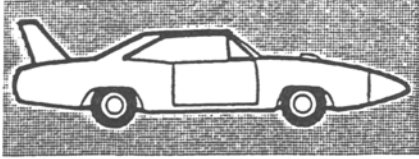


November-December 2008
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TALLADEGA
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DAYTONA – SUPERBIRD AUTO CLUB

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National Meet Report

I will have a full report in the January issue, but I wanted to say a few words about the September meet in St Louis. It was a big success, with about 40 cars attending. I thought the turnout was particularly impressive in light of the high fuel cost. I'd like to say "thank you" to Brent and Sherri Evans, Rich Bolzenius and Gene Lewis for a job well done. Everything was just super and very well organized. And of course, thanks to everyone who came out to the event and making it a success. Here are some photos from the Saturday track event.



Saturday out at the track was the big day with almost 40 cars. In the left photo are the Spoiler II of Greg Scott, the green Daytona of Jim & Delma McCauley, the bronze Hemi Charger 500 of Jerry Narramore, and the Limelight Superbird of Scott Spirakes. At right, is the lineup on-track for the Aero Warrior parade laps. What a pretty sight.



The aero cars look great on-track where they belong. At right is the B5 Blue Daytona of Robert & Linda Barnick, and the beautiful show field. As mentioned, I will have a full report on the next issue. My thanks to Richard & Katrina Fleener of LegendaryCollectorCars.com for use of their photos in this issue.

It's membership renewal time. 2009 membership dues remain at \$20 or \$22 outside the U.S. Club dues run on a calendar year basis from January to December each year. Check your mailing label. You can tell if you need to renew your membership by looking at your mailing label on the back of this issue. If at the top, it says "08", you are due for renewal. If it says "09", you have already paid for the upcoming year. The membership renewal form is on the inside of the back cover. If you outside the U.S. please use Pay Pal (send to paydsac@hotmail.com or send check/money order in U.S. funds drawn on a U.S. bank. Call or email if you have questions. Also, If you've just joined the club recently, your 2009 dues are already paid.



Under Construction

Member Chris Vick from Minnesota sent some photos in to us. Chris is handling the restoration of fellow DSAC member Denny Zimmerman on this Cale Yarborough Spoiler II. Chris says he has repaired the major undercarriage rust and rebuilt the front fenders. Over 400 labor hours were spent to get the car into primer. Well as you can see the paint is now applied and Chris says the car is being reassembled to get finished for the Talladega meet. Once this one is done, Chris now has to hustle up and get his own Cale Spoiler II done. This car is also a major project, more so than Denny's car was. Chris also sent in the model car photo below and I will let him tell the story.



Six Long Nose Cars by One Owner? OK, so they are 1/25 scale and are made of plastic. I also enjoy building models and am a huge Wood Brothers fan. The #21 Torino Cobra (427 engine) at lower left is a modified AMT kit with JNJ aftermarket decals. The other five are the Polar Lights brand Talladega and Spoiler II kits.

I was getting the first model of each in the series from a hobby shop in town, and would build them to display before the retail supply came in. The 21, 98, 27 and 17 are built box stock. The Petty Talladega is built from another Polar Lights kit with some older J & J decals. When this was on display in the shop, one of the guys behind the engineering of the Polar Lights models wanted to know how I got that kit before it was released! At the time, I did not know that Polar Lights planned to release that model. - Chris Vick



Don't Give Up on Your Dreams

New member Tom Partridge from New York wrote us about his newly acquired Daytona project. This car was pulled from an Illinois shed a few years ago by a muscle car broker. After kicking around the internet for some time, and acquiring some of the missing pieces, Tom has purchased the car and is beginning the long journey of restoration.

"I guess this would be a story about not giving up on a dream. When I was seven years old in the spring of 1970, I used to walk to and from school past a Plymouth dealership in Buffalo New York called Delaware Motors. I remember that they had a white Superbird. I have since been told it was a Hemi car, and I remember thinking it was the coolest car I saw. I wanted to have one because I thought the wing was cool. I even made a pinewood derby car that looked like a wing car, which I still have.

