

Feb- Mar-April 2015
www.superbirdclub.com
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TALLADEGA
CYCLONE SPOILER
Registry

DAYTONA – SUPERBIRD AUTO CLUB

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Talladega Event News – 45th Anniversary Aero Warrior Reunion

OK, lots of good news to fill in this time around. A reminder that the event dates are October 22-25th.

Thursday - October 22nd Speedway Cruise at Atlanta Motor Speedway. Cost is \$10 per car and a signature on a waiver. We will meet at the track souvenir shop at 7:45, collect the cash, sign the waivers, and head around to the west entrance tunnel, form up and cruise the track. After, we'll do a ride south to Warm Springs, do a tour of Roosevelt's little White House, eat lunch and then finish the ride to AlexanderCity. Questions, call Chris Street at 770-401-6542 or email me at hembird@mindspring.com

Friday – October 23rd will be a gathering at the Wellborn home starting late morning. There will be a professionally catered Louisiana Cajun meal late in the afternoon. Special guests Kenny Trout and Buddy Parrott, original members of the K & K Insurance Racing Team will be joining us for the weekend.

Saturday the 24th will be another round of good fellowship at the Wellborn Musclegar Museum just up the street. In the evening, there will be another catered meal by chef Tim Creehan. There will also be a Halloween costume party which all are welcome to participate if they choose.

Sunday will be an early departure for Talladega Superspeedway and the parade lap prior to the Alabama 500 Sprint Cup Race. The good news is that the track has promised us two laps this time around, which will be nice.

A block of race tickets will be available shortly after the spring Talladega race. I should have news on this by the next issue. The track would certainly like to see as many of us stay for the race as possible. The track is also reaching out to several well known drivers from the 1970 season to bring them to the event.

Registration for the event is through the Wellborn Musclegar Museum. Cost is \$65 per adult / \$130 per couple and is all inclusive of the food and goodie bag. We as a club is not charging a registration fee. The food menu is going to be more upscale than the usual burgers and hot dogs. Please use the registration form in the back of this issue and mail it to the Wellborn Musclegar Museum, or you can go to wellbornmusclegarmuseum.com and click on “events” and register there. Choose the “additional ticket” option at \$65 if you are coming solo.

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

Super 8 (formerly the Jameson Inn) 256-234-7099

Hampton Inn 256-234-2244

Days Inn (formerly the Best Western) 256-234-6311

Quality Inn 256-234-5900.

That's all for now. I can tell you that the Wellborns are very excited to be hosting the event as well. The enthusiasm from the track at Talladega is also very welcome and we appreciate what they are doing for us. For more info, contact Doug Schellinger at 414-687-2489 or superbirdclub@yahoo.com



Keokuk Iowa Racers Reunion

We have again been invited to the fourth racers reunion in Keokuk Iowa. Home of stock car racing greats, Don White, Ernie Derr, Dick Hutcherson and others. The Ramo Stott Superbird will be back home in Keokuk as will the Ernie Derr 1969 Charger which has not been displayed in public since 2006. The event is Saturday June 20th. The living drivers will be there and a lot of great memorabilia on display. Hotels in town with blocks of rooms are the Super 8 (319-524-3888) and the Fairfield Inn (319-524-9000). Call and ask for the special rate for Racers Reunion. Also, there is a Hampton Inn which is 319-524-6700. The Hampton is within walking distance of the park where the show is being held. For more information, call Doug Schellinger at 414-687-2489. We hope to see you in Keokuk.



KEOKUK RACERS REUNION 2015



Saturday June 20th 2015 at Tolmie Park in Keokuk

Come celebrate Father's Day weekend with your dad and learn about Keokuk's great auto racing history, meet some of the men who made it & see the cars they raced in on some of America's greatest tracks!



Featuring a tribute to the late, great Ernie Derr and his last Dodge Charger stock car will be on display

THERE WILL BE DRIVERS BOTH PAST & PRESENT, CAR SHOW FEATURING STOCK, DRAG, WINGED, & CLASSIC CARS, R/C CARS & RACING, RACING MEMORABILIA, A DUNK TANK, PANCAKE BREAKFAST & FOOD SERVED BY KEOKUK AMERICAN LEGION POST #41

TO MAKE A DONATION, GET MORE INFORMATION, OR VOLUNTEER TO HELP OUT CONTACT JOE SHUMAN AT 319-795-6797 OR JOYCE MILLIGAN AT 319-520-5152. ANY HELP WILL BE GREATLY APPRECIATED!

**KEOKUK
HOME OF THE
Champs**



SOME HIGHLIGHTS FROM PREVIOUS REUNIONS



KEOKUK RACERS REUNION

Mopars in the Park – May 30-31 – Farmington Minnesota – Dakota County Fairgrounds

As has been tradition, Winged Warriors will be hosting their spring meet at the 31st annual Mopars in the Park. Friday May 29th will be the Moparty hosted by Curt and Janet Lawson. If you are able to attend, please let Janet know so she has a headcount for food. Her email is dodgegirl1966@gmail.com Or you can call 763-427-4363.

