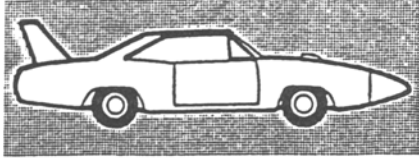


September-October 2008
www.superbirdclub.com

Send email to: dsac@execpc.com

TALLADEGA
CYCLONE SPOILER
Registry



DAYTONA – SUPERBIRD AUTO CLUB

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

Talladega 2009 Event News

With much anticipation, we are approaching the 40th Anniversary Aero Warrior Reunion at Talladega. This is the once every five year visit to the Alabama track. The dates will be October 28th through November 1st 2009. It will be in conjunction with the fall NASCAR race. It's a little later in the year due to NASCAR changing the race date. So those of you working on finishing cars will have a little more time to get them done.

Tim & Pam Wellborn will once again be our hosts in Alexander City, which is located about 60 miles south of the speedway. Tim is working on the hotel arrangements, and we will have something to report to you by the next issue which you will receive before the holidays. But for now, mark those dates and get those Aero Cars shined up. Talladega will be an event not to miss and always draws well over 100 cars.

New Charger Quarter Panels.



News from Auto Metal Direct in Georgia, is that their full quarter panels are now available and are available for shipment. These are priced at \$699.95 per side and are shown in the photo with their soon to be released roof skin which is priced at \$599.95. The company claims they have performed extensive testing and fitting on these panels prior to the final approval for production. Although they are offshore produced, the initial reports on them have been good. To order these, contact Jeremy Sampsell at Auto Metal Direct at 866-591-8309. Their website is www.autometaldirect.com

Just so you are aware, there are two different suppliers of full Charger quarter panels. The other company is Classic Body Designs of Michigan. Classic has been offering a stamped in the USA panel for the year. These were the parts being sold under the name of Hardcore Racing, which is now defunct. Ron Lushia who had been involved to some degree with Hardcore continued the project and formed his own company, which is Classic Body Designs. List price on these panels was \$2495, but Ron has been offering them at significant discounts. Call him for pricing at 248-624-5952. Their website is classicbodydesigns.com CBD also offers new door skins for Chargers as well.

Superbird Comic Book

I came across an early 70's kids comic book on Ebay recently featuring a Superbird. I've discovered that there was a whole series of these, and they typically feature cartoon versions of some of our favorite cars. The Superbird cartoon feature I bought would take most of this newsletter to feature, but I do have it in an e-mailable format. If you'd like to see the whole thing in color, please send an email to superbirdclub@yahoo.com and I will send you the special electronic issue.

The artist who created these was Jack Keller, 1922-2003. He was a self taught illustrator who worked for the major comic book companies from 1941 to 1973. In the 60's Keller was also indulging his love of racecars and model cars by writing and drawing such Charlton comics as Grand Prix, Hot Rod Racers, Hot Rods and Racing Cars, Teenage Hotrodders, Drag 'n' Wheels, Surf 'n' Wheels and World of Wheels. He stopped drawing for Marvel by 1967, when his western strips Kid Colt, Outlaw had become mostly reprints, and for Charlton in 1973. Keller had also drawn a small number of stories for DC Comics from 1968-71, including comics for Mattel's Hot Wheels.

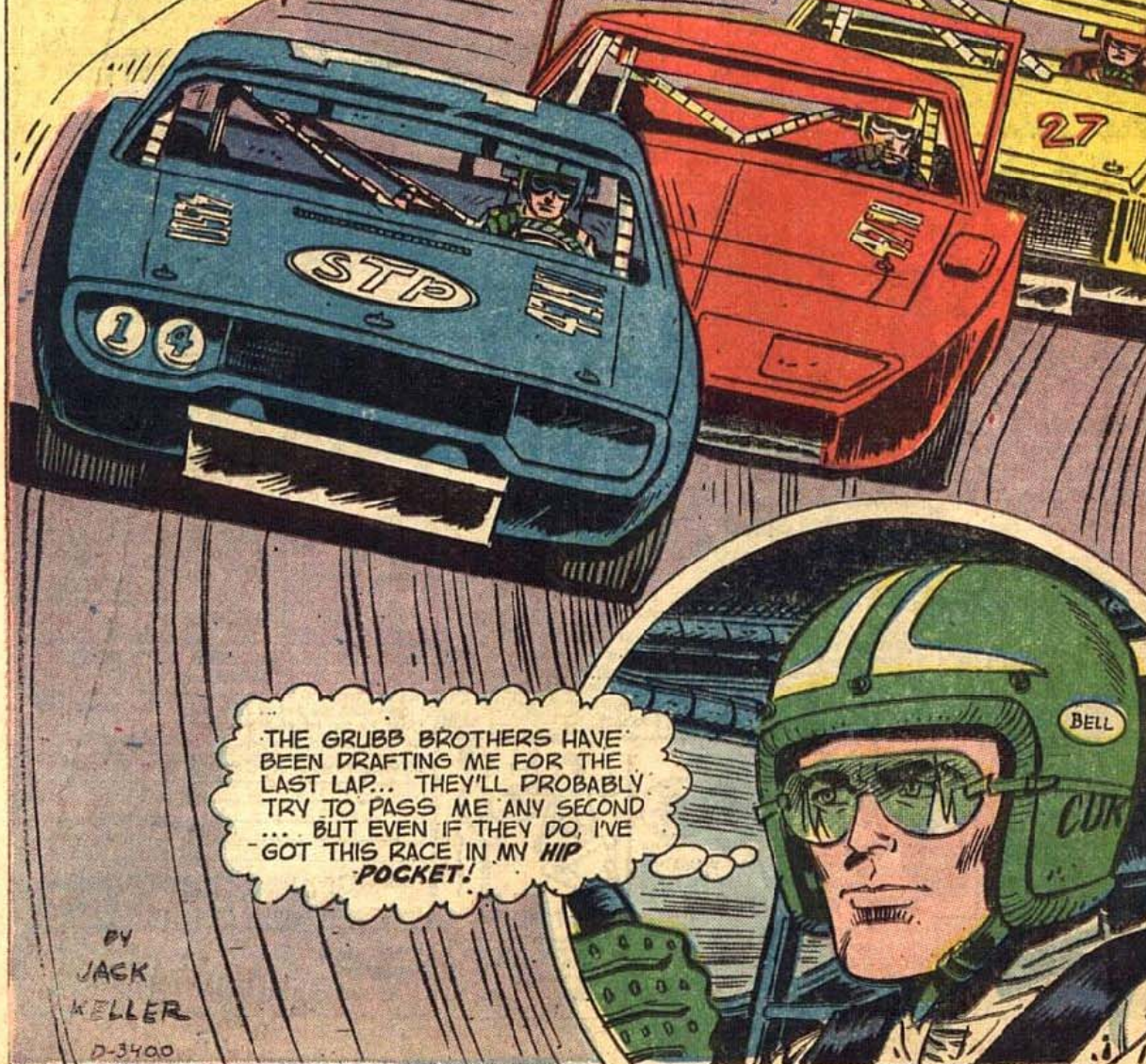
If you'd like to buy some of these for yourself, do a search on Ebay for "Carlton Hot Rods & Racing Cars" and you will find a bunch of them. They are not expensive and are a neat collectible. Here is a sample on the next page...

