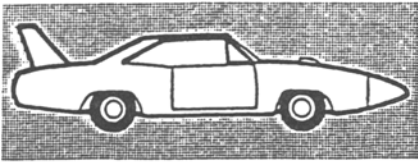


TALLADEGA
CYCLONE SPOILER
Registry



March – April 2012
www.superbirdclub.com
email: superbirdclub@yahoo.com

DAYTONA – SUPERBIRD AUTO CLUB

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

A Visit to Keokuk Iowa

Keokuk is an old river town on the Mississippi in the southeast corner of Iowa. It's named for a Sauk Indian chief. But for many midwesterners, the town was known for turning out professional racing drivers. Names like Don White, Ernie Derr, Dick Hutcherson, and Ramo Stott all made it to the national stage. Last summer, Ramo Stott was featured as the Grand Marshall of the Labor Day parade. We were invited by the Keokuk Racers Reunion committee to bring Ramo's old Superbird back to town to participate. Well, you can't turn that down so we loaded up and headed out. We were in for a special treat. The #7 racing Superbird has speedway gears in it, which makes it somewhat difficult to move around at low speeds. I don't have any plans to race the car as it is very original and don't want to risk damaging it. Anyway, at the last Talladega meet, I let Ramo's son Lance drive the car, and afterwards, he told his pop that the car needed some gears. So Ramo came to the rescue and invited us to bring the car by the shop for a gear change. How often you get to work on your car with the original driver? Pretty neat.



We arrived in Keokuk about 3 pm on Saturday and got the car unloaded at Ramo's place. His original race shop was located downtown and has been gone for many years. His new garage at the house has a nice lift. I don't think he planned to ever have a wing car on it as it was a TIGHT fit between the nose and the wall. But soon, we had the car up in the air and Ramo pulled the full floating axles out. All you do is remove bolts from a small hubcap and they slide out with the tires still mounted. Ramo's oldest son Corrie was in town from Charlotte and jumped right in pulling the rear gear. This is an 8 3/4 housing just like your stock Chrysler product.





Above: Ramo is loading up some Unocal grease for the rear end. The steel can next to the rear gear is a special storage case the teams used back in the old days.



Above, Corrie has the new gear ready to go back in. The old ratio was a 3.23 which with the size of tires, feels more like a 2.50. The new set is a 4.75 ratio which Ramo says he used on mile dirt tracks in other cars. Below: Ramo is all smiles letting the car down off the lift. With the exhaust dumps on, it takes some work to get the lift pads around them.

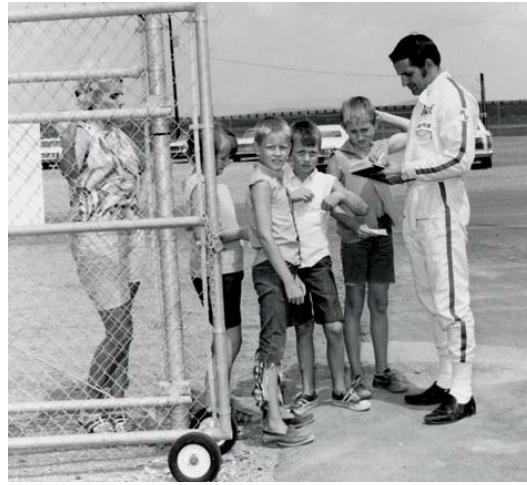


While we were working, Ramo's wife Judy showed us this C-clamp with his initials welded into it. Before he went racing full time in the mid-1950's, Ramo was a full time welder. During the winters, Ramo often worked at Nichels Engineering welding up the cars for the next season. Ramo received a new race car every year from Chrysler Corporation. His sponsorship deal was to represent Plymouth in IMCA and ARCA in the Midwest. But he usually made the trip to Daytona each February and would run an occasional NASCAR event. He liked to race where the money per mile was good. At right, the job is done, and Ramo, Judy and Corrie are shown with the Bird. At just under three hours, I don't think we made flat rate. But without Corrie's help we would have been late for dinner to be sure. Corrie owns a team competing in the NASCAR Nationwide series. Watch for car #23 this season.





