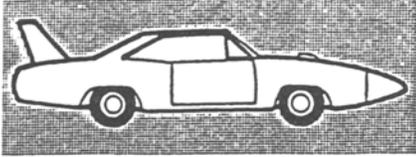


July-August 2006
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Wing Cars at Monster Mopar Weekend – St Louis Missouri

The annual Aero Car “gathering” at the Monster Mopar Weekend (MMW) show is coming up soon. The dates are the weekend after Labor Day which this year will be September 8-10. Here is an update from Gene Lewis who along with Rich Bolzenius is coordinating the gathering of Aero cars.

“Rich Bolzenius has lined up former NASCAR driver Neil Castles to be on hand for questions & autographs the entire weekend. Among other cars, Mr. Castles drove the #06 Daytona in Grand National competition as an Owner/Driver.

“As is normally the case, a bunch of Aero/Wing Car people are meeting at Rich’s house in Union, Missouri on that Friday (September 8th). That is our chance to quiz Mr. Castles in a more informal setting, without all the distractions of the car show to worry about. Most years there are also a few former St. Louis Assembly Plant workers who stop by Rich’s shop for a visit, to regale us with stories that make me wonder how any of these cars ever left the factory in one piece! As much fun as the MMW show is, I will readily admit that Rich’s event-before-the-event is often my favorite part of the whole weekend. For directions, contact Rich at 636-583-8161.

“For the car show portion, we have arranged with the promoter of the MMW to reserve up to 40 show spaces for Aero cars, and I plan to stake them out on the Thursday before the show. If possible, we would like to have all of the Wing Cars (clones welcome too!) parked in a row in this area. It’s not required that everyone park together, but it sure looks great to have all the Daytonas and Superbirds lined up! I plan to be there throughout the morning to help get the cars parked in the reserved areas.

“We have arranged for a processional-style entrance into the track through one of the side gates. This has been arranged strictly as a convenience for the wing cars, since it eliminates the long entry line that can quickly overheat a cooling-challenged car. Any Aero cars can join in with this group, as long as they all come in together. There will be only one group of cars (fairly early on each day) allowed into the track area this way – and if you miss the boat, we won’t be able to keep opening up that side gate. There is no MMW Car Show pre-registration requirement to enter along with this group, although if you have pre-registered it does make things simpler once you are inside the show area. The MMW staff has only made one stipulation about this – we MUST make sure that everyone who comes in this way DOES REGISTER. They will only allow us to continue doing this “special entry” deal as long as they don’t get burned by some freeloaders. Event registration is \$40 for the non-judged car show and \$45 for judged. Again, you may register onsite. (Editors note: the convoy to the show grounds will likely coordinate from the Collinsville host hotel area by the Hampton Inn and Ramada off hwy 157. Otherwise, you can jump in at any time from the on-ramp to I-55 headed towards the track.)

“I have also confirmed with the Track Management Staff that we will be able to get the Aero cars out on the oval track to do some hot laps. There are several changes to the format from recent years though:

“First, the Track guys have requested that we only bring out Aero cars for the laps. In our estimation, that means 1969 Charger 500s, ’69 Daytonas and ’70 Superbirds. Clones of these cars are allowed.

“Second, the Track guys have also requested that we group everyone according to the speed that they would like to go. For those who want to drop the hammer, they are willing to pace us to some pretty high speeds. For those who only want to do a couple of slow parade laps, they will gladly do that for us as well. What they don’t want is to have a group mixed with fast and slow cars. If we ask you how fast you would like to go on the track, this is the reason.

“Third, the MMW promoter has stipulated that the track laps be open to any MonsterMoparWeekend participant with an Aero car. There is no club membership requirement in order to participate.

“Fourth, the Track guys are only going to allow us to do laps on one day. They are doing us a tremendous favor by allowing us out on the track at all, so we don’t have too much leverage with them. They did give Rich and me the choice of which day, and the consensus opinion is that late morning on Sunday would be the best day and time. If we tried to do it on Saturday, the track laps almost always interfere with the car show judging. If we do it too late in the day on Sunday, some of the participants won’t be able to make it since several get an early start on their trips back home. My guess is that we will line up for the laps sometime around 11:00am on Sunday the 10th.

“Finally... Like last year, there will be a mandatory driver’s meeting shortly before the cars go out on the track. I will try and make it around to all the car owners before that meeting, and have some printed instructions about the track’s procedures. If everyone knows which “speed group” they want to be in ahead of time, we can have the groupings all lined up. That will make the laps smooth and orderly for everyone.

