

September – October 2011
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DAYTONA – SUPERBIRD AUTO CLUB

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Gary and Pam at the Salt Flats

So what did you do on your summer vacation? We received these pics from Gary and Pam Beineke after racing their 1971 Daytona on the salt during Bonneville Speedweeks in September. Gary reports that they had a very successful initial outing as he ran at 207 mph and his wife Pam ran 208.478 mph! They had a lot of fun duplicating the old photos from when Bobby Isaac ran there in 1971.



Gary reports: "When you arrive, you have to have the car tech inspected along with your safety gear. The level of inspection is dependent on what speeds you intend to go. For us, it has always been 200+, that's why we went overboard with our safety gear. For example, we use SFI 20 firesuits, when only SFI 15 is required. Once all the SFI tags are checked, the car is inspected. If you pass tech, you must attend the driver's meeting the morning that racing is set to begin. Afterward, you line up and get ready to run. Your licensing speeds are timed from mile marker 2 to 2 1/4 and also from 2 to 3, at which time you must lift from the throttle and turn off the course when you feel it is safe to do so. Your first pass must fall within 125-149mph. If you go over you must do the run again. If you go WAY over, you run the

risk of being thrown out or forbidden to continue with any more runs. The second pass is from 150-174 mph with an optional parachute drop. Cars exceeding 175 must drop the chute. Third pass is 175-199 mph with parachute drop. The fourth is 200-249 mph. For our purposes, we could run flat out on the fourth pass.

"Opinions on how to run the salt came from everywhere and everyone...but from a point of concern for the rookies (us) at Bonneville. With a level of respect and conservatism, I ran easy on the throttle and shifting....short shifting the whole way through. Not Pam, she put the hammer down, throwing salt up from the back tires every time she ran.

"My 207 run was a leisurely ride down the three mile course. Pam, while on her 150-174 mph licensing pass, ticked the first timing mark at 191. As I listened to the speeds relayed over the CB, I heard her speed on the final tripping of the timing light...196.9mph...followed by the chief timer saying "That's way too fast. Send her back to do the run again". The data logger showed that she didn't lift at the light and ran the rpms up to approx 208mph before she lifted and coasted off the course. That would be the second time she out ran me by 1mph.

“We GoPro'd all the runs from various spots on the car. One of the runs, Pam's 197/208 pass, we were filming over her shoulder. At the end of the run, as she coasted onto the return road and shut the car off. Silence....like you were parked on the moon.

“Depending on the time of year and weather when you run at Bonneville, the salt can be moist, or dry and hard packed. For our runs, it was dry and hard packed. This may sound better, and for clean up purposes it is. After running on the salt, you literally have to wash and lube each and every bolt, connection etc....it gets everywhere. But for traction the folks there didn't like it. They said it provided less grip. And then there is the drift everyone was talking about. They said to start on the right side of the course, and by the time you get to the end of the run you'll be on the left side of the course. And to correct for this, don't turn the wheel. Most of what everyone was concerned about, we didn't realize. For starters, most didn't have the down force we enjoyed and none had the vertical stabilizers we had. We felt no drift and little traction issues at speed.

“When we arrived we said this is it...no more, not again. But after we returned home, Pam has already said she'd be up for Bonneville in two years, just before we retire the engine in the car. Bonneville differs from Maxton (North Carolina) and Loring (Maine) in that on the salt, you get up to 200+ and then you just keep driving mile after mile. That's why she wants to go back. That, and she wants to duplicate the actual 216.945 mph Isaac run!”

We'd like to congratulate Gary and Pam on their successful and safe outing at Bonneville. It was definitely something to check off on their bucket list.

State of the Market – Welcome Back to 2003



If you were like Rip van Winkle, and took a long nap in say, 2003 and woke up today, well, the good news is you can buy an one of those 1969-1970 aerodynamic collector cars for about the same price now as then. As the US economy bumps along, prices have continued to fall back from the high water mark in 2006. Is it good or bad? It just depends on your perspective. If you want to sell, it's not good. If you have to sell, it's bad. If you want to sell, and buy something else, it's probably not bad.

