



January – March 2014
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TALLADEGA
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Registry

DAYTONA – SUPERBIRD AUTO CLUB

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

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

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

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

45th Aero Warrior Reunion at Talladega

Plans are coming together for the 45th anniversary reunion at Talladega. The dates will be October 16-19. Schedule:

Thursday, October 16th: Morning track laps at Atlanta Motor Speedway. These will be similar to the highway speed laps at Monster Mopar. Convoy to Alexander City in the afternoon. Trunk swap meet in the evening. Plan on staying in Atlanta Wednesday night. I will have hotel information next issue.

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

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

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

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

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

Hampton Inn 256-234-2244

Best Western 256-234-6311

Holiday Inn Express 256-234-5900.

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

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

Winged Warriors/NBOA Spring Meet, May 30 – June 1 Farmington MN – Winged Warriors Spring Meet will be held in conjunction with the 30th Annual Mopars in the Park car show and swap at the Dakota County Fairgrounds. Featuring 40th anniversary Hemi display, 100th anniversary of Dodge, Mopar legend Tom Hoover to appear. For show info, www.midwestmopars.com or call 952-334-3751. Show car registration is \$20 for display only or \$30.00 day of show.

Host hotel is the Grand Stay Suites in Apple Valley, 952-953-6111 for reservations. Members are welcome to attend the Friday night Moparty at Curt and Janet Lawson's house, 13240-139th Ave N, Dayton MN If you plan to attend the party, call Janet at 763-427-4363

Bristol Event Opportunity: Received a note from Tim Lopata about an event he is working on for next August. "I am putting together a display of Boss 429 cars, Talladegas / Cyclones etc. AT FUN FORD / MOPAR THUNDER August 29-30, 2014. This is the week after the NASCAR event. They plan on leaving a large tent to park the cars underneath. Don't know if you guys would be interested I have a few guys down here that are attending will be the 45th anniversary for the 69s. I know you guys are doing Talladega but there maybe some people who can't attend and this could be an alternative. Weather permitting, track laps after the event." Contact Tim at, 865-380-1996 for information



Frank Wylie 1924-2014

Former Dodge executive Frank Wylie passed away on December 16th. You might not be familiar with Mr. Wylie, but he was an important part of Dodge's racing program in the 1960's.

Frank is the tall man shown in the photo at left standing next to Cotton Owens. Back in 2006, Frank came east from California when Cotton Owens was honored in Spartanburg South Carolina. The photo with the Daytona was taken inside Cotton's work shop.

A World War II veteran and Harvard graduate, Frank Wylie joined the Dodge division in 1948. He worked in various positions at Chrysler for 32 years, rising to Director of Public Relations for the Dodge division. He was a proponent Dodge's involvement with NASCAR racing to update its image. Frank claimed to be responsible for the use of the R/T (road and track) moniker on Dodge performance cars. He was often at the race track in the glory days of Chrysler's involvement in racing.

Frank left the auto business in 1980 and came to California to work in higher education; first at California State University and later as a professor of PR and Journalism. I only met him one time, at the Cotton Owens function. It was clear that he still had the respect of his racing peers.

Troy Hawke's Hemi Daytona Project



Our friend Troy Hawkes in Houston Texas has been busy this spring working on his Daytona. Troy had his 440 automatic car for sale in hopes of getting a 4-speed car like his father had owned. When things didn't work out, he decided to build what he wanted and purchased a running 426 Hemi. He is working on getting it ready to pop in from the bottom.

He's changed out the power brake booster and bracket for the right Hemi parts supplied by Wayne, The Ram Man. He has new brake lines since they will now mount on the driver side of the master cylinder. Scott Smith at HARMS Auto supplied the beautiful carburetors.

Heavier .96 torsion bars are going in. The plan is to run TTI headers with QTP electric cutouts to be able to "make some noise". Troy is using a stock style Hemi K frame. He has also added an MSD box inside the right side Z-bracket where it can't be seen as well as a pusher electric fan just in front of the radiator.

Converting to a Hemi is not a simple task. Troy has a lot of the small things figured out. There are lots of other things to think about. The kickdown linkage, the battery cables, carb linkage, converting to the proper Federal power steering pump. His engine was built with a 440 rotating assembly, so he has been working on making sure all the pulleys line up.

