

July - August 2011  
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

### The Heat is On – What I Did on My Summer Vacation

Well it has been a busy summer for far at club headquarters. We have not stopped running since the end of June, but it sure has been a lot fun. I have burned a fair amount of 9 mpg gas in my Hemi Ram pulling the enclosed trailer back and forth.

The Cleveland national meet in June was well organized and a very nice time. Doug and Carol Croxford did a great job and we were kept hopping with a full slate of activities every day. The weather was a little wet, but I don't think we had a real rain out at any point in time, and it did not slow us down at all. The car count was less than expected for the effort involved, but I realize the Indianapolis meet announcement prevented some cars from coming. Cleveland was a nice place to visit with a beautiful lakefront. It's definitely a place I would like to return to.

The club picnic on July 24<sup>th</sup> drew 14 local Ford and Mopar aero cars to club headquarters on a very warm Sunday, and it was one of the better turnouts in recent years. There are a large number of these cars in Wisconsin for whatever reason, and it makes it easy to have a nice display on the front lawn.

The next weekend after the picnic it was on to Indianapolis and the Brickyard 400, and the heat was on – like a blast furnace. It turned out to be an excellent experience with 93 cars present. Despite what anyone says about any shortcomings of watching a race at Indy, the place is magic, and there is just something in the air about being there. It was great on the Saturday track lap to be coming down the front straight and seeing the scoring pylon. It was a lot of fun. At right, we are at the Mug 'n Bun which is Indy's oldest drive in and only about a mile from the Speedway.



Labor Day weekend, I will be headed to Keokuk Iowa for the Labor Day parade. Ramo Stott is the Grand Marshall of the parade and we are taking his old #7 Superbird to be on the parade float. I am going to need some colder weather to slow down.

The Forge Muscle Car show in Tennessee is September 9th and 10th, and the Talladega and Cyclone Spoiler Reunion will be held there in conjunction with it. For more information on this quality event, go to [www.forgemusclecarshow.com](http://www.forgemusclecarshow.com)

Monster Mopar Weekend has been relocated to Indianapolis Raceway Park and also is September 23, 24 and 25<sup>th</sup>. Winged Warriors will be hosting an event there, and will have special parking for club cars. There also will be track laps on the 5/8 mile oval. The event has been moved from St Louis due to the closure of Gateway Raceway, but it will be a similar event with a car show, swap meet, and drag racing. I expect the turnout will be good and lay a good foundation for this event under the new promoter and location. More info at [www.monstermopar.com](http://www.monstermopar.com)

Our show season will wrap November 20<sup>th</sup> and 21<sup>st</sup> at the Muscle Car and Corvette Nationals in Rosemont Illinois. This is an all indoor show and will feature up to five hundred premier show cars, of all makes. I attended as a spectator last year, and it was off the hook! We'll be displaying the Stott Superbird race car, so come on by and see us. There are numerous features this year such as Class of 1971 with cars from the Wellborn museum coming, as well as a T/A Challenger class. They are looking to display one T/A of each color. More info on the show is at [www.mcacn.com](http://www.mcacn.com) or call Bob or Vicki Ashton at 586-549-5291.

I'll be reporting on some of these events in the next couple issues, and will put the bulk of the photos on the superbirdclub.com website. Just go to the "what's new" page and you can click on the link to each event to see many more photos.





Mike Ross at BE and A parts hosted a Saturday car show and cookout for us. Between our group and locals from Moparts.com, we filled his parking lot. Carl Sharp represented the Fords with his blue Talladega from Indianapolis and drew a lot of compliments.



Paul and Rose Prescott brought their ground pounding street fighter Daytona to Cleveland. It has a great stance and look. At right is Joe Klima's blue Superbird. Packing a 426 Hemi under the hood, Joe made the Tuesday night cruise in . Joe is one of the original founding DSAC members from back in 1976.



It is not often you get three Superbird original owners and cars together. Rick Edwards, Mike Borkowski and Ron Poage pose with Ron's yellow Hemi 4-speed car. Don't try to tell these guys they made a bad investment 41 years ago. At right is Steve Kay's immaculate blue Bird from Ohio.





I am often asked about what happened to the race cars that competed back in the aero car era, and how many are still left. The answer is, “not many”. The reason why, is that with the factories involved, there was a lot of good equipment available. When the factories left, there was a supply of cars and parts to keep running for several years. A key thing to understand is that nothing that was functional was ever thrown away. Cars were often rebodied and updated with new style sheet metal to keep within the three year late model rule. Older chassis were kicked down to lesser teams. Even the old sheet metal sometimes found new life on the local short tracks, as you will see on the photos at left.

What you see here is what appears at first to be Roger McCluskey’s USAC Superbird in 1972 colors. But if you look at it closely, it doesn’t look quite right. Well the nose and fenders, are definitely from McCluskey’s car. The doors too – there’s no question where they came from. But the stance on the car isn’t quite right - a little high if you will.



