

February – April 2013
www.superbirdclub.com
email: superbirdclub@yahoo.com

TALLADEGA
CYCLONE SPOILER
Registry

DAYTONA – SUPERBIRD AUTO CLUB

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

National Meet News - June 11th thru 16th - Detroit Area

We are about a month away from the big event. Looks like it will be a very good turnout. We are expecting 50 cars.

Please fill out the event registration form below and mail back to the club. I am sorry to report that there will not be a tour of the Chrysler or Ford Proving Grounds. I know that this is a disappointment, but the short answer is that we were turned down. In a bit of good news, we have been invited to participate at the Roush Automotive Museum open house in nearby Livonia. This will be a fun and racing oriented event. The Roush museum is typically not open to the public.

We have also secured liability insurance specifically for the event. To cover a portion of that cost, there will be a \$20 participants fee per family. It will also cover a donation we have agreed to make to a local church providing us trailer parking. The club treasury will pick up any remaining shortfall of the insurance expense.

Here is the final event schedule:

Tuesday, June 11th: Arrival day, register, offsite parking for trucks and trailers.

Wednesday, June 12th: Lingenfelter Performance tour, lunch locally, rest of afternoon pending and/or relaxation time.

Thursday, June 13th: Jiffy Mix factory tour in Chelsea in morning. Lunch locally. Then we leave for car show and open house at the Roush Performance Museum in Livonia. The official show hours are 5 to 8 PM, but we need to be there much earlier to set up. This is one of those deals where it fills up early with locals. Food and drink will be available on-site.

Friday, June 14th: Visit Yankee Air Museum, In addition, they will have their B-25 bomber operational for us. Rides are discounted to \$350, normally \$425. This is pricey, but flying a war bird is a bucket list item. The flight experience is approximately 30 minutes in the air. Great Father's Day gift. Do it if you can. We have four people committed. They need a total of five to seven people to fly. We can add an additional group if we fill the first one. You must pre-register for B-25 rides for Friday. Call Dave Wright at 734-483-4030 x236 to sign up and pay. It's under Aero & Wing Warriors Car Club. You can't register day of show unless we have one flight booked already. Friday afternoon, we leave for Ypsilanti Depot Town. We will visit the Hudson Museum, and Fire Engine Museum in Ypsilanti along with a cruise.

Saturday and Sunday, June 15th and 16th: Greenfield Village Motor Muster. This is the big event. You get four tickets, and free admission to Greenfield Village and the Henry Ford Museum. Cars can be placed on-site as early as Friday evening if you wish. Packets will be given out at the show. Fill out and return the registration form below ASAP.

Hotel Info: Ann Arbor Holiday Inn Express, 3600 Plymouth Rd. Ann Arbor, MI. Call 734-769-9800. Special rate is \$99.00 per night. Rooms block is under the name (Aero and Wing Warriors). If you have not made a reservation, please do it now.

2013 National Meet Registration Form (This gets you the Greenfield Village tickets and packet)

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

Email address: _____ Phone _____

Car(s) you are planning to show _____

Mail form and \$20 registration to:

Daytona-Superbird Auto Club
13717 W Green Meadow Dr
New Berlin, WI 53151

Please list the names of guests attending with you below.

2013 K & K Insurance Daytona

2

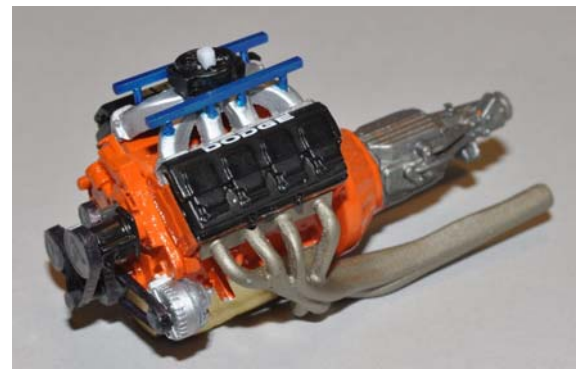
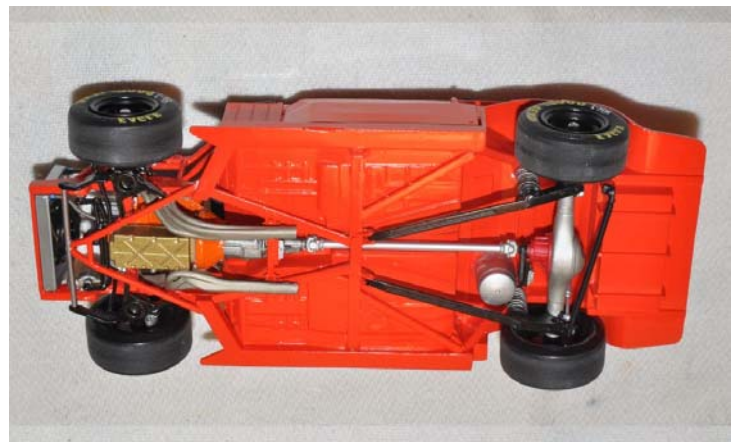
Club member Mike Dowd is a member of the Auto Modelers Group of Milwaukee Wisconsin. Mike is an expert modeler and also produces his own resin bodies and parts in 1/25 scale. He has produced a Daytona/Challenger hybrid in street form and now race trim. I think it looks better than the “real” full scale edition that some of you have seen on the internet.



A Revell 2009 Challenger was “slab sided” by removing the lower portion, straightening the section below the body line and replacing the lower portion with sheet styrene. A resin nose, rear wing and shortened hood replaced stock parts. The cowl was built up with sculpting putty. The fuel filler, B-pillar and side windows were scratch built. The drivers window opening was enlarged.

The 2006 Revell NASCAR chassis was shortened in front and the roll cage updated. The floor was raised on the right side and fuel lines installed. The top of the dash is from the Challenger kit with scratch built face, using jewelry jump rings for gauges. The ignition box is from an older stock car kit with boots and wires from Pro Tech. The cage sides were enclosed and padding added to the drivers side.

