

Sept- October 2014
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TALLADEGA
CYCLONE SPOILER
Registry

DAYTONA – SUPERBIRD AUTO CLUB

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

Wellborn Auction and Talladega Event Latest News

We saw Tim and Pam Wellborn at the recent Muscle Car and Corvette Nationals in Chicago the week before Thanksgiving. Tim looks good and it was great to visit with him. In the unlikely event that you have been under a rock and have not heard, Tim will be auctioning twenty-four vehicles from the museum via Mecum Auctions in Kissimmee Florida next January.

The rumor mill has been going full tilt with all kinds of speculation as to the reasons for selling the cars. First off, the museum is not closing. Some of the media (Hemmings.com) have sensationalized the headlines saying that half the collection is being sold, which is not at all accurate. I am assured that the sale has nothing to do with the state of Tim's health. The museum is not being scaled back. The purpose really is to make room to rotate new exhibits in as there is only so much room in the facility. It will not surprise me to see some positive announcements about the museum soon. At one time, Tim owned over twenty 1971 Hemi Chargers, so there is room for some new blood. Tim said that once he got over the hard part of making the decision, he was "all in" and is looking forward to the event. There are twenty two cars being offered, plus one motorcycle and one truck which is the former Shelby American flatbed support vehicle. The entire group will be auctioned on Friday, January 23, 2015.

Of particular interest to us will be the bronze Hemi Daytona, formerly owned by newspaper magnate Otis Chandler and the 999 Omaha Orange Daytona (special order color). As for the Hemi car, it's a 4-speed, 6400 miles and with the high state of the current market, I can see this car being the first wing car to break one million dollars. I asked Tim about selling the Daytonas, and he replied that he still has the ultimate Daytona in the Bobby Isaac #71 race car. He also has the Hemi Orange Daytona that he owned back in the 1970's. He sold that car in the 80's and bought it back much later. The Daytonas being offered for sale are great, but certainly may not have the same sentimental value as the other two.

Several 1971 Hemi Chargers will be on offer, including a sunroof R/T known as the highest optioned car of its kind. Like the Hemi Daytona, it is predicted that the sky will likely be the limit on this one as well.



If you would like a nice pair of bookends, you will have a chance to bid on the FIRST 1971 Hemi Charger built (the orange pilot car) as well as the LAST one built, the Lemon Twist car. Both cars are offered individually. If that is not your speed, how about the 1971 Hemi Super Bee that was the Motor Trend magazine test car? As you can see, the car selection is fantastic.

Other highlights will be an unrestored 1970 Challenger T/A in B3 blue, a Grabber Blue 1970 Boss 429 with original paint and 4700 miles, a Grabber Blue 1970 Boss 302 Cougar Eliminator, an unrestored black LS6 Chevelle and a Buick GSX. A lot of these cars are the best of the best and the market is hot on cars like this right now. Quite a few are particular cars that would otherwise be unattainable. Even with high reserve, a good number of these cars are going to sell. Some may be coming back home. You can view the entire digital catalog of the Wellborn cars at www.mecum.com

Talladega Reunion Update

As far as the reunion for Talladega that had been postponed last fall, after speaking to Tim, it will definitely not happen in the Spring. It will be on the fall race weekend. So mark your calendars for October 22-25th, 2015.



Now this is pretty cool. Sean Machado out in California and his dad Joe have been long time collectors of wing cars and other Mopars too. Sean has this original chunk of nose cone from Pete Hamilton's Superbird as well as a right rear quarter panel section. Both items were originally salvaged from the scrap pile out in back of Petty Enterprises years ago. It's a little rusty and had been laying in the dirt for a good long while before being rescued. That entire junk pile is now gone, buried under a parking lot when the team expanded during the NASCAR boom of the 1990's. I had heard stories about scavengers in olden times, sneaking in on Sundays when the team was at the races to dig up souvenirs.

The sixty four thousand dollar question for a piece like this would be, "Can you tell me what event it came from?". Recently on Facebook, photos have surfaced on the "NASCAR Before 1972" page that seem to answer the question.

The middle photo is from the August 2, 1970 Dixie 400 at Atlanta. You can clearly see the damage to the left side of the nose cone and the signage on the wall is from "Atlanta Raceway" at the start / finish line. It appears to be a spot-on match for the piece that now hangs in Sean's garage. There was another black and white from the same race that shows similar details.

