

January – February 2012
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

2012 Membership Dues are now Due – renewal form on page 18

It's membership renewal time. 2012 membership dues remain \$25 worldwide, or two years for \$45. Club dues run on a calendar year basis from January to December each year. Check your mailing label. You can tell if you need to renew your membership by looking at your mailing label on the back of this issue. If at the top, it says "11", you are due for renewal. If it says "12", you have already paid for the upcoming year. The membership 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 2012 dues are already paid.

Postage and printing are among our largest expenses. If you are on the computer regularly, you may want to 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 printed copy if you want it. Nothing has changed.

January Auction Report



Well the January auctions in Arizona have come and gone. The market overall seems to be looking up a bit. At Barrett-Jackson, one of the anticipated cars was the prototype Banjo Matthews Talladega offered by Jason Thompson. The car is a beautiful restoration and has many unique features compared to a production model T. It's the only red one ever built. It was arguably the most photographed Talladega in the media when new. The car sold for \$137,500 with buyers fees added. This was a little less than I predicted, but it is still the most expensive Talladega ever sold. Jason Thompson reports that the Barrett-Jackson experience was good, and that the auction house did a good job of representing the car. He had hoped for a little more, but was happy with the sale result. He now plans to start restoration on the other Talladega prototype that he owns, also a Banjo Matthews car.

The surprise of the weekend to me was a Alpine White (440 four bbl) Superbird at B-J. It sold for a whopping \$220,000 with buyers commission added. This also has to be a high water mark for a bench seat column automatic car. It appeared ready for any concours and had less than 200 miles since restoration. I heard it was nice, but..... wow.

One other Superbird sold at Barrett-Jackson and that was a Tor-Red U code driver grade car. Said to be one repaint it also was a bench seat column automatic. It sold for a more appropriate \$112,000 with commissions figured in.

On the other hand, at the Russo Steele auction across town, a Hemi Orange 440 4-bbl Daytona XX29L9B355146 was sold for a bargain \$108,000 less buyers fees. Yes that's right, about half the price of the white Superbird. A club member on site and interested in the car explained what he believed happened. He knew the reserve was substantially

higher, and he was asleep at the switch when the reserve was lifted. He says that the tactic he has personally experienced as a seller, is that when the car is on the block, that the auction representative asks “What is the number you will take?” With that information, if it’s close, the auction rep counters with, “If we drop your commission and you get your number, will you lift the reserve?” The seller lifted the reserve and the car proceeded on and was hammered “sold”. My understanding it was a nice car with no serious issues. I will call that one a bargain. 2

Well, was that white Superbird a fluke? It was very high for a 4-bbl bench car. But at Mecum’s Kissimmee Florida auction the following weekend, a Vitamin-C 6-pack, 4-speed Superbird was hammered sold at \$200,000. This was the car DSAC member Bob Joyce bought new. It has a leaded in nose and a nice older restoration. Very strong money.

The auctions don’t make the market. The private market still seems soft unless the car is something really special. I have heard of a few deals on cars bought over the winter that I would call “very good” in favor of the buyer. But the early indications seem to be that things are stable and may be heading back up a bit.



John Pointer Passes

Our friend John (Jack) Pointer, one of the founding fathers of the Charger Daytona passed away January 13th. He had been in hospice care over the last year.

Mr. Pointer began work in the race aerodynamics program at the Chrysler Proving Grounds in 1963. His background was with the Chrysler Space Division. When he began work on race aerodynamics, it was all a clean sheet of paper. There was very little information in the public domain in regard to aerodynamic testing of automobiles. Mr. Pointer’s background at the time was exclusive to supersonic rockets. The means of testing used on Chrysler’s racing cars all had to be developed, a process he was closely involved with.

Pointer worked with the early Chrysler race cars as the 426 Hemi came into being. He told us how with the speeds going up so drastically in the mid-60’s, the old method of adding springs and shocks didn’t work any more. They were bending the cars and not the springs. This led to the development of the roll cage into a complete tubular structure inside the Chrysler unit body.

In late 1968, even before the Charger 500 raced against the Talladegas and Cyclone Spoilers, Jack drew the concept sketch of what was to become the Charger Daytona. It was created as a “what if” just in case the Charger 500 wasn’t far enough along to be competitive.

In early 1969 When the project was approved, he was also responsible for creating the first prototype Daytona race car used for aerodynamic testing at the Proving Grounds. During the 3/8 scale wind tunnel testing, Pointer was involved with the full scale testing. He described it as “testing, testing, testing, from sunrise to sunset, six days a week when the weather was fair.” He continued, “I’m sure every aerodynamicist in the country wanted to play stylist at one time or another. And I got my chance. It was fun. We had this little guerilla operation with Chrysler. Just a few of us. And we (the race group) got things done that were almost unheard of. But we knew what we wanted and we went after it.”

Jack was a friend of the Daytona and Superbird community over the last 35 years, and shared many stories of the old days at Chrysler. He was a guest speaker at the 1977 and 2001 club national meets.

Through his last days, John remained very proud of his involvement with the winged cars and referred to them as "my babies". Our thoughts and condolences to his wife Donna and their family.

Goodyear Polyglas GT Tires

If you need a set of Polyglas GT raised white letter tires, or vintage Goodyear whitewalls , the club has a program for you with group buy pricing. Both F-70-14 and F-60-15 are available as well as other sizes. Call or email us for details at superbirdclub@yahoo.com Tires can be drop shipped right to your door.

Bristol Tennessee – March 16th Registration for the Winston Cup Car and Driver Reunion at Bristol Motor Speedway is full. The event features Ford & Mopar aero cars as well as vintage Grand National race cars. The display is being hosted by Food City in their hospitality area. Load in is from 9 AM to 1PM. Display runs from 4PM to 9PM. Tickets to watch Cup qualifying are \$5. Organizer Tim Lopata is also planning a cruise in for Saturday at The Diner in Sevierville TN from noon to five. Saturday evening is a gathering at Floyd Garrett's Muscle Car Museum. Cost is \$10 which includes museum admission and finger foods. As mentioned, registration is full, but please contact Tim Lopata at 865-380-1996 for any extra space that may become available. www.forgemusclecarshow.com Contact Tim Lopata at copo427@charter.net

Fremont California – June 2 The Mopar Alley Club will be hosting a west coast wing car event in conjunction with their annual Mopar Alley Rally show at Ohlone College in Fremont. David Whitford is our point of contact, and is also a DSAC member. The wing cars will be in a separate area of the show grouped together and will have their own trophy classes. David's phone number is 408-218-3831. Email ramcuda@aol.com Watch for more information as they event comes together.

2012 National Meet Colorado Springs Colorado – June 25-29th For those of you out west, here is another great opportunity as the 2012 Winged Warriors and DSAC national meet is going to be much farther west than usual. Winged Warriors are the host club for 2012. Hotel is the Crowne Plaza and the group rate is \$95 per night and includes breakfast for two. Reservation number is 800-981-4012 Or register online at www.crowneplaza.com/coloradospring Use group code BBD. Jim Klovas and the Southern Colorado Mopar Club are our hosts for the meet. We will start with a meet and greet Monday evening the 25th of June. On Tuesday we are scheduling the Royal George train trip for a 12:30 departure from Canon City, 45 miles from the hotel. It's a 2 hour trip. Jim is working on a lunch stop at a diner a block from the train depot. For reservations on the train ride, call 888-724-5478 x150 and use code WWDSAC before May 26th. Tuesday will end with a cruise night at Culvers, just up from the hotel. Wednesday we will travel to the Air Force Academy, starting with a picnic Thursday is an open day for those who want to go to Pikes Peak, sight seeing at Garden of the Gods or the Broadmoor, etc. Evening dinner at the Flying W Supper Club and Show. You need reservations to get in on our block of seats at 800-232-3599 and use code T-1. The NSRA Street Rod Nationals are the weekend before the meet in nearby Pueblo and Jim has arranged for parking of trailers, trucks, whatever for anyone who wants to extend their vacation. I will have flyers shortly in to include in the next newsletter. Feel free to contact Jim at (719) 561-4587 or email to: klovas5828@comcast.net. You can see things in the Colorado Springs area at: www.visitcos.com