“Hopefully those who can make it will come. This has normally been one of the largest annual events for Aero cars, and is eclipsed in numbers only by the Talladega Reunion. There is no need to register with me or Rich ahead of time, we just hope that everyone comes and has a good time. It’s one of the highlights of the year for me to meet with this many Aero car owners & aficionados at the same place.

“If you have any questions about the Aero-related events we have planned, please do not hesitate to contact me. My email address is genlewis@fidnet.com, or you can call me at my office (636) 583-8811. Hope to see you there!! “ Gene Lewis

2007 National Meet

At the Litchfield National Meet in June, we had an informal discussion regarding 2007 plans. Where we stand at the moment is that we’ve been approached by the folks at the Milwaukee Mile to do an Aero Warrior Reunion in Milwaukee in August 23-27, 2007 in conjunction with the ARCA Governors Cup race weekend. The track would like to do a vintage race car and driver reunion on that weekend as well. We’re waiting to the track to firm up their actual race date with ARCA for next year, which should happen by the end of the month. I hope to be able to tell you more shortly. Assuming this falls into place, 2008 would likely be at Monster Mopar in St Louis with an all makes Aero Warrior Reunion, and of course, 2009 will be Talladega.

2006 Events Calendar

August 25-27th – Joliet Illinois. Classic Events and Denny Guest’s South Oak Dodge Present the Inaugural Route 66 Chrysler Classic at Route 66 Raceway. All Mopar swap meet, car show, drag race and midway. Sponsored by Denny Guest’s South Oak Dodge. Denny is a DSAC member and has promised if we can line up ten wing cars, we can have our own tent to park ‘em under. Daily admission is \$15, weekend passes \$25. Info: call www.ccevents.com or call 614-834-7990.

September 19-23rd – Daytona Beach Florida. Winged Warriors/NBOA National Meet. Hosted by Mike McGuire. Activities include car show, day at the beach, kart racing, Daytona USA tour, picnic, tour of museums. Special guest NASCAR legend Ray Fox, plus Ask the Expert with David Patik of Performance Car Graphics. Hotel is the Holiday Inn Express in Palm Coast FL. 386-439-3939. Room rate is \$75+ tax. Meet info: Mike McGuire, 386-446-6525, or email to: wingwarrior@pressroom.com.

October 14th – Milwaukee WI. Instead of our traditional picnic, this year we will host a fall color tour. We’ll meet up at 10 AM at the Park and Ride lot at Hwy 41 and Hwy 167 on the north side of Milwaukee. Our route will take us north through the Kettle Moraine Scenic Drive, about 50 miles to Elkhart Lake where we will enjoy lunch at the Lake Street Café. There will be a scenic stop along the way and we will cover some of the best two lane roads in the state. This is a spectacular drive any time of the year, and fall color should be at peak. Return to Milwaukee in the afternoon via freeway. RSVP to Chuck or Sharon Porter at 414-425-9008. Rain date on Sunday the 15th.

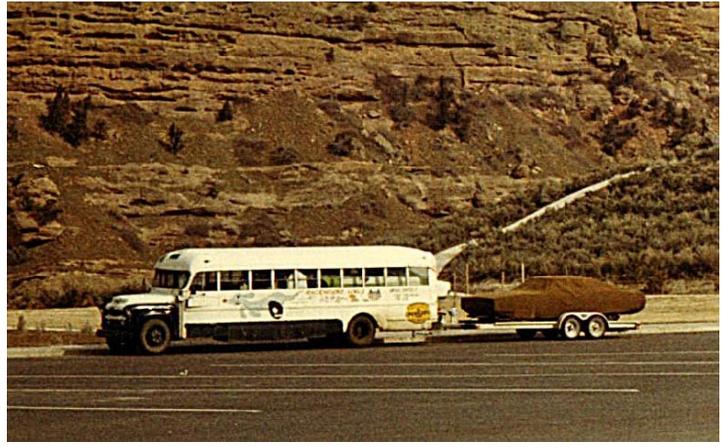
October 21-22nd – Baytown Texas. Lonestar Shootout Mopar and AMC National Event to be held at Houston Raceway Park. Michelle Waller, the show organizer would like to host a display of wing cars at the event. For info, call 321-243-5231, or log on to: www.lonestarshootout.com

November 2-4th – Ocala Florida. Cruise with the North Georgia Mopar Club from the Summit Racing headquarters in Atlanta to the Garlits Museum in Ocala for the Mopars with Big Daddy show. Info: Chris Street, 770-401-6542.