The reason the #7 Superbird exists today, is that after retiring the car after the 1972 race season, Ramo saved it and stored it in this building. It was here up on stands until 1988 when he sold it. His youngest son Lance told me his mom used to yell at for him riding his bike in the building next to the Superbird. Even back in the 70's, Ramo knew the car was special and felt it should be in a museum. Quite a few people remember the car sitting in there. Maybe someday a photo will surface of it in the barn. This building was constructed about 1970, when as Ramo said, "I felt like I was really getting to run good." There never was any race prep done here. Half the building was finished as a trophy room, and they used to hold square dances and parties. This building and the property it sits on is no longer owned by Ramo and it is now used as a horse barn. So I guess you can say it still has a lot of horsepower sitting inside.



On Sunday, we attended a car show in Nauvoo Illinois, just over the river. Ramo signed quite a few autographs. As you can see from the middle picture from 1970, not much has changed. Ramo always signed for the kids so they would want to come back to the track, with their parents of course. At far right is Ramo and the trophy girls at Talladega in April 1970. The trophy in that photo (visible behind the flag) is the same one Ramo is holding in the color picture above. A fan who owns the trophy loaned it to us for the day to display with the Superbird. Ramo likes bright colors and is a very hip dresser.



Back in 1970, Ramo did a promotional appearance at a Goodyear tire store with the Superbird. The trailer at right is the same one the Bird went to Daytona and Talladega on. It later had a tire rack and other small modifications through the years, but it is still in service. The car riding on it is Lance Stott's 1930 Dodge. This is a car Ramo bought out of a junkyard about in 1955. He intended to make a race car out of it. But because of all the wood in the body, he decided against it. He stored the car in Missouri for decades before moving it to Keokuk. Lance acquired the car from his father several years ago, and did the restoration on it himself. Ramo built the inline-6 engine. Lance uses the trailer to move the Dodge for shows that are not local. A pretty cool car and a nice family connection.



Monday morning we got the Superbird loaded on the Racers Reunion parade float. Judy Stott brought out Ramo's blue 1967 Plymouth jacket. It is amazing that he still fits into it at age 78. The uniform on the right side is from 1968 and is hand made. Judy says the polka dots were painted on one by one with the outline of a silver dollar and coloring them in. They won a best dressed crew award with these. It is not flame resistant Nomex. Below, we're ready to go and the Hemi is making noise riding down Main Street in the parade.



Left: Ramo pays homage to his hometown at Daytona in 1967. As a surprise for the parade, his family gave him the Indian headdress to wear in the Keokuk parade. He travelled the parade route in the rumble seat of the '30 Dodge. The yellow "caution" streamers around his waist have a story. A few years ago, he fell off the parade float and broke some ribs when a railing gave way. The next time in a parade, they put him in a big cage to keep him safe. This time, he was "strapped in" to the rumble seat. Ramo definitely knows how to have a good time.

2012 Membership Dues are now Due – renewal form on page 11

5

If we have not yet received your 2012 membership dues, you will find an orange dot on your mailing label. 2012 membership dues remain \$25 worldwide, or two years for \$45. Club dues run on a calendar year basis from January to December each year. Check your mailing label. You can also tell if you need to renew your membership by looking at your mailing label on the back of this issue. If at the top, it says “11”, you are due for renewal. If it says “12”, you are paid up. The membership renewal form is on the inside of the back cover. You can pay by check, money order or Pay Pal. (send to paydsac@hotmail.com)

If you are outside the U.S. please use Pay Pal or money order in U.S. funds drawn on a U.S. bank. If you are in Canada, you can send a Canada Post money order. Call or email if you have questions. We thank you for your support.

2012 Club Event Information *For this month, I have slimmed down the events listing. Full details are on www.superbirdclub.com*

Fremont California – June 3 The Mopar Alley Club will be hosting a west coast wing car event in conjunction with their annual Mopar Alley Rally show at Ohlone College in Fremont. David Whitford is our point of contact, call 408-218-3831. Email ramcuda@aol.com

2012 DSAC / Winged Warriors National Meet , Colorado Springs Colorado – June 25-29th Jim Klovas is our contact, at (719) 561-4587 or email to: klovas5828@comcast.net.

2012 Club Picnic – July 22nd – New Berlin Wisconsin. The annual club picnic will be held at club headquarters. 2 pm to ??? We had 15 aero cars last year. Please RSVP to Doug Schellinger at DSAC if you plan to attend. superbirdclub@yahoo.com or 414-687-2489.