“Well, of course we moved from Buffalo, I became a teenager, then college, girlfriend, married in 1989, you know how it goes. But I still wanted a wing car and kept looking, but couldn’t afford the \$10,000-\$15,000 at that time. I joined the Wing Car Club in the mid-90’s to get the newsletters just in case something came along. A Superbird would have been awesome, but a Daytona even better. Well that never happened, but I still wanted one and kept looking for that deal. Well of course, kids, house, etc. put those dreams aside, but now in the ground for good. Fast forward to 2002. Newly divorced, I moved into a new neighborhood and met a neighbor who had two 1970 Cudas. One he was going to sell was an AAR. To make a long story short, I bought it. Not perfect, a great low mile driver, but real. Finally I was back to having a muscle car! But I still wanted a wing car. I thought maybe I could use the AAR as a stepping stone towards a Superbird as I had given up on a Daytona because of the prices.



“This past June, I was killing time at work on the computer and found a Daytona. Yes, a total project, but a real one. In fact, I talked with some people at the Mopar Nationals and you may know the car. It was the black primed one offered on Ebay by MuscleCarFinders. Now I know some of you may not have touched this car with a ten foot driveshaft, but to me it was the realization of a dream. Funny thing was I still had a few issues of my old Winged Warriors club newsletters, and I was able to find this cars VIN listed. Seeing that was huge in verifying it was real.

“I guess this shows that you never give up on a dream. So if anyone out there can help me, I’m looking for detailed instructions and diagrams on how the nose cone and headlights assemble. I also need headlight buckets. I have the headlight doors and pivot brackets, but need a few more parts to complete the assemblies. The fiberglass on the passenger headlight is shot, but I have two drivers sides. If anyone wants to sell/trade a passenger side or has other headlight parts, please contact me. Most importantly, I’m also looking for the engine for XX29L9B400592. Also, if you know anyone interested in a nice AAR Cuda, please call. My number is 716-549-1756.



Editors Note: Tom, first off congrats on your project, and welcome to the club. We wish you the best in getting her back on the road. Being that is an R4 red with a white stripe and white interior, it will be a great looking car.

There are a number of good sources for reproduction nose and headlight parts. Just check the classifieds in the back of this issue. Erik Nelson offers buckets and pivots, Ron Knifley also offers buckets, Jack McGaughey in Georgia has put a number of these cars together and knows what works. Ted Janak in Texas offers the

fiberglass reproduction parts. Between these guys, I think you can get the job done – Doug Schellinger

Your Stories Wanted for the Newsletter

We’d like to remind you that your contributions are welcome for the club newsletter. Doing some restoration work on your car and have a photo to share? How did you get your dream car? What’s going on in your world? Do you have some interesting photos? Just about anything is appreciated and welcome. Email your materials to superbirdclub@yahoo.com or just drop them in the mail the old fashioned way. We can return any materials upon request. We look forward to hearing from you.

Daytona Build Sheet Lost & Found

Received an email from Robert Drzazga in Canada. Rob has just bought Daytona XX29L9B414651. As with many Daytonas, his car came with the incorrect build sheet for XX29L9B402975. If you own this car, he has your sheet and would like to hear from you. Rob’s email is silvercreekconcrete@bellnet.ca

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!

Racing Returned to Darlington on Labor Day

It almost seemed that hell had frozen over. Back in 2005, NASCAR stripped Darlington Raceway of its traditional Labor Day Southern 500 race weekend, much to the chagrin of its traditional fan base. NASCAR went ahead and handed the date to California Speedway in a move that has resulted in empty seats on the west coast. This summer, we were excited to hear that the Darlington track, along with Vintage Oval Racing Magazine planned the first of what we hope to be an annual racers reunion at the historic track. Well, the event has gone off, and by all accounts, it was a success.



A number of great personalities from NASCAR's past were on hand. "I'm a little worried about Pearson," admitted Leonard Wood, half of the world famous Wood Brothers, who will be on hand Sunday morning with Pearson. "We're bringing down the car he won with at Darlington in 1972 and '73. We've had a devil of a time finding tires to put on it. The ones that are on there are 30-something years old now. We're going to need to tell him to take it easy before he goes out there."

