

November - December 2010
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DAYTONA – SUPERBIRD AUTO CLUB
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State of the Aero Warrior Market – 2010

Well, it has been an interesting year to say the least. I felt that moving from 2009 into 2010 that the worst of the Great Recession was over, and that the muscle car market which crashed badly might turn the corner. With few exceptions, I have to say that is not the case. In general, the market for the aerodynamic cars remains pretty lackluster with average prices 30% to 40% down from their lofty heights of 2006. What does it show? Perhaps that the market was very overheated and overvalued. But look on the bright side. You can probably review the agreed value on your collector car insurance policy and save some money.

As far as 2010 goes, I feel that the prices being realized are less than they were during 2009. Things are just bumping along the bottom. So much for turning the corner. While this gloom and doom isn't best for sellers, it is a great time for buyers. At the moment, the buyers are out there, but seem to be sitting on their hands playing a game of "How low will the prices go?"



Would you like a nicely restored Charger Daytona? Legendary Motorcars in Canada is offering a beautiful 440 automatic Daytona for \$149,000. The car checks all the right boxes: low miles (22,000), known history from new, fender tag, build sheet, white interior, restored from a good survivor car.

The car was purchased from a long time owner, and then restored in 2007. In a matter of bad timing, it was finished shortly before the market crashed. The original price was well over \$200,000. At \$149k, considering the level of restoration, it has to be getting pretty close to a sale number. How low will it go? There has to be a number where a buyer will put their hand up. It is an over-restored car, no waiting, ready to enjoy.

Regarding another very nice "driver plus" condition automatic Daytona on the market today, the owner candidly reports he has not garnered an offer over 125k.

On the Superbird side, here is a real world example for you to chew on. A freshly restored 440 6-bbl, 4-speed car in Limelight green has just sold for \$98,000.

To be fair, the car had some issues like a non-original engine and a fiberglass nose with steel internals. This was an owner restored car, starting as an original paint car, original sheet metal with replaced rear quarter work and a very solid underbody. It is a fresh, nice running car with a build sheet. It has been described by an impartial observer as "not a Roger Gibson car, but very presentable."

Obviously the glass nose and engine held the car down. But considering a similar car with no excuses was \$175k in 2005, I will call it a fair deal for both buyer and seller. The new buyer could easily put a steel nose on it. At the cost of the nose, he would get the value back instantly. Some people complained about the shiny over-restored underbody. I could fix that up with some undercoating pretty quickly!



Asking prices are still all over the place, but the buyers with the money are holding out and paying for the best cars with no excuses at the lowest possible price. To be honest, some sellers still have not thrown away their 2006 calendar. A best of the best Hemi Charger 500 has been offered at over 200k. In my opinion, it has not a chance. A restored 440 Daytona in a common color at \$195k? The owner is dreaming. In all cases there will be exceptional cars commanding a premium. Although the Daytona on the last page is beautiful, it is over-restored and will not win OEM Gold at the Mopar Nationals. That kind of a car will still cost more. The Aero Fords are probably in the same -30% range. Maybe the exception is a Dan Gurney Spoiler II as not all that many change hands. Every month there seems to be someone wanting to buy a Dan Gurney Spoiler II. page 2

2011 is right around the corner, and very soon, we will eagerly await what the Arizona auction season brings for the new year.

2011 Membership Dues are now Due – renewal form on page 11

It's membership renewal time. 2011 membership dues are \$25 worldwide, or two years for \$45. Club dues run on a calendar year basis from January to December each year. Check your mailing label. You can tell if you need to renew your membership by looking at your mailing label on the back of this issue. If at the top, it says "10", you are due for renewal. If it says "11", you have already paid for the upcoming year. The membership renewal form is on the inside of the back cover. You can pay by check, money order or Pay Pal. (send to paydsac@hotmail.com) If you are outside the U.S. please use Pay Pal or money order in U.S. funds drawn on a U.S. bank. If you are in Canada, you can send a Canada Post money order. Call or email if you have questions. If you've just joined the club recently, your 2011 dues are already paid. As we enter our 37th year of operation, we sincerely appreciate your support.

2011 National Meet - Cleveland Ohio Dates are June 21-26 and will be a Tuesday through Saturday meet with a Sunday "get up and go" breakfast. This will be a joint meet with the Winged Warriors, and our club will be the host this year. Our event host Doug Croxford's phone number is 216-789-4053, and his email is charger4sp@aol.com. He welcomes your questions and comments on the meet. See our last issue for more details or check the club website at www.superbirdclub.com

News for the month will be that Doug Croxford has arranged a Saturday car show and gathering at BE /A Parts. Aside from being a great host, Mike Ross of BE/A has reproduced many, many quality pieces for the Mopar muscle cars. So you will be able to see and touch the stuff first hand.