CLINT CURTIS SORE LOSER

THREE CARS, RUNNING JUST A FEW FEET APART ON THE LAST LAP AT THE MICHIGAN INTERNATIONAL SPEEDWAY... IT LOOKS LIKE A CLOSE BATTLE TO THE FINISH, BUT IT ISN'T ALL THAT TIGHT... CLINT CURTIS, LEADING THE TRIO, HAS A TWO LAP LEAD ON THE SUPERBIRD RUNNING DIRECTLY BEHIND... AND THE CHEVY DRAFTING THE SUPERBIRD IS ONE LAP DOWN... SO CLINT APPARENTLY HAS THINGS ALL LOCKED UP... BUT HAS HE? THE SUPERBIRD IS DRIVEN BY LENNY GRUBB AND THE CHEVY BY HIS BROTHER LEROY, AND THIS PAIR HAVE A LONG REPUTATION FOR ROUGH DRIVING, SO WATCH OUT, **ANYTHING** COULD HAPPEN!

PART 1

V V V R R O O O O M M



BY
JACK
KELLER

D-3400

Creation of the Talladega – this informal Ford meeting draft discusses the creation of the Talladega and some general information about the upcoming car. The document is dated November 12, 1969 and talks about four prototypes being available to carry NASCAR VIP's to Ford's 1968 Motorsports Banquet in Detroit. There are some things did not turn out exactly as discussed here, like the low line Fairlane grille, color choices and wheel sizes. Looking back, it is a fascinating insiders look at the successful crash program that became the Talladega.

John =
COYCE GRAY
RETURN
JHC.

PERFORMANCE VEHICLE REVIEW

SPECIAL VEHICLES/KAR KRAFT, INC. AND DESIGN CENTER

SUBJECT: 1969 NASCAR RACE CAR - BASE LINE CONFIGURATION
(FOR HOMOLOGATION PURPOSES)

VEHICLE DESCRIPTION

THIS VEHICLE IS DERIVED FROM THE COBRA FASTBACK MODEL WITH THE FOLLOWING MODIFICATIONS:

1. HOOD EXTENSION FILLER PANEL
 2. NEW FENDER END CAPS
 3. LOW-LINE/FAIRLANE GRILLE PANEL AND HEAD LAMP BEZELS
 4. FAIRLANE REAR BUMPER REWORKED AND INSTALLED ON FRONT. SPOILER EFFECT
 5. ROCKER PANELS SECTIONED ONE INCH
 6. BRONCO TURN INDICATOR/PARKING LAMPS
 7. MUSTANG CORNER MARKER LAMPS
 8. SPECIAL PAINT SCHEME AND STRIPING
- THIS VEHICLE OFFERED IN FOUR (GRABBER) COLORS ONLY. PASTEL GRAY, CORPORATE BLUE, POPPY RED AND A SPECIAL WILD YELLOW.
9. OPTIONAL - 7X15 STYLED STEEL WHEELS WITH F60 X 15 POLYGLASS TIRES

AERODYNAMICS

THIS VEHICLE CONFIGURATION WAS TESTED AND SHOWS A 10 PERCENT ADVANTAGE OVER THE 1968-69 MONTEGO/TORINO CONFIGURATION. THIS IS A 4 TO 6 M.P.H. PLUS AT RACING SPEEDS 180-200 MPH RANGE.

VEHICLE BUILD

500 OR 200 OF THESE VEHICLES WILL BE BUILT AT THE SPECIAL VEHICLES/KAR KRAFT, INC. D.S.O. PLANT IN BRIGHTON, MICHIGAN

FOUR PROTOTYPES WILL BE AVAILABLE NOVEMBER 20, 1968. AT DETROIT METRO AIRPORT FOR MR. WILLIAM H.G. FRANCE AND HIS NASCAR GROUP. TO PROVIDE TRANSPORTATION TO THE FORD MOTORSPORTS AFFAIR.