Mopars in the Park is the largest all Mopar car show in the Midwest. Registration after May 8th is \$20 for display only or \$35 judged. Show info call 612-210-1752 or www.moparsinthepark.com

DSAC Picnic – Sunday August 16th – mark your calendar for Sunday August 16th for the annual club picnic to be held once again at club headquarters in New Berlin Wisconsin.

It's membership renewal time. 2015 membership dues remain \$25 worldwide, or two years for \$45. Club dues run on a calendar year basis from January to December. We collect the dues between now and May. You can tell if you need to renew your membership by looking at your mailing label on the back of this issue. If at the top, it says "14", you are due for renewal. If it says "15" or higher, you have already paid for this year. The renewal form is on the inside of the back cover. You can pay by check, money order or Pay Pal. (send to paydsac@hotmail.com)

If you are outside the U.S. please use Pay Pal or money order in U.S. funds drawn on a U.S. bank. If you are in Canada, you can send a Canada Post money order. Call or email if you have questions. If you've just joined the club recently, your 2015 dues are already paid. If you are on the computer regularly, you may want to also have your newsletter e-mailed in color. If you do not want the hard copy snail mailed, please check that box on the renewal form and it will save a stamp. You still have the option to receive the both printed and email edition if you want it. Thank you, and we appreciate your support.

Musclecar and Corvette Nationals Recap

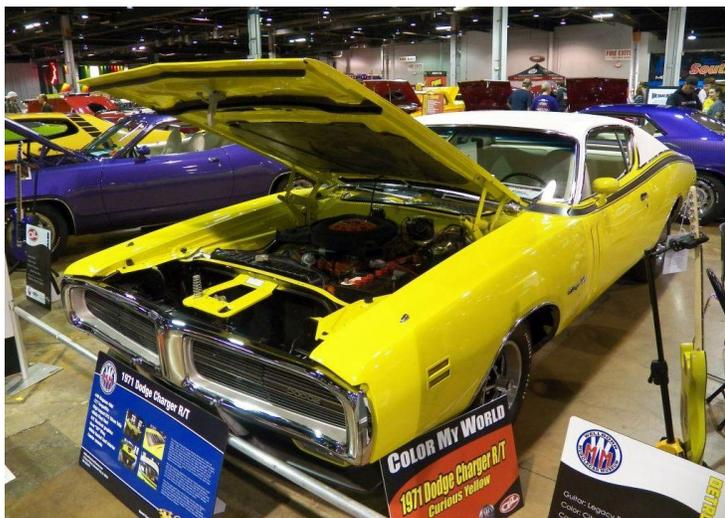
The show dubbed the "Pebble Beach of Muscle Cars" continues to grow in its sixth year. Held just before Thanksgiving each year, the show on the west side of Chicago in Rosemont is the ultimate museum of muscle for one weekend a year. The selection of cars that managing member Bob Ashton put together is mouth watering. The first car you saw in the hall was the B5 blue 1971 Hemi Cuda convertible that recently sold for 3.5 million dollars.

The MCACN (pronounced Mc-ack-in) board and organizer Bob Ashton have created the recipe for muscle car show success. Ingredients for that recipe include great car people, fresh cars, and representation from domestic manufacturers. The show excitement is created by debut and discovery. New restorations are unveiled, barn finds get their days in the sun. There is a car corral for cars for sale.

While there are plenty of high end cars trailered in, many cars drive right into the show hall too. There is a growing appreciation for any and every muscle car regardless of brand. Bob Ashton deserves a lot of credit for that trend. He seeks out all muscle cars that are either popular or unique, with extra points given for exciting back stories.

Theme displays at MCACN are the norm. One aisle had the 50th anniversary Hemi display, the next aisle over had "Color My World" showcasing the wild colors of the muscle car era represented by all the major brands. It was very visually stimulating. One more row over was the Boss 429 display, with cars represented in each available color except one. And the only missing color is a car that is under restoration now. In the back hall is the Barn Finds and Hidden Gems which is one of the most popular attractions at the event. About two dozen cars, some straight from the barn with all the droppings are brought in. This year, there was a Boss 429 on a flatbed hauler.

It's hard to pin down the car I wanted to take home the most, whether it was Ozzie Olson's personal Olsonite AAR, or maybe the Curious Yellow 1971 Hemi Charger from the Wellborn Museum (shown below). Or maybe one of the two Hemi 4-speed Superbirds at the show. Or maybe..... it would be very hard for me to pin one car down. Can I take five of them home?