Our host hotel will be the Hilton Cleveland East in Beachwood, Ohio. The rate is \$83 a night. The address is 3663 Park East Drive, Beachwood, OH 44122. You can call and make reservations under Daytona-Superbird Auto Club. We have a 40 room block, with approximately half king size beds and half twin doubles. Their phone number is (216) 464-5950. We also have a room set aside from Wednesday through Saturday night, so bring your pictures, movies and more to share.



Petty 1970 Torino This photo recently surfaced on the Facebook page of Checkered Past Collectibles. It is the shop of Petty Enterprises, showing a 1970 Torino under build. Probably taken by Don Hunter in the the fall of 1969, judging by the long sleeves and closed garage. It's a posed photo, and probably would have been used in an annual magazine like "Stock Cars '70" which had the Petty "How We Build Stock Cars" article. The article that was eventually published showed Petty Superbirds being built. Clearly, if there was some "wink-wink" intent to go back to Plymouth for 1970, plans were rolling along on a contingency plan. At the very least, showing a 1970 Torino under construction would make one heck of a bargaining chip to negotiate with Chrysler. Petty crew chief Dale Inman has said that this car

did not progress much farther, and when the Chrysler deal was signed, it "went back to Ford" along with their other remaining Ford equipment. It was probably completed and went on to service with another unknown Ford team or customer in 1970.

Ladies and Gentlemen, here is your chance. On January 19-23, 2011 at the Russo & Steele Auction in Scottsdale Arizona, you will have an opportunity to purchase what is being represented as an ex-Bobby Allison #22 NASCAR Daytona that ran the 305 CI engine. Here is the auction description as of December 22, 2010. On the following page, I will respond with comment:



"Back in the days when the stock cars that ran on the NASCAR circuit were actually stock cars made to look like race cars - instead of today where the opposite is true - Bobby Allison, at the Daytona Speedway, made the number 22 famous. The homologation special Charger Daytona is the car that Bobby Allison drove in 1969. Allison won 10 of his NASCAR races driving a Dodge.

"NASCAR had instigated a rules change for 1970 which mandated that the Daytona could only have an engine with a maximum displacement of 305 CID, in lieu of the previous season's 426 CID Hemi. Owner Mario Rossi and driver Bobby Allison had invested much time and treasure in their Number 22 Daytona, and so decided to experiment with a destroyed 305 cubic inch small block. The 305 engine weighed 200 pounds less than the 440 CID "RB" big block. Allison tested the new combination at Daytona and Talladega but never drove it in competition. When all was said and done, NASCAR banned it because of its dynamic package - not to mention the combination not being homologated into regular production - so it never had a chance to turn a wheel in combat.

"This is the only test car known to still exist. It has gone through a ground-up restoration and subsequently been driven by "Flash" Gordon Sprague in 10 historic stock car events, winning all 10 races, until it was retired in 2002.

"Recently the car was visually inspected by Bobby Allison and certified as the test car used in the 1970 NASCAR season. The Certificate of Authenticity, which is signed by Allison and accompanies the car, reads:

"This car was built and raced by Mario Rossi. This car was driven by Bobby Allison during testing at Daytona and Talladega in preparation for the upcoming 1970 NASCAR season. Because of the NASCAR rule change from the 426 Hemi engine to the 305 CI displacement limit this car was not raced."

"Highlights:

- This car was originally owned by Mario Rossi and was used as a test car prior to the then upcoming significant NASCAR engine rule change
- The change would make the engine go from 426 CI to 305 CI
- Bobby Allison tested this car at Daytona and Talladega as a 305 CI
- This winged test vehicle has historical significance as it was banned before Allison was able to compete with it
- Recently the car was visually inspected by Bobby Allison and certified as the test car used in the 1970 NASCAR season
- This car comes with the original certificate of authenticity signed by Bobby Allison
- This is the only test car known to exist
- This car has since had a ground-up restoration and competed in 10 historical stock car racing associations
- This car was driven by "Flash" Gordon Sprague, winning all 10 races.

"As a historic race car, it is sold on a Bill of Sale only."

(End of auction description – photos: Mecum & Russo Steele)

Comment to the auction description: I have to say, if you are at all familiar with street-based Daytonas and a little of the racing history, you must be rolling on the floor laughing at the holes and errors in the story; particularly the bit about testing for a 305 small block engine rule to take effect in 1970. Frankly, this car looks like it was made to compete in a 1/1 scale Pinewood Derby.

