

May-June 2006
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DAYTONA – SUPERBIRD AUTO CLUB

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Holman Moody Race Complex Demolished

Holman-Moody, the race car building facility in Charlotte North Carolina is no more. Located on the property of the Charlotte airport, with over 50,000 square feet under roof, the property has long been wanted for airport expansion. Ralph Moody left the business in the early 1970s. John Holman passed away in 1975. John's son Lee has carried on at the same location with Holman Automotive, in the supply and maintenance of GT40's and other Ford performance parts and activities. Other parts of the building were used for warehousing. In 2004, Lee Holman agreed to move from the historic location, and by October, demolition had begun.

The aerial photo at left shows the entire facility intact. The "L" shaped building in the middle of the photo is the main race shop and warehouse. The metal roofed smaller building in the upper right was an older building and was later used for fabrication. The airplane hangar in the upper left corner was used by Ford for warehousing of engines, body panels and other large parts. Ford had millions of dollars of inventory stored at Holman-Moody at the time of their withdrawal from racing in late 1970.



The photo above is all that is left today. The large hangar in the background is now gone as well. The concrete pad from the main building is visible at center left. In the aerial view the propane tank is at the bottom center.

Mike Teske from Clermont Florida sent these photos in. Last fall, Mike and his friend Kenny Thompson, who worked as a fabricator at Holman-Moody for twelve years, went to visit the site as the buildings were coming down. At the time the buildings were under control of the demolition crew. After locating the site foreman, and explaining why they were there, they received permission to enter and take a look around.

Once inside, they headed for John Holman's office which was on the second level with two glass walls overlooking the shop floor. The old blue shag carpet was still there, but badly soaked from the leaking roof. John Holman's desk which once held Fireball Roberts' burned belt buckle was long gone. But over against the wall was an item that caught Mike's eye. It was a teakwood wet bar complete with refrigerator. Mike looked at Kenny and said, "What do you think?" Kenny shook his head, "I don't know. What do you want that for?" "I think it'd be pretty cool to have some drinks out of John Holman's wet bar" said Mike. "I want to take it home". Being it was already conveniently disconnected from the plumbing, and after getting permission to take it, they muscled the fixture over to the second floor ledge, and with the help of a workers fork lift, they got it down and into the back of a pickup truck. But the story isn't over yet.

At left: Holman is in his office at Holman-Moody. The wet bar is located behind his desk.



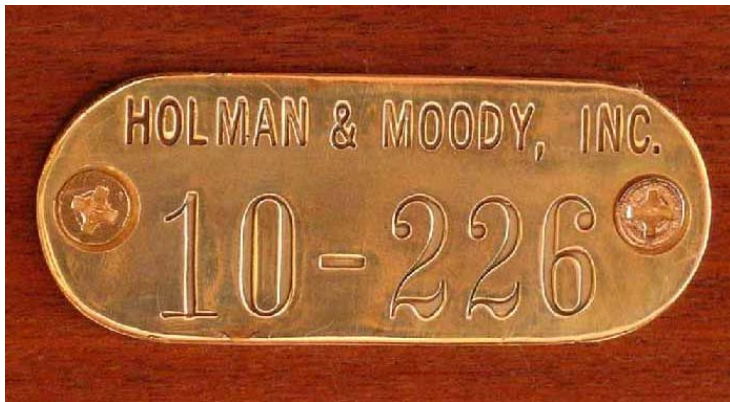
John Holman had a nickname of “The Honker”. He got this from when he drove one of the support trucks for the Mercury team in the Mexican Road Race in the fifties. Now the racers ran their Mercurys wide open on the roads of Mexico from point to point. But the support truck also had to make it on time so the crews could service the cars once they arrived. So if you can picture Holman, running a semi truck flat out through dusty Mexican villages, with the horn blaring to clear the way, you can understand the name. In fact when Holman passed away, he was behind the wheel of a semi and suffered a heart attack.

Back to our story. On the way out of the complex, down a two lane road, Mike and Kenny were passed by a box truck heading the other way. Now it was a calm evening mind you. And Mike swears that when this truck passed, he felt a rush of air through the pickup like he had never experienced. So strong was

the gust that it picked up the lid on the wet bar and tore it off, sending it tumbling to the side of the road. Mike swears that this must have been the ghost of John Holman, saying, “You’re not going to get away with my wet bar that easy”.

