

July – August 2014
www.superbirdclub.com
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TALLADEGA
CYCLONE SPOILER
Registry

DAYTONA – SUPERBIRD AUTO CLUB

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

Talladega Event Has Been Postponed

The October Talladega 45th Anniversary Reunion meet has been postponed. Our host Tim Wellborn was advised by his doctors to delay the meet due to some health concerns. After consulting with his doctors and his wife Pam, Tim wants to hold off on the meet, at least for the fall of '14. He has an opportunity to have some treatment and wants to move forward on that.

Tim and Pam really want to host the meet, and the plan is to reschedule it for 2015, possibly during the spring race weekend in May. At this point, you should cancel your room reservations for October. I know this will come as a surprise to some, as many of you were looking forward to the meet and scheduled your vacation around it.

If you would like to send well wishes to Tim Wellborn, you can send them to the Wellborn Muscle Car Museum, 124 Broad St, Alexander City AL 35010

Last Call for 2014 Member Dues

Check your mailing label on your newsletter. If it has a black dot on it, that means we have not recorded your 2014 member dues and this is your final issue. To renew, you can use the membership form on page 11, or send a Pay Pal payment to paydsac@hotmail.com. Membership dues remain \$25 worldwide, or two years for \$45. Club dues run on a calendar year basis from January to December.

Hemi Superbird Brings \$575,000

The high end Mopar market has heated back up. Last fall, a very nice 16,000 mile Hemi 4-speed Superbird in white sold at auction for \$368,000. Then at Barrett-Jackson in Scottsdale a few months later, a white Hemi automatic sold for \$500,000. I sort of thought that was an outlier. On September 12th, there was a high profile auction of government seized muscle cars; a group of nine: Yenko Super Cars, Boss 429, Shelby Mustang, COPO Camaro, Hemi 4-speed Superbird and a 1971 Hemi Cuda hardtop in mid-restoration. The Superbird sold for 575,000 – a record price.



The cars were seized as part restitution for a large insurance fraud. The owner, David Nicoll, age 40, operated a fraudulent blood testing scam that bribed doctors for unnecessary tests billed to insurance. The cars dubbed, the Blood Money Collection. Nicoll was convicted and sentenced to 16 years in prison The cars were part of a \$50 million dollar forfeiture.

The cars were all the best of the best as far as ones you'd want to own. The Superbird was in a number one condition with only a few things incorrect. Nose seal on backwards, yellowed guage faces, wrong detail decals; all things easily fixed. The disassembled Hemi Cuda bought \$347,000. The auction of the nine cars was over in a matter of minutes. Given the major publicity before the auction, the place was packed. All the cars went for major money. The Boss 429 brought \$265,000. The Yenko Nova was the highest of that group at \$400,000. All told, the auction brought \$2.5 million.

All over the collector car market spectrum, money is flowing back in. I believe this will shake loose some great cars as owners cash in on an up market once again. (My immediate response was that the speculative money is back in the market.) The \$575,000 bid has to be a record for a public sale of any Superbird. Any way you slice it, that is a lot of beer and pizza. The Superbird is coming to Minnesota. The buyer was Bob Marvin, of the Marvin Window company. He has a large car collection in a museum called "The Shed" in Warroad MN. The facility is open to the public. www.theshedwarroad.com

"Hey, where did you get your new trailer?" That was the question I asked of club member Steve Lueck a year ago at an event. Steve said he got his enclosed trailer from a dealer called Trailers Midwest in Elkhart Indiana, and that he was not able to get close to their pricing from local dealers near home. So he had driven down to pick it up.

My old trailer came to me used. I've used it for a few thousand miles each year. It always towed well, but as time went on, I noticed it was wearing tires rapidly on the inside edges. Then the right front wheel picked up some toe out. More tire wear. With a planned trip to Talladega and a potential trip to Carlisle looming in July, it was time to bite the bullet and upgrade the trailer.



One of the problems with the old 1997 built trailer is that it had torsion axles rated at 3500lbs each. The trailer probably weighs 3000 lbs. Put a 4000 lb car in it, plus a little crew gear in front of the trailer and you guessed it, we are overweight. It has been explained to me that the entry level box trailers with the light duty axles are made for the low price point and for landscapers or people not hauling a heavy car.

