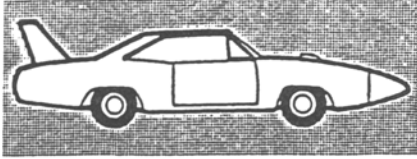


March-April 2008
www.superbirdclub.com

TALLADEGA
CYCLONE SPOILER
Registry



Send email to: dsac@execpc.com

DAYTONA – SUPERBIRD AUTO CLUB

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

2008 Member Renewals are Due - It's membership renewal time. 2008 membership dues remain at \$20 or \$22 outside the U.S. Club dues run on a calendar year basis from January to December each year. Check your mailing label. You can tell if you need to renew your membership by looking at your mailing label on the back of this issue. If at the top, it says "07", you are due for renewal. If it says "08", you have already paid for the upcoming year. The membership renewal form is on the inside of the back cover. If you outside the U.S. please use Pay Pal (send to paydsac@hotmail.com or send check/money order in U.S. funds drawn on a U.S. bank. Call or email if you have questions.

Restoration Parts Bonanza

On the Mopar side of things, we are experiencing a restoration parts explosion, the likes of which we have never seen before. More parts are available and scheduled to become available than ever before. Overall, I'd say quality is very good. My personal opinion has evolved to be that each item needs to be approached and evaluated individually. In some cases, the repro parts are approaching factory new quality. In other cases, there are some "it's very good, but..." where it will satisfy 98 percent of the people buying them. And there are still products that fall well short. I'll also be fair and say that when you buy new old stock parts, they might be new, but shelf worn. So even that isn't a guarantee. Here's some updates of what's going on.



On the sheet metal side, last year we reported about the "made in USA" 1969 Charger factory style full quarter panels becoming available from Hardcore Racing in Michigan. No sooner had we reported it, but Hardcore went belly-up. The good news is that Ron Lushia, who was involved in the original project has picked it up and formed a new company called Classic Body Designs. They are shipping quarter panels and also have door skins available. Price on the quarters is not cheap at \$2495, but they claim it is 100 percent made in the USA. I figure that's a little more than half the price of what a NOS quarter would cost these days. DSAC member Allen Vasut has ordered a pair of these for his Charger 500, and having them fitted up right now, shown at right. The word on these is they look good. They also were really well packed when shipped. Classic Body Designs, phone 248-624-5952. www.classicbodydesigns.com

Also, just because you see that something has a sticker that says "Authorized Mopar Restoration Product", do not assume it's going to be correct or even fit right out of the box. It means the product is licensed by Chrysler for sale, but that's about it. In other words, Mother Mopar gets their licensing fee. A good example of this is Goodmark Industries B-body outer wheelhouses. Our Charger 500 member ordered them. After installing, it was determined that they did not fit correctly at the forward flange and at the rocker panel. In the photo at right, you are looking rearward at the rocker and outer wheel house. You can see how the wheel house sticks out half an inch at the rocker instead of fitting flush. Plainly said, it's simply the wrong part for the job. To make this part work, you have to cut a pie shaped piece out of the panel and work it to fit. I guess you could say it's B-T-N, or "better than nothing". In 1990 we might have been exchanging high fives about having the part available. In 2008, we expect that it's going to fit as advertised. The problem is that we have a universal part being shipped for cars have have model specific wheelhouses. We will come back to this wheelhouse situation shortly. Goodmark has gotten "okay" reviews on their Cuda full quarter panels.



They fit pretty well, but they will need some massaging out of the box. They are thinner guage than original.

Another player has emerged in the Mopar sheet metal business: Auto Metal Direct in Georgia, known for short as AMD. They have planned to release a staggering amount of Mopar sheet metal, and are on their way. Among these, last year they also announced plans for 1968 through 1970 Charger full quarter panels. These would be stamped off completely different tooling than the Classic Body Designs panels. They also would be significantly less money, priced at \$599 as they are stamped overseas. They have not been released just yet, but a number of folks are hanging on waiting for them because of the price difference. So far, AMD has released 1968 and '69 Road Runner full quarter panels. I've just seen photos and a report from a Moparts.com member who installed them, and that he was very pleased with how well they fit. AMD has also done 1968 and 69 Charger fenders and hood, but is not planning on 1970 because of the tooling requirements for a one year only model. They have also released the first ever B-body full trunk floor. If you are changing both quarters, this is the way to go as you can drop in a full trunk floor just like the factory did. What has been available is a two piece floor that you have to weld the seam. I don't believe that you can fit the full trunk floor with quarters and tail light panel on the car.