2012 Brickyard 400 – Indianapolis Motor Speedway – July 27-29th The Speedway has invited us back for another weekend display. Please RSVP to Doug Schellinger at DSAC if you plan to attend. superbirdclub@yahoo.com or 414-687-2489.

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

Wellborn Muscle Car Museum Celebration - Alexander City Alabama – October 11-13th Contact the Wellborn Muscle Car Museum at 256-329-8474 or send an email to info@wellbornmusclecarmuseum.com

Muscle Car and Corvette Nationals Aero Car Display – Chicago Area - November 18 & 19, 2012 500 + muscle cars, all under one roof, indoors at the Stephens Convention Center, Rosemont Illinois. There will be an Aero Ford and Mopar group. Non judged entry is no charge. Hotels are across the street. This will be a great way to cap off. Contact Doug Schellinger if you are interested in participating at superbirdclub@yahoo.com or call 414-687-2489. Online registration is available at www.mcacn.com/entry.htm Show director Bob Ashton's phone is 586-549-5291 and his email is bashton@gmail.com

Ten Things Suitcase Jake Never Said: *Before he was known as “Suitcase Jake”, J.C. Elder was David Pearson’s car chief in his championship 1968 and ’69 seasons with Holman-Moody. An old school chassis man and wily veteran, Jake moved around between a lot of teams in the 70’s and ’80’s, earning the name “Suitcase”. He has since gone on to his reward. But if he were still active in NASCAR racing today, here are a few phrases he never would have said.*

“Let me adjust that headrest. Bristol is a tough track and I’d hate for you to get tired.”

“We better not try that. We might not get that through inspection.”

“Stick we me kid. We might win a race or two – if we get lucky.”

“Give that 31st place driver an A +.” (Michael Waltrip on Danica at Darlington)

“I just need more engineers and time on the seven post rig.”

“I just can’t wait for the race team’s fan day at the winery.”

“No, you were right and I was wrong.”

“Soon as this race is over, I’m hopping on my plane for a few days in my NYC flat.”

“I’d be happy with a good solid top-20 finish today.

“Boogity! Boogity! Boogity!”



Late News Regarding Big Willie Just heard on May 17th that legendary Daytona drag racer Big Willie Robinson has entered hospice care in California after having both legs amputated. Doctors are giving him 3 to 4 weeks to live. His last wishes are to be buried with his wife Tomiko. I have been informed that the International Brotherhood of Street Racers will be taking donations to prepare for this, and Sheriff Bill has offered to pay the difference. Cards and letters can be sent: Attention: Big Willie Robinson, c/o Sharon Care Center, 8167 W. 3rd. St. Los Angeles, CA 90048



Up for grabs on Ebay right now is the largest treasure trove of Talladega and Spoiler II race parts. When Jason and Clarence Thompson bought the two Banjo Matthews prototype Talladegas, they also acquired the remaining race car part inventory and the support trailer that Banjo sent to the race track in later days. They are now offering this fantastic collection for sale as a package deal. At right is a pair of Donnie Allison Talladega fenders and a passenger side door skin.



Lots to look at here. The rear quarter panel extensions are special stamped sheet metal pieces, versus the pot metal ones on production cars. Race Talladega header panels are shown as well as the two types of headlight doors. The top one on the right side is a production piece which is what was used early on. The two on the bottom are stamped aluminum which were done at Holman-Moody. On the right side photo is a H-M "batwing" air cleaner for two carbs which was legal in 1967-68. It even has the zipper to fasten it to the cowl. These are exceedingly rare and like the headlight doors are made of unobtainium.



More stuff: At left is an uncut single carb batwing air breather and NOS quarter and door shell. Near the quarter panel is an NOS Talladega rocker panel. How often have you seen one of those? At right is a whole row of Talladega and Spoiler II fenders.



Do you need a Talladega bumper? There are NOS and used units in the collection. The third one down has the screens and ducts for short track racing. There are more items in the collection that what we can show here. If you are interested in acquiring this collection, or for a complete list of what is included, please contact Jason Thompson at 865-828-8384. Or you can email him at thompsons122@charter.net



Sad News

Our friend Harry Lee Hyde passed away on March 31st in the company of his family. He was 64. Harry Lee was the son of K & K Insurance Dodge crew chief Harry Hyde. He is the jack man in the photo at left.