The new trailer is a 24 foot Stealth Intruder model, made in Indiana, where it seems just about all trailers are built. I think the 24 foot length is just about right. That is a reasonable length to tow and maneuver around behind your truck. There is still room for cabinets up front if you want them. Some people will suggest to go big and that it is not much more to get a 26 or 28 foot trailer. There is something to be said for that. On the other hand, it is that much more weight you are dragging down the road. Ditto for cabinets full of stuff. The new trailer is an 8.5 foot wide model. The old one was 8.0 feet. Let me tell you, that extra six inches inside makes a huge difference. I can now get all the way around the car with it in the trailer.

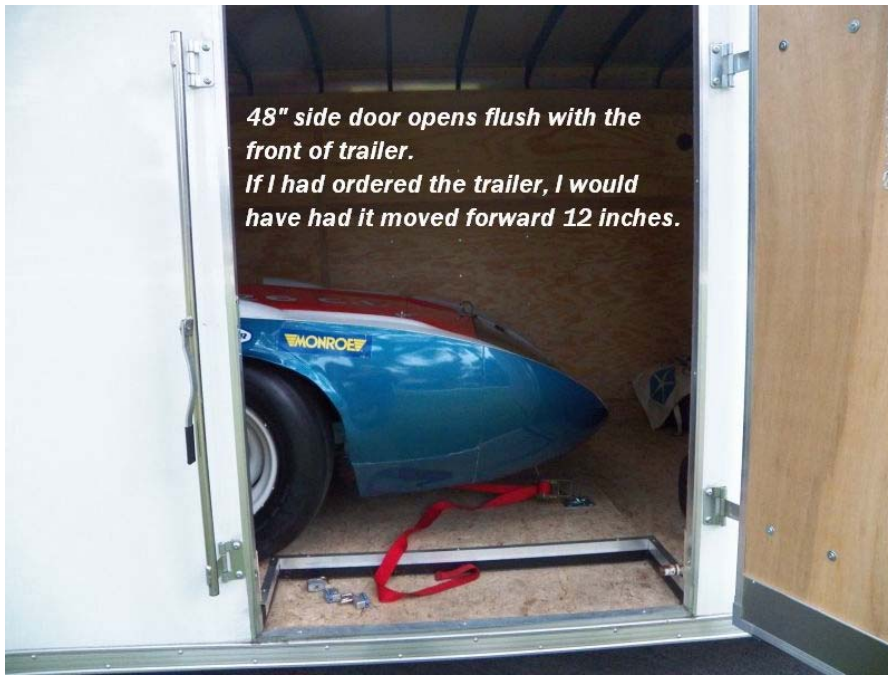
Gross Vehicle Weight: The new trailer has a 9990 lb gross vehicle weight rating, versus 10000 lbs. The short answer is that they are rated this way to potentially avoid the need for a CDL. The laws I have read indicate that if you have a trailer with a GVWR higher than 10000 lbs and a combined weight (truck and trailer) of greater than 26000 lbs, you would need a CDL. BUT, you would also be exempt if you are non-commercial transporting your own personal property.



One other feature that was a must have is the driver side escape door. It is 48" wide and is centered directly over the trailer wheels. All the 24 footers I have seen in the field seem to be like this. Had I ordered the trailer to spec, I would have asked to move that opening 12 inches forward, as I cannot get the driver door of the Superbird all the way open. I did not install cabinets in the trailer. The car tows better positioned a little more forward. If you are buying a trailer, try and put your car in it first so you can see how this goes for you.

Also as a result of the left hand escape door, the floor of the trailer is raised up several inches to allow for the drivers door of the car to be able to open. Some folks I know have extra raised treadways in their trailers to get the car door to clear the bottom of the trailer opening. Ask about this. Mine worked out.

The new trailer has the heavier 5200 lb torsion axles with six lugs. This is the lightest you should consider. Tires are still 15 inch, but are one size up and you pick up a heavier load range too. Some people have suggested going to heavier axles with 16" wheels for better tire life. I do not consider the heavier load range 15" tires a deal breaker. The torsion axle units ride very nice.



The normal entry door on the passenger side is 48" Because of the position relative to the nose on the Superbird, I would also consider moving that door forward twelve inches. My nose cone covers about half of the door opening as positioned. My old trailer had a 36" door and was it was thus in a better position.