At the moment, things are getting close to dropping out the old engine from the bottom and sliding the new engine and K-frame into place and it shouldn't be long now. Good luck with your project, Troy!



Erin Whitfield's Dan Gurney Special 3

Received a nice letter from Lou Whitfield of Bakersfield California about his wife Erin's Dan Gurney Special Cyclone. Well, they've had it a while, but it's finally done.

Lou's been part of the aero car scene since the 70's owning a Superbird, a Talladega and a Spoiler II along the way. Cars he has built in the past have never disappointed and this one is no exception. Lou's letters are always enjoyable, written in long hand the way he did 30 years ago. I'll let him tell the story.

"We bought Erin's car about five years ago. In March of 2013, the car came home from the paint and body shop, as did the rebuilt engine. I spent ten months putting the car back together. There was not one molecule of the car that was not touched. Not one. I have never had a car fight me as much as this one. No one except my wife knows how frustrated I got at times. Now this is not in the same context as say, having a child in the hospital on life support, but any time a car is done from the frame up, you'll have a glitch or two. That's the way it is in the real world. And I'll say right now, I had a truck load of gremlins in this car. But I've just got two or three minor things to take care of, and it'll be ready to roll. "I was bound and determined to see it through, but this is my swan song. Before I retired in 2012, I knew this would be the last one to do. And it is."

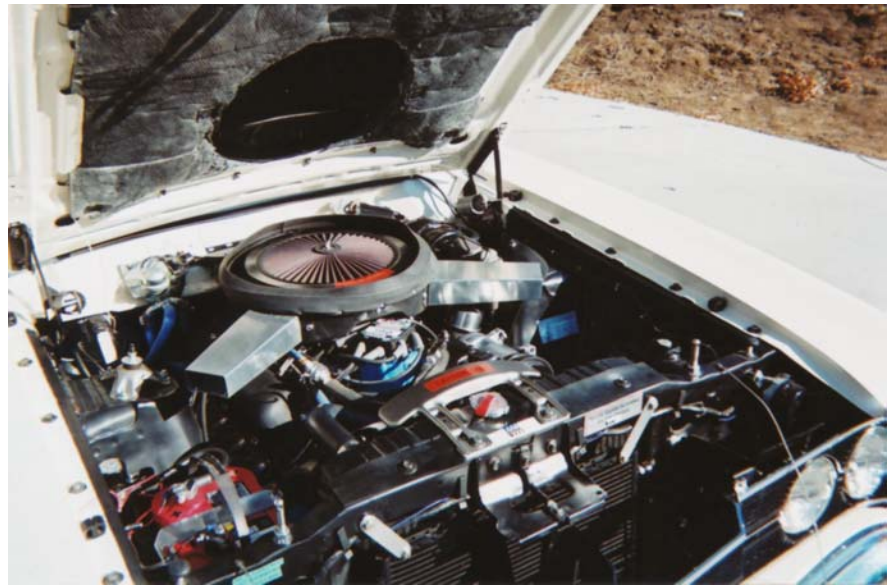
The car is a real W-front Dan Gurney Special. It has the original 351 Windsor 4bbl, and column shift FMX transmission. The rear gear has been swapped with a 2.75 Power Trak Richmond Gear 9" setup. It has functional ram air.

Lou is known for building cars to cruise long distances. This one has factory air conditioning, tach, AM/FM with rear speakers and rear defrosters. There's a custom gauge panel.

It has light bolt on resto-mods. Front spoiler added, larger front sway bar and a rear bar added. It has an aftermarket carb, intake and headers as well as a roller cam.

Out front, there is a Northwest Territories Polar Bear license plate frame. Erin keeps pretty busy as an animal biologist and her job takes her to all kinds of remote and interesting places.

To Lou and Erin: "Wow", what a nice car. Since this one's built to drive, we hope to see you both at Talladega in the fall.





Here's a little history lesson. Now sometimes, the race cars you see in museums are not all they seem. True, there are cars that are real and accurately represented. Other times, the car is real with genuine race history, but is painted up as a different car. And sometimes, the car is an outright replica on all fronts. The car I will feature this month is the Donnie Allison #27 Talladega that is on display at the museum at Talladega.