Other nifty items from AMD are tail light panels for Chargers and even the 70 Road Runner. They are also releasing correct outer wheelhouses to provide an alternative to the Goodmark piece we spoke of earlier. AMD has shown photos in their test lab, and claims that they will not release a piece to production unless it really and truly fits. Of course the proof is in the pudding, so lets hope the excellent reports continue to come in. Check out their catalog on line or call to request one. AMD Auto Metal Direct, phone 866-591-8309 www.autometaldirect.com

Getting away from sheet metal, many other exterior and interior trim and hard to find parts are being offered by B/E & A Parts out of Ohio. Mike Ross is the owner. You may also see many of the same parts offered by a company called PG Classics out of Canada. Peter Gee is the owner there. There is some confusion as to who offers what, as there is overlap between the product lines. As I understand things, Peter Gee had extensive manufacturing contacts in China and began reproducing a number of Mopar parts, some without licensing, Pentastar markings and part numbers. Mike Ross and his business partner who formed B/E & A, got involved with Peter Gee and helped with the licensing of parts and taking them to the next level of accuracy. Mike has reportedly invested over seven figures in getting the licensing and things off the ground. When asked about how the arrangement works, Mike Ross explains it below:

“All PG & B/E & A parts are made from the same tool. The quality is equal between both companies. The only difference is the second run will have the Pentastar on the parts that are licensed. Not all our parts have a Pentastar. When we first got involved, two years ago, there were minor things on parts that needed attention. Peter is as anal about accuracy as I am so having two sets of eyes on the parts only reduces the risk of poor fitting parts.

“Generally prices are close between the 2 companies, however, because of the licensing fees being paid you'll notice price differences. Also, some of the non-licensed parts will be higher also to spread out the licensing fees.

“Anyone that has done business with either one of our companies can attest to the parts quality and customer service. I truly believe, if you have quality products, customer service is the next most important ingredient to success. Company growth can only exist with repeat customers along with new customers.

“I've been on the other side of the hobby for 25 years and have lived the dream of poor quality and service and an attitude among some vendors that you should feel lucky that they will take your money and sell you a part. Don't get me wrong, there's many great vendors out there, it's the bad ones you always remember. I'm as much a Mopar knucklehead as the next in this hobby, we all live and breath this stuff. I do all my own work on my cars and when they're done they stay here and I start Jonesing for the next project. My phone is always available to anyone that wants to talk cars and parts. Michael C. Ross – Owner B/E & A Restoration Parts, Inc.” www.beaparts.com 330-725-3990

B/E & A's business model is to do runs of products that will satisfy the market, but not to have a lifetime supply. If you need something, get it on order as they want to move on and do other needed parts. Overall the feedback on B/E & A and customer service has been very good.

So there's a quick overview of what's out there. Talk to the vendors, buy their products and thank them for supporting the hobby. Will the new generation of reproduction parts make mint new old stock counterparts worthless? Not a chance. For a true reference restoration, you still can't beat the mint stuff in the original boxes. Although the discerning eye will be able to tell the difference, however small it is - in general, these new parts are getting to the point where will they satisfy most people. That's a welcome thing to make your restoration a whole lot easier.



Mark your calendar -the dates for the 2008 club national meet are set. The dates are September 17-21 in the greater St Louis Missouri area. Our hosts are club members Rich Bolzenius, Gene Lewis and Sherri Evans.

The 17th & 18th will be spent touring in the St Louis area and on RT 66. Friday the 19th will be a gathering at the home of Rich & Judy Bolzenius in Union Missouri. Rich typically has some interesting guests at the Friday gathering. Past guests have included Cotton Owens, Charlie Glotzbach, James Hylton, Neil Castles and Harry Lee Hyde Jr. Celebrity cars attending have included a real Chrysler Turbine car. It's also common for St Louis assembly plant workers from the muscle era to stop by.

Saturday & Sun the 20th & 21st will be at Gateway Raceway inside the oval track for the Monster Mopar Show & Swap.

Ford and Mopar Aero cars are a feature of the show. The organizers have made it clear they want all the Aero cars, including the Talladegas and Spoilers, and are creating a judged class for the Ford cars as well. Plans are that there will be track touring sessions on the mile high banked Gateway oval tentatively on both Saturday and Sunday.