All the lighting on the new trailer is LED, inside and out. The inside lighting is surprisingly bright with one lamp in the front and another in the rear of the trailer. I also have a loading lamp on the back door of the trailer which is nice.

V-nose versus flat front: A V-nose was a relatively low cost option (about \$400) for order out. I went with a flat front as it was in stock. I am probably sacrificing a small amount of fuel economy considering the modest amount of mileage I will tow. If I was towing for a living, it would be a V-nose for me.

The new trailer is 16" on center construction on the floor, walls and ceiling. 16" tubular walls and floor beams are standard on my trailer. Ceiling tubes are also 16" on center which was an option. I may be giving away a small amount of fuel mileage with some extra weight. I do know what watching the old trailer from the back going down the road, you could see the top of the box moving back and forth. I am sure the new one is more rigid. The tongue on the new trailer is a 48" triple tube, versus the old trailer at 36".

Flat top versus round: Some trailers have a totally flat roof. Mine is a round top. With the amount of snow we get here, I wanted it to be able to melt off as easy as possible.

Screwless construction: The new trailer uses panels that are bonded together. It gives a very clean look and for someone who wants vinyl graphics added it would be great. You do not have to worry about hardware corroding over time either. I am sure it also saves the trailer builder a lot of labor time. A potential down side is that it complicates panel replacement if damage occurs. Have also heard of some trailers that used this technology early on had trouble with panel joints coming apart at the adhesive. I suspect this is something that is very hit and miss.

Insulation package. I was not able to choose this in the case of my trailer, but it was suggested I get an insulated ceiling if given the choice. It would be a wise choice.

Venting: The new trailer has side vents versus the ones in the roof. I have heard the side vents flow air well. One is at the left front and the other at the right rear. I guess a positive is that you would not have to worry about a hole in your roof should a plastic roof vent break.



Storage: You often hear of people wanting to purchase a trailer as an extra garage. I have been told it is not good for your torsion axles to store a car long term in your trailer. If you do so, for example over the winter, it would probably be a good idea to put it the trailer on stands and take the majority of the weight off your axles.

Options on trailers are unlimited. So you can go mild or wild depending on your budget. My trailer out the door with a spare tire was \$7150 which I thought was very reasonable. I got it from Trailers Midwest. If you want to check it out, go to www.trailersmidwest.com and click on Car Haulers, Enclosed Steel Frame. Mine is a Stealth Intruder model. The new trailer tows great. It has been to Carlisle PA as well as Detroit and back and I am very happy with it. With the dealer being 200 miles away, it was still very cost effective to drive there and pick it up.

Getting the Old Green Car Going Again



It has been a busy summer. I picked up the new car trailer in late June. A week later we hosted the club picnic in July. Then a trip to Carlisle PA for the Mopar show there with the #7 Superbird race car. Then a trip to the St Johns Concours of America in suburban Detroit at the end of the July with the green Superbird. The trip had been planned all year. Back in August 2013, I had driven the car to Chicago for a show and discovered a leak in the water pump while there. I nursed the car the 100 miles home, and while I made it, I wound up blowing a lot of coolant all over the engine bay. It was a real mess and I was just sick about it. Never seen it look so bad. I got the worst off and let the car sit for the rest of the year in disgust. Well now, I've got to finish the clean up and change that water pump for Detroit. Cleaning and touching up the engine paint was the worst part. So a week of evenings on that and another night to change the pump and I was back in business. I opened up the master cylinder to clean up the wire bale with some steel wool and put it back on.



We did the concours in Michigan with six or seven other aero cars. Then a couple of cruise nights back home. Two weekends ago as the season here begins to wind down, I took a 175 mile round trip to a vintage race car show in Hartford WI, and on through the corn fields (above) to Road America in Elkhart Lake that afternoon for the vintage car races. A great drive. Last week, I took a trip to a ghost race track near Chicago for another 200 miles. The car ran good, but it is going to need some upper control arm bushings. Then I opened the hood when I got home. Oh, no The master cylinder lid I had messed with was now leaking DOT 3 brake fluid on the shock tower. Brake fluid as you know rivals the best paint remover you can buy. The wire bale for the master cylinder lid was loose at the front chamber, even when clicked into place. I must have tweaked it when I had it off the car. So it looks like I have another clean up project to keep me busy. The only good news is the damage is contained to the shock tower and not the inner fender apron. And I have some green paint, a compressor and a touch up gun. The weather is nice yet, so I better get out there and get on it. Or it will be next July again. The price you pay for having fun...