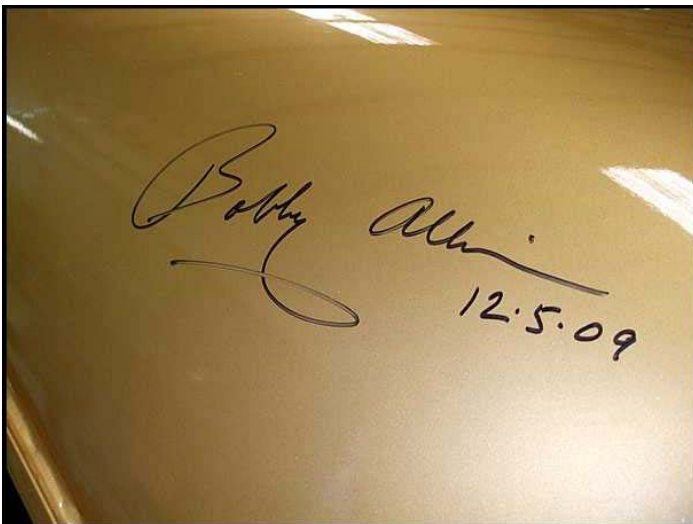
The photos of the auction car appear to show a Charger of production origin with a home-grown Daytona nose and rear wing – and no rear window plug. The interior floors appear to be production. Compared to photos of Bobby's Grand National cars from 1970, the ride height looks something like a 4 x 4. An online video of the car last year showed a production type firewall and inner fenders – something an authentic Grand National type Daytona would not have.

Now to be fair, the car is indeed a real race car, having competed in some modern historic races in Florida, by one Gordon Sprague. The noted Mr. Sprague sold off his collection at auction a little over a year ago. In February 2010, the car was attempted to be sold again at the Mecum collector car auction in Kissimmee Florida. Mecum issued a similar auction description as what is being told now.

When Mecum began publicizing the car in early 2010, they were contacted by Bill Rossi, son of original team owner Mario Rossi. Bill informed Mecum's people that the car appeared to be not what was represented. Tom Christmann, spokesman for Mecum responded to another inquiry about the car saying, "Since this is represented as a "test" car, there may be differences between it and the winged cars that actually ran, that many of the general public may not know." And... "Our dilemma is we have the original owner/driver saying it is real, documents support that, and (versus) comments from a general public who say they have questions." Bill Rossi says it is true that Bobby Allison has indeed signed off on the car, and said it was a test car.

Bill Rossi states that his father never had a test car, nor was there ever a test program for the 305 engine. There are no known Chrysler memos that have surfaced on the 305 development that would suggest any kind of test program. In fact, my understanding from speaking with Chrysler principals involved, was that the 305 NASCAR engine was first installed into the Rossi car at Daytona in 1971, and that it had not turned a wheel prior to this. It really was a "let's just stick it in there and see what happens" kind of deals. Nobody really knew what was going to happen. The car ran the Daytona 500 and did well enough. But it was clear that while it did OK at Daytona, it would not be suitable for shorter venues. NASCAR also helped out and told Chrysler not to bring the car to the next speedway race at Ontario. And that was that.

Mecum ultimately decided to let the car run as a featured star of the auction, citing that the representations of the car were the owners responsibility, and on the strength of Bobby's statement. When the auction went down on TV, Bobby and Donnie Allison made a promotional appearance, and were on the block when the car was offered up. They were very careful and made no representations of what the car was, other than Donnie saying, "Whoever buys this car is gonna get a good one". The car opened with a bid of \$100,000 and was quickly bid up just over \$200,000 where it stalled, and declared a no sale. I have to say, that looking at the car, if there was real money bid, If I were the seller I would have been jumping for joy. The car then disappeared from view until now.



As to Bobby Allison's representations, I must take them with a grain of salt. The statement is incorrect with respect to any 305 engine rule change coming for 1970. With all due respect, I have to say it is unlikely this could be a car Bobby tested at Daytona and Talladega. The slippery part of the story is the claim that the car was only a "test" car, and did not race in an actual NASCAR event. I guess you could say it tested anywhere at any time. You could also say Mario Rossi built it, and not Nichel Engineering. (It's clearly not a Ray Nichols built car.) But considering the fact that Mario Rossi's team was factory supported in 1970, the idea of his going rogue and building such a crude car for testing on his own does not seem plausible. Can you imagine a Charger Daytona testing at Daytona or Talladega in 1970 with no rear window plug? Of course that combination of Daytona parts and no window plug would never have been allowed in an actual race anyway, let alone the aero disadvantage. In all cases, the cars had to be raced in the

same sheet metal configuration as how the street cars were built. Why would you test a Daytona like that?

Russo & Steele is offering the car with the same description as Mecum presented. I have to say that Mecum and Russo & Steele seem to have a pretty good handle on the basics of collector car authenticity. I do not understand the apparent willful blindness to a car that is to casual observers at the very least, seems a poor homage.