At that Atlanta race, Pete finished the race in 6th place, four laps down to winner Richard Petty. So it looks like he had an extended pit stop to get the fender off the left front tire.

When you talk about the Petty Superbirds, it appears that there were only two team cars. One for Richard and one for Pete. Those were never replaced during the season as they were never damaged badly enough. If the cars were damaged, there was always enough time between the superspeedway races to repair them at the shop. Coming back to Plymouth in 1970, the Petty team only started with three cars; the two Superbirds and one short track Road Runner, which would be totaled out at Darlington in May.

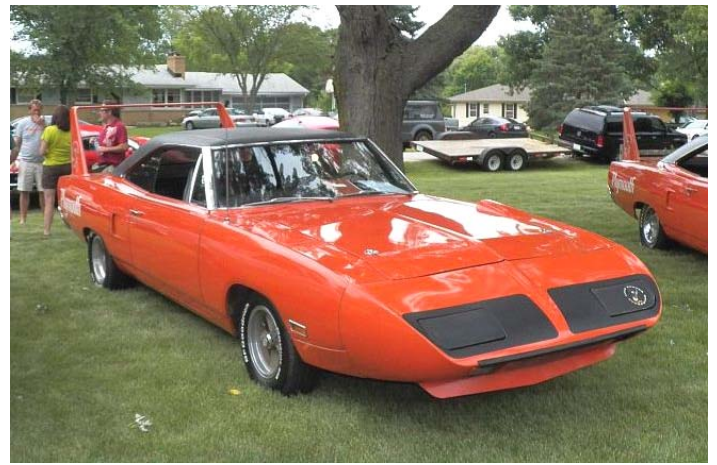
I am also told that Richard's car was always his. And Pete's was always Pete's. The two drivers never swapped cars.

What a beautiful piece of genuine 1970 race memorabilia to be able to hang in your garage.





We held our annual club picnic back in July at club headquarters in Milwaukee. Our show car turnout was a little smaller than the last few years with storms predicted. But it all worked out ok with overcast skies and not too hot either. We did not get any rain until 9 PM just as I put the last car back in the garage. It was very nice to get to see Ron Holtdorf (Tor Red Superbird just to the right of the big tree). Ron passed away in October and he was a long time supporter of the club and owned his car for 35 years. In addition to the club cars, we had a '55 Packard, three Porsches, a 4-4-2 convertible and Cal Anderson's late model Challenger. Thanks to all from coming out. We really enjoy hosting the event for you.



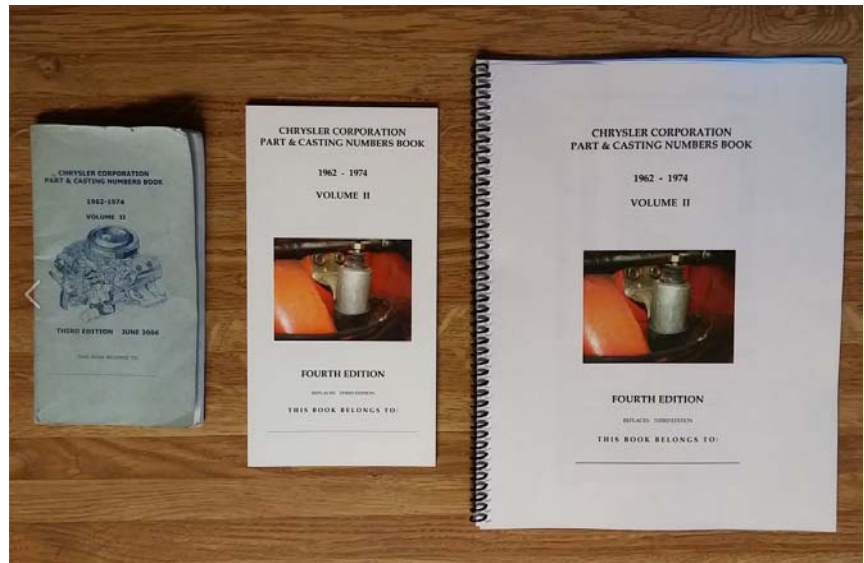
Left to right, Chowin' down at club HQ. Upper right: Tom and Carol Kau's survivor Cale Yarborough Special. Lower left: Limelight attack Bottom right is Mike Borkowski's Tor-Red Superbird. Original paint except for the nose. Mike bought this 440 4-speed car new in September 1970; the last new Superbird in Milwaukee. His then new lovely bride still has not quite forgiven him. ☺

New Galen Govier Pocket Guides

Galen's Tag Service has just released the latest edition of the 1962-1974 Chrysler part and casting number book. The new books are a larger size and have a new cover. Also available is a new large print edition.