The answer is simple. As legend has it, Norm Nelson who owned McCluskey’s car sold it to Paul Feldner, another local USAC driver. Feldner had been driving an older Nichols chassis that probably started out in 1964. It had been updated as far as a 1970 Coronet and was very well used. When McCluskey’s front running Superbird became available after the 1972 season, Feldner acquired it and enlisted the help of local short track driver Don Mee to change over the Superbird sheet metal to a 1972 Charger skin, which would still be eligible for several years. In exchange for this help, Don Mee was given the 1970 Plymouth sheet metal and converted his own short track 1967 Charger into a Superbird, and raced it on the local tracks in southern and central Wisconsin. My understanding is that Don ran about half the season with the full nose on the car, and then removed it.



The body on the Mee car is a hodgepodge of the long track Superbird and appears to have the decklid and spoiler off McCluskey’s short track USAC Road Runner. I had heard all about this tale for several years, and only recently was given the proof in the form of the two photos above, snapped by Rick Tackman in 1973 (thanks Rick!). The photo at left is McCluskey’s original car.

Paul Feldner ran the McCluskey car as a Charger until 1976 when it was badly damaged in a crash at Milwaukee. It was then replaced with a newer car. Had he not crashed it, no doubt the car would have become a Magnum in 1978. That’s the way it was.





Len and Eddie Wood stopped over on Friday morning. They spent quite a bit of time with us. They brought their uncle, Leonard Wood over on Saturday. Leonard is shown with club members Dave and Shirley Moots and their Spoiler II. You will not find people any more gracious than the Wood family. They are a class act.



Left: Dale Inman came over with Leonard Wood on Saturday. Here he's checking out Gary and Pam Beineke's #71 Daytona

At bottom right is NASCAR President Mike Helton. Mike says "he likes 'em all", but when pressed a little further he confessed he really liked those Ford Talladegas.

Bottom Left: several members found the Mug 'n Bun Drive In Friday night. It's about a mile from the Speedway. While we were there, Kyle Petty and Rutledge Wood stopped for dinner and checked out the cars. Kyle is shown with Troy and Jacob Hawkes and their Daytona.







Around the world, fans of Elvis Presley mourned all over again this week. They were remembering Aug. 16, 1977, as the day the “King Of Rock And Roll” shockingly died at age 43 in his mansion, Graceland, in Memphis, Tenn. Old timers connected to stock car racing sadly recalled the date for still another reason:

It was on the very same day that 1970 NASCAR driving champion Bobby Isaac was buried on a hillside overlooking Hickory Motor Speedway in North Carolina. He had just turned 45. The Hickory track is where the fiery Isaac began his career. And it’s where events unfolded that led to his death 3 days earlier on Aug. 14 in ’77.

I remember very well Isaac’s funeral in a stately country church not far from his home in Denver, N.C. Race drivers, to a man, detest attending funerals, for obvious reasons. They know the Grim Reaper might be awaiting them around the next turn. But there was a sizable turnout of competitors for Isaac’s service, led by his best friend, David Pearson, along with Cale Yarborough and Buddy Baker. Pearson was so numbed by Isaac’s passing that he couldn’t and wouldn’t talk of it.

I joined a group of friends to drive to the funeral in a van. Five of the guys represented Winston, which had begun sponsoring NASCAR’s top series in 1971. Veteran newsman Joe Whitlock, who had become Dale Earnhardt’s first public relations agent and business manager, also was along. After a touching graveside ceremony, we decided to drive to Whitlock’s home on Lake Norman to drink a toast to Bobby Isaac. We stopped at a rural country store/bait and tackle shop just outside Mooresville, John’s Trading Post, to buy a couple cases of beer. The owner, my late friend John Campbell, met me at the door. “Tom,” he said, “Elvis Presley is dead!” “What’s the joke?” I replied.

“I’m serious,” John insisted. “Elvis is gone. They’re speculating it was a heart attack.”

Now we had two reasons to mourn at the home of Whitlock, himself destined to an untimely death a few years later. Most of our talk was of Isaac, one of NASCAR’s most colorful characters from the early 1960s through the mid-70s. I shared Humpy Wheeler’s description of Isaac during his early racing days on dirt tracks in the Carolinas before he ascended to the big-time tour, then known as the Grand National Division. “Bobby either finished up front or upside down,” said Wheeler, the longtime president/promoter at Charlotte Motor Speedway. Wheeler raced against Isaac a few times in the late 1950s. “And if Bobby got beat by someone that had banged into him on the track, well, Bobby ALWAYS won the post-race fistfight.”

Isaac ran his first race on NASCAR’s top tour in 1961. He completed only two laps and won \$50. From 1963-67 he ran from 4 to 27 races per season. He scored his first victory in ’64, winning a 100-mile qualifying race for the Daytona 500 by a foot over Richard Petty while driving a Ray Nichols-engineered Dodge. At that time the twin Daytona qualifying races counted as official events. In ’68 Isaac got the break of his career. He was hired to drive the Dodges of flamboyant Indiana insurance tycoon Nord Krauskopf. Isaac was paired on the No. 71 K & K Insurance team with an equally fiery crew chief, Harry Hyde.

The combo clicked. Isaac won three of 49 starts in ’68 and had 24 other top five finishes. In ’69 Isaac scored 17 victories in 50 starts and won 20 poles, finishing sixth in the point standings. Among his wins was a first on a superspeedway, coming in the season finale Texas 500 at Texas International Speedway in College Station. Isaac was primed to make a run for the Grand National title.