At the Mopar Nats in August, a driver grade B5 blue Superbird, (at left) 440-6 pack, 4-speed, with white buckets sold in the \$90,000 range. It was said to have no paperwork, but was a nice looking driver to those on hand.

At the Auburn Indiana Labor Day auction, a Hemi Orange 440 automatic Daytona in low driver grade condition was bid to \$80,000 not meeting reserve. It appears to have been a no sale. Even though the bid was in my opinion, light, it had plenty of needs and a person on hand at the auction felt it probably wasn't too far off the mark.



At the September Mecum auction in St Charles Illinois, a restored driver grade Cale Yarborough Spoiler II (at left) was bid and sold at \$25,000. My gosh, - what a deal! Also at Mecum was a white Hemi Charger 500, red interior automatic. It was bid to \$90,000 but the seller's representative tells me there was no real money on that bid. Not even close to what they were looking for. In addition, a maroon driver grade Talladega changed hands at Mecum at \$26,000 not including buyers fees.

At the Russo and Steele Monterey auction in August, a Tor-Red Superbird, 440-6 pack, 4-speed with white buckets sold at \$155,000 with buyers fees and commissions included. It was a concours restored award winning car with two build sheets. This might be the only bright spot for a high sale result that I have heard in recent months. Of course there are exceptional cars out there that will break the mold. But at the end of the day, they way things are currently, if you have a little money to spend, it's still a great time to buy. For the near term, I don't see the situation changing much.

Fremont California – June 2 The Mopar Alley Club will be hosting a west coast wing ca 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 - 29 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. 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 lunch and then tour the Academy. Thursday is an open day, some have expressed interest in going up the Pikes Peak hill. Thursday evening we will do a dinner at the Flying W Ranch. 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

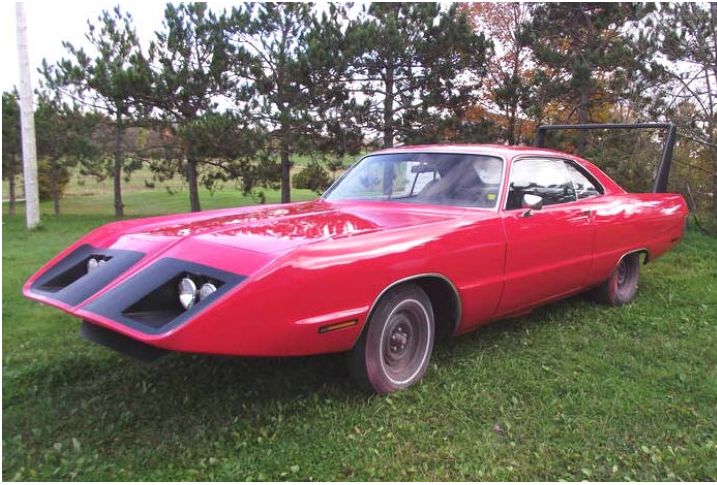
2013 National Meet – Metro Detroit Area For 2013 which is the DSAC year to host the meet, the event will be back in the Detroit area. That will lead up to the next Talladega event which will be in 2014.

Collectibles – Remember the MPC 1/16 Scale Petty Charger?



Do you remember back in the glory days of plastic modeling, that MPC released a whole series of stock car models in 1/25 scale? I'll bet you do. I had almost all of them at one time. They were difficult to put together, but were the most detailed models of NASCAR race cars for a long, long time. Both the bodies and chassis were dedicated race units and had little in common with the regular street car kits. Ultimately, MPC topped themselves with a big 1:16 scale Petty Charger, with a clear body. It was the ultimate and as a kid, I could never seem to save enough to afford it. MPC also released a second version of the kit with the #71 K & K Insurance Buddy Baker colors, but with no clear body. The model shown at left was brought to the Indy meet by Paul Prescott and was caught on display with his Daytona. He has one side of the body completely painted and decaled, and the other left clear. It was great looking. The good news is that although this kit has been out of production for decades, Round 2 models is planning on releasing it again next year. Part one of this was the resurrection of the 1/16 Dukes of Hazard Charger tooling, some of which was related to the earlier Petty model. The Dukes car is in hobby shops now, and part two is the release of the Petty car. I guarantee that I will buy one this time

around.



