 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
- Services Offered: Custom fabrication and repair of Superbird nose cones and rear window plugs - complete or partial, I can repair yours or build you a new one. All steel. See photos of my work at www.wingcarfab.com Jack McGaughey 2682 New Hope Rd. Dacula GA. 30019 770-963-2439H 770-277-8086 shop 08/04
- 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 11/09
- Services Offered: Appraisals, authentications, fender tags, window stickers, build sheets, insurance work, court duty, lawsuits. Expert qualifications. 25 years authenticating only Mopars. Jack Sharkey, Past President, Editor, Chief Judge of National Hemi Owners Association. Call Jack at at 305-322-9108 or email to: PentastarAuthentication@msn.com 01/08
- For Sale: Daytona grille screen \$50 postage paid, Daytona fender screens \$50 pr. Postage paid. Or buy all three for \$75. Wayne Perkins, 811 Northview, Olathe KS. 66061, 913-764-1956 noon to 7:00 pm central time. 08/06
- For Sale: Reproduction Ford Parts: 1966-71 Autolite Sta-ful battery Group 24 Wet \$149.95, 1966-71 Autolite Sta-ful Battery Group 27 Wet \$159.95, 1966-71 Autolite Sta-Ful Maintenance free Group 27 \$259.95, FE Dipstick C7OZ-6754-A \$19.95, 1968-70 Chrome Twist -on Oil Cap C8AZ-6766-B \$34.95, 1968-70 Carb spacer plate C8AZ-9A589-GR {390-428cj} \$85.00, 1968-70 PCV Tube C8OZ-6758-BR {428CJ} \$75.00, 1968-71 Ram Air Vacuum motor \$175.00, 1968-71 Torino/Cyclone Ram Air Seal DOGY-9B625-B \$250.00, 1968-69 Torino Tailight lenses {fastback} \$89.95/each, 1968-69 Torino Tailight Chrome bezels {fastback} \$180.00/pr, 1968-69 Torino Hood lip mldg \$150.00, 1968-69 Torino tailite seals C8OZ-13520-C \$150.00, 1968-69 Torino front license bracket \$89.00, 1968-69 Torino/Cyclone trunk drop downs {if you have rust in quarters you need these} \$249.99/pr, 1968-69 Torino Dashboard Heater/Fan call out strip w/air \$89.00, 1968-69 Torino Dashboard Heater/Fan call out strip w/o air \$89.00, Torino Cobra Grille Ornament \$225.00 Please Contact Marty Burke, 7177 CR 1135, Leonard Tx 75452 {903}-568-4295 mburke6662@aol.com 12/09
- For Sale: Mopar Muscle Car Dash Products! Tach Rebuild Kits \$75; Quartz Clock Rebuild Kits \$75; Voltage Limiters \$40; Ammeters: rebuilt-\$75, restored- \$99; Dash Bezels: Black \$455, Woodgrain \$670; Restored and Reproduction Tachometers & Tic Toc Tacs available. Check our website www.rt-eng.com or call us Real Time Engineering, 19352 Hilton Rd, Springdale, AR 72764 (479) 756-2757. 05/10
- For sale: N.O.S. Hemi Brake Booster /bracket for a B-body in box \$3000.00. Other '70 parts available. Bob 734/429-2918 12/10

- www.moparts.com The number one vintage Mopar website in the world
- www.dodgecharger.com Click on the Aero Car discussion board
- www.torinocobra.com Scroll down to the Torino forum and message board
- www.wellbornmusclecarmuseum.com Tim and Pam Wellborn's museum site is up and running.
- www.randyayersmodeling.com NASCAR model car website. Click on the "Darkside Racers" message board for all things related to stock car racing from 1948-1972. The term "darkside" refers to the now largely forgotten period of racing we so embrace. Much full size car content and photos.
- <http://forums.autosport.com> Scroll down and click on "The Nostalgia Forum" for all things about old racing
- www.jalopyjournal.com The worlds largest hot rodding website. Click on the H.A.M.B (which stands for Hokey Ass Message Board) containing a huge vintage stock car photo thread. Search on "historic stock car" to find the topic. Lots of neat stuff.
- www.jayski.com All things NASCAR
- www.beaparts.com Mopar reproduction parts
- www.legendarycollectorcars.com Member Richard Fleener's blog and collector car enthusiast site.
- www.aerowarriors.com The gold standard of wing car websites
- www.rogergibsonautorestitution.com Authentic reproduction Mopar restoration parts
- www.olympiacharger.com The story of a vintage NASCAR Dodge Charger currently being raced in Europe
- www.superbirdclub.com Our club website has just has some recent updates. Check it out.
-



The Charger 500s of Butch Hartman #75 and Verlin Eaker in the Nichels #99 battle it out at the Indianapolis Fairgrounds USAC race in 1971. The low guard rail and fencing made me say "Wow, those were the days".

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*Late Breaking News: Ray Elder's
#96 stock car under restoration
in California - more to follow...*

