

April – May- June 2014
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TALLADEGA
CYCLONE SPOILER
Registry

DAYTONA – SUPERBIRD AUTO CLUB

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

DSAC at Carlisle All Chrysler Nationals July 11-13

For the first time, we will have a club presence at the Carlisle All Chrysler Nationals. We will be located in Building G, the dealership building just outside the swap meet at Gate 1. The Ramo Stott #7 Superbird race car will be on display as part of the Race Hemi Reunion display. Ramo Stott himself will be there on Friday and Saturday from 9 to 11 AM. Call or text me for other times at 414-687-2489. If you have never met Ramo, he is quite a character and a living legend of the Mopar glory days in stock car racing. He just turned 80 in April, but looks like he could still get in the car and do some hot laps.

On Saturday night, Ramo will be honored and inducted at the Mopar Hall of Fame dinner. Other inductees this year are Don Prudhomme, Tom McEwen, Don Grotheer, Butch Leal, Mr. Norm Krause, Bob Riggie, Shirley Shahaan and Herb McCandless. Tickets are \$99 each or \$150 per couple. They are available at moparhalloffame.com or call Mopar Collectors Guide at 225-274-0609. Reception is at 6:30, dinner at 7:30.



The Carlisle event is so huge and we have wanted to get there for years. Many people have said it is a better show than the Mopar Nationals away in terms of the facility and quality of the show. I expect that after seeing the spectacle, it will not be the last time we attend. Look forward to seeing you and meeting some new folks at the show.

2014 Member Dues are now Due – renewal form on page 11

It's membership renewal time. 2014 membership dues remain \$25 worldwide, or two years for \$45. Club dues run on a calendar year basis from January to December. We collect the dues between now and June. 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 "13", you are due for renewal. If it says "14" or higher, you have already paid for this year. The renewal form is on the inside of the back cover. You can pay by check, money order or Pay Pal. (send to paydsac@hotmail.com)

If you are outside the U.S. please use Pay Pal or money order in U.S. funds drawn on a U.S. bank. If you are in Canada, you can send a Canada Post money order. Call or email if you have questions. If you've just joined the club recently, your 2014 dues are already paid. If you are on the computer regularly, you may want to also have your newsletter e-mailed in color. If you do not want the hard copy snail mailed, please check that box on the renewal form and it will save a stamp. You still have the option to receive the both printed and email edition if you want it.

45th Aero Warrior Reunion at Talladega

Plans are coming together for the 45th anniversary reunion at Talladega. The dates will be October 16-19. Schedule:
Thursday, October 16th: Morning Speedway Cruise at Atlanta Motor Speedway. These are going to take place 7:00 AM. We have to finish by 8:00 AM as the track is booked for another event during the day. These will be similar to the highway speed laps at Monster Mopar. Convoy to Alexander City after. If you wanted to attend the museum at Talladega superspeedway, this would also be a good day to do it. Trunk swap meet in the evening. Plan on staying in Atlanta Wednesday night.

Use these hotels for Atlanta Wed night, at I-75, exit 218 which is McDonough Georgia Hwy 20-81, It is 8 miles from the track.
Hampton Inn – 855 Industrial Blvd, 678-914-0077,
Best Western - 805 Industrial Blvd, 770-898-1006,
Comfort Suites - 64 Hwy 81 West, 678-216-1900,
Hilton Garden – 95 Hwy 81 West, 678-827-7200.

Talladega Reunion.

Friday, October 17th: Gathering at Wellborn home in afternoon and evening. There will be a barbeque and party in the evening.

Saturday, October 18th Gathering at the Wellborn Musclegar Museum.

Sunday, October 19th – Convoy and Parade lap before the Geico 500 race at Talladega.

Hotel Info: Call or go online to make a reservation. There are no room blocks. Here are the four recommended hotels in Alexander City. All of these are close together. We will probably fill them all.

Baymont Inn (formerly the Jameson Inn) 256-234-7099

Hampton Inn 256-234-2244

Best Western 256-234-6311

Holiday Inn Express 256-234-5900.