Harry Lee joined the crew upon discharge from the armed forces and was part of the 1970 NASCAR Championship crew. He later worked for Buddy Baker, Dave Marcis, Ralph Earnhardt, Geoff Bodine, Ken Schrader and Tim Richmond. For those later drivers, he was working on the Hendrick Motorsports crew as a fabricator, truck driver, and gas man. Harry Lee attended the club events at Talladega and later at Monster Mopar. He was helpful in getting the remaining K & K Daytona set up to run when the car went to Europe in the 1990's. He had some great stories from the old days.

Memorials may be made to Hospice and Palliative Care of Cabarrus County, 5003 Hospice Lane, Kannapolis,

NC 28081.



Also, club members **Dick and Beverly Drake** have both passed away. Dick left us on March 30th, and Bev followed on April 19th. Dick did not recover from hip surgery, and Bev lost her long battle with cancer. Both were 80 years old. The Drakes were DSAC members for 30 years. Dick followed his son Kyle into the car hobby in the early 1980's and built a nice collection of three Superbirds among other interesting cars.

After joining our club, Dick and Bev formed the High Performance Auto Club which is Kansas and Missouri based Mopar club which is still going strong. Dick wrote their club newsletter for years and was one of my fathers' best friends. The photo at left is from Talladega in 1988.

The Family has asked for no flowers to be sent. If you would like to donate please donate to KansasCity Hospice

House, 12000 Wornall Road Kansas City, MO 64145. Our condolences to Kyle and Cindy Drake who are also DSAC members.



Denny Zimmerman's Spoiler has recently made its debut after restoration by fellow DSAC member Chris Vick. The car was worked on over a two year period. Chris says it has been gone through top to bottom, including paint, interior and mechanical down to the correct overspray and paint marks on the chassis. Denny's car was sold new in the Twin Cities and still lives in Minnesota today. Denny has had some health challenges the last couple years, but he hopes to get the car out this year and enjoy it some. Beautiful machine.



Voodoo Hemi Racing Team

Here are some great photos of Marck Hartevelde's Voodoo Hemi Superbird race car.

The team is based in the Netherlands and race the Superbird and other Mopars all over Europe in the Super Pro ET class. The body is hand laid fiberglass over a tube frame chassis. Engine is a 636 CI Indy Legend backed by a 727 Torqueflite racing transmission. The car weighs about 2700 pounds and has a best ET of 8.02.

You can check out their website at www.voodoohemiracing.nl You can also find them on Facebook at Voodoo Hemi Racing. Gotta love that logo on the wing!



© Arjan Plooy - Drachten Internationals - 15/07/2011

A club member recently wrote in for advice on selecting an exhaust system for his Superbird. From what I have heard, the ones made by Accurate LTD are very good. These are about \$1000 complete with exhaust tips. The fit is said to be excellent. Accurate LTD is based in Oregon. Another member has just ordered a set and I will be able to give you a follow up report on the fitment soon. They were well packed and arrived by Fedex Ground. From time to time, Accurate will run a free shipping special.

Another player that is just emerging in the exhaust business is ECS Ltd from St Louis. They are the guys who restored the 1970 Valiant 4 door for OEM gold at the Nationals. They are doing E-body systems first, and then the B-body. The owner, Dave Walden is a very exacting type guy. So I know these will be good. They are even doing date coded mufflers. They are saying late summer or fall for the B-body system. They will make them in aluminized or natural steel if you want. I expect these will be as good or better than anything made to date.

As far as preserving the pipes, I think the product to use is called RPM (Rust Prevention Magic) which is available from ECS. It is like a cream that you wipe on bare metal. Then you heat it up with a heat gun and simply rub it in. They have used this on their own restoration projects and it is holding up very well. It is said to be amazing stuff.

E.C.S. Automotive Concepts, Phone: 855-532-7846
Accurate Ltd, Phone: 541-672-2661

www.ecsautomotive.com
www.accurateltd.com

Daytona/Superbird Metal Reproduction Parts and assembly services: from member Erik Nelson

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 612-382-4723 or email erikjohnnelson@hotmail.com if you have questions, would like me to mail a brochure to your address, or need a quote.