2012 Club Picnic – July 22nd – New Berlin Wisconsin. The annual club picnic will be held at club headquarters.

2012 Brickyard 400 – Indianapolis Motor Speedway – July 27-29th The Speedway has invited us back for another weekend display. The format will be similar to last year with a show Friday, Saturday and Sunday. They are adding the Nationwide race on Saturday and a Grand-Am Rolex sports car race on Friday. The Speedway will comp you 2 weekend passes per show car for the weekend. (That number could increase) There will be a group parade lap on Saturday for all participants, and a smaller parade lap on Sunday. I promise we will get more cars on the track Sunday before the race. Hotel is the Wingate by Wyndham (same as 2011) on Rockville Road, close to the Speedway. Rate is \$150 per night and there is a three night minimum. Additional nights are \$79. You can cancel up to 6 pm on day of check-in. Room rates in the area have bumped up from last year because of the new race format. We have checked, and this is the best overall deal close to the Speedway. Hot breakfast is included. The rig parking is ideal and they took good care of us. Phone number is 317-243-8310. The block of rooms is under "Aero Warriors". The Baymont Inn in Plainfield is also available. That is \$135 with a three night minimum. 317-837-9000. Please RSVP to Doug Schellinger at DSAC if you plan to attend. superbirdclub@yahoo.com or 414-687-2489.

Monster Mopar Weekend – Clermont Indiana – September 21,22 Monster Mopar returns to the Indianapolis area for car show, swap and wing car track laps of the IRP half mile oval. www.monstermopar.com More info to follow.

Wellborn Muscle Car Museum Celebration - Alexander City Alabama – October 11-13th Tim and Pam Wellborn will be hosting an all makes muscle car event at their museum. Event kicks off Friday evening with a private dinner at the Wellborn home. Plans are for a concours exhibition, a muscle car road tour, and a Saturday Night at the Museum charity dinner. The event is limited to between 100 and 150 cars. It's open to all makes, but I expect there will be a strong group of aero cars present. Contact the Wellborn Muscle Car Museum at 256-329-8474 or send an email to info@wellbornmusclecarmuseum.com

Muscle Car and Corvette Nationals Aero Car Display – Chicago Area – November 18 & 19, 2012

The MCACN show is a major happening. It's all muscle cars, all under one roof. It's held indoors at the Donald Stephens Convention Center in Rosemont Illinois the weekend before Thanksgiving, and has room for 500+ cars plus a swap meet. Bob Ashton is the show director. For 2012, there will be an Aero Ford and Mopar group. There is room for 35 to 40 cars to participate. Jason Thompson is helping with the Ford group, and DSAC is helping with the wing cars. There are judged and non-judged classes as well. Non judged entry is \$50. Hotels are directly across the street. They are excellent and reasonably priced. This will be a great way to cap off the show year in 2012. Please contact Doug Schellinger if you are interested in participating at superbirdclub@yahoo.com or call 414-687-2489. Online registration is available at www.mcacn.com/entry.htm Show director Bob Ashton's phone is 586-549-5291 and his email is bashton@gmail.com This is a super event, and having participated myself, I can promise you will find it very enjoyable. Easy interstate access to the show hall. Easy load in and move out by very courteous show staff. Whether you want to show or spectate, mark this event down.

The following is a February 1969 memo from the Ford Racing Archives detailing potential strategies for the 1970 models containing the Boss 429 engine. Of particular interest was how they were planning on building the King Cobra and Spoiler II models. The idea would be that Lorain Ohio would supply the basic cars with rerolled rocker panel modifications to Kar Kraft in Brighton Michigan. Since Kar Kraft was equipped to perform the Boss 429 installation on Mustangs, it could have worked. Due to the much higher production requirements (3000 Fords, 1000 Mercs), it may have been difficult to complete the build on all cars by January 1, 1970. In July of 1969, Ford lobbied Bill France to allow them to build 500 of each car initially and that they would post a bond; essentially a promise to build the remainder of cars later in the model year. (The Ford Racing Archives are under the care of Mike Teske.)

TALLADEGA, SPOILER II AND BOSS 429 FORWARD MODEL PROGRAMS
AND OTHER RELATED 429 NASCAR ENGINE MODELS

The current 1969½ Talladega, Spoiler II and Boss 429 models have all been "crash programs". Timing factors have resulted in unnecessarily high expenditures and interruptions of main line production. The main reasons for the late initiation of these programs were:

1. A change in the homologation rules requiring the race cars to have exactly the same exterior configuration as the production models.
2. A strict enforcement of the 500 unit production rule before the vehicles can race.

It has now been established that in order to continue in stock car racing we must produce 500 Talladega and 500 Spoiler II type cars each model year. It has also been established that 500 units of the racing engine must be manufactured and sold in a single model line vehicle.

In determining future plans to meet these requirements, it is natural to relate them to the projected 429 NASCAR engine street programs. Planning areas propose that 800 Mustangs, 200 Cougars, 1,000 Torinos and 500 Montegos be fitted with the 429 NASCAR engines in the 1970 model year and similar volumes are envisioned for 1971. At this stage the Torino and Montego models to be fitted with the 429 NASCAR engine have not been fully defined. It is therefore suggested that they be installed in Talladega and Spoiler II type cars. This would provide added marketing advantages in that the customer would receive a replica of what he sees on the race track and homologation requirements would automatically be satisfied. A main consideration is how and where to enact the build of these vehicles on an organized basis and with minimum interruption of main line production.

The Boss 429 Mustang and Cougar are no problem for 1970 as they will be a carry over program of the 1969½ models with Dearborn Assembly Plant supplying the base vehicles and Brighton providing unique assemblies, engine dress up, engine installation and other miscellaneous line assembly. The main problem is how and where to produce the Talladega and Spoiler II models.

It is suggested that by arranging with Lorain Assembly Plant to supply the base cars, less engine and front end sheet metal -- but with the unique rocker panels, the cars could be completed at Brighton. This would avoid the necessity of creating another 429 NASCAR dress up line at Lorain, minimize interruption of main line production, and utilize Brighton to better advantage.



Superbird or Daytona? by JoAnne Nabor 5 (A tongue in Cheek Look at Which One to Buy)

It all started with a 1951 Chrysler she bought as a roomy old car that her dogs could ride in. The Chrysler was an indoctrination to old cars. JoAnne graduated to a very nice Superbird and later a Daytona. She's done the Hot Rod Power tour numerous times. No, the dogs don't ruder in the wing cars. Here's her take on what to buy.

“Having owned a pistol grip 4-speed Superbird (shown with Mr. Peanut at left) that I kicked to the curb for my automatic Daytona, I guess you know which one I prefer. But that's a choice that I had to make based upon what worked best for me. As others have said, you have to decide what will be the best for you. “

SUPERBIRD PROS - (Yes, I know there's more, but this is a not a blog)

Richard Petty. OK, guess we can stop right here.

It says “PLYMOUTH” large enough on the side that if someone calls it a “DODGE”, they have to be a moron.

Most non-Mopar folks think anything with a wing is a 'bird anyway.

Cool stuffed cartoon animal display options.

It has a distinctive horn sound that folks seem to WANT to hear!

You can't argue about the allure of the 6-pack engine.

There's not much more testosterone than a Pistol Grip shift.

You can pull up on either side of the gas pump!

LARGE trunk opening to fit lots of groceries, luggage and other goodies when you do the Hot Rod Power Tour.

Power steering is standard!

Hood assist spring saves your fingers.

Lighted side markers!

DAYTONA PROS -

Masterpiece of design (in my opinion) - Designed not combined.

Only 25 percent of the numbers of the Superbird built. Less likely to hear "I've got a buddy with one of those."

Having a HEMI badges makes you even MORE popular. 😊

A horn from Auto Zone will work in a pinch and no one's the wiser.

Gas cap on the quarter panel is way cool.

