

November '12 - January 2013  
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TALLADEGA  
CYCLONE SPOILER  
*Registry*

## DAYTONA – SUPERBIRD AUTO CLUB

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

### Expanded Issues

I hope you all had a safe and happy holiday season. We've settled into the post-holiday doldrums. Barrett-Jackson has just passed. The Daytona 500 and the racing season are days away. I have been running behind on getting this issue to you. I thought I would get it done over the holidays. Well, that didn't happen. My solution is to expand the page coverage of the next two issues and make up for it that way and get back on track.

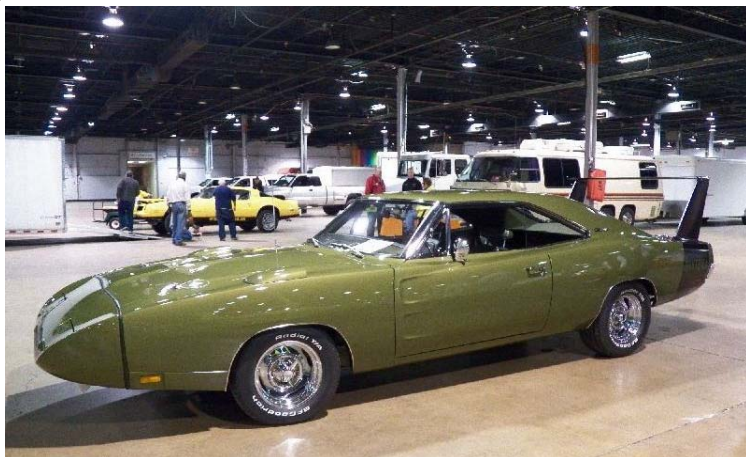
### 2013 Membership Dues are now Due – renewal form on page 17

It's membership renewal time. 2013 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 "12", you are due for renewal. If it says "13", 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](mailto: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 2013 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.

### Muscle Car and Corvette Nationals Recap

The 4<sup>th</sup> annual year of the MCACN show went in the books just before Thanksgiving. When the folks behind the show came up with the idea, they dreamed big. Really big. This year, the show drew 533 show cars, plus a swap meet and car corral. It truly is the show to end all muscle car shows. MCACN has everything you'd want to see in one place. The Shelby Snake Pit featured eight hand picked cars, including Bobby Rahal's 1965 GT350. The 1969 Trans-Am convertible display had SIX of the eight cars built present - incredible. Sixty, yes, sixty Yenko cars in the hall and a mind numbing display of Don Yenko memorabilia to go with it. Linda Vaughn was there with the 1969 Hurst Olds convertible complete with the nine foot tall Golden Shifter on the back. The Barn Find section featured a 1972 factory Six Pack Road Runner and a 1970 lime green Hemi Road Runner. Wow! Then there was the Aero Car Showcase section. Close to 40 cars running nearly the entire length of the building! Anchored in the center by the Wellborn Muscle Car Museum display, the cars fanned out from there. Let me show you some of the cars that were there.



Mark Tiffany brought his F5 green Daytona for its big show debut. Mark's father bought this car brand new. It has about 11,000 miles on it. It has been off the road for decades and just finished a full restoration. I had not seen this car since about 1978. Mark even had the old chrome wheels his dad installed on the car replated at no small expense. At right, is the prototype Talladeega of Jason Thompson. This is the "other" Banjo Matthews car. Jason sold the red one and his attention is now on the white car. There is evidence that this car was once painted Petty Blue. Remnants of the paint are visible inside the cowl. Many unique features not shared with production Talladegas. You can see the rocker trim is removed to reveal the hand fabricated Talladeega rocker panels.





From the center of the display looking south is Tim Wellborn's bronze Hemi 4-speed Daytona. The right side photo is the Wellborn Muscle Car Museum hospitality area. A word of thanks to the museum for sponsoring the Aero Warriors display at MCACN.



From the north end, a great lineup of cars. John Bailey's Cale Spoiler II is in the front. The car won an award at the show. At right is Bob and Sharon Malcom's 3000 mile original paint Daytona from Ohio and Bob Glaspie's yellow Superbird from Detroit Michigan.



Dave and Shirley Moots brought their beautiful Spoiler II which won an award at the show. They also brought this eye catching poster of Cale Yarborough from about 1968. I had not seen this one before. Danny Liebrandt drove his Charger 500 from Indianapolis. Danny not only swapped out for some better Magnum 500 wheels and tires at the show, but also unexpectedly had to change the starter in the show hall Sunday evening before heading home. It was a very late night, but I think he made it to work the next day by 6 AM.





Kirby Allen from Minnesota brought the unrestored "Dirty Bird" It does have a fresh (but dirty) engine in it for driving. This car was originally used as a police car down south. Kirby just took a cross country trip in this car; incredible. At right, we were very lucky on Sunday afternoon to catch Linda Vaughn and she was very nice to stop and take a few pictures with the Ramo Stott Superbird.



From the Barn Finds Display: Tim and Pam Wellborn brought this Limelight Hemi Road Runner. Bought new in Wichita Falls Texas, it had the same owner from 1973 until summer of 2012 when it was pulled from under a lean-to shelter. Efforts are under way at the museum to get this car running as we speak. At right, Larry D'Antonio brought this 1972 440-6 pack Road Runner. This is a car that is not supposed to exist, but it does! It also has a factory sunroof. Seeing these cars displayed in the raw drew a LOT of attention.



This gasser style Road Runner is a real Hemi car from the Chicago area. It has been this way for decades. Love it or hate it, everybody looked twice! Muscle Bikes were part of the MCACN scene with some great Schwinn Krate bikes on display in the hall.





Ramo Stott's Superbird and Benny Parsons #98 anchored the north end of the display closer to the show entrance. The cars ran most of the length of the hall. At right is Steve Liabenow's very pretty Bristol Pace Car Superbird complete with graphics.



