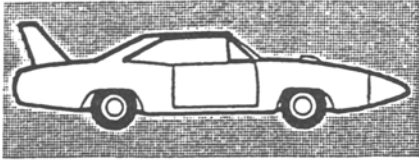


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Wing Cars in F.A.S.T. Drag Racing

It isn't often you see a wing car at a drag strip these days. It's refreshing to see muscle cars being used as they were intended, instead of simply investments or garage ornaments. The photos are from Mopar Day at Lebanon Valley Dragway in New York, on September 30th. The cars were running in the F.A.S.T. class (Factory Appearing Stock Tire).

Ralph Barbagallo from Connecticut owns the Lemon Twist Superbird. It's a 6-pack 4-spd car with a 4.10 Dana. Ralph ran a 13.80 @106mph in the car. I've seen this car, and it's nice enough to win any show, just about anywhere.

John Antonelli from New York owns the Daytona. Here are some comments from John, who made his first ever trips down the 1320 in the Daytona.

"Ralph Barbagallo got my friend Ed Cook interested in the FAST racing. Ed owns 2 Hemi Charger 500's and used to own the Q5 colored Daytona. Well Ed caught the FAST bug hard and now has his A12 code lift off hood Road Runner running 11.6 second quarters.



"Since we all go to the Mopar shows together, I was beginning to feel a bit lonely in the show field by myself, and Ed and Ralph convinced me to join them racing at Lebanon Valley Dragway.

"My orange Daytona is a 25,000 mile car that has never had the engine out. It is somewhat of a survivor except that it was painted the wrong color in 1970. It should be Y2 yellow. Stock everything, even clutch. Ralph gave me a quick lesson on the basics of racing and we were off. I learned that I have a lot to learn! My best time was 15.1 seconds, with a reaction time that was pretty bad, and much tire spin with the

redlines. Launching with a 4 speed isn't easy, I found out!

"It was a lot of fun, and I enjoyed hearing everyone whispering how it "must be a clone", and then looking at their shock after the race as they viewed the VIN # and realized it was a real car. Ralph told me that I was the first to ever race a Daytona in the FAST class. See www.stockappearingdrags.com for more info. Anyway I'd love to do again, and recommend to all to take their car down the track once or twice!" John Antonelli.



Muscle Car Hoard Discovered

I'll tell you what though...every once in a while, someone strikes the jackpot of all jackpots. You may have read about the collection of GM muscle cars and parts discovered in twenty-one semi trailers in Green Bay Wisconsin. But if not, you should go to this web address. www.depereauto.com and click on "Parts Stash" to see the photos.

This collection represents the life work of Don Schlag from Green Bay. Schlag, a local legend in car circles around Green Bay, started to purchase the parts in the 1960s. Don was a walking parts catalog and a local expert on fuel injection. He would rarely sell the parts he collected and they were stored in the basement of his company, Green Bay Implement, the local John Deere dealer. The basement got broken into once, and Don moved the parts into trailers, sealed them and parked some of them back to back so they could not be entered, and flattened the tires. The parts and cars were not to be seen since the mid 1980's. Even the owner of the cars could not go in and visit them. In some cases, the numbers matching

were removed and replaced with another unit, with the numbers engine scattered somewhere else among the hoard – possibly to thwart a theft. Don was the kind of guy who didn't brag, but might mention he had something, but he didn't sell anything. He was frequently seen at swap meets in Milwaukee, Chicago and elsewhere in a rusty El Camino procuring more items for his collection.

Larry Fisette, owner of Depere Auto, near Green Bay, acquired the lot from the estate after Don passed away in 2005. Knowing Don's reputation, Larry bought the collection sight unseen from the estate. One by one, the trailers were opened and the parts were removed, organized, and categorized. What was found? A pair of 1957 Fuel Injected Corvettes, 1963 Corvette Split Window, 1964 Corvette Convertible Fuel Injected, 1967 Corvette Convertible, 435hp, 1967 Camaro RS/SS, 1969 Yenko Camaro, 1970 Chevy Chevelle LS6 gold, 1970 Chevy Chevelle LS6 blue, 1972 Camaro Z28.

In addition to the low mileage cars, there were over 150 complete high performance engines, and trailer upon trailer of NOS and rare used parts.

Having said all that, after the article broke in "Hot Rod" over the summer, a letter was submitted by reader J. Caballero, which offers an interesting perspective on the collection. I thought you might find it interesting.

"I think every gearhead shares your awe and gratitude for Don Schlag's enigmatic appreciation of automobiles – until you find yourself trying to buy something from a guy clinging to old stuff he can't use. Don't get me wrong; it would be a mistake for any of use to hastily judge a man because of 21 trailers parked ends pressed to together on flat tires for the latter four decades of his life, while he deprecates their contents in conversation. And lets guard against sour grapes, those of us dreaming of our own carburetor and transmission museum whose doors are welded shut. Guys like Schlag - well not quite like Schlag – are a mixed blessing. They have preserved countless pieces of automotive history, but are frequently bastions of ignorant, illusional thinking to which so many other irreplaceable pieces of automotive history have become sacrificed (for ego). Not to mention that it's sad to see a man's pride and self worth depend on a car, and incredibly irritating to listen to or negotiate with him. I live in New Jersey, and I'll 21 milk crates full of Hot Rods that there's not a reader in California, Michigan or Florida that doesn't know what I'm talking about. Such is the inextricable human aspect of our hobby.

"Schlag had the right to do whatever he wanted with those cars and parts. And in fact, he did a favor for us and our hobby. And there are bigger problems in the world than the complexities of people's relationships with their auto parts. But unfortunately, his story will fuel the delusions of some many others without such desirable pieces of dry storage. And the most compelling question you guys never mentioned: Was it worth it, for a guy who had a million dollar collection of things he never saw, and no way to get around, to get his name in a magazine he will never see?