We stopped in to see Mopars at the Red Barns at the Gilmore Museum near Kalamazoo Michigan the last weekend in July. At the show, we spotted Terry Roeloff's beautiful Hemi automatic Daytona. Terry has owned this car for many years. In the trunk, he still has one of the old Firestone LXX wheels and tires the car used to ride on. The LXX took its name from Roman numbers indicating "tire of the 1970's". It was a short lived 3.5" wide x 17" wheel the tire combination. One of the ideas was that with the cantilevered sidewalls, it could run in the event of deflation. It also gave the potential for larger disk brakes. These were very expensive, about \$100 per wheel and tire. Terry's car is the only one I have ever seen them mounted, in use, driving down the road.

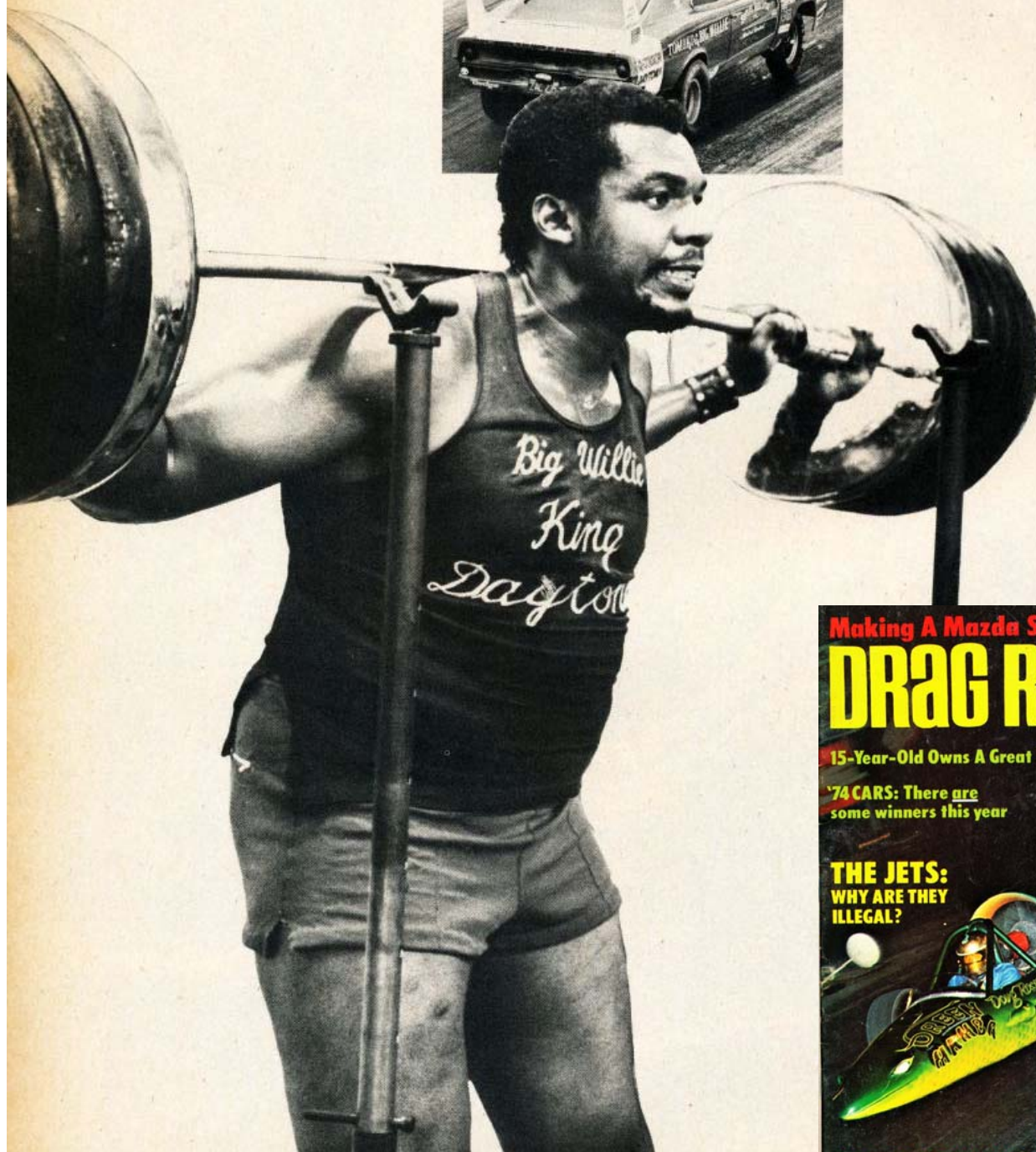


Also spotted at Gilmore was Tony Guida's 440, 4-speed Superbird. Tony bought this car just out of high school about 1979. At the time, he lived just a mile or so from club headquarters and had gotten the bug for a Superbird from my dad and his old green Superbird. Tony bought the white car from a DSAC club member who was building a home. He was selling the Superbird, a 1970 R/T SE Challenger and a pair of 1968 Shelby GT500 KR cars; one coupe and a convertible! It took many years for the restoration of the Superbird to finish up. The fellow who sold Tony the car used the proceeds to install wall to wall carpet (long since worn out) in the new house. He and Tony were co-workers. When the car was finished, Ed, the former owner told Tony with just a tinge of regret, "every time I see your car, I think of my carpet".



Also at the Gilmore show from northern Indiana were Cam Moore with his gorgeous 1966 Hemi Charger. Don Bish was also there with his Super Bee giving his regular Superbird ride a break in the action. Don had a bad tread separation on the way to the show. Cam was nice enough to lend the still brand new Goodyear Blue Streak out of his trunk to get home to Indiana.

Big Willie: Mr. Street Racer Aims For Mr. America



Making A Mazda Street/Strip Bomb

DRAG RACING ^U_S^A

