



July-August 2012  
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TALLADEGA  
CYCLONE SPOILER  
*Registry*

## DAYTONA – SUPERBIRD AUTO CLUB

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

### Muscle Car and Corvette Nationals Aero Car Display – Chicago Area - November 17 & 18, 2012

Update - at present, we have 30 aero cars signed up to participate in the special display. There is room in the display area for about ten more aero cars. This show is 500 + muscle cars, all under one roof, indoors at the Donald Stephens Convention Center in Rosemont Illinois. Non judged entry is no charge. Hotels are right across the street. This will be a great way to cap off 2012. Concours cars to barn finds will be displayed. The police car "Dirty Bird" Superbird will be present, as well as aero race cars, and an unrestored Cyclone Spoiler II. John Borzych and Gene Lewis are going to display their sequential serial number Daytonas side by side for the first time ever.

Some cars we are still in need of for display:

- Petty Blue Superbird
- Superbird convertible
- Charger 500's
- Survivor Daytona
- King Cobra



We are not limited to these, so if you would like to join in on the fun, please contact Doug Schellinger at 414-687-2489 or email to: [superbirdclub@yahoo.com](mailto:superbirdclub@yahoo.com) Online registration is available at [www.mcacn.com/entry.htm](http://www.mcacn.com/entry.htm) Show director Bob Ashton's phone is 586-549-5291 and his email is [bashton@gmail.com](mailto:bashton@gmail.com) Did I mention that this is a fantastic event?

### Indy Event Recap

Our return to the Brickyard 400 was a big success. There were about 40 cars this year, many of which were not present last year. We rolled into town Thursday afternoon to find cars already at the Wingate hotel. The weather was merely hot, compared to feeling like the surface of the sun last year. A little rain dampened things on Friday, but the rest of the weekend was just super.



The mornings getting to the track were early, but it was still a fun and painless experience. Saturday was pretty much just a day to display the cars and hang out. The Nationwide race was run on Saturday afternoon. Sunday was super early getting to the track before dawn.

Our track lap was in front of the race day crowd about 30 minutes before race time. We were given a full lap and a half, parading in front of the grandstands, race crews and photographers

We definitely need to thank Mike Kirks of IMS for inviting us back this year, and also Katie Schultz of IMS for handling all the registration and tickets for the weekend. It was a great experience. I would also like to thank Terry Flynn and Doug Croxford who contributed photos from the weekend. On the next few pages is our photo essay of the weekend.



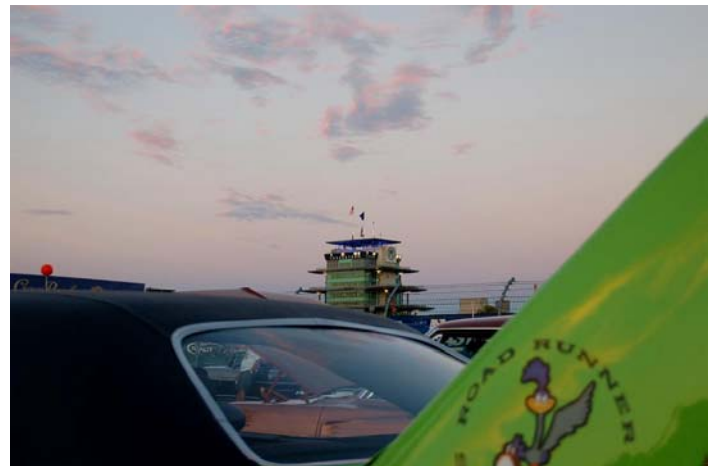
## Friday at the Brickyard 400

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Friday morning the event kicked off at the Speedway in their Car Corral area. IMS had the road course going this day for the three hour Grand-Am endurance race. Quite a few different car clubs came out, Ferrari, BMW, Porsche and Corvette among others. There were a few hundred cars in the corral area. We got in there first and were given a nice spot along the lake that is between the road course and the Brickyard Crossing golf course.



Friday morning, the skies are nice and sunny. By afternoon, dark ominous clouds are moving in and it is apparent we are going to get hit with some rain. We got about three good bouts of rain ranging from monsoon to a shower. The Grand-Am Rolex series three hour race was going at this time and it was very entertaining with the cars slipping and sliding at very fast race speeds.



In between the Friday rain showers, Shirley Moots helps get Chuck Porter's Superbird dry. At right, we had to be at the track early in the morning each day, to beat the general traffic coming in. The Indy Pagoda is a spectacular sight to see at dawn or dusk.