"I knew a guy who lost his house while about eight cars sat in the driveway – three of them worth something: a Tri-Five Chevy, a '68 Charger, and a '48 Ford with a Hemi. All would probably start with a little effort. Please suggest to everyone still living and breathing out there, that they can trade their stash of molded metal for something they can use, maybe something that can take them somewhere, maybe with the wind blowing in their hair." J. Caballero, Jersey City, NJ.

So what happened to the collection? The estate hung onto the two '57 Corvettes. Larry Fisette has sold the complete collection to another collector, who asks not to be revealed.



Questions and Answers

Q: Just wondering.....What are the lowest and highest known Superbird J-numbers? And what are the earliest and latest known production dates??? Thanks.

A: The "J-number", is the special order number as seen on the Superbird fender tag. The first Superbird was to be J97000. In theory, that is the "first" car. The earliest known on our list is J97001, with VIN RM23V0A149853. That would be the second car, and so on. The highest known on our list is J98929 RM23V0A180656. That would be the 1930th car in the sequence. Please note that the J-number has no bearing on what car was built in what order. Nor is there any numeric sequence between the J-number and specific VIN number.

Corporate (Petty) Blue Superbirds have J99xxx numbers, which fall out of sequence from the others. J99501 is the lowest and J99542 is the highest currently on file. As I recall, Chrysler's paperwork says that a total of 2500 numbers were set aside for Superbirds. We do not have J numbers for every car, so we can't tell all the gaps. For some reason, the Petty Blue cars were pulled out of the regular sequence and given their own block of numbers. This possibly could create unused numbers in the regular J97000 to J99000 sequence.

As far as production dates go, it is not easy to determine the exact date your car was built. This is because all Superbirds have a scheduled production date of November 30th (B30) on their fender tags and build sheets. This is simply a fake "on paper" build date. The basic cars would have been built starting in October thru early December '69, and transported over partially complete to the Clairpointe pilot plant for the rework and installation of Superbird parts. The first car to arrive at Clairpointe was on October 17, 1969. The last "shipped" car I see is December 19, 1969. Chrysler's target goal was to be done by December 23, 1969. All cars were certified for competition in NASCAR and other series on January 14th, 1970. This was done by a survey of dealers, and was just under the wire for the cars to compete at Riverside on January 18th. Chrysler got them done, shipped and certified in the nick of time.

Back in the Good Old Days of the Aero Wars, before Pepsi and Old Spice endorsements came along, stock car drivers still worked for a living, so to speak. I ran across a document that Chrysler's Larry Rathgeb had forwarded some years back. It was an expense report in the form of letter submitted by Buddy Baker for testing the #88 Chrysler Engineering Daytona in 1970. The reproduction of the April 1970 letter isn't the best, so I've copied it here for you.

Charges for Buddy Baker testing

1. Talladega, Ala. 1-5-70 thru 1-8-70
 Miles Run \$500.00
 4 days @ \$20 day \$ 80.00
 Travel Expenses \$ 77.58
Total \$707.58
2. Talladega, Ala. 1-21-70 thru 1-22-70
 Miles Run \$200.00
 2 days @ \$20 day \$ 80.00
 Travel Expenses \$ 38.79
Total \$278.79
3. Daytona Beach Fla. 1-23-70 thru 1-25-70
 Miles Run \$750.00
 3 days @ \$25 day \$ 75.00
 Rent-a-Car \$ 86.17
 Travel Expenses \$ 45.15
Total \$956.32
4. Talladega, Ala 3-24-70 thru 3-25-70
 Miles Run \$550.62
 2 days @ \$25 day \$ 50.00
 Travel Expense \$ 44.55
Total \$645.17



Buddy Baker in the garage area at Talladega with the #88 Engineering Daytona. Visible to the right of the gauges, taped to the dash is the photo of Dodge boss "Captain Crunch" Bob McCurry. "The name of the game is Win."

You'll notice the last entry was the March test session where Buddy set the 200 mph record at Talladega. Now \$600 for a couple days work in 1970 was darn good money and paid the mortgage. But it wouldn't put you on easy street either. Make no mistake, these drivers still earned their pay and worked for a living.



Carolina Memories

Larry McConnell from Hadley Pennsylvania sent in this photo

"Last September, I went to South Carolina on vacation and took the Spoiler II. I looked up Cale Yarborough; had a nice visit with him, and he signed my car. My friend took a photo of Cale (at left) and I in front of the Cyclone.

"I also had the pleasure of getting some pictures of the Cyclone at Darlington Raceway, thanks to a friend who works there. It was one of the best times I had on vacation.

"Everywhere I went, we had comments on the car. People had many questions about the car and I enjoyed talking to them.

"Cale enjoyed the car and was very nice. I hadn't talked to him since he retired from racing. My wife and I were in his fan club and went to several fan club events and visited him every year.

Larry's photos and letter on the last page reminded me of a trip my dad and I made back in 1986. Our first visit to the Carolinas in a Superbird took us 905 miles from Milwaukee to Rockingham NC for John and Vicky McBryde's Mopars at the Rock car show. It was a great weekend with track laps at a good speed, and a very nice car show. We got to play in victory lane too. But that was just the beginning.