The MCACN show is all about presentation. This subtle display of 1970 Cuda convertibles was cleverly arranged like a stop light. Red, Yellow, Green. Do 'ya get it? In the background, the Reliable semis drove right into the building to load and unload cars. At right, the AMC'ya girls were a crowd favorite with the Wally Booth pro stock race cars.

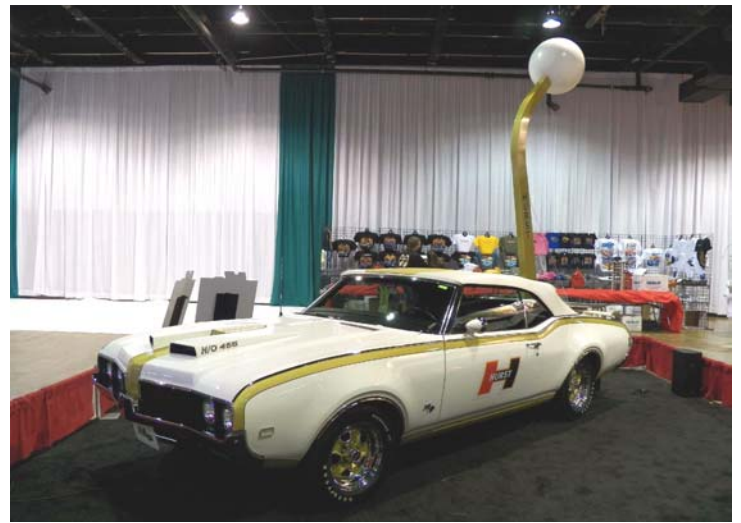


John Antonelli from New Jersey brought his incredible Y2 yellow Daytona. Ten on a ten scale. Love the hubcaps and redlines! At right, a couple of guests from the "Fur Convention" going on at the hotel next door came by on Saturday night. Doug Croxford could not pass up the opportunity for a photo op. Google the term "Furry Fandom" if you want to know more...





Randy Heide's sharp pinstriped Alpine white Superbird sets the stage for a nice muscle bike. At right is Mike Troell's Talladega; the car built special for Ford president Bunkie Knudsen. It is fresh from restoration and it is a ten on a ten scale.



Pat McConnell is having a blast with his 70's custom painted Superbird. He's in no hurry to restore it. At right, at the front entrance of the show hall was the 1969 Hurst Olds complete with Linda Vaughn's parade platform mounted to the back. Stunning car.



Close up of Kirby Allen's ex-police car, the "Dirty Bird". It has had a rough life, but is in good hands. At right are the consecutive VIN Daytonas of John Borzych (blue) and Gene Lewis (red).

**Photos in this article courtesy of Tim Costello/MCACN, Doug Croxford and the DSAC staff. Thank you all!**

## Award Winners at the Muscle Car and Corvette Nationals

Congratulations to these club members who received awards at the show.

Tony D'Agostino: 1969 Daytona Best stock Dodge, Platinum award, Judges choice, also Wellborn Muscle Car Museum Pick of the Show

Gene Lewis: 1969 Daytona, Best 1st time shown in Chicago Emerald award, Dodge

David and Shirley Moots: 1969 Cyclone Spoiler II, Best First time shown in Chicago, Emerald award, Mercury

John and Linda Borzych: 1969 Daytona, Buddy Martin Celebrity Pick

Steve Fox: 1969 Daytona, Diane Sox Celebrity Pick

Kirby Allen, 1970 Superbird, Dennis Pittsenbarger Hot Rod Magazine Celebrity Pick

John Bailey, 1969 Cyclone Spoiler II Cale Yarborough Special, David Snyder Car Art Celebrity pick

The 2013 edition of the Muscle Car and Corvette Nationals will be held November 23-24<sup>th</sup> in Chicago. You can submit your car for entry at [www.mcaen.com](http://www.mcaen.com) or call show director Bob Ashton at 586-549-5291. His email is [bashton426@gmail.com](mailto:bashton426@gmail.com)

## Home Made Penetrating Oil

A few years ago, Machinist's Workshop magazine published some information on various penetrating oils that I found very interesting. Some of you might appreciate this. The magazine reports the break out torque values on rusted nuts using the tested penetrating oils, including a home brew made from automatic transmission fluid. This method has been floating around the internet, and unlike everything you read, people seem to confirm that it is true.

Results are below, as forwarded by an ex-student and professional machinist. They arranged a subjective test of all the popular penetrates with the control being the torque required to remove the nut from a "scientifically rusted" environment.

\*Penetrating oils ....Average torque load to loosen\*

No Oil used ..... 516 pounds/ft

WD-40 ..... 238 pounds

PB Blaster ..... 214 pounds

Liquid Wrench ..... 127 pounds

Kano Kroil ..... 106 pounds

ATF\*-Acetone mix..... 53 pounds

The ATF\*-Acetone mix is a "home brew" mix of 50% - 50% by volume automatic transmission fluid and acetone from the paint department of the hardware store. Note this "home brew" released bolts better than any commercial product in this one particular test. I have heard that this works good and you can mix it and keep it in a spray bottle. Some people use a baby syringe or an old time oil squirting gun.

Note also that "Liquid Wrench" is almost as good as "Kroil" for about 20% of the price. I just bought 2 cans of Aero Kroil about 6 months ago. A lot of people swear by the Kroil product. My only other comment was that the fastener tested must have pretty big or off a piece of farm equipment for the high force to loosen with no penetrating oil added.

## Fast and Furious 6



Did you see it during the Super Bowl broadcast? Looks like the new Fast & Furious movie sequel will have tanks, trucks and a whole lot of muscle. They have built a hybrid wing car for the film for Vin Diesel to drive. The back half is a Daytona with a Superbird style nose cone and a custom rear wing. I think it actually looks pretty good. The film is due out in the USA on May 24<sup>th</sup>. Filming was done on the island of Tenerife off the coast of Africa. It could be mildly entertaining.