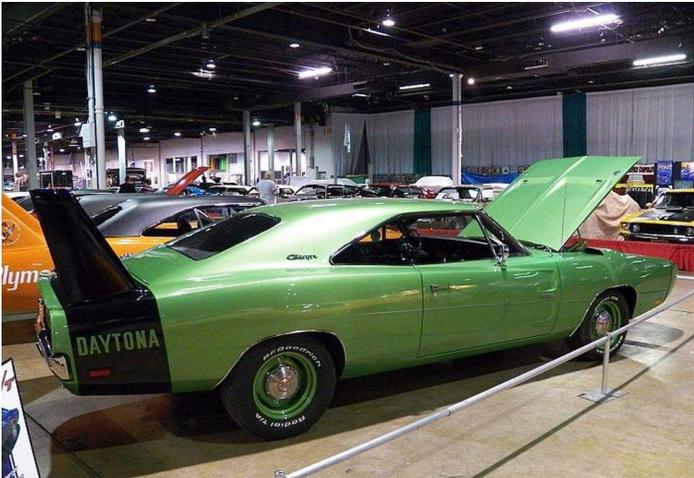
The show dates for 2015 are November 21st and 22nd. There is a special "Class of 1970" display. If you have a car you would like to have considered for the display, or to enter into the general show area, please contact Bob Ashton at bashton426@gmail.com. The show web page is www.mcacn.com. There is an online registration.

Want to attend the show? I highly recommend it. You can fly into Chicago O'Hare and take a shuttle to your hotel which is five minutes away. Then just walk across the street to the show. It's a very friendly set up.

Hope you enjoy the photos on the next pages.



More from MCACN. Pat McConnell drove this custom Vitamin C Bird in the rain on load in day to the show. On the right is the AAR Cuda once owned by Ozzie Olson of Olsonite Corp. Mr. Olson was the sponsor for Dan Gurney's AAR Indy car team driven by Bobby Unser. The current owner had a couple real nice display cases of memorabilia about the car. Great surprise to see in the show hall.



Tom Lembeck's F6 green Hemi Daytona is the old Petty Blue and red car once owned by Jim Radke and featured in Hot Rod magazine back in 1978. It has recently been restored to F6. The old black paint under the hood was stripped off by hand to reveal the original F6. At right is an AAR Cuda from the very large Barn Find and Hidden Gems display. Always a crowd favorite at MCACN.



The Pure Stock Muscle Car class had some great street and race cars. I loved the 429 Torino with LOTS of rubber on the rear quarter panels. Not every car at MCACN is a show pony. At right is the A4 silver of Lon Seigworth. Lon's brother Alan is a DSAC member.



Ramo Stott's Superbird took up the center of the 426 Hemi invitational. Not far away was the Dick Landy 1964 Dodge funny car owned by Pete Haldiman. Pete also once owned the Radke F6 Hemi Daytona on the previous page too.

