



May – June 2012  
www.superbirdclub.com  
email: superbirdclub@yahoo.com

TALLADEGA  
CYCLONE SPOILER  
*Registry*

## DAYTONA – SUPERBIRD AUTO CLUB

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### Last Call for 2012 Membership Dues – renewal form on page 11

If we have not yet received your 2012 membership dues, you will find a black 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](mailto:paydsac@hotmail.com))

If you are outside the U.S. please use Pay Pal or send 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.

### It's Hot Out There

As I write you on July 5th, it is eleventy-billion degrees here in Milwaukee. In fact, it feels like the surface of the sun. We hit a cruise night with the #7 racing Superbird race car last Wednesday. It's always fun to park the trailer around the block, unload and drive the car in. The heat was on then too. Thank goodness there was a breeze. Summer in Wisconsin is way too short, so we will take what we can get. The heat continued for the rest of the week.

Two weeks ago, we were at Road America in Elkhart Lake Wisconsin for the NASCAR Nationwide race. The weather was a beautiful 80 degrees both Friday and for race day on Saturday. We displayed old #7 in the NASCAR Performance area and enjoyed meeting a lot of new people. I have been trying to pace myself a little this year as July and August are always busy months for me. Chryslers at Carlisle was this past weekend although I really wanted to be there, I heard the heat was brutal. Our club picnic is coming up on Sunday July 22<sup>nd</sup>. The Brickyard 400 meet is the following weekend. Whew, I'm getting tired just writing this. Please try and stay cool, and we will look forward to seeing you along the trail.



The rig parking is ideal and they took good care of us last year. “Aero Warriors”. Liz and Lisa are the managers and know who we are. The hotel is just a few minutes from the track.

If you plan to attend, please email me at [superbirdclub@yahoo.com](mailto:superbirdclub@yahoo.com) or call **TODAY** at 414-687-2489 so I can make sure you receive the entry form which will need to be returned to Katie Schultz at IMS immediately to reserve tickets. They have only given us a few days to get this handled. Also, we need to know if you need trailer parking, or RV camping across from the track.

### Brickyard 400 Event Update – July 27-29th

We are less than three weeks from the event. We will display on Friday, Saturday and Sunday. The track lap for all aero cars will be on Sunday immediately before the race. This will be something special with fans in the stands to see it. IMS has just confirmed that they will issue up to four weekend passes per car for the weekend, the same as last year. Friday is the Grand-Am Rolex series race on the road course. Saturday is the Nationwide race and Cup qualifying.

Also, the hotel, Wingate by Wyndham has dropped the three night minimum, and has lowered the room rate to \$125. Wednesday and Sunday nights are \$79. You can cancel up to 6 pm on day of check-in. A genuine hot breakfast is included. Phone number is 317-243-8310. The block of rooms is under

Details are still coming in, but the Colorado Springs club national meet was affected by the massive wildfires out there. I know the Flying W ranch and Air Force Academy events had to be cancelled as those areas were evacuated. The event was wound up a little early due to the hotel needing rooms for evacuees and crews coming in to fight the fires. I want to thank Jim Klovas for the effort in hosting this event for us and the Winged Warriors group. This is one of those things like the tornado situation in Indianapolis back in 2002 that you just cannot control. I will share a few early photos that have come in.



Chris Perry drove his Hemi Charger 500 from Arizona to the meet. Here it is shown at an abandoned fuel station on old Route 66. Chris said even though the meet was short, he has no regrets. *"It was a pure joy to drive the Hemi Charger 500 for 2,000 miles. It reminded me of being a young buck when I drove the muscle cars everyday to school and work. The car never missed a beat and drove effortlessly the whole time. I told people it was like driving a new car but without the A/C, power steering, power brakes, windows, stereo, navigation etc..."* At right is the smoke from the fires on the other side of the mountain.



Bob Krebs owns the B5 blue Hemi Daytona. He is the original owner of the car and the last original owner of a Hemi Daytona still with his car. He also owns the bright green Charger 500. Chris Perry's dark green Hemi 500 is on the far right. In the right photo is James Keehler's #88 replica. I don't think I have ever seen a Plymouth Satellite with fender skirts, but they actually exist. Things you never knew... That little bit of haze in the air is from the fires.