For Sale – Two Maroon Talladegas with consecutive serial numbers. The cars were originally invoiced to two different dealers in Iowa, but have been together since new. They were bought by Terry Stumpf of Waterloo Iowa and were owned by his family until about 15 years ago. The drag car is VIN 9A46Q189757, has been race car for all of its life. There are only about 17,000 miles on the body, and it's in very good condition. It has had some tub work and the springs were relocated inward for larger slicks. It still has the original engine and can be driven on the street.

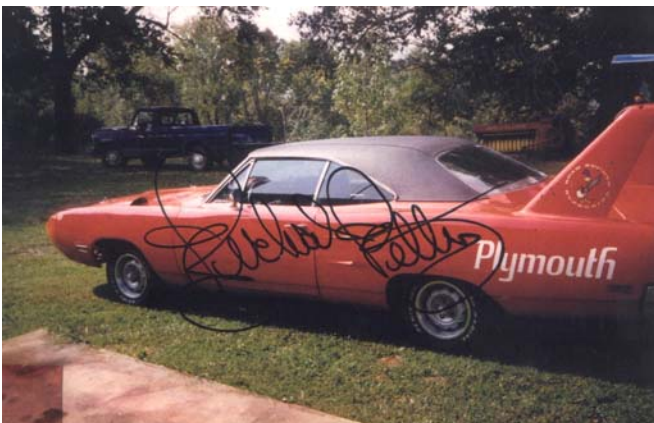
The street car is VIN 9A46Q189758 was the tow car for the sister drag car. It has about 70,000 miles. It was driven to the 2011 Indy meet from Iowa. Both cars are in good condition. Both have the original wheels that go with the cars. Some NOS sheet metal available (fenders and front bumper). Asking \$79,000 for the pair. Will not separate. Contact Tom Usher at 641-257-9289. Or email to [ushertom18@yahoo.com](mailto:ushertom18@yahoo.com)

**High Speed Fun with Aero Cars**



ECTA		
September 2012 Meet		
Car #	5103	RECORDED JJ
Driver	Danny Byrd	
Class	AG/ALT	
Record	0.000	
Direction	Return	
Daily Run #	71	
Started:	09-29-12 11:16:29	
Segment	Time	Speed
OFFICAL SP	0.70049	128.48184 MPH

Don't you get tired of people talking about those Superbirds as "all being trailer queens"? Danny Byrd from Sikeston Missouri sent this photo in of his Superbird. Danny says, "I took my Superbird to the East Coast Timing Association standing mile event in Wilmington Ohio this past September for some runs. This is the group who held events at the Maxton Mile in North Carolina, which is closed now due to broken pavement. Wilmington is a fairly new runway that is 9000 feet long and is nice and smooth. Enclosed is my timing slip. My Bird is a 440 4-bbl, 3.55 gears. It was maxed out at 128.48 mph." Pretty cool stuff Danny. Thanks for sending in the story!



**Signed by the King!**

I always appreciate when members send in photos or little stories about their cars. Mr. Wayne Ward from Gainesboro Tennessee sent in this photo of his Superbird signed by the King, himself. Wayne says the car has about two thirds of the original paint yet and still has the build sheet. This one is RM23U0A170167 and has black buckets with an automatic. Nice car Wayne!





...will be this series of five muscle car stamps. They could be available as early as February, but I have not yet heard the firm release date. Your local post office should eventually have a poster showing the above image.

Club member Allen Vasut was a consultant among others in proofing the artwork for the two Mopar stamps over the last four years and provided insight to the artist.



The yellow Daytona shown at right was the car used for the actual artwork. The art is such that the color of the car can be changed independent of the artwork.



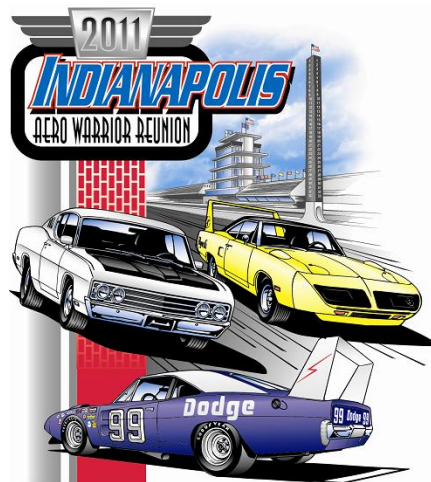
Similarly with the Hemi Cuda, the original car was dark green, and changed to Limelight. They also reversed or

mirrored the car in the artwork to show the passenger side.



Pretty cool stuff and we'll be looking forward to picking some of these up later this spring.

**Club Shirt Sale 3 Different Kinds - \$10 each, mix or match** We have too many club shirts in stock. All shirts \$10 each, Sweatshirts \$15, Shipping is a flat \$5 for one or ten shirts.



**40<sup>th</sup> Anniversary Talladega shirts**, blue with vintage style poster on back, 40<sup>th</sup> anniversary logo on front. Size L, XL, 2XL shirts \$10 Have a few sweatshirts available at \$15. XL, 2XL, 3XL.

**Indy Reunion shirts**, white with design printed on front, L, XL, 2XL.

**Cleveland Rock & Roll poster shirts**, Hemi Orange, L, 2XL Also have one size L orange sweatshirt \$15. Order by check payable to the club, or send a Pay Pal to [paydsac@hotmail.com](mailto:paydsac@hotmail.com)





Here are some early photos of the Charger 500 race car under development at the Chrysler Proving Grounds. This is engineering car 046, which Al Unser drove at the 1968 Daytona 500, and was later sent to the proving grounds. Looking closely, you can see the front grille has been flushed out and has a home made Hemi Charger emblem. Yarn tufts are taped to the front fender. Hand made A-pillar covers have been fitted. Also note how low the car sits in the front. The 1968 cars had tire clearance problems leading to the idea of the fender scoops for the Daytona. The bottom photo shows the hand made rear window plug made of Plexiglas. Yarn tufts are visible on the rear deck. The car has some poorly matching paint touch up all over the car. Thanks to member Tom Hergert for providing these great photos.