This car actually fits into the second category, being a real car from the period, but restored in a different livery. Well, what car is it? Originally, it was a Junie Donleavy #90 car, often driven by Bill Dennis in Grand National and in Late Model Sportsman competition.

The Donleavy car was originally built by Tom Pistone. Pistone built a number of 1968-'69 race cars out of Holman Moody kits. As you may know, the Ford Grand National cars are half chassis, which means from the firewall forward, it is based on a 1965 Galaxie full frame. The front full frame stub is grafted to the center unibody shell with steel tubing through the rocker panels. The Holman-Moody sold kits allowed outside car builders to do their own thing, which is what Pistone did. The way his cars are welded together is different enough from H-M, that an experienced eye can spot it.

Some time in the 80's, the museum at Talladega was looking for a suitable car to represent Donnie Allison. Now the original Banjo Matthews Talladega was said to have been sold to Larry Smith, who raced the car in updated sheet metal as a 1970 Torino and later as a 1971 Cyclone. He was killed in the car at Talladega, and that car is said to be long gone. I've also heard that Banjo had a second Talladega, and if so, it is not known to exist today.

With the real car out of the question, it was known that Junie Donleavy had the old #90 Mercury Cyclone. Elmo Langley was commissioned to do the restoration and convert the car from a 1969 W-nose Mercury into a #27 Talladega. I don't know who paid for what, but at the time Elmo had a relationship with Sunny King Ford as a sponsor on his Winston Cup race car.

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5
 The heritage of the Mercury shell can be seen if you look inside the Allison car in the museum. You can still see the three Mercury hash marks on the inside of the fastback roof that have been bonded over on the outside. The car is a non-runner and has to be towed around to be moved. At left, here is the car in its original Donleavy livery with driver Bill Dennis by the car.

I don't bring any of this up to criticize the car in any way. Often when cars were set up for museum display, the availability of original cars with original bodies is very limited.



Another good example is the Fireball Roberts #22 1963 Galaxie that was on display at the Joe Weatherly museum until recently. The "Roberts" car was a Banjo Matthews 1964 Ford raced by A.J. Foyt as the #00, and later as a yellow Junior Johnson #27. It still has the unique to 1964 dashboard gauge bezel from the Johnson #27. It was fabricated from sheet goods as compared to the Holman Moody cast gauge bezel.

In 1965, after Roberts' death, Darlington track manager Bob Colvin sought cars of Fireball and Joe Weatherly for the soon to be opened museum there. Both drivers had died in 1964. Both were superstars of the era. And Weatherly was a close friend of Colvin. The 1964 factory Ford race cars were obsolete by a new rear suspension of the 1965 models. So it would be an easy choice for the museum use of the car.

Kenny "Red" Mylar (shown above with the completed car) was given the job of backdating the #00/#27 1964 Ford into a Fireball 1963 car. Kenny did the job at his home shop in North Carolina, which was located in the barn directly behind the car. The photo above is from Kenny's personal scrap book. As restored, the car was painted an incorrect shade of purple, lighter than Roberts' actual cars.

The car had probably had been outside for some time before being prepared for the museum. The floors may have had some rust as they were patched with what appears to be roofing material. In a bit of a hoot, one other '63 Galaxie in modern times has been restored using this car as a pattern. Thus, great pains were taken to duplicate the flat floor patches! Not the first time monkey see, monkey do has happened.

In recent times, the "Roberts" car has been removed from the Darlington museum by Lee Holman, repainted the correct shade of 1955 Ford Regency Purple. It has also picked up a modern Holman-Moody VIN plate, which is something the 1963 cars did not have. Under the skin, it remains largely a 1963 time warp race car. Great car, just happens to be wearing the wrong suit.

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See the man in the picture!

Our friend Jay Phillips has spent a LOT of time searching for and compiling old newspaper ads for Superbirds. This one from Gastonia Chrysler Plymouth in North Carolina is particularly good. They feature the Superbird as a traffic builder, just as it suggests on the factory dealer brochure: "Maybe a winged Superbird is too much, but we've got all the cousins in our closet. Roadrunners, GTX's, Barracudas, Dusters."