Much of the engine is the 6.1 Hemi from the Challenger kit, but the valley was enclosed, intake manifold modified with fuel rails and carb modified to a throttle body. Stock car headers were modified to fit, and flanges added. Braided lines and hoses are present. The paint is Ford Poppy Red just like the real K & K cars. Decals are from a Polar Lights kit and Mike’s Scale Speed Shop. Mike’s car won a top award at the 2013 Milwaukee NNL model shop last month. Congrats to Mike and we love the beautiful work.





Shown above is the old Holman-Moody storage hangar in Charlotte NC. Employee John Bach took this photo about 1970. The hangar was located across from the main shops at the Charlotte airport. As you can see, it contained the detritus and junk of years of racing, worth millions of dollars today. At top left is a bare 1969 Cyclone body in white. Below that is a Mark II GT-40. Center top are two pairs of GT-40 front and rear body work. Below that is a Mark II or Mark IV tub. The #17 front end is the bodywork of the purple Honker II Can-Am car that Mario Andretti drove in 1967. Somewhere in the building are crates containing the wrecks of the GT-40 type cars that Ken Miles and Walt Hansgen were killed in. These were kept stored on behalf of the Ford Motor Company. As for the stacks of bins at the far right, John Holman was a pack rat. He liked to acquire all kinds of stuff that Ford offered him at discount prices, or for free. It was an amazing collection of stuff. The hangar and the rest of the old H-M complex were torn down in the mid-2000's to make room for airport expansion.

2013 Membership Dues are now Due – renewal form on page 15

It's membership renewal time. 2013 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 May. 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 "12", you are due for renewal. If it says "13", 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 2013 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.

Talladega Doing Some Speed Runs

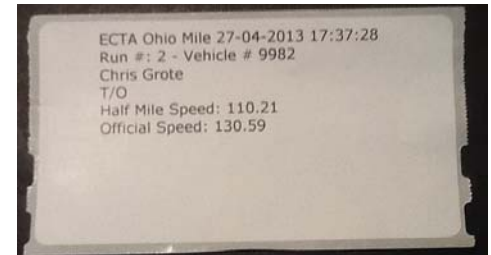
4



From Chris Grote in Cincinnati Ohio:
I ran my Talladega at the April 27th
East Coast Timing Association meet in
Wilmington Ohio.

"I ran in the "time only" class and went
130.59 mph. This is very cool event. They
do four shows a year. With no roll bar we
are limited to 135 mph.

"The inspection process is pretty simple
and common sense type stuff. Full face
certified helmets are required. This could
be a good idea for a regional DSAC event.



Event registration is first come first serve to participate, however there is ample room for parking or maybe a display field. This is a very nice group to work with. I am willing to host a gathering at my house before or after the event. I am about thirty miles south of the venue. It is a very nice through the country cruise."

Chris says he set the car up with some 2.94 gears to make the speed runs. Engine is the stock 428 that has been in the car. Looks like it was a lot of fun.

Facebook

Alas, at the urgings of others, I have succumbed to Facebook. If you are interested in Aero Cars and old time racing, there is new material that is surfacing on Facebook all the time. Different individuals create groups and pages for particular auto racing and car collecting topics. This includes a LOT of previously unseen photos from personal photo albums and friendly discussion. Here are some pages I regularly visit. I have them listed by the exact name of the page for you to type into the search bar on Facebook.

NASCAR History Until 1972

USAC Stock Car Series

Winged Warriors (this is not an official car club page, but one for aerodynamic cars in general)

Getting There – (a page about race car transporters)

ARCA Racing Series Memories

The Jack Bowsher Hall of Fame (tribute page to the Ford USAC driver)

Keokuk Stock Car Racing History (tribute page to Iowa stock car drivers)

Official NASCAR and USAC Vintage Race Car Transporters

NASCAR Legends the Wood Brothers

NASCAR Legend Wendell Scott

Midwest Dirt Track Legends

IMCA Stock Car Series History

The Chrysler Package Cars

Mario Rossi Automotive Engineering

Dan Gurney and the All American Racers Fan Group

Historic SCCA Pro Racing Trans-Am Series Fan Group (many photos of AAR and T/A race cars previously unseen)

Dearborn Flashback

Ford-man.com Legends

Official Registry of Original Grand National and USAC Stock Cars

Plymouth Road Runner//GTX//Superbird

1969 Dodge Charger

There seem to be new pages that pop up every week. You can thank me later for the hours of productivity you are about to lose.



Club member Joe Morrison of Montclair California is one lucky man. Joe owns a Superbird that is a major restoration project. Well he solved his problem by purchasing a raffle ticket from the Brevard Alzheimers Foundation charity, in Melbourne Florida. You see, Joe actually won a fully restored Superbird!

Joe says, "I first saw a write up about the car in Mopar Collectors Guide and knew that I had to buy tickets. I was surprised & stunned that I had won the car. The proceeds go to a great cause".

"Here are some details about the car. The VIN is RM23UOA163475. The car has black bucket seat interior. I found the serial number on the engine block and a Six Barrel set up has been

added. I have not checked the number on the automatic transmission.

"I believe this car might have been in New York in its early days. When i received the car there was a box of miscellaneous items in the trunk. One of those items was a gas receipt from 1974 from a Texaco station in what i believe read Cahman Service in Schenectady N.Y. (12 gallons for \$6.89) and the name on the receipt was a Mr. John Valachovic. I also wondered if this car ever did any racing? I found a few Lebanon Valley Dragway pit passes in the box. I also found Competitor Permit tear off stubs from the same track. There was also Toll stubs from 1970-72 from the N. Y. State Thruway. The toll showed exit 25. I also found a "Wing Tips" Tech page on how to wire a Tachometer and was directed by a "Mr Les Bowman" from Tiffin Ohio. The page looks like it could be from an early club Newsletter. There is also 2 typed sheets of Tachometer installation instructions from a "Mr Ticer Brown" out of Ripley Mississippi dated 3-12-79, addressed to a "Mike" but i don't have a last name. One interesting feature about this car is that the horizontal portion of the wing is not painted yellow but has been instead been polished aluminum. To my knowledge the last registered owner of the car (before Boniface Hiers Chrysler Dodge a major sponsor of the raffle) was "Price Auto Inc." in Brandenton, Florida. I also want to let you know how much I appreciate the newsletter and how I have met some really great people and have purchased many parts through the years". – Joe Morrison

Award Winners – We Get Letters



"Hi Doug, Great job with this months newsletter, as usual. Greg Scott and I are frequent participants in three or four major Dallas Fort Worth area car shows every year. Usually he brings his long nose Dan Gurney Special and I bring my W nose Cale. Sometimes he insists on bringing his Superbird, but that's different story. Here are a couple of pics from the 2012 Height's Car Show. I took 2nd in the "Muscle Car" class & Greg took 2nd in the "Open" class. Only because most people really didn't know what they were looking at. Surprise? Even though we heard "really cool cars" many times. It's always fun to discuss the differences between the two cars when they are sitting side by side. By the way, we are looking forward the Aero Car meet at Texas Motor Speedway in June. Let me know if anyone needs any help out there. Keep up the great work." Brian Frashier.