A Milwaukee landmark dealership is gone. Closed back in 2008, the last vestiges in the form of the building were razed unceremoniously one day shortly after Christmas 2012. Theives had broken into the structure and stripped it of copper. The city condemned the property, and that was that.

Hub Chrysler-Plymouth was founded in 1945 by Skitch Lecher and was operated by the Lecher family until the day it closed. The business took its name from being located in the "Hub" of the working class city of West Allis. In 1970, the dealership relocated from downtown West Allis, to the booming far west side of town to what we call Highway 100. The new building was typical of the Chrysler dealerships of the time with the familiar illuminated blue tiles bearing the name banner running across the top.

Although the building was later expanded and updated, the showroom retained the original 1970 layout and was the last Chrysler dealer in the area to do so.

My late brother in law worked at Hub as a salesman in the early 70's. My family bought several used cars from he dealership, including a low miles 1968 Imperial and a 1974 Plymouth Scamp. My brother bought a new 1974 340 Road Runner; a wildly unreliable and rattly car he less than lovingly named, the "rolling garbage can". All my parts and service work was done there. In the 70's and 80's. the dealer advertised on the radio regularly with a catchy jingle sung in the style of Johnny Cash, asking, "Is there a Hub tag on your car?"

Hub was tied to racing and sponsored the two USAC Plymouths of Norm Nelson in the mid 1960's through the end of the factory era in 1971, and even later on the Kit Cars in 1976. Drivers like Norm, Roger McCluskey, Jim Hurtubise, Lloyd Ruby and others flew the Hub banner in the USAC stock car series. If you have some of the 1/18 scale racing Superbirds, Hub is the name on the diecast cars. They would sometimes bring the racing Superbirds to the dealership to work on them at nights.

Through the years, Hub was a profitable business and continued to be until the end. The Highway 100 area boasted three Chrysler franchises, each separated by approximately five miles. The two competing dealers on each end were owned by a single dealer group. In 2006, Chrysler management came to the Lecher family with news that they would be closing two of the dealerships on Highway 100, and that they were one of the choices. Chrysler felt there were too many sales points in the area. Chrysler's plan was for Hub to close and that the other two dealerships on either end would consolidate into the centrally located Hub property. Chrysler told Hub management that they could work with Chrysler to facilitate a deal to sell the business, or they would be on their own. Hub's management agreed to this.

The next wrinkle came when the dealer who owned the two points on each end decided that it was unacceptable to move to the centrally located Hub property. This was an ego-driven decision based on a dislike of Hub as a long time competitor. A subsequent deal was done with a new buyer, a different Dodge dealer on the far north side of town who purchased the business and assets in excess of eight figures. Chrysler purchased the land and building for over five million dollars. (You could probably have purchased the property until recently for 1.5 million.) So the family business was unwound and the dealership closed in 2008. The new owner added the name "Hub" to their existing store on the other side of town. That location was later closed and moved to an all new building on the far south side of town.

Chrysler felt that by having fewer dealers, it would create demand for their remaining locations. They felt that customers would commute to other dealerships. The second part has proved to be partly correct. By closing Hub, Chrysler abandoned a ten mile strip of high volume traffic to a dozen other dealers, all selling competitive brands. Time has proven that the local customer base did not travel across town. It has gradually dispersed to the competing neighborhood dealers around the corner and up the block.

In the end, it took millions of dollars to unwind a profitable dealership. More than that, it was a loss to the local community. The dealership spent several thousand dollars a month on fuel with the gas station around the corner. The service operations sometimes required parts from two local parts stores down the block. The company that supplied the chemicals for the detailing department lost that business. Local businesses where the employees ate lunch lost that business. You can go on and on and on. You get the idea. For me, I lost the place five minutes from home where I got my Chrysler vehicle serviced.

I understand that businesses come and go. Nothing is forever. But when I saw the pile of rubble, gosh, I was a little sad. Now that the building is gone, Chrysler can easily market the eight acre property. I am pretty sure that a strip mall with a Noodles and Company, a Qdoba restaurant and a cell phone store can't be far off. Starbucks can't do it. They are already built next door.

**REMEMBER THE GREAT ONES?**

**The Great One Is Still Here**

**SKITCH LECHER'S HUB** ONE OF WISCONSIN'S LARGEST CHRYSLER-PLYMOUTH DEALERS

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**Great Year-End Deals**



The 2013 meet will be in the Detroit area. We have 50 hotel rooms locked in until May 11<sup>th</sup>. About 25 rooms are booked so far. Please make your reservations ASAP. Detroit meets always have a good turnout of people and cars. We'd like to book as many rooms as soon as possible so our local coordinator, Bob Glaspie can attempt to enlarge the block.

Host Hotel info:

Ann Arbor Holiday Inn Express, 3600 Plymouth Rd. Ann Arbor, MI. Call 734-769-9800. Special rate is \$99 per night. Rooms block is under the name "Aero and Wing Warriors".

The showcase event of the week is: Greenfield Village Motor Muster June 15 & 16, 2013. This is a major deal. We will be able to park our cars on display inside Greenfield Village. The show will be providing us free entry & 4 weekend passes to all venues including the Henry Ford Museum and Greenfield Village, a \$300 package. You must pre-register with DSAC. Entries will come from Greenfield Village with documents. Check out their web site: [thehenryford.org](http://thehenryford.org)

Other events being worked on:

Chelsea Proving Grounds tour, Ford Proving Grounds tour.

A visit the Yankee Air Museum with possible rides on a plane (B-17, B-25, C47). Prices vary with each plane. Look at their website, [www.yankeeairmuseum.org](http://www.yankeeairmuseum.org)

Jiffy Cake Mix factory, Lingenfelter Collection, Pratt & Miller Race Shop, and more...

For more info, contact: Doug Schellinger 414-687-2489 or email: [superbirdclub@yahoo.com](mailto:superbirdclub@yahoo.com)

### **Southern Aero Car Power Tour June 5-7**

If you are in the Southeast, and have wanted to drive your Aero Car on the Hot Rod Power Tour, this June is your chance! The North Georgia Mopar Club Southside Cruisers and fellow member, Chris Street, will be hosting this get together and cruise.