He claimed the championship in 1970 by winning 11 of 47 starts and registering 21 other top-five finishes. He took the crown by 51 points over Bobby Allison and earned \$199,600 for the season, bonuses included. In contrast, champions now collect up to \$16 million. No wonder the sport’s surviving pioneers somewhat resent the current crop of drivers.

Isaac's greatest success in NASCAR came during the years he drove the bright orange No. 71 Dodge owned by Nord Krauskopf, with Harry Hyde as crew chief. In the Dodge he became a stock car racing superstar and was at his zenith from 1968-1971.

Isaac spent two more seasons with Krauskopf, winning five times in 49 starts, including the 1971 Medal of Honor Firecracker 400 at Daytona International Speedway. He ran the final five laps with the hood flapping as two of its three pins were broken. Isaac had been getting the black flag, but he took the checkers before he had to pit.

In ’73 the native of little Catawba, N.C., went shopping for another ride, and found it with the veteran Bud Moore. It was in Moore’s Ford that Isaac was the central character in an incident that has become a part of NASCAR lore. Isaac was running well at the big, fast Talladega track in when he suddenly, inexplicably pulled onto pit road, much to the surprise of his crew. “What’s wrong with the car?” bellowed Moore. “Nothing,” said Isaac as he emerged from the cockpit. “I heard a voice telling me to ‘park this damn thing,’ and that’s what I’m going to do.”

Moore eventually rounded up Coo Coo Marlin to take over as a relief driver, and he helped salvage a 13th place finish. Dick Brooks won, scoring the only victory of his career. What spooked Isaac? We'll never know for sure. Perhaps it was the death earlier in the race of close acquaintance Larry Smith, the '72 rookie of the year, who suffered massive head injuries in a Lap 14 crash. Isaac steadfastly refused to speak of "The Voice" during the remainder of his life. Isaac's parking of Moore's car at Talladega made other team owners wary of him, and he started only 19 Winston Cup races over the next three seasons. He left the big-time for good after having rides in only two races in '76. Isaac then returned to his roots, Hickory Motor Speedway, to compete in the track's weekly Saturday night shows. On a steamy Aug. 14 he experienced heat exhaustion during a race, got out of the car and was taken to a local hospital for treatment. He seemed to be responding well, then his heart that had proven so tough gave out. His wife was at his side.

There are dozens of anecdotes about Isaac's once terrible temper. The most amusing – to me, at least – involves a round of golf he was sharing with mentor, pal and neighbor Richard Howard, the late president of Charlotte Motor Speedway. Their foursome came to a daunting water hole, and Isaac hit his drive into the drink at the course near Lake Norman. He teed up and hit another with the same result. "I'm gonna get over that water no matter how many balls it takes," snapped Isaac. Well, it took 17 before Isaac gave up. He removed his golf bag from a cart he shared with Howard, charged to the water's edge and heaved the bag in. Isaac, in a huff, stormed toward the clubhouse parking lot. Suddenly, he remembered his car keys were in the golf bag. He returned to the water hole, waded out, retrieved the keys and let the bag once again sink to the bottom. One of his playing partners was laughing uproariously. Agitated, Isaac grabbed the guy and threw him into the water, too.

During his career on the foremost NASCAR circuit, Bobby Isaac scored 37 victories and won 50 poles in 308 starts. He had \$778,053 in earnings. That's not nearly as many "hits" as Elvis recorded, nor anywhere near the millions of dollars generated by Presley. Nevertheless, for four seasons from 1968-71, Isaac also rated big-star status on a different stage, stock car racing.