His family and friends have called him “Minnie” for as long as he can remember and one would have understood that during his days as a high school athlete, a local sports scribe might have labeled him as “diminutive.”

But there was nothing small about the career he chose and the results of his tireless work ethic.

Minnie Joyce built racing engines. He built engines so powerful that at the end of their life they likely exploded into bits. But during the period of time that he first brought those engines to life and their final demise, they won auto races. A lot of auto races.

Following his graduation in 1950 from Griffith High School, Joyce entered the Army, eventually being stationed in Germany. Upon his return to the States he pursued his interest in working on cars, both in the shops where he was employed and the classrooms of the trade schools he attended.



Minnie Joyce works on a race Hemi in the shop at Nichols Engineering, circa 1969-70. Note the beautiful stainless header. Engine NH-902 (Nichels Hemi #902) sits on the floor in the background. Every Nichols built engine was documented like this.

By the early 1960s he was in the employ of Louie Lohse at his Phillips 66 garage on the southwest corner of Broad and Elm streets in Griffith. In early 1962, he was recruited by Dale “Tiny” Worley to join one of the most successful racing operations in America, Nichols Engineering. Joyce soon became a disciple of Worley’s racecar building philosophy, “Build the cars fast and tough and if they’re going to blow up, they had better be leading the race when they do.”

Joyce flourished under Worley’s counsel and when Worley died unexpectedly in April of 1964, Joyce stepped up to become the primary engine builder for Nichols Engineering. By virtue of Nichols Engineering being the “house” builder for Chrysler Corporation, Joyce had become the key engine builder for all of the Chrysler stock car effort.

During the period of 1963 through 1971, Joyce worked in virtual anonymity. Chrysler’s agreement with Nichols Engineering was predicated on engineering development. It was the task of Nichols Engineering to push Chrysler’s cars and engines to the brink of failure and then document the research. The task for Joyce and the rest of the engineers and drivers at Nichols was not to win races, but to push the cars to unbelievable limits, so that the resulting data could then be disseminated first to the other Chrysler race teams and then to Chrysler as an entity so the automaker could engineer and build a more durable and safer automobile for the American public.

Joyce’s brief stint at Indy was not for a lack of belonging in a long list of Region Racers who toiled there. It was because he was part of the Nichols Engineering effort for Paul Goldsmith that ended with “Goldy’s” run in 1963. Beginning that summer, Joyce’s skills were too valuable developing and building the vast majority of Chrysler’s Hemi engines for stock car competition in NASCAR, USAC, ARCA and IMCA, then to be working on Indy cars.

In his NASCAR debut, Joyce’s Hemi engines took the pole position for the 1964 Daytona 500 at 174.910 mph, setting a new world stock car record and taking the pole at almost 15 miles per hour faster than the 1963 Daytona pole winner Fireball Roberts’ qualifying speed of 160.943 mph. Joyce and Nichols won the two 100-mile support races and had the first three finishers in the 500. Joyce went back in July and with Nichols drivers A.J. Foyt and Bobby Isaac, took first and second place in the Daytona Firecracker 400. It was after this race that Foyt told Ray Nichols, “No one, I mean no one, works on my engines but Minnie Joyce.”

For the next eight years, Joyce’s engines won on the asphalt of Daytona, Talladega, Rockingham, Bristol, Riverside, Charlotte and the Milwaukee Mile. They also won on the dirt tracks of Langhorne, DuQuoin, and the Indianapolis Fairgrounds, and this is just a very short list of all the places where Joyce was a winner.

In fact, it is impossible to tell just how many races were won by the engines that Joyce put together during this era due to the “Nichels Engineering Syndrome.”

Simply put, race teams that got their engines from Joyce and Nichels, including those for Richard Petty, Harry Hyde, Norm Nelson, Ray Fox and virtually any major player in NASCAR, USAC, ARCA or IMCA, would seemingly always take credit for the performance of the equipment after a victory, but would be quick to blame Nichels Engineering if they had lost due to a mechanical failure. All the while, Joyce stoically went about his business of building world-class engines and keeping meticulous records of each engine made. Records still in his possession today. Along with the very first Restrictor Plate ever invented. And why you ask, did Joyce have to invent the Restrictor Plate? Because his engines ran so fast, NASCAR had to slow him down.

Today, Joyce and his high school sweetheart, Marilyn Govert Joyce, still reside in Griffith, just a handful of city blocks from where he built some of the fastest engines in all of racing.

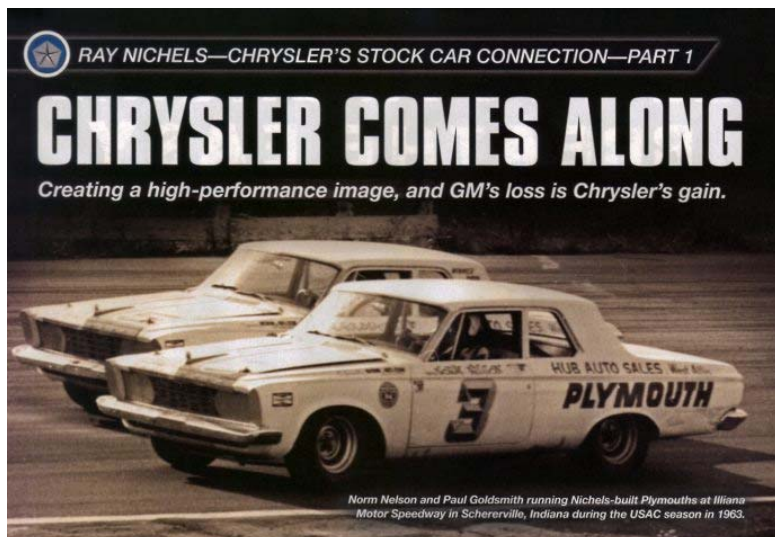
His craftsmanship and dedication to excellence is what make him a true (Calumet) Region Racer. – end.