### **Members Cars - Fuel Injection on a Superbird**

As part of getting ready for the Colorado meet, Chuck Porter from Milwaukee Wisconsin has installed a MSD Atomic EFI on his Superbird. The 440 in the car is a fresh rebuild, internally balanced, and mildly hotted up. It has the lighter weight standard rods and Keith Black hypereutectic pistons. After driving it, I can tell you the engine really spools up nicely. After break-in on the dyno, it pulled 412 HP @4800 rpm and 515 ft lbs of torque at 3600 rpm.

Chuck went with EFI for improved drivability as the primary concern, and perhaps a little better fuel mileage. But he realizes that at the cost of the system at just over \$2000, that it will take a long time for payback given the limited use of the car. It is something he has talked about trying for quite a few years, and he decided to take the leap.





The Atomic EFI system is very simple and consists of a just a few components. At left is the power module, the hand control, and the electric fuel pump. The throttle body with four fuel injectors is mounted on the 440 and looks a lot like a traditional Holley carburetor. The ECU for the system is mounted on the RH side of the throttle body with the MSD logo on it. The MAP sensor and throttle position sensor are all built-in. It is a beautiful piece of engineering. The system uses a single fuel line at the back of the throttle body with no return line needed. The fuel pump is pulse modulated and only pumps fuel when told by the computer to do so.



Less than a week before leaving for Colorado and the car is nearing fire-up. It is also getting a complete Accurate LTD exhaust system which overall, fit up very nicely. The oxygen sensor bung provided with the system was added to the new H-pipe. On the right photo, the factory stock linkage from the old carburetor was used. The only adaptor bracket needed was a U-shaped bracket Chuck had on the shelf when he ran a Holley carburetor.



With the air cleaner on, it is difficult to tell there is no carburetor on the car. The power module is mounted on the right hand fender apron. It could be mounted out of sight if desired. The power module controls all high current functions. It connects to the throttle body ECU, oxygen sensor, fuel pump and controls fan functions. The entire system consists of only eight wire connections.

## Fuel Injection on a Superbird – more

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The electric fuel pump and filters are mounted under the car on the right hand side. A single high pressure rubber fuel line and two inline filters replace the original steel lines. The fuel pump can also be mounted in the tank. The system operates at between 30 and 70 psi, so the appropriate hose clamps must be used. Just about everything you need is supplied in the system. The fuel line runs up the right side of the firewall to the back of the throttle body. Because the fuel pump is pulse modulated, it only delivers fuel when the computer tells it to. So no return line to the tank is needed.

The system does not need to be programmed by a laptop. By using the hand control, the user tells the system some basic parameters to get the car running. From there, the system is self learning, although there are manual settings that can be changed if desired. It really looks idiot proof.

So how well does the system work? The car only had a few hours on it before it left for the meet in Colorado, and it was still self learning when I test drove it. It starts up immediately like a modern fuel injected car should. Throttle response was excellent. The only complaint was a stumble off idle. If you simply apply throttle steady, it stumbled, then picked up and took off. If you tried to drive it like a carbureted car, it would die. Chuck reports that particular symptom has improved some, but still needs tweaking. He will have a talk with the folks on the MSD tech line about it when he gets back home. Also, the fuel pump really needs to be in the tank. At the Colorado meet, the air temperatures were in the 90's and unfortunately the car vapor locked on the road. The next step when the car gets home is to take care of this.

To be fair, these are still very early days and more work needs to be done to get everything working as it should. This was a well planned project, but as usual it came down to the wire and the car needed to be ready to leave on the trip. I think that this is an exciting product and it appears to be beautifully engineered. Fuel injection is certainly not for everyone. But there are a number of you who really love to drive your cars, and this is a way to do it without invasive surgery. We'll keep you posted as to how things work out.

**2012 Club Event Information** *For this month, I have slimmed down the events listing. Full details are on [www.superbirdclub.com](http://www.superbirdclub.com)*

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](mailto: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](mailto: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](http://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](mailto: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](mailto:superbirdclub@yahoo.com) or call 414-687-2489. Online registration is available at [www.mcaen.com/entry.htm](http://www.mcaen.com/entry.htm) Show director Bob Ashton's phone is 586-549-5291 and his email is [bashton@gmail.com](mailto:bashton@gmail.com)



### Wings Postcards

These were printed back in 1991 by TG Racing and are from the old Racing Pictorial archives. There are 20 different racing Daytona and Superbird cards in the set. All are excellent photographs, 5" x 7" in size and are really nice quality.

