



Sept - October 2013
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DAYTONA – SUPERBIRD AUTO CLUB

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Petty Museum Moving Back to Level Cross

The Richard Petty Museum is coming home. After 10 years of being located in downtown Randleman, North Carolina, the museum that holds memorabilia and personal collections of the most decorated American stock car driver in history is going back home to Level Cross. The Museum will be located on the site of the original Petty Engineering and later Petty Enterprises race shop. The site currently is the home of Petty's Garage and the Petty Family Foundation.

The famous #43 Superbird has welcomed visitors at the downtown location. Here they are getting it ready to move by installing transport wheels and lowering it to the ground via forklift.

The Museum was founded at the race shop in Level Cross in the 80's by Lynda Petty but moved to Randleman in 2003 after space demands of the expanding race operation. Randleman, the neighboring city where Richard Petty went to high school, then became the home of museum. With the race operation, Richard Petty Motorsports, now operating in Concord, North Carolina, it was decided to move the museum back to its original location.

After it's relocation and renovation, the museum will not only recover its spot in the building first built to house Kyle Petty's race program but will eventually expand to include the "Reaper Shed," first home of Petty Engineering where Lee Petty found the family dynasty. The museum will also include the Dodge Barn, built in the days of the team's close connection to Dodge and Plymouth. Finally, fans will be able to also visit the Lee Petty House, birthplace of both The King and his brother Maurice. The museum will also feature exhibits of the Petty family's four members in the Hall of Fame (Lee, Richard, Dale Inman and Maurice), of "Mr. and Mrs. The King" from the Pixar film "Cars" and of the family's many contributions to the sport of stock car racing.

The move is effective now and while the new exhibits will not open until February of 2014, the museum will provide limited tour opportunities at the Level Cross facility during the move and renovation period. The center photo on the page shows some of the trophies won during Richard's career waiting to be packed for moving. An amazing sight!

Here is another great old photo that surfaced on Facebook. Taken by Donald Evans during a visit to the shop in 1975, this is the trophy room Superbird under construction. The two Petty Superbirds that raced were sold off in 1971 and continued to race as 1970 Road Runners. The trophy room car was later built from a 1970 Road Runner short track car that Richard had kept on hand. They rehabbed it and added the nose, wing and rear plug. I have not been to the Petty museum since 1986, so I really look forward to getting back there sometime soon.



45th Aero Warrior Reunion at Talladega

2

Hard to believe it has been four years, but it is almost that time again. Plans are taking place for the 45th anniversary reunion at Talladega. I know that many of you need to set your vacation dates now. The dates will be October 15th through the 19th.

The meet will be headquartered at the Wellborn Muscle Car Museum as it was in 2009. Tim Wellborn is working on the details, and I expect to have hotel info after the first of the new year.

How many more of these big five year reunions are we going to do? That's a good question. So, if you have wanted to come to one of these events, I really do not see them continuing past the 50th. These are special events that make memories. So plan on coming out to join us.



Muscle Car and Corvette Nationals Recap

Hats off to show organizer Bob Ashton and his staff. The 2013 Muscle Car and Corvette Nationals is in the books. Located a stones throw from the O'Hare airport in Rosemont Illinois, the show features over 500 show cars, many by invitation, all under one roof. There is extensive vendor space, seminars and even a Barn Finds section of unrestored cars that was a huge success.

The show took place on November 23 and 24th with many feature groups. But of most interest to us was the Road Runner invitational group and a very large Ford and Mercury performance group. What a beautiful sight it is to walk in to the show and see the cars in the photo below. The Charger 500 is a B5 blue Hemi car restored by The Finer Details, as is the Vitamin C-Superbird. All makes are represented at this show. There were no less than six of the 1963 Swiss Cheese Pontiacs in Class of '63 display. Certainly a record under one roof. A full ring of L-88 Corvettes was present. The show is completely off the hook as far as things to see in one location. Even if you don't bring a car, you can fly in to O'Hare and take a shuttle to the show. The hotels are right across the street. You don't even need a rental car.