A LOPEZ PUBLICATION INC. 2406 NOVEMBER 1973 75c

15-Year-Old Owns A Great Funny Car!

'74 CARS: There are some winners this year

THE JETS: WHY ARE THEY ILLEGAL?

SEATTLE • S/S NAT'L'S • CANADIAN GRANDNAT'L

Racing and weightlifting fans who've seen Willie Robinson III would never guess that as a child growing up in New Orleans he was choked by asthma. The giant leader of the Brotherhood of Street Racers overcame that ailment to be sure, and in the process started a physical development program that put 300 pounds on his 6'4" frame.

His present size is one reason that thousands of Street Racers consider him "the man."

It has also brought him motion picture roles. He was a gladiator in an epic Roman movie. In the film "W.U.S.A." starring Paul Newman, both Big Willie and his wife Tomiko had parts. The pair also appeared in the opening sequence of "Two Lane Black Top" as Willie raced his "King Daytona." Most recently Steve McQueen's Solar Productions signed him to do a movie specifically about the Street Racers.

Now, on tour with his exhibition stocker and Tomiko's Queen Daytona, he is combining the Street Racers activities with a serious weightlifting schedule aimed at the Mr. America contest.

"I'm working out now, and bulking up towards a weight of 350 pounds, with 1975 in mind," Willie explains. "I want to try for the Mr. America title." His biceps now measure 21½ inches — he's aiming for 24 inches. He feels his 58-inch chest needs to be enlarged to 62 inches! His present 39-inch waist measurement must be trimmed to 33 inches.

Tomiko, who wheels her Dodge to nine-second, 145 mph quarter mile, is also a health devotee, with measurements of 42-28-38.

Big Willie believes in nutrition, exercise and rest. "To start my day I drink a dozen eggs mixed with Tang and Carnation Instant Breakfast. My basic diet is high protein. I eat a lot of lean beef, but absolutely no pork. During the day, every meal includes a quart of milk. Lots of fruit and vegetables, too. Desert is usually ice cream and an occasional soft drink. I avoid bread, sweets, pastry, alcohol and coffee."