Last winter, I wrote a short article pertaining to modern engine oils and that they are not necessarily good for your old car. I recently attended a vintage car dinner meeting where the guest speaker was Charles Navarro, owner of Illinois based LN Engineering. LN is a Porsche engine specialist, and manufacturer of cylinders for air cooled Porsche and VW vehicles. Charles gave a talk on modern oils as they pertain to modern and old cars. He was able to reinforce several points I had heard, and gave a great deal of new information over about an hour discussion.

In short, the new oils that are rated as API SM for gasoline engines and CJ for diesels are reformulated and not friendly for our old cars. Over time, the oil companies have gradually been reducing the levels of Zinc (Zn) and Phosphate (P) in the product. Zn & P are a necessary component to keep your flat tappet cam engine alive, as well as many high performance applications newer than our sixties muscle. Zn & P make up what is known as "ZDDP", which according to SAE paper 2003-01-1957, is "the most effective combined anti-wear and anti-oxidant additives currently available." According to the SAE, the required level of Zn & P for engines like ours is .12 parts per million. The SM and CJ oils you buy off the shelf today are running .06 to .08 which is not close enough.

Oil companies have been cutting back on the use of Zn and P as anti-wear additives and switching to alternative zinc-free additives like Boron because of ten year emission control warranties mandated by the EPA. Zn & P may foul catalytic converters over very long periods of time. From my perspective, the reduction in longevity of a catalytic converter is a small price to pay considering the many thousands of dollars it costs to properly rebuild an engine. It is worth noting that most modern cars have lived the majority of their lives with high Zn and P oils as found in API SG-SJ oils as late as 2004, and we never hear of problems with their catalytic converters. Other factors in formulating modern oils are longer drain intervals, and fuel economy. The reformulation of oils also changes the detergent package which is another part of the puzzle pertaining to engine wear.

So what oil should you use?

For a dino based oil, a recommended option I have heard from many sources is a brand called Brad Penn, 20W-50 API-SJ. If you are familiar with the old Kendall GT green oil, this is the exact stuff. When Conoco bought Kendall in the early part of this decade, they discontinued the green oil and repackaged their own product in the Kendall GT bottle. The Brad Penn product is the old Kendall oil that comes from the original refinery. Cost is about \$6 per quart delivered to you and is sold through distributors. If you are not driving your car in temperatures below freezing, this seems to be the most recommended oil I am hearing about.

Valvoline VR1 in the silver bottle is another dino oil available off the shelf at about \$4 per quart at the auto parts store. I bought some at Auto Zone. Valvoline's literature online says it is designed for race and street engines needing elevated levels of ZDDP.

Some people have suggested diesel oil like Shell Rotella T". That's true for an old car without a catalytic converter, as long as you are dumping in the older CI grade. The newer CJ grade has reduced levels of Zn & P and is not intended for older engines.

On the topic using pure racing oils, Charles generally advised against it for street use. Specifically he quoted Valvoline Racing Oil (in the black bottle – not VR1) as having adequate levels of Zn & P, BUT it is a non-detergent oil, which would lead to a very short drain interval in the car. He said that racing oils are intended to be in the car, and out of the car in short order. Maybe 1400 miles. A non-detergent oil is appropriate for use in engine break-in. Some detergents are so aggressive that they literally clean off the anti wear films created by Zn & P. You want to make it as easy as possible for the anti-wear film to form on your parts. If you have been running a non-detergent oil, it is not a good idea to switch to a detergent oil. You will unlodge sludge and put into suspension all the stuff the non-detergent oil left behind.

For synthetic oil, let's talk about Mobil 1 for a minute. The Mobil 1 on the shelf now is not necessarily the Mobil 1 you previously used. In fact, Charles says the old Mobil 1 you bought in the 90's, is now packaged as a motorcycle oil. It comes in a black bottle and is listed as MX4T. 10w-40. This oil has a rich anti-wear package and is suitable for use in non-catalytic converter engines. They might have one bottle on the shelf and you have to ask the store clerk to go behind and get you more.

What about motorcycle oils in a car engine?

Charles says, "Motorcycle oils have higher levels of phosphorus/zinc for enhanced wear protection and the same high-temperature detergent technology for superior wear protection and engine cleanliness, even at elevated oil temperatures. Specifically motorcycle oils for aircooled engines are designed for very high localized oil temperatures and high overall oil temperatures, and typically have high flash points.. As a whole, it would appear that all most motorcycle oils we tested have excellent anti-wear additive levels and most are not SM oils, but rather earlier SG, SH, or SJ rated. In a pinch, it should be fairly easy to find a motorcycle oil with any of these SG, SH, or SJ ratings at your local auto parts store. Please do remember that motorcycle oils typically have levels of Zn and P that will kill catalytic converters, so if you have one, either remove it first or use another oil, like Brad Penn or Swepco. Also, motorcycle oils are not as detergent as the aforementioned Brad Penn, so you must change the oil much more often, even though the perception of being able to go longer because the oil costs more is a false one."

What about ZDDP Boosters and Oil Supplements?

I asked Charles about boosting Zn & P in a newer oil with a product I've seen called ZDDP Plus. He stopped short of calling it snake oil, but said he did not feel comfortable selling it, as it was his opinion it had not been thoroughly tested. Most of the ZDDP concentrates have little or no detergents, - which are necessary. As the ZDDP breaks down, it interacts with peroxides and combustion byproducts to produce sulfuric acid, which is not good for your bearings. Your street oil needs those detergents.