On Monday, our tour of the Carolinas took us to Level Cross and the Petty compound. We got to walk through the museum which at that time was next to the race shop. Seems to me we had to wait our turn for a bit, and then we got to go through the race shop. This was at the mid-season break and was an off week before the Firecracker 400. They were just wheeling the 400 car out of the paint shop. Richard's Pontiac 2 + 2 that had hit the wall in at the Daytona 500 in February was there and being rebuilt. Richard himself was not around, but we met Richie Barsz who worked on the wing cars and has worked for the Petty's forever. I remember my dad asking if there were any Superbird parts laying around. "No, well maybe a fender piece or two" was the answer. We didn't know there was that junkyard out back. Now that would have been something to see. But we were just tourists like everyone else. Lee Petty was there chipping golf balls on his lawn next to the shop. Our blue Bird shown at left is parked in front of Lee's house here.



After leaving Petty Enterprises, we headed to Ingle Hollow to Junior Johnson's shop. Two things I will not forget were, first, how hard this place was to find. We got some bad directions from a local which sent us on an hour and a half trip all over Wilkes County. The second thing was the sight of pulling up to Junior's place. There was this long driveway with his house and a large garden on the side, and Neil Bonnett's race shop off to the right. Junior was working in the garden in his overalls (photo at left). My dad with the gift of gab walked up to Junior and asked him, "You the head gardener here?" And Junior in his quiet way just said "Yeah." Dad asked him if we could look around, and he told us to go on back and walk right in. And we basically had the run of the place for a couple of hours. My dad stumbled into an engine room, which got him a couple strange looks before he realized he shouldn't be there. But everyone was very polite about it.



Between the two race shops was a little stream and a bridge over them. Late in the day, Junior sat back on the rail on the bridge with one of his hunting dogs by his side. One by one, the two team crew chiefs, Jeff Hammond and Doug Richert wandered over to talk about what was going on in the shops. We realized that was their informal team meeting. Junior is sitting on the bridge with one of his hounds. That's my dad on the left with his back to the camera. Junior's dog kennels are in the background.

Out back behind Junior's house was the older race shop which housed Darrell Waltrip's Bud Monte Carlos. Outside next to Waltrip's shop was a primed car back from a test somewhere. We asked Junior what that was all about. "Didn't work", he replied indicating they had some experimental stuff on it. "Well what are you gonna do with it Junior?" my dad asks. "Put it up on the chicken farm". Apparently there were several gently used race cars over at one of Junior's chicken operations.

Also out back were the chassis wrecked during the '86 season. Most of the cars were Bonnett's as he had been caught up in a bunch of wrecks that year. But the car I immediately recognized was the stripped shell of the #11 Monte Carlo that Waltrip TOTALLED at the old Richmond bullring in the spring of that year. You might remember this one. Waltrip had been beating on Earnhardt's back bumper for at least 50 laps. With just a couple laps to go, Darrell, nudged Dale out of the way enough to get a run inside of him out of turn two. Waltrip nearly completed the pass coming into three, but Earnhardt on the outside, turned his nose down into Darrell's right rear quarter sending both

cars into the outside wall. It definitely was a "pay back" to Darrell as if to say, "You aren't going to get away with this one today." As it turned out, Kyle Petty won his first Winston Cup race for the Wood Brothers under yellow. That was one old school NASCAR race.

We left Junior's place just glowing and then headed for Darlington Raceway for a trip to the Joe Weatherly Stock Car Museum. My dad asked around if we could take some photos on the track, and met Tommy Britt who worked at the track press office. Tommy made it happen and let us drive around the track a bit, and we got some great photos. Dad put Tommy in the drivers seat of the Bird and let him take it for a spin. We really had a great time.

It's hard to believe all this took place twenty years ago. It was just one of those trips you always remember. On the open highway in a Aero car is always a fun time.



Members Cars – Jon Liebelt's Superbird

We found out about our Superbird from a friend and fellow DSAC member Mike Schwab, who saw the car advertised in Hemmings Motor News. We called the owner and we told him we would take the car, he said, "OK, no big rush". Then he called back that night around 10 p.m. and said "If you really want it, you better get with the program", because he had a flurry of activity on the car after he and I got off the phone that morning. We paid for the car immediately, as we had lost out on two other Superbirds by not immediately seizing the opportunities.

We had been researching these cars for five years, and by then had seen the prices double then triple and more in value. So we thought we had better get this deal done before it too was gone.



This car appealed to us because it was a project, and we would know exactly how the car was done. The car was an all numbers matching (FY1) Lemon Twist, 4 speed (U) code 440 with bucket seats and was complete. Fortunately on the money side, it was priced less than our house.

We had the car shipped from Long Island NY to South Dakota. Amazingly this car had been through a dozen owners over the years and nobody ever took any parts off the car. In fact, the car kept getting parts added to it over the years including NOS trim rings, decals etc. As the story goes, the car was owned and driven on the east coast and then in the late 70's sat outside a garage for years waiting to be restored as the rain rolled off the roof right onto the trunk of the car. As you know Mopar trunk lids of the period really didn't seal too well and the window molding loves to collect water and dirt - a bad combination of elements for Mopar metal. So needless to say the trunk and quarters were shot...like there was "no trunk floor at all" shot.

This is a car most people would have thought dead, by looking at the outside of the car; although the interior and drivetrain were completely original. Amazingly all the trim was there and in great shape. Even the vinyl top was original and in great shape. The interior was nice aside from the infamous "OLD MOPAR" smell, the brand specific odor reserved for vintage Mopars. All the years this car sat, there was not single hint of mice...not something we can say very often for a car that sat for the better part of 25 years. A previous owner had thrown in a full trunk floor with bumper brace and full rear frame rails and a set of 1/4's. Another previous owners kids took rattle cans and a paint brush..."yes paint brushes" to it while it was still a driver and tried to replicate Richard Petty's Winged car glory days. To say the least, it was eight different colors ugly. This car made the Joe Dirt car look pretty nice!!!