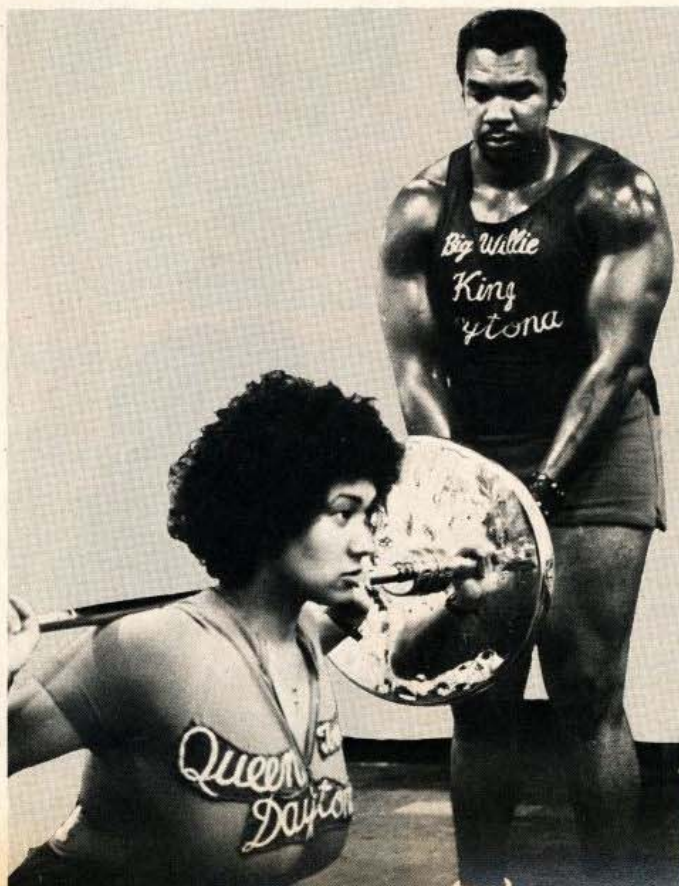
His second key towards the good life is exercise. Big Willie's weight training program involves two hours each day, six days a week. He believes an "average workout" for an "average person" should amount to three hours per week.

Because of his heavy exercises Willie maintains a ten-hour-per-day sleep schedule, a far cry from the red-eyed routine of most traveling racers.

Upon their return to Los Angeles, Big Willie and Tomiko want to get more young people into weight training. "Narcotics and weight training don't mix," he says. "We need to get more fans into the gym even before they get into racing."



"Big Willie," headquartered with wife Tomiko in Chicago during the summer — at George Rumas' Atlantis gym (left) — wants to spread the health word as well as that of his Brotherhood of Street Racers. The 300 pounder now divides his time between appearances with nine-second Dodge Daytonas (opposite) and a rigorous weight program. How about five squats carrying 500 pounds (opposite)? Building his chest toward 62 inches for a 1975 Mr. America try, Big Willie bench presses 400 pounds in daily routine (below). Tomiko, who drives her own 140 mph Daytona, maintains strength and measurements with 135 pound lifts of her own (bottom).




I had been interested in race car instrumentation even before 1964. There was very little instrumentation available at Chrysler that would work in a race car. In 1963, I tried a wind up clockwork accelerometer recorder in a Ramchargers drag car and got a little bit of data. In May of 1964, I tried some cheap chart recorders in a Nichols car at a test in Atlanta. But there was never any adequate equipment. I told everyone in the race program that we needed instrumentation. In 1968, the Chrysler Aerospace operation had slowed down since their design and manufacturing work in the Apollo space program was being completed. Bill Wright of the Huntsville aerospace group had approached Engineering in Highland Park looking for work they could do. Someone put two and two together and asked if they could do race car instrumentation.


It started out with a simple test at Darlington during practice for the 1968 Southern 500. Bill and one instrumentation technician had driven over from Huntsville with a two channel Brush recorder and a 12 volt to 11- volt AC power inverter. The object was to see if this would work in a race car environment.