Barry Miller brought his beautiful Cyclone Spoiler, fresh off an award at the Fairlane Nationals. At right is the Superbird of Mark and Mary Fields. We understand Mark was involved in an accident on the way to the Mopar Nationals towing his Dodge Power Wagon with an RV. The motorhome and Mark took a good lick. Mark, we hope you are healing up well.





Saturday, the weather was beautiful. After the day at the track, we hit the Mug n' Bun drive in which is a local institution operating near the Speedway since 1947. We filled the entire front row with ten cars for a picture perfect post card.



The law is checking out Chuck Porter's car on Saturday. At right is Tom Mackey and his sharp looking Six Pack Superbird.



Roy Gobczynski brought two cars including this 1964 Plymouth built by Petty's Garage. It is an exact spec 1964 Grand National race car. Hemi powered, it is a beautiful machine. At right is Ron Voyles' Spoiler II making a rare appearance from Illinois. Lowered and hunkered down, it has the right stance is one of my favorite Spoiler II cars of all time. He's owned it forever.





Doug Croxford took these artful photos while riding on the decklid of a Superbird. We're on the way from the infield into the turn one staging area awaiting out laps at 12:30. At right are Danny and Dakota Liebrandt in their Charger 500. Danny is a second generation aero car owner.



The Stott #7 Superbird and Parsons #98 are linked through time 40 years ago and today. At right, we're just chillin' out on Sunday morning waiting for our time to go.



What a great view out your windshield. With a Hemi under the hood, I wish the pace car would just get out of the way. At right, coming down the main straight, the cars are out on the grid. A little farther up is Richard Petty who gave us the thumbs up on the way by. The track laps were a great way to wrap up the Aero Car display before the start of the race. Once again, our thanks to the IMS staff and also to those of you who attended this year.



## History Made at the Mopar Nationals

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We saw something at the Mopar Nats this year we will probably never see again. Three Daytonas were entered in the OEM Certification judging process. The OEM program is very different from traditional show and shine judging. Only about five cars are accepted each year, as the process takes several hours per car. Each car is judged on correctness, date codes stampings and all the nuances of how the cars were built. They are inspected from top to bottom, in and out. Cars that receive 95 percent of total points are awarded a Gold certificate. 90% are awarded silver, and 85% of total points are awarded a bronze. All three of these Daytonas received the Gold award.

John Antonelli brought his newly restored Y2 yellow Daytona. This was a 26,000 mile 4-speed car, always well cared for. DSAC member Jack Buttino owned this car for over 30 years. It had one Hemi Orange repaint over the original yellow in the early 70's. After several years of enjoying the car as it was, John decided to return the car to yellow and have Paul Jacobs and Troy Angelly Restorations perform the work. Part way through the process, John made the decision to go "all in" on moving the car towards an OEM Gold level. It was not an easy process financially or emotionally as John gave up his beautiful F6 green Daytona to get the yellow car finished. But the results are spectacular. Paul Jacobs attributes the quality of the car to the fact that it was so nice to begin with. The body was in great shape and many original components were reused. In Early September, John also displayed it during Hemmings Musclepalooza at Lebanon Valley Dragway in New York, and was awarded Best of Show. Not being afraid to use his new baby, John took down a run down the drag strip for the crowd,



Tony Dagostino just finished his white Daytona. This one is a 440 automatic. Tony bought it because it is one of the more beautiful color combinations, and I agree. It has a red interior, wing and stripe. Tony's car was parked by the original owner in late 1971 after a minor collision where the drivers door would not open. Discouraged with the car, the original owner sold it to two brothers in Kentucky. And that is where the car sat from 1972 until about 2004 when it eventually found its way to Tony. It was complete but in need of a total restoration. Mike Mancini of American Muscle Car Restorations in Rhode Island was selected to do the work, and Mike's shop did not disappoint. The car looks super. This one is XX29L9B390018. Tony is going to display this Daytona at the Muscle Car and Corvette Nationals in Chicago in November. I am sure it will be very popular.



Gene Lewis' Daytona restoration project has been a long and winding road for several years. After debuting at Carlisle in 2011, the car came partially back apart at Vance Cummins' shop for more major detail tweaking and improvements.

