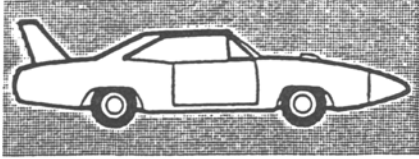


May-June 2008  
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## DAYTONA – SUPERBIRD AUTO CLUB

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

### Last Call for 2008 Member Renewals

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. If you have a **red dot** on the label, this will be your last issue. 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](mailto: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. We thank you and appreciate for your support through the years.

**Email Edition of the Newsletter** – by the time you are reading this, the electronic edition of this issue has already been e-mailed to everyone who signed up for it. This benefit is at no cost to you, and you will still receive the paper copy. Quite a few people wrote back saying they LOVED the newsletter in full color.

A number of emails we sent bounced back as undeliverable. If you signed up for the electronic copy and did not receive it, please send an email to us at [superbirdclub@yahoo.com](mailto:superbirdclub@yahoo.com) so we can correct your email address.. Thanks!

### Be Extra Alert When Out and About With Your Collector Car

For most of us, the show season is just beginning and we've just gotten our cars out from a long winter's nap. I want to just talk for a minute about having our cars on the road. Generally speaking, I'm extra alert when I have the cars out. I drive defensively and try not to put myself in situations where the car is at risk. I'm sure most of you are this way too.

There is one situation that I feel is the most dangerous, and that is when we are part of a group of collector cars travelling on the road together. A good example is when we as a group are exiting the interstate, or on the road turning into our destination. Any time you have a group of cars bunched together or standing still creates a different traffic pattern for us, and other drivers on the road to deal with.

I just read about a group of Cobra enthusiasts in Arizona who were travelling on a four lane divided highway. After merging onto the highway, traffic began to back up. One of the Cobra drivers was caught by surprise and hit the brakes and swerved to avoid another car ahead. He lost control of his car, and flew over the grass median and cable barriers. The car, now with four flats wound up in the oncoming lanes. The car spun back into the median and was caught underneath the cables pinning the driver in the car. Two other Cobras turned around to help and parked off to the side of the road to help free the car and driver from the cable barrier. In the process, another driver in a SUV rear ended one of the parked Cobras, pushing it into a third Cobra. Talk about going from bad to worse. The good news is that the initial driver that went over the barrier has survived, but with some serious injuries. One look at the car and it's certainly not the Sunday drive he hoped to have.



When we are out travelling together on the highway, we are always having a good time. But it's easy to let yourself get lulled into a false sense of security. Don't let that happen. Be careful and have fun this show and cruise season.

If you took your Daytona out for a spirited drive, and managed to roll it up into a ball, then stripped it and left it for thirty years – what do you think it would be worth today?



Last week, an interesting Daytona surfaced on Ebay. When it appeared, it was apparent that the cars VIN which is XX29L9B402977 had never been registered with the club, and likely it had been off the road for a long, long time. It's F8 green with a green interior and was powered by a 440 with a 4-speed transmission. Located in New York state, it was delivered new by Cicero Dodge from the same state.



The car appeared to have been in a high speed wreck. It was said to have been stripped and rolled into a ravine, not necessarily in that order. It's one of those cars you look at and wonder if the occupants even made it to the hospital. Many of the exterior body panels above the floor pan are gone, or at the least no longer attached to the car. Portions of the roof and many other parts are present laying in the dirt. The original numbers stamped engine has been reunited with the car and is offered with it. There is no nose or wing. The car comes with a title and is in such poor condition that even the original VIN plate is bent. It looks like it came from an aircraft debris field.

The car was bid up to and sold on Ebay for \$22,599. A jaw dropping bid for a essentially a VIN, title and fender tag. Compared to the rusted and burnt crispy Daytona that sold a couple years back for almost \$40,000, I am honestly not sure which car is in worse condition.



So what do you do with it? Well, I guess the winning bidder plans to do more than make a lawn ornament from it. Likely it will be rebodied and will live again in some form.

I don't wish to debate the ethics of whether the car should or should not come back, or the legalities of transferring parts or VIN plates. But I will pass along a story told to me by my good friend Steve Piantieri, from the Ferrari community. Steve had been talking with Peter Sachs of the Goldman-Sachs investment house years ago. At the time, Peter vintage raced a particularly valuable Ferrari, worth quad-zillions of dollars. And the point was made to Steve that no matter how hard you try, it is very difficult to

destroy a blue chip car – because it has numbers and provenance. You could roll it up into a ball on the race track, but it will eventually be restored. The car is simply too valuable and in too much demand to be ignored.