Also love the giveaway 18" x 25" Richard Petty caricature poster. That would be the one that Wix Filters offered. You could mail in and get it for one dollar. It took me years to find one for myself. They must have given away thousands of them at the time.



My immediate family knows I am the odd one. It is a big joke that I may be found in the basement oogling over some old auto racing color calendar admiring it the way some look at a centerfold. Or I might be reading a 1968 issue of Stock Car Racing magazine catching up on Ford versus Mopar engine rules in regard to weight versus cubic inches – and just exactly when was it that Chrysler was allowed that second carburetor on the Hemi by NASCAR? Publications like that are named by my loved ones by the letters “OSQ”, which in a reference to the movie Dodgeball, where they showed a magazine called “Obscure Sports Quarterly”. If you’ve seen the movie, you’ll get the joke. When a new vintage publication arrives, I will get the question, “So, is that a new OSQ you’re reading?”

I acknowledge who I am and am comfortable with it. I laughed when I saw the following article published on jalopnik.com about how serious car enthusiasts must appear to others, but in the context of washing machines. But to be serious, I am quite sure there are some vintage washing machine collectors out there. I’ll let the article fly, and hopefully you get a good laugh out of it.

I used to take it as a given that an interest in vehicles inherently made sense. People were either into cars or they were not. I assumed that even someone who wasn't into cars understood the fascination, even if they didn't share it. When I took the time to really look at the world around me, I had a realization. I. WAS. WRONG.

To understand how a car enthusiast must look to anyone else, I needed an angle. I initially thought of using the perspective of a "car hating Millennial," which seems to be a popular boogie-man. There were problems with this. For one, no one seems to agree on what a Millennial actually is or if they really all hate cars. Secondly, I wasn't looking for an antagonistic perspective. Instead, I decided to work from the mindset of someone who views cars as just another appliance, like a washing machine.

[Enter Steve, a Washing Machine Enthusiast]

The other day, I was visiting Steve. I'd overheard him at work, talking to other wash-heads. I was mildly curious about the hobby, I'd known some people who were into it, so I decided to bring up the subject. Steve perked up immediately and asked if I wanted to see his laundry room. I can say this: my laundry room is simply a place for my washing machine, his was something wholly other. All over the place were posters of professional washers, and vintage metal signs advertising long gone brands of soap and fabric softener. On the wall was a peg board with little silhouettes so that things like irons and detergent bottles always went back in the right place. He also had a collection of tools, some of which were familiar and some that I couldn't imagine the purpose of. In the corner were many boxes which seemed to be full of vintage washing machine parts. Most shockingly, in contrast to my laundry room, he had not one but FOUR washing machines.

"Why the other three when you have that one?" I was referring to the newest of the four. I'd seen advertisements for it and I was pretty sure it could easily do anything the others could.

"Oh, that one. Never use it." He goes on to explain that his wife picked it out for when she has to wash clothes. "Given the choice," he continues, "I'd have skipped the purchase, but she says mine are too complicated and touchy." He then motions proudly to the other three. "These are mine!"

I'm a bit confused by what I'm seeing. All three machines have all sorts of esoteric levers, switches and gauges that seem outdated and out of place even on these machines. All of them are at least a few years older than I'd expect someone "into" washing machines to care about. "Er. What does this lever do?" I'm sort of embarrassed to ask, but how else will I learn anything.

"That one engages the linkage between the wash drum and the motor." The tone of voice he uses suggests I have asked a profoundly stupid question.

"Why you want to do that? I'm pretty sure my does that on it's own." I'm sort of confused at this point.

He looks at me as if I've grown a second head. "Well I suppose if you've never tried it wouldn't make sense. Let me tell you, once you get the hang of it you gain a fine control of the exact engagement point that is far better and smoother than those automatic linkage systems. More efficient too."

"Wait just a second," I reply. "I'm pretty sure when I was purchasing my last machine the automatic drum linkage was actually slightly more efficient than the manual version."

"Lies," he insists. "Those numbers only reflect the EPA tests. I've monitored my own usage quite carefully and I always manage to exceed the estimate. Well, I suppose that's only when I'm not washing spiritedly, but when I want to I can get better efficiency."