In general, he advised against adding STP or General Motors Engine Oil Supplement to boost Zn & P except during periods of engine break-in. EOS and STP are products that were never intended to boost Zn & P more than 100-200 ppm. This is a case where doubling the quantity to get to the .12 ppm number of Zn & P isn't the right answer. Too much ZDDP can foul plugs, EGR valves, oxygen sensors and converters if equipped. EOS can be used, but Charles recommends it more as a last resort compared to using an appropriate off the shelf oil. EOS is best used as an assembly lubricant which is the purpose for which it was designed. Using the right oil is better than adding oil supplements to inferior oils. Put it this way, if you can buy an off the shelf oil, why would you want to play chemist with the additives?

If new oils, with reduced zinc etc., are lacking in lubrication quality, why are engines not being destroyed at a high rate?

Wear falls into two categories - catastrophic and non-catastrophic. Ever since the creation of the API SL standard, there have been more catastrophic cam and lifter failures from poor boundary (metal-to-metal contact) lubrication as well as corrosive bearing wear in areas with hydrodynamic lubrication. One industry wide solution was the supplemental use of EOS or switching to a CI-4 diesel oil. Some companies, looked towards coatings for bearings and friction surfaces to remediate the problem. The other failure mode of engines with these poor performing lubricants was in non-catastrophic, measured in increased wear, as in bearings, cams, lifters, rockers, etc. all showing wear indicative of very high mileage or severe use in very few hours. The problem here is that most of the problems fall under the non-catastrophic, and may take years to surface. Only when a catastrophic failure occurs, does a shop take proactive measures to prevent this from happening again. All it takes is one catastrophic failure on a very high dollar engine to get a shop to make such a change, and until then, most shops continue to play Russian roulette whether they know it or not.

Should you change your oil before winter storage?

Definitely yes, you want to get the old oil out of the car. Your used oil may have acids from combustion byproducts, and any fuel contamination out of the engine before it sits for the winter. If you own a car you plan on taking care of and enjoying for many years, this is cheap insurance.

Oil Filters

As mentioned in our previous article, Charles specifically mentioned to avoid the orange Fram filters because of their poor construction. Charles says his favorite is the Mobil 1 branded filter. It has a synthetic filter media, anti-drainback valve, high burst strength, and is one of the best constructed filters he has seen. Just as good is the K&N Gold filter or Amsoil branded oil filters. Commonly available Napa Gold or Wix filters get high marks. The Napa Gold and Wix are the same filter.

More Information?

Charles Navarro has a wealth of oil information on his website, www.LNEngineering.com. Click on the oil link and go to his frequently asked questions page. Charles says he fields several oil inquiries and general questions by email and phone every day. If you have a questions about what to use in your car, he welcomes your inquiry. His email is charles@LNEngineering.com. Phone is 815-472-2939.

Where do you buy Brad Penn Oil?

LN Engineering is a distributor of Brad Penn Oil. There are five grades of the product including break in oils. Again cost is about \$6 per quart delivered.

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

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



As an update to the last issue, this fire damaged Superbird has been reported sold at insurance auction in the Detroit area. The VIN is: RM23V0A171586. DSAC member Stuart Sutton reports that the car sold in late September for \$17,000 + taxes and sale fees. Originally a EV2 Tor-Red car, with a black bucket interior and a console. It has a 440 6-pack and is an original 4-speed car. At one point it was switched to an automatic. So if you ever wondered what your car as a total loss is worth, now you know.

Englishtown Bird Sold Again

This past year we ran a feature on a major project Superbird that surfaced literally within shouting distance of Old Bridge Raceway in Englishtown New Jersey. This car is RM23V0A177585 and is a 440 Six Pack, Tor-Red with black buckets and an automatic. The car appeared on Ebay about a year ago and changed hands ending up in Minnesota, and now for sale again on Ebay in September 2009 with a Buy it Now price of \$21,000.



The Bird is pretty rough and will need most panels changed and floor work. There is no title or fender tag, but it does have a dashboard VIN. It's missing the nose and wing, most rear window trim, and original engine. It's pretty obvious it is a real Superbird by the vinyl top, rear window plug, three speed wiper motor and vacuum lines on the firewall.

At the St Louis national meet, I received several calls on the car from potential buyers. The seller had suggested that they could easily get a replacement fender tag. I explained that there are certain numbers on a Superbird fender tag that you cannot duplicate without having a build sheet, window sticker, or the original tag itself. So the answer on the fender tag question is really "no". I went on to say that this would be a difficult car to restore from a financial perspective, and that the only way I'd consider such a car, is that if it was all I could really afford to get in the game. With no disrespect, unless you can perform every aspect of the restoration or have a complete donor car at the ready, it will be hard to stay afloat. Still, compared to the fire damaged car on this same page, there's probably a lot more there to work with. As of today, the car has now officially changed hands, and the new owner in West Virginia happily has his dream car. He is very excited about the project and learning about the car he has. We will see where it goes, and hopefully another Superbird can be brought back to life.

In the United States, we are experiencing crazy economic times. I won't even bother to open my 401K statements for a while. The whole Chrysler situation is a steaming pile of "not good". General Motors is looking at buying Chrysler in a move that would effectively eliminate a competitor and put thousands upon thousands out of work, not to mention the ripple effect of suppliers, dealers and related businesses that would be decimated. GM doesn't really have the money to do it, and wants the U.S. government to step in. Nissan may be a potential buyer as well. Our local GM plant in Janesville Wisconsin is closing after 100 years of service. The 2009 racing season is uncertain as NASCAR teams are scrambling to find funding and establish partnerships for 2009 while the cost of doing business there, is completely "off the hook". There are rumors from multiple sources of 750 to 1000 team personnel in the Cup, Nationwide and Truck garages being out of work after the last race in Homestead. Dale Earnhardt Inc has four teams guaranteed a spot in the top 35 in points for 2009, but only has a full time sponsor for one car. Things are just downright bizarre. At least gasoline prices have moderated full circle to where they were a year ago. I need to order some heating oil for the winter right now before fuel goes back up again.

