

September-October 2012  
www.superbirdclub.com  
email: superbirdclub@yahoo.com

TALLADEGA  
CYCLONE SPOILER  
*Registry*

## DAYTONA – SUPERBIRD AUTO CLUB

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

### 2013 National Meet News – Ann Arbor Michigan, June 11-16, 2013

The 2013 meet will be in the Detroit area. We have 50 hotel rooms locked in until May 11<sup>th</sup>. 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

#### 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

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

### Walter P Chrysler Museum to Close

Some tough news just coming out of Detroit. It has been announced that the Walter P Chrysler Museum will be closing to the public as years end, following years of fundraising challenges and operating at a deficit. As of Jan. 1, the museum, which is located on the Auburn Hills campus of Chrysler headquarters, will be closed to the public as a six-day operation and shift to a special exhibitions museum, controlled by Chrysler Group LLC. The Walter P. Chrysler Museum Foundation, which operates the museum, notified its five remaining employees and 126 volunteers of the plans on November 29<sup>th</sup>.

"Our museum has faced the same financial challenges that many other, even long-standing, cultural

institutions have encountered," said Brian Glowiak, president and CEO of the Walter P. Chrysler Museum Foundation. Glowiak also is vice president of the Chrysler Foundation and director of civic relations and community engagement for Chrysler. "We believe the only viable strategy is to merge the ... museum foundation into the Chrysler Foundation." Chrysler, which owns the museum building and has been providing support, including exterior security, maintenance and free rent to the museum, plans to purchase all of the museum foundation's assets for several million dollars "in order to preserve our proud heritage of what is on display," Glowiak said.



The proceeds from the sale of the assets — namely, its collection of 67 historical vehicles and displays — will transfer to the Chrysler Foundation, along with the museum foundation, and support charitable causes funded by the corporate foundation. Glowiak said he expects the merger to be completed by year's end. "The intent is we will maintain the museum, not as a six-day museum as it operates today, but for special exhibitions for employees, retirees and the general public," Glowiak said.

"It's a new chapter. The goal here is Chrysler, by repurchasing those assets, has the ability to continue to preserve its heritage and celebrate with the public through special exhibitions." As a public charity, the museum foundation had five years to show it passed the nonprofit test of public support by being able to raise at least one-third of its total support from public gifts and grants.

Given its inability to raise sufficient funds from the public during that period, the Chrysler Museum Foundation was set to shift to a private nonprofit, which would have limited its ability to raise public funds, Glowiak said. When a charity loses its public support status, "it's not going to be supported by other foundations, including corporate foundations" because the process becomes complicated and arduous, he said. Chrysler Corp. built the museum in 1999 and paid for construction of all of its displays.

Faced with the weak economy and its own financial challenges, in 2008 the carmaker created the nonprofit Chrysler Museum Foundation to operate the museum. "Unfortunately, since 2008, the museum has struggled," like other cultural organizations, Glowiak said. The museum had operated at a deficit for four years or more. It had a reported loss of just less than \$804,000 in 2010, and \$657,510 last year. It is forecasting a similar operating deficit this year, Glowiak said. On its federal tax forms, the museum foundation reported total revenue of \$518,612 in 2010 and \$443,165 last year. In addition to grants and donations, the museum collected revenue from admissions, facility rentals and gift shop sales. The museum remains open to the public through year's end, with admission prices ranging from \$4-\$8.

As a club, we enjoyed hosting our 2001 National Meet at the WPC Museum.

### **American Dream Billboard**



An interesting Chrysler related billboard appeared in New York City's High Line park in the month of October. The High Line is a public park built on an historic freight rail line elevated above the streets on Manhattan's West Side. The High Line was built in the 1930s, as part of a massive infrastructure project that lifted freight traffic 30 feet in the air, removing dangerous trains from the streets of Manhattan. No trains have run on the High Line since 1980. Friends of the High Line, a community-based non-profit group, formed in 1999 when the historic structure was under threat of demolition. Friends of the High Line work in partnership with the City of New York to preserve and

maintain the structure as an elevated public park. It is owned by the City of New York.