Above is another shot of Minnie Joyce working in the engine assembly area in July 1969. It's hard to see in the photo, but behind him on the wall below the clock is a small sign that says, “And on the 7th day, God created the Hemi”.

Our thanks to Bill LaDow and Speedway Sightings for allowing us to reprint this article.

Bill has also written a new four part series of articles on Nichels Engineering that are being published in Mopar Action magazine. The first installment, “Chrysler Comes Along” is on newsstands now.



By Wm. R. LaDow

Photos from the Nichels Engineering Archives

The business card read ...
F.R. Householder
Manager—Circuit
High Performance Competition
Chrysler Corporation
P.O. Box 1518
Detroit 31, Michigan
It should have just said ... “The Man.”
F. Ronney Householder joined Chrysler Corporation in 1955 after he had completed his brilliant driving and car building

career. Householder's initial Chrysler duties revolved around fleet and high-performance sales to national, state and local government agencies. At the time, Chrysler was active in stock car racing with the amazingly successful Carl Kiekhaefer team running Chrysler 300s. However, their involvement ended in 1957 following the announcement of the AMA Resolution. But times were changing. With the Henry Ford II announcement on June 11, 1962, that Ford Motor Company was withdrawing from the 1957 Automobile Manufacturers Association Resolution opposing American auto manufacturing companies' participation

in stock car racing, Ronney was given new a task. Householder's new job was to put Chrysler square in the center of American stock car racing. The President of Chrysler Corporation, Lynn Townsend let it be known that he wanted his car company to drastically change its image and become identified with the high-performance market. Ronney Householder accepted his marching orders and started posthaste. The first step for Chrysler had been Gale Porter's move to bring Cotton Owens on board with Dodge. That task having been completed in late 1962, Householder, working through his longtime connections in USAC, contacted Norm Nelson in Racine, Wisconsin.

Householder and Nelson were able to agree to a deal bringing Nelson and his key engine builder Gerald Kulwicki on board running Plymouths. The Nelson deal was completed by very early 1963.

Householder had made it a point to look up his old friend Ray Nichols several times during the course of the 1962 race season at races across the country. Whenever Ronney could get Nichols alone, he always inquired if Ray was still pleased with his business arrangement with Pontiac. Why wouldn't he?

* LaDow never uncovered any instances of Petty Enterprises assembling a car for someone other than a Petty Enterprise-hired driver until 1970. In 1971, Petty became the sole Chrysler corporate sponsored team. Petty had been consulting their own Chrysler cars (Plymouths) as an independent prior to 1964. From 1963 until December 31, 1970, Nichels Engineering was the sole supplier of Chrysler High-Performance stock car parts.

RAY NICHOLS

Our series, “Ray Nichols—Chrysler's Stock Car Connection” is based on the book, “Conversations with a Winner—The Ray Nichols Story,” which is the culmination of a ten-year effort by its author, Wm. R. LaDow. The book relies primarily on a six-year collaboration between the author and Racing Hall of Famer Ray Nichols.

Utilizing the Nichels Engineering Archives that had been sealed for over 30 years, this book offers a glimpse in

to the never before documented life of Ray Nichols and promises to be the most wide ranging narrative outlining Nichols almost 40 year racing career.

The over 400 page, 500 photo/illustrated hardback bound book is scheduled for release in mid-summer 2013. For stories related to the book, visit www.SpeedwaySightings.com



DRILL PRESS: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly-painted project which you had carefully set in the corner where nothing could get to it.

WIRE WHEEL: Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light . Also removes fingerprints and hard-earned calluses from fingers in about the time it takes you to say, 'Oh sh--!'

SKIL SAW: A portable cutting tool used to make studs too short.

PLIERS: Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

BELT SANDER: An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

HACKSAW: One of a family of cutting tools built on the Ouija board principle... It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

WISE-GRIPS: Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

OXYACETYLENE TORCH: Used almost entirely for lighting various flammable objects in your shop on fire. Also handy for igniting the grease inside the wheel hub out of which you want to remove a bearing race.

TABLE SAW: A large stationary power tool commonly used to launch wood projectiles for testing wall integrity.

HYDRAULIC FLOOR JACK: Used for lowering an automobile to the ground after you have installed your new brake shoes , trapping the jack handle firmly under the bumper.

BAND SAW: A large stationary power saw primarily used by most shops to cut good aluminum sheet into smaller pieces that more easily fit into the trash can after you cut on the inside of the line instead of the outside edge.

TWO-TON ENGINE HOIST: A tool for testing the maximum tensile strength of everything you forgot to disconnect.

PHILLIPS SCREWDRIVER: Normally used to stab the vacuum seals under lids or for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.

STRAIGHT SCREWDRIVER: A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws and butchering your palms.

PRY BAR: tool used to crumple the metal surrounding that clip or bracket you need to remove in order to replace a 50 cent part.

HOSE CUTTER: A tool used to make hoses too short.

HAMMER: Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent the object we are trying to hit.

UTILITY KNIFE: Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on contents such as seats, vinyl records, liquids in plastic bottles, collector magazines, refund checks, and rubber or plastic parts. Especially useful for slicing work clothes, but only while in use.

Autoweek Stuff

A few years ago, we acquired a collection of the old Competition Press and Autoweek newspapers from club member Evan St Martin. Autoweek at the time was much different than the publication it is today. It was much more racing oriented. The issues are a treasure trove of information. I also love reading the classifieds. I have pulled a few of them together from a couple different early 1971 issues. They are on the next page and I hope you enjoy them. Love the Superbirds at \$2995. Incidentally, club member Rick Edwards who bought his Six Pack, 4-speed Superbird new, says he paid \$3600 for it. Financed \$2600 of it an eleven and one half percent interest! Hard to remember those kind of interest rates today.