Now what's that's Daytona worth when finished? Probably more than a donor Charger, but less than your Daytona that's known to have survived the rigors of nearly 40 years of time. It will be interesting to see what happens with this one, and we will keep you posted as we learn more.

as reported by motorsports critic, John Daly



"Nothing shows the disparity between the colorful NASCAR characters of the past and the polished spokesman of today then having those two groups together in the same place. Darlington Raceway served that purpose on Wednesday.

Nicole Manske has worked hard to maintain her polished and controlled style during her hosting duties for ESPN2's **NASCAR Now**. The program does a good job of setting things up in advance, so even the question and answer sessions are nothing more than a review of what has already been discussed earlier in pre-production meetings.

Leave it to NASCAR veteran David Pearson to throw a wrench in the best made plans of

both **NASCAR Now** and the Darlington Raceway. The idea was to have Pearson drive his old #21 car around the newly-paved facility with Carl Edwards tailing behind in his COT. This would give still photographers an opportunity to capture a unique shot and also give the upcoming Darlington race some publicity. Pearson's old ride was brought out of the museum and put in good enough shape to run a couple of laps at less than pace car speed. Edwards dutifully followed along.

By the end of the day, the publicity tour was almost done. Edwards and Pearson had one more duty, and that was appearing on **NASCAR Now** side-by-side. Some polite questions were asked by Manske, and the videotape of the two cars rolling around the racetrack was played. Everything was going well until David Pearson decided to start answering questions "old school" style.

Manske simply asked Pearson if he liked where NASCAR had gone in the past four decades? Pearson pointed at Edwards and said, "I don't...but he might." In the world of the polite and polished NASCAR drivers, things were about to get interesting.

"NASCAR ain't doing nothing I like right now," continued Pearson. "I don't like the rules they are doing...you can bump somebody and they want to fine you for it." Pearson saw the look on Carl Edwards face and made sure to say he knew that Edwards could not speak-up or he would get fined.

When asked what he thought of Edwards, Pearson replied. "He's a lot nicer than I thought he was, if you want to know the truth," said Pearson. In the land of the politically correct, Pearson was wonderfully out of place.

Manske closed by asking Pearson about the current drivers. Pearson made a great point in saying, "they make a lot more money than we did, but they don't have time to spend it." Pearson's point was that in the old days, NASCAR drivers had a lot of "fun" in addition to the racing. Pearson closed by saying NASCAR today was far too serious and had far too much politics in it. His open collared shirt and chewing gum was in sharp contrast to the perfect driver suit and physically fit appearance of Edwards. Nothing more needed to be said about "then" and "now."



**Editors Note: Kudos to David Pearson for telling it like it is.**



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 17<sup>th</sup> & 18<sup>th</sup> will be spent touring in the St Louis area and on RT 66. Friday the 19<sup>th</sup> 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 20<sup>th</sup> & 21<sup>st</sup> 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 17<sup>th</sup>

Morning guided tour of Meramec Caverns - the largest commercial cave in the state of Missouri. [www.americascave.com](http://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](http://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](http://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](http://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, all makes 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

**June 28<sup>th</sup> - Pewaukee WI - DSAC Annual Club Picnic** - Jim & Kathy Wurster are hosting the event, and it will be at their home on Pewaukee Lake just west of Milwaukee. The event will start at 2:00 pm and should run into the early evening. We anticipate serving food about 4:00 pm. Call Jim or Kathy and let them know how many people will attend. Their home number is 262-367-1592. Jim's cell is 262-391-6854. Kathy's cell is 262-389-9272. Or email them at [jwurster@wi.rr.com](mailto:jwurster@wi.rr.com)  
 Directions to the Picnic - Take I-94 west from Milwaukee. Exit at Hwy SS. Get on the north frontage road which is County DR, and head west three miles to Maple Ave. Turn right on Maple and proceed one mile north. Jim & Kathy's home will be on the right across from the Fire Station. The address is W304, N2492 Maple Ave, Pewaukee, WI 53072

July 11-12 – York Pennsylvania – Fairlane Club of America National Meet – info: [www.fairlaneclubofamerica.com](http://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](http://www.chicagolandmopar.com) 847-815-2891

July 26 – Hickory Corners Michigan – 20<sup>th</sup> Annual Mopars at the Red Barns – info: 269-671-5089 [www.gilmorecarmuseum.org](http://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](mailto:kklima@alltel.net)