For the month of October, Friends of the High Line, installed German artist Thomas Bayrle's artwork, "American Dream" on the 25-by-75-foot billboard located adjacent to the park at West 18th Street and 10th Avenue. The image depicting a classic Chrysler sedan is taken from a 1970 drawing by the artist. The car is comprised of hundreds of warped stars featuring the iconic Chrysler Pentastar logo. Fascinated by Western contemporary society's obsession with cars, highways, traffic, and roads, Bayrle's work for the High Line Billboard fuses political commentaries on capitalism and American car culture, while at the same time reflecting on the role of advertising. In American Dream Bayrle looks at two foundations of American culture: advertisement and the car industry. It's the perfect work for a society obsessed with Mad Men. While it is outside our normal subject matter, I found looking at the color photo of the billboard somewhat hypnotic. More pics of the billboard and park are at [www.thehighline.org](http://www.thehighline.org)

## Dedication to Your Cause

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Karl Klingler is one of our members who owns a Superbird in Switzerland. Sometimes, we face challenges in restoring these old cars. Now Karl's car is in excellent condition. But he faced a different kind of challenge from the Swiss Department of Motor Vehicles. They would not allow him to license the car as the wing was deemed to be a hazard to pedestrians, and that the wing must be certified to shear off the top of the quarter panels!

Karl says of Swiss government, "In general they do not like wings and spoilers. The Japanese cars which have them, went through the same process. The difference is, that a big car company paid for the testing/approval and plastic retaining screws... No, there are no officially registered Superbirds in Switzerland." Thus began a year struggle to make the car compliant.

Karl had the car inspected without the wing and planned to drive the car with the wing reinstalled later, thinking he would be OK. He was wrong as he was quickly pulled over. Karl showed the authorities the original dealer brochure, magazines from 1970, even the Frank Moriarty book "SUPERCARS. It did not matter that the wing was original. It is due to the regulations. Karl says that a friend of his could not register his original 1971 Hemi Challenger with the small trunk wing- he had to remove it.

Karl hired a lawyer, investigated with other neighboring countries and tried the legal way to get the car able to be driven with the wing to no avail. Ultimately, he was able to prevail, but he had to build a replica fiberglass wing, and have it shear tested by a certified test facility at his own expense.



A double safety cable ran through the entire wing attached to the wing brace inside the trunk, like the NASCAR stock cars. The replica wing had only 2 mounting studs on the vertical supports. In place of the 2nd and 3rd were the safety cables. The wing was attached to the rear fenders with two plastic bolts on the 1st and 4th position of the original studs, so it would be able to meet the shear requirements. The testing took place on August, 28 2012 in the Dynamic Test Center in the French speaking part of Switzerland. The one piece wing had to be able to withstand apx 885 ft pounds of force. It needed to shear off the tops of the quarter panels at about 2065 ft lbs of force without the material splintering.

Karl's replica wing was able to pass the tests. The cost of doing so:

(1) Police fine / penalty	\$750
(2) Attorney fees	\$2500
(3) Replica wing	\$3800
(4) Shear off testing	\$5500

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Total costs                      \$12550

The photos below are of the replica wing under certified testing by the Dynamic Test Center. This testing is only valid for the replica wing.

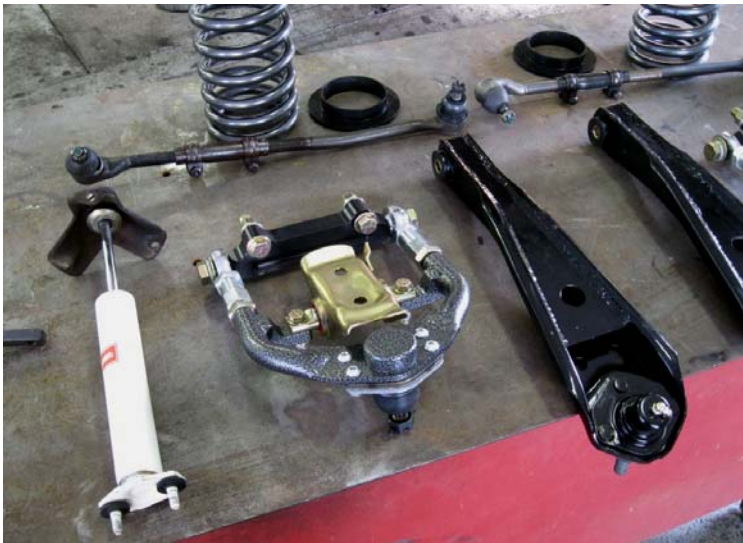


The wing is attached to the test fixture and the plastic fasteners were tested to failure by the hydraulic pull cylinder. The two safety cables are also visible below the wing. Karl was issued a certificate that he must carry in the car. It shows the special wing mounted to the car with the VIN and test information should he be pulled over by the police.