When we finally got it home and immediately had to start explaining to the neighbors what the car was and why we would even attempt to restore a car like this. In this part of the world, the locals think all cars should look like they were new and be priced at what they were new. They obviously don't understand the "Mopar thing!" I didn't have the heart to tell them what we paid for it or what it would be worth when it was done. The neighbors already thought I was crazy for collecting all the other wild color Mopars we've had over the years, not to mention a car with a 2 foot tall wing that looked liked something a wrecking yard would pass on.

It took us a year to start on the car, doing research on the history of the car, collecting restoration parts. The next two years were spent going over the car with every single nut, bolt, screw and fastener being restored/refinished to better than new condition. The drivetrain was taken apart and found to be completely original down to the fuel filter and had never been touched, still in great shape. We could have put fuel in the car and driven it had the body been solid enough to drive. This was amazing especially for as bad as the car looked on the outside.

Everything was rebuilt to factory specs and all the replaced parts on the car saved, just to say we have all the original parts for the car. We replaced the entire interior, having the dash and all other components rebuilt to be fully functional well as correct in appearance. The radio still worked, the dash wiring was perfect, the rest of the wiring was replaced just due to the fact that it was shoddy looking and brittle after 35 years. All the glass was replaced with correct date coded glass from Frank Badelson the only officially licensed reproduction glass supplier in the country. Not cheap, but it's worth it to have perfect blemish free glass. The original windshield was in place and carefully removed with just minor pitting from driving 70k miles. We of course, saved all the original glass as well.

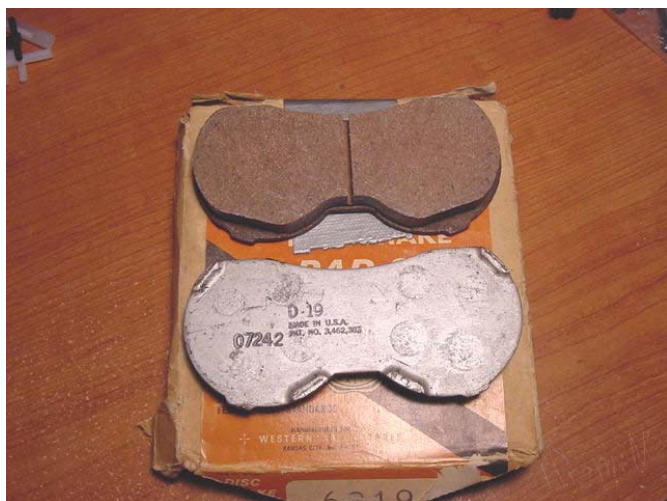
We wanted a car that had no excuses. And we wanted a car that would be as nice on the underside as on the top side. This took a lot of time on the rotisserie, with having to scrape every single inch of undercoating off the underside to make sure it was completely solid and when done, better than new.

We got the idea for having a show car chassis/car from having to do an appraisal for a 1970 Six Pack Super Bee that Mike Schwab had restored. During the appraisal I had to crawl around Mike's Super Bee. I couldn't believe how nice the underside of that car was. Mike had painted and correctly plated every thing on the underside of that car. This was impressive, especially with the FC7 Plum crazy paint. Then he let me drive the car with big pistol grip in my hand looking over the ram air hood and listening to the 440 Six Pack open up...WOW! I was hooked on Mopars. Having literally grown up in my grandfather's GM store in North Dakota. I had never been around all these cool Mopars, but had always liked the wild colors and cool options they had. I got to know Mike better over the years after the Super Bee appraisal and we got to talking in 1998 about what was the wildest Mopar ever made. He said matter of factly, "Superbird/Daytona!" So I said I asked if he had ever restored one, and in fact he had restored five already, now it's seven and counting. So we set off to find a project Superbird as it was born the same year as me, and I was already a Road Runner fan...that horn alone is reason enough to own one. The rest is history. Finished in late 2005...or are they ever really finished? Thanks Mike! Now people ask why did we go so far with the restoration? Again if you gotta ask, you wouldn't understand! Now three years later, the neighbors still think were crazy, but this time for having a car this nice. We plan on showing the car for the next few years and educating the masses especially the future generations of "car people" because someday they'll own our cars. Give a kid a ride in your cool car, you'll set the hook for life.

This restoration proves that anything is possible if you have the vision, persistence, the help of great people and a little luck. Special thanks to my family and old car hobby friends who put up with my "Mad Wing Car Disease" Mike, Doug, Pat, Ron, George, Frank, Shorty, Al, Gary, Joel, Kim, Char, Charm, Court, Kate, Abbie, Amanda and countless others...you know who you are! The old car collector hobby is great group of people. You just couldn't ask for more! Sincerely, Jonathan C. Liebelt, Aberdeen South Dakota.

Bendix Four Piston Brake Pads

Sometimes I get a little bit out of the loop because my own cars don't need much in the way of hard to find, or special parts to keep them running. I got a wake up call last month when long time member Dick Drake emailed from Kansas City, MO. Dick was trying to help a local Mopar owner locate some brake pads to fit his Daytona, and was having all kinds of trouble. In case you didn't know, Chrysler used kind of an exotic four piston caliper for their first version of disk brakes from 1966 thru 1969. I knew caliper replacements were a problem, and have been for some time. I remember my dad having a low mileage '68 Imperial that was taken out of service in the late 1970's for lack of economical replacements. The solution today is that you can send your calipers to a place like White Post Restorations to get them re-sleeved. That is what we did on our Daytona in the early 1990's. Rotors for this system were re-cast a few years ago, and I saw some of them floating around at Monster Mopar in St Louis.