Not quite as lucky as John's yellow car, this one was bought by the second owner in 1972, had a warranty engine replacement in 1974 and suffered an engine fire in 1977 which took it off the road. Luckily, the fire happened at night and a fire truck was close by. So the damage could have been much worse. Gene ultimately came into the picture about a decade ago and has rescued this car. It has been restored using many of the techniques that Creative Industries did, when they took almost complete Chargers and installed the Daytona parts and partially repainted the cars. To someone who didn't know what they were looking at, it would appear sloppy in places. Gene as have the other guys above have tried where reasonably possible to duplicate what a Daytona looked like when it was new. Gene has posted pages and pages of photo documentation on the [dodgecharger.com](http://dodgecharger.com) Aero Car discussion board regarding the minutia of Daytona restoration as it pertains to his car. Gene was ultimately rewarded with Best of Show at the Nationals. But I want to stress that all three of these cars are absolutely off the charts and all three owners have reason to be proud. They are fantastic machines. Congrats to you all, gents!





July 30, 1972 – Pocono PA. The guys on the motorcycles behind the hauler don't know it, but they have just witnessed the last win for a winged car in professional stock car racing. Roger McCluskey in Norm Nelson's #3 Superbird has blown away the field in the Pocono 500, a USAC stock car event featuring NASCAR stars Dave Marcis in the Penske Matador and Richard Petty in the #43 Road Runner.

Roger sat on the pole and led 160 of the 200 laps. With a four lap lead over second place, he was running times close to his qualifying speed near the end of the race. In fact, the crew kept trying to slow him down. Petty went out at the half way mark of the race with a blown engine. He was quoted: "I would have liked to run a Superbird, but I couldn't find one." Several top USAC drivers sat out the race, notably Don White and his Charger and Jack Bowsher's Fords. They were upset because the NASCAR guys and Indy Car drivers participating got appearance or "deal" money to show up. USAC stock car champion Butch Hartman received \$250, calling it "an insult" compared to the rumored \$1000 that Petty got.

After running three years as a Superbird and probably one or two more as a 68-69 Road Runner before, McCluskey's car looks hard used. The nose was banged out by hand and touched up pretty crudely. The front spoiler is bent, probably from a trip through the grass. The sponsor, Kilbourn Gardens was a popular restaurant just off I-94 not far from Norm's shop in Racine Wisconsin.

The hauler is very interesting as it was used by Norm Nelson for many years beginning about 1964, probably provided at little or no charge by Chrysler Corporation. Norm ran this rig until the mid 1970's when he got out of racing. It was sold to Sal Tovella who bought a lot of Norm's equipment and was used for several more years. I can only assume it has now been lost to time.

I would not want to be the guy who drives the race car up onto the top level. It would be a pretty good trick and then you have to be a monkey to get down from there. There were no hydraulics involved. Once up top, the ramps to the upper deck were dropped to the lower deck for the second Superbird to drive up on. The rear car is the Wally Dallenbach #11 which was sometimes driven by Norm Nelson. This is the former Chrysler Engineering Superbird that did development work for the cars in 1970.

On the side of the hauler, the open door shows the lower storage compartment with several different rear gear setups contained. The large upper compartment would contain engines and other parts like wheels and tires. The round logo on the side of the storage compartment was for Arctic Cat snowmobiles. Norm was an Arctic Car dealer which gave him income in the winter months.

McCluskey earned a big pay day of \$16,000 for the win. When asked after the race by a radio announcer if he ever took it easy during the nearly four hour race, Roger said, "I only take it easy when I go to the bank".





It has been a good month for Hemi Superbirds. On Ebay, an unrestored car, RM23R0A172652 was offered as part of an estate sale. Equipped with a Hemi, a 4-speed transmission, black bucket seat interior and not too common Vitamin-C Orange paint, it would have to be an ultimate combination for a street Bird. Details were a little short in the auction listing and the pictures as you can see were not great. It was a (barely) running car fresh out of long term storage; an ideal candidate for restoration. It also had some sheet metal needs. Although it looked OK in the photos, as you know, they are always worse than the pics show! Jacks appeared to be missing. Said to be the original engine, but not confirmed. It did not have a build sheet. Given the condition of the car, and a reasonable starting bid of \$125,000 there were some early predictions that the car would go cheaper than that, and the interest lit up on the internet. It drew a bid quickly and then cleared \$150,000 with a couple days to go. I can tell you that a club member was "all in" at the end of the auction at \$152,000. But it wasn't enough and it was sold for \$152,100. My gut told me it was a pretty decent deal, even if it needed a complete restoration.



Fast forward to Barrett-Jackson Las Vegas a couple weeks ago. They had been heavily advertising a yellow Hemi Superbird, this one being RM23R0A172586. This car had kind of a strange combination with a column automatic and black bucket seats. It had 20,000 miles, but was a fresh restoration off a Louisiana car that had been a little rusty (photo above), but was all intact. It had been turned into a very nice car. This car sold for \$297,000 with commissions figured in. Being a less desirable color and equipment combination, I would call it well sold. It would seem to vindicate the \$152,100 paid for the Vitamin-C car with the 4-speed leaving plenty of room for a proper restoration. Myself, I would be happy to take either one. But that 4-speed car sure gets the juices going.