Larry Rathgeb and I met them for breakfast at a coffee shop in Darlington on Thursday morning and we discussed what we could do. Larry had talked to Harry Hyde who said we could try it in practice. (Originally the plan was to put it in Cotton Owens’ car. But Cotton decided he didn’t want holes drilled in his car.) We decided that we needed a box to fit everything in the car, so we built the famous “black box” behind the motel using wood and tools from a local hardware store. Later in the day, we put the equipment and box in Harry’s car and it worked. We would have liked to get engine speed, but were worried about taking an ignition signal in case it caused ignition problems. There was a lot of electrical and mechanical noise, but that would be taken out. We had a package that would work


Instrumentation




Original “Black Box”



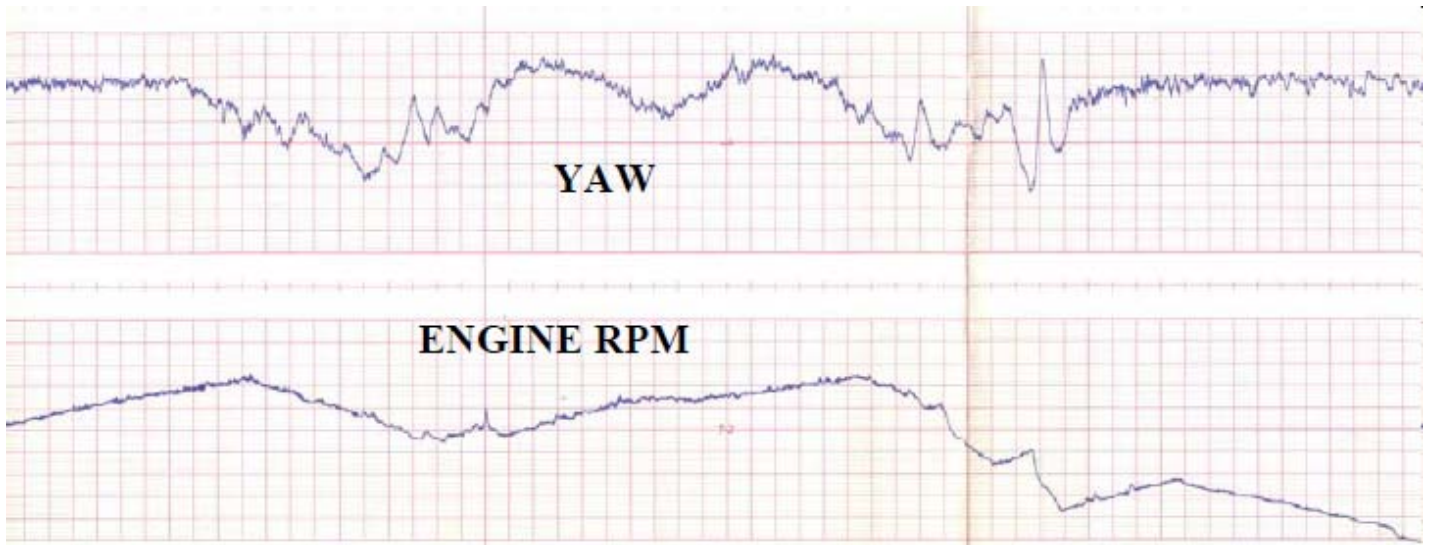
Brush Recorder
6 channel



Wiring for sensors



Later trunk mounted instrumentation box.



Three weeks later, at a test scheduled at Daytona, Huntsville installed the Brush recorder in our test car (Charger) #046 with better sensors to measure engine speed, manifold vacuum and vehicle yaw. The yaw was measured using an angle of attack sensor from a Saturn rocket. These results were the first real data we had on the performance of a car at Daytona at racing speeds. Before that, riding in the race car was the only method I had to tell what was going on.

Based on these results, we tested four different aircraft tape data recorders at the next Daytona test. I think we sent the cars out to do ten wide open laps or so for each unit. The aircraft people initially felt that an automotive application would be very easy to

do. But they found that the environment inside of the race car was more severe than that of a helicopter gunship in Vietnam with all the guns firing! I think they measured 160 decibels.

After the test, a Lockheed seven channel tape data recorder was selected. Huntsville selected a wide range of sensors so that the system could be used for both NASCAR and drag race testing. After the test runs, the recorder was removed from the car and used to play back the data, which was then filtered and plotted out on a Brush recorder. Initially, a two channel recorder was used and later a six channel recorder. The resultant data was of tremendous value to both race groups. At the time, it was as good as anyone in the world had.