Also there is an original review of "The Hard Chargers" racing film which we still offer on DVD through the club. \$29.95 including shipping.



Great Scott 'Hard Chargers' Offers An Honest Portrayal

By Jeff Scott
New York Editor

NEW YORK — "The Hard Chargers," an Alcoa Hour special on NASCAR Grand National stock car racing, will be televised April 4 on the Hughes Sports Network, and after attending a special preview of the show recently, I recommend it to motor racing fans.

Frankly, I sat down in the small screening room at Time-Life film labs, makers of the film, expecting to see mostly racing footage and the usual closeups of cars being disintegrated. Or perhaps the usual Hollywood portrayal of drivers as hard swinging cats with a death wish, etc., ad nauseum.

Not so this admirable, honest attempt to portray the true color, the down-to-earth charisma of Southern stock car racing.

Last fall, director Tom Johnson took his color cameras to the granddaddy of superspeedways, Darlington. He used this as his base, a kind of palette, from which to paint on film the lusty, folksy pastels which are Southern racing and its fans.

There are delightful bits and pieces of the Darlington infield: two locals perched on a trailer, whacking out country rock on guitars; a rolling chapel, where the preacher is called on to bless an entrant's car.

The race is shown with the main emphasis on three drivers—Richard Petty, Cale Yarborough and Pete Hamilton. Much of the dialogue appears natural and unrehearsed.

The major portion of this semi-documentary is spent in the home areas of Petty and Yarborough. A fine example is the rebuilding of a Plymouth which Petty had whacked up at a short track the previous weekend. The total professionalism of Petty Engineering is caught, with its sizeable staff, the dynamometer room and other costly facilities.

The camera follows Petty to a local county fair where a racing Plymouth's on display, and the locals may buy an autographed Richard Petty LP, which tells "how it was out there." It's a captivating human interest segment.

Yarborough is shown enjoying the fruits of his high speed labors: a Continental Mark III and twin-engine plane. Then there is Cale on his tobacco farm, in his office with a staff of lawyers and business advisors and doing a TV commercial for his low cost homes company.

There's also a surprisingly candid conversation between Cale and Glen Wood. Both discuss the problem of Ford's pullout in racing and Cale's open admission that he needs big money for his present life style. Wood admits he doesn't blame Cale for looking for another berth, and later Cale is shown climbing into Gene White's USAC Championship car and a new racing career to end the film.

Also, there's a marvelous drop in to Cale's early racing days. We go to a South Carolina quarter-mile dirt track for a no-holds-barred semi-jalopy event. It was arranged to have Cale run with some of the boys and it's a helluva vignette. As the Fords and "Chivvys" honk and power slide around the dirt clouded oval, there's a superb musical track a la "Bonnie and Clyde."

Summing up, from a 10-year tenure of watching big league stock car action, "The Hard Chargers" is probably the best effort to date to capsule in one hour's film time of what stock car racing in the South is all about and what a few of its brightest champions are like.

Sports & Imports



1970 SUPERBIRDS — 3 to choose from. Dealer owned display cars, never raced. Choice of 4-speed or automatic transmission. 4-speed driven only 28 miles. One automatic 1847 miles, the other one 3888. All equipped with 440cid V8 4bbl's. Performance axle package - power steering - power disc brakes - track pack - tachometer - rallye wheels - vinyl roof - hood pins - polyglas tires - radio. Original selling price over \$4900 - your choice only \$2995. DAILY CITY CHRYSLER-PLYMOUTH, 6100 Mission St., Daly City, Calif. (415) 994-0550. M

Parts

- 1 - New small BUICK Alum. V-8 Complete
- 3 - New 429 FORD dry sump NASCAR Engines
- 1 - 429 FORD wet sump NASCAR type Engine with iron heads 1st style

All 427 Ford Engine parts except heads, block or crank. Some 1969 Talladega sheet metal. All Engine parts for 429 NASCAR type engine. 302 Boss Engine parts - Alum. or iron. Spare parts TransAm Ford chassis. Ford race Trans & 3rd members.

- 1 - 302 Chevy race engine
- 1 - 427 Chevy race engine
- Some 4 cyl. Chevy race parts
- Also some Pontiac & Hudson race parts.

SMOKEY YUNICK, INC., 957 N. Beach St., Daytona Beach, Fla. 32017; (904) 253-3300.

Sky TERRACE MOTEL

"Where Enthusiasts Get Together"

- Trophy Room • Gift Shop
- Cobra Snack Bar • Swimming
- Cable Television

Special arrangements & Group rates available for your club. Write for information or reservations today!

P.O. BOX 4624
SOUTH LAKE TAHOE,
CALIFORNIA 95705
PHONE: (916) 544-4161



"How about trimming those low hanging trees along the back straight?!"

TOM MCLAUGHLIN

FACTORY TRANS-AM CAR 1970 Autodynamics Dodge Challenger as driven by Posey to 3rd in the series. Car completely fresh, perfect condition, \$9995. John L. Paul, Sherwood Inc., 277 Park Ave., New York, NY 10017; (212) 759-7400.

A.J. Foyt "COYOTE FORD" — Ready for Engine (T Ford). Only ran 2 races in 1969. George Snider in Indy 500 and Roger McCluskey Riverside. Everything Goes. Must Sell. John Marrero, 1244 Minnesota Ave., Kansas City, Kan. 66102; (913) 621-6905.

BUY A WINNER — Ready to race. Jim Paschal's 1970 NASCAR Grand National American Javelin. Fresh rebuilt 304 engine. Car has been completely rebuilt and painted. AMERICAN PERFORMANCE CENTER, 2908 N. Main St., High Point, N.C. 27260; (919) 883-6815.

DAN GURNEY's McLeagle as driven by Bob Brown. Ready to race. Will win any National race and still competitive in CanAm. Priced to sell now. \$13,000 complete with L88-427" engine and spares. Bob Brown, P.O. Box 892, Hicksville, L.I., N.Y. 11802; (516) 931-1145 days.



Here are some photos from the 2012 club picnic. We had a record turnout of cars and friends with about 25 cars in attendance. The #67 in front is Mike Kalashian's 1967 McKee Can-Am race car. It is sort-of street legal and was driven to the event from across town. Join us at this years event which is planned for Sunday, July 7th. RSVP to superbirdclub@yahoo.com or call 414-687-2489.