The one hotel in town to avoid from past experience is the Royal Inn.

For more info, contact Doug Schellinger at 414-687-2489 or superbirdclub@yahoo.com

Big Willie Daytona Restored



The last remaining of drag racer Big Willie's Daytonas has been restored. The car made its debut at the Mopars At the Park show in Minnesota in early June. This is an original 440 4-bbl automatic car. It was the least raced of the three cars he had. The orange King Daytona is the one that was acid dipped. Sean Machado says that Willie did not pay the bill and the body was placed outside in bare steel and eventually scrapped. That was a Hemi 4-speed car. The other "Queen" Daytona was an original F6 green car and was extensively drag raced. It also is no more.

Winged Warriors The Movie

There is an attempt to get a movie off the ground about the story of the racing Daytonas and Superbirds. The movie is called "Winged Warriors". Hollywood special effects man Marc Irvan is the co-producer and wing car enthusiast Pat McKinney is involved.

My understanding is that the film will be a dramatization based on events that took place during 1969 and 1970. The film will tell the story of the development of the Daytona by a group of engineers on a tight time frame and a budget with the goal of getting the new car to the first race at Talladega.



Several replicas of the cars are in the process of being built. The film replica of the #88 Daytona is shown at right. It is not the actual car still under restoration, or the car from the museum at Talladega. The producers have a Kickstarter campaign underway to fund the building of nine other cars to tell the story. The project has just acquired a very nice looking #43 Superbird replica. They also want to do the mule #71 Daytona, some conventional bodied cars like the Ford Torino, Plymouth Road Runner and 1967 Dodge Charger.

Information on the project can be found on the internet at wingedwarriorsthemovie.com. If you type the phrase "Winged Warriors Movie" into Google search, it will give you links to the Kickstarter fund raising campaign if you wish to donate to the project. You can donate anywhere from one dollar on up. Funds are not at risk if the project does not reach its goal. The team wants to start filming in October or November of this year.

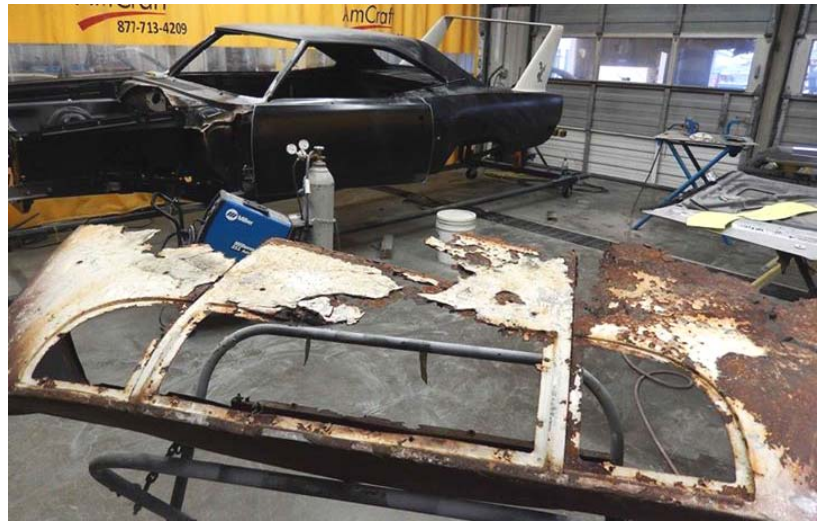


Club member Mike Hill in South Carolina has been busy with his two Superbirds. Back in 2006, Mike found the two wing cars sitting in the woods locally. An incredible urban legend that turned out to be true, the cars had been sitting since out in the open since the early 80's. "Harry", the long time owner, as you might guess had turned down many people asking about the cars over the years. During those years, the trees literally grew in between the two wing cars and another 1968 Hemi Road Runner. Although Harry had a reputation of being a rough sort of fellow, Mike was building a Daytona clone at the time and took a trip over with his nose parts to see if he could get some photos how things went together. Of course the question was asked about the cars being for sale. Mike left Harry his card with a ten dollar bill so Harry would remember him and an offer to buy the cars at Harry's price, and left it at that.