"I love coming back to Darlington," said Pearson, the track's all-time race winner, with 10. "They haven't forgotten where they came from down there. You can't really say that about the rest of the sport, you know?"

Some of the other folks on hand were Junior Johnson, Charlie Glotzbach, Cotton Owens, Darrell Waltrip, Buddy Baker, Bobby and Donnie Allison. 1961 Daytona 500 winner Marvin Panch said, "I was really impressed with this festival, it is great to see so many cars and drivers turnout for this inaugural event," said 1961 Daytona 500 winner Marvin Panch. "This weekend was the first time I had been to Darlington since 1965 and the place looks great, this track truly is one of the crown jewels of racing."

The event drew about 125 cars spread out in six race groups ranging from vintage stock cars, to Indy cars which actually raced at Darlington in the early 1950's. The cars went out onto the track twice daily for lapping sessions with spectators having full access to the garage area to see the cars up close. DSAC member Milton Wood brought his 1972 Charger race car to run the event and sent us a bunch of nice photos. Milton's car, shown below at left was originally raced in the USAC and ARCA stock car series by Bob Brevak. The car was originally built by Bemco Engineering of Wausau Wisconsin. Builder Bill Bembinster was a graduate of Nichels Engineering. It's Hemi powered and race ready with a traditional Chrysler torsion bar suspension.



On the next page are some additional photos that Milt sent in from the event. I hope you enjoy them, and that we will hear more about this event in the future.





One of the neat cars at the reunion was this Jim Vandiver NASCAR Charger. A lucky survivor, it was never cut up into a Magnum after finishing racing in 1977. The paint and condition is 100 percent authentic, as raced with a few scars. It's been rumored that this car is an old #99 Nichols / Glotzbach Daytona under the skin, but it has never been fully proven.



At left, here's the nicely unrestored interior of the Vandiver car. At right the lineup of cars on display in the garage area.



Another rare car on track is the #79 Dodge Magnum as driven by Frank Warren in NASCAR. At right is what I believe to be a replica of Lee Petty's 1955 Dodge. Our thanks to Milt Wood for sending in these photos.

We want to take a moment to wish you and your family a happy and healthy holiday season. We also want to say thanks for your support this past year, and for coming out to the events. Even in these difficult economic times for those of us in the USA, we still have many things to be thankful for. Of particular concern is the state of our nation's automakers, and what Washington will do to help. I know many of you out there have history or employment with the Detroit 3, and you are also in our thoughts at this time.

Here in Milwaukee, winter has certainly got an early grip on us, with about a foot of snow on the ground and temps well below normal. As I write you on December 8th, we've got another good dumping of snow expected in the next 24 hours. So it seems we will have a white Christmas. We are certainly giving our snow blowers a workout. If you are lucky enough to live somewhere with a more moderate climate, at this point, I have to say I am a bit envious. Winter seems to get longer every year. Must come with the territory of getting older.

The Tale of the Shredded Polyglas

For thirty years, I have kept this Polyglas GT tire as a souvenir from an old Superbird we used to own. I don't think I have ever seen a street tire so absolutely destroyed. Here's the story behind it, and I'm sure the car is out there somewhere. The car is shown in the lower left photo, all the way to the right, next to the Chrysler Imperial.

The year was 1978. The car came out of western Michigan, a Vitamin C orange, 6-pack, 4-speed car with black buckets. The owner put it up for sale with a blown engine – at a friendly price, something a little over \$1000. So my dad heard about the car, and with a borrowed car trailer from our neighbors, off we went to Michigan.



When we arrived, the car was pretty much as advertised. It was a well-used Bird, formerly from the Detroit area with about 42,000 miles on the clock. The six pack setup was gone, replaced by a standard 4 barrel carb. Other than some minor rust in the rear quarter panels and a couple of small dings in the nose, it was all there, and a pretty serviceable car. But it was missing one of the 15" rally wheels.