Serene and Chris Seufzer brought her Panther Pink Superbird about 100 miles to the picnic. Chris has a blue Superbird, but it DNF'd on the trip with some front end problems and had to return home. Chris and Serene were joined by the three Cyclones of the late Rudy Powers brought by his sons. Both the Seufzers and the Powers family live within a few miles of each other. I have never seen all of Rudy's cars in one place, and it was a sight to see. There is a Cale, a Gurney and a very rare 1971 Cyclone Spoiler.



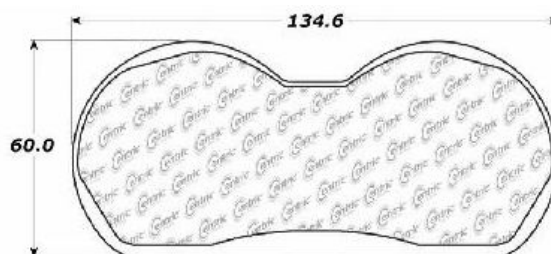
Here are club members enjoying the highly manicured tree shaded grounds (our front yard) of club headquarters. We also met a number of new members including Andy Tully and his recently acquired Vitamin C Superbird.

If you need a spare set of brake pads for your 1966-69 Bendix four piston calipers, they are available through the Rock Auto Parts website, www.rockauto.com or you can call 866-762-4588.

The part number is Centrix 10200190. \$16.64 per set.

Remanufactured four piston calipers are also listed in the catalog.

They are \$228.00 + \$150.00 core charge. Order part number 14163006 for the left and 14163005 for the right hand side. I have no idea what the quality on the reman calipers is. So your mileage may vary. Of course, there are a number of places that can sleeve your existing calipers if you have them.



EV2 Hemi Orange Tech

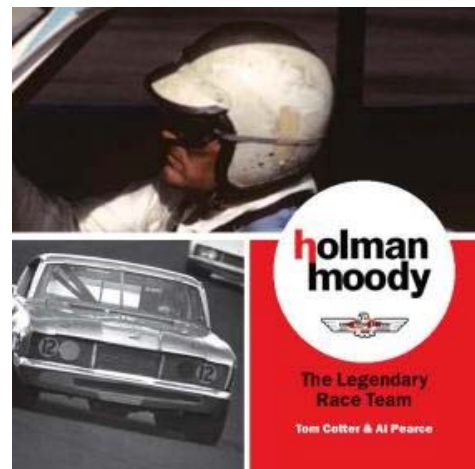
As many of you know, Mopar paint code V2 or EV2 is Hemi Orange for a Dodge and is the same as Tor-Red for a Plymouth. The question has recently come up a couple of times regarding metallic in the paint, and whether it should be there. The answer is, definitely, yes, it belongs there. That particular paint mix has a very fine metallic in it. Sometimes, it is visible only in the right light. But it is there. Club member Gary Fairchild added a small amount of pearl to his Tor-Red mix. It really perks up the color under the right light. Most of the time, you don't see it.

Holman-Moody Book

It's back! If you missed it the first time around, Tom Cotter's excellent 250+ page book on the history of Holman-Moody is back in print. It has been out of stock for several years, and if you hadn't noticed, the first editions were selling for around \$200 on Amazon.

The book is still in hard cover format and features sections on the early years, stock cars, GT-40 and Lemans, drag and the Can-Am program with the Honker II and 429'er. Great photos from the Don Hunter archives too.

The book is available from the publisher Octane Press. Retail price is around \$50. Contact Octane Press at 512-334-9441, It's also available on Amazon and on Ebay.



Mike Partridge

I am sad to report that long time wing car owner and our friend Mike Partridge has passed away. His wife Joyce told us that Mike left us after a brief but intense illness. She said, "He'd been dealing with pneumonia for a few months but was recovering. Apparently though, he had also picked up a fungal infection which I was told can stay dormant for years so there's no way of knowing where he picked it up. The pneumonia brought it to life. Even after responding to treatment for a few days, it took over his body. Finally, his lungs and heart just gave out. He was so hoping to see you guys in June but our Lord had other plans for him."

"Mike did not want any funeral, visitations or memorials.

If anyone should want to make a memorial donation, we were big supporters of animal rescuers so any organization that works in that domain in their area would be most appreciated. Even Mike's beloved Siberian was a rescued dog." - Joyce Partridge



Mike and Joyce hosted the 1989 National Meet in Michigan and were regulars at wing car events from the early days until a few years ago. The photo at right was taken by Doug Croxford with Mt Rushmore in the background in 2006. Our condolences to Joyce Partridge on her loss.

After much anticipation, the release of the 1968-1972 USAC Stock Car Highlights at WI State Fair Park Speedway is here.

Digitally remastered to DVD from the original 8mm film, new footage has been added, many still photos, and also has new narration by Speed TV's Jim Tretow.

Muscle Car Mayhem - 1968-1972 USAC Stock Car Highlights. The heyday of USAC Stock Car racing. Who had the most winged stock car races? Daytona? Talladega? Nope...it was Wisconsin State Fair Park Speedway. See the incredible Dodge Daytona and Plymouth Superbird race side-by-side with Ford Talladegas, Chargers. Chevelles and other big block stock cars. See Foyt, Al & Bobby Unser, Roger McCluskey, Norm Nelson, Don White, Jack Bowsher and more. Running time 63 minutes.



Order before June 30th and get the Muscle Car Mayhem (1968-72 Stock Car Highlights) DVD at 20% off plus shipping. Total price: \$28.00...You save \$5.00 ! Classic Video accepts personal & cashier checks & PayPal. Send payment to: Classic Video, S103 W22287 Kelsey Av. Big Bend, WI 53103 Feel free to call Steve Zautke at Classic Video, 414-588-3821 or E-Mail to: szautke@gmail.com

Glassware

by PLYMOUTH

SPECIAL OFFER!

featuring the
Road Runner

on each glass

\$9.75

PER CASE

F.O.B. COLUMBUS, OHIO

CREATED EXCLUSIVELY FOR YOU Sparkling Clear Crystal. 2 Road Runner Emblems permanently etched in sophisticated white satin. Newest Styling . . . 8 Ounce Capacity. Each case has Six sets of Six Glasses in White Gift Cartons ONLY \$9.75 per case of Six Sets (36 Glasses). Minimum Order 2 Cases.