I'll start off with a couple of WILD Superbirds. At left is Don Charity's original Vitamin C Orange car from Ontario Canada. This one is RM23U0A168749. 440 with a 4-speed and a bench interior. At right is Roger Dennee's car from Wisconsin in 1980 - one of my favorites. Roger owned this car and a 16k miles original Daytona. Both cars survived one divorce, but not the second and they were sold off in the mid 80's. The survivor Daytona was restored and the Bird RM23U0A177562 I have completely lost track of.



This black Talladega with the Boss style stripe was taken at the 1980 Winged Warriors meet in Baltimore. Unfortunately, I cannot find whose car this is. At right is current DSAC member and original owner Dave Fontenot's Super Wing Daytona from Louisiana. I love it. It's a 440 with an automatic. Dave, please give us an update on the car. I assume it is still wearing the same paint scheme.



At left is the burgundy and silver Daytona of David Gault, XX29L9B386565 circa 1977. Gault bought it in 1970 by trading his '69 Dodge Monaco and \$800. It's an original white car with red interior and stripe and a 4-speed. What a blockbuster combination today! It has been restored for current owner Bill Stech in recent years and is well known on the east coast. At right is Julian Perez's WILD Bird from the Chicago area. That is the biggest bumper I have ever seen added to a Superbird. I have an accompanying for sale ad stuck to the back of the photo with an asking price of \$8000, circa 1983. Where is this car today?

They Are Still Out There

page 6

New members David and Debi from northern California have been very busy with their new find, a Superbird stored since 1981. Here is their story...



One afternoon in the summer of 2009, David got a call from a friend about an old Mopar he had seen lurking in a garage. The friend, Jonathon, had been living nearby for 17 years and had never seen the garage door open. He stopped to inquire and later called David and Debi to say the lady owner needed some help, maybe selling or fixing the car. They went down to check it out and found a partially disassembled Superbird that had been in the garage since 1981. The transmission and some other parts were missing. A roll cage and some subframe connectors had been installed. A widow owned the car, and her late husband had ideas of drag racing the car.

As the story goes, the couple had bought the car new after her hubby saw it on the showroom floor. They were driving through town on the way back from their honeymoon trip. (It must have been SOME honeymoon.) They traded a 1969 Charger R/T for the Bird which is a V-code Six Pack with a 4-speed and Dana rear end.



When the roll bar and subframe connectors were installed, the car had 44,000 miles on it. The owner had sent the engine and transmission out for a rebuild. The hood had louvers (a lot of them!) punched into it and some inner bracing removed. In the middle of this work, he passed away. When found, the engine was there, but the transmission has at least for now, disappeared to the sands of time. The car would sit for the next 28 years in pieces, used for drying clothes and hiding places for children.

In 2009, due to foreclosure and a death in the family, the owner planned to the auction off the house and contents including the car. Hearing this, Debi offered to buy the car from the widow. After some time and negotiation, a fair price was agreed upon, and in September of 2009, the car was eventually freed from the garage, and loaded onto a roll back for the trip to its new home.



Work on the car started in the spring of 2010. David says "We started with a car that had no transmission and only the bare block and the front clip, doors and trunk off. Debi wanted the car brought back to driving state. Guys we all know who's the boss!" David is very quick to point out this is really Debi's car. Over the next five months, the engine was rebuilt and an 18-spline 1969 transmission bellhousing and shifter were sourced. The front end and brakes have been rebuilt as has the rear axle. They wisely installed a new fuel tank, sender and brake lines.



Fast forward to August of 2010, and things were getting closer and closer to the project all coming together. The engine was now in and what awaited was a radiator and complete exhaust system.

At the end of the August, the car was driven under its own power for the first time in 29 years. David and Debi took the car to dinner and admittedly took the long way back home.

As time has gone on, the widow of the original owner and Debi are now friends. The widow calls the car "The Old Lady". She and Debi have a date to take the car to dinner in San Francisco together.

Debi is shown with the car at right with her Bird.

I have to say, "What a great story". A car off the road for many years is found by true enthusiasts. With a lot of help from friends, it is brought back to life as a driveway project on a budget. It is wonderful to see that even in 2010, there are examples that money does not rule all, and that if you are lucky enough to be in the right place at the right time, the magic can happen.



Ron Penska's Rusty Crusty Superbird

A nice note from Ron Penska in New Jersey:

"Doug, I must be out of my mind but I bought that rust bucket Superbird in West Virginia. It will probably stay as a "conversation piece" as for now I can't even think about a restoration. That being said I'm happy to report it to the club as a addition to the registration list. As you know it is RM23UOA161602. Identical to my other Bird, Limelight green, 440-4bbl, auto console, black interior, rallye wheels. (motor & trans. are gone) . It does have the VIN decal on the door jamb, VIN # on the dash pad & data plate. (plate is rusted & paper thin) Title is good. I would like to try & complete the historical reseach if possible. If anyone has ANY information on this car, I would like to know, including broadcast sheet, dealer invoice, any anecdotal history. Trust me, the pictures are better than the car looks! Thanks, Ron Penska" Email Ron at hystick93@aol.com or call 267-975-6124.