We still have several sets of these cards available. You can find the individual cards on Ebay for \$3 to \$4 each. We have the set of 20 for \$29.95 including shipping in the USA or Canada. Send check or money order to the club address or Pay Pal to [paydsac@hotmail.com](mailto:paydsac@hotmail.com)



## New 1971 Petty Superbird

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After building their 1971 K&K Insurance Daytona and racing it at Bonneville, Gary and Pam Beineke have followed it up with a race version of the 1971 Superbird concept. This car is built for straight line top speed runs at Loring AFB in Maine as well as ultimately Bonneville.

The car is powered by an Ernie Elliott built Dodge R5 NASCAR Cup engine, which is 358 CI. It makes 875 horsepower at 8700 rpm. It has a Jerico 5-speed and a Moser 8 3/4 rear end. The driveshaft is carbon fiber and the wheels are vintage style Clements made off the original NASCAR tooling by BART wheels. Front and rear suspension is by RMS/AlterKation. It has Wilwood 4-wheel disk brakes and a custom tuned FAST EFI fuel system.



During their testing of the K & K Daytona at the A2 wind tunnel, former Chrysler aerodynamics man Gary Romberg recalled the issues he had with the rear window area of the 1971 cars, and how Chrysler was not going to do any custom fastback or changes as they had done to the 69 Daytona and Superbird.

Gary Beineke says, "Knowing we were going to run a small block, in keeping with the aero package and NASCAR regulations, we knew we were going to be shy some horsepower and torque compared to our K&K's 588 Hemi. We took what we learned in the wind tunnel, along with some baseline runs of our street version '71 Superbird, to help the '43' as much as possible. We started out with a much larger front spoiler moved as far forward as we could.

Next, we lowered the car (using RMS AlterKtion suspension) as far as we could and still retain some ground clearance for suspension travel. Lastly, we did, what we think Petty would have done to clean up or resolve some of the drag issues with the backlight. We raised the glass at it's trailing edge one inch and also raised the trunk filler panel one inch on it's leading edge. This effectively reduces drag, which frees up horsepower. It may not sound like much, but when you see it side by side to an unmodified car, it becomes noticeable. I highly doubt anyone back in the day would have noticed it....perhaps Petty did do it?"



"As you can see from the tech info, we run a Jerico 5 speed trans. This one has .90 overdrive where the K&K uses a 1:1 fifth gear. While on the chassis dyno, to fuel map the EFI system, we left it in 4<sup>th</sup> (3rd gear for a normal 4-speed) and at only 8000rpm, below the 8700 peak, we were already at 200mph."

"After the tunnel testing and resolving our front downforce issue with Gary Romberg, we have (in the Daytona) a legit 200mph+ in the standing mile and a car aerodynamically stable enough that it can be driven with one hand on the wheel and one on the chute lever. That said, we don't know as of yet if we can hit 200 in a standing mile (with the Superbird). Bonneville? Yes, there's 3-5 miles of running room, but we're not running this at Bonneville - we're only

going to run at the standing mile and 1.5 mile at Loring. And speaking of Loring, we're running on July 13-15th, and using that time as a test session. We've got to see if the suspension geometry, rake, downforce as well as data logging the engine are ready for wide open throttle runs. If things feel good, we'll let it rip, otherwise, we'll head down to Aerodyn/A2 for some more quality tunnel time with GR." - Our best wishes to Gary and Pam at the track this weekend.



**Auction Report:** Member Frank Ilacqua of New York attended the May Mecum auction in Indianapolis. Frank reported on the aero cars up for grabs. There were six Superbirds and one Daytona available. 6



A tale of two Lemon Twist cars: Above left: RM23U0A178682, Lemon Twist, buckets, 440-4bbl with auto, 14" wheels. Bid to \$92k and no sale. Restored top to bottom, but not to today's concours standards. A nice car that most people would be pleased to own.

Above at right: RM23U0A178629, 440-4 speed car, black bucket interior, nut and bolt rotisserie restoration. Great looking car. Nose seal on backwards. Sold for \$185k. Wow. That's a lot of beer and pizza for any 440 4-bbl car. Well sold.