Karl says that the original wing is in a safe place. The replica wing has been painted and is back on the car, which he is now enjoying. The photo at right is the wing under construction.



Karl has uploaded the shear testing videos onto You Tube on the internet. To view them, go to [www. Youtube.com](http://www.Youtube.com) In the search box, type in "Superbird shear off testing" and you will find the two videos. Our best wishes to Karl for his perseverance and being able to drive his Swiss Mopar at his home.



the arms. Polyurethane bushings were pressed in. A one inch front sway bar for a 1969-70 Boss 302 was installed with polyurethane bushings and shorter end links because the front end would be lower. Even though larger diameter front sway bars are available I didn't want to use a rear bar to keep a stock appearance. A bigger bar might have induced too much understeer or "push".

### Cyclone Spoiler II Takes to the Race Track

Don Amadio from New Jersey has owned his Cale Yarborough Special 'bout since the earth cooled. He recently performed some fun upgrades and I'll let him tell you all about them.

"I've always felt that until I have the resources and time to do a proper restoration on my Cale Yarborough Cyclone Spoiler II I will enjoy her as a care free driver. After 43 years, 31 years together, 100,000 miles and 3 flawless drives to Talladega reunions, she started to show her age during the 2011 Indy Brickyard Meet. A leaking rear transmission seal, shot universal joints and clunks and bangs in the front end was my old friends way of saying "I need some TLC!". A rare, upcoming opportunity to do some laps at the new, New Jersey Motorsports Park (a great facility!) lit a fire under me to get my Spoiler II track ready!

"After a short debate with myself over going stone stock or some level of upgrade my decision was eased by my passion for driving and the fairly recent development of an upper A-frame kit from Total Control that employs the lowering of the upper A-frame pivot point by 1" WITHOUT drilling relocation holes! This allows the same race proven geometry that Shelby used in the first GT-350 Mustangs but in a bolt on and therefore completely reversible manner. Why Ford never made this inexpensive change to following 1960s and early '70s unibody cars I'll never know. However, I wanted to keep a "stock" look to anyone willing to get on their hands and knees to take a peek.

"Disassembly revealed upper ball joints of dust, an idler arm with only 90 % bushing material, front sway bar bushings and end link bushing gone. That explains the clunks and bangs! The springs were propped up with spring rubbers (not for chasis tuning NASCAR fans!). A complete inspection and clean up was performed and decades of hardened, dirt encrusted grease from blown out rubber boots were scraped away. I think I saved a hundred pounds there!

Blue and yellow boxes of fresh Moog boxes were laid out with new idler arm, inner and outer tie rods and new lower control arms. With some welding lessons from my younger brother Steve, I boxed the lower control arms with plate steel and welded the bushing tubes to



“Front coil springs were Mustang items and came from Maier Racing. They are progressive rate springs that ride firmly under normal conditions but come alive when challenging a turn. The A-frame spring perches are PSI polyurethane units that rotate with ease. I kept the stock strut rods for a stock look and had planned on using poly bushing but found numerous cases online of strut rod failure because of fatigue since the poly bushings didn't allow free enough movement. Stock rubber bushings were installed to play it safe. Affordable gas shocks buttoned up the rebuild. With the lower position of the upper A-frame and the shorter springs, little muscle was all that was needed to install the springs-no spring compressor! "Big" 15" x 7" repro sport wheels with BF Goodrich TAs give more grip while still looking stock.

“So how does it perform? With the front end alignment done right before track day, I used every exit and entrance ramp and every back road as a skid pad as I drove to NJMP. It felt OK but this was the street. When I pulled into the paddock for the drivers meeting I was greeted by a lot of doubters and trash talkers mocking my beloved Spoiler II. It was suggested I line up at the back as to not hold anyone up. As I looked at the line up I saw Aston Martin DB9, Audi R8, Challenger SRT8, 2012 Boss 302 Laguna Seca edition Mustang, several new Camaro SS's, a track tuned Roush Mustang and a couple of Corvette ZO6's to round out the field, I kind of agreed. I thought "they can all out handle me down the straights and I've got the smallest tires and vastly smaller brakes- oh well I'll be best in class".