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



### Joe Ward Passes

The club has lost a valued member in Joe Ward, of Little Rock Arkansas. Joe passed away after a brief illness in May. Joe was a regular on the DSAC bulletin board hosted on [mopowerstyle.com](http://mopowerstyle.com). Joe was an avid car collector owning a 1968 AMX he had bought new, a Honda S-600 microcar, and a Superbird. The Bird was the last car he purchased about two years ago. Rarely have I met someone with the thirst for knowledge of these cars as Joe. He seemed to soak up all the information he could in his short time with the Bird. In fact at the time of his passing, the car had been stripped for restoration at Ken Presley's shop in Arkansas, which is when this photo was taken. His death caught everyone who knew him in the car community by surprise. The car will be restored by Ken, and I am sure it will be a first class job. Joe would have wanted it that way. Our condolences to his family.

### Bobby Isaac Article

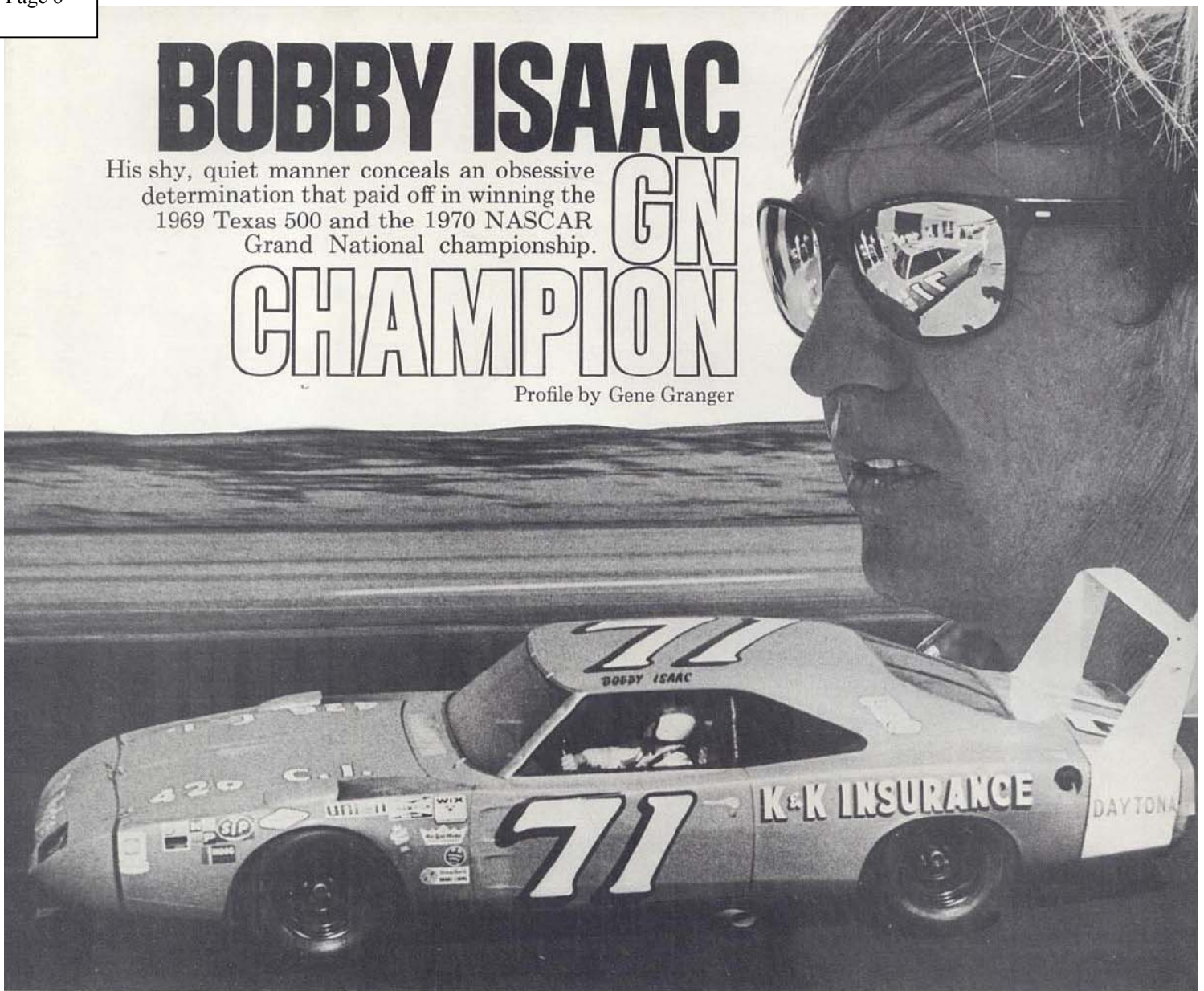
The article on the next several pages originally appeared in Circle Track and Highway magazine in the May 1971 issue. Circle Track & Highway was a start-up magazine in 1970, to compete with Stock Car Racing. It only lasted until sometime in 1972. The issues are pretty rare, but you may run into them from time to time - check Ebay. This issue had profiles and articles on Bobby Isaac and Richard Petty's unique relationship with the fans. Also a nice article remembering Joe Weatherly. The "Highway" part of this issue consisted of NASCAR driver James Hylton testing the Pinto, Gremlin and Vega. I'll bet James would get a laugh out of seeing that article today. Anyway, please enjoy the article on Bobby Isaac...