The plan so far is to meet Wednesday morning June 5th at the Atlanta Motor Speedway at 7:30am to kick off our cruise with several Speedway cruise laps around AMS, then we'll head down scenic back roads to Pine Mountain for an early Lunch, and then on over to an afternoon tour at the Wellborn Muscle Car Museum in Alexander City Alabama, which will have a BBQ cookout early that evening. We'll be there long enough to check out the Museum and eat, at around 6:30 or 7pm we'll head to Hoover Alabama to catch up with the Power Tour. The next morning we'll pull out with the Power Tour and head to Chattanooga. That Thursday afternoon and into the evening we'll join the Chattanooga Mopar Club at their "MoParty" in Ringgold. Friday morning we'll pull out with the Tour and head toward Charlotte. Go to the Hot Rod Power Tour website to make your hotel reservations and register to cruise on the tour, the rooms are going fast. Please RSVP by phone or email at [SACPT2013@gmail.com](mailto:SACPT2013@gmail.com) or leave a message with Chris Street at 770-401-6542. We need the number of people you are bringing so we can plan according for the BBQ at The Wellborn Museum. We look forward to seeing you and your Aero Car on the cruise! This will be an open cruise, as is the Hot Rod Power Tour, but will also be a GREAT opportunity to get all the Southern Aero Car's together for a fun ride through the hills of Georgia, Alabama, Tennessee and North Carolina!

### **Aero Car Meet at Texas Motor Speedway June 7-8**

Member Troy Hawkes has been working on an event at Texas Motor Speedway for some time. It is now coming together and the track has given it the green light. Plans are to host an event in conjunction with the June NASCAR Camping World Truck Series / IZOD IndyCar weekend (June 7-8). The truck race is Friday night and the Indy Car race is Saturday. A display and parade lap are planned.

More details to follow. Contact Troy Hawkes at [t.hawkes@att.net](mailto:t.hawkes@att.net) or 832-498-4406.



### **Farmington Minnesota, June 1-2 Winged Warriors**

**Spring Meet with Mopars in The Park Car Show**. Friday night Moparty at Janet and Curt Lawson's house. No fee to eat but donations are appreciated. At the show, they are honoring the 50<sup>th</sup> Anniversary of Sox & Martin. Buddy Martin and Diane Sox will be there with as many original S & M Mopars as they can get. Other guests will be drag legends Arlen Vanke, Judy Lilly and Don Grotheer. The show is over 1000 show cars, large swap and manufacturers midway. Hotel is the Grandstay Suites in Apple Valley MN. Call 952-953-6111 and tell them you are with the Mopar group.

**Fremont California – June 2 West Coast Daytona & Superbird Get Together** at the 23<sup>rd</sup> Annual Mopar Rally held at Ohlone College, 43600 Mission Blvd, 6AM to 4PM. All Mopar car show and swap benefits Second Harvest Food Bank. For info, call Debi at 408-981-3326 or visit [www.moparalley.org](http://www.moparalley.org)





## Petty Superbird Photos Uncovered

12

Wow. I can't remember ever seeing photos of a Petty Superbird in the raw before. Not like this. These photos of old #43 surfaced on Facebook recently. They were taken by Jim Welty of Dayton Ohio. Some of you long time members may remember that Jim hosted the 1983 National Meet at his place, complete with demo rides on retired military half tracks.

Jim is a former USAC stock car racer. He ran an ex-Jack Bowsher 1964 Ford and later a former Gary Bettenhausen 1965 Dodge. Just after the 1970 season, he was looking to build a new race car and visited Petty Enterprises. Jim knew a crew man there by the name of Chuck Gaa, who he had worked with in the past. Through Chuck, Jim was able to get various drawings on building a Superbird race car. Jim says he attempted to buy the wrecked Darlington Road Runner sitting out back, but the Pettys would not sell him the car.



While he was there, Jim took these two photos of the #43 sitting outside the shop. They are very revealing. Look at the beefy structure that would go under the nose cone. That would allow for some fairly serious framing and baming if necessary. The rear quarter is a little kicked in too. The car has the dry sump style K-frame, and the firewall is of the style indicating that the car was built at Nichels Engineering in Indiana. Both Richard and Pete's cars were built in basic form at Nichels, and sent south for completion with the Petty touches. Richard's car is Nichels chassis P-98. P means it was built and a Plymouth, and 98 means it was the 98<sup>th</sup> car in sequence from the beginning in 1963.

Sitting to the left of the race car is the Petty ramp back Dodge truck, called "Clyde" by the crew guys. NASCAR legend Steve Hmiel has said that when he worked for the Petty team early in his career, he did a lot of miles in Clyde. They used the ramp truck mostly for transporting to and from testing.



Earlier photos of the #43 and #40 show they had been built with "straight" door bars. You can see these in the photo at left. This setup worked with the roll up and down side glass that was legal at the start of the 1970 season. At some point in the season, the door bars were replaced with crush style bars and that are curved outward. It cannot be seen without blowing the photo up, but on the original door bars, is written the P-98 chassis number. Some Nichels cars got a serial number plate on the firewall. Some just got it written in magic marker like this car. Also on the photo at left you can see the right side fuel filler indicating that this is Richard's #43 Riverside car. Pete and the #40 did not run Riverside. Cool pics. Thanks, Jim!



## Collectibles - Has Anyone Seen These Photos? 13

These photos were offered for sale in the back of Stock Car Racing magazine in 1972. Does anyone have these in their collection?

They were taken at Pocono Raceway during the 1972 USAC stock car 500 mile race. This was a unique event with Richard Petty and a few other NASCAR drivers coming over to the USAC side. Petty ran a 1972 Road Runner heads up against unrestricted Superbirds. Petty fell out with a blown engine mid way through, and Roger McCluskey won it in the #3 Superbird, the last win for a wing car ever. This was the event where McCluskey's car was shown on the top deck of the transporter an issue ago.