Happily, the wet bar has been restored to perfection, and the fridge still works. As a pleasant surprise, it even has a brass “Holman-Moody” inventory tag attached to it. I look forward to getting down to Mike’s house later this year and having a cold one out of that fridge.

At left you can see the trough in the concrete is the old floor drain that ran through the shop. It’s visible at the lower left of the office photo at the top of this page.



Above: The brass Holman-Moody asset tag.

Right: The restored and fully functional wet bar in Mike Teske’s office.



Club dues run on a calendar year basis from January to December each year. We collect them between January 1 and June. 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 "05", you are due for renewal and this is your last issue. If it says "06", you have already paid for the upcoming year. The membership renewal form is on the inside of the back cover of this issue.

National Meet Info - June 22-24th - Litchfield Illinois - DSAC Wings on 66 National Meet.

Our event will be part of the Litchfield "Cruisin Route 66 Classic Car Festival". Our hosts are members Brent and Sherri Evans. Litchfield is located 40 minutes northeast of St Louis off I-55. Sherri's phone is 618-898-1179 or email her at: carfarm@wabash.net

We are pleased to announce that George Wallace, formerly of Chrysler Corporation will join us as guest speaker for the weekend. George will give a slide show and talk about the 1960's Chrysler Race Group; how they functioned as a group, and what the different personalities in the group actually did. George is always very entertaining, and this being a smaller meet, is an opportunity not to be missed. George is shown at left.

Our host hotel is the Comfort Inn in Litchfield. The Comfort Inn was full as of this week but first call and check for any cancellations (talk to Chris) 217-324-9260. Other hotels in Litchfield are: Holiday Inn Express 217-324-4556, Hampton Inn 217-324-4441, or the Super 8 217-324-7788.

Things to do:

Wednesday 6/21: Arrive in Litchfield in the afternoon and evening. Meet and greet at the host hotel at 7pm.

Thursday 6/22: Drive to nearby Springfield IL. Our destination is the Abraham Lincoln Presidential Library and Museum. After lunch in Springfield, we will have the option to visit Lincoln's home. We'll return to Litchfield in mid-afternoon on old Route 66, visiting the old brick alignment in Auburn, and an ice cream stop in Girard. Dinner at Maverick's Steak House down the street from the hotel. We'll

have an informal Question and Answer talk with George Wallace, after dinner.



Friday 6/23: Drive the restored Chain of Rocks Bridge joining up with another classic car tour group travelling to the Litchfield show. Lunch at a historic highway road house. We'll make the trip back to Litchfield on old 66 with a souvenir stop along the way as well as a photo-op at Soulsbys Shell Station. Arrive back in Litchfield for a 2:00 pm matinee showing of the movie "Cars". After the movie, comes the kickoff of the Litchfield Classic Car Festival and welcome party. Food will be provided as part of your event registration. After dinner, guest speaker George Wallace will entertain us for the rest of the evening.

Saturday 6/24: Festival car show on the Route 66. As part of the show, the town will close off a mile long stretch. The car show is directly in front of our host hotel, the Comfort Inn - so we get prime spots. In the evening, we will cruise over to the Sky View drive in theatre for a showing of "Two Lane Blacktop" - featuring the old Big Willie yellow Daytona.

Sunday 6/25: We'll share a farewell breakfast, again included with your registration. The show continues on Sunday, and we plan on hitting the road for home at noon.

Route 66 Festival Registration & Information: The festival registration fee is \$30 which is a terrific value. This includes admission and meal tickets for two people to the Friday night welcome party, two tickets to the Saturday night drive-in show at the Sky View, and the two meal tickets to the Sunday breakfast. Additional meal tickets are \$6 per person and additional drive-in movie passes are \$6 each. 12 and under are free at the drive-in.

The registration form is online at www.litchfield.il.us Click on the festival logo at top of the page, and then the Car Show Registration link at the top left of the next page. After submitting your online, registration, print out the form and mail the registration payment to: City of Litchfield, Attn: Kris Skinner Tourism Coordinator, 120 E. Ryder, Litchfield, IL 62056. If you do not have internet access, please call Kris at 217/324-5253 or 866-733-5833 and she will get you registered.