We asked what happened to the engine and the missing wheel. So the owner pulled out of the trunk one very shredded Polyglas F-60-15 still mounted to the matching wheel. He began to tell the tale how this all happened. Seems he got together with a couple of buddies to watch the Daytona 500 with a bunch of his buddies. During the course of the race, they had a little too much to drink, and when it was all over, one friend said to the other, "Hey you've got one of those Richard Petty cars. Let's take it out and see what it'll do."

So the three amigos dutifully piled into the car, and went off down one of those eight lane Detroit freeways on a late Sunday afternoon at wide open throttle. Well at some point north of 130 mph, the 440 gave up the ghost. About the same time, the old Polyglas on the rear of the car decided to let go resulting in the photo you see here. They were really lucky to get the car stopped after the wild ride, and all of them in one piece. Fortunately, the tire did not damage the quarter panel. The car moved with the owner to western Michigan, and having lost storage, that's when we bought it.

So we loaded the car up and headed for Milwaukee. It remained a driveway ornament for several months, and it was resold to collector Jeff Bobst in Iowa. Jeff towed the car back home, got it running, repainted and resold it some time later. I've since lost track of it. The VIN is RM23V0A178632. So if you own this car today, I've got your wheel and tire... Doug Schellinger



Jim & Kathy Wurstur graciously hosted the annual DSAC club picnic. Rain moved in just as we were getting started which kept some cars away, but we still had a healthy count of folks who turned out for great food and conversation. Jim & Kathy own the blue 1971 Charger R/T. To the right is the Tor-Red 6 pack 4-speed Superbird of Ron & Darlene Holtdorf of Union Grove WI



Tom Kau owns this Cale Yarborough Spoiler II. Tom rescued this car from a salvage yard in North Carolina back in the 1980's. He got the car running and drove it back to Wisconsin cold turkey. It's been off the road for many years, but made the trip in the rain to the picnic. To the right is the 1970 GTX of Mike Toter. It's B3 light metallic blue with a white interior and 4-speed.



Jim and Kathy Wurstur own this Petty Blue Superbird. They have driven the wheels off the car all over the country during the last five years racking up 20,000 miles. And the car looks great. The F8 Green Charger 500 belongs to Phil Borucki of Greenfield WI. The club would like to say thanks to all who stopped by, and to Jim & Kathy for hosting the event.

During the recent Pep Boys Auto 500 weekend at Atlanta Motor Speedway, legendary NASCAR driver Richard Petty, drag racing icon Darrell Gwynn and Kevin King of Braselton-based Year One unveiled a replica of a 1970 Plymouth Superbird. Year One built the replica, which will be auctioned at Barrett Jackson in January with the proceeds to benefit Gwynn's foundation. Gwynn, who suffered a severe spinal injury that left him in a wheelchair, now works to help others with similar injuries

The group couldn't have picked a more appropriate car. When it comes to unique and historic vehicles, the Superbird is in a class of its own. It was built strictly for racing, back in the day when NASCAR required manufacturers to offer to the public a significant number of the cars it planned to race on the track. One of Plymouth's main goals in building the Superbird for the 1970 season was to lure Petty, a longtime Chrysler driver, back into the fold after a stint with Ford.

Couldn't give them away In the beginning, Plymouth dealers shouldered a good bit of the burden. NASCAR required the company to build two Superbirds per dealership before it could hit the track. Ironically, the cars that now easily fetch six-figure prices were duds at dealerships. "They couldn't hardly give them away," Petty said. Indeed, many of the nearly 2,000 Superbirds originally built sat on dealer lots for months. But on the NASCAR scene they were a proven commodity. The Superbird was basically a carbon copy of the winged Dodge Daytona that was perfected in a wind tunnel — just like today's NASCAR racers — before it hit the track in 1969. "All Plymouth did was modify what [Dodge] already had," Petty said. "They had proven the wing worked on the Dodge on the race track before we ever got one. The Superbird had a Plymouth logo on it, and it was a little bit different but most of it was shaped like the Dodge."