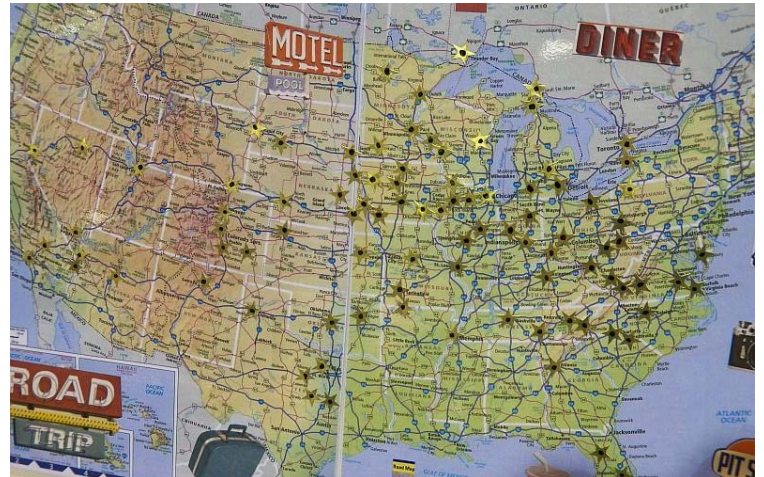
We had a number of friends and members who displayed cars this year, and I'll show them to you on the next page.



Photo: Ryan Brutt/MCACN



It was nice to meet John McCloud from Georgia at MCACN. He brought this very neat Talladega Ranchero. I love it. John and his brother Ron have been active in the aero Ford hobby for many years. At right is the 1970 Road Runner convertible of Bob and Linda Glaspie. Actually, it's Linda's car. Bob did the restoration on the 383 automatic car in his home shop and the workmanship is tops.



Stan and Lori McGuire brought their red '69 Road Runner vert to MCACN. Stan must have the most driven miles on a restoration with 185,000 on the clock since completion. You would never know looking at it. The map at right shows places it has been driven. It was trailered to this show. I don't think the car knew what to do riding on a trailer from Iowa.



Denny Guest's South Oak Dodge had a major display of their own cars including this Challenger his shop built with the HPP Daytona option kit. Denny says it was a major project to complete this car, but it came out really nice. It has touches like wheels that mimic the 1969 Chrysler recall style and interior "Daytona" logo leather seat upholstery. It's for sale; call 708-747-7950. At right, I love the custom Rallye wheel end tables from the Apex Automotive booth. Tell your wife you ordered two for the house!



The Barn Finds section organized by Ryan Brutt was a huge success. About 20 cars were present, many in the kind of feral state that people love to see. Dale Matthews brought this Hemi Road Runner documented to be a pilot car (VIN #003) used for promotional purposes by Chrysler. At right is the Rapid Roy Plymouth funny car. (When was the last time you saw a Valiant flopper?!)



Jim Murphy is a second generation wing car lover. He brought this Hemi Orange Daytona purchased by his father in 1977. It's a 40,000 mile car that has been off the road for decades - Jim has gotten it going again. It's a 440 with a 4-speed. Jim is a lucky guy.

"Hey! Be careful and don't touch that dust! You'll ruin the patina". This is not far from the truth when some of these barn find cars are moved around. This Panther Pink T/A Challenger was begging to be washed. Myself, I couldn't get the hose out fast enough.



This Dyno Don Boss 429 Cougar is one of two and was thought to have been long gone, which is almost true. The search began when the current owner bought a only the forward part of the chassis including the wide shock towers modified by Kar Kraft. Upon realizing what those parts were from (by the VIN), it started a long search for the rest of the car. The rear half of the chassis was found in Missouri and the intact body shell was found in Arkansas. The body had eventually been separated off the unibody to be reinstalled on a tube chassis, which never happened. The front and back half of the unibody chassis were cut into two, and like so many old race cars, were scattered to the wind. The car is not yet finished, but has had much work done to make it displayable. It is amazing that all these parts were found and reunited. The story full of twists and turns on this car can be found in Jerry Heasley's excellent "Rare Finds" book.