Thousands of Galen's little books are in circulation and they are a valuable resource for identifying parts at swap meets. For our cars, I also recommend the 1969-1971 option code book.

The regular size books are not expensive, about \$17 each plus shipping. To order, call Galen's assistant, Diane at 608 326-6346 to get your books before Christmas. All Credit Cards accepted, Shipping via USPS FedEx UPS.



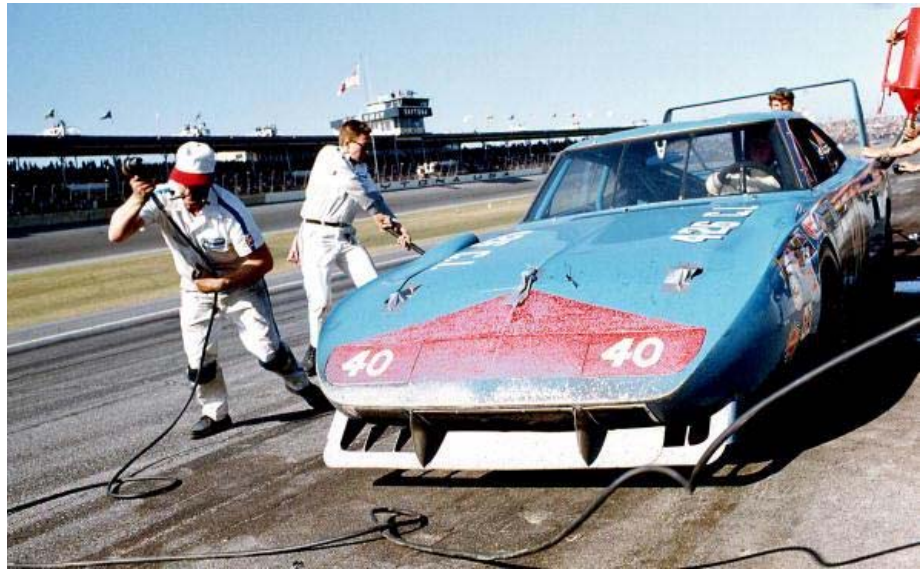
Pete Hamilton Interview

What do you remember most about that day you won the 1970 Daytona 500?

Winning the race was such a wonderful and exciting thing for me. That was my first race driving for Petty Enterprises, so it was all a little new to me. Driving the Petty car was quite an experience. The car was extremely well prepared. At that time, the Pettys had the best race cars in NASCAR. They were ahead of the game. Sitting in that hot rod was really a wonderful experience. It gave me a lot of confidence. I found out in 1968, my rookie season, just how difficult it was to even finish one of these 500-mile races. I felt like with this car, I didn't have to race out into the lead, that I could run 10th or fifth and move forward from there. That's what happened. I had a good deal of confidence in that car.

How did you end up at Petty Enterprises Inc.?

Good luck is when preparation meets opportunity. I had good luck. I was driving literally the same car that Richard was driving that season. They prepared our cars side by side in the shop. I had won the 1967 national sportsman championship - we'd call them modifieds now - and went to Daytona and received a trophy from NASCAR. The following year I moved south and that's when I got the rookie award in the Cup division. After getting the rookie thing, I couldn't get a Cup ride, so I went a level down to Grand American and we did pretty good. I assume at some point that year, we caught Richard's attention or the people from Chrysler. Plymouth decided to run a couple of factory cars and they told him to find another driver. Richard called me and asked, "You want to drive a second car?" I hung up the phone and it took me about an hour to get to Level Cross, N.C. Unfortunately, Chrysler pulled out of NASCAR the following year, or I would have been at Petty Enterprises a good while. We had one doggone good year driving for Richard.