Jamie Passon of Passon Performance has quietly earned a good reputation in the Mopar 4-speed transmission business. His company has offered an overdrive 4-speed conversion for the Chrysler A-833 transmission for some time. Jamie has just introduced a new 5-speed transmission that will bolt in to your old Mopar without modifications to the floor and transmission tunnel area of the car. The unit was unveiled at the Performance Racing Industry trade show in Orlando a few weeks ago.

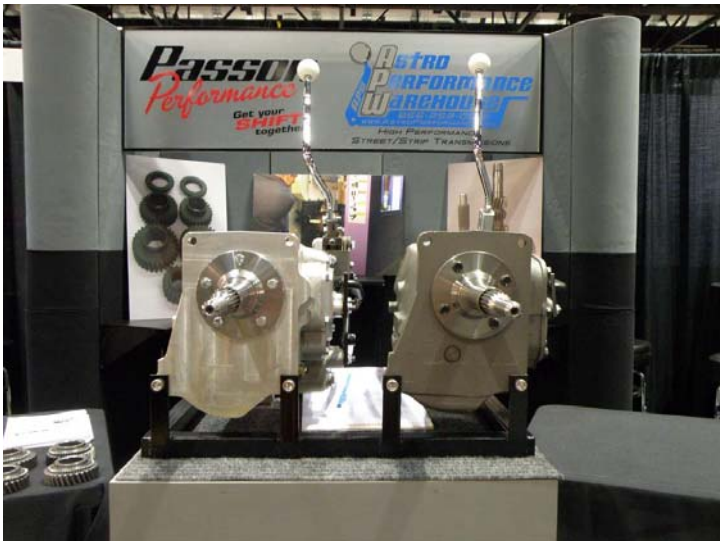


The transmission is a clean sheet design, and is for 18 spline applications only. Jamie Passon says, "The unit is Made in USA. It was designed here, and is being built here by Mopar people." Torque rating is 650 ft./lbs. However, the design capacity for the unit is 750+. Included in the \$4295 price of the transmission is the shifter, shifter linkage, mounting plate and speedometer cable extension. This is all that is needed. Other parts if you want to switch over an automatic car are available at extra cost.

Gear Ratios are 2.64, 1.92, 1.40, 1.00, .70 Weight of the unit is 105 lbs. There are tapered rollers throughout the trans. Input shaft, mainshaft and cluster gear front and rear. All gears and shafts are made from aircraft quality 9310 alloy steel. The mainshaft has a five bolt bearing retainer for increased bearing capacity. That covers a tapered roller bearing with an O Ring seal. They will be offering both the 1964-69 B-body tail shafts as well as the 1970-up style. A-body applications are also covered.

Regarding the shifter, Jamie says, "We are not using an integrated shifter (like a Tremec). It isn't a stock shifter because it is 5 speeds. It is stock arrangement. The shifter and linkage will be part of the package when the transmission is purchased. The included shifter accepts your stock handle. We are making the shifter in both tower arrangements to accept both press in and bolt on handles. So, you will re-use your handle. You can simply change the ball to a 5 speed ball or the lens in a pistol grip to a 5 speed pattern. OR, for stealth, you don't even need to change the ball or lens. Either way, it is YOUR choice."

There will be a speedo cable extension with a male end (just like the thread on the speedo housing.) The other end of the cable will be the large nut on it that will screw onto your speedo housing. You will transfer your housing and gear from your existing transmission. The backup switch is located under the front of the sidecover near the drain plug. It takes a stock Mopar switch. The original factory harness and plug will reach and work.



These little details just should put this product head and shoulders above any other option out there as being a true bolt in with no mods. Jamie says there should be no doubt as to the direct fit and finish of this product. The photos above are the factory A-833 4speed (four bolt flange) and the Passon 5-speed with the five bolt flange.

While it is not cheap, the Passon unit is a premium driveline piece. On the moparts.com internet forum, Jamie revealed that the manufacturing cost of the unit with shifter and linkage is \$3895. Jamies asks that you keep in mind the transmission was developed from a clean sheet of paper. "We didn't take an off the shelf trans and try to make a bunch of crossmembers and bellhousings and try to jam it into a muscle car." (Editor's note: I predict this will be the Mopar Product of the Year in 2011.)

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: Two Superbirds Car #1: 440-4bbl. Tor red, white bucket seats with slapstick automatic. VERY original with only one repaint, which looks fantastic. ALL paperwork, multiple build sheets, pictures of original owner with car, letter from original owner to me, numbers match, runs and drives like a new car! asking \$124,500.00.