June 20-23rd – Frankenmuth Michigan, Winged Warriors/NBOA meet. Headquarters hotel is the Fairfield Inn. Room rate \$59 per night 6/19-6/23. Friday-Saturday room rate is \$95. Call 989-652-5000 for reservations. Rooms are blocked under Winged Warriors. Several organized tours are planned. More info to follow. Info: Sue George at 515-432-3001 or hemi@willinet.net

July 7-8 – Reno Nevada, Fairlane Club of America Nationals. For Torino and Cyclone owners. Info: www.fairlaneclubofamerica.com

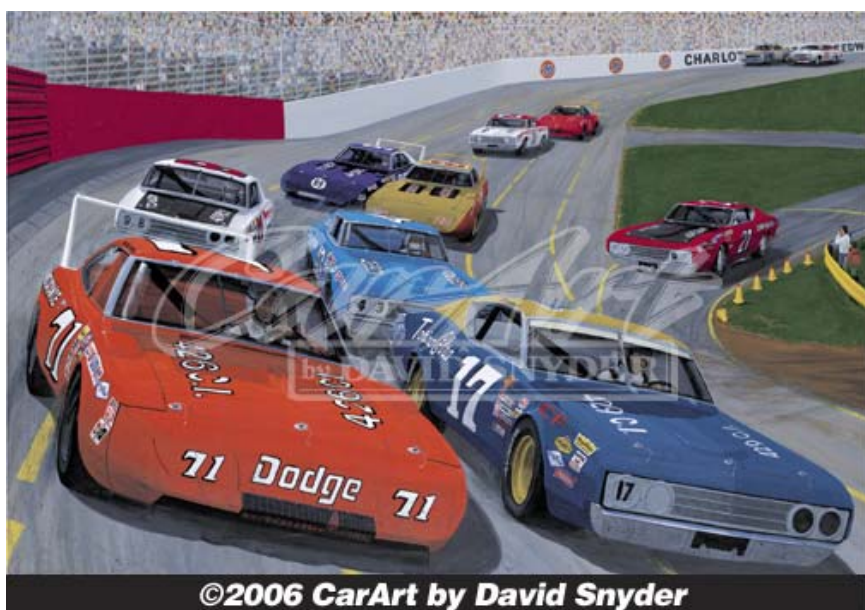
July 7-9 – Carlisle Pennsylvania, Carlisle All Chrysler Nationals. www.carsatcarlisle.com

July 15-16th – Belvidere Illinois. Belvidere Ford and Mopar Happening at the Boone County Fairgrounds. Saturday the 15th will be an all Ford show at the Fairgrounds, so lets see you Talladega and Spoiler folks bring your cars out. Cruise night Saturday evening. Mopars at the fairgrounds on Sunday. We will do a club participation both days. Sponsored by the Chicago Mopar Connection. Info: Doug Schellinger at DSAC, 414-687-2489.

August 11-13 – Columbus, Ohio. 26th Annual Mopar Nationals. www.moparnats.org

September 9-10th – St Louis MO. Monster Mopar Weekend with Special Wing Car Display. Two days of car show and swap. More info to follow.

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.



New Art Print by David Snyder

"1969" Co-signed by David Pearson

The Champion of the 1969 NASCAR season was David Pearson. Pearson won 11 Grand National races that season. Depicted in this new painting is the historic National 500 in October of that year at the Charlotte Motor Speedway. Historic because it was the first time the Ford Talladega went up against the new Dodge Daytona on a super speedway.

"1969" showcases the drivers who won a race during the 1969 season. Bobby Isaac (17), David Pearson (11), Richard Petty (10), Lee Roy Yarborough (7), Bobby Allison (5), Cale Yarborough (2), Richard Brickhouse (1) and the winner of this race, Donnie Allison (1) exits pit lane.

This is the first of a series highlighting American Muscle at the races. Only 500 prints and 50 artist proofs will be published from the original painting. Each signed and numbered print measures 18" x 26" and is

printed on high quality acid free stock trimmed to 22" x 28". \$125.00 Order from David Snyder, 1755 Cottontail Dr, Milford, OH 45150. www.davidsnydercarart.com

