

PENTASTAR

President

March has arrived. I don't know about all of you but I'm ready for sunny warm weather. Considering the bad weather we had, We had a really good turn out at Layson's. There was about 20 of our members that showed up. It was very exciting to tour his building but what was even better was Dave Layson explaining what he went through when he was arrested and his family harrassed by Lakewood police. I couldn't believe what he went through and how much money it cost him and how close he came to prison. For Aledged copyright infringements by Chrysler. This shows you how messed up the court system is Come to Marches meeting to learn more For lunch we had cheese burgers, hor dogs. Potatoe and macroni salad and chips and soda pop and grapes. Lots of good food and company. It was a great time. Dave Layson said he would do another barbeque at his establishment this spring or summer. Because of the snow there was not a lot of classic cars show up at this event. For you race fans February was an exciting month, The Daytona 500 was won by a young Trevor Baynes, 20 years old the youngest to ever win Daytona. Then the next week at Phoenix Jeff Gordon won It has been a long time since he won a race. What a way to kick off 2011 Nascar, Season . NHRA Kicked their season off down in Pomona California. They set new track records in top fuel and funny car. It is going to be an exciting year. Well that's all I have for now. Hope to see you all at March's meeting. Be there or be square your prez. Dave Eckman

Membership

Well hey everyone, hope all is going well. Its already March and my how the time is flying by. Every once in a while the sun peeks its beautiful shining face out and give us all a chance to take out our cars for a little drive. As of right now (Feb. 21) Chris has my poor car torn apart but he promises me that it will be up and running in no time. Hope that holds true or we are gonna have a little issue.

Anywho, as of right now we have 55 members. Awesome right? We have added all our current sponsors to the list so they will be getting updates on the club and whats going on as well. Keep it up everyone and make sure to spread the word about our little car club.

Thats all from me this month, hope to see you all around town. And as always if theres any questions, comment, problems, or concerns don't hesitate to contact me.

Jensene Linenko... jlinenko@gmail.com... 253-255-4939

Events

March is finally upon us, we are almost into car cruising season! Now is the perfect time to get out those rides of yours and make sure they are good and ready for the season, whether you plan on showing them, cruising them, or racing them. As for fun stuff in March our event will be on the 26th at Griots garage on 38th Street at 10:00AM. The goal will be to focus on glass polishing and interior detailing. Hopefully we can get a good turnout, last year when we had a tech session there, they had a raffle and samples for most people in attendance. We also will have our Officer meeting at its normal time and date, as well as our general meeting. I am hoping to get Bud, from Buds machine shop to come on in for our meeting. And the start time for that is around 7:00PM with the actual meeting starting a little afterwards. We have some more swap meets coming up, to include the big ones the 4x4 swap meet and Portland. And remember to be at the general meeting, so you can vote on the updated by-laws. On an addition, I have been told that December is open for the Marymount museum display for car clubs, I told them we most likely would be able to fill it. If you want to store and show your car in a well-protected area this winter get a hold of me. I will make sure to explain more in depth at our meeting.

All events around the area

Mar 9th Mopars Unlimited Officers Meeting @ 7:00PM My house (in depth update on Sunbust)

Mar 13th 4x4 Swap Meet -Puyallup Fair

Mar 16th Mopars Unlimited Meeting @ 7:00PM (start time a little later) Round Table Pizza

Mar 19-20 Almost Spring Swap Meet -Puyallup Fair

Mar 26th Mopars Unlimited Tech session at Griots Garage @ 10:00AM 333 S 38th St

Mar 31-Apr 3rd Portland Swap Meet-Portland Raceway/Portland Expo Hall

Mar 31-Apr 3rd Mild to Wild car show – Puyallup Fair

SUNBUST

The artwork for our flyers and shirts should be ready by the time everyone reads this, so I will have examples for members at our next meeting. We are looking good to this point for sponsors, and it looks like I may have gotten a few more for this year. On the trophy front, I am talking to another place that provides a product of the same quality as Big Johns. I have looked at the numbers on classes and I plan on consolidating two classes into one, this would be #3 “A body Plymouth stock”, and # 6 “A body Dodge Stock” Last year those categories combined only had 5 cars, and it has been declining for three years now. I would like feedback about a members only class, for just Mopars Unlimited, Tacoma members. This would be the only class we as members would be allowed to be in, but with our voting system, it would end any thoughts from outside Mopar fans about us playing favorites. The last item I have is flyers again, I should have show flyers for people at the next meeting as well.