As we started into the up hill right hand turn one I gained more than I lost on the straight-through the esses I was all over the pack. My Spoiler II instilled confidence!! I thought that I would have 2 laps of brakes at best given two hard braking zones but the old gal never let me down. Using skills learned at a 3 day, Formula Ford Racing School at VIP, I felt like Parnelli Jones in the old Trans Am Series! When the event was over there were a lot of respecter's of old muscle. The organizer of the event who only gave me a glance before the event said "Next time, you have to be here". As for the mockers who got an old skool smack down, I heard a lot of comments like " ya know, that car was designed for racing back in the day...

“For any Aero Ford owner who enjoys driving and doesn't want to modify their rare collector vehicle I would strongly endorse the upper A-frames kits from Total Control. It totally woke up my Cale Yarborough Spoiler II and made it a completely new and better car and provided a wicked stance that looks track ready!”

**Bob McCurry Letter to Dodge Dealer:** The following letter was sent from Dodge President Bob McCurry to Dodge dealer Frank Scott Inc. in Joplin Missouri. Frank Scott gave it to the first purchaser of the Daytona his dealership received. The VIN on that car appears to be XX29L9B409033. This letter was probably sent out to various Dodge dealers around the country. 6

ROBERT B. MCCURRY  
VICE PRESIDENT AND GENERAL MANAGER

DODGE DIVISION

CHRYSLER  
MOTORS CORPORATION

September 17, 1969

Mr. F. R. Scott  
424 N. Moffet  
Joplin, Missouri 64801

Dear Frank:

You will recall the National Committee recommended during the spring conference we continue active participation in racing since this activity adds greatly to our new image. We agreed and advised that a new stock racing unit -- Charger Daytona -- would make its debut at the Talladega 500 on September 14.

Undoubtedly by now you have either read or heard that our new Charger Daytona took all the marbles by not only winning this race but at the same time establishing a new record for stock cars of 199.464 miles per hour during qualifications for the pole position.

The Charger Daytona is the toughest looking stock car racing machine to hit the stock car racing circuit and we are confident it will perform exceptionally. Our next big test will be at the Charlotte 500 on October 12 -- we expect to win this one too.

In addition to this latest achievement, our 1969 major stock car record is exceptional as indicated below:

<u>Sanctioning Organization</u>	<u>Others</u>	<u>DODGE</u>
USAC	10 wins	10 wins
NASCAR	28 wins	16 wins
IMCA	4 wins	20 wins
ARCA	15 wins	12 wins
Total	57 wins	58 wins

Don White will undoubtedly be the top driver in USAC for 1969 in his Dodge Charger. No driver is going to catch Ernie Derr in the IMCA circuit -- Ernie has twenty wins in twenty-four races.

Our performance cars such as the Charger R/T, Coronet Super Bee and R/T and the Dart Swinger 340 chalked up remarkable sales gains during the current model year. The addition of the all-new Challenger with its many performance options will set the pace for a continuation of the outstanding results accomplished to-date. We feel confident 1970 will be the best year in Dodge history.

### Chris Economaki – Getting the Story

Last month I shared with you that Chris Economaki had passed away. I did not have room in the newsletter at the time, but I loved this photo and wanted to share it with you.

It was taken at Darlington in 1965. Chris is leaning over the old pit rail to speak to Fred Lorenzen during the race. That took some guts. A full house crowd in the grandstand watches.



**Speaking of Darlington**, here is another photo at right that I've had kicking around here for a while. I'll bet some of you have heard of the term "Darlington Stripe", but never really seen one. Well this is it!

Today, when someone hits the wall at Darlington, they are referred to as getting a Darlington Stripe. But in the old days it was different. Getting a stripe meant that you were getting around the track quickly.