The key goes in the dash, not the steering column.

No need to Armor All the roof.

Cool fender scoop grills.

SUPERBIRD "CONS" - (for entertainment purposes only....I'm not being mean!)

Selling it later won't leave you with the question of what to do with all the Warner Bros cartoon stuff if you have no (grand)children that visit.

One man's "high impact" is another man's "clown" color wheel.

The mystery of what horrors might lie beneath the vinyl roof!

Luck of the draw bench seat column automatic option.

Less likely to find "correct" models of your car. (Thank you WB license folks.)

You have to convince folks those fender scoops aren't just decorative.

DAYTONA "CONS" -

I don't own a firearm due to the amount of folks who say "SuperBee"... Keeps me outta jail.

The mail slot trunk lid. When I find that 6'8" 13 yr old, I'll be able to get the crap outta the "way back" of my trunk some day.

You would think that every part was made from solid platinum, or something.

Thumb Wheel Radio. I'm just geared toward right and left not up and down!

Cleanup from those grills under the fender scoops - but only if you actually drive your car!

Glove box that doesn't allow the door to be used as drink holder.

Lack of "Daytona-wear" available. Some times you just have to "settle" for Charger.

Dodge will slap "DAYTONA" on most anything! Trucks, 4-door sedans, you name it!

One of the public events I really would have really liked to have attended in the last century was the 1939 New York World's Fair. Alas, I'm not that old to have gone. Through the miracle of simply being here today, you and I get to live in an era where a great majority of the things imagined there in 1939 are actually everyday items today. An event like the 1939 Fair is also well chronicled. Even today, you can buy brand new postcards from 1939 that show individual pavilions. There are plenty of sources to read about how the 1939 Fair came to be and who was behind it. Some dedicated history study will help you understand the era, what was happening in the world at the time and how the Fair fit into that. If you go to New York you can walk the site of the 1939 World's Fair, which was also the site of the 1964 World's Fair, it's just up the freeway from La Guardia airport when you fly to New York City. There are numerous books that describe and show the pavilions as well as books that describe a day at the Fair in 1939. There are DVD's that take you there through someone's eyes who was actually there. Today it is very easy to find items for sale that were sold at gift shops at the Fair. If you want, you can cook a hot dog in the kitchen and have some caramel corn with it while you watch the DVD and imagine that you're there. Someday there will be a holodeck that will take you closer to being there.



Another event I would have liked to have gone to was a major national car show in the late '60's to early '70's. Dad took us to camping shows at the Minneapolis Auditorium and Convention Center in the '60's and '70's, so I do know the feeling of excitement I felt as a kid to see all kinds of new things in a big auditorium. I also remember dad and mom buying cars in the '60's, bringing us kids along to the showroom while dad and mom sat at the salesman's desk. My sister and I got free range to sit in the showroom cars. I still remember the feeling of sitting in a 1966 Corvette with the double arched dash while mom and dad were half way across the room deciding what we would actually go home with.

A dozen years ago the book "The World's Greatest Auto Show, celebrating a Century in Chicago" was published. It chronicles the show there very well and has a vast collection of photographs. Through that I book I got interested in the National Car shows of my youth. A couple years later the book "The First century of the Detroit Auto Show" was published. This book does not have the variety of pictures the Chicago book has, but it chronicles the history of the Detroit show very well, including documenting the price of an entry ticket.

Over the years I have collected a number of items from National Car shows in the '60's to '70's period. Since I have a couple of Superbirds, the 1970 shows particularly interest me. Plymouth had an Orange Superbird at the major shows in 1970. The Dodge Supercharger was at the 1970 Chicago show and other shows. A version of the Cotton Owens/Buddy Baker #6 Charger Daytona was at the 1970 Chicago show (as well as at the 1971 Detroit show). In my collection I have several press packages for Concept cars. I also have; a good number of pictures from the shows of the era, the most common have models/spokespersons next to cars; souvenir programs and various show memorabilia.

The souvenir programs books from the differing cities' shows tell stories. What I have seen is based on 1969-1971 programs. Besides cars, the Detroit program advertisements have a focus on the local radio stations, The Detroit show had pretty much of a full musical entertainment program with the show. From the Detroit program you get the sense that the 1970 Detroit show was the introduction show for the Dodge Challenger. Chicago probably has the most thorough program, though the NY program is almost 50% larger. The maps of the show layouts in Chicago (and Detroit) have the locations of the building columns. These are particularly useful in placing pictures to see where cars were placed in the shows. Also of note in the Detroit and Chicago programs are the relative sizes of the leased areas each manufacturer had. The Montreal program, of course is in French and English. It has a floor plan which shows a large amount of booth space taken up by Japanese and European manufacturers, fitting at the time as the center of Montreal seems almost a European scaled city.

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Something unique about the Montreal program is that individual cars have their list price given, I'm guessing in Canadian dollars. The absolutely mouth dropping price of a Mercedes 600 5 passenger was \$ 27,200, the Mercedes 600 7 passenger \$ 31,100, Citroen DS 21 Cabriolet \$ 7,700, BMW 2800 CS \$ 9,260, compared to a Plymouth GTX \$ 4,191 and a Chrysler Imperial that was \$ 7,976. There was even a Toyota 2000GT there without a price and a note that it wasn't sold in Canada. The Montreal show had a surprising listing of cars displayed which today are collected. The New York Show program had a lot of text and advertisements for especially Italian high end cars. Which with little thought becomes obvious; the New York show was one of the most visible opportunities in the US for selling these cars and New York was also home to an international magazine press pool. The Washington D.C. program, at 40 pages, much smaller than New York's 208 pages, had a 2 page advertisement for Checker, including a description of not only the cab but also the Checker Medicar. The Washington D.C. program also had an article by J. Edgar Hoover about car thieves. The Portland program, which was not a large market show, has ads for many automobile support businesses, being a smaller city the program was probably a venue for these businesses to market themselves to various dealers. I especially like the various programs' car ads. Though national ads, they seem to vary by city, perhaps reflecting that time passed between venue dates and the date of the show determined the ad's content.

Each manufacturer would send out press packages to influential trade members and writers. These press packages were for both the standard models and concept cars. The concept cars are particularly interesting, some were just plain wild while others had the purpose of showing concepts just on the horizon but close to what a customer could buy that day. Mopar's concept car displays at the shows were extensive. Mopar concept cars displayed over the years included the Charger III, Supercharger, Deora, a Super Bee, Yellow Jacket, Diamite, Duster I, Daroo II, Concept X, and Chrysler de Oro.

If you were a regular Joe, you bought a ticket to see the shows. If you were involved with the show in Detroit or Chicago as an exhibitor or dignitary you were given a VIP pin for your lapel. Manufacturers handed out brochures, pins, bags and most anything they could think of to prospective customers and their children as a reminder to spark interest in a future purchase

A couple of special pieces I have picked up are two 1969 Ford internal album one-off books with Ford's review of show displays. These albums detail what Fords' view of the good and bad of their own and other manufacturers 1969 auto Show displays were. The Chicago book is 10" x 24" and has 62 pictures. The New York book is the same size with 70 pictures. The individual pages are a cardboard/museum board-not bendable like paper. The front and back covers are thicker board. Pictures were individually attached-you can see the tic marks done with a 6h drawing lead to locate them. The pictures seem to have been put on with contact cement. The typeset printing seems to have been done on a platen press in green for the Chicago Show and green-golden for the New York Show. Someone had to set the layout spacing before printing to match the pictures mix of vertical and horizontal size differences, a time consuming process. The albums are basically all hand done. The Chicago cover pages have supersize white rub on letters for the title on a brown background, the New York cover pages look to have been white rub on letters transferred to a photographic print with a black background (very New York in feel). Both have insight about the problems and successes Ford saw for each manufacturer and their presentations. The albums shed some light on Fords' thoughts before Ford re-did their display for the 1970 auto show season. The car show presentation had nothing to do with the quality or durability of cars, it is about pure advertising. My guess is that the albums were done in a very small run for someone like the Board of directors at Ford, the albums may be the only ones or one of a few made; they have way too much hand work for many of each album to have been made.