FEATURE CAR

This month’s feature will be not be on one car like last month, but on over 300 cars. Dan Leonzal has been one of our members since our Sunbust show last year. Some may remember his survivor 1964 Chrysler 300, but I’m not going to talk about that car. I plan on explaining to you that he has a few other cars, and not just Mopars. See, Dan loves cars, and I mean he LOVES cars. Back in the 80’s he was a member of a Ford club around the area and he worked on a few older Fords, before that he tinkered with Chevys. These days he spends time collecting 1:18 and 1:25 die cast models of cars. When you show up to Dan’s house, it is rather un-assuming. With a large back yard hidden behind the small house and carport it’s difficult to grasp the collection inside. Upon walking into the house I was greeted with die cast dioramas in his kitchen and automotive signs on the walls. As I continued into the living room I was overwhelmed with over Three hundred models, on walls, shelves, desks and even his coffee table. Dan was beyond welcoming with his house and has even offered it up for another BBQ and cruise to his house, when we plan it I suggest coming out and just having a chat, he has tons of good stories and is a wonderful guy. As for the models, he couldn’t say enough, this man almost has a story and a setup for each set of models and they are all good. Jensene asked him how long it took for him do dust

them and keep them clean, Dan went on to explain that it was tedious for the open cars, and that was one of the main reasons he started buying mirrored cases for them. As for his grand highlight of his collection, he has an old china cabinet that has 11 rows of 9 cars each from the Danbury mint and Franklin mint. I can say without a doubt, I had a great time getting to see this collection, and now I think Jensene will stop bugging me about my 4 shelves of 1:64 scale cars



Classifieds

For Sale 69 dodge pickup it is lowered with 318 with a 4 on the floor. New brakes, new tires, new starter, and alt. It has a holly 4 barrel carb. It's a good truck I'm looking to sell it for money to build my 1950 shoebox. I'm asking \$2500.00 obo or trade for build 302 or other parts to help me build my shoebox. If anyone is interested call .

Ryan at 253-579-1007 I will look at all offers. Thanks for your time.

For Sale 319,383,400,440, (2) 78 dodge truck, 97 Dodge truck, 80 Dodge truck and a 66 Ply Fury . Jim 253-531-7694

For sale B-body Heater core assy. \$40.00, Hemi Round air cleaner & Base Chrome \$600.00 Steve Lemke 425-584-7601

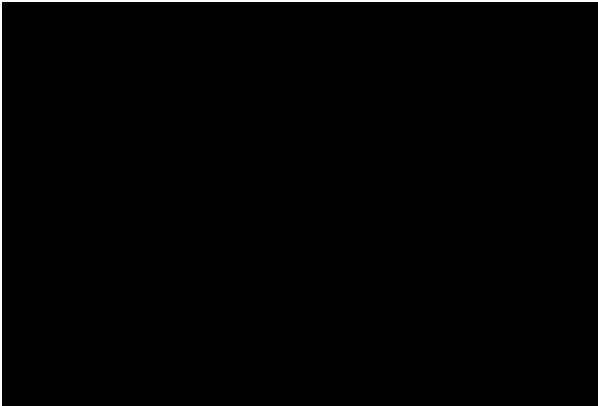
For Sale 89 k-5 Blazer 6 inch lift 38 inch super swamper tires custom exhaust. Rob 253-279-8650

For Sale I am trying to sell my 1967 340 six pac. It is recently rebuilt and ready to fire. All the hard to find parts are there including the original metal hood scoop. If you are interested please contact me at Archery Hunter <archeryelkguy@live.com

Dodge Daytona and Plymouth Superbird

1:02 pm in [Dodge](#), [Plymouth](#) by [Al](#)

Two Cars, One Purpose



If there were ever two cars built for one purpose, these were the cars: the Dodge Daytona and the Plymouth Superbird. Their purpose was to win races for Chrysler corporation on tracks like Talladega, Daytona, and Charlotte. These factory race cars, with their stream lined noses and high spoilers could achieve frightening speeds. With the Chrysler Hemi engine under the hood, which had horse power to burn, there seemed to be no limit to how fast these cars could go. Don Nam says: “These winged cars were really the bullets of the race track. They dominated the races no question. Very few cars could outrun them.”

Dodge was first out of the box with the Daytona in mid year 1969. It was their answer to the new aerodynamically styled Ford Torino Talladega and the Mercury Cyclone Spoiler II. Dodge Daytona wasn't the product of a design studio. It had its birth in the race shops. “The Charger 500 and the Daytona were designed by racers,” explains John Arruzza, “the styling had nothing to do with the car. When the final product was shown to styling they called it an abomination. When the Superbird rolled around a year later, styling was involved with the overall package.” The Superbird and Daytona were two different cars. But at 200 mph, it was awfully hard to tell them apart. These cars were proof that Chrysler corporation loved to build and race fast cars.

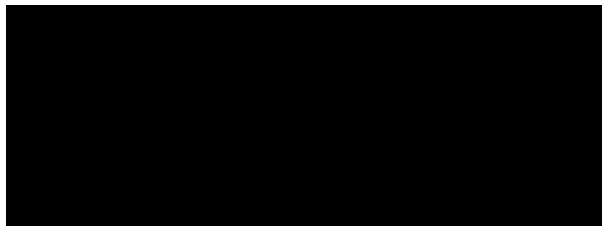
The stock car racing rules said everything that raced on Sunday had to be available at the dealerships on Monday. So, thanks to Chrysler's desire to win on Sunday, muscle car fans made out like bandits. You could actually own one of these! But you had to fast because Chrysler only intended to make about 2500 of them. Just enough to qualify at stock cars under Nascar's rules. The Daytona and the Superbird are today among the rarest muscle cars ever made. Collector groups estimate that almost 1000 of these cars remain today: an astonishing survival rate at almost 50%. Obviously, car collectors recognized from the very start that these cars were special. Thanks to racing rule changes and the prevailing mood of the early 70s, the Daytona and the Superbird disappeared

from the race tracks and the showrooms almost as fast as they appeared. But, during the short 18 month period we now call the aero wars, there was no better example of the extremes to which Chrysler's gear headed engineers were willing to go to win races. "Chrysler certainly performed everybody else," says Paul Zazarine, "Competitive but really in the 60s, Nascar belonged to Chrysler." The Superbird and Daytona were aerodynamics taken to the extreme. But aero cars of one kind or another actually started showing up at the race tracks years earlier.