Although Darlington was the first of NASCAR's superspeedways at about a mile and three-eighths, by the late 1960's, it was VERY narrow through the corners. The fast way around was to gently drift or lean your right rear quarter panel up against the steel Armco barrier and just kiss it. The result was what you see here in this photo from 1968. Glen Wood is working under Cale Yarborough's #21 car, and the Bondy Long #29 Torino in the background also has been getting with it. For 1969, Darlington was repaved and widened. Although still treacherous as ever, the old "Darlington Stripe" was gone. Cale won the last Southern 500 on the original layout, an accomplishment I am sure he is still proud of.

### Superbird Engine Block Found

Club member Stuart Sutton has found a Superbird engine block. The VIN is RM23U0A167086. The car reportedly is yellow with a 4-speed. Stuart would like to sell the engine. The engine will also include the original broadcast sheet, vehicle buyer's order form, original bill of sale and the owner's manual that belongs to that car. It's just the numbers matching block, heads and crank. And at least one of the cylinders needs to be sleeved. The car was sold new in Mobile Alabama. The last known owner was Willie Witte from Blaine Minnesota. If you know where this car is, contact Stuart Sutton at 816-230-4587, or email to [stuartspeedway@hotmail.com](mailto:stuartspeedway@hotmail.com)

### Jack McGaughey, 1953-2012

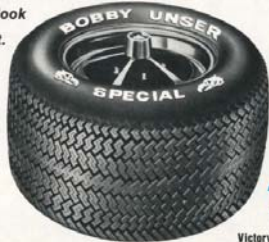
Hearing that club member Jack McGaughey passed away on August 31<sup>st</sup>. Jack was a master metal man who specialized in fabricating Daytona and Superbird specialized parts like nose cones and rear window plugs. Jack was simply the best, and his work was second to none. Memorials maybe made to the American Diabetes Association P.O. Box 11454 Alexandra, VA 22312. Our condolences go out to to Jack's family. He will be missed.

# FLY WITH BOBBY'S BIG BIRDS



Supercar, sports car, van, rod, buggy — whatever you drive, there's a set of "Bobby's Big Birds" for you! They're built right. Take for example our L60-14—with OD of 27.20", SD of 11.10", inflated radius of 17.5" and cord angle at 30°... a true 60-series with a rugged, water-shedding tread, reverse-molded construction, fat footprint. They'll look right, run right, handle right.

Your tire dealer or speed shop has them, or can get them—now. So insist on



## BOBBY UNSER TIRES

Victory Lane Products, 1115 Chestnut St., Camden, N.J. 08103  
CAR CRAFT □ APRIL 1973 79

Ad courtesy of Dale Jones

By the early 1970's, Bobby Unser had cemented his reputation as a superstar. In the spring of 1968, he was red hot winning four early season Indy Car races including the Indy 500. In 1969, he won two USAC stock car races in Holman-Moody Ford equipment. By 1972, he was on the pole at Indy at 195 mph, a full 25 mph faster than the pole speed two years earlier. The car didn't last in the 500, but as a kid of about ten years old, his pole run and speed got my attention. Shortly after Indy, my dad took me to the races at the Milwaukee Mile and Bobby was there driving the #5 Nichels Engineering Superbird (shown below) on the outside of the front row. We had three other races at Milwaukee that season, and Bobby put the Superbird on the pole the other three times. Bobby ran the car hard until it blew a couple times, and finished second the other two races at Milwaukee. The #5 Superbird was one of the prettiest cars, and the lap record that Bobby set stood until the summer of 1976. My friend Dale Jones who I often meet for breakfast on Saturdays is a paper memorabilia collector and dealer. He brought this Bobby Unser tire ad from 1973 to show me. I thought they were great looking with the Eagle like logo and the lettering. These would look pretty neat on a day-two Aero Warrior. These could not have been around for very long, but it would be pretty neat to find a set for a show car. After 1972, the Unser Superbird was changed over to a 1973 Charger body and sold to USAC driver Jim Tobin, it ran a few more years, and was sold. Before he passed away earlier this year, Jim expressed that the car was still around somewhere in the Midwest.







We have too many club shirts in stock. All shirts \$10 each or 3 for \$25. Sweatshirts \$15, Shipping is a flat \$5 per order. **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, 3XL.