Very nice to see our old friend Dr. Don Tarr and his Daytona both looking good. He made an appearance at the 7th Annual Occoneechee-Orange Speedway Racers Reunion and car show in Hillsborough NC. I love his 1970 vintage helmet with the Coke bottle cap top. Dr. Tarr's Daytona was in the museum at Talladega for many years.

The Hillsborough track dates to the very first NASCAR season in 1949 and disappeared off the Grand National schedule after 1968. The half mile dirt track is now heavily forested but numerous structures and features like the grandstands remain. There will never be racing there again, but efforts are afoot to preserve and restore what is left. There are a lot of interesting photos on the preservation group website, which is www.historicspeedwaygroup.org. Check it out if you can.

Toy Corner – Gotta Love Those Kenner SSPs.



The Kenner SSP “Super Stocker” rip cord cars are one of the earliest wing car collectibles. You see them on Ebay now and again. The ad at left is from a kids pulp magazine.

Below are five out of the six known colors of SSP cars from the collection of Ernie Helderbrand. He is looking for the elusive orange car missing from his collection. Email him at held1823@comcast.net Shown are pink, lime green, purple, Petty Blue and red.

Ernie says aside from the orange being very rare, that Petty Blue is also tough (Not too many 8 year old Richard Petty's on the playground.) . “Green seems to be easiest to find, but a lot have broken wings or windshields. Any color without wing or window issues is a bargain at \$100-\$125.”



Talladega Press Release & Dealer Allocation

6

This particular media release is dated January 31, 1969 prior to the Big T's Daytona 500 racing debut. The cars were not officially badged as Talladegas for that race, but raced as "Torino Cobras" and without the Boss 429 which did not debut until March at Atlanta. This document was found by Mark Moses at the Ford archives back in the early 1990's. Mike Teske is the current custodian of these documents.



News Release

Public Relations, Ford Division
P.O. Box 608, Dearborn, Mich., 48121
Telephone: (313) 337-9590

IMMEDIATE RELEASE

ATLANTA -- Torino Talladegas, Ford Division's hot new entries into the performance market, are coming off the line of the Atlanta Assembly Plant and into Ford dealer showrooms.

The cars are particularly sought after by dealers in the Southeastern part of the country, where enthusiasm for stock car racing is highest. Fans soon can expect to see Talladegas in competition on the nation's stock car circuits during the 1969 season.

The car features unique aerodynamic design and Ford's 335-horsepower 428-cubic-inch, four-barrel Cobra Jet engine. Talladega was developed from extensive high speed wind tunnel testing. The aerodynamic qualities improve performance during high speed operation.

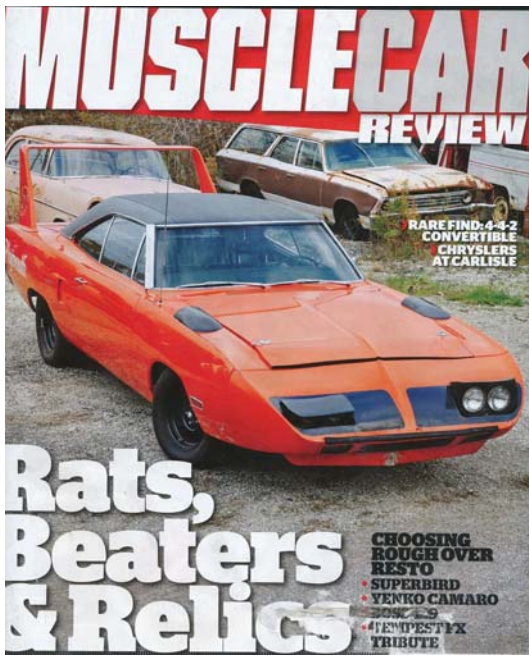
Available as a SportsRoof hardtop with competition suspension and styled steel wheels, Talladega features unique fenders and hood formed into a massive front end unit completely surrounding the grille area. Talladega's hood and lower rear deck panel are painted non-gloss racing black.