The Superbird Gets a Chance to Fly

By the end of the 1969 season, the race teams and the tire companies were learning to deal with the byproducts of aerodynamics and Dodge's Daytona had made a name for itself in competition. Says Hyde: "We won 17 races in 1969 but did not win the championship." Going into 1970, the wing was the thing on the high bank track and this year, Plymouth was going to get their own aero warrior: the Superbird. Stacked against the Daytona's 17 wins in 1969, Plymouth's two win season had been a disaster. As soon as they saw the Dodge Daytona on the track, Plymouth's aero team knew what they had to do.

The Road Runner was one of America's most beloved street muscle cars but on aero terms it was a shoe box. It was, however, the no brainer choice to be the platform for Plymouth's wing car. The Road Runner and the Charger shared Mopar's B body platform so most of the swoopy parts that had to be made for the Daytona would work on the Road Runner with a little massaging. To make the nose cone fit, the Superbird used the Dodge Coronet front fenders and hood. Its wing had larger uprights and was raked back at a more extreme angle. It differed from the Daytona in more other way, there were going to be more of them. This year, Nascar upped the production quota to one car for every two dealerships. This meant almost 2000 Superbirds would soon show up at Plymouth dealers all over America. Smith Stokes, a young Plymouth dealer in 1970, remembers his eagerness to get a Superbird as his demonstrator model: "Well, in 1970 I got a brochure that came through the mail from Chrysler announcing they were going to put a winged car in racing and we heard rumors Richard Petty would be back with the car. I anxiously ordered one, I actually phone the order in I was so excited!"



Plymouth was committed to making four times as many Superbirds as there were Dodge Daytonas. Faced with having 2000 expensive, outrageous-mobiles hanging around their lots they couldn't sell, they planned from the beginning to make the cars very buyer friendly. Like the Daytonas, the Superbirds' standard engine was the romping 440 cubic inch Super Commando with one Carter AVS four barrel carburetor. This engine had a 9.7 to 1 compression ratio and made 375 horse power at 4600 RPMS and 480 foot pounds of torque at 3200 RPMs. You could

opt for the six barrel version of this engine, which made 390 horse power and upped the torque to 490 foot pounds. Or you could luck into one of the 93 Superbirds produced with a 426 street Hemi, which weighed in at 425 horse power and 510 foot pounds of torque. The Hemi was an \$841 option. But with this engine, you didn't run with the big dogs, you were the big dog.

Many of the Road Runner's performance options were available on the Superbird like 15 x 7 rally wheels and white letter tires and the sure grip rear end. All Superbirds featured front disc brakes as standard equipment. In addition, the Superbird could be a pretty fancy ride with an optional eight track player, custom steering wheel, console, gauges, and other dress up equipment. With a base price of \$4298, the Superbird was a big ticket item. Just a few options could price this car out of reach of most muscle car buyers. Sharon Malcolm was a Plymouth dealer in 1970 who had no luck selling the one Superbird in her dealership: "We had one and it seemed like no one wanted the cars with the wings on 'em and we had the car six months and they came to us and wanting us to pay the car off and we didn't have the money so I had to go to the bank and borrow the money to pay that Superbird off just to get it off my floor plan."

Superbirds might not have been moving very quickly on the sales floor but they were moving like lightning on the race track. As the 1970 racing season took the green flag, it was apparent that it was going to be a good year for the cars with the wings. The blue Plymouths were in the winner circle immediately, winning the Daytona 500 to start the season. Not to be outdone, Dodge driver Buddy Baker set a new world's record of 200.447 mph at Talladega. But once again, the combination of exotic race engines and wind tunnel aerodynamics were sending speeds through the roof with no end in sight. Clearly, something had to be done to make sure Nascar racing was a safe show. Says Hyde: "You have to worry about fan safety as much as driver safety. These cars could very well be hitting 240 to 250 pretty quick had Nascar not got a hold on it." By August, Nascar was ready with a plan to slow things down. Says one restorer: "During 1970 they removed the side glass to slow things down and did some other things to try to put a cap on this." Slowing the cars down was a start, but what Nascar really wanted was for all these trick body styles to go away. And to get back to racing more conventional cars. "Bill France wasn't too happy to see these cars. I think he had an idea of wanting to keep his stock car racing series a little less exotic than some of the other series. He wanted the cars to look like what you and I would drive on the street at the time."

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