I'd venture that most every manufacturer had some type of internal review detailing their thoughts on each years' presentations. They may not have all been as labor and time intensive as the 2 Ford albums I have. They could have been as simple as a memo written after the show.

The venues for the 2 shows in the albums were very different. The Chicago show was laid out much like the Cobo Hall Detroit show, a big sprawling auditorium and hence they both Detroit and Chicago had similar displays. In the '70's I was at McCormack place where the 1971 and up Chicago Auto Show was held, a very Mies van der Rohe type building, very fitting for Chicago. The New York show was held at the New York Coliseum. The New York Coliseum was on Columbus Circle on the west side of Manhattan. It was torn down to become part of the site the Time-Warner building now occupies. One of the things about the New York Coliseum was that the display areas were on multiple floors, 4 levels or so. It let them have multiple smaller shows in the building at one time, but for a big public event like the Automobile show, one had to travel up and down to see different manufacturers. The New York Album shows the escalators going from level to level. I believe it also had a shorter floor to ceiling height on the levels than the Detroit and Chicago auto shows had at their respective exhibition spaces. Friends in New York have told me that they used to drive into the New York Coliseum when they had rented display spaces for exhibitions, such as antique furniture sales, there.

I remember getting out of the subway at Columbus Circle next to the New York Coliseum and it was a pretty unfriendly pedestrian experience, as the New York Coliseum had a lot of blank wall surface on the exterior. I've seen a number of pictures where the New York Automobile show had different wall displays than the Detroit and Chicago shows, which I've come to believe were due to the lower floor to ceiling height in New York. In Detroit and Chicago, the pictures I've seen seem to have the same large displays in each respective year/city for the same year's show.

Besides the 2 albums, I also have seen many individual pictures of various years displays and I picked up a large collection of pictures someone took of the 1971 Detroit Auto Show. Over the years I've picked up a number of 8x10 pictures over viewing the show displays. Through these pictures that I've seen, the 1970 Plymouth Detroit/Chicago display has become my favorite Chrysler display. From the pictures I've seen, I believe the 1971 Chrysler/Plymouth display at Detroit and Chicago was built re-using major portions of the 1970 Plymouth display. The 1971 Chrysler/Plymouth display was probably graphically stronger from a distance in a large auditorium than the 1970 display was. This was very important in big buildings like Chicago or Detroit when one is trying to get customers to walk a distance to see the company's cars. Especially to note that in 1971 the rebuilt McCormick Place had a 50' ceiling height. Up close though, the 1971 Detroit/Chicago display re-build appears to have had some construction and detailing compromises that looked quite poorly done.

The 1970 Plymouth display uses both the slogan “Plymouth Makes It” and the Rapid Transit System logo in the exploding graphic for its basis. Whereas the 1971 Chrysler/Plymouth display uses the slogan “Coming Through...”.

Car companies had various spokespersons signing preprinted photographs at the shows. Jean-Claude Killy and O.J. Simpson were spokespersons for Chevrolet in 1969 and both were at various shows that year. Chevrolet had a special Z-28 with a ski rack on it at the shows (how it handled in a mountain snowstorm would have been well a handful). Joan Parker was at shows for Dodge in 1969. In 1970 Joe Higgins and Buddy Baker signed photos for Dodge, Joe at least in Chicago and Buddy in Detroit. Ford had Jim Northrup, Mickey Stanley, Gordie Howe, Dave Malovich and Dave Bing signing for them in Detroit in 1969. Oldsmobile had Miss America at various shows in 1969 and 1970. The use of Miss America combined with for example, the 1969 New York display of the 442 is telling. In New York the 442 is in a wood paneled display area, almost like a den in a home. Oldsmobile projecting a wholesome home image, almost stogy. At the same time they recognized the need to find a younger buyer and their “escape from the ordinary” theme in 1969 which in 1970 went to Dr. Olds, which seemed to have an almost Marx Brothers leering theme. It seems quite the mix. Unable to find the right marketing mix is perhaps one reason Olds expired from GM when it did.

The spokesperson/models would also sign preprinted photos for the public. I don't know of the female spokesperson/models would sign their true name on the photographs, though it was a simpler time. I have a picture of Pete Hamilton signing autographs under a sign proclaiming “Meet Pete Hamilton Winner of the 1970 Daytona 500”. He is sitting

next to a 1971 Plymouth Road Runner at the 1971 Chicago Auto Show. The model Road Runner he was next to was a black strobe stripe over roof car. The car was painted kind of a lighter variation of '70 deep burnt orange (which was not available on '71 cars), color keyed front and rear bumpers (rear bumpers were not colored in '71), performance hood, rallye wheels, black bucket interior, Rim blow steering wheel, Trunk wing, front under grill spoilers, manual windows, and chrome wheel opening trim. It seems to me that having seen hundreds of pictures from the period, that many of the manufacturers would build several show model cars that were not available to be ordered by the public-this Road Runner being an example. Another picture I have of the 1970 New York Show has Don Grotheer's Hemi “Cuda Pro Stock car is just in front of the Vit-C Orange show Superbird. In the 1970 New York show, the Plymouth Rapid Transit System logo in the exploding graphic is considerably smaller than the same graphic in Detroit and Chicago, reflecting the lower floor to floor heights in New York.

Besides concept cars, floor model cars and special built floor cars; each manufacturer often brought race cars to the shows to generate extra interest. As mentioned before Plymouth brought Sox & Martin cars to various shows. I have seen pictures of the following Sox and Martin cars; Detroit '69-1969 b-body, Chicago '69-1968 SS 'Cuda, Chicago '70-1970 'Cuda, Chicago '71-1971 Road Runner. Don Grotheer's 1970 Pro stock 'Cuda was at the 1970 New York Show. The 1969 Detroit show also had Pete Hamilton's Charger 500 and Bernella's “Funny Honey” funny car. Dodge had Bill Tanner's 1970 Challenger and Buddy Baker's Daytona at Chicago in 1970. As mentioned, Buddy Baker's Daytona was also at Detroit in 1971.

Chrysler/Plymouth, as well as other manufacturers, sent out mailings to its past customers in places where a major auto show took place. An example of this is a 1969 mailing that was sent to a customer in Chicago. The mailing on one side folds out to become a 17” x 22” poster showing the Fury III and 1969 Chrysler with teasers about reduced-price sales items during the show.

For wing car owners, the 1970 Chicago Auto Show would probably be the highlight of all shows. There was a Cotton Owens/Buddy Baker Charger Daytona in the midst of the Dodge display. Show goers could poke their heads through the side windows to get a close up view of the minimal seating comfort. The Supercharger Dodge show car was on a platform display as show goers entered the main exhibition hall. Models/spokespersons in orange with black striped mini-skirts and go-go boots described its features. The Vit-C orange Superbird was positioned right next to the Geo-Sphere (a big circular theme globe for the show) at the center of the main hall.

Sometime in the future I hope to draw what I think the 1970 and possibly 1971 Detroit/Chicago Plymouth display looked like on autocad. I have seen several pictures of a large mock-up Chrysler/Plymouth/Imperial did for their 1969 Chicago display. In that mock-up, they used promo plastic models to help show what their display would look like and how it would be arranged. It was a quite large mock-up and also to note that Plymouth and Chrysler were not next to each other in the actual auditorium. Interestingly, they used many promo plastic models of earlier year cars as well as current model year promo cars for the mock-up. The Chrysler plastic promo models appear to all be older, likely as the fuselage styled promo models were not available yet. The mock-up showed not only the cars, but also building columns, loudspeakers on posts, raised platforms, what the special displays would look like, and back wall graphics. In short they built a model of their whole proposed display before the show. Comparing the column locations in the mock-up to the column locations shown in the program, they both match. If someone were to re-create the display today the cost of the just the plastic promos would be significant.