Standard Talladega features include SelectShift Cruise-O-Matic Transmission; power steering; power front disc brakes; 3.25-to-1 ratio non-locking rear axle, and F-70 by 14 white sidewall, wide oval, fiberglass belted tires.

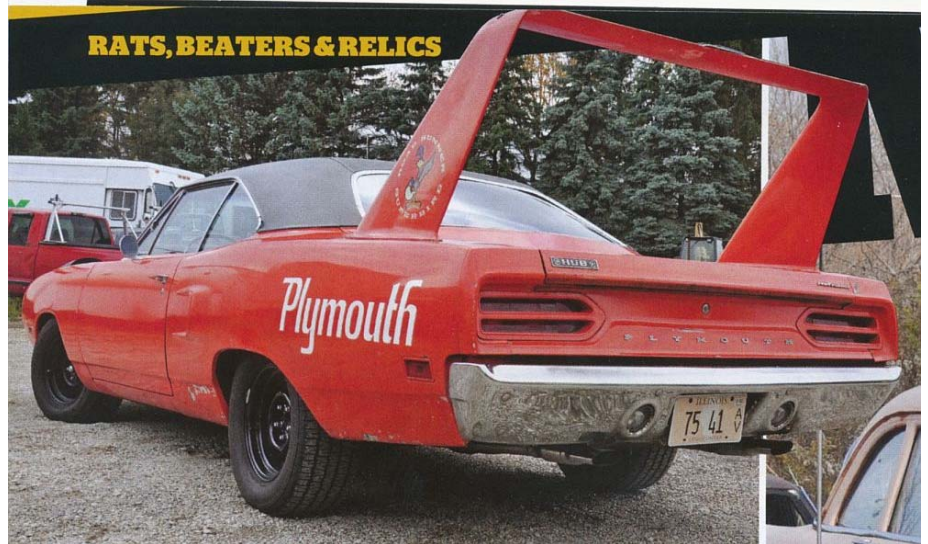
The suggested retail price is \$3,570.

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1/31/69



After 40 years of being somewhat involved in the car hobby, I don't get too excited about a lot of magazine coverage these days. So when I got this issue of Muscle Car Review in the mail, featuring sort of a beater Superbird on the cover,



I took my time in actually opening it up to read the article. After a couple months, I got around to it. Looking up to the corner of the page and seeing the trunk lid of the car, I was jolted out of my complacency to see the car had black painted fender scoops and a "HUB" Chrysler Plymouth dealership tag on the decklid. That only meant one thing. This was a car that my brother in law had as a demonstrator when he worked at Hub in 1970. Way before I was old enough to drive, maybe 12 years old, I remember him showing me a photo of the car on the dealer lot with the black fender scoops. Moreover, this was a car that years later passed through our family as my dad bought it. When I was 17, I got to drive this car back and forth to the 1979 national meet in Michigan. Holy cow! By now, I am getting a little more excited!



Back about 1975, the car had been owned by a young man by the name of Scott Zuelke in the Milwaukee area. The Tor-Red machine was in pretty good shape and had pinstripe whitewall tires on the 15" Rallye wheels. It had a bench seat and a column automatic. The photo you see at left is Scott and the car, taken in the spring of 1976 at a local meet we had here in town.



About May of '79 Scott wanted to sell the car, and my dad bought it at a good price, somewhere in the area of \$3000. By now the car had some pretty significant rust in the lower outer quarter panels fore and aft of the wheels. Nasty looking stuff.

When we got the car, it really needed new quarter panels. That was sort of a problem at this point in time where the NOS parts were starting to dry up. And since dad bought the car to drive through the summer and probably resell it, there was no upside to performing a full restoration. He was going to have to come up with another solution. The paint on the rest of the car was original and was still pretty nice and shiny. The car had something like 47,000 miles and it drove very nice with the radial tires. In fact, I think this was the first car I ever drove with radials.