So how is the old car market doing in 2008? Well, in general, I think it is doing OK. Selling prices on the Mopar side of things have returned to some sense of reality. One dealer I spoke with felt that Mopars were currently off about 25-30 percent from their highs. Yet, he also added that on the day after the big October stock market decline, his phone was ringing off the hook with prospects looking to buy some cars. Whether that would pan out into sales remained to be seen. One difference between this cycle and the last two collector car market cycles is that muscle cars are much more fully priced. Still, good cars are good cars and will rise to the top. Cars that will take the biggest hit would seem to be clones and non-numbers cars, or cars with stories.

Certainly, it's not a great time to be selling an old car. If you don't need to sell, I wouldn't. But if you have the resources to do so and you've been waiting, it would seem to be a good time to be buy the car of your dreams. An Ohio dealer has been buying wing cars and has two Daytonas, and a Superbird in-stock ready to go along with a Charger 500.

Barrett-Jackson debuted their event at Las Vegas October 16-18th just after the stock market crash. It's hard to tell how good the cars really are from TV, but some cars seemed down from what you normally see, they still sold 29 million dollars of iron, and had plenty of bidders to go around. Two different Boss 429 Mustangs brought over \$200,000. A 1970 Hemi Cuda hardtop brought \$187,000. Down from recent years, but the predictions of \$25,000 Hemi cars are not going to happen either. There is still some money out there to buy cars, that's for sure.

RAKE SPORTSFILMS, INC.
"The Hard Chargers"
 Hamilton, Petty & Yarborough
 1970 Superbirds, Daytonas, & Cyclones!

"The Hard Chargers"
 Wow! For Fans of Grand National Stock Car Racing, 1970's style, THIS IS IT! Here's close to an hour of vintage 1970 footage on the racing lives of Pete Hamilton, Richard Petty and Cale Yarborough - the first DVD ever made featuring these popular "muscle cars" of 1970: Plymouth Superbirds, Dodge Cyclones and Mercury Cyclone quads! The long-lost documentary made for television 35 years ago, has now been restored back to its original new condition by Rake Sportsfilms, Inc.!

- The Petty Enterprises racing shop!
- Richard's favorite 1969 Ford!
- Cale's favorite 1971 Cyclone at Darlington!
- Yarborough and Wood Brothers' ride at Rockingham!

Running Time: 52 Minutes

RAKE SPORTSFILMS, INC.
 www.rakesportsfilms.com

Aero Car DVDs We recently restocked on these two Aero Car DVD's and are offering them as a special to members.

The first one is **"The Hard Chargers"** which was originally aired on TV in 1971. It's 53 minutes in length and is super high quality. The Daytona Superbird Auto Club sponsored restoration and issue of this film back in 2002. It centers around Richard Petty, Pete Hamilton and Cale Yarborough. It shows Aero cars at Talladega, Darlington and Rockingham. There is quite a bit of behind the scenes footage - Pete Hamilton in victory lane with Linda Vaughn, Cale filming TV commercials and contract negotiations, Pete's Superbird coming back to the Superbird on an open trailer for repairs. George Wallace of Chrysler Engineering who was involved in the race program says that this film really captures the flavor of what Grand National Racing was like in 1970.

RAKE SPORTSFILMS, INC.
1969 and 1970 Grand National Highlights
 The great race drivers of yesterday now in action on DVD!

"1969 and 1970 Grand National Highlights"
 As just one - a new DVD showing two broadcast-quality "race" clips of 1969 and 1970 on the track, all in color, with all the great drivers of all 35 years, 14 races, 100+ cars, and a commentary by the legendary Pete Hamilton, this DVD is a must-have for any fan of the sport. The DVD includes a list of featured drivers: Hamilton, Petty & Yarborough, and a list of races: 1969 and 1970 Grand National Highlights. The DVD finishes with some new color silent footage of Ramo Stott winning the ARCA 300 at Daytona.

Running Time: 1 hour, 10 Minutes

RAKE SPORTSFILMS, INC.
 www.rakesportsfilms.com

The second DVD is the **1969 and 1970 Grand National Highlights** films which has been around a while but is now two separate 1969 and 1970 films combined into one DVD. It is One hour and sixteen minutes in length. The 1969 races shown are Riverside, Daytona 500, Rockingham, Atlanta, Michigan, the July Firecracker 400 from Daytona and the season ending American 500 at Rockingham. The 1970 races are Riverside 500, Michigan, June Riverside race and Charlotte at the end of season. The DVD finishes with some new color silent footage of Ramo Stott winning the ARCA 300 at Daytona.

What's the difference between the two DVD's? I would say "The Hard Chargers" has more behind the scenes stuff with the personalities. The 1969-1970 Grand National Highlights is more actual racing footage of the cars. Both are very high quality and are good films.