Do you remember the last laps of your Daytona 500 victory?

About five laps from the finish, I had passed David Pearson. He could go fast on the straightaway and I could go faster through the corners. We were running about the same speed because of that. David knew a heck of a lot more about the draft than I did. In Turn 2 he got underneath me, and we both took a little slide there. I managed to hang on and get back in front. The last lap was one of those wide-open affairs. It worked and we made it. We got across the finish line. It didn't end there for me. I held it wide open through Turns 1 and 2. I wanted to make sure I saw a checkered flag and not the white flag. I let off a little bit on the backstretch and by then I was half a track ahead of everybody.

Did you get a bonus from Petty for beating Pearson?

No, no bonus. David is a heck of a race driver. He's still racing a little bit to this day. He's had a long career.

Where did you see your first Daytona 500?

I never saw it on television because they didn't broadcast races at that time. The first 500 I saw was in 1967 when I came to Daytona to run the sportsman race, which was held the day before the 500. I stayed around and watched the race. I came back two years later and ran in the 500 with car owner A.J. King.

What did you do with all that money you won?

I made about \$20,000. It wasn't a lot of money, but it was a lot of money to me. I lived pretty cheap. I was a bachelor at that time and didn't have a lot of expenses. I mainly worked in the shop at Level Cross. I saved some of that, and it actually helped me start a business in Atlanta. I got into the office and warehouse business and still do that today.

You were blond, single and you had \$20,000 in your pocket, so what kind of party did you have the night of your victory?

I wasn't a big partier at that time. I found out about partying later on. I was pretty much a hardcore racer. Richard, his brother Maurice, I and family went out and had supper. Got up the next day, did a few interviews and drove back to North Carolina.

How did Richard react to your victory? Was it sort of awkward or was he happy for you?

I think he was genuinely happy for me. I think he would have liked to have won that race himself and have several more Daytona 500s wins after that one. One of the best parts of driving for Richard was this: He was a good teacher and I was a good student. That was our relationship throughout that season.

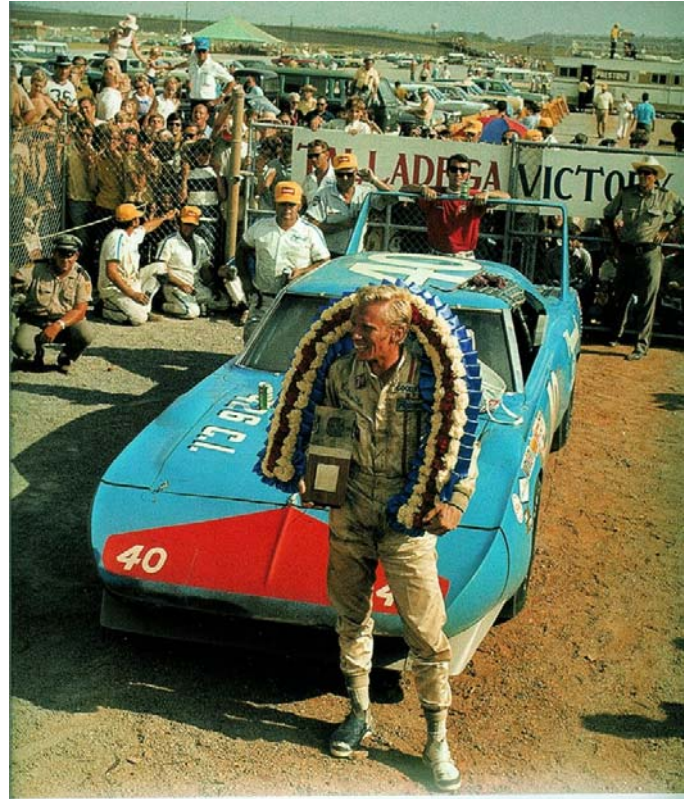
What do you remember about Victory Lane?

We hooted, hollered and yelled. It was a lot of fun. A great experience. There wasn't much to Victory Lane back in those years. Wasn't it more like chicken wire on a patch of grass?