Dad's solution to the rust problem involved our neighbor, Walter Brunsch, who was a graphic artist. He had access to large metal sheets used as printing plates from his work. Well pretty soon, one of these sheets appeared in the driveway and what I will call a rattle can restoration began.



My dad Monroe (shown above) carefully cut and trimmed the metal, and riveted it into place on the quarter panels. A light coat of bondo on the seams and some primer. At the time, we could get good touch up paints in aerosol from the local paint jobber, so a can or two of Tor Red lacquer was sourced. Well, pretty soon the old car was a decent looking five footer.

Amazingly, after 34 years, the pop rivet patches and touch up job are still on the car. Looking at the magazine photos, I am still able to see where dad misted the paint around the top of the wheel arches as the color is slightly off.



When I was growing up, dad had about ten different Daytonas and Superbirds come through the household. Once I got my license, I was not allowed to drive our "good" green Superbird (the one you can see in the garage). But the rest were fair game, including this one and the blue 4-speed Bird.

About the time we got it, the national meet in Michigan was coming up and dad decided to take two cars, and I would drive the Tor Red one. I am sure it was the longest trip I had made at that point in my young driving career. We took a large group of cars from the area here, at least half a dozen or more driving together all the way. I also remember driving the car on the five mile oval at the Chrysler Proving Grounds. In those days, they actually let us get up to some pretty good speed. Pretty big fun for a kid like me.

Well, it must have been later that year that dad sold the car to a man from Appleton Wis, about 100 miles north. The car stayed there until it was bought by the current owner, Kent Kimball from the Chicago area. When Kent got the car, it had been sitting for decades and the 440 was frozen. After some time and patience, he got it freed up with PB Blaster in the cylinders and eventually got the thing running. Kent says that doesn't even smoke. All the exhaust and anything that contained fluid needed attention. The brakes, cooling, steering box and rear end were rebuilt. The engine is still untouched.

Kent has cruised the car around Chicago for a couple of years. The last I heard, the Bird was for sale on Ebay in October. It has about 51,000 miles on it now. It even still has the old FM converter in the glove box. Those are kind of hard to find these days. I really enjoyed seeing this car as a blast from my past. – Doug Schellinger



Evapo-Rust... cool stuff

9

I have heard good things from different people about a product called Evapo-Rust. It removes rust from metal items. It is easy to use, inexpensive, non-toxic, widely available in stores. Sounds too good to be true? But the stuff works. You can use the Evapo-Rust solution over and over. Below is information from the company website, www.evapo-rust.com

“Evapo-Rust is a water based product that has been proven to make even deep rust disappear without scrubbing. It’s so easy to use, anyone can restore their rusted tools, cast iron, gardening tools, BBQ grill, auto parts, even firearms to like-new condition. Evapo-Rust will not harm metals, rubber, plastic, PVC, Viton, most paints, most chrome, or non-rusted steel. In fact, immersing un-rusted steel in Evapo-Rust rust remover provides excellent long-term rust protection.

“Best of all, Evapo-Rust is safe to use. It’s non-toxic, non-corrosive, and contains no acids, bases, or petroleum solvents. Evapo-Rust is non-flammable and is biodegradable. Evapo-Rust is the easy metal restorer that’s easy on your skin! Pure Evapo-Rust can be safely poured into the city sewer. When the solution is spent the solution will turn completely black and only the iron content will dictate the disposal method. Evapo-Rust is available in quarts, gallons, 5 gallon pails, and larger for industrial accounts.”

To use the product, you simply pour the Evapo-Rust solution into an appropriate sized container and immerse the rusted part from two hours to overnight. Remove it, rinse with water and wipe it dry. Then prime or paint. Or if you wish the part to remain natural, treating it with the RPM product from ECS Automotive Concepts would be a great way to go.