Being in the Right Place at the Right Time

You just never know when your favorite NASCAR legend is going to cross your path. For club member Jerry “Boomer” Landt from Iowa, it was on May 4th, when he learned that David Pearson was doing a personal appearance at Karl Chevrolet in Ankeny Iowa. Boomer ran home and grabbed his Talladega and headed for the dealership. He got a chance to snap this nice photo of David with the car. David’s question to Boomer was, “Is it for sale?”, which is not a big surprise since David just purchased one of his 1968 championship Torino’s from Steve Gantz, also from Ankeny Iowa. David now owns the race car and still owns the blue and gold street Torino he got from Ford for winning the ’68 championship. A nice pair for sure.





Club member Zane Whitcomb contributed these great photos from the 1970 racing season.

Zane's late father, Dave Whitcomb was a good independent driver on the USAC stock car circuit in the 60's and early 70's, running Mopars along the way. The #7 Charger was Dave's ride in 1970, shown above at Indianapolis Raceway Park in May of that year. A.J. Foyt in the Torino and Don White's Daytona are coming up behind.

The converted school bus was near state of the art race car hauling on the USAC trail. Not many teams had what you'd recognize as professional haulers. Jack Bowsher's team had a nice Ford box truck, with a "This is Ford Country" map of the U.S. and a big star on Texas, recognizing their driver, A.J. Foyt. Butch Hartman's team had a nice White car hauler, since they were truck dealers. But a lot of teams used home made haulers like these. I especially like the old drive on hoist runways used inside the bus.

What we have on the bottom two photos is a new Nichols crate Hemi being unloaded out of Dave's hauler. It's got a gold Mopar oil filter on it (how much are those worth today?), and a quickie Hemi orange spray bomb job done right on the pallet.

In the bottom photo are the same guys installing the engine into Terry Nichols' vinyl topped, number 12 Charger 500.

Our thanks to Zane for sharing the pics!



Performance Suspension Technology came up with this clever ad for their recent catalog with featuring a high flying Daytona. I don't know whether I like the ad or the accompanying disclaimer better. They are both pretty good.

WARNING: Professional driver in closed airspace. Do not attempt this at home. **PST** does not endorse the strapping of jet engines to a 1969 Dodge Charger Daytona, no matter how big the tail wing is. However, if you do succeed in getting one airborne, we recommend trying the **POLYGRAPHITE®** suspension kits on page 56. After all, what goes up must come down...

While we're at it, we'll give a plug to Performance Suspension Technology and their high performance kits. Their website is www.p-s-t.com Phone is 800-247-2288. Our thanks to Boomer Landt for forwarding the ad to us.



Ford Superbird – Say What?!

By Diana Lee Saville

Is it a bird? Is it a plane? Is it even a Mopar? No...it's a Ford XA Super Bird!! No, you are not seeing things; this Aussie Ford also carried the Super Bird name .

Easily identified by the huge bird decal on the car's rear panels this piece of Aussie history began its life in 1973. Ford product planning manager Nick Bartolini, designed this classic hardtop to thrill and surprise audiences at the Melbourne and Sydney Motor shows.

The wild colour choice complimented the choice of decal colours you could choose from. Paint combos came in Polar White with Cosmic Blue accent, Yellow Fire with Walnut Glow accent and Lime Green Glaze with Jewel Green accent. You could match all these with a choice of an orange, black or white rear quarter decal featuring the giant soaring bird. If the colours didn't suck you in then maybe the performance did. Standard with a 240BHP 302 CID V8 and a 4 speed shift (T-bar trans with a sports consul were optional). Front power disc brakes behind 6 x 14 styled steel

wheels and 185 SR X 14 radials and topped off with GT chrome wheel trims..

The car sat on HO running gear and sports handling suspension. And with such a big heavy car to manoeuvre the power steering came in handy to get around those tight turns. The big thirsty beast fed from a 36 gallon tank which was monitored from the GT instrumentation panel inside. With only 750 cars available for sale, it's not hard to say this car is a rare sight here in Australia today.

Our thanks to Wayne Perkins, John Pappas, and to Diana in Australia for providing this material.