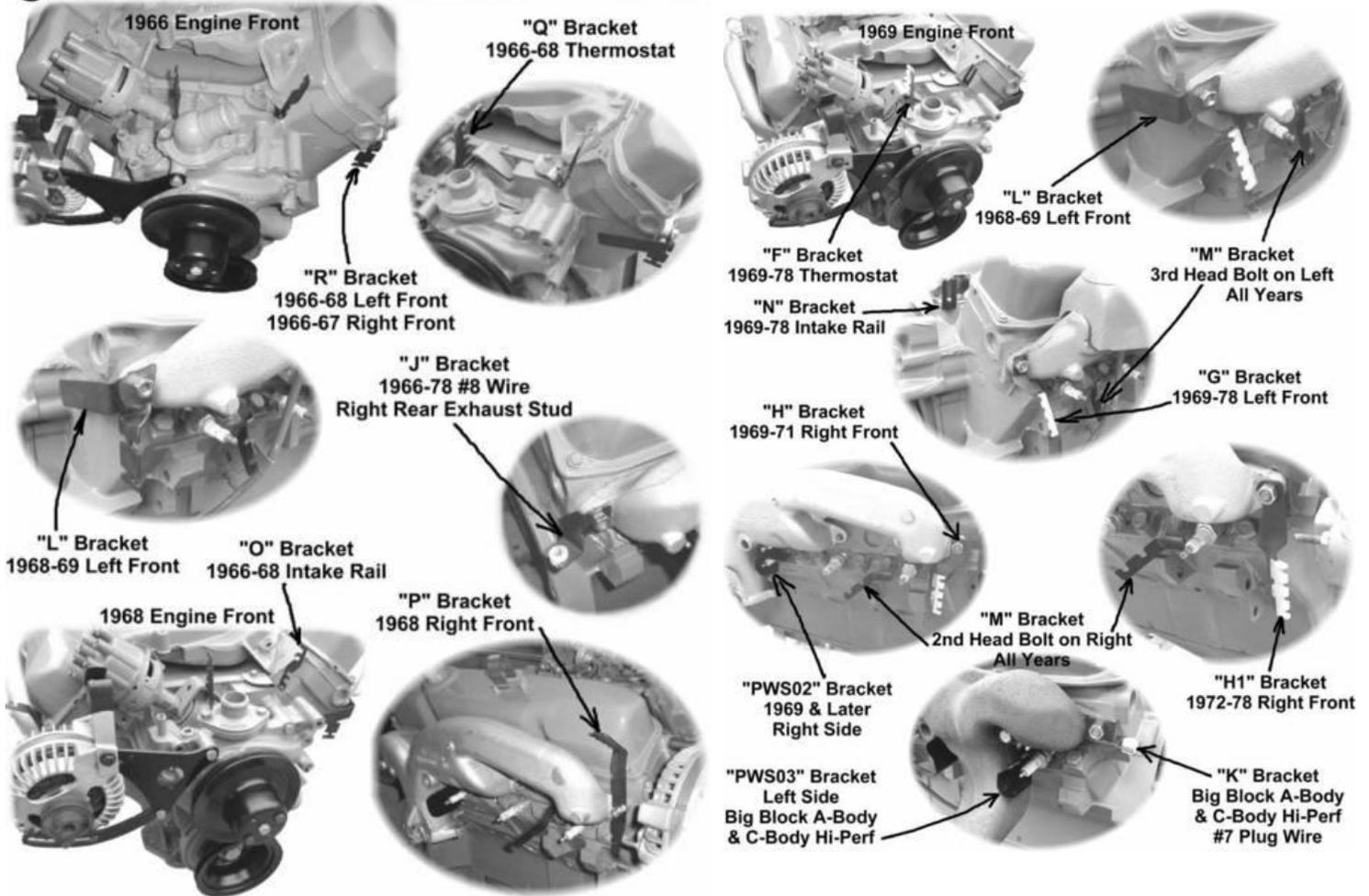


Angie and J.W. Hames brought their 69 Dart GTS 383 car to MCACN from Mississippi. At right is the ultra low miles Hemi 4-speed Superbird of Dale Laur from Michigan. There were two Limelight Hemi, stick Superbirds at the show. Amazing.



This incredible display of 1969 pace cars featured the race day #1 and #2 cars. It was completely over the top. One car paced the start of the race. The other took Mario Andretti for a ride after the race. The Challenger at right is the actual infamous car that crashed at the start of the 1971 race hitting a wagon full of photographers at the end of the pit lane.

Ignition Wire Kit Installation Guide



Carrera Slot Cars



Carrera Toys of Germany has done a great job with an extensive series of Daytona, Superbird and Ford Talladega 1/32 scale slot cars. I have bought almost all of them, mostly just to look at. They are so nice. Last summer, Carrera released two Charger 500 models, the #30 of ARCA stars Iggy Katona and the #58 of Andy Hampton.

At a race event last summer, I bumped into the USA rep for Carrera. He says that the #8 Sal Tovella Superbird was the last of the Plymouths. I asked why, and he replied that the licensing with Chrysler for the Plymouth brand had expired. I thought that was odd, but he also said that the licensing was handled through Germany and Chrysler Europe. As for the Dodges, he said that the Iggy and Andy Hampton C500 cars were likely to be the last of that bunch. So the bottom line is if you are interested in collecting these cars, there probably will not be any further releases. Shame, but we are lucky to have gotten as many of these as we did.



It's been sort of an eventful month. After the last newsletter, I took a trip to Florida the week before the Daytona 500. Did a lot of car stuff and stopped in to see member Rich Turner who is finishing up his 1968 Tiny Lund NASCAR Cyclone. I've talked a little bit about it. But it is a new car built to NASCAR specifications. Rich started out with a red and white color code 1969 Cyclone and a used front race car clip welded up by Bill Funderburk, who did them for Holman Moody back in the good old days.

The car is impressive when you know that Rich built it himself. But take a look at the one bay garage. That is where the car was built on a lot of sweat and determination. Buz McKim of the NASCAR Hall of Fame did the lettering on the car which is old school brush job.

The car has a 390 engine for power right now. Rich says he several thousand into building a proper 427 engine for the car. Problem is he has a few more thousand to go. The headers in the car are too low and they are VERY tight in the engine bay right now.. So they will have to be custom made. Rich has talked to Holman Moody fabricator Kenny Thompson to make him a correct set. Kenny is a magician with metal.



The 1967 Cyclone dash is correct for Tiny's original car as it was built from Bud Moore's 1967 car with a new skin. It's not an easy fit in the '68.

Seeing Rich visiting Florida is a ritual not to be missed and I enjoy seeing what is new in his house which is pretty much all vintage NASCAR, all the time. He's a real enthusiast.