If Your  
**Hang-Up**  
is Bobby Allison,  
or Butch Hartman,  
or Fred Lorenzen,  
or Richard Petty,  
or Dave Marcis . . .

Why not try one of our  
**Hang-Ups**  
8 x 10" glossy photos of the  
nation's top stock cars. \$2.00  
each, three for \$5.00

Send to: **SCR Hang-Up Photos**  
1420 Prince Street Alexandria, Va. 22314

Please send me \_\_\_\_\_ SCR Hang-Up Photos at \$2.00 each, three for \$5.00.

Total amount enclosed is \$ \_\_\_\_\_  
Cash  Check  Money Order

Name \_\_\_\_\_  
Street \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Richard Petty STP Plymouth  
 Buddy Baker K & K Dodge  
 Pearson/Wood Bros. Mercury  
 Bobby Allison Coke Chevrolet  
 Butch Hartman Dodge  
 Al Unser Mingoita Ford  
 Roger McCluskey Plymouth Superbird  
 Ramo Stott Plymouth  
 Dave Marcis Matador  
 Fred Lorenzen Chevrolet

PLEASE ALLOW FOUR WEEKS FOR DELIVERY.

I am looking especially for the photo of the #47 Superbird above. If you have a clean copy of any of these that can be scanned, I would like to hear from you at [superbirdclub@yahoo.com](mailto:superbirdclub@yahoo.com) or send me a note by snail mail.

Someone suggested that I should just fill out the order form and send it in. Sadly, Stock Car Racing the magazine is no more. I sure wish I had sent the money in 40 years ago.

## Stock Car Racing Magazines Available

Speaking of Stock Car Racing issues, we recently bought a complete collection of SCR from Volume 1, Number 1 in 1966 to the final issue from a couple years ago. All of these are available for sale if you would like to fill in your collection. All very good to excellent condition. The early issues are just fantastic with factory Ford, Mopar and Aero Car coverage. We want to move these out to new homes.

Here is the deal:

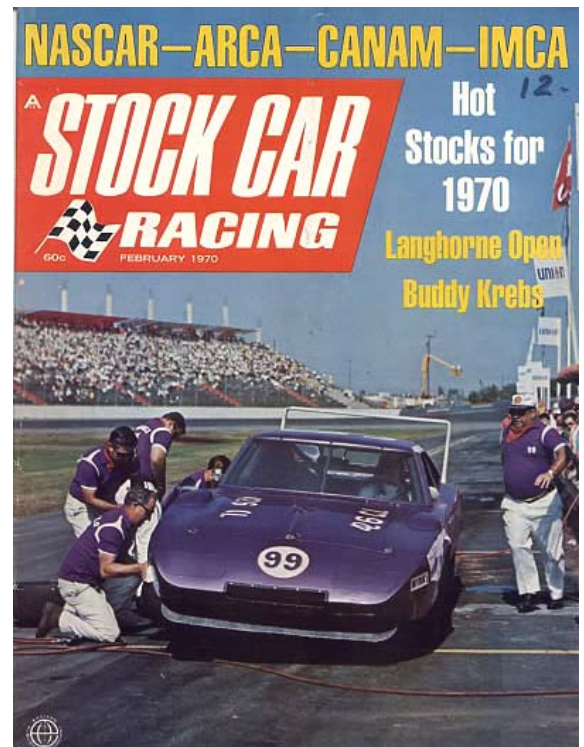
- 1966 through 1968 \$ 6 each (Issue #1 is \$25)
- 1969 through 1972 \$ 6 each (All of these are heavy with Ford and Mopar Aero Car material)
- 1973 through 1977 \$ 4 each (Much '74 Charger material)
- 1978 through 1984 \$ 1 each flat rate
- 1985 and newer are 50 cents flat rate each.

Buy six or more and take a \$1 discount per item off the 1966-1977 prices.

Shipping:

- for one issue is \$3.95.
- 2-3 issues is a flat \$4.95
- 4 or more at a flat \$6.95

Pay Pal, check or money order is OK. Please email to [superbirdclub@yahoo.com](mailto:superbirdclub@yahoo.com) or call me at 414-687-2489 with the issues you may be looking for. We may have multiples of some 1969 and 1970 issues.





## DISASSEMBLING AND SERVICEING A SUPERBIRD WINDOW;

BY EDWARD KOSOL  
MC KEES ROCKS, PA:

DISASSEMBLING THE WINDOW IN A SUPERBIRD DOOR IS NOT THE EASIEST JOB AND THE CHRYSLER SERVICE MANUAL LEAVES OUT SEVERAL IMPORTANT STEPS. HERE'S A STEP BY STEP PROCEDURE THAT I USED ON MY OWN DOORS.

1. START BY REMOVING THE UPOSTERY DOOR PANELS. YOU'LL NEED A 5/32 HEX KEY ALLEN WRENCH FOR THE WINDOW WINDER, A LARGE PHILLIP SCREW DRIVER FOR THE ARM REST AND A  $\frac{1}{2}$ " SOCKET WRENCH FOR THE REST OF THE JOB. WHEN YOU HAVE ALL THE HARDWARE OFF JUST GENTLY PRY OFF THE DOOR PAD.

2. NEXT WIND THE WINDOW DOWN AND TAKE OFF THE REGULATOR. YOU HAVE TO FREE THE ROLLER OR THE END OF THE ARM FROM THE TRACK ON THE WINDOW. IT MIGHT BE EASIER FOR YOU TO LEAVE THE REGULATOR LOSE IN THE BOTTOM OF THE DOOR.

3. NOW REMOVE THE REAR WINDOW GUIDE TRACK. ONE BOLT IS BEHIND A LARGE PLASTIC PLUG ABOVE THE DOOR LATCH AND THE OTHER IS INSIDE.