One of the things that would be interesting to find is the contest question sheet from the Plymouth display at the 1970 Detroit Auto Show. There one filled in the blanks answering written questions about the Plymouth Rapid Transit System. If you filled it in correctly, your form was placed in a drawing that awarded the lucky winner a Superbird. I was able to pick up a uncropped 8x10 photograph of Lucius Slade, the contest winner, being awarded the keys to a Superbird at that show. The cropped photo and text was published in the November 25, 1969 issue of the Detroit Free Press. Based on that photograph, I believe the contest drawing was held the last night of the show, November 23, 1969 at 9PM. Examination of the photograph documents that the show was being dismantled when the photograph (and likely other photographs of the key exchange similarly shown in “Chrysler-Plymouth Times” and “Automotive News”) was taken. So Plymouth probably called Lucius Slade and had him come down Monday November 24th for the photographs. The contest form was probably a 1 page printed or mimeographed form. If you have a Superbird, wouldn't that form be fun to have!



David Pearson's 1969 Torino sits on display at the 1969 Detroit Auto Show at Cobo Hall. In the right photo, the cameras roll during the Superbird key exchange at the 1970 Detroit Auto Show. The lucky winner of the Superbird, Lucius Slade is second from right.

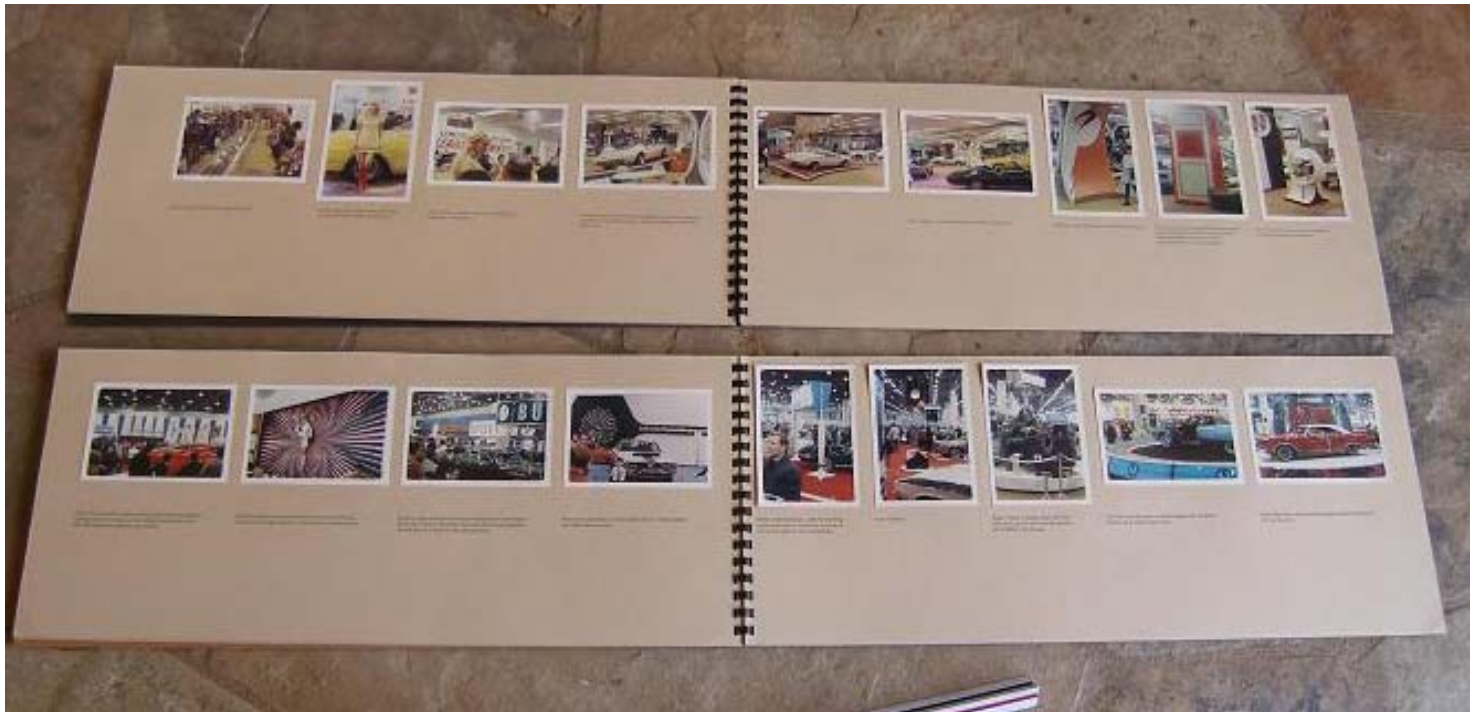


Above: The beautiful Vitamin-C Superbird on display at the 1970 Chicago Auto Show.



Left: Pennant antenna flag from a '60's Detroit Auto show. Rubberized fabric with silk screened lettering. I believe this may have originally had a rubberized cloth sleeve that fit over a car's radio antenna or a small stick at the wide end, like either the Plymouth antenna flag or Plymouth Trouble Shooting flag as pictured.

Right: 1969 Roadrunner "Car of the Year" sticker 15"x26" used on a display model Road Runner car door at the '69 Chicago Auto Show