What We're Working On - continued

8

Well, that didn't work out so hot... after my trip to Florida, things were going pretty well. The weather got a bunch nicer. In early April, I made a quick trip to Keokuk Iowa with friends to visit Don White, the legendary USAC stock car racer. Got back home and that weekend I worked out in the garage most of the day. Coming up the steps at about 8:30 PM, I noticed I was a little short of breath. A little bit of heaviness in my chest. "Oh boy, here we go, I thought". I took a quick shower and decided if I wasn't feeling any better in a couple minutes, I would be off to the E.R. So off I went, and sure enough, I had suffered a mild to moderate heart attack. So that has taken me down most of the month of April. I've been back to work and it's taken a little while to get this issue out. Hate that, but I am sure glad to be doing this above ground stuff. I generally feel good, just a little more tired at times during the day. Heart disease runs strong in my family. Just have to keep going...



Before I was so rudely interrupted by my ticker, I've also been working on a set of wheels for the #7 Superbird race car. Two of them came off Ramo Stott's junk pile in the 80's when he was still racing. They were very weathered and I have hours and hours into them after getting them dipped.

The wheels used on stock cars from the 1950's onward are called "double center" wheels. They have two centers nested together, then welded to the outer hoop. Firestone paid for the tooling to make the centers. Nichols Engineering and Holman Moody



welded their own wheels using the Firestone type centers. They are 5" bolt pattern, so they will not fit on the street car. Originally 7", they went to 8" in the mid 1960's. By 1969, they were 9", and for 1970, 9.5" These wheels are highly coveted today. You would not think they would be hard to find. But for as many as they made, it is very hard to buy them as most have been bent, used up and discarded. I have the set just about ready to squirt some color on them. Hope to get that done next week. I have some correct looking 40 year old NOS race tires to mount up on them. The ones on the car now are too new and just don't have the right look.

Sherri Peddicord

had this neat hand painted sign painted up as a birthday gift for her husband Bill.

The illustration of the Coyote choking the Road Runner is a replica of the small decal that Ford racing people had made and affixed at the race track. "Most of them" were destroyed, but some, of course survived and have been handed out over the years. Sherri bought the car about a year ago and has been taking it on short trips. They have just repaired the power steering cylinder and are getting the car ready for Talladega in the fall.



John Borzych has been a DSAC member for 38 years, and has been racing this 1970 GTX for over forty years now. That's a pretty good run by anyone's standards. John's wife and crew chief Linda posted this photo on Facebook the other day of John getting the car ready to run at Route 66 Raceway in Joliet Illinois. John had just reinstalled the engine.

John figures he has had over two hundred different Mopars through his hands over the years. He got the nickname Mopar John from a speed shop vendor he dealt with. Easier to call him Mopar John than remember his last name, I suppose.

John got the GTX spring of 1970. He was a regular buyer of Mopar parts and had gotten a call from a salvage yard he was friendly with.

The GTX car had come in as a theft recovery, with most of the big pieces still present. John said he had to talk his dad into letting him buy it as he was still in high school, and it was his fourth car. By the time he got that small part worked out, the salvage yard had sold the GTX to another young fellow. In a stroke of good luck, the buyer of the GTX called up John looking for some parts. John worked out a deal to obtain the GTX in trade for his 1967 Dart GTS. It was a good deal as the other kid totaled out the Dart a couple weeks later.

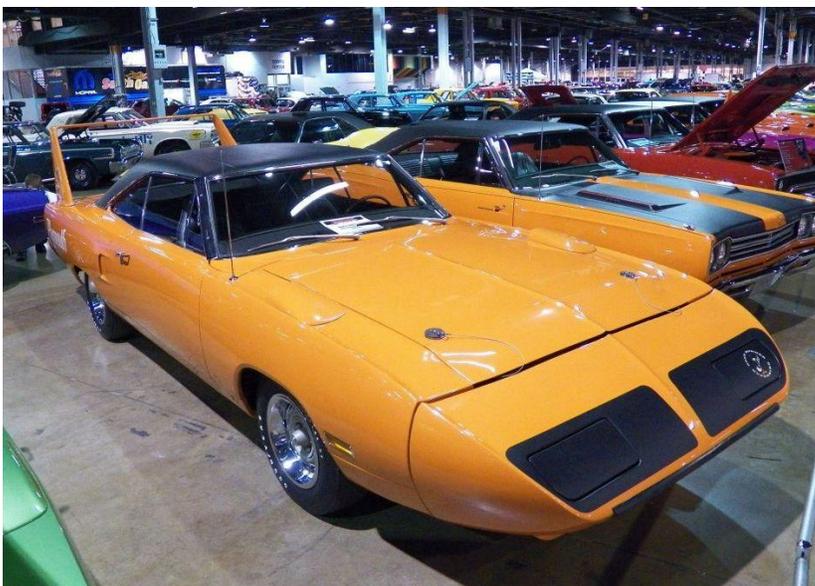
The car had about 8000 miles on it when he got it. He did not know it at the time, but it was a very early car with a 8/6/69 build date. John says he made a big mistake when the salvage yard owner offered him the original 440 and 727 transmission. And he turned down the deal. He had the engine and trans out of a '69 GTX in it already and he wanted all his cars to be 4-speeds. Makes sense to me.