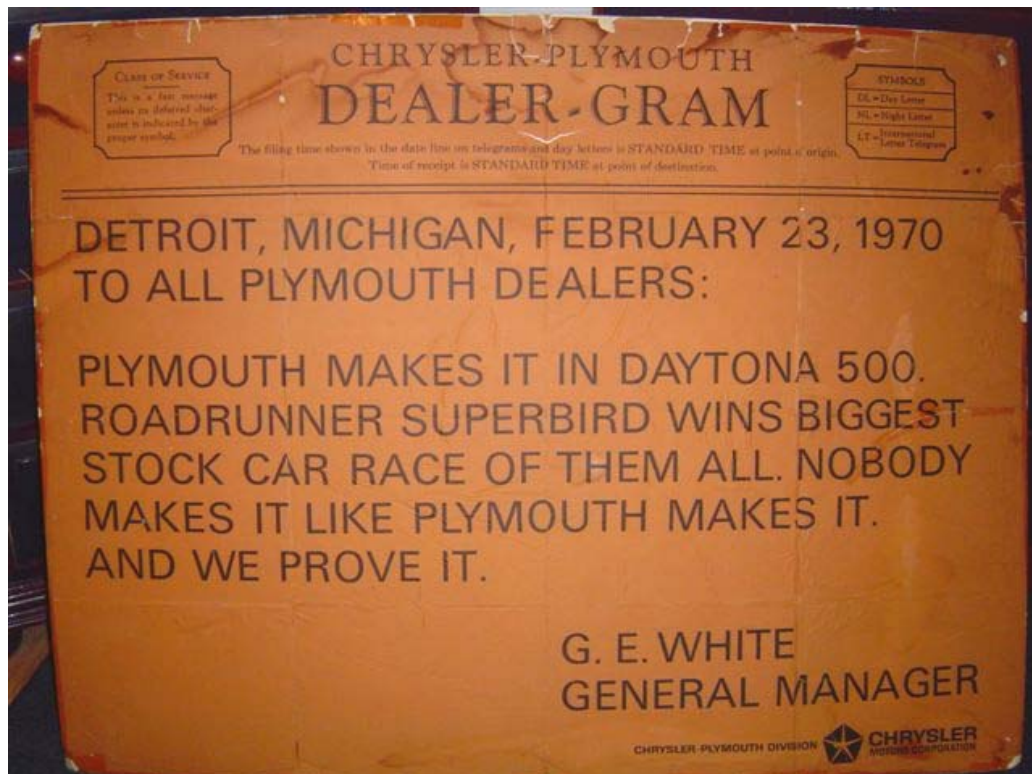
There wasn't nothing grand about it. It was a little fenced-in area. Victory Lane now at Daytona is special. Talladega, heck, they didn't even have a fenced area. I think they roped an area off. Not nearly as fancy as things are now. But it was a big deal for me, my first Cup win, and people fussed over me. Pretty exciting times.

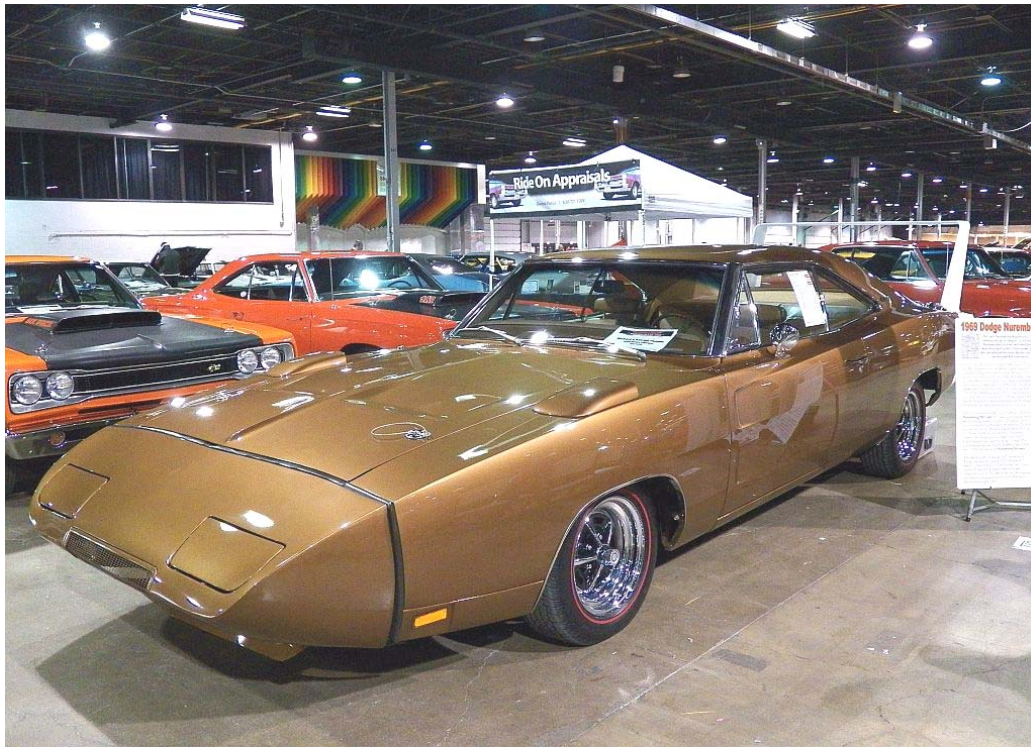
What did winning the Daytona 500 do for your career?