Hotel Info: Since we will be on the west side of St Louis, we have a deal with the Super 8 motel right in Union Missouri. This is where you will want to be through Thursday night. Phone is 636-583-8808. Rate is \$69 plus tax. Mention Aero Car Reunion

For Friday & Saturday night, we will move close to Gateway Raceway to the Four Points Sheraton in Fairview Heights Illinois. The phone number is 618-622-9500. Mention Aero Warriors and the rate is \$89. Since people will be coming at all different times of the week, if you are coming in later in the week for the track activities, this is the place to stay.

Here is the event schedule:

Wednesday – Sept 17th

Morning guided tour of Meramec Caverns - the largest commercial cave in the state of Missouri. www.americascave.com
 Lunch at Friscos Restaurant & Route 66 Murals in Cuba Missouri
 Afternoon tour to Bob's Gasoline Alley – Route 66 and Gasoline Memorabilia
 Visit to Gateway Classic Mustang Car Build and Restoration Shop www.gatewayclassicmustang.com
 Dinner at the historic White Rose Café – serving Union Missouri for 75 years

Thursday – Sept 18

Morning visit to the St Louis Museum of Transportation – Planes Trains and Automobiles plus the Chrysler Turbine Car www.transportmuseumassociation.org This is a fabulous collection.
 Lunch stop at Ted Drewes Famous Custard on Route 66 since 1940.
 Afternoon at Route 66 State Park Museum / Gift Shop – formerly known as Times Beach Missouri
www.missouri66.org/rt66statepark.html
 Evening Cookout at the home of Rich & Judy Bolzenius

Friday – Sept 19

Weekend Kickoff at the Home of Rich & Judy Bolenius – Aero Cars, NASCAR guests, food and good times.
 Mid afternoon – everyone cruises off to Illinois to Monster Mopar and our weekend hotel.
 Hotel check-in at the Four Points Sheraton, more car talk, evening meeting room

Saturday – Sept 20 and Sunday 21

Monster Mopar Weekend at Gateway Raceway. Ford & Mopar Aero Warrior Display, drag racing, swap meet
 There will be judged classes for both cars for participants who wish to enter (this is not mandatory)
 Track laps of Gateway Raceway on both days for all the Aero Cars
 Saturday evening gathering at the Four Points Sheraton

This event will have something to please everyone. We hope to see you in St Louis in September.

Rare Q5 Turquoise Daytona Discovery in California page 4

I recently exchanged emails and phone calls with Tony Silva in San Jose California. Tony is the owner of his father's Daytona. Tony's dad passed away in 1991 and the car has been off the road for about twenty years. Tony is 22 years old and got hold of us as the time had come to learn more about the car.

When Tony read me the VIN and I looked it up, I instantly recognized the car. I asked him about the color, which he said it was orange. I then asked, "Does it still have the word DAYTONA in large block letters across the nose?", and he answered "Yes it does," a bit surprised. As it turns out, the car had been owned by one of the first members of DSAC, Rich Meintel, also from California. Rich was club member number 9 back in 1975, and the car was featured in the March 1977 newsletter. Rich had sold the car to Tony's dad in 1980.



As I continued to speak with Tony, things got more interesting. We never had the fender tag information, and as he read me the codes, my jaw dropped. The car was originally the Q5 turquoise paint color. We only know of four or five Daytonas in this color. Better yet, the interior is coded C6T tan, which is the only Q5 Daytona known in this combination. This combination was allowed to be ordered and built, but was not recommended by the factory. All I can say is, "what a find"!



Above is the nose showing the unique block lettering I remembered from 30 years ago. At right is the tan interior which appears to be in excellent original condition.

Below is the fender tag, which shows the car is equipped similar to a lot of other Daytonas. But the kicker is the Q5 paint and C6T interior codes. Scheduled production date was June 6th, 1969. Special order number is 926866, and the VIN is XX29L9B410777. This is an automatic transmission car. This car also had a white tail stripe.



Tony's Daytona has 53,000 miles on it, which means his dad put about 10,000 miles on it. I didn't print the photo because it was pretty grainy, but Tony sent one of the car taken outside a stadium in Mexico in the early 1980's.

It was delivered new at Sierra Dodge in Chico California, and appears to have had an aftermarket air conditioning system, added. Some minor things have been changed under the hood, but it looks like all the good bones are there.