# BOBBY ISAAC

His shy, quiet manner conceals an obsessive determination that paid off in winning the 1969 Texas 500 and the 1970 NASCAR Grand National championship.

# 71 CHAMPION

Profile by Gene Granger



**T**HE ROADSIDE SIGN read "Newton-Conover . . . Community with Opportunity." It was raining on this wintry day driving north on 321 into Newton, N.C. Traffic moved at a snail's pace around the square. Christmas shoppers were 86 hours away from the annual visit of jolly old St. Nick.

Bobby Isaac directed the interviewer to Newton, explaining it would be easier to cross paths there than trying to find his house. Isaac turned his 1970 Dodge Charger with Michigan plates into traffic moving slower than Aunt Hilda's Essex. The interviewer spotted Isaac almost immediately.

After two traffic lights, both cars pulled into parking places, and Isaac excused himself and went to the bank. Isaac banks at Newton, gets his haircuts at Conover, has a post office box at Catawba and probably buys his furniture at Denver. "I have to give

them all some business," the Tar Heel said with an infectious smile.

Isaac was "born in the country" near the Catawba River. He races out of Catawba (pop. 500) but he lives halfway between Newton and Catawba on Highway 16. His comfortable, one story house is located 35 miles from Charlotte. It's surrounded by his father-in-law's farm and flanked by in-law dwellings on either side.

"I still have a bird dog. If I want to go hunting, I can turn him loose and go," Isaac said, pointing to the very green, wide open country behind his house.

Isaac has a beautiful family. Patsy Ann, a graduate of Appalachian State U. and former high school teacher, is pretty as a picture and twice as charming. Happily married for seven years, the Isaacs have two darling, big blue-eyed twin girls, Rhonda and Robbie who were two years old Feb. 21.

The Isaacs live a quiet, modest life in this farming section of North Carolina. "When Bobby's home we enjoy sitting around watching television," said Patsy, who obviously is not a leader in the women's Lib Movement. They enjoy the little things in life, such as skies free of pollution and wide open spaces. The serenity is breath taking.

Bobby is conservative, shy and quiet. He had a temper at one time. "Who hasn't? We have all thrown things or said things in the heat of battle that we didn't mean." He also has been broke. "Who hasn't? How many times have you found yourself without a dime in your pocket?" Meaningful points.

You get a picture that Bobby Isaac is a dull person, one without a purpose. Not at all. The next-to-youngest of nine children, Bobby has already reached two goals. In December of

1969, Isaac won his first super speedway race—the Texas 500. Then, in 1970, he won the NASCAR Grand National championship, a title that is as elusive as Santa on Christmas Eve.

Built of iron nerves and ice water in his veins, Isaac is one of the super stars in stock car racing. He's sort of a Dr. Jekyll and Mr. Hyde. Behind the wheel of a 4,000-pound racer, Isaac is a man obsessed. At home, he's a soft target for Patsy or either of the twins.

Over the years, he has taken a lot of ridicule. A winner on the short tracks but an also-ran on the nation's super speedways. They used to say that if Isaac gained 20 seconds on the track, his pit crew would lose it plus 20 in the pits. Growing pains is the way Isaac looks at it today. They don't laugh any more.

Isaac's rise to stardom is an interesting but not a Cinderella story. Not as far as Isaac is concerned. Spare him some of the untruths concerning racing, education and a first marriage that didn't work out. He's had his downs. But no more, no less, than 90 per cent of the populace.