### Ford Service Department Courtesy Mats

We have a small quantity of these vintage style service department mats available. They are perfect for cars shows and concours type events and are period correct for your Talladega or Cyclone.

Size is 15" x 20" and they are printed in color on heavy stock.

A pair is \$20 and includes shipping to you in a sturdy tube.

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"I think I'll stroll over to Donnie or Bobby's hauler and see if they have any energy drinks."

"I wish I had won 50 Busch races and 30 truck races to complete my legacy."

"I made a bet with my crew chief that if I got into the Chase, I'd grow a mustache."

"Let me take this "energy pill" my friend gave me. It might take the edge off?"

"I hope my throttle position is equal to my engine tuner's computer."

"You know that Waltrip guy? He really needs to speak up more."

"Donnie looks pissed. Oh, and now Bobby's here. I should keep my mouth shut and just leave."

"It's too hot in that damn car and I can't hold my head up any more. Get me a relief driver."

"I need some alligator-skin shoes so I went to the store and bought some. I am afraid of gators."

"Looking forward to the competition yellow so we can get this car competitive."



Getting the story: Chris Economaki with Richard Petty at Darlington Raceway, 1968.

### **Chris Economaki 1920-2012**

The Dean of American Motorsport has left us. Chris Economaki passed away on Friday September 28<sup>th</sup> at the grand age of 91.

I would be hard pressed to find someone on the street that did not recognize Chris' name. Over the years, he unintentionally built himself into his own brand. If you were a hardcore race fan, you got Chris' National Speed Sport News in your mailbox. Chris published the paper and had been involved with it since 1934 when he made a penny per copy selling it. In another time, instead of a track announcer, he could have been a carnival barker. Later, if you were a casual observer watching ABC and CBS sports, you knew Chris as the guy who could explain the machinery while telling a story. His signature line was: "This is Chris Economaki from the pits".

Back in 2000, I attended the SAE Motorsports Convention in Detroit to hear Chrysler engineers George Wallace & John Pointer give a presentation on the winged cars and stock car racing in the 1960's. There were several speakers throughout the evening. By the way, at this event in the expo hall. Dale

Earnhardt Jr. was there signing autographs in a line of about four people. Probably one of the last times he had so little attention.

Anyway, back to the story. The auditorium was large, with probably five hundred people in attendance. After each presentation, the speakers took questions from the floor. Sitting in the middle of the room, from about ten rows behind me came this booming, gravelly, nasal, almost rumbling voice asking a question. I don't remember the question, but I sure did not have to turn around to figure out who was asking it. It was Economaki, trying to learn some more about some old racing trivia from the 1930's. As a reporter and motorsports fan, Chris never stopped asking questions. There were a lot of racing people and professionals in the hall. But Chris is the one person from the audience that I can recall from that evening.

If you look on the net, there are dozens of stories of encounters with Chris by other members of the media. There are numerous reports of people he helped get started covering racing, or to be a better or more thorough reporter. "Once you met him, you felt like you knew him for a hundred years".

It is true that The Dean of American Motorsport has been silenced on earth. But if there is racing in heaven, I am sure that Chris will be covering it. Godspeed Chris.



## The Stuff In My Glovebox

In about another month, our family will be celebrating 40 years of ownership of our green Superbird. My dad bought the car in the fall of 1972. I was not quite eleven years old at the time, but I remember going with him for the test ride. That was a long time ago. Last Saturday night, I had to go out to the garage to look for an old decal that I knew was in the glove box of the car. Over the years, I have not frequently emptied it; and as I opened the door, the contents began to spill out. I decided it was time to clean it up and wound up getting lost for about half an hour looking all at the stuff in there. It was like a time capsule of many places the car has been:



1977 – Check out the CB antenna on the “Green Hornet”. This was the car show where somebody in the local AMX club brought the pot laced brownies and didn’t tell anyone else.