John went racing with the car as soon as he could. Here is a photo and time slip from the old US 30 Dragway. The GTX is a very serious race car that has benefitted from 40 years of evolution. It runs a little faster these days, turning 9.50's if the track is right. Must be very exciting!



OFFICIAL <i>GTX</i> TIME RECORD	
COMPETITION NUMBER	319
TOTAL ELAPSED TIME FOR 1320 FEET	1460
MAXIMUM SPEED OBTAINED	100





One of the cool things about John's GTX is the "Bitter Lime" graphics. John says, "If you had a race car at US 30, it had to have a name. My GTX was lime green, so I named it Bitter Lime." The car was professionally lettered over the original Limelight paint, which the car still wears. The artist came up with a lime doing a burnout with big slicks and headers".

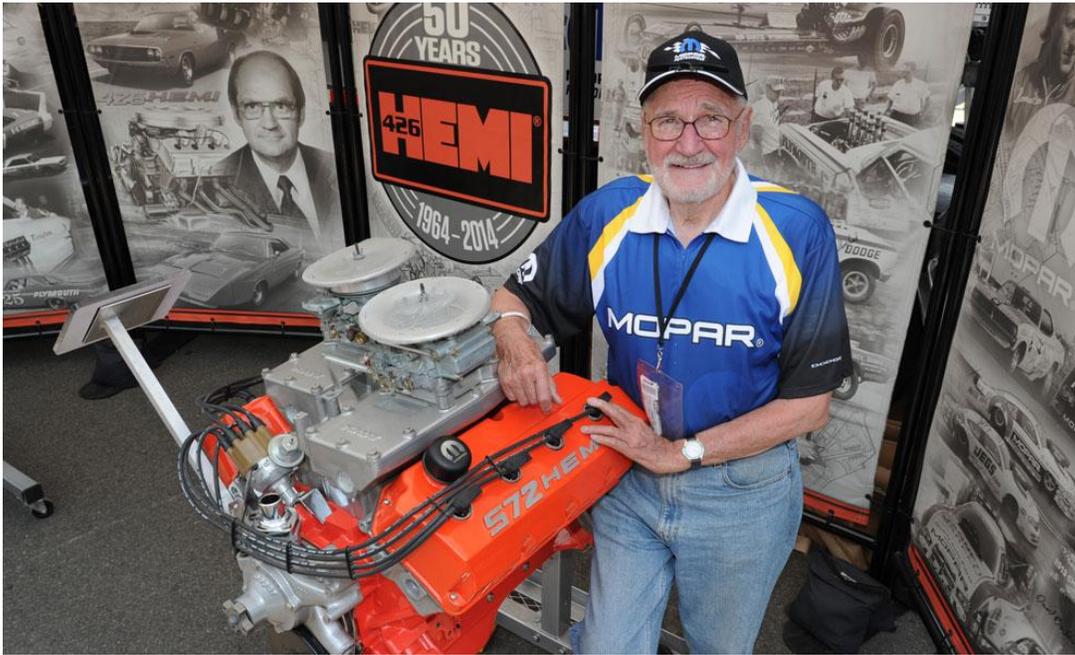
John's Vitamin-C Superbird came along after the GTX in the summer of 1977. It actually was the second Bird he purchased. But the first one was bought and sold quickly due to some medical issues. The orange Six Pack automatic car came from an ad in the Chicago tribune, advertised for \$2800. John made the three hour trip and wound up buying the car for \$2000, saying he couldn't get the money out fast enough. While a good runner, the bad news was it had some shag carpeting in the trunk which was discovered later to be covering a large piece of Masonite as the trunk floor. John performed a do it yourself restoration in 1980 on the car patching the trunk floor with metal. The car served John very well over the next few decades. He had been forward thinking purchasing NOS quarter panels and trunk extensions in the 80's when they became unobtainium.

After John and Linda's B5 blue Daytona was restored by Troy Angelly in 2009, the orange Superbird was next on the list after the Cleveland DSAC national meet in 2012. What started out to be a nice driver grade job and fixing the sins of the trunk floor job in 1980, turned into a full blown OEM restoration, even more intensive than the Daytona. Tory and his crew did a fantastic job on the car.

The green GTX race car also played a part in the restoration of the Superbird. Back in the early 70's, when John prepared it for racing, the interior was removed and stored. The still like new bucket seats made it into the restored orange Superbird. Amazing they survived multiple moves over the last 40 years. The original trunk weatherstrip with the part number molded in was swapped from the green car too. Good thinking on John's part.