It was the most important (race) I won. It was certainly the biggest race I won. I won the Paul Revere 250 at Daytona. I won the Snowball Derby at Pensacola, won the World Series of Asphalt Stock Car Racing at New Smyrna Speedway and won two races at Talladega. It all happened in a short period of time. The Daytona 500 is the one race that has stayed with me. People think, "Oh, that Pete Hamilton. He drove for the Pettys and won in a Superbird." A lot of people still remember that today. It was definitely my biggest victory.



Below: Super Rare and Large Plymouth Dealership Poster Commemorating Pete's Daytona 500 Win.





Richard and Katrina Fleener unveiled their newly restored 4-speed Daytona at the Muscle Car and Corvette Nationals in Chicago the week before Thanksgiving. While the car wasn't yet "finished", it looked great and has an interesting story behind it.

Back in the early days of the hobby, I remember reading in the Winged Warriors newsletter about a couple of Daytonas over in Germany doing long distance speed runs. This is one of those cars.

Sold new in Colorado to a soldier who shipped out to Germany taking the car with him. The original owner sold the car on base and it passed through a succession of owners, being repainted orange. The third owner participated in a group called the Nuremburg 250 club. The group was for cars and owners capable of maintaining 250 kilometers per hour over a timed stretch of the autobahn. That's 153 plus mph, really cooking. The car achieved membership in the exclusive club several times with a best run of 163 mph. The car did this with a stock 440 and 2.76 rear gears. (The original Dana rear end was replaced with a conventional 8 3/4). The car also ran with an automatic trans at a max speed of 158 mph.



After being repatriated to the USA in late 1976, the well used car was sold to its fourth owner for \$1200 the following year. The lucky new owner took the car home to California. After several years of wing car club fun out west, the car was ready for a repaint. In the early 80's a body shop deal to paint the car went bad when the engine and transmission were stolen. The car had been given a coat of primer and was placed in storage for the next three