Featured Website of the Month

If you enjoy old Ford and Mopar Aero race cars, you will want to check out Randy Ayers NASCAR Modeling Website. Go to www.randyayersmodeling.com and click on the "Forums" link. At the forums page, click on "Darkside Racers Corner 1948-1972" and you are in.

What you will find is more than model cars. The posters on the message board have a tremendous knowledge base on old race cars and sharing of information. Model car builders are constantly looking for old photos of cars they are building. I've seen more great pictures of our cars here, than just about anywhere else. Most I've never seen before.

Even if you are not a model car builder, the topics talked about are never boring, and more often than not, spill over to the full size cars. If you are a model builder, you can check out the online wing car building seminar. And if you struggled to build a Polar Lights Talladega kit, they have all the tricks to make it work. Also, some of the members are working on duplicating the entire 1970 World 600 race car field in 1/25 scale. Some of the models are pretty darn amazing. Check this site out. You will not go away disappointed.



The Ebay listing read as follows:

"You are bidding on a all original 1969 Dodge Charger Daytona. I have the original motor, transmission, disc brake rotors, and rear end of the car which are all rebuildable. I also have the rear bumper which needs rechroming. The center piece of the the tail wing is in good shape, but the two side pieces need to be repaired due to heat damage. The metal nose cone is repairable, but needs lots of work. Daytona back glass sheet metal is repairable. My intentions were to take a 1969 Dodge Charger and put all of my accessories on it. The vin number is still intact and all numbers can be easily read. The title will be transferred from the original owner to the highest bidder. This car was purchased 7-8-1970, the car was parked in 1976 and has not been moved in 30 years. The engine and transmission numbers which are 9B355107 match the vin number which is XX29L9B355107. To answer some of the bidders question, yes the stainless steel pillars are in good shape although they do need polishing. They are not cut. "



The Ebay deal was hammered sold at \$40,600 on June 20th. A very happy buyer left glowing feedback, so apparently the deal was done. So what we have here is a very early production Daytona, heavily optioned with cruise and power windows, possibly more. Reportedly, the car was white with a black interior. The car was involved in a fire many years ago and was left outside for dead. With most of the paint burned off, there's little to protect it from returning to the elements. Fast forward to 2006, and even this hulk is now a big money piece of scrap metal, err... VIN tags.

The car is mostly complete. Nose and wing are present, engine is laying alongside. Dashboard VIN is intact. The rust however is incredible. The A-pillars are cut. Floors are non-existent. I am going to offer an opinion that it is probably even worse in person than the internet photos show. Yet, it is obviously, and undeniably a real Daytona. With real Daytonas now bringing six figures, what do you do with a car like this? Restoration in the traditional sense of working with what you have, probably isn't practical in this situation, since there is so little left that is restorable.



In the case of the buyer of the fire damaged car above, two weeks later on July 2, he got lucky and found a 1970 Charger XS29N0G208552 (shown at left) on Ebay wearing all steel parts from a donor car. For \$29,100 he got real steel Daytona parts and a relatively nice donor car. A darn good deal if you ask me.

Now I truly do not know the buyer's intentions for the two cars. But I can add "fire damaged Daytona VIN tag" + "70 Charger" and see it = "Freshly restored white Daytona XX29L9B355107". One does not need to be a rocket scientist to figure this one out.



How do I feel about the possibility of a car like this being brought back from the dead? In the case of a VIN tag swap, I think it is completely unethical, not to mention illegal. However, I cannot realistically expect that when a car like this is worth \$40,000 as a pile of scrap, that it will be left to die. From this point, here is where the whole rebody debate gets very messy. The problem where it involves our cars, is there really is no accepted definition of the term. My personal opinion is that the central unibody structure needs to remain intact. Repair, straighten, cut and splice, that's OK. You want to put a replacement front clip on it – fine? Does it need a rear clip instead? No problem. Does it need floors? Do it. But by my standards, you've got to work with what you have. And in the case of our fire damaged car, I just cannot see how you can restore the rusty hulk maintaining the central unibody shell, which is what I believe to be the core of the car.



I've heard the other comments, like, "Well, I'd rather have a structurally sound car, than one that's pieced together. Me too. But I also want it to be the real deal, and be able to prove it as such. Which is where your trail of ownership, paperwork, old photos and history come together to determine "provenance". Simply stated, I think a Daytona with a known history, and no stories hiding in the closet is worth more than one that was fire damaged, and brought back from the dead by jacking up the radiator cap and driving another unibody underneath.