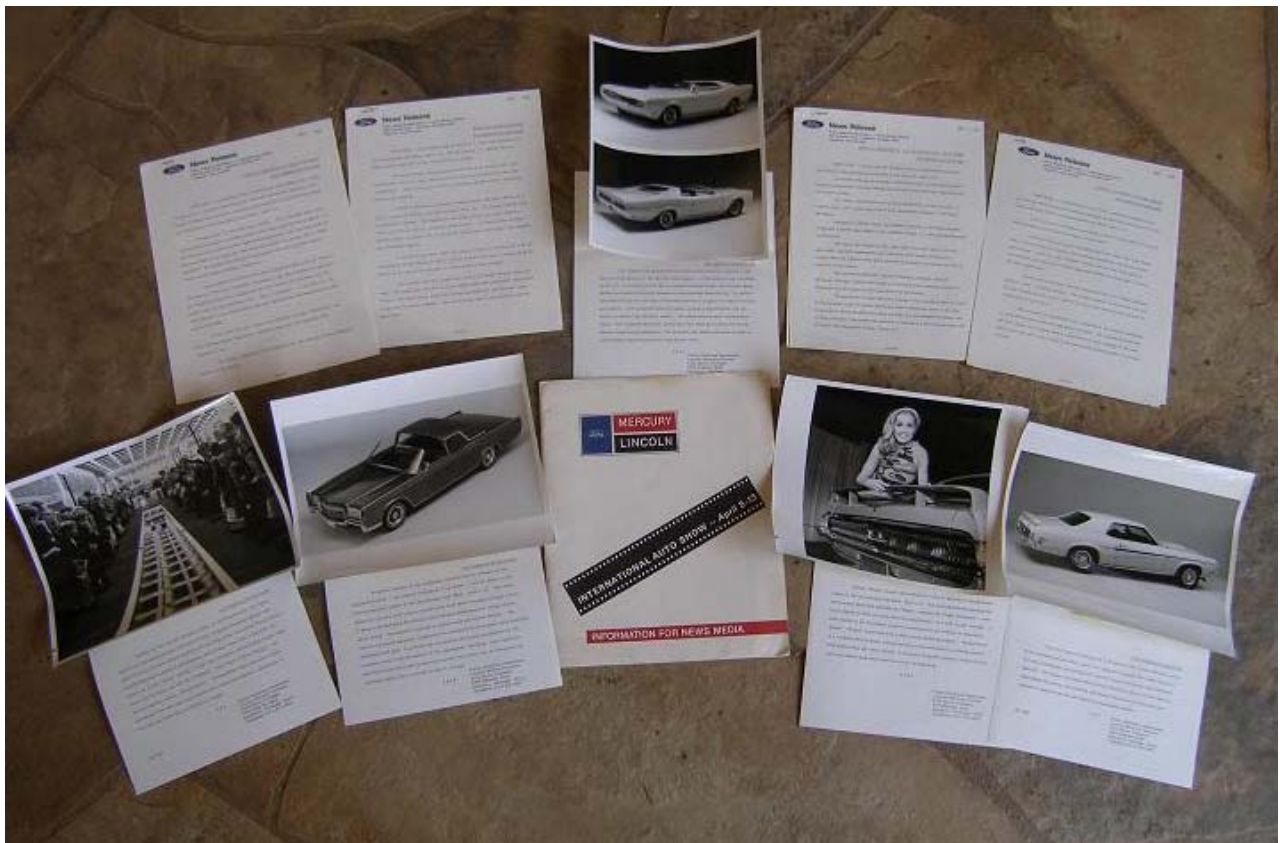


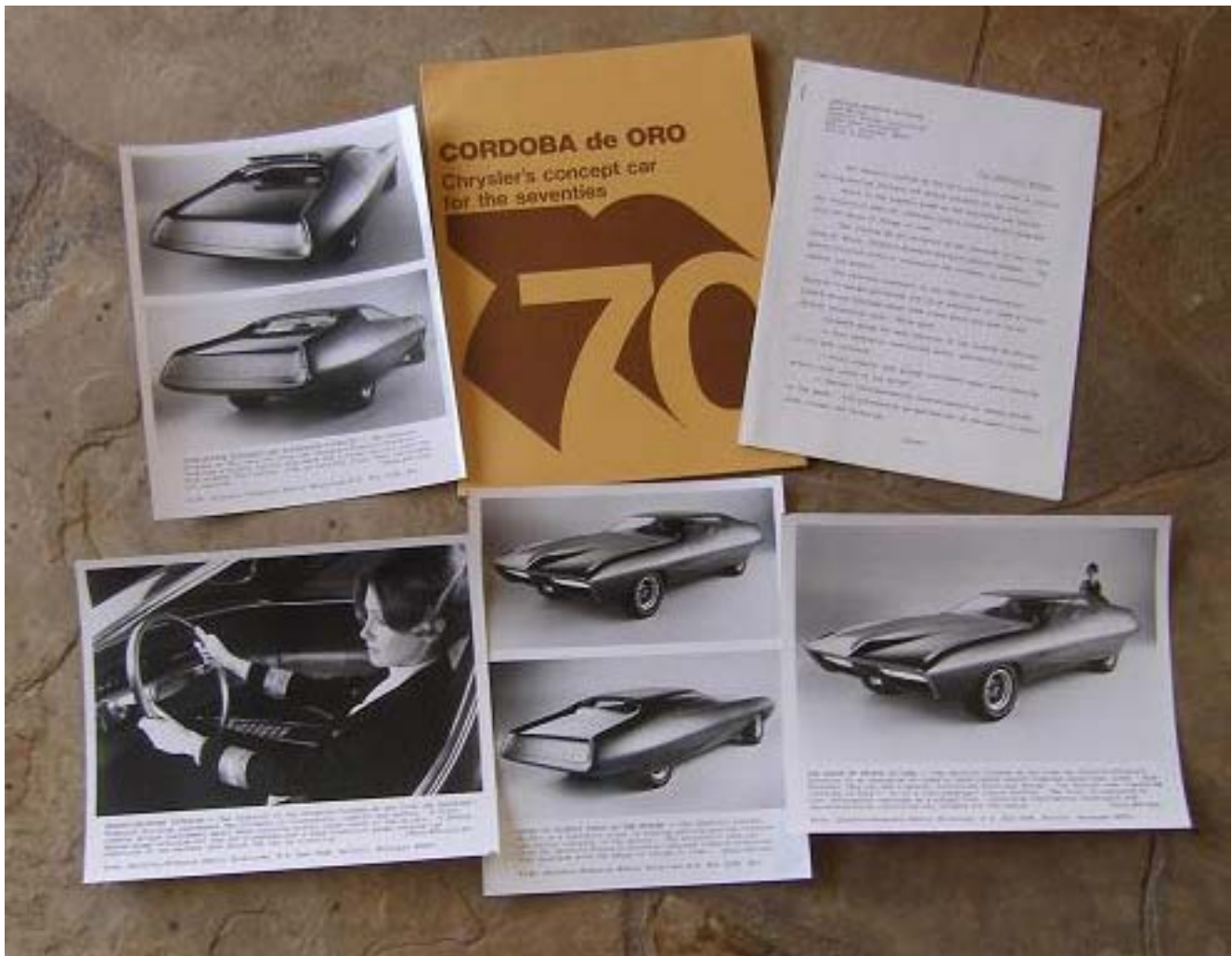
1969 Ford internal albums for the 1969 Chicago and 1969 New York Shows detailing the strengths and weaknesses of various d



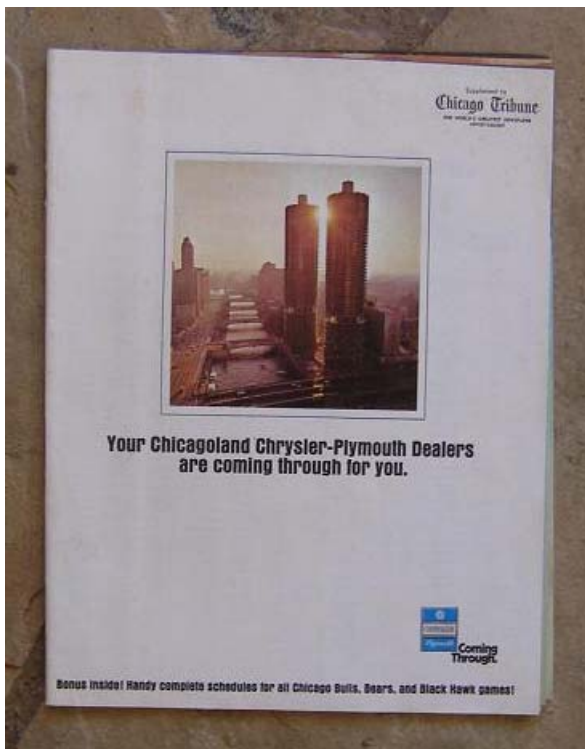
Top: Vintage 1969-1970 auto show programs from Chicago, Detroit, Portland, Montreal, Washington D.C.

Bottom: Lincoln-Mercury press package for the 1969 New York Show





Press package for the 1970-1971 Chrysler Cordoba de Oro show car.



Left: 28 page Chrysler-Plymouth insert to the Chicago Tribune for the 1971 Chicago auto Show. Except for the cover pages, this is identical to the 1971 Chrysler-Plymouth full line Dealer brochure.

Right: 1970 Chicago "Hands on the Wheel" Exhibitors pin and 1971 ticket stub.



Member Greg Langston from Pennsylvania sent these photos in of his 1970 Petty Enterprises crew shirts. These are original team wear, and he obtained them from the Pettys many years ago. He also has an STP shirt as well. Super cool stuff.

Steve & Brian's Excellent Adventure at Trenton Speedway – 1970

About a year ago, I shared the story with you of Steve Mirabelli and his buddy Brian McLernon. These two were a couple of kids growing up in New Jersey who were crazy about NASCAR racing and building models of just about the complete NASCAR field. This was back in 1970 and just about all their models had to be hand lettered as there was no aftermarket decal support like we have today. They were featured in a 1971 NASCAR newsletter when they took a trunk full of their models down to Talladega. Brian picks up the story of another adventure they had. This is one of those stories from a persons formative years that makes an impression on your life. I will let Brian pick up the story.