4. REMOVE ALL THE PHILLIPS HEAD SHEET METAL SCREWS FROM THE DOOR SEAL ENDS ON BOTH ENDS OF THE DOOR.

5. NOW CAREFULLY PRY OUT THE INSIDE AND OUTSIDE WINDOW WEATHER STRIPS. THEY ARE JUST CLIPED IN AND SHOULD EASILY PUSH OR PRY OUT.

6. BEHIND TWO LARGE PLASTIC PLUGS ON THE FRONT OF THE DOOR, ARE THE TILT SCREWS AND THE "FRONT" SCREW. LOOSEN THE TILT SCREW AND REMOVE THE FRONT SCREW. THEN BEHIND A SMALL PLASTIC PLUG IS THE "REAR" SCREW. IT IS TO BE (ONLY) LOOSEN WITH A 3/16" HEX KEY WRENCH THRU THE SMALL HOLE IN THE DOOR.

7. ON THE BOTTOM OF THE DOOR IS A LARGE RUBBER PLUG AND BEHIND IT IS AN ADJUSTING STUD, WHICH MUST BE REMOVED. THIS STUD IS LOSE AND MUST BE HELD INSIDE THE DOOR AS WELL.

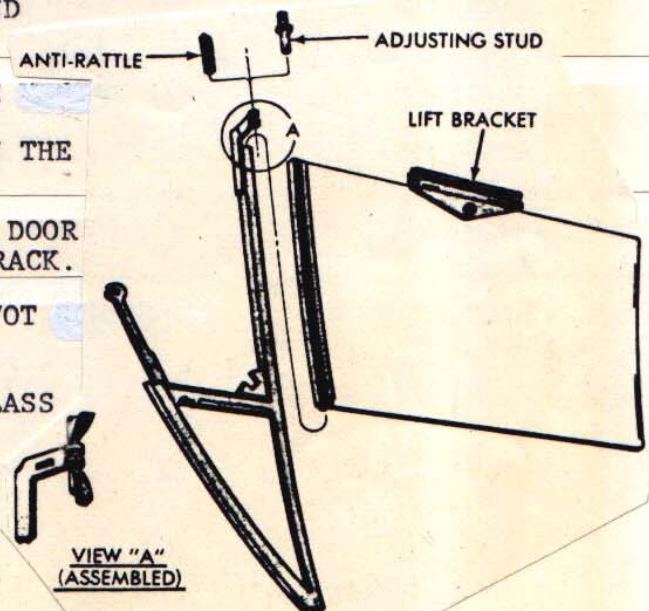
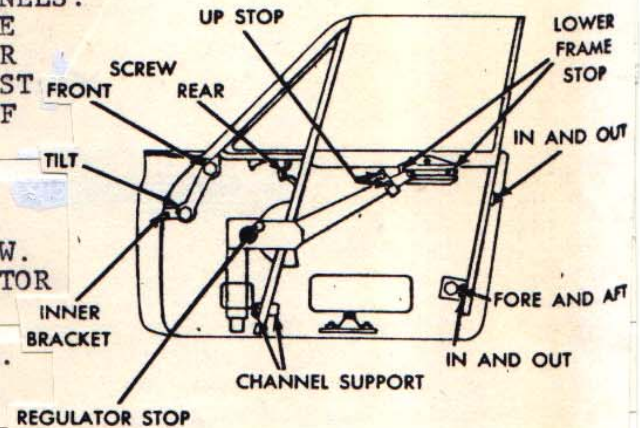
8. RAISE THE GLASS BY HAND AND PULL THE VENT FRAME AND GLASS BACK AND OUT TOGETHER. YOU MIGHT WANT TO PLACE SOME SOFT OBJECTS IN THE BOTTOM OF THE DOOR IN CASE THE GLASS SLIPS.

9. WITH THE FRAME AND GLASS OUT OF THE DOOR JUST SLIP THE GLASS OUT THE BOTTOM OF THE TRACK.

10. AFTER REMOVING THE SHAFT PIN AND PIVOT SCREW, JUST PULL THE GLASS STRAIGHT UP.

THAT'S ALL THERE IS TO THE SUPERBIRD GLASS REMOVAL.

NATURALLY, TO REINSTALL, JUST FOLLOW THE ABOVE BACKWARDS.

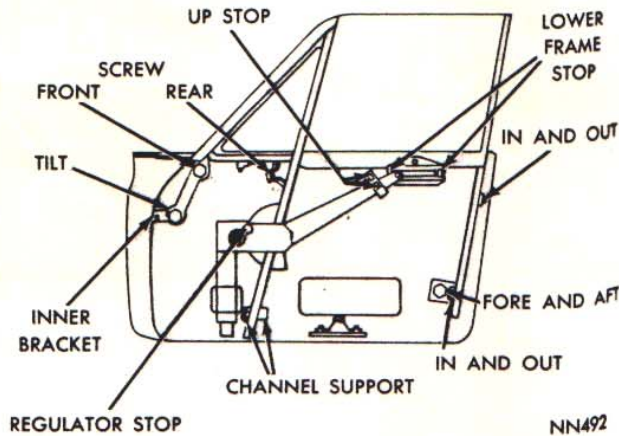




**Vent Wing and Door Glass Replacement**

Service procedures for replacement of the door glass or vent wing (Fig. 34) are the same as for Sedan Models.

Refer to Figures 34 and 35 for the vent wing and door glass attachment areas.



**Fig. 33—Front Door Glass Adjustments—Hardtop—Convertible**

**Regulator Replacement—Manual and Electric**

The regulators are attached to the door inner panels with screw and washer assemblies.

**Electric Regulator Motor**

Whenever it is necessary to remove the motor from regulator, it is imperative the linkage be clamped in a vise (Fig. 27) to lock it in place. Failure to do this allows the assist spring to drive the mounting bracket around the lift pivot.