Members Cars - David Rogers' Daytona

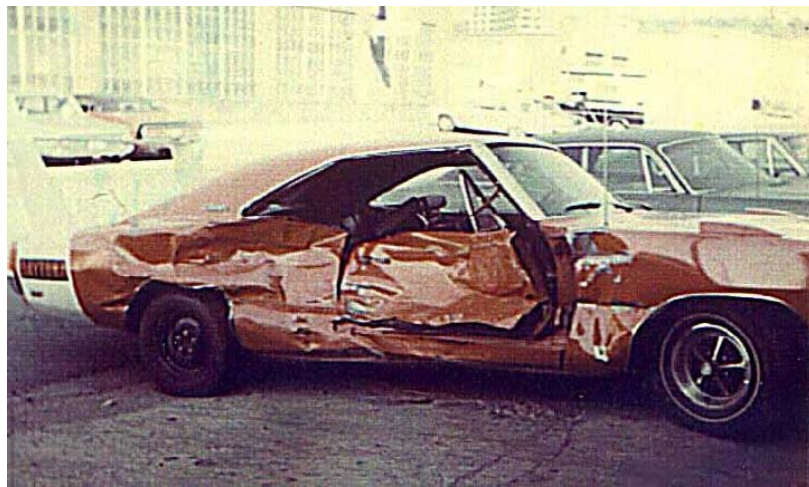
We received a nice letter from David Rogers from Alabama, who is one of those rare individuals who happens to be an original owner of a Daytona. David had sent a photo with his member renewal, and mentioned he bought his car new from Bill Strange Dodge in Alabama. I had asked him for more info about the car and his time with it. Here is his story...

"Dear Doug, very glad to get your letter, and that you are still the editor. I'm sorry to hear of your mothers passing. I spoke with her on several occasions. She was a sweet and most gracious lady.

"As to the story of the car, I attended the first race at 'Dega As you know, it was boycotted by the name drivers due to high speeds and insufficient tires. The replacement drivers agreed to hold the speeds down below 175 mph, and they did until the last twenty-five laps. Then all bets were off. The most exciting thing I have ever seen... those winged beasts standing on that wall at 190 mph, which Brickhouse won.

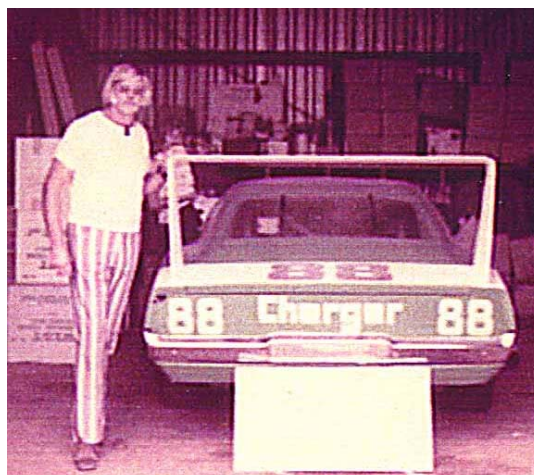
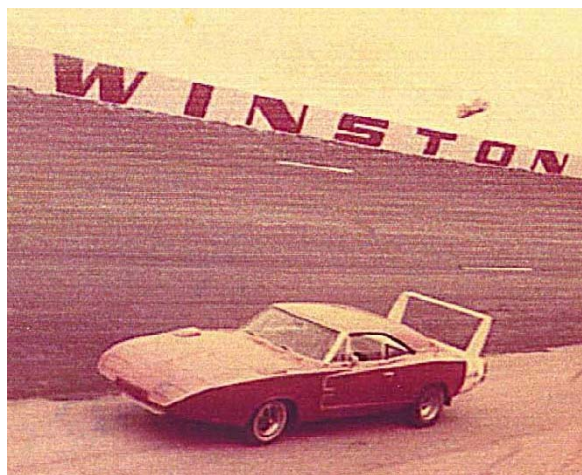
A few months later, a friend and I were driving around and drinking. We heard on the radio that Bill Strange Dodge in Birmingham had two Daytonas for sale. We drove over for a look. I was driving a '68 Buick Electra. They had mine, an R4 red and black 440, with 727 trans and 3.55 gears, and an identical one which was medium blue and black with white pinstripes. They appraised my Buick and I made an offer (Daytona listed at \$4810.00). The next morning, John Golden and the salesman delivered the red one to my office. The car came (from the factory) with a turquoise painted engine???

"I was pretty hard on equipment back then, having destroyed a supercharged Avanti, a 67 Firebird 400 and a Piper Tripacer in the past two years (that will make you walk funny). True to form, eight months later, I turned in front of traffic and was hit on the right side, driven across the road and T-boned in the left side into another car. Totalled.