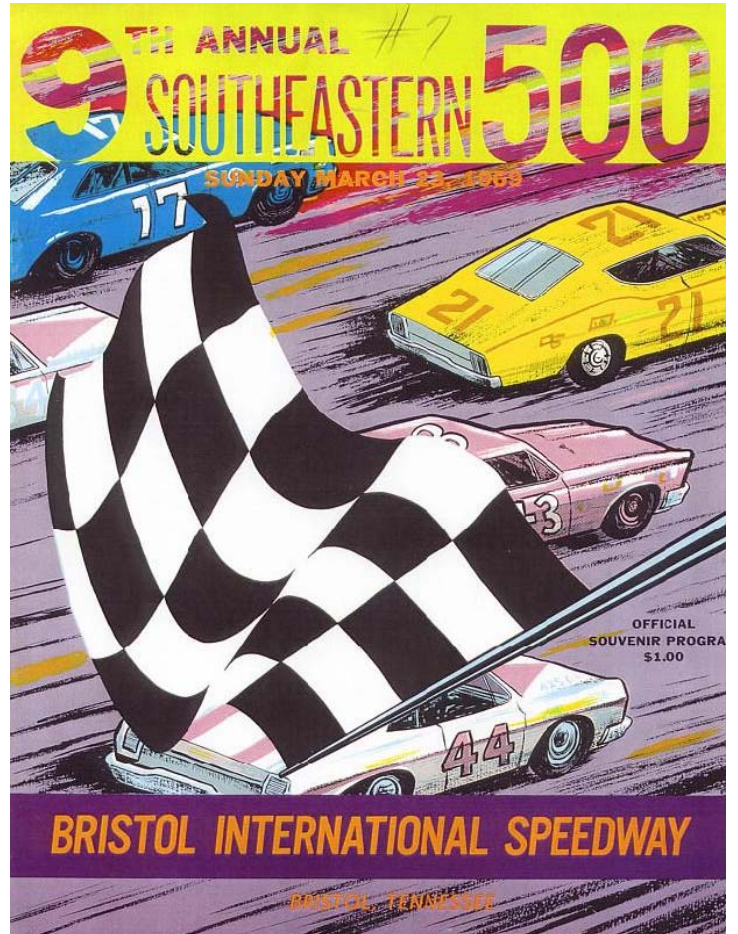
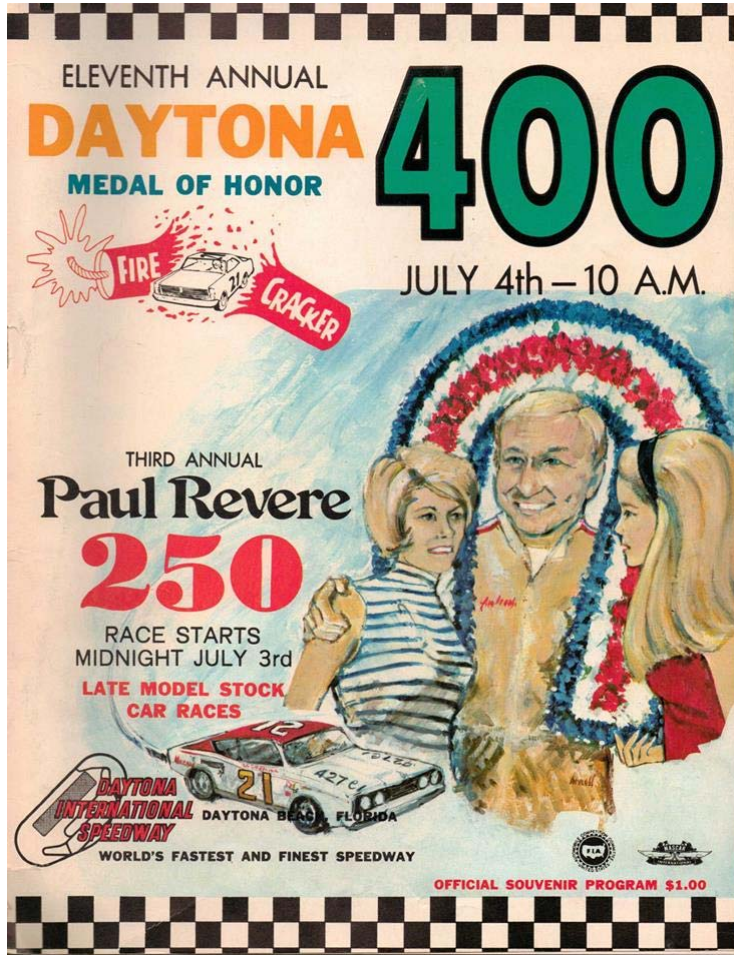
decades, completely disappearing off the radar screen. The photo at left is the car emerging from the storage trailer in 2008. It then went to sit in the owners garage for another five years.

Richard Fleener heard about the car in 2013 after being contacted by the now deceased owners family. He took a chance on a plane flight to California to see what the car really was, and shortly after made a deal to acquire the rust free machine. The Fleners embarked on a year long rotisserie restoration performed by Rod and Custom Machine in Dickson Tennessee. Upon completion, the car was whisked away to the MCACN show in Chicago where it was the end cap on the Class of '69 display. Having seen it in person, the car is gorgeous and will compliment the Fleener's collection of Aero Fords. You can see the complete story on the Daytona at the Fleener's website, which is legendarycollectorcars.com



Speaking of rare, here is another one. Dan Helman of Slinger Wisconsin fulfilled his dream of buying a Superbird last year and has been working on improving the car. Dan found the car through the club newsletter. A long time member in southern Illinois decided it was time to sell the Superbird he had owned for decades. The car was off the road and barn stored for a long time. It had a class III trailer hitch on it for pulling hay wagons (really!) and some kind of home made trailer brake device mounted on the front fender. Club member Andy Tully had looked at the car and decided it needed more than he was willing to get into. Dan was next up and talked to Andy about the car and went to look at it. It was in his price range and he was excited to make a deal on the car, and to bring it home.