Car fans went away Petty and his Superbird were stars at a time in NASCAR when the cars mattered almost as much as the person behind the wheel. At Charlotte, fans were segregated by manufacturer loyalty, with separate sections of the grandstands for Ford, Chevrolet and Chrysler fans. Today, the cars aren't as important to most fans. With NASCAR's rules for the current vehicle, the Car of Tomorrow, a Ford looks the same as a Chevy, Dodge or Toyota, with the brand differentiated mostly by decals. Mechanically, the cars bear little if any resemblance to the street versions they're supposed to represent. Petty has been around throughout the shift, first as a driver and now as part owner of his Petty Enterprises team, part of which was recently sold to an outside group, Boston Ventures. In the Superbird days, he said, "lots of fans were car fans. Over a period of time, the car fans went away and now we have personality fans. "A lot of the draw now is not because of a particular kind of car, it's more about the person, the quarterback, that's in the car." Petty said he doubts it will ever be different in NASCAR. "The way the cars are made for the road, we'll never go back," he said. "They're just not raceworthy. There are a lot of front-wheel-drive cars, a lot of them have smaller engines. There are different size cars, aerodynamics are so different. "We may never again see wing on car and know it's a Dodge or Plymouth.

Mix of old and new And that makes the Year One Superbird that much more special. That particular car isn't an original Superbird; it's a mix of old and new. The folks at Year One, the restoration specialists, started with a plain old 1970 Plymouth Satellite and put their creative ability to work. "Originally it was a car that needed a lot of work, lot of rust here and there," said King, the Year One president. "We just extended it as it would have had to be for a '70 Superbird and put the rear window plug in. To get the shape just right, the Year One folks took a trip to the racing museum on the grounds of Talladega Superspeedway, cameras in hand, to take photos of actual cars on display there. "We did that so it would be a more period-correct race car," King said. "That's how we came to this." Under the hood, it looks more like one of the Dodges Petty's team campaigns today. The engine is a 358-cubic-inch powerplant built to modern-day NASCAR specifications by Everham Motorsports, which supplies Petty's engines. It's painted a blue much like the Petty colors of old, but unlike Petty's original cars it's black on the sides, making it look the part of just what it is — one of a kind.



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

For Sale: Superbird V-Code project car. Alpine White, 440 Six Pack car. 4 Spd w/ black bench seats. 2 partial build sheets. All body panel vin#'s match vin tag. Numbers Matching transmission, warranty block w/ blank VIN pad. Car has normal rust areas in trunk and rear quarters. \$73,000.00 Bill Anderson 419-348-3690 04/09

For Sale: Superbird, 2008 Meadow Brook Concours d'Elegance Best of Show. Museum Quality. Magazine and TV feature car. Factory badges, factory interior, factory body, factory vinyl top, factory glass(all), both original Jacks, original Keys with Tags. Has original floor mat with local banks advertisement. Numbers Matching Motor, Transmission, Fender tag, VIN tag, Body numbers ALL match. 14,800 DOCUMENTED miles. I have Original Title, 2 build sheets, Factory Punch Card, Warranty Card, Water Pump Factory Card with Engine ID and many more original tags and markings. Original factory tires and spare. Only known Superbird with Dealer Installed Cruise Control. It has never had any repairs, patches, panels or replacement body parts. ORIGINAL. This car still has the original grease fittings. These fittings are impossible to find since they do not reproduce them. Many photos available. \$265,000. Bill Anderson 419-348-3690 04/09

For Sale: 1969 Roadrunner Spring Special, 383 - 4 Spd. (not numbers matching), w/ air-grabber hood. Older restoration with a new clutch and new interior. Overall, the body is very good, but the lower quarters need a little attention and the center trunk pan should be replaced. Photos can be e-mailed upon request. Must sell. Asking \$19,500 Please contact Tom at (724) 483-8897 or broker100@comcast.net. 04/09

Wanted - 1964 NASCAR rule book, any condition as long as readable. Would also pay for photocopy." Also need Goodyear Blue Streak Stock Car Special Tires. 8.00-8.20/15 with small lettering correct for 1969-1970 era." Contact Ken at 426superbird@gmail.com. 12/09