Car #2. 440-6 pack. Limelight Green with Black buckets, Pistol Grip 4-speed. Very original, one re-paint in 1984 – have photo documentation of resto and have contact with prior owners. All paperwork even dealer trade-in, build sheet, you name it. Numbers match, looks and drives absolutely awesome! Asking \$164,000 will consider trades plus cash. Call Larry at 410-320-4945 or email Lcate@absoluteftp.com 06/11

For Sale: Daytona: Hemi Orange, auto, NOM 440, 4.10 Dana, black interior/stripe. All original sheetmetal. Car is in great shape and drives wonderfully. \$155,000 or \$125k plus C500/Superbird trade (or other cool Mopar) 832-498-4406 / t.hawkes@att.net Many pics avail by email.

For Sale: 1969 ½ Six Pack Dodge Super Bee Hemi Orange, no vinyl top, stripe delete, four speed, Rotisserie full nut and bolt restoration. Beautiful car Six miles since resto \$75K 360 941-3545 12/10

Wanted: 1965 Dodge Coronet radio. Call Rene at 920 733 0283 01/11

Wanted: Build sheet for Superbird, RM23U0A175600. Julius. 818-882-2825 or email to Julius@rbyJ.com 09/10

Wanted: Dan Gurney Spl Spoiler II. Interested in original complete car in good to exclt cond. Robertp@economech.co.nz 09/10

For Sale: 1970 Plymouth Satellite convertible 340 auto with A/C, Panther pink outside white and black interior, great driver, body straight and clean. \$26,000. 1970 Coronet A/C cowl and outer rockers \$250.00 , 1970 Super Bee hood w/scoop cutouts ramcharger hood \$400.00

Call Rich at 815-520-3227 or rts.1@comcast.net 12/10

For Sale: Door mirrors for 1971-74 E-body/71-72 B body, OEM remote left and manual right. Appear new but with bad black paint job. P/N 3454096 RH and 3454636 LH. Genuine Mopar. \$250 pr plus shipping. 920-733-0283. 12/10

For Sale: 1971 Charger RT, Original 440-4V car, currently has a 1970 440-6pk engine. (original engine goes with car) Auto, console, buckets, PDB, PS, am/fm, hideaways, B5 blue with black vinyl top, black interior, 3.55 rear, 15" rallye wheels. No fender tag but has build sheet.

Excellent shape. \$32000 OBO. Located in Wi. Call 262-367-1592 or email to moparsrus@gmail.com for pictures. 09/10

1969 Plymouth Road Runner 383, 4-spd, air-grabber, bucket seats, console, factory tach, woodgrain wheel, 23,557 documented miles, original bill of sale. B-5 blue, black vinyl top, #s matching, Concours trailered show car, AACA First Junior, First Senior, and Grand National

Awards. 24 ft. Haulmark trailer included. \$65,000. Can e-mail pictures. Call 309-266-9139 or e-mail gfw@wildblue.net. 12/10

Wanted – 1969 Charger Parts: If NOS isn't noted, parts must be NOS or VG to exclt condition. No reproduction parts considered. Items that have dates need to be dated prior to car build date of 5-19-69 or 139th day of 1969. Dated 14 x 5.5 road wheels, rear shocks 2834892, starter relay, dated horns, auto console top trim plates and fake speaker grille, trunk weatherstripping, NOS door jamb latches, red console plastic, red front door panels, red lower dash column cover, red 3 spoke horn pad, red LH upper door panel, LR wheel opening mldg, heater hoses, real Gates PVC hose, mufflers, motor mount insulators, trunk mat, one front leaf spring hanger front to back 4 1/8", front to bolt hole center 3 1/8", 4 1/2" tall, dated alternator 2642537, kick panels, NOS or good used, NOS 1st or 2nd quarter 1969 plug wires, NOS rear armrest bezel, NOS dated PS hose #078, NOS wiper arms, NOS left door latch assy, NOS correct shorty road wheel centers, NOS tailpipes and exhaust clamps, NOS windshield gasket, NOS '69 Valiant LF park lamp housing. Call Tony, 302-398-0821 M-F 9 to 5 best time to reach me

For Sale: Superbird jack hold down plate reproduction available once again. Powder coated black and ready for your trunk. Die stamped just like the originals \$100 (ten available). Scissor jack, \$350.00 1970 Road Runner ,GTX restored bumper jack. Includes base,post, jack hook 2931103, and tire iron.\$350. Contact Mike. gilead222@comcast.net or at 860 424-6125. 07/10