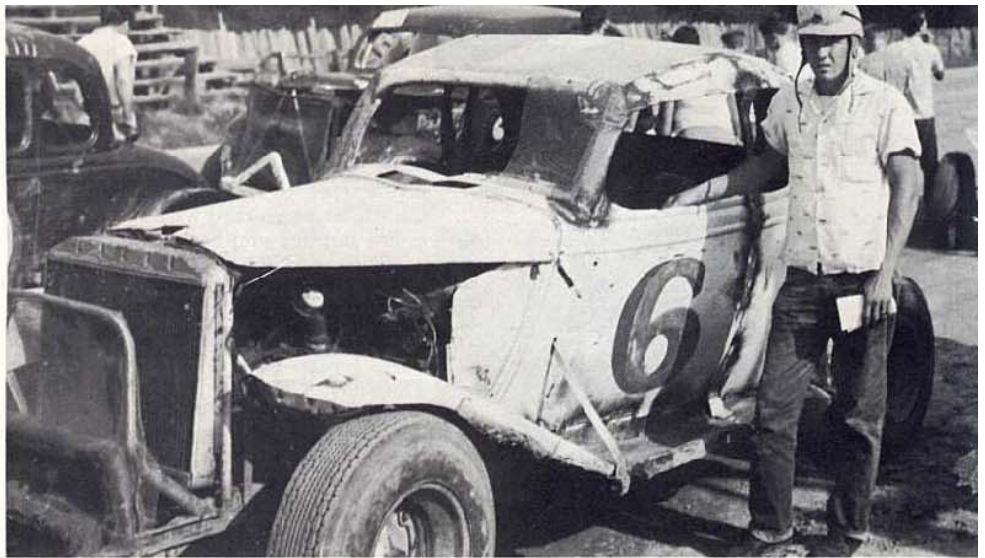
There is a myth concerning Isaac that angers his friends. And Bobby. He quit school after the sixth grade. That's a fact. But the rumors persist that Isaac could neither read nor write. That's a lie. It bothers Isaac today more than ever. He's deeply concerned that some young boy will quit school in an attempt to emulate him.

"I've made it," he admits modestly. "But I may have made it faster if I had finished my formal education. I really prefer not to talk about it. I think that if a boy is sincerely interested in auto racing he should finish school, go to college and get an engineering degree."

The slight Isaac, more at home in a sport shirt, trousers and loafers than coat and tie or mod fashions, is a humorous man. His humor is dry wit, one on the spur-of-the-moment. A precious example occurred during the fall race in 1965 at Martinsville (Va.) Speedway.

The ouster of the hemi engine forced Isaac, Richard Petty and David Pearson to do their racing elsewhere. Isaac went to USAC and stayed around long enough to win two races. He returned to the Grand National circuit in the Martinsville race. The late Curtis Turner was reinstated for that race after a lengthy suspension by Bill France. Isaac entered a Ray Nichols Dodge; Turner a Wood Brothers Ford.

Isaac started on the outside pole next to Petty, the Plymouth ace who needs no introduction. The action started on the first turn when Petty and Isaac went too deep in the flat corner. They went up to the wall and "everybody



Bobby Isaac in 1957 at Harris, N.C., with a '34 Ford. Note the checks in his hand from winning the feature and his heat.

passed us." When Isaac got straightened out, Turner was riding in front of him.

"I tried everything I knew to get around Turner," said Isaac. "He would have no part of it. Turner was Turner on the track. No one passed him. Somehow my left front wheel caught Turner and put both of us in the wall."

Turner jumped out of his car and raced back to Isaac. Isaac still had one leg in the car when Turner grabbed him by the collar. He wanted to know if Bobby had deliberately put him in the wall. Isaac's reply is still a classic. "No, I wasn't trying to wreck you," he told Turner. "Why, 'fella', I don't even know you."

A self-styled loner on the racing circuit, Isaac turned a deaf ear to the Professional Drivers Association and its boycott of the 1969 Talladega 500 after the PDA ostracized him, ripped verbally the mid-summer Nashville race after winning it and admitted publicly that he was "stroking" when he got within reach of the 1970 Grand National championship.

Bobby and Harry Hyde, crew chief and ace mechanic on the K&K Insurance Dodge # 71, pause while checking the lap times of one of their competitors.





*"Racing is something Bobby has always done. I have confidence in him. He can take care of himself."*

an ice truck helper. He boarded two years with Fate Shook while the two of them worked at an ice plant. One day he had had enough and was hitching his way out of the North Carolina farming country. By chance, a sister, Goldie, 10 years his senior, happened by.

"I can't remember where I was going or what I had in mind," Isaac said. "She wanted to know why I didn't come and live with her and her husband, Carl Setzer. I went with her and joined my brother-in-law (Carl) in the sawmill."