Tony is very excited about the car and is putting the wheels in motion to get the car running, which should be pretty easy. I think that even in the garage find condition, it ought to cause quite a stir locally when it comes out of hiding.

Talladega Photos from Jon Wood Member Jon Wood from South Carolina has been getting serious about finishing his Presidential Blue Talladega for the big 40th Anniversary reunion in Alabama next year. The photo of the car in primer is from this past December, and the car just emerged from the paint booth in April. This has been a major, major project.



Jon says this is his first ground up restoration and continues: "I have to tip my hat to my body guy. He has put in a ton of work. 350 hrs of body work and 367 of metal work. He has put a complete floor, trunk area, tail light panel and a roof. If I did not have the original engine and transmission, I would have thrown the towel in long ago.

Wow Jon, the car sure looks like it's coming along. Knowing what labor costs, with that many hours the restoration truly becomes a labor of love. Be sure to send us more photos as progress continues.

Chris Vallo – You Name It

Look up the words "shyster" and "charlatan" in the dictionary, and you are likely to get an answer along with the definition of those words that says, "see also, Chris Vallo". Few names in the history of motor racing could be more obscure and yet well remembered. More than one person burned by Vallo's worthless sponsorship checks still has them as a reminder.

Vallo was a self-described millionaire who approached Ray Nichels about building Pontiac GTOs for NASCAR in 1971. Vallo showed Ray the proverbial briefcase full of money. Since Ray was losing his Chrysler deal at the end of 1970, he agreed to get involved and Vallo appeared to be a savior. The trouble was, Vallo may have had a suitcase full of money that day, but it wasn't necessarily his for the keeping. When asked what his businesses were, Vallo's slogan was evasive as simply, "You Name It". He did have a supper club in the far north woods of Minnesota and had provided some earlier sponsorship to Ray's son Terry Nichels on his personal USAC Charger race car.

I'm told that Vallo went so far as to put up a C.V. Enterprises billboard not far from the Nichels shop, as to appear legitimate. But the big bucks for Ray never materialized. The result was a couple of NASCAR Pontiacs built for David Pearson and a pair of USAC 1971 Road Runners in the purple C.V. Enterprises for A.J. Foyt and Bobby Unser. Vallo also conned Dan Gurney with sponsorship for of Jerry Grant's "Mystery Eagle" Indy car. They came within a hair of winning the Indy 500 in 1972.

But when all was said and done, Vallo was unable to honor his sponsorship commitments and faded back to obscurity. Ray Nichels kept his C.V. Enterprises promotional watch until he died. He called it "my two million dollar watch". On an visit to A.J. Foyt's Gasoline Alley garage at Indy about five years ago, Foyt good naturedly asked Ray Nichels in that Texas drawl, "Hey Ray, whatever happened to that Chris Valla fella?" Vallo was ultimately later jailed on a gold treasure scheme and went to prison. He is now deceased. The feature on the next page is from the Milwaukee 1971 USAC race program.

Chris Vallo and Companies

What would you do if someone walked up to you and said, "build me some Pontiac race cars — here's a million dollars."

Veteran race car builder Ray Nichols had that "problem" earlier this year when Chris Vallo, a long-time friend and multi-millionaire, said just that. Nichols, who just lost a healthy contract with Chrysler to build race cars at the end of last year, suddenly began looking for race drivers, builders, pitmen, mechanics and time.

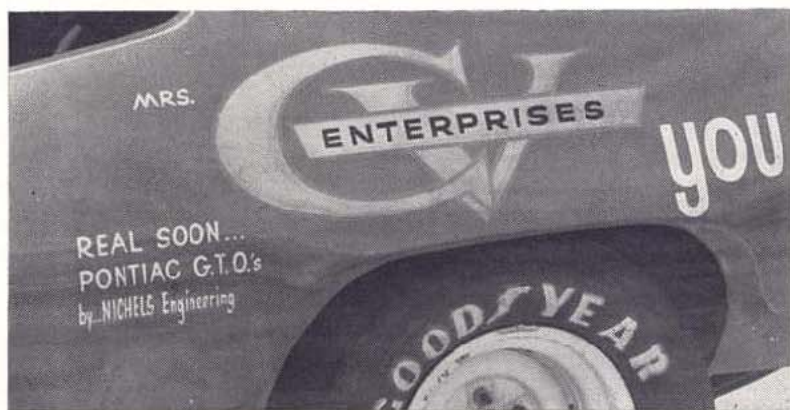
The first efforts appeared here in the Miller 200, but they were still Chrysler products. Bobby Unser drove a 1970 Plymouth and Verlin Eaker a 1969 Daytona.