However, I did not realize that pads for these calipers were also becoming a problem. A quick search online turned up nothing. Our local parts connection confirmed they were getting hard to find. People had bought them within the last couple of years, but their vendors turned up empty handed. Even Ebay, which I thought, "for sure" I would find them – nothing. The solution it seems, is that if you have worn out pads, you can send them to White Post Restorations, and they can reline them for you. Cost is very reasonable at \$35 a wheel. www.whitepost.com Phone: 540-837-1140.

Another thing I found is that some parts houses will say they have the 1969 pads in stock. But if you cross them over to 1970, they show the same part number, which is not correct. The 1970 caliper is a single piston setup, and has a completely different pad design. The 66-69 pads look like they have a couple of mouse ears on them. Many of the replacement pads have a marking of D-19 on them.

Dick Drake emailed back a few days later, that his friend was going to get his pads relined, but sure enough, a set of aftermarket pads had shown up on Ebay. Amazingly, nobody bid on them, and I was able to snag them for the opening bid. Who says there are no deals on Ebay? Hey, thank you Dick!



Member Jim Wells attended the Dick Brannan Ford Reunion in Georgia this past April. Jim got to talking with a man who stopped to look at his Talladega. It turns out the man was Ben Arnold, one of the many independent drivers than ran on the NASCAR circuit in the late 60's and early 1970's. Ben made 132 Grand National starts, and his best year was 1971 when he was tenth in the points.

Ben was also one of the guys who ran the 1969 Talladega 500 and was not part of the PDA drivers union. The week after Talladega, there was a short track race at Columbia SC. Arnold's car caught fire sitting in the pits. As the engine compartment burned, nobody lifted a finger. Ben had to run clear down from the other end of pit road and put out the fire himself. He ran the race that night by hot-wiring the car.

You'll also notice in the photo that the Wynns decal on the front fender has been blocked out after the photo was taken. The photo was part of Racing Pictorial which was often sponsored by STP. Wonder if there was anything to that?

1969 & 1970 Racing Films on DVD

Rare Sportsfilms Inc. has released a DVD of 1969 and 1970 Aero Warrior racing films. The company had previously released these films on VHS separately under "1969 Grand National Highlights", and "1970 Grand National Highlights". Now they have been combined on one DVD. As a bonus, some new recently discovered footage of the 1970 ARCA 300 race at Daytona has been added. This was the first win for a Superbird, by Ramo Stott.

Here are the races on the DVD: 1969: Riverside 500, Daytona 500, Carolina 500 at Rockingham, Atlanta 500, Motor State 400 at Michigan, Firecracker 400 at Daytona, American 500 at Rockingham. For 1970: Riverside 500, Motor State 400, Falstaff 400 at Riverside, and the National 500 at Charlotte.

Aside from the new ARCA footage, the DVD breaks no new ground. But with the changeover to DVD, you will probably want to upgrade your library. The DVD is \$29.95 + \$4 shipping. Illinois residents please add \$2 tax. Send payment to: Rare Sportsfilms, 1126 Tennyson Lane, Naperville, IL 60540. Phone 630-527-8890.

Crispy Daytona Revisited

Last issue, we told you the sordid tale of a Daytona whose serial number is XX29L9B355107. This was the car that burned up many years ago, was left for dead, and has now been sold on Ebay in the neighborhood of \$40,000. Not long after, the same winning bidder acquired a "decent" 1970 Charger project car - also on Ebay, which incredibly had all steel Daytona pieces mounted to the car. Colin Comer, owner of Colin's Classic Autos, a Milwaukee muscle car dealer and Daytona owner, writes the "Domestic Affairs" column in Sports Car Market Magazine. SCM is the nation's leading collector car information publication covering all kinds of cars. Colin's October 2006 column, "Dodging the Definition of Too Far Gone" addresses the Crispy Critter Daytona in detail. In researching his article, Colin attempted to contact the buyer of the two cars regarding his plans, who did not respond. Here are a couple excerpts from Colin's comments

"When does one yell Uncle!"

This brings up an oft-debated subject. At what point should a restorer throw in the towel and yell "uncle"? With vintage European cars, making new bodies to fit the original chassis is a relatively common and accepted means of restoring important vehicles to their original configuration. However, many production cars such as muscle cars are built with unibody construction. You could have long arguments about which parts are superficial and which comprise the actual heart of the unibody car; ie, how much can be replaced due to rust and accident damage before the car is really just a new car with an assumed identity. My opinion is that any work that replaces the main structure such as the cowl is dangerously close to the fine line past restoration and on to recreation. To me, once you cut apart a car to the point of losing (the) hidden VINs and having to reinstall them on the new panels or (the) donor car, you no longer have an original car. Rust and accident repair is a necessary evil. Unfortunately, for many so-called restorers, the quick and easy route is to find a rust free donor car and just swap tags. Not only is this illegal, it is unethical, and one may just as well build a replica. That is all you create using this method.

Regarding the donor car, Comer continues... "Some Combination Seems Likely"

So now the owner has legal title to a Daytona along with original engine, trans, VIN tag and a very crusty body. The same owner has a spare Charger body and extra Daytona parts. One can assume some combination of the two will be used to bring the original Daytona to life in one form or another, utilizing the best efforts of talented restorers. If we had one wish here, it would be that the owner and subsequent owners keep a detailed photo album showing the origins of the pieces used to make one car from the two, and represent the car accurately. Then everyone is a winner.



Petty Wix Talladegas in 1/24 Scale Diecast

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New and just released for sale are the long awaited limited issue Petty Ford Talladegas produced by Wix Filters. They are in 1/24 scale and will go nicely with your Petty Superbird that Racing Champions issued for the Petty 50th Anniversary a few years back. 1/24 scale is the same size as your traditional plastic model car kits.