Daytona, XX29L9B402964, non numbers 440, automatic, Hemi Orange with black interior. Restored in Canada in mid 2000's. Been up for grabs at auctions a few times since. Sold at \$120k. A nice looking, but not correctly restored. For Daytonas, the devil is in the details. Could have done a little better, but I will call this not too far from market correct.

At right: Superbird Clone, yellow, 426 Hemi, auto. No pop-up lights, painted bumpers, black buckets, wide steel wheels, subframe connectors, painted underbody, glass hood extension, no power steering (a real beast?). Bid to 37k, sold afterwards at \$46k.



RM23R0A176668 Hemi, automatic, Vitamin-C Orange w/ white buckets, Not represented as numbers matching but has build sheet. Good looking car. Sold at \$167k The wing car buy of the auction, and immediately resold on Ebay for \$212k.

At right: Tor Red Superbird, 440 4-bbl, Tor-Red, white buckets, no representation of numbers matching, painted underside, incorrect exhaust, too shiny clear coat paint. Damaged on-site by golf cart. Sold at \$110k with repair costs included.





At left is the star of the Mecum wing cars in my opinion. This Tor-Red Superbird, RM23V0A162xxx was discovered and sold in 1987 with 12 (yes, twelve) miles on the odometer. Today the car has 5411 miles. It's a receipt of the prestigious Bloomington Gold Zenith survivor award. It is a numbers matching car with documentation back to day one. Just a handful of cars are in this kind of original condition and it is a tough car to duplicate. It is a 42 year old time piece. At Mecum, it was bid to \$188k as a no sale. Survivor cars are not for everyone, but compared to the perfect shiny 4-bbl Lemon Twist car at 185k, I'd rather have this one, even if I couldn't drive it much.

Overall comments: The Daytona was a nice looking car with some incorrect details. Nothing that couldn't be improved on easily. For example, it had a drum brake master cylinder on a disk brake power booster. One individual who saw the car in person said the paint was so-so. Daytona buyers tend to be very picky. I'll still call it a good deal for the buyer at \$120k.

With five factory built Superbirds at any auction, some prices are going to be held back. There were almost too many cars to choose from. The low priced Hemi was was a real surprise, even as a non-numbers matching car. I couldn't find any history good or bad. It was listed in Galen Govier's registry and it did have a factory build sheet. I can't imagine the yellow 440, 4-bbl car outselling the Hemi Superbird, but it did. Crazy. It is possible that the right bidders were not in the room at the time, or buyers perhaps heard something they didn't like. But the car was immediately resold on Ebay.

I would like to thank cub reporter Frank Ilacqua for sending the photos of the auction and comments to us.

### Ed George Passes

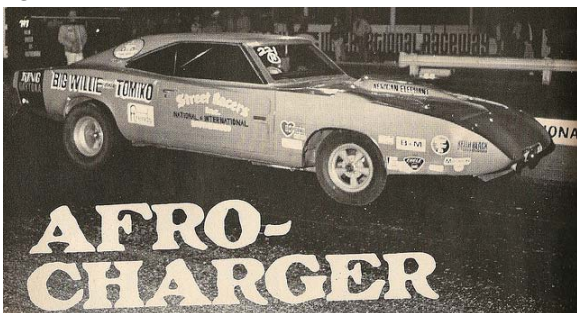
Our friend Ed George, Vice President of the Winged Warriors club passed away unexpectedly on July 6<sup>th</sup>. He had attended the national meet in Colorado Springs with his wife, Sue. I understand that he had not been feeling well in Colorado, but attributed it to the smoke from the fires and altitude. Back at home, he did not feel well after doing some work with a post hole digger, but it was very hot outside. He felt better after dinner and promised to go see a doctor before next week when he and Sue were to leave for Branson Missouri. Ed collapsed at home early the next morning on the 6<sup>th</sup>. The paramedics were there very quickly and got Ed to the hospital, but he did not survive. Ed's body has been cremated and a Memorial Service was held on July 12<sup>th</sup> in Boone Iowa. Ed was 60 years of age.