**Cleveland Rock & Roll poster shirts**, Hemi Orange or Petty Blue, L, 2XL, 3XL. 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)

### Mopar Reproduction Brake Master Cylinders & Rotors

Hearing that some much needed brake parts are becoming available from Wayne, "The Ram Man" in Dallas Texas: The 2226821, and the Hemi casting 2225621, disc brake master cylinders are available. The 821 is what you want for a Daytona or Superbird. Wayne says they are correct and work flawless. \$125 each. Also, the drum brake master cylinder is available. This is the one with the distinctive double hump cover. \$125 each. Lastly, 1966-69 disk brake rotors are available for the four piston caliper system. Call Wayne, the Ram Man, at 817-691-5996. Or email to: [wayne@theramman.com](mailto:wayne@theramman.com) I have had Wayne rebuild my master cylinder last year and he did a nice job. If you have an odd application, Wayne can probably help you.

### Flat Tappet Oil Information

The following came from an AMS Oil distributor

**Misconception:** I found some motor oil on a store shelf bearing the older API (SG) specification. This is a great find since I refuse to let the latest "tree hugger" API (SN) "resource conserving" motor oil anywhere near my classic muscle car. The newer stuff just can't protect my engine like the older stuff could; they took all the good stuff out of the oil long ago.

**Fact:** Recently, the consumer watch dog group, Petroleum Quality Institute of America (PQIA), purchased a quart of API rated (SG) motor oil off a store shelf at random and sent a blind sample to an independent lab for testing. What they found is a motor oil with nearly half the Zinc and Phosphorus (ZDDP) content of a current (SN) rated motor oil. In addition, the acid neutralizing ability was about fifty percent lower than an average (SN) rated motor oil and tested higher in NOACK volatility. According to PQIA, the API (SG) specification is obsolete so any oil claiming this specification cannot be determined if it actually meets the specs or not. And even though the (SG) oil from the past was undoubtedly more robust than what we see here, current (SG) rated oils don't have to maintain licensing or prove compliance to the specification again due to the specification being obsolete. In other words, **zero accountability** at the manufacturer level.

**What's it mean?** The use of this oil in any engine would equate to motor oil with poor anti-wear performance and poor detergency combined with a greater affinity to burn off and leave behind varnish, depositing and sludge.

**Lesson:** Although the latest API (SN) rated/licensed motor oil doesn't have the ZDDP levels approaching the 1200ppm range or higher we generally like to see in motor oil, by contrast **automatically assuming an obsolete API (SG) motor oil as beneficial could actually prove to be far more detrimental to engine longevity**. Far better it will be to select motor oil with modern high quality base oils and comprehensive additive package in addition to the higher level of ZDDP we can feel comfortable using. More information at [www.pqiamerica.com](http://www.pqiamerica.com)

### A few acceptable oils you can use off the shelf for engines with flat tappet cams:

Brad Penn

Z-Alt

AmsOil Z-Rod 10W-30 or 20W-50

Valvoline VR-1 (the silver bottle is a conventional oil and contains a street detergent package)

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 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 super bird 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)

Three Cars For Sale: Daytona, 440, 4-speed, Hemi Orange, white interior and wing with broadcast sheet, excellent condition, \$210,000.

1970 Challenger R/T, 440 4-speed, Limelight green, recent paint, original black interior, nice driver car, \$35,000.

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: 1969 Ford Talladega. Have all the pieces- less engine. Project car, have extra doors and fenders from another Talladega. \$5,000.

Call Brian for more details at 701-337-2294 or email [bunde56@restel.net](mailto:bunde56@restel.net).

For Sale: 1969 Hemi Charger 500, auto, 4.10 Dana, white with red stripe & interior, restored by Julius, exclt cond \$159,995, 440-914-0000

For Sale: Superbird, 440-4bbl, Alpine White, black bench interior, 47k miles, restored, numbers match with two build sheets. Nice car \$95,000 obo. Call Vaughn at 618-314-2712

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

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: 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 [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.

# 2012-13 DSAC MEMBERSHIP FORM

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

From the right side of your address label

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2012-13 MEMBERSHIP DUES – U.S. \$25.00 worldwide  
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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 Yarborough, #52 AJ Foyt, #55 Tiny Lund, #64 Elmo Langley, #70 JD McDuffie \$4 each

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**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 in the U.S. send to the club address**

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

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

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

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

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

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The King "pours it on" at Riverside, January, 1970