"But cars are just made of metal. What's the difference – they're all just made of parts, and a '70 Charger has the same parts?" That's true. But then why is a Ferrari GTO worth \$10 million dollars, and the identical replica built to the same standard a paltry \$100,000? Because there is that intangible "blue sky" value that's added in when you can prove that one is verifiably the real deal, and one is not.



Next comes the cry of, "But these cars are so expensive, and this is the only way I can get into one." I've got no problem with that. Just so the car is represented for what it is. And this is where chassis registries come in handy. As the years roll by, and the owners and stories change, you can bet that "fire ravaged, and abandoned for thirty years" becomes "well, it was singed a little bit, but nothing serious", the photos of what the car was will remain out there in cyberspace and in registries.

If you really have to ask how I feel, I would prefer we not see this metal free heap back on the road.

There are so many different opinions on the topic, and you've heard mine. I'd invite you to check out a more in-depth article written by enthusiast Dean Carson about the same car, on the internet. Dean has solicited opinions from some respected people in the business, and you can make your own decisions about how you feel about this controversial topic. Log on to the site at the address:

<http://mapleleafmopars.homestead.com/MofMjuly2006.html>

McCluskey and Nelson 1/18 Diecast Superbirds Have Arrived

Well, it took a while, but they are finally here. The Norm Nelson Automotive Hub Chrysler-Plymouth team cars from the 1971 USAC stock car season have finally hit the street. We have a couple cases of each in stock. Roger McCluskey drove the #1 car, which was the 1970 USAC championship car. The #2 car was an ex-Petty Superbird sent to Norm Nelson in 1971. The cars are absolutely gorgeous.



We still have these other 1/18 MIC wing cars in stock:
#5 Bobby Unser –Nichels Engineering Superbird
#3 Don White - Nichels Engineering Daytona
#22 Bobby Allison - Mario Rossi Daytona
#6 Buddy Baker – Cotton Owens Daytona
#71 Bobby Isaac – K & K Insurance Daytona
#99 Charlie Glotzbach – Nichels Engineering Daytona
#88 Beker/Glotzbach Chrysler Engineering Daytona

Here is the Deal:

Order any one car at \$69.95

Order any two cars at \$64.95 each

Order any three or more cars at \$59.95 each

Add \$10 shipping for the first car and \$3 each per car thereafter. Make payable to the club. Send to the club address or send Pay Pals to paydsac@hotmail.com

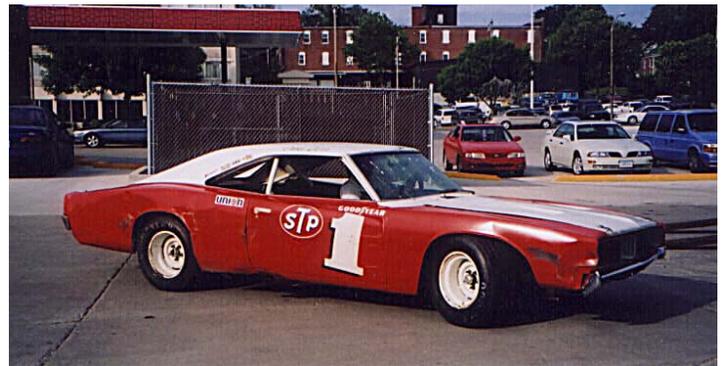
Keokuk Racers Reunion Recap



We had a nice time in Keokuk Iowa at the 2nd Racers Reunion. The first one was in 2003. This one was even better. The whole town was behind getting it together and it was held inside the River City Mall on Saturday, June 10th.

So of the drivers on-hand from left to right are: Ron Hutcherson, Don White, Lem Blankenship, Ramo Stott, and Gordy Blankenship. There was a nice memorial presentation in memory of the late Dick Hutcherson who passed away late last year.

We had a nice display of Aero Cars and Friends on hand, including Brent & Sherri Evan's Daytona, Jim Wells and Boomer Landt's Talladegas, Mike Borkowski's Superbird, and Jerry Narramore's Charger 500. Jim & Delma McCauley brought their '69 Barracuda Mod Top car. Out in the race car area were Ken Noffsinger's Superbird, Milt Wood's ex-Bob Brevak Charger, and John Johnson's Ernie Derr '70 Charger. Member Joe Hall from Michigan also brought a race Superbird wing to display. Jerry Swangler from North Dakota brought his ex-Don White Dodge Aspen Kit Car. Thanks to all of you from DSAC and the town for bringing your cars to the meet.