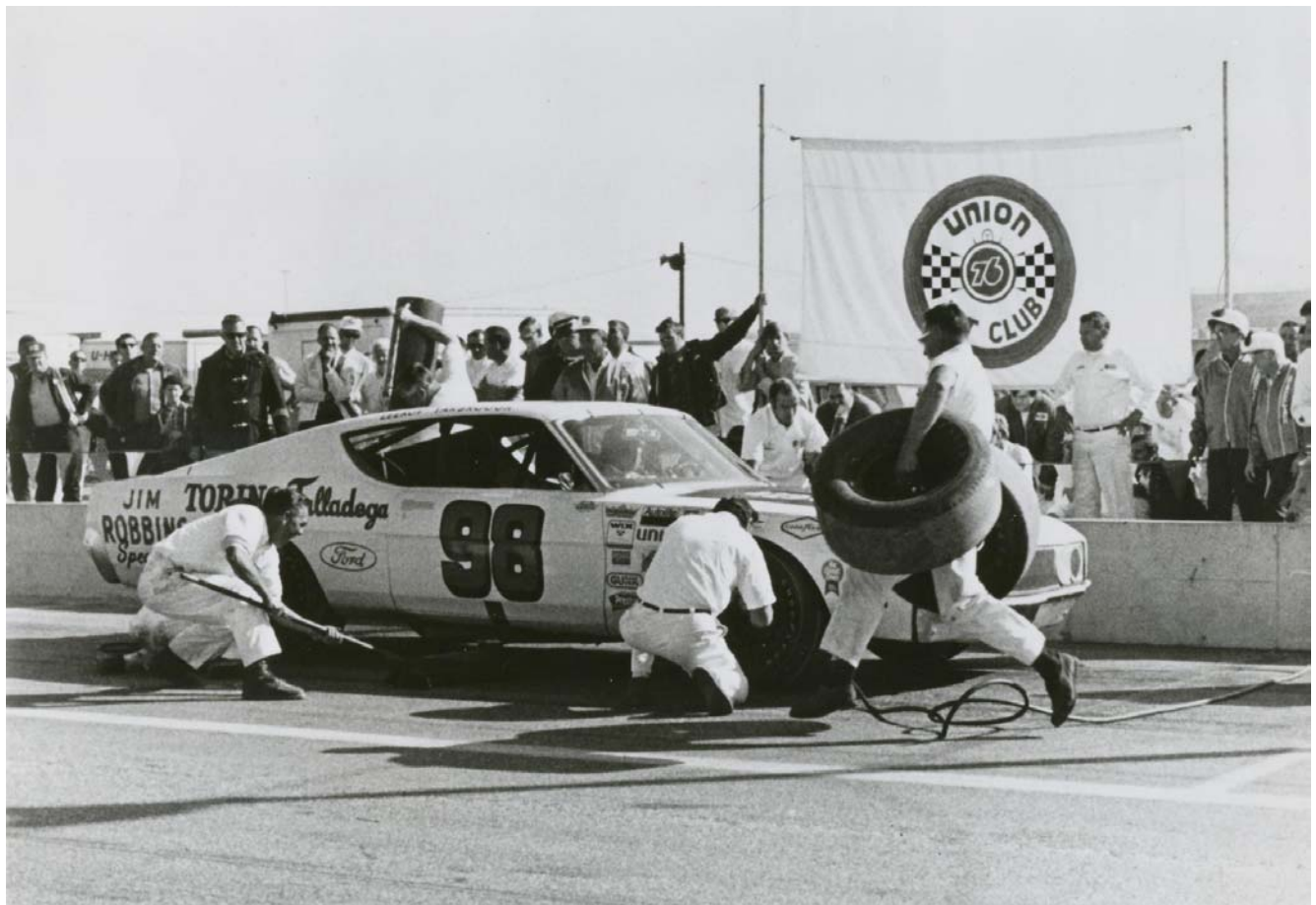
### Hey What's that Towel Rack Good For?

Brent & Sherri Evans' Daytona is used by Brandon Peterson as an impromptu photo platform to take photos of the Aero Ford display at Indianapolis.

During Saturday's car show it was determined that every possible combination and color of the Talladegas and Cyclone Spoilers were present. So they were gathered at one end of the show display for the photo shoot. This was one of the nice little surprises of the Indy meet.



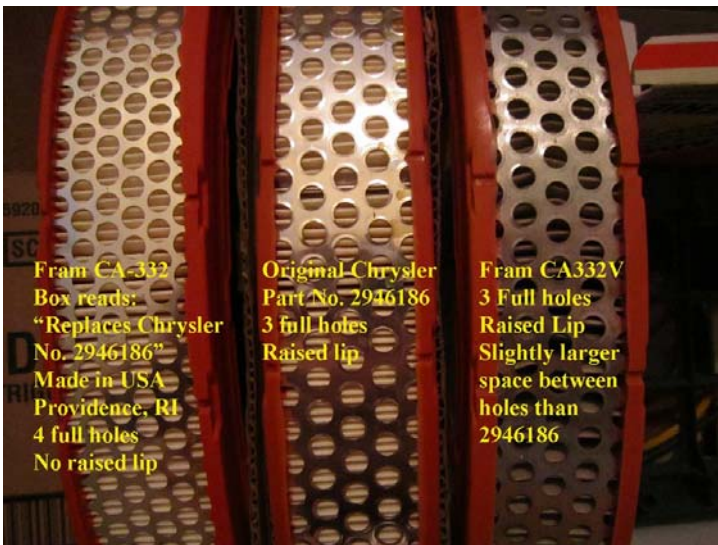




Rockingham NC - Pit crew members for NASCAR's all time money winner, Lee Roy Yarbrough move with speed and precision of the ballet as they service his Ford Talladega during the Union 76 Pit Club competition held recently at North Carolina Motor Speedway. Led by crew chief Herb Nab, the six man team changed the two right side tires and added 14 gallons of fuel from two cans in 21.947 seconds. The Nab crew was the only team not to gather penalty points for loose lug nuts and spilled gas as it earned the title of "World's Fastest Pit Crew"

**Bogus Signs** These signs are making the rounds at swap meets and on Ebay. They are made of metal with porcelain like finish. Road Runner and Scat Pack Bee signs have been seen in different sizes. They are stamped "Walker and Co. Detroit 1969" on the back. They are being represented as newly found old stock. There really was a Walker Sign Company, but evidence suggests they specialized in large outdoor signs. Also, dealership signs of the muscle car era were not metal, but more often made of paper, cardboard or backlit plastic. (Think cheap, colorful and not intended to last 40 years.) It's also unlikely that a long established company like Walker would produce an unlicensed Road Runner sign. There also is evidence that Walker was bought out and renamed in the early 1960's. So after that, it is not likely that any signs would bear their logo. Some of these are trading for big bucks, so please beware. If you want one, please don't over pay thinking it is genuine from the old days.