Those were the days.... a high and mighty vantage point to enjoy the races at Talladega. Note the black stripe has been painted over white. At right: 1970 - after the "Big One" Wow! It's hit pretty hard on the other side too. This was not long after the car was new.

"Determined not to let this one go to the crusher, two friends and myself sort of repaired it. The two right side wheels were 1 1/4" too close together (in wheelbase). The right windshield was one inch too high. We chained it between two trees and using a chain fall, stretched it and straightened as best we could. Got the wheelbase within 1/4". Using half a quarter panel, twenty-five coat hangers and five gallons of bondo, we turned her red again. And that's how it stayed until March 29, 1997.

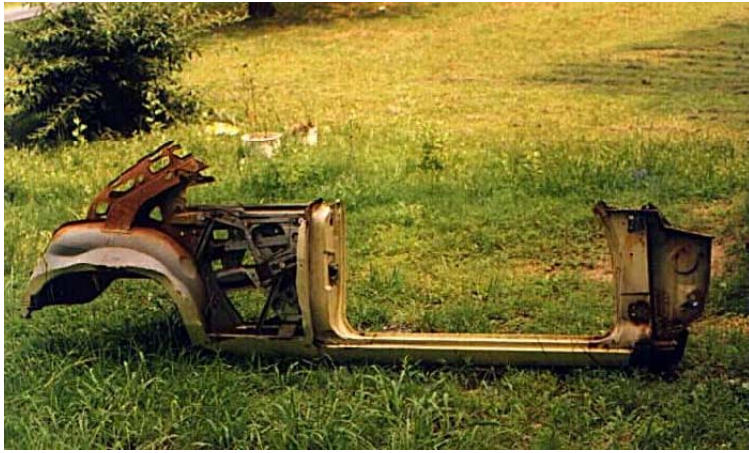


"About 1971, I took some friends out of town to see the Talladega track. We talked to the assistant track manager and tried to con him into letting me drive on the high bank oval. He said he couldn't, because of insurance rules. But then he got this devilish grin and said, "But I can". We all piled in the Daytona and headed for the track. He took three turns at about 100 mph, enough to stay up on the

banking. He also took us over to a hangar at the airport where they had Buddy Baker's #88, and let us sit in it.

"My car was run hard and put up wet. Besides regular driving, strip and street and an occasional fast lap on several dirt tracks, it pulled boats. It pulled a twenty foot offshore diving and fishing boat until 1971, and then a 22 foot sailboat (shown on next page) all over the southeast; 140,000 miles worth. In 1990, I rebuilt a '73 Charger for practice, and to retire the Daytona from boat duties.

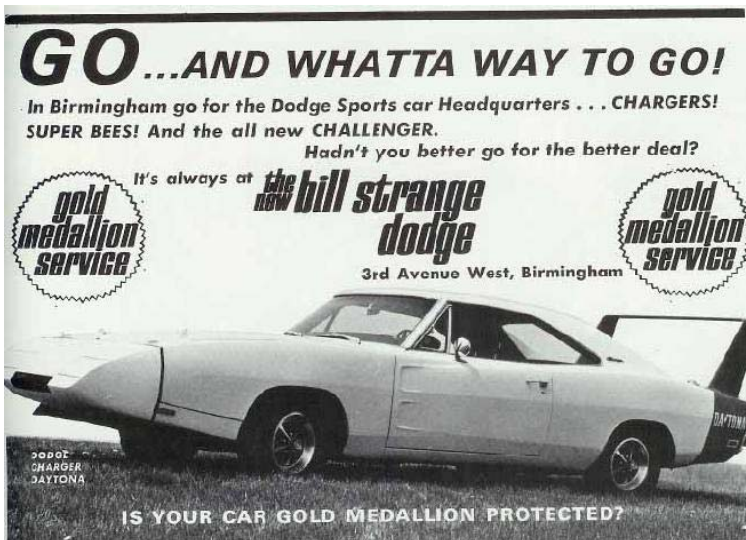
"In 1997, having found a pretty solid '69 Charger, I began taking big red apart. I replaced everything from the firewall back on the right side to the rear of the wheel well, up to the windshield, and into the floor panels. I replaced both quarters (got rid of those coat hangers), right side sail panel, rear valence and trunk extensions. "



Above left is the donor unibody side getting ready to go on the car. At right, it's welded on and the door fitted. This was an ambitious project, for sure.