Race Car Project – Rich Turner’s latest race car project is this Cyclone under build in Daytona Beach Florida. The car started as a street 1969 Cyclone with the red and white paint scheme, but was a non-Spoiler model. Rich is building it into a #16 Bud Moore / Tiny Lund 1968 Grand National replica. To do this right is no small task. In addition to the obvious full roll cage, Rich has disposed of the factory unibody forward of the firewall. He has added the 1965 style Galaxie full frame front snout as the real Grand National cars ran. The Galaxie front structure is tied all the way through the entire length of the rocker panels with 2” x 4” channel steel. This is how the real cars were made to be so strong. If the rear spoiler looks familiar, it is a real Benny Parsons unit rescued from an attic in Ohio. The wheels are double center Holman-Moody units. Power will be a 427. This is going to be a very fun track car when it is done.



- Daytona Wanted, not a flipper, looking for a complete car, preferably a finished car. Usually keep my cars for 20+ years. Made the mistake of letting Sean Machado talk me out of my R-4 Daytona in 2002. J But the original family was the only place that it should go. Let me know what you have, cash or 440-6 4-speed Bird as possible trade. Matching numbers. Lemon twist. Greg 360 941-3545 ga.peck@frontier.com
- For Sale: Pair of 1971 GTX / Road Runner hoods, RF fender and trunk lid. \$775 obo. For all. Call Tom, 414-425-2529. 09/12
- For Sale: 1970 Road Runner Coupe, Lemon Twist, 383 auto with factory A/C, new style system installed retaining factory appearance. 70k miles, new resto, new price \$24500. Trades considered Call Brent or Sherri at 618-898-1179 or email to: carfarm@wabash.net 08/11
- For Sale: Superbird, B5 blue, V code, 63k mile southern car, two owners since 1978. Numbers match, column auto, new Legendary white bench interior, carbs rebuilt by Holley, clock tach, rechromed bumper, one older repaint since new. Much mechanical work performed and car is ready to use. Nice driver or you could restore to trailer queen. Asking 90k. Call Dave at 414-769-0961 after 3 PM central time.
- Wanted: NOS or other full rear quarter panels to help save a rare limited 4-Speed Petty blue Superbird. Any help or referrals would greatly be appreciated. Please call 610-351-8540, leave message. I'll call back. 04/12
- For Sale: Reproduction Ford Parts, 1968-69 Torino Fastback Taillight Bezels \$225.00pr
- Ford FE dipstick tube C7OZ-6754-A \$19.95, 1968-70 Chrome twist oil cap C8AZ6766B \$39.95, 1968-70 PCV tube C8OZ6758BR {428} \$75., 1969 Exhaust tips C9OA5263A \$169.95pr, 1970 exhaust tips D0OA5263A \$169.95pr, 1969-71 ram air seal DOGY9B625B \$295., 1970-71 ram air shaker seal \$195., Ram air vacuum motor \$125., Talladega engine code decal DF1318 \$4., Talladega sales folder \$8. Trunk drop downs 1968-69 & 1970-71 \$250.00pr We carry many more parts in stock. Please e-mail for complete list Joe Gibbs Hot Rod oil. The right amount of Zinc {Zddp} for our cars along with a military additive for storage. Synthetic oil 10w-30 or 15w50 \$100 for club members {\$120/retail} Conventional oil {still with the Zinc & storage additive} 10w-30 or 15w-50 \$85.00 {retail \$97.00} 1case is 12 quarts Contact Marty Burke 7177 CR 1135 Leonard Tx 75452 Mburke6662@aol.com 08/11
- For Sale: Daytona grille screen \$50 postage paid, Daytona fender screens \$50 pr. Postage paid. Or buy all three for \$75. Wayne Perkins, 811 Northview, Olathe KS, 66061, 913-764-1956 noon to 7:00 pm central time. 08/11
- For Sale / Trade: Talladega Outside Door Emblems: new outside door emblems that I will trade for Cobra-Jet parts. These are new made from solid brass, plated and painted the same as originals. Beautiful parts. Call Howie 262-370-6321 email htmachine@centurytel.net 08/11
- Services Offered: Custom fab & repair of Superbird nose cones and window plugs - complete or partial - all steel. I can repair yours or build new. Photos at www.wingcarfab.com Jack McGaughey 2682 New Hope Rd Dacula GA 30019, 770-963-2493H, 770-277-8086 shop
- For Sale: Superbird and Daytona Z-brackets, very authentic looking, made of steel, \$600 pair. Superbird headlight buckets, steel repro, \$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 petev8@webtv.net Call 860-350-6864 any time.