I am hearing that Fram has discontinued the Chrysler Six Pack and Hemi oval air filter element. Well, they have not officially discontinued it. But it seems the supply of filters has been exhausted at the warehouse and retail level, and Fram is not planning on another production run at any time soon.

The minimum order they would need to run is 1000 pieces. The part number is CA-332V. The oval filter that K & N offers is the only other option available that I know of. But it doesn't anything like the stock Mopar filter.

Unless a vendor steps up to place a wholesale order from Fram, for now it seems you will be likely be paying more for these if you need them.

### They Got Letters

From the Ford Racing Archives of Mike Teske comes this excerpt from an internal Ford memo discussing the reaction of a Mercury fan VERY unhappy that the Cyclone Spoilers were pulled off the race track in favor of the Talladega. We might forget today that there were hard core Mercury racing fans. Just like today when fans write in after a race, it happened back then too.

RACING IS AN EMOTIONAL BUSINESS AND WE LOOK TO OUR MAIL TO CHECK THE REACTION OF THE PUBLIC TO WHAT WE DO ON THE TRACK. THIS LETTER DISPLAYS CONSUMER EMOTION, HAPPILY A CONSUMER WHO BUYS OUR CARS.

BARNEY HERRAN  
4605 OAKHURST ROAD  
SYLVANIA, OHIO 43560

FORD MOTOR COMPANY  
ROTUNDA DRIVE AT SOUTHFIELD  
DEARBORN, MICHIGAN 48121

JULY 15, 1969

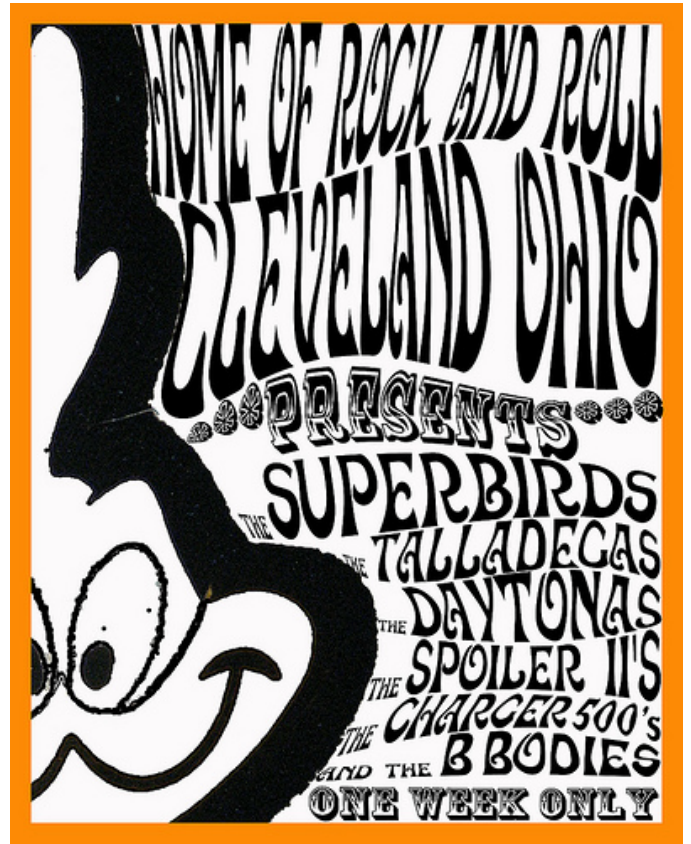
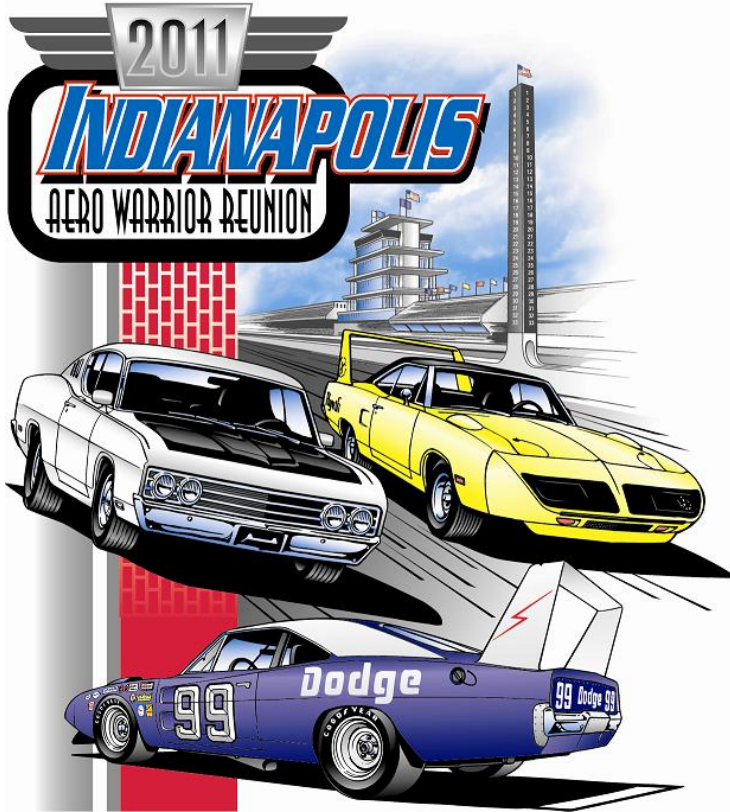
TO WHOM IT MAY CONCERN:

I NEVER THOUGHT THAT YOU WOULD STOOP SO LOW AS TO FORBID MERCURY TO RUN ITS SUPER-SUCCESSFUL CYCLONE SPOILERS IN NASCAR GRAND NATIONAL STOCK CAR RACING. WHAT'S THE MATTER, TOO MUCH COMPETITION? CHICKEN!!! FORDS BETTER IDEA MUST OF GOT SHOT TO HELL. I'D NEVER DO A THING LIKE THAT, I'VE GOT TOO MUCH PRIDE. I'D TRY LIKE THE DEVIL TO BEAT THEM - LIKE MEN. I DON'T KNOW WHOSE IDEA THIS WAS, BUT MAY THE BIRD OF PARIDISE CRAP ON HIS FACE.

BARNEY HERRAN

P.S. FORD HAS A BETTER IDEA - BUT FORD IS NOW SPELLED M-E-R-C-U-R-Y.

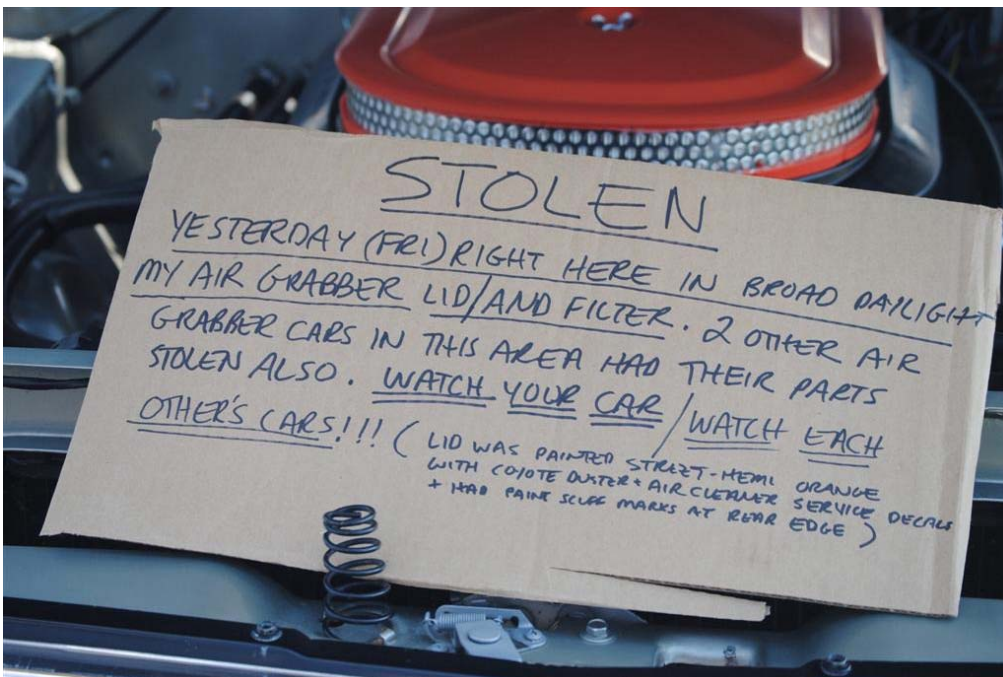




Indianapolis Brickyard event shirts are available in L, XL, 2XL. They are a beautiful five color Don Amadio design. The shirts are white with the imprint on the front of the shirt.

Cleveland shirts are done as a 1960's Rock and Roll concert poster design and are available in L, 2XL, 3XL. Your choice of Hemi Orange shirt with white imprinted design, or Petty Blue shirt with white design. Please specify color choice.

Shirts are \$15 each or 2 for \$25. Please add a flat \$5 for shipping any number of shirts you order. Order from the club address or use Pay Pal, to [paydsac@hotmail.com](mailto:paydsac@hotmail.com)



### Watch Your Stuff!

Spotted at the Mopar Nationals a couple of weeks ago. A rash of parts were stolen off cars in broad daylight. The air cleaner on this car is the reproduction replacement that the the owner bought in the swap area after his was lifted. Reportedly, there later were individuals chased from the swap area and apprehended by other event participants and held until the police could arrive. No names or photos yet, but be sure to watch your stuff when you are out and about. The missing air cleaner was not recovered.

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

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.