Harry called Mike in 2007 with news that he was ready to sell the cars. Mike was able to buy the two cars under the premise that he would restore them with his son Michael, then age 11. The Tor-Red car was supposed to take a year and half, but after four years, work had stopped at shop number one. The car was moved to Hodge Restorations to be completed wrapping up at the end of 2011. The Tor-Red car had no engine, so Mike elected to install a Hemi. They took the car back to Harry for photos and to show him they had made good on the promise. Mike, Michael and Harry are shown left to right in the top right photo.



The second car, the Alpine White machine was next up, and in the summer of 2012 was sent to Mark Worman's shop in Oregon. It's been featured on season 3 of the TV show Graveyard Carz. This is not the first wing car done there, as Tom Partridge's Daytona was recently finished up and will be shown for the first time at Carlisle this month.



Both cars from the woods were pretty rough. The white car had a tree growing into the corner of the nose. The bottom of the nose was very bad with rust, and corrosion had taken a toll on the floor pans and roof of the body. The front and rear rail areas were good. And it is a numbers matching car with build sheet and one hundred percent complete as well.



A lot of AMD sheet metal was used in the restoration of the body shell. Thankfully, these panels are available to us today.

The car is being done to a driver-plus quality standard and to a budget. Mike says that when he picks it up, he probably will have second thoughts about driving it, but that is why the car was restored.

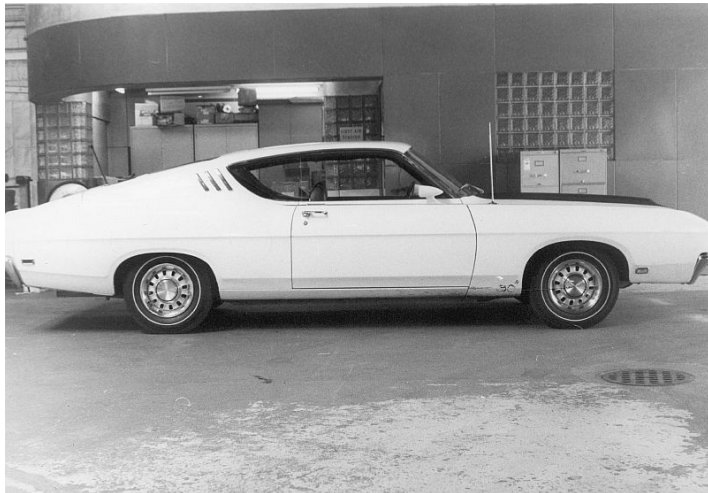


The white car is very close to being finished as this is being written. Mike and Michael will be flying in to pick the car up and drive it back 2800 miles to South Carolina. That should be a fun adventure. They are flying in on July 19 to do a day or two of shooting. Harry the former owner and Mike's wife Jen will be there too. Mike and Michael plan to leave on the 21st. Their route is, down the coast to Santa Monica California and then east on Old Route 66. Mike says he is very happy with what he has seen of the car and is really looking forward to picking it up and the trip home. Both cars have come a long way from their days in the woods.



George M. Wallace worked in Chrysler Engineering during the glory years of the 1960's. Although not always dedicated to the race group, George's specialty was "performance analysis", or today what would be called performance simulation. He calculated and analyzed things like acceleration or fuel economy for future models or proposed components. About 1958, George wrote a computer program that eliminated the button pushing of a desktop calculator. He was always glad to give advice and data on race car projects. As a result knew about almost every race car project that was going on. George is one of the beloved cast of characters that over the years has told us what it was like on the inside. The article below on race car testing was gleaned from George's presentations at our events as well as some personal emails. I hope you enjoy what he has to say.