He stayed with them until, at age 19, his first marriage, which lasted a little more than a year.

Meanwhile, Isaac had gotten the racing bug. He had seen one race when he was 17. About the time of his marriage a track was built at Hickory. He went up to Hickory to see a race ("I don't remember why"), and he came back home with racing in his blood.

"I bought a '37 Ford and put roll bars in it. I thought it was a race car," he said. His first race ended on the second lap when he flipped the car; but he was hooked.

From the sawmill he went to a cotton mill. In between, he worked in a pool hall. Then in 1956, when he was 22

years old, Isaac went racing fulltime. Forty dollars a week from a mill didn't whet his appetite like a race car. "I just wanted to race," he said. During the winter he worked with his brother-in-law farming and boring wells.

He teamed with Frank Hefner of Cherryville. "He built good Sportsman cars. He told me if I worked on them I could race them four or five times a week. I used to race at Columbia on Thursday, Cowpens Friday, Gaffney Saturday and Harris Sunday. They paid \$100 to \$125 to win. I got a third or \$100 to \$125 a week during 1956 and 1957. It was more than I could make as an average working man. Wages then were \$1 or \$1.25 an hour," related Bobby.

In 1958, Isaac spent the season with Ralph Earnhardt of Kannapolis. Isaac began to reap some rewards as he won 28 feature races in the Carolinas. He then was racing against David Pearson, Ned Jarrett, Earnhardt, Johnny King and Richard Kiley, among others. When Jarrett went into Grand National racing, Isaac took a keen interest. "I followed him around a lot. I saw how they built cars and engines. I got to know some of the drivers, but not well enough for them to let me have a car," he said.

The first World 600 at the Charlotte Motor Speedway gave Isaac a chance that never materialized. "No one knew how long a driver could last in a 600-mile race on a mile and a half track. Jimmy Thompson asked me if I would standby in case he got tired. I took his Thunderbird out in practice and ran 115-116 miles an hour. But he fell out before he got tired," Isaac recalled.

Isaac was on the scene again when the second World 600 came around. Back then Charlotte used to stage two 100-milers prior to the "600." They weren't qualifying races, but the qualifiers had to start the short events to hold their qualifying positions. Junior Johnson was like most competitive drivers. He wanted to save his "600" car, a 1961 Pontiac. He asked Isaac to start it and park it after two laps. Johnson drove a Ray Fox Pontiac in the 100-miler (a car David Pearson later drove to victory in the 1961 World 600). "I started in the rear, made two laps and pulled the car out. I didn't get a cent but I was still happy to do it," Isaac said.

Isaac, meanwhile, had graduated to the Modifieds on the backyard circuit. Race winners were picking up \$200 to \$250. Isaac's travel had increased to 1,200 miles weekly to race tracks. "I wasn't spending nights anywhere, so expenses weren't that much more. I was still making more than the average



*"Racing has always been good to me. I reckon I will race until I make as much money as Pearson."*

working man," he said.

During the winter of 1962, Isaac got an unexpected call from Bondy Long, a well-to-do young man who had decided he wanted a piece of the action in Grand National racing. "Bondy had bought a 1962 Plymouth from Petty, and he wanted me to drive for him in 1963. I didn't think that much of it but decided to take a look. We went to Daytona. I failed to finish in one of the qualifying races, so I didn't make the Daytona 500 field," said Bobby.

Isaac drove the car in a couple of short races after that. The team realized it didn't have a competitive car. Long talked with his mother, and she ordered a new Ford from Holman-Moody which arrived six days before the Atlanta 500. Isaac had the car in the top 10 when it blew with 100 miles remaining.

"We fell out of most races that year. After the Southern 500 I bowed out. Me and Mack Howard (chief mechanic) didn't get along. Bondy had his choice. Mack or me. I went. It's a funny thing. Mack (who has a garage close to Isaac's home) and I are good friends now," laughed Isaac.

Smokey Yunick of Daytona Beach, Fla., had had six drivers in 1963. Isaac didn't have a job so the worst he could do was waste a long distance call to Yunick. Yunick didn't have a driver for the 1963 National 500 at Charlotte. Isaac got the ride, but after two accidents he parked the car.

Isaac's first big break came during the winter of 1963. Bud Allman had been a mechanic for Ned Jarrett. They had a falling out. "Bud got an offer from Ray Nichols, and he kept pushing me as Nichols' driver. At that time, Nichols didn't care who drove his car, but he didn't know me from Adam. I was hired, and I went to Highland, Ind. (Nichols' shop). I had a one-shot deal, and I was informed that if I said



the car (Dodge) wouldn't run, he would put Paul Goldsmith in, and we would find out," Isaac related.