1969 Charger 500 440 4-bbl 4-speed, bucket seats and console Car is T 5 copper with Buckskin interior, Has white butt stripe Body colored steel wheels with dogdish caps Motor is non numbers matching Have full write up from Govier on this car It has been featured in a couple of the hardback Mopar coffee table books I have owned for over 10 years and it was painted and interior (Legendary) redone about 10 years ago, still looks very good Runs & drives great \$68,500 or close offer. Bill Sams 501-760-4069 [billsmopars@aol.com](mailto:billsmopars@aol.com) 06/11

For Sale: 1969 Dodge Daytona. 440, 4-speed, car #347 on the Creative Industries ship list, F6 green, black interior, white wing, 69k original miles. Fully restored and concours detailed top to bottom. Dana 60 with 3:54 gears, new rubber weather stripping, carpets, seat covers, original sheet metal except for trunk pan. All chrome and stainless trim restored. The NOM engine, numbers matching 4-spd transmission, and Dana 60 rear-end have all been rebuilt. The brakes and front suspension were re-done. The entire undercarriage has been detailed, as was the rear suspension. Well known magazine and calander feature car. Engine bay is 100% correctly detailed for the car. It also has a complete Gardner exhaust. This car is fast, tight and handles well. Eligible and welcome for any major concours event. Price reduced to \$179,900. Call John at 845-405-3624 or email [f6daytona@aol.com](mailto:f6daytona@aol.com) 08/11

2009 40ft all aluminum enclosed custom bumper pull trailer. Built for 2 wingcars. Triple axle, alum wheels, two alum wheel/tires spares, LED lighting. Comes with new Drawtite 15K weight distribution hitch. My Ram 2500 diesel gets 1 mpg better hauling this with two cars than when hauling my enclosed 28 with one car. \$22,500. Located in Mass. 781-784-1353 email to [g-series@comcast.net](mailto:g-series@comcast.net) 08/11

1971 / 1972 Road Runner / GTX / Satellite parts: Front bumper, solid, straight w/one small dent on the front-right side, great core to rechrome or to paint body color. \$50/offer, prefer local pick up. 1971 / 1972 Road Runner / GTX / Satellite side rear windows & mechanisms. Improved design with glass, both sides. \$50, prefer local pick up. 1970 Coronet / Bee parts: R/T LH rear marker light assembly Lens looks good from the outside and has one screw hole broken out on the backside, housing chrome is shiny with some pitting. Inside cup/bracket included in exclt cond \$20 '70 Super Bee / Coronet 440 LH tail light assembly, Lens in exclt cond, housing has some blemishes. Bulb sockets included. \$35 1970 SuperBee / Coronet 440 LH tail light lens Exclt condition. Screw holes intact. \$20 1969 Coronet, Coronet R/T, Super Bee quarter panel end cap. LH (driver's) side. LT 2900917 46430 with factory screw hole on the bottom. Very good condition, bottom stud broken off halfway down the threads. \$30 Small block mechanical fuel pump KEM # 1088, One barb fitting, one threaded. New in box. Gasket included. \$15 B&M transmission fluid SuperCooler New in box, Part Number 70523. 11" x 3.5" overall size. Rated for 10,000 # GVW, \$10 Pic's available for all parts. Shipping extra if required. Contact Dave Kanofsky. Prefer email: [kilrb70@yahoo.com](mailto:kilrb70@yahoo.com), or call 708-289-6947. 08/11

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](mailto:Mburke6662@aol.com) 08/11

Wanted: build sheet for my 1967 Hemi Satellite convertible RP27J77146680. I have build sheet RP23D77144994 if you own this car.

[Al Wippermann](mailto:AlWippermann), 13335 Lax Chapel Rd, Kiel WI 53042

06/11

For Sale: Daytona: Hemi Orange, auto, NOM 440, 4.10 Dana, black interior/stripe. 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](mailto:t.hawkes@att.net) Many pics avail by email.

Wanted – 1969 Charger Parts: If NOS isn't noted, parts must be NOS or VG to exclt condition. No reproduction parts considered. Items that have dates need to be dated prior to car build date of 5-19-69 or 139<sup>th</sup> day of 1969. Dated 14 x 5.5 road wheels, rear shocks 2834892, starter relay, dated horns, auto console top trim plates and fake speaker grille, trunk weatherstripping, NOS door jamb latches, red console plastic, red front door panels, red lower dash column cover, red 3 spoke horn pad, red LH upper door panel, LR wheel opening mldg, heater hoses, real Gates PVC hose, mufflers, motor mount insulators, trunk mat, one front leaf spring hanger front to back 4 1/8", front to bolt hole center 3 1/8", 4 1/2" tall, dated alternator 2642537, kick panels, NOS or good used, NOS 1<sup>st</sup> or 2<sup>nd</sup> quarter 1969 plug wires, NOS rear armrest bezel, NOS dated PS hose #078, NOS wiper arms, NOS left door latch assy, NOS correct shorty road wheel centers, NOS tailpipes and exhaust clamps, NOS windshield gasket, NOS '69 Valiant LF park lamp housing. Call Tony, 302-398-0821 M-F 9 to 5 best time to reach me