Above: starting to look like a car again. At right, the finished product. It took three and a half years, \$11,000 in parts and tools and 1500 labor hours. David reports, "It looks and drives like new and needs nothing. It has covered 1270 miles since 12-10-2000."



I had asked David how many Daytonas Bill Strange Dodge received. To his knowledge, David reports there were seven Daytonas delivered to the all the Birmingham Dodge dealers, but Bill Strange only had the two cars he mentioned; his red one and the blue one. The reason I asked David about it, was some months back, on the club message board, a gentlemen posted that Bill Strange Dodge had a white Daytona with a red stripe, and this car was shown in the 1969 Talladega race program ad for the dealership. That is the car shown in the magazine cover. The person insisted that his mother was an executive at the Talladega track and had obtained the car from the dealership. What did not make sense to me was that we know this white car did not have a Daytona back window and was a mock-up with a fiberglass nose, tape for the headlights, tape to replicate the nose seal. It was used for press photos. The person making the claims stated that the nose on the car was changed by Chrysler while the car was in Birmingham.

I questioned the person as to who his mother was, her connection to the race track, and were there any photos of the car when she had it? I never got any kind of a response. I can't imagine Chrysler would have let that white mock up car out of its sight. Plus the photos in the program ad are factory photos. I have to believe the guy's story was pure BS, but you can never say never. Doug Schellinger



Drag Racing Legend Ronnie Sox Passes

Ronnie Sox, drag racing legend died in Richmond, Va., after a bout with cancer. Sox, 67, died at 7:55 p.m. April 22nd at home in his sleep, his wife, Diane Sox, said.

"Ronnie and I were basically on top of the world," Herb McCandless, a former racing teammate, said. "I told everybody that Ronnie had the best job in the world and I had the second-best and I didn't care. Just being around him and racing with him every day was just unbelievable. He's probably one of the most recognizable names in drag racing even though most of it happened in the '60s and '70s. None of it would have ever happened without Ronnie because he was the driver to get the recognition and he got it started," McCandless said. "Ronnie was known everywhere in the country."

Friends said Sox told them last week not to visit anymore because his health was deteriorating. Buddy Martin, who was part of the Sox and Martin team, saw him Thursday. "It's not that he didn't want to hear from the people," Martin said. "I just don't think he wanted people to see him in that condition. I think he wanted people to see him as he was in the past. He was a proud man, and rightly so. He was just the best out there."



His racing career spanned periods of six decades, beginning in the mid fifties, driving an Oldsmobile out of his father's service station in Greensboro, North Carolina. Over that period of time, his success included all major automotive makes, although the bulk of his success came in Chrysler products.

The Sox and Martin team became popular and dominated in the 1960s and 1970s. Sox did the driving and Martin handled the business end. The duo forged a relationship with Chrysler. "We were winning so much at the end of 1971 that NHRA made us carry more weight than the Fords or Chevrolets," Martin said.

Sox had a personality that connected with fans of all types, McCandless said. "In the pit areas, we never roped our cars off," he said. "It was the best racing team in the country at the time, but they never treated people any different. The fans just never forget it because you take five minutes of time and give it to them."

Ronnie's son, Dean Sox said his father helped develop one of the biggest racing operations on the East Coast, headquartered in Burlington North Carolina. "We owe all this to him," Dean Sox said. "What he and Buddy did for that sport. And he never got caught up in the hype." Sox & Martin were together from 1963-80, minus a few years, and again periodically into the 1990s. After that, Sox competed in exhibitions.

Sox's prominence crossed into other areas of motor sports. His spirits were lifted a couple of weeks ago by a telephone call from stock-car legend Richard Petty, his son said.

Ronnie's accomplishments were countless, including: A member of six drag racing Hall of Fames; a five-time world champion and three time runner-up; a member of the 1964 U.S. drag racing team in international competition; on the cover of the first issue of Super Stock magazine in 1964; and a 1972 White House meeting with President Richard Nixon.

Diane Sox said, "Ronnie honestly did not realize how many fans he has, and the support and love shown from people all over the country was of great comfort to him. If you could have seen him light up upon receiving the cards, letters, and emails from you, his fans, I am sure you would be comforted, too. For that, I am grateful. Up until the last hours, he was amazed and humbled by the response, and well wishes of the people he had influenced over the years."