Vallo owns many a companies and generally goes under the name of "Chris Vallo — You Name It."



Paul Gohde Photo

Racing's mystery man, Chris Vallo watches Bobby Unser as he is about to take his time trial for the Miller 200 here last July.



Jim Remington Photo

Pontiacs, that's what Chris Vallo wanted to be racing. On the side of Bobby Unser's 1971 Plymouth was this note on their status. Nichols built Pontiacs back in the early 60's before he switched to Chrysler products. It is taking him time to get them right, thus the carryover of the Plymouths.

Frank Kern Photo

Bobby's Plymouth didn't fare too well in the Miller, as it blew the engine on the third lap and was the first car out of the race. It was the same car that was driven by David Pearson in the Firecracker 400 at Daytona International Speedway a week earlier.



Jim Remington Photo

Vallo's other entrant in the Miller, Verlin Eaker was involved in an early accident and spun into the infield on the north turn. Eaker returned to the race for a few laps before the engine on his 1969 Dodge Daytona quit, giving him 32nd place. It was not a good day for the multi-millionaire.





David Pearson climbed through the window of the maroon and white No. 21 Purolator Mercury parked on pit road at Darlington Raceway on Wednesday (April 16th), grabbed one of the five pieces of Wrigley Spearmint gum taped to the dash and fired up the engine just as though it were 1973.

"Did you need any help getting in?" said Leonard Wood, Pearson's former crew chief with the famed Wood Brothers.

No, Pearson didn't need any help getting in the car, the same one in which he won at Darlington for the first time almost 38 years ago. He didn't have any problems driving around the track nicknamed "Too Tough To Tame," though he had no power steering

and tires that were older than most of the current drivers in the Sprint Cup series.

The 73-year-old Pearson, dressed in blue jeans, a plaid shirt and tennis shoes, flew down the front straightaway at about 110 mph in a five-lap publicity stunt to promote next month's race at Darlington. He didn't take the checkered flag. Carl Edwards, dressed in his red fire suit and driving a duplicate of the No. 99 car he has taken to Victory Lane three times this season, snared that.

"Only because I didn't know we were on the last lap," Pearson said. "If he said one lap to go I'd have passed him."

Pearson may have lost a step or two over the years, but he hasn't lost his edge. He still believes he is the best driver that lived. His 105 career wins, three championships and amazing 18.2 winning percentage is tough to argue against. He did this despite driving most of his career on a part-time schedule. "Ain't no telling," Pearson said when asked how many titles and races he would have won had he committed to a full schedule.

Nobody was better at Darlington than the "Silver Fox," who has a record 10 wins and 12 poles at the 1.366-mile track. It didn't take much to convince him to return there to take a spin in the car in which he won 11 times in 18 races in '73. He was so excited once the 600 horsepower Boss 429 engine fired, that he pulled onto the track well ahead of the scripted schedule, leaving Darlington's public relations staff scrambling to get Edwards on the track behind him.

"He was so excited when we first started talking about this that he asked me if we could get some softer tires and cheat it up, 'cause he might just go for it," said Eddie Wood, who now runs the struggling Wood Brothers organization. Edwards got a glimpse of Pearson's competitive spirit on the plane ride from Concord, N.C., via Pearson's home in Spartanburg, S.C. "After spending a few minutes with him ... that guy has a fire in him," Edwards said. Leonard Wood laughed, saying Pearson still believes he could beat most drivers on the circuit today. "I don't see why I couldn't," Pearson said with a familiar grin.

Leonard Wood played a big role in making Wednesday happen. He took the car that had been in the Darlington Raceway museum for almost 35 years back to the Wood Brothers' shop in Stuart, Va., and prepared it for what was supposed to be a few leisurely laps. He was amazed that, with the exception of changing the battery, restoring the clutch, cleaning the fuel lines and making sure the brakes worked, the car fired as easily as it did in its prime. For the most part the car was exactly as it was, down to the treaded tires, after it was retired following the final event in 1973. Paint that was peeling under the driver's door next to the exhaust hadn't been touched up. Gum was taped to the dash, one piece for every 100 miles, just as Pearson demanded. The cigarette lighter remained positioned next to the tachometer. Yes, the cigarette lighter. That evoked memories of the day Buddy Baker pulled alongside the No. 21 and noticed Pearson puffing away as he was known to do. "When Buddy saw that, he knew he was in trouble," Leonard Wood recalled with a laugh.