The individual teams did almost no testing on their own. Chrysler had their own Engineering test cars to use for development. They rarely used team cars. For liability reasons, the cars were owned "on paper" by Nichels Engineering, or later to Petty Enterprises. When we first started having test cars, the work on the cars was done in the main Engineering Test Garage in Highland Park (Detroit). This had disadvantages for security. A Pontiac dealership on Woodward Avenue about one mile from Engineering had closed down. Someone, probably Tom Hoover decided that it would make a good race garage. It was close to Engineering, but it was secure and didn't have people wandering around. It was a small dealership. The showroom had space for one or two cars. There was a parts department with a chain link around it which became our parts storage. The back shop had eight to ten stalls, some with hoists. The front windows were painted white and there was no sign on the building. Chrysler leased the building and set up the original "Woodward Garage".



The shop portion of the building was used to prepare both NASCAR and drag race test vehicles. The mechanics were all regular UAW Engineering Technicians who had a great interest in racing. They worked under the same work rules and regulations as other Engineering mechanics. The Talladega shown at left was examined and photographed inside the Woodward Garage "service department". The glass block wall was originally the parts counter.

We had a ramp type transporter that would carry two vehicles, plus spares – used by both the NASCAR group and the drag group. When we started working with the Huntsville Alabama aerospace people on instrumentation, one of the NASCAR test cars spent a lot of time there. It was much easier to transport a car from Huntsville to Charlotte, Daytona or Talladega.

Because of this, we then set up a facility in a building in Huntsville which came to be known as the Woodward Garage South, using our mechanics from Detroit. The two original mechanics, Fred Schrandt and Ted McAdow liked Huntsville and didn't mind moving. There were also no UAW stewards wandering through. (This is the unmarked metal industrial building shown at right.) The original Woodward Garage in Detroit continued to be used for drag race development. It was still going when I left Chrysler in November 1971.

Sometimes, we made our test part of a tire test. We tried to use both tire companies, but Goodyear was used more due to them being the main Chrysler OEM supplier. Because of this, we could apply more pressure to them if necessary, Firestone had close ties to Ford.

We almost always, two drivers were used for a test. Usually, one driver who would go fast even if the car wasn't perfect. And one driver who was good at giving feedback on the car. (When Dan Gurney signed with Plymouth for 1970, he was used for testing at Riverside. He was so good at describing what the car was doing and so engaged the engineers. The other driver, Bobby Isaac, became so peeved, that he got mad, checked out of the hotel and went home without telling anyone. This presented a problem as Gurney had to leave for another event the next day and the Chrysler people were without a driver.)

We would alternate the drivers, and their competitive nature would make the slower driver try to match the faster driver. On some occasions, the drivers weren't told what changes were being made between runs, so that their pre-conceived notions



wouldn't play a part in the results. Buddy Baker and Charlie Glotzbach (below with the #88 at the Chelsea Proving Grounds) were used on the Engineering car during the Daytona era because they would do exactly as they were told and would not lift.

The drivers were paid on the same schedule that the tire companies used for their tire testing. (Editor: When Buddy Baker did the 200 mph run, he was paid the customary rate of \$250 per day for two days, plus \$25 per day for meal allowances and some mileage for use of his personal car. If a driver was there, but could not drive due to mechanical or weather issues, he got \$100 per day.)



We bought our own set of photocell operated (Heuer) electronic clocks. These clocks are shown on page 101 of the Supercars book and are falsely identified as NASCAR clocks. I never saw the official NASCAR clocks, but they certainly would have had a much better system than we did. Ours was accurate to .001 second and was reasonably priced. We would always measure lap time and frequently used a timing trap at the end of the fastest straightaway. This was usually determined by wind direction. There was a light and photo cell across the track and wires from the photo cell to the pit wall. (At Talladega) we put the light and photo cell near the pit entrance about the start of the tri oval banking. We did this because there was less wire to run. We had our clocks set up this way for the official 200 mph run.

We would rent the track and pay for ambulance service. We would usually have complete security during the test. However, it was possible to see enough of the track from the outside to tell what was going on. Traditionally, driver comments on car

behavior or reading of instruments was the only feedback given during testing. Much of what the engineers want to know is difficult for the driver to get; such as max rpm at the end of the straightaway, because the driver is very busy getting the car into the turn. Movie camera were tried, but the gauges were hard to read and there was a one to two day wait to get the film developed.