No doubt that most of you will remember the old Fram oil filter commercial where the trusted mechanic says, “You can pay me now, or pay me later”. But over the last couple of years, I’ve heard some not so good things about Fram Oil Filters. I don’t buy them anymore. Here’s why. I was referred onto an informal oil filter study on the internet by Russ Knize, an enthusiast whose mission to determine what brand of filters were made by whom, and to detail as much information about them as possible.

Russ purchased about twenty different filters covering the Ford V8 and Mopar big block applications. He cut them open on the lathe and measured the filtration media size, measured them, and analyzed their construction.

What Russ determined in regard to oil filters, is that you cannot judge a book by its cover. Many brands of filters are made by the same manufacturer who simply private labels them. For instance, Champion Labs (no relation to the spark plugs) makes a variety of filters sold under various names like Bosch, Car & Driver, Deutsch, and Mobil 1. I’m sure they are built to a certain specification for each company, and may not necessarily be the same. Buy a Fram Extra Guard, or a Pennzoil PZ1 and you are getting the same thing.



Years ago, Fram was a quality filter manufacturer. Now their “Extra Guard” standard filter (the radioactive-orange cans) must be one of the worst out there. It features cardboard end caps for the filter element that are glued in place. The rubber anti-drainback valve (lower left) seals against the cardboard and can leak, causing dirty oil to drain back into the pan. The bypass valve (lower right) are plastic and are sometimes not molded correctly, which may allow them to leak. The stamped-metal threaded end is weakly constructed and it has smaller and fewer oil inlet holes, which may restrict flow. I’ve heard of several of these where the filter element collapsed and bits of filter and glue were circulating through the system of a freshly rebuilt engine. You see Fram oil filters everywhere, at just about every mass merchandiser and auto parts store. I’ve also heard experienced parts pros refer to this as the “Orange Wall of Death”. Well you can’t believe everything you read on the internet. So to satisfy my curiosity, I went ahead and opened up a Fram filter for myself to see what it was all about, and it’s exactly as Russ described.

By comparison, what appears to be a more robust construction by far is a Purolator design, shown at right. The basic Purolator Premium Plus filter is a solid design. It seems to have one of the tougher paper filter elements of the low-end filters and the bypass valve is built right into the cartridge. There are no internal sealing problems with this filter at all. There is an assembly string that is wrapped around the filter element, probably to hold it in place while the glue cures in the end caps. The Motorcraft FL1A opened up also seems to be a Purolator hybrid with a case of the basic Premium Plus and the internals of the higher cost Pure One. Not bad.



And what of Mopar OEM branded filters? How about a Mopar Severe Duty filter, part number 53020311 for your V10 truck? You can’t go wrong with Mother Mopar, right? Wrong! It’s a Fram Extra Guard too. However, other Mopar filters, Russ reports seem to be made by Purolator, or Wix.

Other filters that got high marks in Russ’ study were Amsoil, Baldwin, Hastings, and Wix, which is also sold by Napa stores.

Now I realize this is not an entirely scientific study, and we are not comparing filtration capabilities. However, a good dose of common sense goes a long way, and the study does seem to have that in spades. I certainly won’t trust any of my engines to a cardboard Fram oil filter ever again. To read the entire oil filter study on the internet, go to:

<http://minimopar.knizefamily.net/oilfilterstudy.html>

Daytona Superbird Auto Club

www.Superbirdclub.com



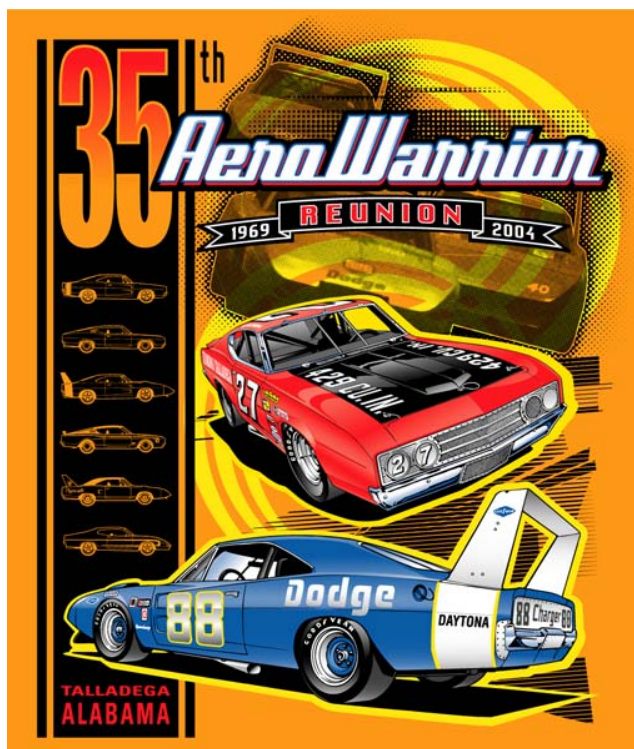
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DSAC Forum

Hosted By:

Moparstyle.com

Don't forget to check out the DSAC club message board and Aero Warrior Forum at www.moparstyle.com



Aero Warrior Reunion Signed and Numbered Artwork

Artist Don Amadio has created a limited edition of signed and numbered prints of the Aero Warrior Reunion T-shirt artwork. The edition is very limited at 100 copies and will not be duplicated. Size is 11" x 17" and it is suitable for framing. Quality is very high and it is printed on heavy glossy paper stock.

The background is Scat Pack orange. The racer stripe shows each of the Aero Warriors in profile, including the King Cobra. Feature cars are the #27 Banjo Matthews Talladega and the #88 Engineering Daytona.

To order, send \$20 to the club address + \$4.95 shipping. It will be shipped in a sturdy round tube

New! Aero Warrior Reunion 2007 Calendars – 12 new scenes from the last Talladega Reunion - \$15 each includes postage – send to the club address. These will be different from the 2006 calendars.



A Blast From the Past

We received a nice note from Mike Sastra, who was one of our first members in 1975.

Imagine my surprise when my wife typed my name into Google and your web site was first on the list. Then imagine the surprised look on my face when I saw the photo of my old car from back in 1975!

I am glad to see John is enjoying owning it as much as I did. I had worked at Fendick Chrysler Plymouth Dodge right out of school so I had a few interesting Mopars but this car brought the most attention (I wonder why) of any I had. The car was originally purchased in NJ so the story goes and lost its nose there from the original owner.

Then the car was purchased by Ron & Doug Oakley of Oakley Auto parts (Mopar fans). The Oakley's sold the car to what became a good friend of mine David (Reno) Smith around 1973-74 with the nose in a few pieces. At that time original noses were pricey so Reno had a standard snout attached and a fresh spray of B5 was applied in Bainbridge New York.

After the newness wore off Reno traded the car in on a 1974 Dodge Charger at Fendick's. I reconditioned the car upon its arrival and thought it would be more fun than my present ride so I took it home. I had looked for a nose and found one in Rochester NY that mysteriously disappeared when I went to pick it up so the car remained the same. In 1978 I sold the car back to the Oakley's for a very stupid price as it was taking up space in my garage (dumb me) and it remained in their possession until John purchased it from them.

I have another photo taken of the front that I can send if interested. Till about 5 years ago I had New original wing decals that I had sealed in plastic from 1975, they were the last ones that our parts depot had in the correct Left & Right configuration. Just wish I could remember who I gave them too. BTW the "Mopar Madness" painted on the fenders was suppose to be about 11 inches long but when I picked it up from the artist I guess he had different ideas. Mike Sastra, Vestal NY

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: 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: 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 Satellite convert, mostly orig paint, F8 green/white int, 318 auto on floor, buckets, white top, runs & drives, \$9500. 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 \$. 70 Super Bee, beige, 48k miles, 383, a/c, console, brown int, black top, white Bee stripe, great driver, \$25,000. 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 non-console pistol grip rechromed + new grips & lens \$250, 70 Road Runner GTX trunk lid, exclt \$450, 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 adaptors \$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 11/05

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

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

For Sale: NASCAR Programs from Michigan International Speedway. 1969 Yankee 400, 1970 Yankee 400 (August races) All very nice shape. Each about 90 pages. \$25 each. Doug Schellinger 414-687-2489 04/05

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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 70/71 Cyclone} \$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

Daytona-Superbird Auto Club
Talladega and Cyclone Spoiler Registry
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May-June 2006

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