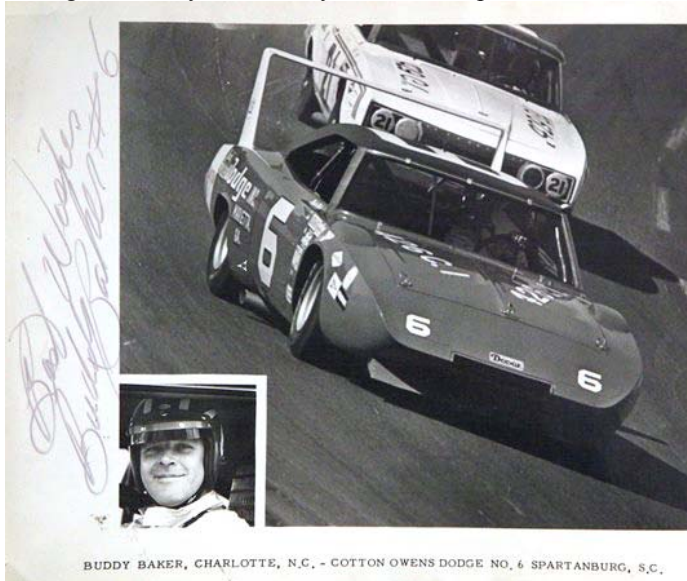


“It was July 1970 and Steve Mirabelli and I had ridden our Petty Blue Sting Ray bikes over to Trenton Speedway to see Sam Nunis, the famed promoter, to show him some model cars and try to weasel some race tickets and pit passes out of him. Well, ole Sam was tighter than a spool of wire and he said no. Right about then, in walks Buddy Baker and Pete Hamilton to see Sam about something like appearance money or maybe to hand in their race entries. They saw our models and thought they were really cool and then they tried to talk Sam into giving us some tickets. Sam got mad and said something to the effect of "No! You give them something to go away!" So while we all went outside, Steve took a photo of Pete and I by my bike (painted like his car with a #40 on the back reflector) Buddy went to their car and autographed these photos for us. He was just about the nicest guy that a couple of geek-ball NASCAR fans would ever meet. I was never a big fan of his and thought he drove with his foot instead of his head. But I totally changed my mind that day and became a fan for the rest of his career.”

The photos on the following page are from Steve Mirabelli's photo album of their weekend at Trenton Speedway.



Steve Mirabelli sits on Richard Petty's Superbird. Can you imagine pulling this off today? Back then, it was encouraged. At right is Bobby Isaac's Daytona loaded up for the ride back home. What a sight this must have been going down the highway.



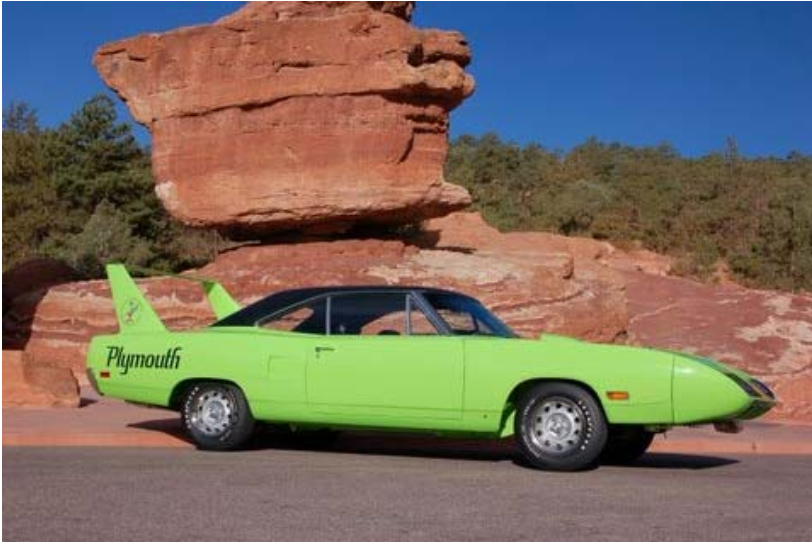
BUDDY BAKER, CHARLOTTE, N.C. - COTTON OWENS DODGE NO. 6 SPARTANBURG, S.C.



At left is the photo Buddy Baker signed for Brian when he and Steve showed up at Trenton Speedway to try and get free tickets.. At right, Brian is showing off his #99 Daytona model to Charlie Glotzbach during a picnic held at the track. What a cool photo.



For the Trenton race, Don Tarr's #37 Daytona has been changed over to a Charger 500. At right is Richard Petty's car in victory lane. The nose was crunched in Friday practice.



And you thought you had a long tow to the car show... This freshly restored Superbird owned by Warren Dean of Colorado Springs CO was just shown at the Kuwait Concours d'Elegance on February 15-18th. The car was one of only fifty invited to the show, and received an all expense paid trip to the show half a world away. The show was held at Kuwait's marina area (I didn't know they had one) and drew a large crowd from the greater Saudi region as well as visitors flying in from as far as Japan and Argentina. The car was restored by Jim Verhey of Reincarnation Auto Restoration in Colorado. The car was crated by hand and loaded into a container for the trip, and accompanied by a guard to keep an eye on the cargo. The Bird was among several other muscle cars including a 1970 Olds 442, a 1970 Challenger and 1966 Shelby. Thanks to club member Randal Gaereminck for sending in this information to pass along.

Members Cars - Another Old Race Car Discovered



This 1974 Charger appeared in an Indiana trader paper during the week of Christmas. The phone and internet lit up with the excitement of another old war horse becoming available. It did not last too long. Brent and Sherri Evans of Illinois took the plunge and are the new owners.

The car is a Nichols Engineering build and was claimed by the seller to have been originally driven by Les Snow in ARCA as either a 1970 Coronet (shown at right) or 1969 Road Runner owned by the Pierce Brothers racing team of Indiana. In the early 70's, it was bought by Denny Newlun of Illinois. Denny has since verified that he bought the car with 1970 Coronet sheet metal. He rebodied it as a 1974 Charger and painted it an attractive purple and pearl white color with race number 19. He ran the car about four times, the last at Texas World Speedway in 1976 when he blew the last Hemi engine and sent the car into retirement.

The car was sold at a race car auction around 1979 and then disappeared. It was rediscovered and rescued in the 1990's in an abandoned building in southern Michigan scheduled for demolition. The new owner sought information on the car at the Mopar Nationals but not much was forthcoming. Owning several cars and projects, he recently decided that the Charger was not going to get done any time soon, and it would be best to let it go. Brent and Sherri drove up the week after New Years and made the deal.

The car is mostly complete less engine, trans and rear gear. They hope to get the car running for the event at the Brickyard 400. So if you attend you will be able to see what a nice unrestored race car looks like. Like almost all old race car projects, it's rough around the edges, but there is a lot to work with on this one and it is not too rusty. The fuel cell is dated May of 1969 which would fit nicely with the belief that it is the 1970 Coronet shown at right. The car also has a unique seat headrest and steering wheel which match photos of the Coronet. Those little details are like fingerprints as each car was hand built. It would be nice to see this one go back as the 1970 Coronet eventually, as you will probably never see another one like it. But for the time being, it's going to stay with the Charger body as it was last raced.



Dick Oldfield took these photos at the K & K Insurance shops in March of 1973. Sitting out in the elements is one of the old Daytonas that did promo appearances in retirement. No doubt this is the same car that was eventually restored and donated to the Talladega museum. The 1970 Charger short track car next to it is probably the car we now refer to as the "low rider". Dig that beautiful hauler.



Inside the shop are a couple 1973 Chargers under build. Hanging on the wall above the hardware bins is the show car sign seen on the roof of the Daytona. The right photo I believe was taken at Charlotte Motor Speedway after setting the 201.104 record at Talladega.



The latest issue of Muscle Car Review has a nice article on the Talladega custom built for Ford President Bunkie Knudsen. Knudsen drove this car in 1969 until his ouster from Ford. The car was sold off and eventually acquired by George Troell in the 70's and has remained in his family. I last saw it at the Ford 100th celebration in 2003 and then it went into storage. Mr Troell passed away in 2007 and the decision was made by his family to restore the car. The restoration has recently been completed and the car made it's debut at The Forge Muscle Car Show in Tennessee this

past October. It is the only Talladega built in yellow. It has been said that Knudsen wanted it yellow as he liked the way Benny Parsons' #98 race car looked. It originally had side exhausts on it. It is also the only Talladega with a white bucket interior white console and power windows. It was built at the Lorain Ohio plant instead of Atlanta like the other Big T cars. It was sent to Kar Kraft in Brighton Michigan for modifications. It differs in many ways from production Talladegas and like the prototypes, is a one of a kind car.