Sometimes, the best way to get data was to put an observer in the car to take data while the driver concentrated on driving the car. If the use of the observer was scheduled in advance, a second seat could be put in the car. On other occasions, the observer would have to wedge himself in a corner and hold on to the roll cage! In a 4000 lb car, the weight penalty of the observer was about five percent which was usually acceptable. Even after we began using the instrumentation system, there was still data that could only be gotten by riding in the car.

I volunteered for the ride-along program because somebody had to do it. In those days, I was younger and braver. We didn't have adequate instrumentation until much later in the program. (The first time riding at Riverside in 1966 with Paul Goldsmith) it scared the hell out of me. I recall having watched the car go through the esses at Riverside for several years. I knew exactly what was going to happen. I knew what was coming up and I knew exactly what the car was doing through there, but actually feeling the forces acting on you, and seeing how much effort was required to drive the car, was a total revelation. After four or five laps, I was able to relax enough to do the job of recording brake test data. There were two things the observer needed to record. We measured brake line pressure and the maximum or average deceleration. The pressure gauge was mounted on the dashboard, along with an accelerometer, which was essentially a column of liquid that would move up and down as the driver accelerated and stopped. You could read the pressure on the gauge.

(The second "ride-along" for George came in the fall of 1967, when Dodge was at Daytona testing the first of the 1968 Dodge Chargers. In early tests, the car seemed to have some front-end lift. Wind tunnel testing and had indicated some lift but the engineers discounted its significance at the time. To test for lift in the field, the engineers added a metal rod to the front A-frame that poked through a hole in the fender. Colored rings on the rod would let them see whether there was down force or lift as the car was run at a constant 180 mph down the backstretch. George got to ride along and check for movement, which happened to be a LOT. This led to the development of the front spoiler for the 1968 Charger)

"The forces acting on you at Daytona are incredible," says Wallace. "At 180 mph in the corners, you have about 1.8 g's of force pulling you straight down, and about 1.6 g's pulling you parallel with the road surface. If you look down at your notes, you would have to push your chin back up with your hand to overcome the forces. Vibration was also a problem. I had a clipboard so I could write things down, but I found that I could write maybe one or two numbers during a whole test session. It came down to remembering the numbers and then writing them down during the slowdown lap.

Next issue, we will continue with George's recollections on developing the instrumentation packages. In the early days of the race program, there was little budget for instrumentation and not much in the way of available equipment. That would change as Chrysler's involvement with the Apollo space program began to wind down in early 1968.

Wood Brothers #21 Cyclone Spoiler Replica

7



Another stock car history lesson. Author and historian John Craft created this Wood Brothers #21 replica in the 1990's. Replica might be a little too strong as the car's origins date back to the early 70's.

This is another car built by Tom Pistone's shop from one of those Holman-Moody kits. It was welded up by Bill Funderburk, an esteemed fabricator who previously worked at Holman Moody and welded most of their chassis in the glory years. It was sold to a no-name late competitor who planned to run the 1973 Permatex Late Model Sportsman race at Daytona. About the time the car was ready, the man's HVAC business folded up and along with it his plans and budget

evaporated. The car ultimately saw little action with unremarkable results on local bull rings. The car came to rest outside a salvage yard near Knoxville as shown below.



As a street Talladega owner who had restored Fred Lorenzen's 1965 Daytona 500 winning Galaxie, Craft had been through the experience and wanted a aero era Grand National car, The sportsman Cyclone was available and John scooped it up.



He acquired the necessary Holman Moody suspension parts and built a race spec Boss 429. The latter he says was a one and done proposition, mostly due to the expense of the engine. It is also not an easy engine to maintain due to the Cooper ring head gasket arrangement, which makes service difficult while in the car. A set of new old stock Spoiler II fenders originally from Banjo Matthews were acquired from club member Marty Burke. I asked John if he felt bad about cutting the lips on those fenders. And he said that it was painless as Banjo had already done that part of the job years ago.