Isaac and Patsy Ann Story were married on Dec. 22, 1963. They had four days together before Isaac returned to Indiana. "It was my first factory ride, and I wasn't going to give it up. So, Patsy and I didn't see much of each other the first few months we were married," he said.

The Nichels team went to Daytona Beach for the 1964 Daytona 500. Little did Isaac know at the time that he would be involved in one of the most spectacular finishes ever at the 2 1/2-mile super speedway. In a 100-mile qualifying race, Richard Petty, the late Jimmy Pardue and Isaac came across the finish line in a photo finish. Petty, who appeared to be a runaway winner, ran out of gas and coasted home at about 40 miles an hour. Isaac and Pardue were clocked at 169.811 mph. The camera produced blank paper and a call went out to professional and amateur photographers. More than four hours later the speedway announced that Isaac had won the race in his Nichels Dodge.

He finished among the top 10 in the Daytona 500 despite blowing an engine late in the race. Isaac went on to finish second to Fred Lorenzen in the Atlanta 500. He lost the Firecracker 400 when A. J. Foyt passed him on the last lap. They were his first of many frustrations on super speedways.

Bobby and the Nichels Dodge went USAC racing in 1965 when Chrysler's hemi engine was ruled out by France. "We had a pretty good season up there. I won two races and I led several others before we returned to NASCAR late in the 1965 season," Isaac said.

Later in the year, Isaac quit the Nichels factory backed Dodge team and joined Junior Johnson, who had decided 1965 was his last year as a driver. The renowned Johnson had a factory backed Ford deal for the 1966 season.

"It wasn't a good year for me," Isaac said. "I wrecked in seven or eight races. Ford quit for awhile and when it came back I was fired. I still made about \$15,000 despite a bad year. Ford paid me a salary of \$200 a week while it was out of racing and even after I was fired. I also got \$100 weekly salary from (sponsor) Holly Farms.

"When I got fired (in August) it looked as though I was out of racing for good," he went on. "There were no jobs available. I had quit Dodge and Ford didn't want me. Cotton Owens gave me a break in the last race of the season at Rockingham. He let me drive Pearson's second car. But something happened to the car, and I dropped out

of the race."

K&K Insurance of Ft. Wayne, Ind., fielded a car for the first time in 1966. Gordon Johncock drove the Dodge a couple of times and Earl Balmer finished the season in it. That winter K&K went shopping for a fulltime driver. Nord W. Krauskopf, president of K&K, and chief mechanic Harry Hyde chose Isaac. The marriage is still a happy one today.

"Mr. Krauskopf told me in the beginning he wanted a Grand National championship. We didn't do too good in 1967. We started 12 races and ran good, but we didn't finish too many. I did run second to Buddy Baker in the National 500," Bobby added.

K&K went searching for the GN championship in 1968. Isaac won three races—his first since 1964—and wound up second to Ford chauffeur Pearson. The season served as a tuneup for better things in 1969 and 1970.

Driving the red and white lettered No. 71 Dodge, Isaac won 17 races in 1969. He failed to win the point title as he got behind early in the season. Isaac finished sixth. He won 11 races, more than \$100,000 and the point championship, which was worth an additional \$100,000, in 1970. It was a year the personable Isaac will never forget.

"He's the greatest driver in the world," Krauskopf says. His sentiments are echoed by Hyde.

"Racing has always been good to me," said Isaac. "I came along slowly. I started in 1964, took a setback in 1965, put it together again, then came back in a big way. I really got with it in 1968. That was when I was able to first put some money aside and live pretty good."

The 36-year-old Isaac, whose fingers carry scarred tattoos of a boyhood dare (L-O-V-E), was not involved in the infamous walkout of the Talladega 500 in September 1969. He was the only factory backed driver who was not invited to participate in the Professional Drivers Association's inaugural meeting earlier in Michigan.

"It kind of hurt my feelings," he explained as to why he has never joined

*Bobby Isaac has been a terror on the short tracks, winning eleven in 1970, but his greatest personal triumph was winning the Texas 500 in the winter of '69.*



*Bobby poses proudly with his '37 Ford at Hickory, N.C., in 1955.*

the PDA. "My car owner asked me not to make any quick decisions. I decided to stay and race. I don't belong to the PDA, but I don't condemn anybody for being a member."