Just when you think you've seen it all: noses and wings on Coronets, Darts, '66 Chargers and even a '69 Torino with a Superbird wing! And now this. It's now for sale on Kijiji.com. What best can be described is vandalism of a Plymouth Fury is located in Canning, Nova Scotia. The owner says, "I am going to drive this car this winter, but would like to get something more practical. May take trade." A good example of "Just because you can, doesn't mean you should". It could be an excellent derby car.

Mopar B-Body Windshield Rubber Gaskets

New from Steele Rubber Products is a made in USA windshield gasket for 1968-1970 Dodge and Plymouth B-bodies. So it will fit Chargers, Road Runners, Coronet, etc. This is a much needed part as replacements have been unavailable for some time. Cost is about \$165. For more information contact Steele Rubber Products at 800-447-0849 or www.steelerubber.com

Reflections on a Great Weekend

As I mentioned in the last issue, the Indy weekend was a big success. The turnout was close to 100 cars. The atmosphere at the track was fantastic. It was very exciting to see garage area regulars like the Wood Brothers on Friday and Saturday. Dale Inman, Steve Hmiel and NASCAR President Mike Helton came by. Those that bumped into Kyle Petty at the Mug n' Bun Friday night had some great memories to take home.

The Speedway people were a pleasure to work with. They gave us a prime location on about the only green grass of the infield. IMS also provided up to four grandstand four tickets per car for the Sunday race - and they were decent seats too. If only the track personnel could have turned the temperature down, it would have been perfect. Man, it was hot, over 90 every day.

We even managed to upset Ed Hinton of ESPN.com. In a vein bulging moment at the hotel front desk, he was not pleased with all the show cars and fans at his hotel. We even got a mention in his column. You can look it up on on ESPN.com. But hey, there's no such thing as bad publicity. Ed is known around the motorsports industry as something of a sourpuss.

Friday we were on display during the day. For Saturday, they let us out on the track for a group parade lap after Cup qualifying. Sunday they took only the vintage race cars for the pre-race lap which was at 12:30, just before the green flag. I know there were some people disappointed about not being able to go out again on Sunday, but should this situation occur in the future, we will be prepared for it and have a solution. That and the Saturday afternoon departure from the track in traffic were the only hiccups of the weekend. I have to say that is was really, really cool to drive down the front straight at Indy and see the scoring pylon coming at you. It was a very fun experience.

There were some early mornings. Sunday, we arrived at the Speedway before dawn. There was a mile long backup to get into the grounds, but we were whisked right in with our credentials. The Pagoda was bathed in blue light and it was beautiful. We got to watch the sun come up among the cars. Show traffic was brisk all weekend with fans coming by to check out the cars even after the race. By Sunday after the race, I was pretty much baked to a crisp and couldn't walk much more. I was grateful to John Borzych for a lift to the trailer lot to get my tow rig after the race, and the air conditioning in my truck felt so good. I was one of the stragglers out of the grounds. It was amazing how fast the place cleared out.

I think the Speedway was pleased with the way things went. There's been no word on a repeat event, but I think quite a few people would like to return given the opportunity. It all came together as a result of the Milwaukee 2007 meet. So you never know what opportunities will come about. We are very grateful to the IMS staff for the opportunity and good job that they did.



The Brickyard 400 Indy meet was a big success with nearly 100 cars on hand. It involved some very early mornings as shown on the left photo with the Beineke's bi-wing Daytona. The sun is just coming up as we arrived. Man, it was warm. At right, the banner in the Speedway infield really says it all. There is something special about the place.