For Sale: Mopar Muscle Car Dash Products! Tach Rebuild Kits \$75; Quartz Clock Rebuild Kits \$75; Voltage Limiters \$40; Ammeters: rebuilt-\$75, restored-\$99; Dash Bezels: Black \$455, Woodgrain \$670; Restored and Reproduction Tachometers & Tic Toc Tacs available. Check our website [www.rt-eng.com](http://www.rt-eng.com) or call us Real Time Engineering, 19352 Hilton Rd, Springdale, AR 72764 (479) 756-2757. 05/10

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

**Photos in this issue were contributed by Doug Croxford, Terry Flynn, Gary Beineke, Sherri Evans and Rick Tackman Thanks to all of you for your help.**



## More Ads

11

For Sale / Trade: Talladega Outside Door Emblems: have several sets of new outside door emblems that I will trade for Cobra-Jet parts. These are new made from solid brass, chrome plated and painted the same as originals. These are beautiful parts, Call Howie Taylor 262-370-6321 email [htmachine@centurytel.net](mailto:htmachine@centurytel.net) 08/11

Wanted – 95-99 Neon – need two front doors for a 4 door car in good condition. Prefer manual windows & locks. Prefer “Deep Amethyst” color. I'm near Chicago. Dave Kanofsky, email – [kilrb70@yahoo.com](mailto:kilrb70@yahoo.com), or call 708-289-6947 12/11

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](mailto:hpims@comcast.net) 06/11

For Sale: Nice 440 6-pack set for 1970 4-speed \$1375, nice 1970 6-pack manifold \$475, NOS air cleaner top & bottom for 1970 6-pack \$295. Richard Heidbreder, 1534 St Route U, Lohman MO 65053 573-690-1826, 573-782-4852 06/11

Wanted: Daytona broadcast sheet for XX29L9B355122. Please call John at 248-320-5770

Wanted: Daytona parts – upper left rear window curved stainless trim NOS or good used, NOS wiper arms 2808495 and trunk mat 2877078 (same for 68-69-70 Charger), Call John at 219-785-4730 eves or [moparjohn@frontier.com](mailto:moparjohn@frontier.com) 06/11

For Sale: NOS Daytona parts – right rear wing washer 3412624 \$595, Daytona correct 4 part amber side marker reflectors \$100 pr Call John at 219-785-4730 eves, or email to: [moparjohn@frontier.com](mailto:moparjohn@frontier.com) 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](mailto:Hemituff@bellsouth.net) 08/11

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 [mps2@bellsouth.net](mailto:mps2@bellsouth.net) 08/11

For Sale: New Superbird and Daytona Scissors Jacks. These quality built jacks are made from scratch, not modified aftermarket junk. Correct in every detail. \$750 shipped. Jack Handles, correct pivot piece, bends rivets, etc \$150 post paid. Buy both the jack and handle and save \$100. Replacement Jack Bearings \$20 shipped. Daytona jack hold down plates \$55 shipped. I can repair rusted/damaged original jacks, inquire. Email [petev8@webtv.net](mailto:petev8@webtv.net) for pictures. Call 860-350-6864 any time. 08/11

For Sale: Superbird jack hold down plate reproduction available once again. Powder coated black and ready for your trunk. Die stamped just like the originals \$100 (ten available). Scissor jack, \$350.00 1970 Road Runner ,GTX restored bumper jack. Includes base,post, jack hook 2931103, and tire iron.\$350. Contact Mike, [gilead222@comcast.net](mailto:gilead222@comcast.net) or at 860 424-6125. 08/11

For Sale: 1970 Road Runner Coupe, Lemon Twist, 383 auto with factory A/C, new style system installed retaining the factory appearance. 70k miles, restoration recently completed with new paint, top and deluxe interior. \$29500. Trades considered for 69 Charger 500, 68-70 Chargers, 6 cyl 1969 Charger or other Mopars. Call Brent or Sherri at 618-898-1179 or email to: [carfarm@wabash.net](mailto:carfarm@wabash.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](http://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](mailto:knifley@msn.com) or call Ron Knifley, 250 Parkwood Dr.Campbellsville, KY 42718. 270/465-2465.05/08

For Sale: Superbird grille screens, correct size and pattern, \$30 ea or 2/\$50. Superbird/Daytona headlight pivot bushings, correct item, \$25 set of four, Superbird/Daytona special flat headlight bucket bolts - \$2.50 ea (ten reqd). Engine compartment items: black strap for rad support vacuum lines \$2, small rubber hood bumpers at cowl panel \$5 ea. Mopar engine belts: 440 alternator \$18, 426 alternator \$18, 440/426 power steering \$18. Prices include shipping. DSAC, 13717 W Green Meadow Dr. New Berlin, WI 53151 414-687-2489 eves or email to [dsac@execpc.com](mailto:dsac@execpc.com) 08/11

## Talladega and Spoiler Grille Seal Kits.

After being sold out last year, we have restocked on the seal material for Talladega and Spoiler II cars. This special rubber seal goes around the two headlight doors and also on top and bottom of the center grille.

They are \$150 per set of four pieces and include the shipping to you. Order from the club at the Green Meadow Drive address, or you can send a Pay Pal payment to [paydsac@hotmail.com](mailto:paydsac@hotmail.com)



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Talladega and Cyclone Spoiler Registry  
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