- The original owners manual still in the plastic wrapper
- The factory front license plate bracket and hardware
- Two of the original spark plugs with the Chrysler Pentastar changed back in 1977.
- A small pamphlet signed by stock car man Ray Nichels in 2003 in Indianapolis – the year the tornado hit.
- The little brass padlocks that were on the hood in 1972 when we bought the car.
- A dash plaque from a late 70’s car show – The one where someone brought the marijuana laced brownies.
- The original plastic door edge guards the dealer usually threw away before delivery.
- A digital wrist watch given by Chrysler Power magazine in the mid 1980’s. I guess it needs batteries now.
- Our ISCA steering wheel tag from when we actively showed the car during the winters of 1978 and 1979.
- My old Passport radar detector. I wondered where it had gone. But I guess I don’t speed too much any more.
- An Iowa map from when we drove the car to Des Moines for the 1995 national meet.
- A 1975 Talladega 500 race ticket along with a motel receipt from the Huntsville Alabama motel we stayed at.
- A half dollar sized piece of bondo from Buddy Baker’s #88 race Daytona, still sporting the original blue.
- Memorial cards from funerals attended over the years.
- My insurance card and a bunch of old license tag registration forms
- A photo of my dad and I after being awarded a trophy at a meet in 1977 (photo at right). I no longer have any hair.

I stepped away and got a box to put some of the stuff in. I started to pack it away, and then I came to the realization that a lot of memories were safe in the glove box and I really didn’t want to scatter them. I wound up putting almost all of it back. After all, I might want to look through the pile again and remember the good times. I am such a sap.

So I’ll ask you, “What’s in your glove box?” - Doug Schellinger



## In The Pits

One of those things I’ve never really thought about until I saw this photo, is the origin of the term “the pits” in automobile racing. The photo is from the Vanderbilt Cup race on Long Island New York, approximately 1910. If you look at the left of the photo, you will see the mechanics and equipment below the roadway, literally “in the pits”. A lot like a quick change oil place is today.

The Vanderbilt Cup was the beginning of what we would now think of as Formula One. It was a big deal and the races were held to promote American auto manufacturer involvement in European style road racing. In 1907, William K. Vanderbilt formed a company to build the Long Island Motor Parkway and held the 1908-10 races on parts of the new concrete toll road. These races were held on Long Island from 1904-1910 before moving on to other venues until the World War.



**Wheels and Deals**

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For Sale: 1969 Ford Talladega. Have all the pieces- less engine. Project car, have extra doors and fenders from another Talladega. \$5,000. Call Brian for more details at 701-337-2294 or email [bunde56@restel.net](mailto:bunde56@restel.net).

For Sale: Superbird, 440-4bbl, Alpine White, black bench interior, 47k miles, restored, numbers match with two build sheets. Nice car \$95,000 obo. Call Vaughn at 618-314-2712

For Sale: 1974 Dodge Charger stock car, built by Nichols Engineering circa 1969. Les Snow raced this car as a 1970 Coronet in ARCA and USAC. Updated to '74 Charger body and ran USAC in 1976. Very complete less engine, trans and rear gear. Good condition. Identical to NASCAR chassis of the period. Easy restoration project. \$16,500. Call Sherri at 618-599-1274 or email to: [mopurr\\_69@yahoo.com](mailto:mopurr_69@yahoo.com)

For Sale: Pair of 1971 GTX / Road Runner hoods, RF fender and trunk lid. \$775 obo. For all. Call Tom, 414-425-2529. 09/12

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: 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](mailto:mburke6662@aol.com) 11/12

For Sale: Talladega, maroon car, older restoration, very nice & clean. Illness forces sale asking \$38,000 Contact Doug Frame {selling for a friend} 909-936-1560 or email [mefdtf@aol.com](mailto:mefdtf@aol.com) 11/12

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](mailto: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](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, \$400 + 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: 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](mailto: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](mailto: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](mailto: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](mailto:gilead222@comcast.net) or at 860 424-6125. 08/11

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

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Daytona/Superbird Metal Reproduction Parts and assembly services: I fabricate NOS quality steel parts including most everything that goes in the nosecone or trunk of a Superbird or Daytona as well as some trim parts. All parts are cut using CNC equipment and formed with CNC equipment or custom tooling. A partial listing of the parts includes: Wing Washers with strength ribs, Wing braces, Grill frames and grills, A-Pillar Moldings, Turn signal frames, Headlight buckets, Z-brackets (with proper strength rib), Bumper brackets/frame rail extensions, Valence, Latch tray, Headlight pivot brackets, Headlight assembly adjuster cams with bronze oil impregnated bushings, Vacuum motor mounting plates, Headlight door stops, Fastener kits, Partial and full nosecone assembly services are also available

Many parts are in stock complete or partially completed. Please call Erik Nelson, 612-382-4723 or email [erikjohnnelson@hotmail.com](mailto:erikjohnnelson@hotmail.com) if you have questions, would like me to mail a brochure to your address, or need a quote.



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11

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Toys Available from the Club email or call for shipping quote on multiple items [superbirdclub@yahoo.com](mailto:superbirdclub@yahoo.com) 414-687-2489

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 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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