This beautiful Petty Blue Superbird was displayed by Kevin Hurd from Maryland. He had the original "banned in Maryland" ad on display in the window. Beautiful car and nicely displayed. At right is the F6 green Daytona of Brian Haugel, the Vitamin-C Superbird of John Borzych and the #42 Marty Robbins Daytona of Carol Croxford.



Two Dan's and a Cale are lined up on parade with Tim Hunter's Superbird race car right behind. The Ford turnout was very strong and nice to see. Bill Sams from Texas brought his Charger 500 which always looks realllll nice.



It rained pretty hard Friday evening, but dried up nicely on Saturday. Alan Siegworth's Superbird from Pennsylvania makes a nice reflection. At right is the Daytona of Brent & Sherri Evans and the white Talladega of Larry Peterson.



Carl Sharp brought his Talladega along with a bundle of snakes. Yes, those are real Cobras! Fortunately, they are also real dead Cobras! The Iron Man award of the meet goes to Brett Balsdon of Calgary Alberta who made the trip to Indy solo driving his Superbird. The trip was 1800 miles one way, 34 hours on the road. Awesome...



The Speed stage was close by our display area. Here's Kyle Petty and Kenny Wallace regaling the crowd before the Trackside show. At right is the replica 1950's Gasoline Alley garage in the Speedway Museum. All the cars in the museum at this time were 500 winners. You'll never see them all together again.





Larry Bupp's W-nose Dan Gurney Special from Pennsylvania heads for the race track on Saturday. At right on the Saturday track lap is one of the prettier sights you'll ever see.



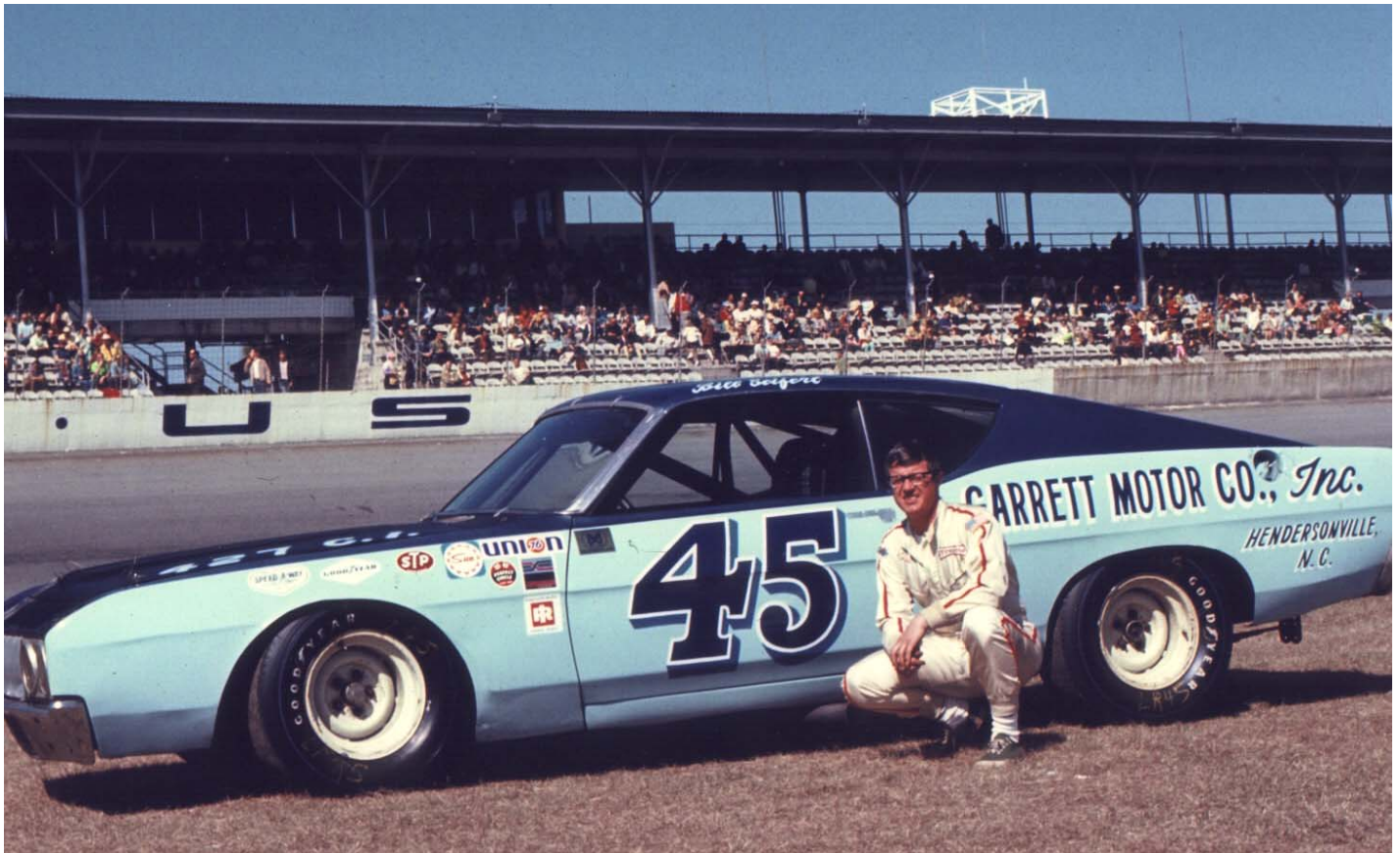
I don't know how that '55 Chevy snuck in there. Actually, there were about half a dozen Good Guys cars as part of the show. It only looks like they crashed the party. At right is Barry Miller's #98 Talladega before the Sunday parade lap which took place right before race time. The Aero race cars on the track were the first ones ever to do so in 100 years.