Over the course of this tour I find out that he has three machines because, he says, they all offer distinct washing experiences. The newest, is what he calls his weekly-washer. It's a strange pale orange color. I swear last time that color was popular had to be at least a decade ago. Compared to the others it's the most boring, but it's also the toughest and the most easily replaceable. Next comes the very loud green unit. This is apparently the "fun" washer, it has a larger motor, upgraded stabilizers, and tons more done to it. "Spins 20% faster than when it left the factory," he announces. The last one, I learn, doesn't work. He's restoring it and upgrading components along the way. I'm told that good examples are rare and expensive but that he always wanted one.

Apparently, all three washing machines have a bottom mounted drive attached to the wash drum, while most modern washing machines (like his wife's) have side mounted drive. I had thought side mounted was better, even though I rarely consider it at all. He informs me that it was all clever advertising to hide the fact that they were cheaper to manufacture that way. I then ask about models with dual drive that have both bottom and side. Once again I am apparently wrong; Steve says those dual drive machines lack soul, and detergent is far more important than extra driven parts.

Steve often washes clothes that are already clean because it helps him relax. I can kind of understand that. Sometimes a load of towels is kind of meditative for me because it requires almost zero effort and lets my mind wander. This, I am told, is not what he meant. For some reason he picks the most technical garments he can find to wash, because it really lets him test out the capabilities of his machines.

I learn about washing machine shows. Steve apparently hates something called the "Pantz" movement. These guys modify the stabilizers because it makes the machine look "cool" somehow. I'm told the result is a machine that can only be operated on the gentle cycle. "These guys are ruining otherwise good machines," he says. Honestly I remember most of those models from high-school. I never thought they were very impressive, but I don't tell him that.

At this point my brain is overflowing with technical jargon and details I once considered irrelevant. My head is spinning faster than the drum in the strange olive green number which he fired up so I could see it in action. Now that I look at it, I notice it has a bulge molded into the access panel to allow clearance for a larger motor. The obnoxious whine it emits does nothing for me, and it looks kind of silly. In short. I just don't get it.

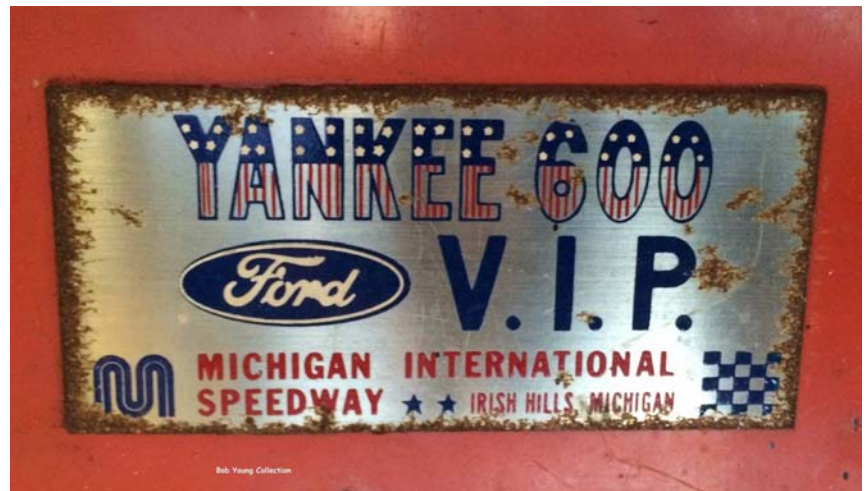
I resolve never to bring up the subject again to him. I may, however, ask him for advice next time I buy a washing machine. I probably won't follow it.

Collectibles – Michigan Speedway Stuff



I found this 1969 Yankee 600 program from Michigan International Speedway at a local swap meet. MIS put out some great promotional materials back in the day. Often, the program covers were also used as large posters. They are fairly rare, but I have never seen the Yankee 600 poster. I would like to. There is at least one of the 1970 posters on Ebay right now. They have never been reproduced and frame up really nice.