Here's the deal. Order any one of these for \$29.95 including the shipping. Or order both for \$49.95 and again we will pay the shipping to you. Check in the mail to the club or send a Pay Pal payment to paydsac@hotmail.com

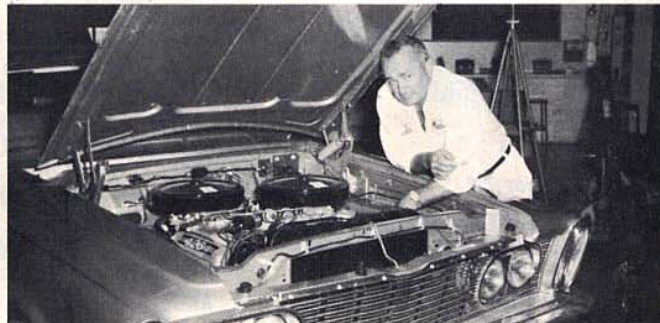
NICHELS MAKES THE BIG SWITCH To Dodge, Plymouth

by BUDD BLUME

Photos by Stock Car Photo Service



Ray Nichols poses with the "Class of '63"—his staff of 22 which is studying the make-up of Plymouth and Dodge go-systems. He's become a "factory consultant" in racing for Chrysler corporation.



Production parts tuned to top performance will be used in the cars raced by Goldsmith and Sutton. Here Ray takes a look at the 426-11 engine in a '63 Plymouth.

Switching brands of toothpaste, cigarettes, or even hair tonic can be a snap. It's consumer's choice. But when you're talking cars, and happen to be an acknowledged master mechanic who's made a certain brand of automobile run right to the top—and you make a switch, look out!

It's like taking a violin virtuoso's Stradivarius away and asking him to play a White House recital on a new instrument.

Ray Nichols, since 1957 the guiding light of another leading stock car racing effort, has moved to Chrysler corporation products.

A private contractor, operating a large shop at Highland, Ind., Nichols selected an alternate challenge: "The best car on the road today, in my opinion," he explains.

The car—or cars: Dodge and Plymouth. He bought one of each.

The drivers—Paul Goldsmith, 1961-62 USAC Stock Car Champion, and Len Sutton. 'Nuff said for talent?

When AUTO SPORTS visited him the day following his tie-up with Chrysler, Nichols, 40, and a veteran of 26 years of auto mechanicking, described his arrangement with the "new" Detroit firm.

"This whole thing boils down to a testing facility out in the field," Ray said in his characteristically slow way.

Nichols purchases the cars needed, builds them up to USAC or NASCAR specification. ("They both use about the same rule book," he comments.) He builds basic race cars, using the same components, for sale to private owners, and becomes, through his research, the "factory consultant" in racing matters. He works hand in hand with the factory, testing new parts for

safety and durability.

Basic cars, in this case, are the Dodge 330, and Plymouth—both plain two-door hardtops.

At this early point, Nichols is still "going to school," as he puts it. Only Nichols is teacher as well as student. The two cars lie stripped in the shop, with Ray and his 22-man staff examining every part minutely, checking tolerances, designs, specification sheets, weights, and workings. "We're just nosey," Ray admits.

Roughly 30 days will be spent on this "school" session, with the cars going out to the track, back to the shop, and out again for further workouts simulating the competitive situations in which they'll be found toward the end of the season.

"Once you've got it all set up," Ray states, "you can build a car in eight days. But the first one or two take time."

All parts replaced, or added, are pure factory stock, magnafluxed and bolted on, if they pass muster. No modifications are made, for obviously, this would defeat the purpose of the project, as well as get the cars into a hassle with the race-sanctioning body's technical crew.

At the outset, Nichols' first step is to remove all of the car's interior trim—right down to the "gook" that seals sheet metal seams. Seats, headliners, door panelling—everything that doesn't count comes out. This can't be taken to mean that he's **lightening** the car. Far from it. For when that single bucket seat is installed, roll bars, latches, doors bolted shut, and heavier wheels put on, the car will weigh a good percentage MORE than it did in street form. Then, attention focuses on chassis and running gear. Hubs, double-disc wheels, steering geometry, and heavy duty springs are some of the areas touched upon.

According to Nichels—and others running stockers—the stresses laid on by addition of oversize racing tires, necessary because of the adhesion sought in closed-track racing, tend to overload nearly every part of the car.

As to tires alone, Nichels, cites the mere 5 by 5-inch "footprint" of the production-run 6.50 by 15 skins. "That five-inch tire can allow you into a corner only so fast, and you go into a slide. Well, we wind up with an 8-inch footprint on the ground; a real big tire for better stability, **cornering**, so that we make the hub a little bigger . . . so that we get a bigger bearing in there, because we'll fail a production-type bearing. The only reason for going bigger on the bearing is because we're going bigger on the tire. All your forces are multiplied over and above what you'd use on the highway."

Stiffer suspension, heavy duty shocks, and a slight, but specified 1-inch variation in tread width are allowed. Nichels believes the Unibody construction will absorb the extra punishment without additional shoring up. If this does happen, the factory, not Nichels, will make a running production-line change.

Stock transmissions will be used, without teardown. "If we were to rebuild every part we got, from an engineering standpoint, the companies wouldn't gain anything," Nichels says. This way, we can take their product as it is, take it out and abuse it more in one day than a customer could in a year!

Engine work is restricted, under the same theory, to inspection, magnafluxing, and "opening up" tolerances to compensate for heat expansion resulting from the 7,000 r.p.m. limits expected of the 426 cubic inch "Ram-Charger" mills.

Sintered metallic brakes and fast steering add to the list of factory options to be used in the Nichels machines, along with a larger capacity oil pan.