Edwards, 28, had heard these legendary stories and had seen the famous car in old television footage. Watching the No. 21 pull alongside him to pass coming down the front straightaway on the third lap was like watching a "piece of history." "I'll never forget that," Edwards said. "That was so cool." As Edwards climbed out of his car, a little embarrassed he had taken the checkered flag from this living legend, he bypassed his victory backflip, pointed at Pearson and quipped, "He said he's going to do a backflip." On this day, when time seemingly stood still, one could almost imagine he could.

Leonard Wood said it best. "It's a very rewarding moment to remember what this car had always done," Wood said, "and to see it come off the corner, it still looks the same way. I thought it looked racier than the cars now, but I may be prejudiced."

May 3-4 – Van Nuys California, Spring Fling, info: 818-759-1779.

May 18 – Naperville Illinois – Mopower Madness, at Naperville High School, sponsored by the Chicagoland Mopar Club, www.chicagolandmopar.com 847-815-2891.

June 7-8 – Kansas City Missouri – 23rd Annual Mopar Show sponsored by the High Performance Auto Club held at Cabelas Outfitters. Info: www.hpacmopar.com or call Dick Drake at (816) 618-7284

June 7 – Des Moines Iowa – 20th Annual Mopars on Review car show and swap. At the Child Share complex in Johnston Iowa. Info: email to mprsunltd@aol.com or call 515-279-7645.

June 9-14 – Duluth Minnesota – Winged Warriors/NBOA National Meet. Many scenic tours are planned. Special guest is Diane Sox, wife of the late Ronnie Sox. Host hotel is the Canal Park Lodge, for reservatiopns 218-279-6000 and ask for the Winged Warriors block of rooms. Rates are \$99 city side or \$120 lake side. For meet info contact Curt Lawson at 763-427-4363 or email to dodgegirl1@juno.com

July 11-12 – York Pennsylvania – Fairlane Club of America National Meet – info: www.fairlaneclubofamerica.com

July 11-13 – Carlisle Pennsylvania – All Chrysler Nationals – info: 717-243-7855.

July 19-20 – Belvidere Illinois - Belvidere Mopar Happening show and swap - Boone County Fairgrounds. www.chicagolandmopar.com 847-815-2891

July 26 – Hickory Corners Michigan – 20th Annual Mopars at the Red Barns – info: 269-671-5089 www.gilmorecarmuseum.org

August 8-10 – Columbus Ohio – Mopar Nationals – info: 313-278-2240

August 10 – Parkman Ohio – Long time DSAC member Ken Klima would like to see as many Mopar and Ford Aero Cars at their local church festival car show. It will be held at St Edward Church from 11 to 3 in Parkman Ohio. Food, raffle, drawings, DJ , and good time games. Car Show at St Doug, I think we are getting organized on our event. Email Ken at kklima@alltel.net

August 23-24 – Joliet Illinois - 3rd Annual Chrysler Classic at Route 66 Raceway – presented by Denny Guest and South Oak Dodge. Info – lisa@ccevents.com or call 614-835-0426.

September 13 – Kingsport Tennessee – The Forge Invitational Muscle Car Show – info: 865-380-1996

November 1-2 – Ocala Florida – Mopars with Big Daddy – info: 407-448-9211

New Book on Chrysler Engines

Al Nichols recently wrote in to tell us about a new book offered through the Society of Auto Engineers book shop. Al is formerly of Chrysler Engineering. I'll let him tell the rest.

“It just occurred to me that you should inform the readers of a new book published last month by SAE titled Chrysler Engines by my old Chief Engineer, Willem Weertman, Chief Engineer of engines.

“It is a remarkable book and covers engines from 1922 to 1998. A few that we would be interested in, like the D3 and D4 Hemi heads and the A148 have been left out for clarity or lack of popular appeal. Nearly everything else has been included.

“It is available from SAE International, 400 Commonwealth Drive, Warrendale, Pa. 15096-0001 Phone (724) 776-0790 , e-mail is CustomerService@sae.org Website <http://store.sae.org> . I believe it lists for \$69. plus tax. If you have an SAE member front the purchase, there is a 10% discount to members.