I knew Ed for thirty-five years, since I was in my middle-teens. Like many of you, I was shocked by the when I got the phone call last Friday. Ed was a really good guy, a pretty good wrench, and a tremendous asset to our hobby. Above, here he is tuning on Stewart Sutton's Six Pack engine a few years ago. Our thoughts and prayers are with Sue George during one of the toughest parts of life that we have to deal with on this earth.

### Big Willie Robinson

On May 19<sup>th</sup>, Big Willie Robinson passed away. He founded of the International Brotherhood of Street Racers after returning from Vietnam in 1965. He believed that drag racing could be a force to unite the community, quell racial tensions, and keep kids off the streets and away from drugs and gangs. His message was heard by many and followed by many more. There are worldwide chapters of the International Brotherhood of Street Racers now and all of this is because of Robinson's unyielding devotion to his message, his cause, and his beliefs. The 6'6" man was as imposing physical presence, but was a gentle giant devoted to his wife Tomiko who passed away in 2007.



Willie worked for decades to get a drag strip that could be operated with the street racer/low buck guy in mind and saw his dream come to fruition in the form of Brotherhood Raceway on Terminal Island near Los Angeles. The track was short on amenities, but it was a true melting pot of the car culture and a place that lots of people drag raced at with minimal hassle and off of the city streets.. Robinson was constantly working and fighting to keep the track open but ultimately the city stopped the operation of Brotherhood Raceway a number of years ago. Now and again, rumors jump up that the track may reopen but they have not come to fruition at this point.

Willie was well known for the American Racing wheel advertisements featuring his Hemi Daytona. He owned three Daytonas, one of which still exists. "Big Willie" Robinson did a lot over the decades that he served as the leader of the Brotherhood and we hope that his message and mission are carried on as he would have wanted. Another sad day for our sport/hobby/passion.



## Wild Talladega Tribute Car

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Pick yourself up a copy of the August issue of Hot Rod for more on George Poteet's Torino Talladega concept car. It was built by Troy Trepanier's Rad Rides by Troy shop in Illinois. It actually is a Torino with some custom Talladega styling touches. To me, it looks like a full scale Hot Wheels toy car. It is in the magazine this month as an under construction project shown in bare metal.

The car was shortened 3 inches in the front fenders, widened 5 inches, and had a 1-inch-shorter-than-stock wheelbase. Pretty much everything on the car, except for the roof and doors, has been scratch-built. "We built the Torino in a Talladega style, but we modernized it up a bit," Troy says. It looks like a Torino to the casual eye, but look closer and you'll see that the body was Coke-bottled, meaning the rear quarters and front fenders are wider than stock and bulge out relative to the rocker panels. The grille and taillight bezels are CNC'd from large chunks of billet aluminum, the interior is full-on race car, with oval-shaped punch plates aplenty and a no-BS rollcage. Pop the hood and you'll find a genuine Boss 429 with a super-rare Ford experimental mechanical fuel-injection intake converted to EFI by Troy's boys. This engine will eventually be replaced with a newer Ford block and Kaase heads, built by Bob Sweeney at FX Engines to make in the neighborhood of 700 hp, and, in Troy's words, "Make it our own."

The underpinnings consist of a heavily modified Art Morrison chassis with Art's standard C5 Corvette front suspension and a Detroit Speed four-link in the rear with a Watts link and a Mark Williams 9-inch axle. Rad Rides and Morrison have worked together on several such chassis, with Rad Rides designing it in CAD and Morrison bending the rails and setting up the front suspension, to which Rad Rides adds the rest of the car, including a complete rollcage. The body can be removed while leaving the chassis and 'cage intact.

Many more photos of the car are online at:  
[www.hotrod.com](http://www.hotrod.com)







Anita Hendershott was first in line at 5:30 AM Sunday morning with her grand kids to get her Superbird wing signed. They removed the wing from the car at the show to get the King's autograph and later reinstalled it to go home. Anita has two Superbirds.

Richard Petty signed a multitude of autographs from 11 AM to 1:30 PM in the heat. Frank Ilacqua sent these photos and said the line for Richard was as far as you could see, and twisted around and came back the other way.