Nichels joins a group of other "name" Chrysler-product race users: Cotton Owens, the Petty's, Norm Nelson, and newcomer Gary Bettenhausen. Ray's newfound affiliation, to use his words, "broadens the testing program to work hand in hand with engineering to make a better product for the public." Okay, Ray—it'll make a **better race car, too!**

FOOTNOTE

Nichels, 40, married, with a son 14, and daughter four, has been in racing longer than some speedway people 20 years his senior. His parents moved from Chicago to Highland, Ind., and opened a garage business there in 1931. Ray started right in. In 1937, when he was 14, the first

midget arrived in the family garage, and Ray went racing, first with the well-beloved "out-boards," then in 1940, the Offies.

Came the war, and Ray put in four years in the Navy as a Motor Machinist's Mate 1/C. In 1948, he was approached by car owners—and found himself in the "big leagues" at the Indianapolis Motor Speedway.

In 1954, while maintaining the Firestone Tire & Rubber company tire test car (a Speedway roadster), Nichels and Sam Hanks set the standing world's closed course record of 182.5 m.p.h. on Chrysler's Chelsea, Mich. proving grounds track.

Other Speedway pilots who enjoyed the Nichels touch were Johnny Parsons and Pat O'Connor.

If ever there was a "Model Garage" (and no apologies to **Popular Science**) Nichel's spotless, air conditioned, radiant-heated establishment rates the title. At least two or three drag cars per day appear for work consisting of running changes or complete setup. (With the U. S. 30 Dragstrip just a few miles away, Nichels is ideally located near one of the hottest of drag racing hotbeds in the Midwest.)

Nichels estimates that he builds 10 to 15 complete racing stock cars per season—in addition to half a hundred he consults on.

Some Nichels projects really have wings—for he's branching out into aircraft mechanics. He has several certified A&E men on the payroll, and there are plans to expand the operation.

"I'm a mechanic," Ray says in summing up his role. "I've been a mechanic all my life. That's all I know. And I didn't intend to go into business. I really didn't."

"In 1955, instead of taking the cars to California during the winter, I built a little 26 by 40 shop behind the house here, and I'd bring both cars here—the Speedway car and the tire test car—so I could do the work here. Being gone all summer, I wanted to be home a little bit in the winter."

"While I was running a car at the Speedway, running tire tests, I happened to meet a fellow down there named Knudsen. He asked us to run a car for him. In 1956, he went to Pontiac Motor division (Ed. Note: as VP and General Manager!) and the first race we ran for him was 1957 at Daytona. We won. It was the first time I ever ran a stock car."

In '57, that little shop out back was enlarged with another 26 by 40-foot building. In '59, Ray added a 77 by 59 foot structure. In '61 he brought the total to 18,000 square feet of floor space with a 65 by 120 foot addition. It's truly impressive!

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

1969 Dodge Daytona 440 Automatic, console, complete, solid car, many extras. Decoded by Galen Govier. Have broadcast sheet and fender tag. R4 red, white wing / stripe. Black interior. Needs restoration. \$ 79,000.00 contact: Mike 414-422-9767 or aero426@aol.com

For Sale: Superbird, 440-6 bbl, fresh 1970 engine NOM .030 over, 6-pack rods, console, auto, 8 3/4 with 3.55 gears. Oklahoma car, new base/clear Lemon Twist paint, white buckets w/orig door panels, 14" rallye wheels, stainless exhaust, fender tag, window sticker and more. All orig sheet metal, correct radiator & hoses, both jacks and spare, new guages & working clock, Galen decoded, have complete photos of restoration process. \$175,000. Call Dave, 818-522-4953 cell, 818-957-2636 home or email to Dtdave@aol.com 03/09

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

Wanted: Plexiglass rear window for Daytona or 500. One set of head light doors for a Daytona. MUST be original & in decent condition.

Greg 586-726-9563. Email: hpims@comcast.net 11/07

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

For Sale: 1969 Road Runner, 383, 4-speed, pewter bench seat interior with black and silver body. New sheet metal included.

Also: 1970 Plymouth Duster, 340, automatic, Vitamin-C survivor, 77k orig miles, 95% original paint, original interior, console, 3.55 sure grip. Beautiful car. Both of these cars: Vinny, 201-967-8852 04/08

For Sale: Correct vacuum hose kits for Daytona and superbird headlight actuators, 68 and 69 Charger headlight actuators, and kits for 70 to 72 B Body air grabbers. Kits include correct grooved, color striped hose, molded switch and firewall fittings, clips where applicable, and instruction sheet. Daytona and Superbird \$195.00, 68 & 69 Charger (incl. clips) \$185.00, 70 Road Runner air grabber kit \$145.00, 71 & 72 B Body air grabber kit \$155.00, Air grabber hose clip set \$35.00 Contact John McBryde at 704-435-6198, or at meps2@bellsouth.net 10/07

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

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

For Sale: 1970 Plymouth Satellite Rear Quarter Panel, drivers side. Cut from donor car. Has been dipped and primed and in very good condition, \$4000 firm. Also, one pair of front frame rails cut from 1970 Plymouth B-body, \$200 pair. One LH side door jamb and rocker panel cut from salvage car, \$100. Call Randy, 608-592-3399. 01/08

For Sale: Mopar Muscle Car Dash Products! Tach Rebuild Kits \$75; Quartz Clock Rebuild Kits \$75; Voltage Limiters \$40; Ammeters: rebuilt-\$75, restored-\$99; Dash Bezels: Black \$455, Woodgrain \$670; Restored and Reproduction Tachometers & Tic Toc Tacs available. Check our website www.rt-eng.com or call us Real Time Engineering, 19352 Hilton Rd, Springdale, AR 72764 (479) 756-2757.