Mr. Knudsen was a real friend of racing. His forced resignation at the hands of Henry Ford II took place the weekend of the 1969 Talladega race. As the news of his firing spread, Charlie Glotzbach quipped after winning the pole in the #88 Daytona: "If I knew it was gonna cause Bunkie so much trouble, I wouldn't have done it". He continued, "Kidding aside, everyone in racing respects that man." Smokey Yunick added, "If I wasn't a grown man, I'd just sit down and cry."

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

Daytona Wanted, not a flipper, looking for a complete car, preferably a finished car. Usually keep my cars for 20+ years. Made the mistake of letting Sean Machado talk me out of my R-4 Daytona in 2002. J But the original family was the only place that it should go. Let me know what you have, cash or 440-6 4-speed Bird as possible trade. Matching numbers. Lemon twist. Greg 360 941-3545 ga.peck@frontier.com
For Sale: 1970 Road Runner Coupe, Lemon Twist, 383 auto with factory A/C, new style system installed retaining factory appearance. 70k miles, new resto, new price \$24500. Trades considered Call Brent or Sherri at 618-898-1179 or email to: carfarm@wabash.net 08/11

For Sale: Superbird, B5 blue, V code, 63k mile southern car, two owners since 1978. Numbers match, column auto, new Legendary white bench interior, carbs rebuilt by Holley, clock tach, rechromed bumper, one older repaint since new. Much mechanical work performed and car is ready to use. Nice driver or you could restore to trailer queen. Asking 90k. Call Dave at 414-769-0961 after 3 PM central time.

Wanted: NOS or other full rear quarter panels to help save a rare limited 4-Speed Petty blue Superbird. Any help or referrals would greatly be appreciated. Please call 610-351-8540, leave message. I'll call back. 04/12

For Sale: Reproduction Ford Parts, 1968-69 Torino Fastback Tailight Bezels \$225.00pr

Ford FE dipstick tube C7OZ-6754-A \$19.95, 1968-70 Chrome twist oil cap C8AZ6766B \$39.95, 1968-70 PCV tube C8OZ6758BR {428} \$75., 1969 Exhaust tips C9OA5263A \$169.95pr, 1970 exhaust tips D0OA5263A \$169.95pr, 1969-71 ram air seal DOGY9B625B \$295., 1970-71 ram air shaker seal \$195., Ram air vacuum motor \$125., Talladega engine code decal DF1318 \$4., Talladega sales folder \$8.

Trunk drop downs 1968-69 & 1970-71 \$250.00pr We carry many more parts in stock. Please e-mail for complete list Joe Gibbs Hot Rod oil. The right amount of Zinc {Zddp} for our cars along with a military additive for storage. Synthetic oil 10w-30 or 15w50 \$100 for club members {\$120/retail} Conventional oil {still with the Zinc & storage additive} 10w-30 or 15w-50 \$85.00 {retail \$97.00} 1case is 12 quarts

Contact Marty Burke 7177 CR 1135 Leonard Tx 75452 Mburke6662@aol.com 08/11

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

Services Offered: Custom fab & repair of Superbird nose cones and window plugs - complete or partial - all steel. I can repair yours or build new. Photos at www.wingcarfab.com Jack McGaughey 2682 New Hope Rd Dacula GA 30019, 770-963-2493H, 770-277-8086 shop

For Sale: Superbird and Daytona Z-brackets, very authentic looking, made of steel, \$600 pair. Superbird headlight buckets, steel repro, \$350 + ship. Email for pics: knifley@msn.com or call Ron Knifley, 250 Parkwood Dr, Campbellsville, KY 42718. 270/465-2465.05/08

For Sale: 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: Superbird grille screens, correct 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 compt black strap for rad support vac 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

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: Correct vacuum hose kits for Daytona and superbird headlight actuators, 68 and 69 Charger headlight actuators, and kits for 70 to 72 B Body air grabbers. Kits include correct grooved, color striped hose, molded switch and firewall fittings, clips where applicable, and instruction sheet. Daytona and Superbird \$195.00, 68 & 69 Charger (incl. clips) \$185.00, 70 Road Runner air grabber kit \$145.00, 71 & 72 B Body air grabber kit \$155.00. Air grabber hose clip set \$35.00 Contact John McBryde at 704-435-6198, or at meps2@bellsouth.net 08/11

For Sale: Superbird jack hold down plates, Die stamped just like the originals \$100 Scissor jack, \$350.00 1970 Road Runner ,GTX restored bumper jack. Includes base,post, jack hook 2931103, & tire iron.\$350. Contact Mike, gilead222@comcast.net or at 860 424-6125. 08/11

For Sale: Daytona: Hemi Orange, auto, NOM 440, 4.10 Dana, black interior/stripes. All original sheetmetal. Car is in great shape and drives wonderfully. \$155,000 or \$125k plus C500/Superbird trade (or other cool Mopar) 832-498-4406 t.hawkes@att.net Many pics avail by email

For Sale: Superbird black steering wheel, no cracks, 150 shipping incl in lower 48. Trade: I have a 1966 David Pearson #6 Charger postcard & 1968 ex-Petty Jabe Thomas Road Runner #25 post card. Will trade either for a 1968 or 69 Buddy Baker #3 Charger. Greg 586-243-7029.

Wanted: MoPar stock car parts: Pair of 15 x 9.5 Nichels wheels, upper control arm hardware, Nichels modified dual master cylinder, one piece strut rods, Pitman arm, idler arm, brake shoes & springs, wheel cylinders, Stant radiator cap, white top with black, rated @ 20#, has "safety lever". Red race hemi spark plug wires, may say "Packard" on them. Call Greg 586-243-7029, email: hpims@comcast.net 06/11

For Sale: Decal sets for winged cars. Consisting of the following decals: Antifreeze, Emissions, Air cleaner service, Horn (Superbird only), Tire Pressure Safety Act, Jack Instructions, Sure Grip Warning, Jack Base, \$46.00 Superbird or \$34.00 Daytona. Wing decals, black, white or red \$25 ea. Running Birds \$8 ea. Standing birds \$8 ea. All prices plus shipping anywhere. Other decals & stripes available John McBryde 704-435-2692 or Hemituff@bellsouth.net 08/11

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18

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Ertl 1/18 scale Daytona-Superbird Auto Club commorative Daytona, diecast T-5 bronze with white stripe, comes with certificate of authenticity, limited edition of 2500 produced, \$49 +\$10 Shipping
Eagles Race 1/43 Daytonas \$15 each **Street versions:** black w/ red wing, silver w/ black wing, gold w/ white wing, solid blue w/ white wing, metallic blue w/ white wing, white w/ red wing, Red w/ white wing, **Limited Editions:** Millenium Chrome \$ 5 shipping
Racing Champions 1/64 stock cars, original 1992 issue, \$5 ea + \$3 shipping - **Superbirds:** #40 Hamilton, #71 Isaac Daytona,
64 Fords - #22 Fireball, #28 Fred Lorenzen \$3 each, **Cyclones:** #21 AJ Foyt, #26 Lee Roy Yarbrough, #52 AJ Foyt, #55 Tiny Lund, #64 Elmo Langley, #70 JD McDuffie \$4 each

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

Superbird Special Parts & Maintainance 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

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

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

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

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

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.

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

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Hans Rissi from way up north in Rocky Mountain House Alberta enjoys driving his cars as much as possible. This also provides some great photo opportunities. This beautiful shot was taken last year in the Rockies on the way to the car show in Radium Hot Springs BC. It's about a 250 mile run from Hans' home. Hans' car is painted a gun metal gray color. He says, "I always thought the car looked a little bit dark, so a couple of years ago, we made up these decals. I chose the #70 for the 1970 season." The Superbird is a 440 with a 6-barrel carb setup, an automatic with matching numbers. Hans and his family have attended aero car meets in Rapid City South Dakota and Talladega in 2004, and Litchfield Illinois in 2005. Great photo Hans, and keep your wings up!