For Sale: 1970 Road Runner Coupe, Lemon Twist, 383 auto with factory A/C, new style system installed retaining the factory appearance. 70k miles, restoration recently completed with new paint, top and deluxe interior. \$29500. Trades considered for 69 Charger 500, 68-70

Chargers, 6 cyl 1969 Charger or other Mopars. Call Brent or Sherri at 618-898-1179 or email to: carfarm@wabash.net 05/10

Wanted: A 1970 Plymouth 2-Door Satellite to do a his & hers scenario to cruise nights/car shows. Looking for my high school car or similiar in above average to good condition. Call (610)-351-8540 days (leave message) 07/10

For Sale: Magazines: MoPar Muscle 1990's through 2001-----72 issues. High Performance MoPar 1990 through 1997-----48 issues.. \$1 each or make offer, call 920 733 0283 plus shipping 06/10.

Wanted: 1968-70 Plymouth GTX convertible, must be rust free original metal car, original motor. Also looking for a 1968 - 70 Charger R/T or R/T SE, or 440 / 383 4 Speed Super Bee. Call 315 433-9092 or email carrotman1966@yahoo.com 06/10

Wanted: Superbird 4-speed or /Daytona, turn key car, prefer 440 V-code Superbird 4-spd w/ buckets but will look at all cars. Numbers matching, build sheet, fender tag orig metal, original car is a big plus. Color not an issue but do like the odd colors. Car must be priced at

todays market value Please call 315-863-0843 or 433-9092 ask for Frank. Email carrotman1966@yahoo.com 03/10

For Sale / Trade: Talladega Outside Door Emblems: have several sets of new outside door emblems that I will trade for Cobra-Jet parts. These are new made from solid brass, chrome plated and painted the same as originals. These are beautiful parts, Call Howie Taylor 262-370-6321

email htmachine@centurytel.net 05/10

Daytona Parts Wanted: Daytona upper left rear window curved stainless trim NOS or good used. Daytona NOS parts wanted: 2822999 wiper arms need 2, 2808495, 2206832 front shocks need 2, 2861822 inner splash shield Dodge right/passengers side, 2877078 trunk mat same as

Charger, Daytona, NOS muffler wanted, 2781300. NOS Parts For Sale: 3412624 rear wing washer reinforcement right/passenger side \$495.00. Will trade towards parts wanted! For all of the above, call John at 219-785-4730 eves or email to: moparjohn@verizon.net

Photos from the Keokuk Racers Reunion and Monster Mopar Weekend Aero Car meet have been posted on the club website: www.superbirdclub.com Click on the "What's New" page to check them out.