**Tests**

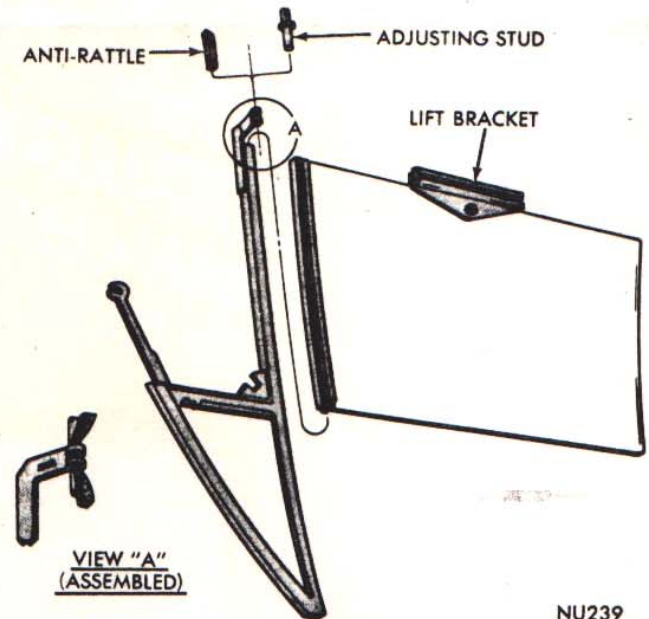
Refer to the Electrical Group for tests and wiring diagrams.

**Glass Run Channel Removal**

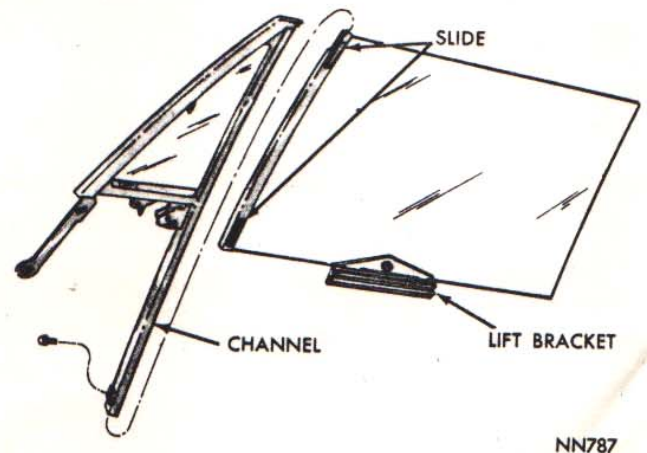
- (1) Loosen vent attaching screws and adjusting stud nut and move glass forward out of run channel.
- (2) Remove run channel reinforcement plate and screw from upper end of run channel door face (Fig. 33).
- (3) Disengage support on bottom of channel from door panel and remove channel.

**Installation**

- (1) Position run channel and support into door assembly and install upper attaching screw at door face.
- (2) Position support at bottom of channel to inside panel and insert tab into slot.
- (3) Install reinforcement plate at lower end of rear channel.



**Fig. 34—Vent Wing Replacement**



**Fig. 35—Door Glass Attachment**

- (4) Move door glass rearward and engage it in run channel.
- (5) Tighten the vent wing attaching screws and stud nut.
- (6) Adjust door glass and vent wing assembly.



Send your ads into the club address, or email to: [superbirdclub@yahoo.com](mailto:superbirdclub@yahoo.com) Ads run for three months and are free to members.

For Sale: Superbird, V-code Six Pack, Tor-Red, black bench, 440 auto, 55k miles, owned since 1986, completely restored with only 20 miles on restoration. Everything has been done, beautiful, matching numbers, \$150,000 call Will 724-552-3320 can send pictures. 06/13

For Sale: Daytona, 440, 4-speed, Hemi Orange, white interior and wing with broadcast sheet, excellent condition, call 515-298-0388 or email to [hemixx29@q.com](mailto:hemixx29@q.com) \$210,000 05/13

Wanted: Looking for information or early history on my Superbird, believed to have been sold new in the state of New York. VIN is RM23U0A160711, B5 blue with white bucket interior and 4-speed. Previous owners: Teddy Weintraub 1972-1975, Gary Lazar 1975-1980 (Teddy and Gary were classmates), Francis Burley 1985-1987. I have owned since 1987. Randy Knipfer, 608-592-3399

Wanted 1968 - 70 GTX convertible must be number matching car original condition or nut and bolt car, no projects or rusty cars, 315 433-9092 [carrotman1966@yahoo.com](mailto:carrotman1966@yahoo.com)

For Sale: Superbird master cylinder, original Bendix Reman, 2226821 correct number, still in the box Cardone 10-1475 \$150.00 includes shipping in the USA, only have 2 left, call 315 433-9092, [carrotman1966@yahoo.com](mailto:carrotman1966@yahoo.com)

For Sale: 1970 Plymouth Superbird 440 U code car, #'s matching car, original sheet metal exc quarters but done correct, 50,000 original mile car, one paint job, Lemon Twist with black bucket seat, 90% R BENCH SEATS on the column, a must see car that was well maintained its whole life, \$135,000, call 315 433-9092, [carrotman1966@yahoo.com](mailto:carrotman1966@yahoo.com)

Tiffen Allegro Bay 28' motor home, 454 GM engine, all new interior, well maintained, 7 new tires, easily pulls car trailer. \$14,000.

For these three above vehicles, call 515-298-0388 or email to [hemixx29@q.com](mailto:hemixx29@q.com) 05/13

Wanted: LH and RH outside sport mirrors for Talladega or Spoiler II. Tom VanHandel, (920)739-9337 OR (920)735-1221

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: 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 / 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

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: 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: 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 [superbirdclub@yahoo.com](mailto:superbirdclub@yahoo.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.

### **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.



# 2013 DSAC MEMBERSHIP FORM

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

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### Riders on the Storm:

Custom photographic print featuring one Plymouth Superbird of each major production color. Only 100 were produced and only 24 are still available. Sold in various countries to fellow Mopar enthusiasts.

Please see website: [www.kinickerdigital.com](http://www.kinickerdigital.com)

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



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

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

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

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



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