The car manufacturers often had hospitality or enthusiast corrals at MIS. The dash plaque below must be from one of those. It was issued to Ford guests and VIP's. This is another one I have never seen before. Has to be hard to come by. Cool 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 FJ5 Limelight, Numbers matching motor & trans, 440 4 bbl 4 spd. Dana A33 track pack, fender tag dash tag, all body numbers matching Black bench seat, Galen Govier visual report, before car was taken down, car has been blasted, and is on rotisserie, new metal nose, Motor and Trans are done, to many new or refurbished parts to list here, lots of original paper work from 1 st owners, original bill of sale when car was first bought, offers over \$85,000. Maybe partial trade on Mopar. cascadeclassiccars@yahoo.com 509 630 2494

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

NOS Superbird rear window, NOT repro, this is an authentic 1969 date coded Chrysler glass purchased from our local dealer in the late 1970s; still in the original Mopar cardboard shipping crate, \$4,000 or best offer. You have to pick up in Iowa, I will not ship it. Call 515-298-0388 and leave a message or email to: hemi29@q.com

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

For Sale: Superbird, 440 4bbl, 4 speed, Limelight green. Rotisserie resto in 2007, fewer than 1000 miles since! 8 track/AM radio, original black interior, vinyl roof, glass, build sheet, everything else NEW, zero rust, not driven for 30 years before restoring. Shown at 2012 Kuwait Concours (.com), many first places, no seconds! See restoration at reincarnationauto.com. Runs and drives as new! 150K OBO. May be at Mecum Monterey Auction. Call Jim, 719-660-3690 or email to jimsreincar@yahoo.com

For Sale: 2008 Ford F250 4X4 XLT Lariat Super cab, Off Road package with V-10 gas motor and automatic. Fully loaded truck with almost every option offered by Ford. Bright red with tan leather interior. It has just 27,000 miles and never been in snow or salt. Purchased new by my father in 2008. It also has a bed cover, chrome cab protector, chrome front push bar / grill protector, air horns, and lighted fender markers. This would be the ultimate tow vehicle because it is a 9300 GVW rated, and has the special auto trans with the internal brake system combined with Ford's "tow command" system. To match this in a new model, you are looking at 50K +. Willing to deal! Ken Klima, 440-533-5304 (cell) or 440-548-7110 (home) Middlefield, Ohio.

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

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

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

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

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

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

For Sale: 426 Hemi rat roaster cross ram manifold for single 4500-4575 Holley– used in 1976-78 stock eliminator racing. P/N 3690559, asking \$550 obo. Franklin Mint Petty 67 Belvedere GTX, new in box asking \$130, Peach State American Muscle 70 440 6-Pack Challenger 1/18 diecast, orange with white stripe in box \$100, 426 Hemi intake for single 4-bbl in box, Asking \$75. Call Richard, 650-296-7630

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

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

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

For Sale: Daytona grille screen \$50 postage paid, Daytona fender screens \$50 pr. Postage paid. Or buy all three for \$75. Wayne Perkins, 811 Northview, Olathe KS, 66061, 913-764-1956 noon to 7:00 pm central time. 08/11

For Sale: 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 veightpete@gmail.com 860-350-6864 any time.

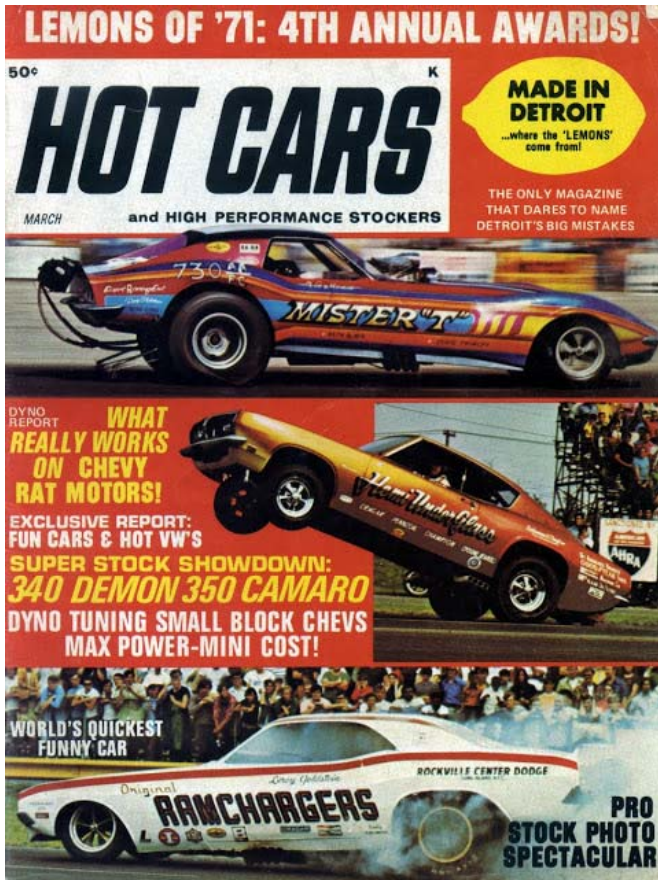
Wanted: LH and RH outside sport mirrors for Talladega or Spoiler II. Tom VanHandel, (920)739-9337 OR (920)735-1221