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: Correct vacuum hose kits for Daytona and superbird headlight actuators, 68 and 69 Charger headlight actuators, and kits for 70 to 72 B Body air grabbers. Kits include correct grooved, color striped hose, molded switch and firewall fittings, clips where applicable, and instruction sheet. Daytona and Superbird \$195.00, 68 & 69 Charger (incl. clips) \$185.00, 70 Road Runner air grabber kit \$145.00, 71 & 72 B Body air grabber kit \$155.00, Air grabber hose clip set \$35.00 Contact John McBryde at 704-435-6198, or at meps2@bellsouth.net 04/09

For Sale: 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. 04/09

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

For Sale: New Superbird and Daytona Scissors Jacks. These quality built jacks are made from scratch, not modified aftermarket junk. Correct in every detail. \$750 shipped. Jack Handles, correct pivot piece, bends rivets, etc \$150 post paid. Buy both the jack and handle and save \$100. Replacement Jack Bearings \$20 shipped. Daytona jack hold down plates \$55 shipped. I can repair rusted/damaged original jacks, inquire. Email petev8@webtv.net for pictures. Call 860-350-6864 any time. 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 Maintenance free Group 27 \$259.95, FE Dipstick C7OZ-6754-A \$19.95, 1968-70 Chrome Twist -on Oil Cap C8AZ-6766-B \$34.95, 1968-70 Carb spacer plate C8AZ-9A589-GR {390-428cj} \$85.00, 1968-70 PCV Tube C8OZ-6758-BR {428CJ} \$75.00, 1968-71 Ram Air Vacuum motor \$175.00, 1968-71 Torino/Cyclone Ram Air Seal DOGY-9B625-B \$250.00, 1968-69 Torino Taillight lenses {fastback} \$89.95/each, 1968-69 Torino Taillight Chrome bezels {fastback} \$180.00/pr, 1968-69 Torino Hood lip mldg \$150.00, 1968-69 Torino taillite seals C8OZ-13520-C \$150.00, 1968-69 Torino front license bracket \$89.00, 1968-69 Torino/Cyclone trunk drop downs {if you have rust in quarters you need these} \$249.99/pr, 1968-69 Torino Dashboard Heater/Fan call out strip w/air \$89.00, 1968-69 Torino Dashboard Heater/Fan call out strip w/o air \$89.00, 1970-71 Torino/Cyclone Trunk Drop downs \$249.99/pr, 1970-71 Ram Air Seal DOOZ-9B624-A \$169.50, 1970-71 Torino Tail lite seals DOOZ-13461/62-A \$99.00/pr, Torino Cobra Grille Ornament \$225.00 Please Contact Marty Burke, 7177 CR 1135, Leonard Tx 75452 {903}-568-4295 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

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

2009 DSAC MEMBERSHIP FORM

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13717 W Green Meadow Dr
New Berlin, WI 53151
USA

_____ Check here if you would like an email copy of your newsletter. You will still receive your hard copy.

You can also renew with Pay Pal: Send to paydsac@hotmail.com



New Items From Tony's Parts for Mopar Owners

Tony's parts is proud to announce two new reproduction items. First are ash trays and bezels for 1966-1970 B-Body armrests. They also fit 1971-1974 B-Body and E-Body consoles, and 1970 E-Body interior panels.

These are high quality chrome that look and fit just like the originals. Used original ashtrays and bezels are commonly rusty or missing, So here's your chance to complete and pretty-up your interior.

They are in-stock and ready to ship. Price is \$45.



Next up are console and glovebox door locks. They fit a myriad of applications: 1966-70 B-Body consoles, 1962-69 B-Body glove box doors. 1970-74 E-Body consoles, 1969-76 A-Body consoles (must remove bezel) and 1968-69 A-Body glove box doors.

These locks are commonly missing or are broken and don't work. They look just like the originals and work smooth as silk with no binding or sticking. They are ready to install. Price is \$40.

Both items are available from:

Tony's Parts 302-398-0821
96 Red Bird Lane
Harrington, Delaware 19952

Email: TonyMopar@aol.com

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