“Mr Weertman used to tour the Motor Room nearly every morning and stopped to talk to all the engine buildup technicians to talk about how they were doing. The A925 Hemi was to scare off the Ford Cammer in Nascar. It ran only on the valve train fixture, but I believe someone has the remains and has possibly fabricated the few remaining parts to assemble a running engine.” - Al Nichols

New Charger 500 Stock Car Models

Ertl has recently released two Charger 500 stock car models. These were produced for Merchandising Incentive Corporation, and were already completed when MIC ceased operations last fall. Ertl has released the Bobby Allison Rossi Engineering Charger 500, and the Paul Goldsmith Nichols #99. These cars are in big 1/18 scale are of excellent quality and detail and are editions of 1002 cars each.



We have six of each these cars in stock and ready to ship. They are \$49.95 each Shipping is \$10 for the first car and \$3 for each car thereafter.

We also still have a few of the previous MIC race Superbirds and Daytonas in stock at \$49.95 each

Below are the other cars we have in stock:

- #3 Don White - Nichols Engineering Daytona
- #5 Bobby Unser - Nichols Engineering Superbird
- #7 Ramo Stott Superbird
- #88 Buddy Baker Chrysler Engineering Daytona

Ordering Info: Cars are \$49.95 each. Add \$10 shipping for the first car and \$3 each per car thereafter. Make your check payable to the club. Mail to the club address or order by Pay Pal and send your payment to paydsac@hotmail.com

Club Store Items

Talladega and Cyclone Spoiler Stuff – prices include shipping within the U.S. – send to the club address

License Plates \$10 each Torino Talladega “Grand National Champion” license plate with “T” logo. Dan Gurney Special logo plate.

Emblems & Decals Talladega inside door emblems \$25 pr, Talladega gas cap emblem \$25, Talladega 428 air cleaner decal \$20 (the only correct one available), Dan Gurney Special fender decals \$35 pr, Cale Yarborough Special fender decals \$35 pr, Talladega stripe kit (white or black). Spoiler/Spoiler II side stripe kit (red or blue) Spoiler/ Spoiler II hood stripes. “Cyclone Spoiler” quarter panel decals – call

Misc Parts: Talladega and Spoiler II grille/headlight seals. Correct wide rubber seal as original – custom made to our specs. \$150 set

BOOKS AVAILABLE FROM THE DSAC LIBRARY: send payment to the club address

Talladega and Cyclone Spoiler Registry Book – Contains information on how to properly restore your Talladega, Cyclone Spoiler or Spoiler II as well as the story of the Aero Fords. Each Talladega serial number is documented and current owner and condition if known. Each Cyclone Spoiler and Spoiler II known to exist is listed as well as known Talladega and Spoiler II race cars Also lists resources for restoration parts. \$30 postage paid.

Superbird Special Parts & Maintenance Schedule - This 44 page spiral bound book was the special owners manual mailed to the original owner of record by Chrysler. Includes separate cover letter of introduction from Chrysler. This book is a supplement to the 1970 Belvedere owners manual. \$15 postage paid.

Superbird Serial Number List - Contains 1,920 Superbird VIN numbers. This document does not list by VIN numerical order, but rather when each car was received by the Clairpointe sub-assembly plant (where noses and wings were installed) and when shipped out after installation. There have been a few cars reported that are not on this list. \$20 postage paid.

Superbird Dealer Brochure - There never was a consumer sales brochure on the 'Bird, but there was a four page black & white folder sent to each dealer introducing the car and special features. \$10. postage paid.

Ertl 1/18 scale Daytona-Superbird Auto Club commemorative Diecast Daytona, diecast T-5 bronze with white stripe, comes with certificate of authenticity, limited edition of 2500 produced. \$49 + \$10 shipping

Eagles Race 1/43 Diecast Daytonas \$12 each **Race versions:** #42 Marty Robbins, #30 Dave Marcis, #31 Jim Vandiver, #06 Neil Castles, **Street versions:** black w/ red wing, silver w/ black wing, gold w/ white wing, solid blue w/ white wing, metallic blue w/ white wing, white w/ red wing, Red w/ white wing. **Limited Editions:** Millenium Chrome \$4 shipping first car, add \$1 per additional car after

More Ads:

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

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. 04/08

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: Talladega, Royal Maroon, excellent condition, numbers matching, \$28,000. Dan Baldwin, Mesa AZ, 480-273-1775 03/08

For Sale: Over 500 toy Superbirds & Daytonas. Most cars are from the 80's and 90's. I have 1/18, 1/43, 1/64. Also a lot of Richard Petty stuff. Can email pictures. Call Dave, 317-861-4261 04/08