Quality approaches that of a Franklin Mint model with opening hood and a wired Boss 429 engine with Holman-Moody logos. The trunk also opens and has the plumbed fuel cell and overflow tube. The Goodyear tires even have Blue Streak striping and correct white lettering. The interior has a well detailed dashboard and a correct looking roll cage. The box art is nice, and comes with a certificate of authenticity.

The model commemorates Richard's 100th Grand National win at as he once put it, "Little itty bitty Bowman Gray Stadium", in Winston Salem North Carolina on August 22, 1969. (I will guess that it must have driven some die hard Chrysler Petty fans nuts that his 100th win came in a Ford and his 200th in a Pontiac, after all those years in Mopar products. But hey, that's the way it went.)



These models are available now for immediate shipping at \$34.95 + \$10 for shipping the first car, and \$3 for each additional car. Shipping costs can be combined with the MIC 1/18 scale wing cars below as well.

McCluskey and Nelson 1/18 Diecast Superbirds Have Arrived

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



We still have these other 1/18 MIC wing cars in stock:

- #5 Bobby Unser –Nichels Engineering Daytona
- #3 Don White - Nichels Engineering Daytona
- #22 Bobby Allison - Mario Rossi Daytona
- #6 Buddy Baker – Cotton Owens Daytona
- #71 Bobby Isaac – K & K Insurance Daytona
- #99 Charlie Glotzbach – Nichels Engineering Daytona
- #88 Baker/Glotzbach Chrysler Engineering Daytona

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

Send your ads into the club address, or email to: dsac@execpc.com or email to: dsac@execpc.com Ads run for three months.