ORDER FROM: GROBBEL-VALENTI COMPANY, 13020 PURITAN AVE., DETROIT, MICHIGAN 48227

ITEM NO.	DESCRIPTION	QUANTITY	AMOUNT
RR-100	Road Runner Glassware \$9.75 Per Case (6 sets—36 glasses per case) Minimum Order 2 Cases F.O.B. Columbus, Ohio		

SHIP TO: (if different from Charge to)

Name _____

Address _____

City _____ State _____ Zip Code _____

CHARGE TO:

Name _____

Address _____

City _____ State _____ Zip Code _____

Signed _____ Date _____

TOTAL AMOUNT.....

Plus.....% Tax

CHARGE MY PARTS ACCOUNT

TAX AND BILLING INFORMATION

All material on this form will be charged to your parts account



Collectibles – Road Runner Glassware - I have some different Road Runner glasses, but have not seen these before until I saw them on Ebay. They are period issue Road Runner tumblers, with the bird etched into the glass. They were available to be ordered by Plymouth dealers; not a bad deal for 36 of them at \$9.75. A set of four of them just sold for \$100 on Ebay. I like the original price!

I personally have a small collection of interesting automotive and racing glassware. The STP can glass above is one of them. They are inexpensive, usually about \$10 and I really enjoy using them. Another one I like is the Darlington Southern 500 glass. It is from 1963 and has all the prior winners and make of car listed on the back side. You don't have to spend a lot to find some fun stuff.

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: Superbird, 440 6-Pack, 4-speed, white with white buckets and console. Tic Toc Tach, includes window sticker and build sheet, numbers matching car, 77k miles, \$125,000. Call Charles, 618-889-2845, located in southern Illinois.

For Sale: Superbird, 440 4-bbl, EV2 Tor-Red, bench interior, numbers matching, rebuilt engine and auto trans, looks runs and drives very good, \$113,000 Call Gary at 715-294-4955

For Sale: Superbird jack hold down plates. Die stamped like originals. Only ten left. \$100 ea. Mike Jobes, 860-424-6125 or send email to: gilead222@comcast.net

For Sale: 1969 Talladega, blue. All original drivetrain, all original sheet metal in great condition. Was originally sold in High Point, NC. and then went to Mississippi where I bought it last fall. Still has all the smog stuff, air pump, tubes on exhaust manifolds etc, just like from factory. has original oil cooler, carb, manifold, air cleaner etc. Appears to be a survivor, but I later learned it was painted in late 70's, but has that factory enamel look. Has like new early 70's GY polyglas GT F70-14 tires. Great start for a 100% stock resto. \$29,999 Mike 309-824-6220

For Sale: James Hylton driving suit from 1969 (500 and Daytona). It has his name, Firestone and the Scat Pack patch on the front, and Firestone on the back \$350.00. Also have 2 more Hylton driving suits with only his name and Firestone on them, \$150.00 each. The generator from his hauler. painted yellow with 48 painted on the unit, works good.\$250.00 Call 704-435-6198, or hemituff@bellsouth.net

For Sale: Superbird, original Bristol Speedway Pace Car, 440-4bbl, 4-spd, B5 blue with black bench, 3:54 Dana, tach, Rallye wheels, tach, drivers remote Mirror, Numbers match, Low orig. mileage (approx. 30K), w/build sheet, w/sticker, owner history, pics, etc., Clean original sheet-metal southern car, just one repaint since new and looks great. Car featured in magazines and on the Muscle Car and Corvette Nats poster. \$125k or possible partial trade for '69 Charger R/T or Charger 500. Contact Steve at 313-600-1501 or email sdlcud@aol.com

For Sale: Very authentic reproduction of the 1969 Mercury Cyclone Spoiler/Spoiler II rear spoiler. These cannot be told from the original and come complete ready to install with all hardware and gaskets. Cost is \$750 plus shipping. Contact Richard Fleener at rfleener@comcast.net or call 615-848-0035.

For Sale – Two Maroon Talladegas with consecutive serial numbers. The cars were originally invoiced to two different dealers in Iowa, but have been together since new. The drag car is VIN 9A46Q189757, race car since new, 17k miles, very good condition. It has had some tub work and the springs were relocated inward for larger slicks. It still has the original engine and can be driven on the street. Car #2 is VIN 9A46Q189758. This was the tow car for the sister drag car. It has about 70k miles. It was driven to the 2011 Indy meet from Iowa. Both cars are in good condition. Both have the original wheels that go with the cars. Some NOS sheet metal available (fenders and front bumper). Asking \$55,000 for the pair. Will not separate. Contact Tom Usher at 641-257-9289. Or email to ushertom18@yahoo.com

For Sale: Set of four Clement Racing wheels 15 x 8 to fit 5 on 4.5" bolt pattern (Mopar or Ford). These are the early 1970's kidney bean slot wheel as used in NASCAR Grand National racing. They are newly made off the original tooling by Bart Racing Wheels. They are mounted on 255 x 60-15 Goodyear GT II radials that are new. Perfect for the vintage stock car look. Asking \$950 for the set. Steve, 313-600-1501. Ward Burton Official NASCAR "CAT" Jacket XXL and Cat Die Cast DODGE, Daytona 500 winning Intrepid 1:24 scale. \$150 pair. Jo-Han Superbird by Plymouth model car kit and 1969 Dodge Six Pack Model car kit by Monogram. \$75 for the pair. Both in sealed original boxes. Door Mirrors 71- 74 E-Body/71-72 B-body OEM remote left and manual right. Appear new but with bad black paint. 3454096 RH-- 3454636 LH Original Mo-Par, \$250 obo Call Rene' at 920 733 0283

Wanted: Looking for information or early history on my Superbird, believed to have been sold new in the state of New York. VIN is RM23U0A160711, B5 blue with white bucket interior and 4-speed. Previous owners: Teddy Weintraub 1972-1975, Gary Lazar 1975-1980 (Teddy and Gary were classmates), Francis Burley 1985-1987. I have owned since 1987. Randy Knipfer, 608-592-3399

For Sale: Superbird master cylinder, original Bendix Reman, 2226821 correct number, still in the box Cardone 10-1475 \$150.00 includes shipping in the USA, only have 2 left, call 315 433-9092, carrotman1966@yahoo.com

For Sale: 1970 plymouth super bird 440 U code car, #'s matching car, original sheet metal exc quarters but done correct, 50,000 original mile car, one paint job, Lemon Twist with black bucket seat , 90% R BENCH SEATS on the column, a must see car that was well maintained its whole life, \$135,000, call 315 433-9092 , carrotman1966@yahoo.com

For Sale: Daytona, 440, 4-speed, Hemi Orange, white interior and wing with broadcast sheet, excellent condition, call 515-298-0388 or email to hemixx29@q.com \$210,000

05/13

Tiffen Allegro Bay 28' motor home, 454 GM engine, all new interior, well maintained, 7 new tires, easily pulls car trailer. \$14,000.