For Sale: Talladega, maroon, great condition. Delivery possible to Florida or Georgia. Keith Hogan, 352-267-7978 or email khproperties@aol.com 04/08

Wanted: Intake, carb & dual snorkle air cleaner, for 440 / 4bbl. for 1970 Superbird, build date of 12/15/69. Must be correct #,s. Call Ron Penska 267-975-6124 or email to hystick93@aol.com. 03/08

Wanted: Plexiglass rear window for Daytona or 500. One set of head light doors for a Daytona. MUST be original & in decent condition. Greg 586-726-9563. Email: hpims@comcast.net 11/07

For Sale: 1969 Road Runner, 383, 4-speed, pewter bench seat interior with black and silver body. New sheet metal included. Also: 1970 Plymouth Duster, 340, automatic, Vitamin-C survivor, 77k orig miles, 95% original paint, original interior, console, 3.55 sure grip. Beautiful car. Both of these cars: Vinny, 201-967-8852 04/08

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 10/07

For sale: Petty collectables; 71 Road Runner Petty lic. plate, 74 Charger Petty lic. plate, Original 1975 STP brass belt buckle, STP Charger LP record, pair of #43 Petty drink holders for pop cans, Petty "200 wins" sculpture, new in box from 1991. Call Greg 586-726-9563, eves. best 1973 Roadrunner, 340-V8, Lemon Twist w/black buckets, PS, PB, factory A/C, console auto, factory original throughout, no rust, consistent show winner, \$35,000. George Weisser, 309-266-9139 or gfw@wilblue.net 06/08

For Sale: Superbird jack hold down plate reproduction available once again. Die stamped just like the originals. Free hold down wing nut if you mention the club ad, and Free Shipping. Scissor jacks (2) left 300.00 and folding jack handles also available. 1970 Road Runner ,GTX bumper jacks (2) left. Includes base, post, jack hook 2931103, and tire iron. Contact Mike, gilead222@comcast.net or at 860 228-8662 or 860 424-6125.

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. 01/08

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.

For Sale: Original Vaccum canister for Superbird or Daytona with mounting strap. \$175.00 Will not seperate. Original Vaccum canister for Superbird or Daytona without strap \$100.00. Original Vaccum rubber hose and grommet for headlights for Dodge Daytona \$175.00 **Limited Edition** 1976 Chrysler Cordoba. Triple Black color with matching numbers. All power. Same owner 28 years- always garaged. Original paint still in excellent condition. Cloth interior excellent. Texas car. \$4500.00 Call Ed 972-255-8138 12/07

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. 04/08

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

Wanted: Cyclone Spoiler or Spoiler II. Prefer NASCAR nose. Brian in Dallas, 972-467-2487. 09/07

For Sale: Reproduction Ford Parts: 1966-71 Fairlane/Cyclone console shift boot C6OZ-7C309-A \$79.00, 1966-70 Throttle rod {390-428} \$99.00, 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 Taillight lenses {fastback} \$89.95/each, 1968-69 Torino Taillight Chrome bezels {fastback} \$180.00/pr, 1968-69 Torino Hood lip mldg \$150.00, 1968-69 Torino taillite 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, 1970-71 Torino/Cyclone Trunk Drop downs \$249.99/pr, 1970-71 Ram Air Seal DOOZ-9B624-A \$169.50, 1970-71 Torino Tail lite seals DOOZ-13461/62-A \$99.00/pr, Torino Cobra Grille Ornament \$225.00 Please Contact Marty Burke, 7177 CR 1135, Leonard Tx 75452 {903}-568-4295 murburke6662@aol.com 12/07

MOPAR AUTHENTICATION SERVICES authentication, certified appraisals, decoding, repro fender tags in metal, no color change fender tags allowed. Window stickers using correct font, choice of selling Dealer. CORRECT door decals, true to 1970 or the different 1971 up again using font correct to that plant. Exact reproductions of existing decals, or recreations. Vin verifications required. Some original (specific selling dealer) decals for trunk left. About 30 different assorted dealers. Inquire. Jack Sharkey. Past President, Chief Judge, Editor, Director of The National Hemi Owners Association. 305-322-9108 email hemiincorporated@msn.com

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

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 erikjohnnelson@hotmail.com if you have questions or if you would like additional information. 04/08

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). 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

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

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.

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

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