The car as finished today is quite spectacular. I don't believe anyone would look at it and not know that it never came from the Wood Brothers shop. But after several years, John grew tired of the "is it real?" question and decided to sell the car. It sold at auction and is now out in California in the Galpin Auto Sports collection. It has been vintage raced out there and obviously is being enjoyed. It is the only representative of a Spoiler II race car that exists in completed form. Mike Teske in Tennessee is working on another car with Junior Johnson origins.



dead out back of the HM shop.

John Craft is just in the process of finishing his latest project, a 1964 Holman Moody Galaxie restoration. Driven by many people in 1964, the car had come to earth at the end of 1966 last driven by Jabe Thomas. As you can see, It was very rough, essentially a frame and some components with the remains of the body on top. But it had a Holman Moody tag and was real. The frame has been saved and a new body modified and installed. The 427 engine is just being finished up and the car will be running shortly. John is looking forward to racing the car. His next project is a 1968 Bobby Allison Mercury Cyclone, #29 as owned by Bondy Long. Also rough, but in a lot better shape than the Galaxie.



Where is the Mansion?



I love this old photo of David Pearson outside his home. The car is a 1969 Country Squire that his wife Helen drove. It has an East Tennessee Ford dealer sticker on the bumper. The house is obviously comfortable, but modest. The online data today says it is a 2 bedroom, 1.5 bath, about 1700 square feet with a nice sized yard. But not quite how a modern NASCAR driver would live now. The place is still well maintained today. I wonder if whoever lives there now knows it was David's house?

I heard a funny story that David told, and I have to believe it to be true. Pearson said that no matter how tired he was in the race car, when he passed someone, he would try to do it with just one hand

on the wheel, so that when the other driver saw how easy it was, they would be mentally beat.

...but Sheriff Higgins



It was just about Sheriff Higgins' Day at Atlanta in 1970 when the Charlotte, N. C. TV personality made his appearance at the Atlanta track.

Here are some scenes from the sidelights of the race:

(1) It must have been a funny one to bring forth laughter from "Sheriff" Higgins and Buddy Baker.

(2) "Now Cale, you shouldn't have made it so tough on the qualifiers," the Charlotte TV star reminds Cale Yarborough.

(3) You don't need to win races, just wear a star—That's Higgins' version of being at the track as he is greeted by RaceStoppers Ann Romeo and Cheryl Johnson.



(4) Really this wasn't at the Atlanta 500 last year, but at the Dixie 500 later in the year when Richard Petty visited victory lane with the Dixie 500 queen.

(5) An this had to be the Dixie 500, too, for Lee Petty, Richard's dad.

(6) Bobby Isaac of Catawba, N. C., the 1970 Grand National champion, poses with "Sheriff" Higgins.

(7) Goodbye folks! See you at the next Atlanta race.

(Pictures by Dozier Mobley of Atlanta)

Please note that I am going to clean up the ad page for next issue. Please send me a note if you want your ad to continue. Send your ads into the club address, or email to: superbirdclub@yahoo.com Ads run for three months and are free to members.

For Sale: 69 DAYTONA , R4 Red , White wing, Numbers match 440, Auto White buckets , console , 3.55 suregrip. Build sheet , fender tag , 1 OF 1 combo according to Govier . Requires resto, solid complete car . 2 Steel noses , one new never installed . Offers over \$100000 , consider partial trade on 4 speed Hemi Mopar . Located in Central Canada . Winnipeg , Manitoba . 204 256-2351 Email misterhemi@mts.net

HUNTED: Original driveline for 69 ½ Super Bee WM23M9A306986. Last seen in 1976 near Peoria IL in a Duster! The Bee's original owner frequented many of the local dragstrips around Chicago and St Louis including Midstate Dragway in Havana, IL and US 30 Dragstrip. Bee's original engine and trans was put into a Duster the owner was racing at the time. Dave Kanofsky kilrb70@yahoo.com, phone 708-289-6947