Later, in 1969, he won the Texas 500 when Buddy Baker, who had a two-lap lead, ran into the rear of James Hylton during a caution flag. He has since won the point championship, but he still calls the Texas 500 his biggest thrill in racing.

"I started racing in 1963, and it took me until 1969 to win my first big one. I went after the point title in 1968 and won it two years later. It took a lot more time to get that big super speedway win," he said.

"Winning the title gives me personal satisfaction. I don't know one driver who wouldn't like to own that title. It means running all the races and emerging as the best. I had to stroke some during the season. It was hard on me because I like to charge. But it was worth it. Think about all the guys who never get in a position to win.

"I would like to run all the races this year, but we are planning on only going to the money races. When you run all the races you get tired. After a week's rest you feel okay though."

Isaac has been extremely lucky on race tracks. He's never had a serious injury. Years ago he broke a shoulder

*Continued on page 66*

blade on a track at Gaffney South Carolina. Other than that Isaac has remained healthy.

“You never think about getting hurt,” he said. “You know the possibility is always there though. It’s bad when somebody gets killed. We each know how the other feels. You put it out of your mind and go ahead.” Wife Patsy doesn’t harbor any fears when Bobby is on the race track. “I really don’t worry. A lot of people think I’m kidding them, but I’m not. I have confidence in him. He can take care of himself. I was a little anxious about the first race at Talladega.

“Racing is something that Bobby has always done,” Patsy continued. Racing has been good to us, and are extremely grateful. I only regret I don’t see enough of the races. When we first got married I was teaching, so I could only go in the summer. Now we have a baby sitting problem. “When I can’t go, I listen on the radio. I miss (the late) Bob Montgomery. He was real good. Radio broadcasts make me more nervous as they will say there’s a wreck in the first turn and then not tell you immediately who’s involved. That unnerves you.”

Unlike many of his veteran, established colleagues, Isaac has not thought about retirement. “I reckon I will race until I make as much money as Pearson,” he said with a grin.

Isaac set a world closed course record of 201.104 mph in a winged Dodge in late November at the Alabama International Motor Speedway. It broke the record established in March by Buddy Baker. Baker was clocked at 200.447 mph. “It was a thrill,” Isaac said, “but I can tell you there’s a tremendous difference between 199.5 and 201.”

His next goal? “I really don’t have one,” he said. “Win just as many races as I can. I would like to win enough for security. I would like to invest in a small business where I wouldn’t have to work all the time.” His hobbies include quail hunting and golf. Some of his golf games are classics. A typical duffer, Isaac has done things on the golf course that are unbelievable except to those who also play the game for “fun”. As the interviewer left the farming section of North Carolina he couldn’t help but think aloud: “Newton-Conover is a community with opportunity.” Bobby Isaac is living proof.

### **Talladega Test Photo**



**Don Amadio sent in this great photo. The photos were said to have been taken in December 1968 and are from Daytona. David Pearson, obviously is the test driver. The car has what appears to be some kind of pitot tube to take aero samples on top of the windshield, and a Mustang! type rear spoiler. I asked Ford’s Charlie Gray who replied with names of the others in the photo.**

“The people are test people from the Dearborn Proving Grounds. The person David is talking to is Len Richter and the gentleman at the front of the vehicle is Al Johnson. Al is a cousin of Junior Johnson and just happened to settle in the Dearborn area and was a Ford Test Driver/Test Technician and smart as a whip. The other gent is also a test person, that contributed immensely but his name slips me at the moment. That is a shame because he once took two seconds off of the lap times at Riverside by analyzing the tapes and recommending that two shifts were unnecessary and were hurting lap times. Before being drafted into the Racing Program, I was a Test Engineer at the Dearborn Proving Grounds and knew the best of the best so when we were testing I always asked for the same gentlemen to set-up our instrumentation and that caused a lot of stomach acid at Dearborn, but those guys were invaluable “ – Charlie Gray

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 [paysac@hotmail.com](mailto:paysac@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 commorative 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](http://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](mailto:knifley@msn.com) or call Ron Knifley, 250 Parkwood Dr, Campbellsville, KY 42718. 270/465-2465. 05/08

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](mailto:khproperties@aol.com) 04/08

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](mailto:hpims@comcast.net) 11/07

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

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](mailto: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](mailto: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](mailto: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](http://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](mailto: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](mailto: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](mailto: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](mailto:hemiincorporated@msn.com)

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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](mailto: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](http://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](mailto: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](mailto: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](mailto: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](mailto:misterhemi@mts.net) or phone 204-256-2351. 07/06

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