As part of the Building T display, Todd Werner brought the Pete Hamilton Superbird to display among other race cars. Milt Wood, the Beinekes and Roy Gobjcynski were all members with race cars as part of the display. At right is the Limelight Superbird that was a pace car at Sunset Speedway near Barrie Ontario. It has worn a coat of many colors having been painted Labatts Gold, Plum Crazy, Tor-Red, black and then finally back to factory Limelight green during restoration. Very cool car.



Troy Williams from Dayton Ohio drew up this neat-o hand drawing of the #43 Superbird. He brought it with him to get it signed and was second in the Petty line at 5:45 AM for the 11 AM signing. At right: Not from Carlisle, but I had to show it. I thought I had seen it all. But I never imagined a Cale Yarborough Special station wagon. It's owned by Dan Parsons of Bellwood PA.



For Sale: 1969 Daytona, 440, auto, R4 red, black interior, white tail, 57k miles, nice paint, non-orig engine, well sorted car, drive anywhere, formerly owned by Dodge racing exec, beautiful car, \$139,900. Call Sherri at 618-599-1274 or email to: [mopurr\\_69@yahoo.com](mailto:mopurr_69@yahoo.com) 8/12

For Sale: 1974 Dodge Charger stock car, originally built by Nichols Engineering circa 1969. Les Snow raced this car as a 1970 Coronet in ARCA and USAC. Updated to '74 Charger body and ran USAC in 1976. Very complete car less engine, trans and rear gear. Good overall condition. Identical to a NASCAR chassis of the period. Easy vintage race car restoration project. \$16,500. Call Sherri at 618-599-1274 or email to: [mopurr\\_69@yahoo.com](mailto:mopurr_69@yahoo.com) 08/12

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](mailto: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

Wanted: NOS or other full rear quarter panels to help save a rare limited 4-Speed Petty blue Superbird. Any help or referrals would greatly be appreciated. Please call 610-351-8540, leave message. I'll call back. 04/12

For Sale: One pair of used Talladega fenders \$1800.00. Oil cooler with lines & brackets from a Talladega \$1700. Also have many Torino/Cyclone parts NOS & Used. Contact: Marty Burke 903-568-4295 7177 CR 1135, Leonard Tx 75452 [mburke6662@aol.com](mailto:mburke6662@aol.com) 11/12

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

For Sale: Daytona grille screen \$50 postage paid, Daytona fender screens \$50 pr. Postage paid. Or buy all three for \$75. Wayne Perkins, 811 Northview, Olathe KS, 66061, 913-764-1956 noon to 7:00 pm central time. 08/11

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

Services Offered: Custom fab & repair of Superbird nose cones and window plugs - complete or partial - all steel. I can repair yours or build new. Photos at [www.wingcarfab.com](http://www.wingcarfab.com) Jack McGaughey 2682 New Hope Rd Dacula GA 30019, 770-963-2493H, 770-277-8086 shop

For Sale: Superbird and Daytona Z-brackets, very authentic looking, made of steel, \$600 pair. Superbird headlight buckets, steel repro, \$400 + ship. Email for pics: [knifley@msn.com](mailto:knifley@msn.com) or call Ron Knifley, 250 Parkwood Dr. Campbellsville, KY 42718. 270/465-2465.05/08

For Sale: New Superbird, Daytona Scissors Jacks. Made from scratch, not modified aftermarket. Correct in every detail. \$750 shipped. Jack Handles, all correct \$150 post paid. Buy both the jack and handle and save \$100. Repl. Jack Bearings \$20 shipped. Daytona jack hold down plates \$55 shipped. Can repair rusted/damaged original jacks, inquire. Email [petev8@webtv.net](mailto:petev8@webtv.net) Call 860-350-6864 any time.

For Sale: Superbird grille screens, correct pattern, \$30 ea or 2/\$50. Superbird/Daytona headlight pivot bushings, correct item, \$25 set of four, Superbird/Daytona special flat headlight bucket bolts - \$2.50 ea (ten reqd). Engine compt black strap for rad support vac lines \$2, small rubber hood bumpers at cowl panel \$5 ea. Prices include shipping. DSAC, 13717 W Green Meadow Dr. New Berlin, WI 53151 414-687-2489