The Superbird made its first display at Carlisle in July. After some fine tuning, it was judged at the recent Muscle Car and Corvette Nationals show, shown at left. The car received a concours Gold award. From there, it also moved up and received an Emerald award for the Plymouth brands at the show. I was most impressed that John was able to use NOS nose decals, which have the texture to them that reproductions lack. It would be very hard to improve on this car. John could have not restored these cars to this level without the support of his wife Linda. She received the "MK Insurance Leading Lady Mopar Award" at the MCACN show. It was a very successful weekend.

For 2015, the Borzych's Daytona has been selected to be part of a special display called Mid Century Performance at the Gilmore Classic Car Museum in Hickory Corners Michigan. The Gilmore is a campus of six different individual museums in one location. It is home to the Classic Car Club of America, One admission gives you access to all the museums. It is quite a facility. In July, the West Michigan Mopar Club holds their Mopars at the Red Barns show at Gilmore. Located north of I-94 in western Michigan, I recommend a visit if you are passing by.



Every fan of HEMI® power and performance on the street and race tracks has lost a friend with the passing of Tom Hoover on May 1, 2015. Tom was widely known as the “father” and/or “godfather” of the 426 HEMI racing engine, which celebrated its fiftieth anniversary in 2014.

“Tom Hoover was an exceptional human being and an engineering genius that always wanted to go faster. Today, at Mopar, we continue to live and honor Tom’s vision. He’ll be missed,” says Pietro Gorlier, President and CEO of Mopar Brand Service, Parts and Customer Care.

Tom Hoover spent 25 years working at Chrysler Corp., leaving in 1979 to pursue his interests in locomotives and trains. During his time here, Tom Hoover had an impact on some of the most storied performance milestones in Fiat Chrysler’s history:

He was a founding member of the [Ramchargers](#), a group of Chrysler engineers who were thrilled by the growing sport of drag racing and used their skills to boost the company’s performance image.

He helped develop the [Hyper Pak](#), a group of performance parts for Chrysler’s renowned [Slant-6](#) engine. The Hyper Pak helped make the Plymouth Valiant a winner on NASCAR tracks in the early 1960s. Customers could buy the Hyper Pak at a dealer’s parts counter.

He led development of the [Max Wedge](#) big-block racing V-8, building upon [Chrysler’s RB engine](#) to create a powertrain that dominated drag strip racing in the early 1960s. A drag racer at heart, Tom Hoover helped develop the Pro Stock and Funny Car racing classes.

As racing program coordinator, he helped lead the small team that developed the 426 HEMI racing engine. The 426 HEMI debuted at the [1964 Daytona 500](#), where driver Richard Petty lapped the field in taking the win. And when NASCAR blocked the 426 HEMI’s use in 1965, Hoover’s team took it drag racing – where it’s legacy lives on today as many modern professional drag race engines still use the basics of that motor.

“Tom was the true technical engineer driving the details of the original 426 HEMI design, preparing it for the success on the street and in racing to this day,” says Bob Lee, who heads powertrain development for FCA in North America and is global coordinator for powertrains. “He was one of the best ever.”

Before he left Chrysler, Tom Hoover helped create the [Lil’ Red Express](#), a high-performance Dodge pickup released in 1978. The Lil’ Red Express is easily identified by its vertical exhaust pipes mounted behind the cab.

Like many of his contemporaries, Tom Hoover’s passion for engineering was sparked during his youth in Huntington, Pa. His first car was a [1952 DeSoto](#) with an original Hemi engine. At Chrysler, he started by working on the Bendix Electrojector program – a precursor to today’s modern fuel-injection systems.

Even after leaving Chrysler he stayed close to racing and Mopar performance. Tom Hoover and his son raced a vintage Plymouth Max Wedge car for several years. And he was consulted as the team developed the third-generation HEMI engine that first reached the street in 2003.

So the next time you hear the road of a HEMI engine, give Tom Hoover a little thanks.



Back in 1970. Mario Rossi's Dodge crew won the Union 76 Pit Crew Championship. This was an annual event held in the fall. Today, it is part of the NASCAR All Star Race weekend in Charlotte.

To celebrate their success, a sign was lettered and hung outside the race shop in Spartaburg SC. Mario Rossi is the man on the far left of the photo.

Years have gone by, and the original sign has disappeared. Bill Rossi, son of Mario has made a replica of the sign and took great pride in running it over to the original building for a photo op.

The shop, located at 232 John B White Sr Blvd, was a modest sized operation. Although receiving factory support, Rossi's Automotive Engineering usually only had one or two cars in house. They ran a limited schedule, all the big races on the NASCAR tour. Bobby Allison ran the full schedule for points in 1970. When not in Rossi's car, he entered and raced his own identical looking short track Charger.

The car below on the trailer is a fun car Bill Rossi built for vintage racing. He has it parked in front of the old shop which today is a window tint and stereo install shop.



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

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

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 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/Wind Deflectors – stainless, 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.