A Home Away From Home

During this time, at the race track we used a Dodge motor home as an engineering office and shop. It was similar to the one shown at right. It was run by Bill Wright and his group in Huntsville. It was a new Travco with a customized interior. The front half was mainly work benches and storage. In the rear was a wrap around couch with a table that we used for meetings. There was a small galley and a bathroom in between. At the races, it gave us a secure place to meet with the drivers. We had two phones in the coach and arranged ahead of time with the phone company for a hookup. In those days, having a private line was unreal. NASCAR would assign us a space near the garage and we would pull the unit in on the first day of practice and leave Sunday evening. Ron Killen who was an instrumentation technician for us in Huntsville usually drove and took care of the motor home.



The most interesting feature of the motor home was our race scoring computer. As everyone did in the old hand scoring days, we felt there were some races we had won, but NASCAR had missed a lap or such. And NASCAR would never admit that they made an error. We had Huntsville develop a computer based scoring system. It was what was then a small computer in the motor home. The output was from a teletype machine. Its main shortcoming was input of when a car crossed the finish line. To do it correctly would require a transponder on the car, which would require NASCAR's cooperation. Our substitute was four to six people sitting on a platform on the roof. Each scorer would have a box with several buttons. He would push the appropriate button when each car when by and that was input to the computer. There was also a method of indicating a pit stop. We kept track of the 15-20 factory backed or major independent cars with a chance of winning. We also recorded on a two track tape recorder the broadcast of the race and the NASCAR channel. That tape was synchronized somehow so we could play back the tape and match it to the timing.



The Huntsville Test Team

Here is a rare photo of the Chrysler test Superbird based at the Woodward Garage in Huntsville Alabama. The test location is the former Municipal Airport, abandoned in 1967. Chief Test Conductor Larry Rathgeb is the man with the headset over his shoulder. The Travco motor home can be seen. Both the #88 Daytona and the Superbird used the airport runways for things like coast down testing. The Bird has the white rimmed wheels also used on the #88 car. When the Huntsville test operation was closed in spring of 1970, the equipment was all consolidated and sent to Petty Enterprises. Included was the Superbird which sat outside for a while and was given to Norm Nelson for 1971. It became his #2 "Petty Blue" USAC stock car.

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: 1970 Mercury Cyclone GT, 351C 2 bbl, yellow with black console interior, needs resto, \$4500, Len 815-325-1964.

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

HUNTED: Original driveline for 69 ½ Super Bee WM23M9A306986. Last seen in 1976 near Peoria IL in a Duster! The Bee's original owner frequented many of the local dragstrips around Chicago and St Louis including Midstate Dragway in Havana, IL and US 30 Dragstrip. Bee's original engine and trans was put into a Duster the owner was racing at the time. Dave Kanofsky kilrb70@yahoo.com, phone 708-289-6947

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 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

Wanted: Superbird Parts. I need the rear window lower corner diamond Plates. I need originals. any condition considered. And a set of the fender extentions. 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: 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 / 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.

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

Cal's Collectibles and Mantiques

Club member Cal Anderson has just opened up a new retail store for collectible items of interest to vintage car enthusiasts and collectors of "man stuff". The store is "Cal's Collectibles and Mantiques" and is located at 717 N Grandview Blvd in Waukesha Wisconsin, two miles south of the Hwy T exit on I-94. If you've been to the Mopar Nationals, you've probably been to Cal's corner booth in the swap area.

Cal has a large selection of diecast model cars, plastic kits, auto memorabilia and literature, train items, petroliana, signs and pedal cars. (I bought a killer IMC 1965 Plymouth slot car the day I stopped in.) Several large hobby dealers have space in the store. The selection is not limited to transportation. You can expect to see hunting and fishing items, wood working tools and the like. Prices are fair (it's not a museum). And the mantique part? You won't find any "foofy" stuff in there.

If you are looking for something special, give Cal a call. Cal is retired after 30 years in the Mopar parts business. He's well connected and on a lot of rare automotive items, if he doesn't have it, "he knows a guy". Store is open Wed through Sunday, closed Monday and Tuesday. Dealer space is available. If you have an interesting item you might want to consign, give Cal a call at the store. Phone is 262-777-9779. Email is calscollectibles@sbcglobal.net

2014 DSAC MEMBERSHIP FORM

11

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

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CITY _____ STATE _____ ZIP _____

Email address: _____ Phone _____

2014 MEMBERSHIP DUES – U.S. \$25.00 worldwide
Or 2 years for \$45.00

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

Please check a newsletter option below:

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More Ads

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 very nice reproduction. \$10 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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