On the tool holder and die above, the right half was immersed in Evapo-Rust for about two hours. The left half has not been cleaned yet. It was not super rusty to start with, but came out very nice. The right photo of the axle shows the flange cleaned up showing paint marks. It was all rust to start with.

Here are some quotes from Evapo-Rust users on moparts.com

“Its great. I dumped all kinds of body bolts/fasteners etc in it and they turned out real well. Also had some old tools like pliers so rusty they couldn’t be opened that now work like new. Had an old wrench covered in rust. Put it in Evapo Rust and after the rust was gone, found out it had the ford written on it in real old script. The logo was raised and you never knew there was so much rust on it.”

“Evapo-Rust works well as a cleaning agent. It will break down dirt. Use your old batch for cleaning”.

(To make the solution last longer) “Don’t just toss any old rusty part laying around in the stuff. I only use it on parts that will retain a raw metal finish once restored where the original factory surface appearance is important (not something that will eventually get painted, etc.)”.

“For something too big to soak, you can soak paper towels in Evapo-Rust and lay them on or wrap them around the part and leave it overnight. I bought 2 gallons today. I have used it on parts that appeared to be all rust. After soaking paint inspection marks appeared”.

Evapo-Rust is available almost anywhere: Advance Auto Parts, Tractor Supply, Ace or True Value Hardware, Northern Tool and Harbor Freight are a few places that stock it among others.



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

For Sale: Daytona OE restoration parts: Original park lamp assys \$100. pr used. Assembly line NOS amber 4 part sidemarkers late part number 2930960 \$125 pr, Orig front shocks taken off years ago and stored! Oriflow 2206832 made in USA 5A9 (May 1st week 1969) \$399 pr! Door arm rest pad bezel NOS part number 1212BZ1 \$50, 11 X 3 front brake shoes NOS p/n 3004976 \$75. Mopar / Champion NOS spark plugs J11Y in Mopar box p/n 2642913 \$80.00 set of 8! Daytona passengers side wing washer NOS part number 3412624 \$595.00 Superbird NOS PLYMOUTH black quarter panel decals part number 3571114 \$80.00 pair Contact me at moparjohn@frontier.com or 219-785-4730

Wanted: Superbird Parts. I need the rear window lower corner diamond Plates. I need originals. any condition considered. And a set of the fender extensions. Also original and any condition considered. contact ron adams (562) 531-1995 guppypuppy2@yahoo.com

For sale: Original set of Nascar hemi solid stainless core race spark plug wires and cap in as raced condition off the #6 Cotton Owens Dodge, \$995.; Nichels Engineering race ignition coil heat sink, \$195.; Set of 8 original Monroe race shocks, NOS, \$695. Cotton Owens built wet sump hemi race oil pan with 360 degree swinging pickup, \$795.; Set of 4 Good Year Blue Streak Stock Car Special tires, size 8.00-8.20 – 15, these have small Goodyear letters and blue lines, recapped, set of 4, \$695.; Pair of Nichels Engineering 426 hemi race valve covers for wet sump set up, \$595. Prices negotiable – package deals. Call 586-243-7029. Email: hpims@comcast.net

For Sale -Pair of 1970 Superbird/Roadrunner full quarters. These are NOS full quarters. The were tack welded on to a clone project car. Before the project got too far along a real #'s matching car became available. So, the owner decides to quarter section the clone car and dispose of the remains. These quarters come with OEM door jams, trunk extensions, inner quarter panels that mount the window regulators, both the inner and outer wheel houses. Open to offers \$\$\$ Call or email for more details (315) 382-3991, precisionhotrides@gmail.com 12/13

For Sale: 69 DAYTONA , R4 Red , White wing, Numbers match 440, Auto White buckets , console , 3.55 suregrip. Build sheet , fender tag , 1 OF 1 combo according to Govier . Requires resto, solid complete car . 2 Steel noses , one new never installed . Offers over \$100000 , consider partial trade on 4 speed Hemi Mopar . Located in Central Canada . Winnipeg , Manitoba . 204 256-2351 Email misterhemi@mts.net

For Sale: Superbird, 440 6-bbl, automatic, 5400 mile survivor, original Tor-Red paint, black bench, documentation from new, 2 build sheets, absolutely exceptional time warp car. Bloomington Gold Zenith Award winner, \$195,000 Call John, 248-797-6332.