Wanted: Superbird or Daytona steel nose – any condition. Jerry Swangler, 701-775-4044. Swanglerauto@invisimax.com	10/06
Wanted: 426 Hemi block, Jerry, 701-775-4044, swanglerauto@invisimax.com	10/06
Wanted: NOS or high quality excellent used (mint) console for '69 Charger w/automatic in green color. Joe. 402-740-4813 cell, leave message if I don't answer. Call any time day or night.	10/06
Wanted: Superbird wing center section any condition. 414-430-1687 or email to: mrhappy440-6@sbcglobal.net .	12/06
For Sale: Talladega – 428 C6, Presidential Blue. Good condition, not restored, but a well maintained driver. This was the actual car used to prototype the Maisto Talladega model. Realistically priced, Dan Baldwin, Sacramento CA, 510-857-7454.	10/06
For Sale: Mopar 4speed A833 OD trans. (2) \$100 each. Hollander #1710/#1542. Came from Volare/Aspen/Diplomat/Lebaron RWD. Lots of Mopar magazines from the 90's, Mopar Collectors Guide, Hi Performance Mopar, Mopar Muscle in excellent condition. \$200 for over 150 magazines. Many Aspen/Volare parts, hood, mlds, susp parts, etc. 98 Dakota hood, ½ hour damage \$100. Rene, 920-733-0283.	11/06
For Sale: Hemi Superbird, RM23R0A179736, currently w/ 383 engine, numbers matching 4-speed, Dana, Vit C Orange, black bench int, 50k miles, both jacks, fender tag, same owner last 28 years, not concours, but nice looking, driving car \$249,000. Alan, 262-670-9835.	08/06
For Sale: I have about 20 Dave Marcis and Richard Petty 1/64 scale Daytona-Superbird Racing Champions diecast, plus other drivers. Also some 1/18 Daytonas, 1/43 Superbirds plus HO scale Superbird slot cars and more. Allyn, 480-695-9177 or email: twaiten@aol.com	08/06
Wanted: 1971 Charger R/T hardtop w/440 6-pack. Prefer high impact color but will consider anything low miles #1 or #2 shape. No rust buckets or basket cases, must be 4-speed. Joe, 402/740-4813 – leave message if no answer – thanks!	10/06
Wanted: Broadcast sheet for Superbird, RM23U0A158634. Call 610-395-1435 or email: kinicker@yahoo.com	07/06
Wanted: Superbird clone, must be an accurate and correct clone. Must be a Hemi and a complete car. Call Robert at 905-473-2490.	07/06
Wanted: Daytona project car. Looking for possible trade. Have '68 Hemi Charger R/T currently under restoration, complete car about to be painted original LL1 Dark Turquoise. Troy - 713-460-1107 home, 832-498-4406 cell.	06/06
Wanted: drivers door panel to fit a Spoiler II. Deluxe Cyclone interior, needs to have emblem. Any color or condition, I plan on having them restored. Chris, 651-458-9205	04/06
Wanted: Broadcast sheet for Daytona XX29L9B381539. Contact Greg at xxwingman@hotmail.com or 513-515-8076.	05/06
For Sale: Decal sets for winged cars. Consisting of the following decals: Antifreeze, Emissions, Air cleaner service, Horn (Superbird only), Tire Pressure Safety Act, Jack Instructions, Sure Grip Warning, Jack Base, \$46.00 Superbird or \$34.00 Daytona. Wing decals, black, white or red \$25 ea. Running Birds \$8 ea. Standing birds \$8 ea. All prices plus shipping anywhere. Other decals & stripes available John McBryde 704-435-2692 or Hemituff@bellsouth.net	03/06
Wanted: Interior & exterior parts for 1969 Mercury Cyclone Spoiler (Dan Gurney) in good or restorable condition. Especially needed is a DASH PAD & CONSOLE. Ron Penska 267-975-6124 or e-mail hystick93@aol.com	07/06
For Sale: Art print "Hemi's Under Gas" by David Snyder. Sold out edition of 950, signed and numbered by the artist. 22" x 28" unmounted, mint, \$95 includes shipping to U.S. and Canada. Doug Schellinger, 414-687-2489 or dsac@execpc.com	04/06
For Sale: 70 Ply Barracuda, 318, complete, rusty \$5000, 73 Charger w/sunroof, many options, yellow, \$8500. 70 Charger headlight electric motor \$200, 1970 B-dash, tan w/cluster \$300. 70 Plymouth LF fender rust free \$350. 70 GTX tail lamp assy L&R, nice \$150pr. 71 GTX front & rear rubber bumpers, no brkts or grille, call for \$. Call Rich, 815/520-3227.	07/06
For Sale: Reproduction Daytona jack hold down plates, \$50 Superbird jack hold down plates in correct die stamped steel, This is the triangular bracket located on the pasenger side trunk floor. \$110. Prices include shipping. Call Pete at 860-350-6864	12/04
For Sale: Superbird master cylinder core, used, casting #2226821 \$175, Superbird front fender to nose valance panels \$395pr, Superbird left fender, no damage, has patch panel low behind wheel \$1595, 70 440HP + 440 6-Pack K-frame w/skid plate \$275, 70 B-body console pistol grip handle \$395, 70 non-console pistol grip rechromed + new grips & lens \$250, 70 Road Runner GTX trunk lid, exclt \$450, 70 Road Runner GTX trunklid, no rot one lite dent near back, has holes for factory rear spoiler \$395, 70-72 disk brake spindles and caliper adaptors \$225 pr, , 70-72 disk brake spindle assys complete \$325pr, 70-72 disk brake spindles, caliper adaptors, new rotors, rebuilt calipers (has LH studs) \$595. 70 Charger burnt orange rear seats \$155, NOS 2857178 68-70 Rally dash "Tic-Toc-Tach" Tachometer + clock combination guage \$825, NOS 2900524 69-70 Charger rear lower body panel \$550, Mopar Heat Stoves, for LH exhaust manifold 70/71 383 and 440HP. Complete w/upper stove and lower base plate. \$145, 70-71 big block HP left exhaust manifold heat shield, \$145, NOS 3418717-2946393 70-2 440 6-Pack air cleaner base and lid, w/front air shield \$545, NOS #4376 1970 440 6-Pack center Holley carb #4376-3639 date code \$775, rechromed 66-69 chrome valve cover breather \$85, new repro dash mounted reverse light indicator \$85, new repro 1970 B-body lower steering column dash cover \$55, new reproduction 70 B-body wood wheel to steering column plastic filler, \$45. Tony's Parts, 96 Redbird, Harrington Delaware, 19952 Ph: 302-398-0821 M-F 9-5. Web is: www.tonysparts.com	11/05
For sale: Complete Ted Janak Daytona fiberglass kit. Includes rear window plug, nose, wing and braces etc. Asking \$5000. Jim, (856) 816-5414 email: Splinterdad@yahoo.com .	11/05
For Sale: Daytona/Superbird Metal Reproduction Parts available: New Part Available: A-Pillar Mouldings/Wind Deflectors - stainless \$495/pair. Wing support braces and "washers" - \$495/set. Superbird turn signal frames - \$295/pair. Headlight buckets (.048 thickness for strength) - \$450/pair. Z-brackets (with proper strength rib) - \$695 pair for Superbird/\$745 pair for Daytona. Valence for Daytona - \$995. Latch tray for Daytona -\$395. Headlight door frames (aka pivot brackets) - \$425/pair including adjuster screws. Headlight assembly adjuster cams with bronze oil impregnated bushings (4 per car) - \$90.00/set. Vacuum motor mounting plates - \$45.00/pair. Headlight door stops - \$25.00/pair. Daytona Charger Parts List (clean copy) with diagrams - \$10.00/copy. Superbird/Daytona internal nosecone assembly documentation (36 pages packed with color photos and notes regarding assembly process) - \$400. All parts are cut using CNC equipment and formed with CNC equipment or custom tooling. Assembly services are also available for part or all of your nosecone components. Shipping/insurance is extra. Many parts are in stock complete or partially completed. Please call 612-382-4723 or email erik.nelson@xerox.com if you have questions or if you would like additional information.	08/05

2007 DSAC MEMBERSHIP FORM

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2007 MEMBERSHIP DUES – U.S. \$20.00
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Daytona-Superbird Auto Club
13717 W Green Meadow Dr
New Berlin, WI 53151
USA

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

For Sale: Daytona & Superbird fiberglass parts, from nose to tail. Send \$2 and SASE w/ 68 cents postage for catalog. Ted or Carol Janak, 65611 Elmgrove, Spring, TX 77389 www.wingedwarriorbodyparts.com 281-379-2828 09/04

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

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

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

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

Services Offered: Custom fabrication and repair of Superbird nose cones and rear window plugs - complete or partial, I can repair yours or build you a new one. All steel. See photos of my work at www.wingcarfab.com Jack McGaughey 2682 New Hope Rd. Dacula GA. 30019 770-963-2439H 770-277-8086 shop 08/04

For Sale: Superbird grille screens, correct size and pattern, \$30 ea or 2/\$50. Superbird/Daytona headlight pivot bushings, correct item, \$25 set of four, Superbird/Daytona special flat headlight bucket bolts - \$2.50 ea (ten reqd). Charger 500 stripe kits in red, 75 ea. Engine compartment items: black strap for rad support vacuum lines \$2, small rubber hood bumpers at cowl panel \$3 ea. Mopar engine belts: 440 alternator \$12, 426 alternator \$12, 440/426 power steering \$12. Mopar radiator hoses, 440/426 lower or upper (now available again) \$18. Prices include shipping. DSAC, 13717 W Green Meadow Dr. New Berlin, WI 53151 414-687-2489 eves or email to dsac@execpc.com 11/05