Coming down the front straight with the crowd in the stands before race time was very exciting. Taken from the turn two stands, the #1 Superbird is a tribute car owned by Dan Vaash that currently races now and then.



Received a nice note from Pat McConnell from Bartlett Illinois. Pat bought the Superbird owned by his brother in law Bruce Graham in Pennsylvania. Bruce was a DSAC member for about 20 years. The car is a time warp machine. What you see is how it looked in October 1980 when it still had side pipes, and the right side photo is how it looks today. After sitting dormant for many years, Pat has done some basic work restoring it to working order so it can be shown around. All the typical stuff like dropping the tank and cleaning the fuel system. Pat upgraded the ignition system to a Pertronix from the old points. He likes the Pertronix. You use their coil and although the ballast resistor is now redundant, you can modify it so it looks like it should and you can keep it on the firewall. Pat says he's got new front seat covers and carpet to install this winter to go along with new exhaust and shocks. He's still got some bugs to work out, but next spring it will be cruising to local shows and cruise nights. The original engine and radiator are gone replaced with a 1968 383, but the intent is to put a 440 back in at some point. The car has been in hiding since the early 80's so it is in really good shape. This one is RM23U0A178640. It's Vitamin-C Orange with a black bucket interior and a 4-speed. Nice car Pat, and good luck with your new toy!



Here's a rare photo of independent driver Bill Siefert's powder blue Talladega at the 1970 Daytona 500. Bill did not have an enjoyable Speedweeks as he was involved in the crash with Tab Prince's Daytona in the 125 qualifier which killed Prince and badly damaged the Talladega. Bill ran most of the GN schedule from 1966 through 1972.



Back in 1990, we received the photo at left from member Randy Knipfer about this derelict R4 red Daytona sitting outside near Madison Wisconsin. Randy pointed out that the car was next to a newish looking garage that was full of crap while the Daytona sat rotting away. At the time, the car was pretty rusty and in poor condition. As you might guess, the car was not for sale. The VIN is L9B355139. This is one of those cars that you just knew is still out there somewhere.

Fast forward to the summer of 2011. Ryan Brutt from Illinois is a car hunter who enjoys chasing down old cars to document them for his website which is www.carsinbarns.blogspot.com.



Sometimes Ryan gets a lead on where something is, and sometimes he just stumbles onto something neat with a little good luck and intuition. Anyway, Ryan received a tip where there might be a Daytona sitting out on a farm in south central Wisconsin. After driving through winding roads on the back side of nowhere, he arrived at the destination. After speaking to the owner, he was allowed in to see the car. Sure enough, it is our old friend from 1990.