For Sale: Str14 426 Hemi rat roaster cross ram manifold for single 4500-4575 Holley– used in 1976-78 stock eliminator racing. P/N 3690559, asking \$550 obo. Franklin Mint Petty 67 Belvedere GTX, new in box asking \$130, Peach State American Muscle 70 440 6-Pack Challenger 1/18 diecast, orange with white stripe in box \$100, 426 Hemi intake for single 4-bbl in box, Asking \$75. Call Richard, 650-296-7630

For Sale: Superbird, 440 4-bbl, EV2 Tor-Red, bench interior, numbers matching, rebuilt engine and auto trans, looks runs and drives very good, \$113,000 Call Gary at 715-294-4955

For Sale: Superbird jack hold down plates. Die stamped as original. \$100 ea. Mike Jobs, 860-424-6125 or email to: gilead222@comcast.net

For Sale: Very authentic reproduction of the 1969 Mercury Cyclone Spoiler/Spoiler II rear spoiler. As original, ready to install w/ hardware and gaskets. Cost is \$750 plus shipping. Contact Richard Fleener at rifleener@comcast.net or call 615-848-0035.

For Sale: Small block MoPar aluminum valve covers M/T Holley Black with shiny fins and the long chrome hold down bolts. \$75 pr. Ward Burton Official NASCAR "CAT" Jacket XXL and Cat Die Cast DODGE, Daytona 500 winning Intrepid 1:24 scale. \$75 pair. Jo-Han Superbird by Plymouth model car kit and 1969 Dodge Six Pack Model car kit by Monogram. \$55 for the pair. Both in sealed original boxes. Original Mo-Par, \$250 obo Call Rene' at 920 733 0283

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 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 08/11

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

For Sale: New Superbird, Daytona Scissors Jacks. Made from scratch, not modified aftermarket. Correct in every detail. \$750 shipped. Jack Handles, all correct \$150 post paid. Buy both the jack and handle and save \$100. Repl. Jack Bearings \$20 shipped. Daytona jack hold down plates \$55 shipped. Can repair rusted/damaged original jacks, inquire. Email [petev8@webtv.net](mailto:pete8@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

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

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

Back Cover Photo: Another one of the Charlotte 1970 post cards from the World 600 race. This one features lead foot Buddy Baker. Collector expert Kenny Brackett says you purchased these at the souvenir stands as a set of cards for about a dollar. You see the individual ones on Ebay from time to time.

2014 DSAC MEMBERSHIP FORM

11

NAME _____ MEMBER # _____

From the right side of your address label

ADDRESS _____

CITY _____ STATE _____ ZIP _____

Email address: _____ Phone _____

2014 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

Please check a newsletter option below:

_____ Send email copy of newsletter AND hard copy in the mail

_____ Send email copy only _____ Send hard copy only

You can also renew with Pay Pal: Send to paydsac@hotmail.com

More Ads

For Sale: Superbird grille screens, correct size and pattern, \$30 ea or 2/\$50. Superbird/Daytona headlight pivot bushings, correct item, \$25 set of four, Superbird/Daytona special flat headlight bucket bolts - \$2.50 ea (ten reqd). Engine compartment items: black strap for rad support vacuum lines \$5, small rubber hood bumpers at cowl panel \$8 ea. Prices include shipping. DSAC, 13717 W Green Meadow Dr. New Berlin, WI 53151 414-687-2489 email to superbirdclub@yahoo.com 08/11

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

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

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

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

Daytona Sales Brochure black and white 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

Return Service Requested

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US POSTAGE
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WAUKESHA, WI
PERMIT #43