For these three above vehicles, call 515-298-0388 or email to hemixx29@q.com

05/13

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: One pair of used Talladega fenders \$1800.00. Oil cooler with lines & brackets from a Talladega \$1700. Also have many Torino/Cyclone parts NOS & Used. Contact: Marty Burke 903-568-4295 7177 CR 1135, Leonard Tx 75452 mburke6662@aol.com 11/12

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 petev8@webtv.net Call 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

Wanted: LH and RH outside sport mirrors for Talladega or Spoiler II. Tom VanHandel, (920)739-9337 OR (920)735-1221

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

Daytona/Superbird Metal Reproduction Parts and assembly 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 parts. All parts are cut using CNC equipment and formed with CNC equipment or custom tooling. A partial listing of the parts includes: Wing Washers with strength ribs, Wing braces, Grill frames and grills, A-Pillar Moldings, Turn signal frames, Headlight buckets, Z-brackets (with proper strength rib), Bumper brackets/frame rail extensions, Valence, Latch tray, Headlight pivot brackets, Headlight assembly adjuster cams with bronze oil impregnated bushings, Vacuum motor mounting plates, Headlight door stops, Fastener kits, Partial and full nosecone assembly services are also available. Many parts are in stock complete or partially completed. Please call Erik Nelson, 612-382-4723 or email erikjohnnelson@hotmail.com if you have questions, would like me to mail a brochure to your address, or need a quote.

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 reproduction. \$6 postage paid

Events Calendar

Farmington Minnesota – June 1 & 2, Winged Warriors Spring Meet held in conjunction with Mopars in the Park Car Show and Swap Meet at the Dakota County Fairgrounds. Friday Moparty at the home of Janet & Kurt Lawson in Dayton MN. Show highlights are 50th anniversary of the Sox & Martin race team, with guests Diane Sox and Buddy Martin. Other guests are Judy Lilly, Don Grotheer, and Arlen Vanke. Back by popular demand is the Challenger Challenge and the attempt to break the record of the largest parade of LC bodied Dodge Challengers. Huge swap meet too. Host hotel is the Grandstay Suites in Apple Valley MN. Call 952-953-6111 for reservations.

Southern Aero Car Power Tour June 5-7

If your in the Southeast, and have wanted to drive your Aero Car on the Hot Rod Power Tour, this June is your chance! The North Georgia Mopar Club Southside Cruisers and fellow member, Chris Street, will be hosting this get together and cruise. Please RSVP by phone or email at SACPT2013@gmail.com or leave a message with Chris Street at 770-401-6542.

Aero Car Meet at Texas Motor Speedway June 7-8

Member Troy Hawkes has been working on an event at Texas Motor Speedway for some time. It is now coming together and the track has given it the green light. Plans are to host an event in conjunction with the June NASCAR Camping World Truck Series / IZOD IndyCar weekend (June 7-8). The truck race is Friday night and the Indy Car race is Saturday. A display and parade lap are planned. Contact Troy Hawkes at t.hawkes@att.net or 832-498-4406.

Olathe KS – June 8 & 9th Mopar Family Reunion Car Show and Swap, honoring Dick and Beverly Drake (DSAC members). Sponsored by the High Performance Auto Club. Held at Bass Pro Shops, 12051 Bass Pro Dr, Olathe KS 66061. Info, call Steve Preston at 816-309-7377 or email to hpacmopar@hotmail.com

DSAC Club Picnic – New Berlin WI Sunday July 7th. At club headquarters, 2 to 7 PM, RSVP to Doug Schellinger at superbirdclub@yahoo.com or call 414-687-2489.

Carlisle PA, All Chrysler Nationals to be held July 12-14. At Carlisle Fairgrounds. www.carlisleevents.com

Mopar Nationals, National Trail Raceway Columbus Ohio, August 9-11 The news this year is that Daytonas and Superbirds are the featured group along with race cars from The Rod Shop. There will be a special parking area for winged cars. Entry form at www.moparnats.org or call 313-278-2240. Friday night, there will be a wing car owner gathering with food in the control tower being put together by Sharon Malcom. Sharon is working behind the scenes on this whole deal with the Nationals and Jim Belinda. Please contact Sharon if you plan on attending so she can plan for catering needs. Her number is 800-956-6727 work, or 937-205-1772 cell. Sharon says she is looking forward to seeing those beautiful wing cars.

2013 DSAC MEMBERSHIP FORM

15

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

ADDRESS _____

CITY _____ STATE _____ ZIP _____

Email address: _____ Phone _____

2013 MEMBERSHIP DUES – U.S. \$25.00 worldwide
Or 2 years for \$45.00

Enclose check or money order in U.S. funds to:
Daytona-Superbird Auto Club
13717 W Green Meadow Dr
New Berlin, WI 53151
USA

Please check a newsletter option below:

_____ Send email copy of newsletter AND hard copy in the mail
_____ Send email copy only _____ Send hard copy only

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



Riders on the Storm:

Custom photographic print featuring one Plymouth Superbird of each major production color. Only 100 were produced and only 24 are still available. Sold in various countries to fellow Mopar enthusiasts.

Please see website: www.kinickerdigital.com

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 photo courtesy of John Craft

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

Return Service Requested

FIRST CLASS
US POSTAGE
PAID
WAUKESHA, WI
PERMIT #43

Big horsepower on hand at the 1999 Talladega reunion