- For Sale: Nice 440 6-pack set for 1970 4-speed \$1375, nice 1970 6-pack manifold \$475, NOS air cleaner top & bottom for 1970 6-pack \$295. Richard Heidbreder, 1534 St Route U, Lohman MO 65053 573-690-1826, 573-782-4852 06/11
- For Sale: Superbird. FYI Yellow 26k original miles, auto trans, matching numbers, 440 auto, \$76,000. 803-236-8828 12/10
- 1970 SuperBird 440 4-bbl auto (column) Runs & drives great, numbers match, with fender tag & broadcast sheet, Vit C orange black int, . Body colored steel wheels and dog dish caps, painted apx 9 years ago, looks great, minor rock chips and scratches very minor bubbles (3-4) on rocker under door. Drive anywhere, owned for 5+ years \$88,500.00 or close ofr Bill 501-760-4069 billsmopars@aol.com 01/11
- Wanted: rear bumper filler strip for 1973-74 Road Runner, NOS or nice used. Please call Randy at 608-592-3399. 06/10
- 1969 Charger 500 440 4-bbl 4-speed, bucket seats and console Car is T 5 copper with Buckskin interior, Has white butt stripe Body colored steel wheels with dogdish caps Motor is non numbers matching Have full write up from Govier on this car It has been featured in a couple of the hardback Mopar coffee table books I have owned for over 10 years and it was painted and interior (Legendary) redone about 10 years ago, still looks very good Runs & drives great \$68,500 or close offer. Bill Sams 501-760-4069 billsmopars@aol.com 12/10
- For Sale: Decal sets for winged cars. Consisting of the following decals: Antifreeze, Emissions, Air cleaner service, Horn (Superbird only), Tire Pressure Safety Act, Jack Instructions, Sure Grip Warning, Jack Base, \$46.00 Superbird or \$34.00 Daytona. Wing decals, black, white or red \$25 ea. Running Birds \$8 ea. Standing birds \$8 ea. All prices plus shipping anywhere. Other decals & stripes available John McBryde 704-435-2692 or Hemituff@bellsouth.net 12/10
- For Sale: Ford or Merc Fastback (68-69) tail panel, new professional repop. Your bumper bolts through this piece, the gas filler tube comes through it. \$250 Call or email Nolan at 706-865-3112, carheart@windstream.net 06/10
- 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 meps2@bellsouth.net 04/09
- For Sale: New Superbird and Daytona Scissors Jacks. These quality built jacks are made from scratch, not modified aftermarket junk. Correct in every detail. \$750 shipped. Jack Handles, correct pivot piece, bends rivets, etc \$150 post paid. Buy both the jack and handle and save \$100. Replacement Jack Bearings \$20 shipped. Daytona jack hold down plates \$55 shipped. I can repair rusted/damaged original jacks, inquire. Email petev8@webtv.net for pictures. Call 860-350-6864 any time. 12/09
- For Sale: NOS Superbird quarter panel decals, 1 set black and 1 set white, \$75 per set, Used daytona or bird vacuum can, good condition \$75 1 set Daytona park lite lenses, 1 NOS and one very good used, \$125 pr, repro panel that goes between the front fender extensions on a bird, \$125. John McBryde 704-435-2692 or Hemituff@bellsouth.net 07/09
- For Sale: Daytona & Superbird fiberglass parts, from nose to tail. Send \$2 and SASE w/ 68 cents postage for catalog. Ted or Carol Janak, 65611 Elmgrove, Spring, TX 77389 www.wingedwarriorbodyparts.com 281-379-2828 09/08
- For Sale: 1970 Satellite Rear Quarter Panel, DS Cut from donor car, dipped, primed and in VG condition, \$4000 firm. Also, both front frame rails cut from 70 Plymouth B-body, \$200 pr. One LH side door jamb & rocker panel cut from salvage car, \$100. Randy, 608-592-3399.
- Services Offered: Custom fab & repair of Superbird nose cones and window plugs - complete or partial - all steel. I can repair yours or build new. Photos at www.wingcarfab.com Jack McGaughey 2682 New Hope Rd Dacula GA 30019, 770-963-2493H, 770-277-8086 shop
- For Sale: Superbird and Daytona Z-brackets, very authentic looking, made of steel, \$600 pair. Superbird headlight buckets, steel repro, \$350 + ship. Email for pics: knifley@msn.com or call Ron Knifley, 250 Parkwood Dr. Campbellsville, KY 42718. 270/465-2465.05/08
- For Sale: 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). Engine compartment items: black strap for rad support vacuum lines \$2, small rubber hood bumpers at cowl panel \$5 ea. Mopar engine belts: 440 alternator \$18, 426 alternator \$18, 440/426 power steering \$18. Prices include shipping. DSAC, 13717 W Green Meadow Dr. New Berlin, WI 53151 414-687-2489 eves or email to dsac@execpc.com 11/09
- Services Offered: Appraisals, authentications, fender tags, window stickers, build sheets, insurance work, court duty, lawsuits. Expert qualifications. 25 years authenticating only Mopars. Jack Sharkey, Past President, Editor, Chief Judge of National Hemi Owners Association. Call Jack at at 305-322-9108 or email to: PentastarAuthentication@msn.com 01/08
- For Sale: Daytona grille screen \$50 postage paid, Daytona fender screens \$50 pr. Postage paid. Or buy all three for \$75. Wayne Perkins, 811 Northview, Olathe KS, 66061, 913-764-1956 noon to 7:00 pm central time. 08/06
- For Sale: Reproduction Ford Parts: 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 C70Z-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 Tailight lenses {fastback} \$89.95/each, 1968-69 Torino Tailight Chrome bezels {fastback} \$180.00/pr, 1968-69 Torino Hood lip mldg \$150.00, 1968-69 Torino tailite 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, Torino Cobra Grille Ornament \$225.00 Please Contact Marty Burke, 7177 CR 1135, Leonard Tx 75452 {903}-568-4295 mburke6662@aol.com 12/09
- For Sale: Mopar Muscle Car Dash Products! Tach Rebuild Kits \$75; Quartz Clock Rebuild Kits \$75; Voltage Limiters \$40; Ammeters: rebuilt-\$75, restored- \$99; Dash Bezels: Black \$455, Woodgrain \$670; Restored and Reproduction Tachometers & Tic Toc Tacs available. Check our website www.rt-eng.com or call us Real Time Engineering, 19352 Hilton Rd, Springdale, AR 72764 (479) 756-2757. 05/10
- For sale: N.O.S. Hemi Brake Booster /bracket for a B-body in box \$3000.00. Other '70 parts available. Bob 734/429-2918 12/10

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11

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Richard Petty's slightly wrinkled Talladega laps past his old 1968 Road Runner, now driven by privateer Jabe Thomas. If you have the Hard Chargers DVD, this is the car Jabe talks about buying from the Petty's in the motel room interview. This is a wonderful Ford archive photo taken by Joe Farkas at Atlanta Motor Speedway.

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