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

AM/FM Radio Conversions, \$499 using your radio. Totally stock look, no modifications to your dash. 180 watts, 4 channels, iPod, MP3. Includes cosmetic clean up and iPod cable. Also: gauge cluster restoration, plastic chrome plating, turn key dash restoration, console and steering column restoration, exclusive NOS suede dash paint. Instrument Specialties, 65 Foliage Dr. N Kingstown RI 02852, 401-267-0055

Auto Metal Direct is now offering **Superbird rear glass and rear window trim**. The rear glass retails for \$1499 and the stainless rear window trim is \$899.00 You can also order both for \$2299.00 Call Auto Metal Direct at 866-591-8309 or visit www.autometaldirect.com

Original Equipment Quality Reproduction Parts, factory exhaust systems, door VIN data decals, VIN dry transfer and rivets, date coded glass for 68-74 Chrysler vehicles. ECS Automotive Concepts, 855-532-7846 or www.ecsautomotive.com

Mopar 4-Speed Transmission and Component Specialists, for all things A-833 4-speed and shifter related, Brewer's Performance, Laura Ohio, 937-947-4416 or visit the online store at www.brewersperformance.com

Tony's Parts, offering 67-70 B-Body console body \$250, 67-70 "070" fan clutch from \$200, 68-69 glove box catch bar \$20, 68-70 B-Body window vent frames except convertibles \$545 left and right kit, 66-70 chrome seat adjuster knob. Many other used and NOS parts available, Tony's Parts, Harrington DE. 302-398-0821 or www.tonysparts.com

Superbird reproduction turn signal lenses, front side marker lamps, many new B-body parts available. B/E & A Parts, 8801 Norwalk Rd, Litchfield Ohio, 44253, 330-725-3990, www.beaparts.com

Glen Ray Radiators offers all new Chrysler 26" reproduction radiators for 1966-72 A< B and E bodies. Most popular tank part numbers available. \$1195, date coding \$60 We can restore your existing radiator. Reproduction power steering coolers also available. Call 800-537-3775, 2105 N 6th St, Wausau, WI 54403 www.restorationradiators.com

Janak Repros offers Daytona and Superbird from nose to tail. Specializing in reproduction body parts since 1978. Personally manufactured parts at affordable prices. Send \$2 and SASE with 70 cents postage for a catalog. Looking forward to serving you. Ted & Carol Janak, 6511 Elmgrove, Spring TX 77389. 281-379-2828 evenings www.wingedwarriorbodyparts.com

Cals Collectibles and Mantiques - Do you have stuff cluttering your attic or garage? Come sell with us. Friendly consignment policy, low fees. We have an assortment of diecast cars, model kits, auto memorabilia, sales literature, toy trains, fishing and hunting items, tee shirts, petrolia, pedal cars, wood working tools. Many items too numerous to list. Open Wed 12-8, Thurs & Fri 10-5, Saturday 9-4. Sun 11-5. Located in Waukesha Wisconsin two miles south of I-94 at 717 N Grandview Blvd. Call 262-777-9779. Find us on Facebook

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: 1963 Plymouth Belvedere, real 426 Super Stock, correct dated engine, T-85 3-speed, Brown Metallic, Tan Interior. Car was restored apx two years ago using mostly original or NOS parts. Very correct down to the NOS wheel covers. Decoded by Galen Govier and documented in Darrell Davis' 1963 Plymouth Super Stock Book. Have documentation including a copy of 1964 title and some racing history. Asking \$59,900. Call Tom Shields at (850)528-9114 or e-mail at duster2340@aol.com.

Wanted: 1968-69-70 Plymouth Satellite in restorable condition. 507-553-5331 or email to: j.hassing@mchsi.com 06/15

Wanted: Pair of rear shock absorbers for Superbird. My broadcast sheet states part number 3400592 RR firm ride shock absorbers. Any referrals would be greatly appreciated. Call 610-351-8540 or email barry.kanick@volvo.com

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

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: Superbird jack hold down plates. Die stamped as original. \$75 ea. Mike Jobes, 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: 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

Wanted: 1969-70 MoPar NASCAR Hemi "first gen" electronic Prestolite distributor, Cast iron with a wider housing above the tach drive. Will have a trigger wheel and magnetic pickup, along w/coupler on the shaft where it fits into the drive gear. Email Greg at: odcics2@comcast.net or call Call 586-243-7029



Services Offered: Complete restoration and performance services: frame off, ground up or rotisserie. Projects completed start to finish, or in cooperation with specialty shops. Work tailored to suit your goals: show, driver, performance or concours. Complete consultation licensed vehicle appraisal services. Cost and progress reports offered. I am experienced with Mopar in all aspects: mechanical, body and paint and in particular Daytona and Superbird. Initial one hour consultation free. 25 year DSAC club member. Check out my website www.lincolnhighwayauto.com or on Facebook at "Lincoln Highway Auto" Located in Lisbon Iowa. Contact Glen Peters at 563-889-0889.

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You can also register online at www.wellbornmusclegarmuseum.com Click on “events” to register

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