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

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

For Sale: Daytona grille screen \$50 postage paid, Daytona fender screens \$50 pr. Postage paid. Or buy all three for \$75. Wayne Perkins, 811 Northview, Olathe KS, 66061, 913-764-1956 noon to 7:00 pm central time. 08/06

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

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

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

CLUB STORE ITEMS - TOYS AND MODELS – SEND PAYMENT TO THE CLUB ADDRESS:

Shipping prices for each item are shown as if you're ordering one single item. If you're ordering multiple items, add \$2 per additional 1/18 or 1/25 diecast or plastic model, \$1 for each additional 1/43 diecast or 1/64 diecast to a maximum shipping charge of \$9. Outside the US at cost.

Liberty Classics 426 Hemi diecast model, 1/6 scale, rotating fan and flywheel 1/12 scale, \$26 + 5 shipping

Maisto 1/18 scale Ford Talladegas, diecast, opening doors, hood and trunk, choice of blue or maroon \$24.95 plus \$5 shipping

Ertl 1/18 scale Daytona-Superbird Auto Club commemorative Daytona, diecast T-5 bronze with white stripe, comes with certificate of authenticity, limited edition of 2500 produced, \$49 + \$6 shipping

Eagles Race 1/43 Daytonas \$14.95 each **Race versions:** #42 Marty Robbins, #30 Dave Marcis, #31 Jim Vandiver, #06 Neil Castles, #6 Buddy Baker, #22 Bobby Allison, #88 Buddy Baker. **Street versions:** yellow w/ black wing, 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 \$19.95, send \$4.00 shipping

Racing Champions 1/64 stock cars, original 1992 issue, \$5 ea - **Superbirds:** #40 Hamilton, #7 Ramo Stott, #71 Isaac Daytona, **64 Fords** - #22 Fireball, #28 Fred Lorenzen \$2 each, **Cyclones:** #12 Bobby Allison, #16 Tiny Lund, #17 David Pearson, #21 AJ Foyt, #21 Donnie Allison, #55 Tiny Lund, #64 Elmo Langley, \$4 each. + \$3 shipping

Johnny Lightning Stock Car Legends: 1/64 diecast, #98 Lee Roy Yarbrough Talladega, #17 David Pearson Talladega, #21 David Pearson '71 Cyclone, #6 Buddy Baker Daytona, mint on card, \$5 each. + \$3.00 shipping

Monogram Ford Talladega 1/24 scale plastic model kit with diner diorama \$12 each (now out of production) \$5 shipping

Polar Lights Talladega and Spoiler II, 1/25 scale plastic models, #17 Pearson Talladega, #98 Lee Roy Spoiler II, #27 Donnie Talladega, #21 Cale Spoiler II \$15 each, plus \$5 shipping

ERTL Charger 500 plastic kits – (the original MPC kit in reissue) limited edition \$15 + \$5 shipping

Ertl Charger 500 diecasts 1/25 scale, in red or dark blue, metal prepainted, easy to build in 1 hour - \$12 plus \$5 shipping

Testors Lincoln Mint Daytona, 1/25 scale diecast metal kit, highly detailed, \$24.00 + \$5 shipping

Bullitt 1/25 scale Mustang and Charger diecasts, fully assembled with McQueen or Charger bad guy figures, \$20 each+ \$5 shipping

Vanishing Point 1/25 scale Challenger, fully assembled diecast with Kowalski figure, \$20 + \$5 shipping.

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: Correct Talladega/Spoiler radiator shroud, \$110 quantities limited, Talladega and Spoiler II grille/headlight seals. Correct wide rubber seal as original – custom made to our specification, \$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.

Supercars " " is Frank Moriarty's 160 page hardbound book about the development, and racing of the winged cars. Great color shots, plus the story of the 1971 wings that never were. Interviews with Chrysler personnel and drivers. Nice color photos of the 1994 Talladega meet. This is the first edition hardcover version of the book which is now "out of print". It has been reprinted in softbound. This is the original printing. We have some copies of which the dust jackets have very minor imperfections. The books are in new condition otherwise. These are \$40 including shipping. Canadian orders add \$5 for air mail. European orders add \$10 for air mail. Send your check to the club address.

Chrysler-Plymouth & Dodge Stock Cars, by John Craft. 80 pages, color gallery of Mopar NASCAR racers. Includes Petty's 60, 67 Plymouth, Kiekaefer '56 Chrysler 300B, Petty '74 Charger, Marty Robbin's '78 Magnum, lots of winged car action photos in color. Nice coffee table book. \$15 postage paid. Add \$3 for Canada / \$5 Europe / elsewhere

Ford-Lincoln & Mercury Stock Cars, by John Craft - the same kind of book as above focusing on the FoMoCo racers from the late 50's through the glory days of the 60's and 70's. Same size and format as the Chrysler book. \$15 postage paid.

Wings Series I postcards: A set of twenty 5" x 7" color postcards from the Racing Pictorial archives. Great! \$17.95 postage paid.

Mopar Stock Car Photo Book 1966-1970. Softbound photo book with over 180 color photos of NASCAR, USAC and ARCA stock cars. Many shots of wings and Charger 500's. Nice books. \$19.95 postage paid.

Daytona-Superbird Auto Club
Talladega and Cyclone Spoiler Registry
13717 W Green Meadow Dr
New Berlin, WI 53151

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*Richard Petty's slightly scrunched
Superbird, Trenton Speedway July 12, 1970.
He won the race.*