Jerry Swangler's Don White Kit Car sounds very potent and track ready. Above is the Ernie Derr 1970 Charger owned by John Johnson. It is the last car Ernie acquired in 1970. But it has 1969 front sheet metal. Chris Kite who is a Keokuk resident and DSAC member told me that Ernie bought many of the '69 Charger front clips from Creative Industries – and we all know where those came from – Daytona conversions. So your Daytona's original fenders may have found their way onto a race car way back when.



Ramo Stott's son Korey is a shop foreman for a Nextel Cup team. He also has done some driving in the past, and has built a new ARCA Pontiac in the colors of the famous #7 Superbird. I think they make a great pair. Ramo and Korey Stott are shown at right with the cars.



At left, Ernie Derr visits with a friend. At right, Don White tries on his old Chrysler Kit Car for size.



Left: A whole display case of Don White memorabilia. Right: Ernie Derr items displayed on the wall.

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: Superbird or Daytona steel nose – any condition. Jerry Swangler, 701-775-4044. Swanglerauto@invisimax.com 10/06
- Wanted: 426 Hemi block, Jerry, 701-775-4044, swanglerauto@invisimax.com 10/06
- Wanted: NOS or high quality excellent used (mint) console for '69 Charger w/automatic in green color. Joe. 402-740-4813 cell, leave message if I don't answer. Call any time day or night. 10/06
- For Sale: Race Programs from Milwaukee USAC races, 1971 Miller 200 (McCluskey Bird on cover), 1972 Fair Week 200 (McCluskey Bird on cover), 1971 Governors Gup 250 (Bowsher 69 Torino on Cover) All very nice shape. Each about 24 pages with quite a bit of aero ar stuff. \$20 each. Doug Schellinger 414-687-2489 10/05
- For Sale: Talladega – 428 C6, Presidential Blue. Good condition, not restored, but a well maintained driver. This was the actual car used to prototype the Maisto Talladega model. Realistically priced. Dan Baldwin. Sacramento CA, 510-857-7454. 10/06
- For Sale: Mopar 4speed A833 OD trans. (2) \$100 each. Hollander #1710/#1542. Came from Volare/Aspen/Diplomat/Lebaron RWD. Lots of Mopar magazines from the 90's, Mopar Collectors Guide, Hi Performance Mopar, Mopar Muscle in excellent condition. \$250 for over 150 For Sale: Hemi Superbird, RM23R0A179736, currently w/ 383 engine, numbers matching 4-speed, Dana, Vit C Orange, black bench int, 50k miles, both jacks, fender tag, same owner last 28 years, not concours, but nice looking, driving car \$249,000. Alan, 262-670-9835. 08/06
- For Sale: I have about 20 Dave Marcis and Richard Petty 1/64 scale Daytona-Superbird Racing Champions diecast, plus other drivers. Also some 1/18 Daytonas, 1/43 Superbirds plus HO scale Superbird slot cars and more. Allyn, 480-695-9177 or email: twaiten@aol.com 08/06
- Wanted: 1971 Charger R/T hardtop w/440 6-pack. Prefer high impact color but will consider anything low miles #1 or #2 shape. No rust buckets or basket cases, must be 4-speed. Joe, 402/740-4813 – leave message if no answer – thanks! 10/06
- Wanted: Broadcast sheet for Superbird, RM23U0A158634. Call 610-395-1435 or email: kinicker@yahoo.com 07/06
- Wanted: Superbird clone, must be an accurate and correct clone. Must be a Hemi and a complete car. Call Robert at 905-473-2490. 07/06
- Wanted: Daytona project car. Looking for possible trade. Have '68 Hemi Charger R/T currently under restoration, complete car about to be painted original LL1 Dark Turquoise. Troy - 713-460-1107 home, 832-498-4406 cell. 06/06
- Wanted: drivers door panel to fit a Spoiler II. Deluxe Cyclone interior, needs to have emblem. Any color or condition, I plan on having them restored. Chris. 651-458-9205 04/06
- Wanted: Broadcast sheet for Daytona XX29L9B381539. Contact Greg at xxwingman@hotmail.com or 513-515-8076. 05/06
- 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 03/06
- Wanted: Interior & exterior parts for 1969 Mercury Cyclone Spoiler (Dan Gurney) in good or restorable condition. Especially needed is a DASH PAD & CONSOLE. Ron Penska 267-975-6124 or e-mail hystick93@aol.com 07/06