- For Sale: Superbird grille screens, correct pattern, \$30 ea or 2/\$50. Superbird/Daytona headlight pivot bushings, correct item, \$25 set of four, Superbird/Daytona special flat headlight bucket bolts - \$2.50 ea (ten reqd). Engine compt black strap for rad support vac lines \$2, small rubber hood bumpers at cowl panel \$5 ea. Prices include shipping. DSAC, 13717 W Green Meadow Dr. New Berlin, WI 53151 414-687-2489
- For Sale: Decal sets for winged cars. includes Antifreeze, Emissions, Air cleaner service, Horn (Superbird only), Tire Pressure Safety Act, Jack Instructions, Sure Grip Warning, Jack Base, \$46.00 Bird or \$34.00 Daytona. Wing decals, black, white or red \$25 ea. Running Birds \$8 ea. Standing birds \$8 ea. All prices plus shipping anywhere. Other decals available John McBryde 704-435-2692 Hemituff@bellsouth.net
- For Sale: Correct vacuum hose kits for Daytona and superbird headlight actuators, 68 and 69 Charger headlight actuators, and kits for 70 to 72 B Body air grabbers. Kits include correct grooved, color striped hose, molded switch and firewall fittings, clips where applicable, and instruction sheet. Daytona and Superbird \$195.00, 68 & 69 Charger (incl. clips) \$185.00, 70 Road Runner air grabber kit \$145.00, 71 & 72 B Body air grabber kit \$155.00, Air grabber hose clip set \$35.00 Contact John McBryde at 704-435-6198, or at meps2@bellsouth.net 08/11
- For Sale: Superbird jack hold down plates, Die stamped just like the originals \$100 Scissor jack, \$350.00 1970 Road Runner ,GTX restored bumper jack. Includes base, post, jack hook 2931103, & tire iron. \$350. Contact Mike, gilead222@comcast.net or at 860 424-6125. 08/11
- Wanted: 1968-70 Plymouth GTX convertible, RS vin code, must be a rust free car in running condition, no project cars please, call 315 433-9092 or send picture and price to carrotman1966@yahoo.com, also need scissors jack for 1970 super bird, original
- For Sale: Daytona: Hemi Orange, auto, NOM 440, 4.10 Dana, black interior/stripes. All original sheetmetal. Car is in great shape and drives wonderfully. \$155,000 or \$125k plus C500/Superbird trade (or other cool Mopar) 832-498-4406 t.hawkes@att.net Many pics avail by email
- For Sale: Superbird black steering wheel, no cracks, 150 shipping incl in lower 48. Trade: I have a 1966 David Pearson #6 Charger postcard & 1968 ex-Petty Jabe Thomas Road Runner #25 post card. Will trade either for a 1968 or 69 Buddy Baker #3 Charger. Greg 586-243-7029.
- Wanted: MoPar stock car parts: Pair of 15 x 9.5 Nichels wheels, upper control arm hardware, Nichels modified dual master cylinder, one piece strut rods, Pitman arm, idler arm, brake shoes & springs, wheel cylinders, Stant radiator cap, white top with black, rated @ 20#, has "safety lever". Red race hemi spark plug wires, may say "Packard" on them. Call Greg 586-243-7029, email: hpims@comcast.net 06/11
- For Sale: Decal sets for winged cars. Consisting of the following decals: Antifreeze, Emissions, Air cleaner service, Horn (Superbird only), Tire Pressure Safety Act, Jack Instructions, Sure Grip Warning, Jack Base, \$46.00 Superbird or \$34.00 Daytona. Wing decals, black, white or red \$25 ea. Running Birds \$8 ea. Standing birds \$8 ea. All prices plus shipping anywhere. Other decals & stripes available John McBryde 704-435-2692 or Hemituff@bellsouth.net 08/11
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2012 DSAC MEMBERSHIP FORM

11

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CITY _____ **STATE** _____ **ZIP** _____

Email address: _____ **Phone** _____

2012 MEMBERSHIP DUES – U.S. \$25.00 worldwide
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Enclose check or money order in U.S. funds to:
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13717 W Green Meadow Dr
New Berlin, WI 53151
USA

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

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

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

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

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

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

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

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

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

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

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

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

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Stuart Sutton's Superbird and Wayne Perkins' Daytona look like they have been placed in a fancy Dave Snyder painting. From the Lewisburg Kansas Cruise, May 2012