Wanted: Daytona, prefer 4-speed but will consider all. Serious buyer. Call Greg 360-941-3545 or email: ga.peck@frontier.com

For Sale: Superbird FJ5 Limelight , Numbers matching motor & trans, 440 4 bbl 4 spd . Dana A33 track pack ,fender tag dash tag ,all body numbers matching Black bench seat , Galen Govier visual report , before car was taken down , car has been blasted , and is on rotisserie , new metal nose , Motor and Trans are done , to many new or refurbished parts to list here ,lots of original paper work from 1 st owners ,original bill of sale when car was first bought ,offers over \$85,000. Maybe partial trade on Mopar . cascadeclassiccars@yahoo.com 509 630 2494

For Sale : 1969 426 Hemi motor , Completely rebuilt and ready to go , no carbs or exhaust manifolds 1 " of paper work that was done on motor . motor is in Washington state. \$ 15,000. cascadeclassiccars@yahoo.com 509 630 2494

For Sale: 2008 Ford F250 4X4 XLT Lariat Super cab, Off Road package with V-10 gas and automatic. Fully loaded, almost every option offered. Bright red with tan leather int, 27k miles and never in snow or salt. Purchased new by my father in 2008. Has bed cover, chrome cab protector, chrome push bar / grill protector, air horns, and lighted fender markers. This would be the ultimate tow vehicle because it is a 9300 GVW rated, and has the special auto trans with the internal brake system combined with Ford's "tow command" system. To match this in a new model, you are looking at 50K +. Willing to deal ! Ken Klima, 440-533-5304 (cell) or 440-548-7110 (home) Middlefield, Ohio.

For Sale: Four NOS wheel lip mouldings for 1970 Coronet/Super Bee. New in the original Chrysler wrapping paper - never opened, \$400 set. Set of three NOS 1970 Mopar Rallye Road Wheel centers, small bolt pattern, new in original Chrysler boxes, Asking \$ 150.00

Contact Ken Klima (kklima@windstream.net) 440-548-7110 or cell 440-533-5304

For Sale: Daytona OE restoration parts: Original park lamp assys \$100. pr used. Assembly line NOS amber 4 part sidemarkers late part number 2930960 \$125 pr, Orig front shocks taken off years ago and stored! Oriflow 2206832 made in USA 5A9 (May 1st week 1969) \$399 pr! Door arm rest pad bezel NOS part number 1212BZ1 \$50, 11 X 3 front brake shoes NOS p/n 3004976 \$75. Mopar / Champion NOS spark plugs J11Y in Mopar box p/n 2642913 \$80.00 set of 8! Daytona passengers side wing washer NOS part number 3412624 \$595.00 Superbird NOS PLYMOUTH black quarter panel decals part number 3571114 \$80.00 pair Contact me at moparjohn@frontier.com or 219-785-4730

Wanted: Superbird Parts. I need the rear window lower corner diamond Plates. I need originals. any condition considered. And a set of the fender extentions. Also original and any condition considered. contact ron adams (562) 531-1995 guppypuppy2@yahoo.com

For sale: Original set of Nascar hemi solid stainless core race spark plug wires and cap in as raced condition off the #6 Cotton Owens Dodge, \$995.; Nichels Engineering race ignition coil heat sink, \$195.; Set of 8 original Monroe race shocks, NOS, \$695. Cotton Owens built wet sump hemi race oil pan with 360 degree swinging pickup, \$795.; Pair of Nichels Engineering 426 hemi race valve covers for wet sump set up, \$595. Prices negotiable – package deals. Call 586-243-7029. Email: hpims@comcast.net

For Sale: Superbird jack hold down plates. Die stamped as original. \$100 ea. Mike Jobs. 860-424-6125 or email to: gilead222@comcast.net

For Sale: Very authentic reproduction of the 1969 Mercury Cyclone Spoiler/Spoiler II rear spoiler. As original, ready to install w/ hardware and gaskets. Cost is \$750 plus shipping. Contact Richard Fleener at rfleener@comcast.net or call 615-848-0035.