For Sale: Decal sets for winged cars. includes Antifreeze, Emissions, Air cleaner service, Horn (Superbird only), Tire Pressure Safety Act, Jack Instructions, Sure Grip Warning, Jack Base, \$46.00 Bird or \$34.00 Daytona. Wing decals, black, white or red \$25 ea. Running Birds \$8 ea. Standing birds \$8 ea. All prices plus shipping anywhere. Other decals available John McBryde 704-435-2692 [Hemituff@bellsouth.net](mailto:Hemituff@bellsouth.net)

For Sale: Correct vacuum hose kits for Daytona and superbird headlight actuators, 68 and 69 Charger headlight actuators, and kits for 70 to 72 B Body air grabbers. Kits include correct grooved, color striped hose, molded switch and firewall fittings, clips where applicable, and instruction sheet. Daytona and Superbird \$195.00, 68 & 69 Charger (incl. clips) \$185.00, 70 Road Runner air grabber kit \$145.00, 71 & 72 B Body air grabber kit \$155.00. Air grabber hose clip set \$35.00 Contact John McBryde at 704-435-6198, or at [meps2@bellsouth.net](mailto:meps2@bellsouth.net) 08/11

For Sale: Superbird jack hold down plates, Die stamped just like the originals \$100 Scissor jack, \$350.00 1970 Road Runner ,GTX restored bumper jack. Includes base, post, jack hook 2931103, & tire iron. \$350. Contact Mike, [gilead222@comcast.net](mailto:gilead222@comcast.net) or at 860 424-6125. 08/11

For Sale: Decal sets for winged cars. Consisting of the following decals: Antifreeze, Emissions, Air cleaner service, Horn (Superbird only), Tire Pressure Safety Act, Jack Instructions, Sure Grip Warning, Jack Base, \$46.00 Superbird or \$34.00 Daytona. Wing decals, black, white or red \$25 ea. Running Birds \$8 ea. Standing birds \$8 ea. All prices plus shipping anywhere. Other decals & stripes available John McBryde 704-435-2692 or [Hemituff@bellsouth.net](mailto:Hemituff@bellsouth.net) 08/11

For Sale: Correct vacuum hose kits for Daytona and superbird headlight actuators, 68 and 69 Charger headlight actuators, and kits for 70 to 72 B Body air grabbers. Kits include correct grooved, color striped hose, molded switch and firewall fittings, clips where applicable, and instruction sheet. Daytona and Superbird \$195.00, 68 & 69 Charger (incl. clips) \$185.00, 70 Road Runner air grabber kit \$145.00, 71 & 72 B Body air grabber kit \$155.00. Air grabber hose clip set \$35.00 Contact John McBryde at 704-435-6198, or at [meps2@bellsouth.net](mailto:meps2@bellsouth.net) 08/11

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

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

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



# 2012 DSAC MEMBERSHIP FORM

11

NAME \_\_\_\_\_ MEMBER # \_\_\_\_\_

From the right side of your address label

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

Email address: \_\_\_\_\_ Phone \_\_\_\_\_

2012 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

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**Toys Available from the Club** email or call for shipping quote on multiple items [superbirdclub@yahoo.com](mailto:superbirdclub@yahoo.com) 414-687-2489  
**Ertl 1/18 scale Daytona-Superbird Auto Club commorative Daytona**, diecast T-5 bronze with white stripe, comes with certificate of authenticity, limited edition of 2500 produced, \$49 +\$10 Shipping  
**Eagles Race 1/43 Daytonas** \$15 each **Street versions:** black w/ red wing, silver w/ black wing, gold w/ white wing, solid blue w/ white wing, metallic blue w/ white wing, white w/ red wing, Red w/ white wing, **Limited Editions:** Millenium Chrome \$ 5 shipping  
**Racing Champions 1/64 stock cars**, original 1992 issue, \$5 ea + \$3 shipping - **Superbirds:** #40 Hamilton, #71 Isaac Daytona,  
**64 Fords** - #22 Fireball, #28 Fred Lorenzen \$3 each, **Cyclones:** #21 AJ Foyt, #26 Lee Roy Yarbrough, #52 AJ Foyt, #55 Tiny Lund, #64 Elmo Langley, #70 JD McDuffie \$4 each

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

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

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

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

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

## **Talladega and Cyclone Spoiler Stuff – prices include shipping 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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*Hope you are staying cool this summer. Check out this sand sculpture from the NASCAR race at Dover Delaware.*