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

Daytona/Superbird Metal Reproduction Parts and assy services: I fabricate NOS quality steel parts including most everything that goes in the nosecone or trunk of a Superbird or Daytona as well as some trim. All parts are cut using CNC equipment and formed with CNC equipment or custom tooling. A partial listing of the parts includes: Wing Washers, Wing braces, Grill frames and grills, A-Pillar mldgs, Turn signal frames, Headlight buckets, nose Z-brackets, 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 Please call Erik Nelson, 612-382-4723 or email erikjohnnelson@hotmail.com

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

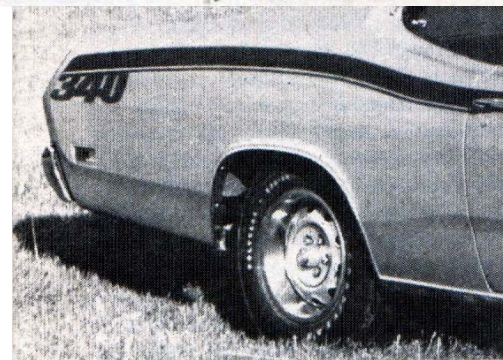
Hot Cars Magazine Lemon Awards: I hadn't seen these in years and laughed when I found them posted online. As a kid reading the article, I am sure it was where I learned about the "citrus paint job", otherwise known as orange peel.



Plymouth's super turd has to be one of the most ignorant cars to roll out of the Gotham City Bat cave in '71



Barracuda has to have one of the worst grilles in the history of the car. The whole picture would look better if it were as blurry as the rest of the car.



Big tape numbers hide inferior paint. Some cars have a citrus paint job. It is known in the business as orange peel.

2014 DSAC MEMBERSHIP FORM

11

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For Sale: Superbird grille screens, correct size and pattern, \$30 ea or 2/\$50. Superbird/Daytona headlight pivot bushings, correct item, \$25 set of four, Superbird/Daytona special flat headlight bucket bolts - \$2.50 ea (ten reqd). Engine compartment items: black strap for rad support vacuum lines \$5, small rubber hood bumpers at cowl panel \$8 ea. Prices include shipping. DSAC, 13717 W Green Meadow Dr. New Berlin, WI 53151 414-687-2489 email to superbirdclub@yahoo.com 08/11

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

Superbird Special Parts & Maintenance Schedule - This 44 page spiral bound book was the special owners manual mailed to the original owner of record by Chrysler. Includes separate cover letter of introduction from Chrysler. \$15 postage paid.

Superbird Serial Number List - Contains 1,920 Superbird VIN numbers. This document does not list by VIN numerical order, but rather when each car was received by the Clairpointe sub-assembly plant (where noses and wings were installed) and when shipped out after installation. There have been a few cars reported that are not on this list. \$20 postage paid.

Superbird Dealer Brochure - There never was a consumer sales brochure on the 'Bird, but there was a four page black & white folder sent to each dealer introducing the car and special features. \$10. postage paid.

Daytona Sales Brochure black and white reproduction. \$6 postage paid

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



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

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

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

Talladega and Cyclone Spoiler Registry Book – Contains information on how to properly restore your Talladega, Cyclone Spoiler or Spoiler II as well as the story of the Aero Fords. Each Talladega serial number is documented and current owner and condition if known. Each Cyclone Spoiler and Spoiler II known to exist is listed as well as known Talladega and Spoiler II race cars \$30 postage paid.

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

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Buddy Baker grabs a nose for his
"cool suit", 1970 World 600 at Charlotte.