- For Sale: Art print "Hemi's Under Gas" by David Snyder. Sold out edition of 950, signed and numbered by the artist. 22" x 28" unmounted, mint, \$95 includes shipping to U.S. and Canada. Doug Schellinger, 414-687-2489 or dsac@execpc.com 04/06
- For Sale: 70 Ply Barracuda, 318, complete, rusty \$5000, 73 Charger w/sunroof, many options, yellow, \$8500. 70 Charger headlight electric motor \$200, 1970 B-dash, tan w/cluster \$300. 70 Plymouth LF fender rust free \$350. 70 GTX tail lamp assy L&R, nice \$150pr. 71 GTX front & rear rubber bumpers, no brkts or grille, call for \$\$\$. Call Rich, 815/520-3227. 07/06
- For Sale: Reproduction Daytona jack hold down plates, \$50 Superbird jack hold down plates in correct die stamped steel, This is the triangular bracket located on the pasenger side trunk floor. \$110. Prices include shipping. Call Pete at 860-350-6864 12/04.
- For Sale: Superbird master cylinder core, used, casting #2226821 \$175, Superbird front fender to nose valance panels \$395pr, Superbird left fender, no damage, has patch panel low behind wheel \$1595, 70 440HP + 440 6-Pack K-frame w/skid plate \$275, 70 B-body console pistol grip handle \$395, 70 Road Runner GTX trunklid, no rot one lite dent near back, has holes for factory rear spoiler \$395, 70-72 disk brake spindles and caliper adapters \$225 pr, , 70-72 disk brake spindle assys complete \$325pr, 70-72 disk brake spindles, caliper adaptors, new rotors, rebuilt calipers (has LH studs) \$595. 70 Charger burnt orange rear seats \$155, NOS 2857178 68-70 Rally dash "Tic-Toc-Tach" Tachometer + clock combination guage \$825, NOS 2900524 69-70 Charger rear lower body panel \$550, Mopar Heat Stoves, for LH exhaust manifold 70/71 383 and 440HP. Complete w/upper stove and lower base plate. \$145, 70-71 big block HP left exhaust manifold heat shield, \$145, NOS 3418717-2946393 70-2 440 6-Pack air cleaner base and lid, w/front air shield \$545, NOS #4376 1970 440 6-Pack center Holley carb #4376-3639 date code \$775, rechromed 66-69 chrome valve cover breather \$85, new repro dash mounted reverse light indicator \$85, new repro 1970 B-body lower steering column dash cover \$55, new reproduction 70 B-body wood wheel to steering column plastic filler, \$45. Tony's Parts, 96 Redbird, Harrington Delaware, 19952 Ph: 302-398-0821 M-F 9-5. Web is: www.tonysparts.com 11/06
- For sale: Complete Ted Janak Daytona fiberglass kit. Includes rear window plug, nose, wing and braces etc. Asking \$5000. Jim, (856) 816-5414 email: Splinterdad@yahoo.com. 11/05
- For Sale: Daytona/Superbird Metal Reproduction Parts available: **New Part Available:** A-Pillar Mouldings/Wind Deflectors - stainless \$495/pair. Wing support braces and "washers" - \$495/set. Superbird turn signal frames - \$295/pair. Headlight buckets (.048 thickness for strength) - \$450/pair. Z-brackets (with proper strength rib) - \$695 pair for Superbird/\$745 pair for Daytona. Valence for Daytona - \$995. Latch tray for Daytona -\$395. Headlight door frames (aka pivot brackets) - \$425/pair including adjuster screws. Headlight assembly adjuster cams with bronze oil impregnated bushings (4 per car) - \$90.00/set. Vacuum motor mounting plates - \$45.00/pair. Headlight door stops - \$25.00/pair. Daytona Charger Parts List (clean copy) with diagrams - \$10.00/copy. Superbird/Daytona internal nosecone assembly documentation (36 pages packed with color photos and notes regarding assembly process) - \$400. All parts are cut using CNC equipment and formed with CNC equipment or custom tooling. Assembly services are also available for part or all of your nosecone components. Shipping/insurance is extra. Many parts are in stock complete or partially completed. Please call 612-382-4723 or email erik.nelson@xerox.com if you have questions or if you would like additional information. 08/05

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13717 W Green Meadow Dr
New Berlin, WI 53151
USA

(If you would like to renew for two years, you may do so.)