For Sale: Original Vaccum canister for Superbird or Daytona with mounting strap. \$175.00 Will not seperate. Original Vaccum canister for Superbird or Daytona without strap \$100.00 . Original Vaccum rubber hose and grommet for headlights for Dodge Daytona \$175.00

Limited Edition 1976 Chrysler Cordoba. Triple Black color with matching numbers . All power. Same owner 28 years- always

garaged.Original paint still in excellent condition.Cloth interior excellent. Texas car. \$4500.00 Call Ed 972-255-8138 12/07

For Sale: New Superbird and Daytona Scissors Jacks. These quality built jacks are made from scratch, not modified aftermarket junk. Correct in every detail. \$750 shipped. Jack Handles, correct pivot piece, bends rivets, etc \$150 post paid. Buy both the jack and handle and save \$100. Replacement Jack Bearings \$20 shipped. Daytona jack hold down plates \$55 shipped. I can repair rusted/damaged original jacks, inquire. Email [petev8@webtv.net](mailto:pete8@webtv.net) for pictures. Call 860-350-6864 any time. 04/08

For Sale: Decal sets for winged cars. Consisting of the following decals: Antifreeze, Emissions, Air cleaner service, Horn (Superbird only), Tire Pressure Safety Act, Jack Instructions, Sure Grip Warning, Jack Base, \$46.00 Superbird or \$34.00 Daytona. Wing decals, black, white or red \$25 ea. Running Birds \$8 ea. Standing birds \$8 ea. All prices plus shipping anywhere. Other decals & stripes available John McBryde 704-435-2692 or Hemituff@bellsouth.net 12/07

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

For Sale: Reproduction Ford Parts: 1966-71 Fairlane/Cyclone console shift boot C6OZ-7C309-A \$79.00, 1966-70 Throttle rod {390-428} \$99.00, 1966-71 Autolite Sta-ful battery Group 24 Wet \$149.95, 1966-71 Autolite Sta-ful Battery Group 27 Wet \$159.95, 1966-71 Autolite Sta-Ful Maintence free Group 27 \$259.95, FE Dipstick C7OZ-6754-A \$19.95, 1968-70 Chrome Twist -on Oil Cap C8AZ-6766-B \$34.95, 1968-70 Carb spacer plate C8AZ-9A589-GR {390-428cj} \$85.00, 1968-70 PCV Tube C8OZ-6758-BR {428CJ} \$75.00, 1968-71 Ram Air Vacumn 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, 1970-71 Torino/Cyclone Trunk Drop downs \$249.99/pr, 1970-71 Ram Air Seal DOOZ-9B624-A \$169.50, 1970-71 Torino Tail lite seals DOOZ-13461/62-A \$99.00/pr, Torino Cobra Grille Ornament \$225.00 Please Contact Marty Burke, 7177 CR 1135, Leonard Tx 75452 {903}-568-4295 mburke6662@aol.com 12/07

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

For Sale: Daytona & Superbird fiberglass parts, from nose to tail. Send \$2 and SASE w/ 68 cents postage for catalog. Ted or Carol Janak, 65611 Elmgrove, Spring, TX 77389 www.wingedwarriorbodyparts.com 281-379-2828 09/08

Wanted: 1973 Road Runner, prefer low mileage original or restored car, 340 w/4-speed, numbers matching, silver metallic w/black interior. Please call Randy at 608-592-3399. 04/08

For Sale: Superbird and Daytona Z-brackets, very authentic looking, made of steel, \$600 pair. Superbird headlight buckets, steel repro, \$350 + ship. Email for pics: knifley@msn.com or call Ron Knifley, 250 Parkwood Dr. Campbellsville, KY 42718. 270/465-2465. 05/08

For Sale: Daytona/Superbird Metal Reproduction Parts available: **New Part Available:** A-Pillar Mouldings/Wind Deflectors - stainless \$495/pair. Wing support braces and "washers" - \$495/set. Superbird turn signal frames - \$295/pair. Headlight buckets (.048 thickness for strength) - \$450/pair. Z-brackets (with proper strength rib) - \$695 pair for Superbird/\$745 pair for Daytona. Valence for Daytona - \$995. Latch tray for Daytona - \$395. Headlight door frames (aka pivot brackets) - \$425/pair including adjuster screws. Headlight assembly adjuster cams with bronze oil impregnated bushings (4 per car) - \$90.00/set. Vacuum motor mounting plates - \$45.00/pair. Headlight door stops - \$25.00/pair. Daytona Charger Parts List (clean copy) with diagrams - \$10.00/copy. Superbird/Daytona internal nosecone assembly documentation (36 pages packed with color photos and notes regarding assembly process) - \$400. All parts are cut using CNC equipment and formed with CNC equipment or custom tooling. Assembly services are also available for part or all of your nosecone components. Shipping/insurance is extra. Many parts are in stock complete or partially completed. Please call 612-382-4723 or email erikjohnnelson@hotmail.com if you have questions or if you would like additional information. 04/08

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

For Sale: Superbird grille screens, correct size and pattern, \$30 ea or 2/\$50. Superbird/Daytona headlight pivot bushings, correct item, \$25 set of four, Superbird/Daytona special flat headlight bucket bolts - \$2.50 ea (ten reqd). 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 11/08

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

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

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

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

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

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

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

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

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

Daytona Sales Brochure black and white reproduction. \$6 postage paid

Club Store Items

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

License Plates \$10 each Torino Talladega "Grand National Champion" license plate with "T" logo, Cale Yarborough or Dan Gurney Special logo plate 10 each.

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

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

Daytona-Superbird Auto Club
Talladega and Cyclone Spoiler Registry
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New Berlin, WI 53151

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