Ryan reports that the car is still in the hands of the original owner. Bought new in Madison Wisconsin, they used the 440 automatic car daily until 1974 when it developed an engine problem. The car has been idle ever since, and when the family has moved, the car has moved with them. The owner says they had it garaged for a while but eventually "needed the space for other stuff". So the Daytona is now back outside until as the owner says, "they can restore it someday".



The good news is that the car is intact and in one piece. It appears the only things removed from the car are the valve covers. The bad news is that the condition hasn't gotten any better over the last 21 years. About all that looks different is that there are different junk cars around the Daytona. It will be a tall restoration project.

Ryan has a more photos of the car and some other wing car adventures posted up on his website which once again is:

www.carsinbarns.blogspot.com

I was sad to learn that Les Bowman passed away on April 7th. Les was the founder of the Plymouth Superbird Club in 1972. In 1977, Les' group merged with our group then known as Superbirds of America to become the DSAC we know today. He would often be seen vending at the Hoosier Auto Show at Indianapolis. Les and his late wife Barbara attended all the early meets of the club into the 1980's. Les was a good man, a great enthusiast, and he will be missed.

Darlene Holtdorf 1950-2011

Darlene passed away on September 25th from complications of kidney disease. A longtime DSAC member, she was the wife of Ron Holtdorf of Union Grove Wisconsin. Darlene was 61. I was a bit shocked to hear that Darlene had passed, as she was at the club picnic back in July and looked great. Darlene attended many club events and meets over the last 20 years and I am sure many of you will remember her. The photo at right was taken at the Drive the Mile event at the Milwaukee race track in 2007. Dar is showing off her certificate for completing her laps. Darlene could handle that Six Pack, 4-speed Superbird with ease. I personally will miss her as she was a real character and always added a lot to the room wherever she was. Our condolences to Ron and his family.



From the Woodward Dream Cruise in Detroit, is this blue Superbird that was badly damaged. It was rear ended, and then pushed into the Chevy pickup. The car is a regular on the east side Detroit cruise nights. It is owned by a lady and was her late husbands car. I am sure she and her sons are sick about it. I hope there were no serious injuries. The Superbird will need some time to heal up on the frame machine, but with a good metal man, I am sure it will be repairable.

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: 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.

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

Wanted - 95-99 Neon - need two front doors for a 4 door car in good condition. Prefer manual windows & locks. Prefer "Deep Amethyst" color. I'm near Chicago. Dave Kanofsky, email - kilrb70@yahoo.com, or call 708-289-6947 12/11

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

For Sale: Superbird black steering wheel, no cracks, 150 shipping incl in lower 48. Trade: I have a 1966 David Pearson #6 Charger postcard & 1968 ex-Petty Jabe Thomas Road Runner #25 post card. Will trade either for a 1968 or 69 Buddy Baker #3 Charger. Greg 586-243-7029.

Wanted: MoPar stock car parts: Pair of 15 x 9.5 Nichels wheels, upper control arm hardware, Nichels modified dual master cylinder, one piece strut rods, Pitman arm, idler arm, brake shoes & springs, wheel cylinders, Stant radiator cap, white top with black, rated @ 20#, has "safety lever". Red race hemi spark plug wires, may say "Packard" on them. Call Greg 586-243-7029, email: hpims@comcast.net 06/11

For Sale: 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 mgs2@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. **Exact as original.** They are \$150 per set of four pieces and include the shipping to you. Order from DSAC, 13717 W Green Meadow Drive. New Berlin WI 53151, 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

To keep ads fresh, please send any new or renewing ads in for the next issue

Daytona-Superbird Auto Club
Talladega and Cyclone Spoiler Registry
13717 W Green Meadow Dr
New Berlin, WI 53151

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*Troy Hawkes' Daytona won Best of Show at the
Houston Mopar Club's Halloween Show*