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 09/04

Wanted: 1973 Road Runner, prefer low mileage original or restored car, 340 w/4-speed, numbers matching, silver metallic w/black interior. Please call Randy at 608-592-3399. 04/06

For Sale: Superbird-Daytona scissors jack \$400, jack handle \$125, hold down plate \$110. 1970 Road Runner/Superbird bumper jack with hook #103 \$350. Call Mike, 860-228-8662. 04/06

For Sale: Original NOS 1969 Dodge Scat Pack white glass coffee cup, \$75. Richard Petty / Daytona Speedway rare cotton racing jacket \$275. 1970's Harley Davidson lined "#1" logo racing jacket. White with red/white/blue trim, \$275. Call Greg @ 586-726-9563 or email to: Hpims@comcast.net 04/06

Superbird/Daytona headlight vacuum cans exact reproduction, Air Grabber vacuum cans, Fiberglass nose cone, headlight doors (Daytona/Superbird), and fender scoops (Daytona). Reference 71 Daytona/MCG Nov.2002 and soon Mopar Action. Call Mike Goyette at 508-977-0680 or email to G-series@comcast.net Check out our new website @www.Dayclona.com 04/05

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). Charger 500 stripe kits in red, 75 ea, Engine compartment items: black strap for rad support vacuum lines \$2, small rubber hood bumpers at cowl panel \$3 ea. Mopar engine belts: 440 alternator \$12, 426 alternator \$12, 440/426 power steering \$12. Mopar radiator hoses, 440/426 lower or upper (now available again) \$18, Prices include shipping. DSAC, 13717 W Green Meadow Dr. New Berlin, WI 53151 414-687-2489 eves or email to dsac@execpc.com 11/05

For Sale: Superbird headlight buckets, steel repro, \$325 + ship. Ron Knifley, 250 Parkwood Dr, Campbellsville, KY 42718. 270/465-2465.

Hemi Authentication Service: We have over 5000 Hemi VINs in our database. Call with your VIN. We provide free past ownership history, tracking all years, all models. I can travel and authenticate cars, provide appraisals, and certify. Call Jack at 305-251-2591 (in Florida), or www.jacksharkey2000@yahoo.com 05/05:

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

Talladega Event VHS Tapes and DVDs Part I covers the cars at the reunion, and was shot at Tim & Pam Wellborn's home as well as the International Motorsports Hall of Fame at Talladega, and the Sunday parade lap. It covers both Ford and Mopars at the event and is 100 minutes of Aero Warrior excitement. Part II features the Saturday panel discussion at the International Motorsports Hall of Fame with the Chrysler and Ford engineers and NASCAR drivers in a roundtable story telling session. It's 114 minutes of history that will never be lost. You get both VHS tapes for \$20, or both DVDs for \$30, and the postage is included. Make your check to: Five Star Productions, 31230 Lahser Rd, Beverly Hills, MI 48025. Email questions to: onebadsuperbird@aol.com or call 248-646-6391.

For Sale: Quality Reproduction Parts – 68-69 Torino Trunk Drop-off Panels \$199.00pr, 1970-71 & 199.00pr. Torino Taillight seals exactly like the originals 1968-69 \$99.00pr, 1970-71 \$99.00pr, 428 Cobra Jet Throttle Rod {Fits 390 too!} concours quality \$99.00. 1968-69 Torino front license plate bracket \$89.00. 1970-71 Torino Cobra Center Grille {Outstanding Reproduction} \$450.00, 1968-69 Torino/Cyclone Ram air seal {fits 70/71Cyclone} \$199.95. 1970-71 Torino Ram air seal {has part # and drain tube} \$169.95 Ram Air vacuum actuators {call for price} Marty Burke, 7177 CR 1135, Leonard Tx 75452 mburke6662@aol.com 903-587-FORD 9/2004

Wanted: 69 Charger upper door panels in white. Must be mint or NOS originals. Also need inner lock door buttons in white. Email: misterhemi@mts.net or phone 204-256-2351. 07/06

Daytona-Superbird Auto Club
Talladega and Cyclone Spoiler Registry
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*After the 1970 Southern 500,
Buddy Baker's Daytona sits
in victory lane at Darlington.*