For Sale: Small block MoPar aluminum valve covers M/T Holley Black with shiny fins and the long chrome hold down bolts. \$75 pr. Ward Burton Official NASCAR "CAT" Jacket XXL and Cat Die Cast DODGE, Daytona 500 winning Intrepid 1:24 scale. \$75 pair. Jo-Han Superbird by Plymouth model car kit and 1969 Dodge Six Pack Model car kit by Monogram. \$55 for the pair. Both in sealed original boxes. Original Mo-Par, \$250 obo Call Rene' at 920 733 0283

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. 08/11

For Sale / Trade: Talladega Outside Door Emblems: new outside door emblems that I will trade for Cobra-Jet parts. These are new made from solid brass, plated and painted the same as originals. Beautiful parts, Call Howie 262-370-6321 email htmachine@centurytel.net 08/11

For Sale: Superbird and Daytona Z-brackets, very authentic looking, made of steel, \$600 pair. Superbird headlight buckets, steel repro, \$400 + ship. Email for pics: knifley@msn.com or call Ron Knifley, 250 Parkwood Dr, Campbellsville, KY 42718. 270/465-2465.05/08

For Sale: New Superbird, Daytona Scissors Jacks. Made from scratch, not modified aftermarket. Correct in every detail. \$750 shipped. Jack Handles, all correct \$150 post paid. Buy both the jack and handle and save \$100. Repl. Jack Bearings \$20 shipped. Daytona jack hold down plates \$55 shipped. Can repair rusted/damaged original jacks, inquire. Email veightpete@gmail.com 860-350-6864 any time.

For Sale: Decal sets for winged cars. includes Antifreeze, Emissions, Air cleaner service, Horn (Superbird only), Tire Pressure Safety Act, Jack Instructions, Sure Grip Warning, Jack Base, \$46.00 Bird 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 available John McBryde 704-435-2692 Hemituff@bellsouth.net

For Sale: 1969 Cyclone Spoiler Cale, 428 SCJ, auto, ram air, \$75,000. 1969 Cyclone Spoiler, Dan, 428 CJ, 4-spd, R-code, \$12,500. 1969 Cyclone, 428 C, auto, tach, AM/FM, A/C, 131k miles, red, Q-code engine, \$35,000 1969 Cyclone, 428 CJ, painted and body restored (orange) no engine or trans, Q-code, \$10,000 1968 Cyclone, 428 R code auto car, no engine or trans, \$5000. 1968 Montego 2 dr HT, A/C, no engine or trans, Y code, \$1500 1968 Montego 4-dr, 302 auto, \$1000. Contact Bill Riddick, 757-334-8693 or email wridnick0521@hotmail.com

Daytona/Superbird Metal Reproduction Parts and assy services: I fabricate NOS quality steel parts including most everything that goes in the nosecone or trunk of a Superbird or Daytona as well as some trim. Erik Nelson, 612-382-4723 erikjohnnelson@hotmail.com

2014 DSAC MEMBERSHIP FORM

11

NAME _____ MEMBER # _____
From the right side of your address label

ADDRESS _____

CITY _____ STATE _____ ZIP _____

Email address: _____ Phone _____

2014 MEMBERSHIP DUES – U.S. \$25.00 worldwide
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More Ads

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 \$5, small rubber hood bumpers at cowl panel \$8 ea. Prices include shipping. DSAC, 13717 W Green Meadow Dr. New Berlin, WI 53151 414-687-2489 email to superbirdclub@yahoo.com 08/11

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

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. \$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.

Daytona Sales Brochure black and white very nice reproduction. \$10 postage paid

Talladega and Cyclone Spoiler Stuff – prices include shipping in 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

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 \$30 postage paid.

Back Cover Trivia: Can you name the two men in the Plymouth jackets above the roof of Dan Gurney’s car?

Daytona-Superbird Auto Club
Talladega and Cyclone Spoiler Registry
13717 W Green Meadow Dr
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Can you name the two men in the Plymouth jackets?
Dan Gurney at Riverside 1969.