The car is a pretty nice equipment combination of a Six pack engine with a 4-speed. Making it even better is that it is white with white buckets, only two of this combination known in the club registry. At some point the nose seam had been leaded in back in the olden days. Dan has done a lot of work getting the car on the road this year, when I bumped into him here at a cruise night. The trunk pan has been replaced, a lot of clean up all through the car. A little paint touch up here and there. It was in the shop for some engine work this past fall. I know Dan is looking forward to putting some miles on her next year. Congrats!



THURSDAY, APRIL 10, 1969

VOLUME 6—NO. 8

Winner 'Needed the Money,' Says Pearson, 'And I Didn't'

ATLANTA, Ga. — David Pearson, who had just let three seconds come between him and \$11,000, was obviously tired and less than happy after the "Atlanta 500" was over.

A bystander in the pits asked, "How come you let Cale (Yarborough) pass you on that restart?"

"He needed the money," Pearson snapped. "And I didn't."

It was all about the fact that Yarborough shot past Pearson, on a restart after a caution flag with just 14 laps remain-

ing, and went on to finish three seconds ahead of Pearson—a victory worth \$21,590, as compared with Pearson's second-place purse of \$10,630.

Earlier, Pearson had told newsmen that his car balked on the restart, apparently because of a flooded engine, "and all I could do was watch him go by."

* * *

Yarborough, meanwhile, was telling newsmen that he "wasn't worried" about a previous caution flag that allowed Pearson's car to pull up on him.

Just before the caution flag, after which Yarborough shot back into the lead, following a pit stop for tires, Pearson had closed the gap to less than a second.

"I knew I had a lap on him," said Yarborough, "and I wasn't going to run my car into the ground to keep him from passing me."

Yarborough's confidence apparently had been false. The official scorers had Pearson in the same lap with him, and it remained that way in the final official rundown.

The difference of opinion about the lap count came as the result of an incident that occurred during a caution flag. With the pace car leading the field slowly around the track, Pearson emerged from pit road and, after being signaled by an official to proceed, got onto the track so slowly that the pace car—and leader Yarborough—went by him.

Officials ruled that Pearson had committed no violation, and signaled him to proceed past the pace car and go around the track to the rear of the field.

Yarborough's Wood Brothers pit crew lost an argument with officials about the incident.

"Ah," said Yarborough after the race, "that's all water under the bridge. He never passed me on the track, except when he passed me and the pace car. I outran him all day."

Pearson made no excuses. "I just got outrun. That's all you can say," he told newsmen.

Bob Isaac Wins Two 100-Milers

Bobby Isaac scored his second and third victories of the season last week, both in impressive style, as he made a sweep of 100-milers Thursday night at Columbia, S.C., and Sunday at Hickory, N.C.

His performance gave Dodge a total of four victories this season on the NASCAR Grand National circuit—just one triumph short of Ford's league-leading total—and pulled Dodge within 11 points of Ford in the battle for the lead in manufacturer standings.

A third-place finish at Columbia and a second at Hickory kept Richard Petty just three points ahead of defending champion David Pearson in the driver standings as Pearson racked

up a reciprocal record for the week—second at Columbia and third at Hickory, where he was sidelined by engine failure five laps from the finish.

Despite that misfortune, which dropped him from second to third in the final rundown at Hickory, Pearson's two outings moved him to the top of the circuit's money-winning column with a season total of \$46,780 as he passed the \$45,615 earned this year by Lee Roy Yarborough. Petty is third with \$33,050.

The circuit moves into Richmond, Va., this weekend for the inaugural "Richmond 500"—a 250-mile (500 laps) event

(See Page 7)

Here's a Couple of Cool Shots



Here's some stuff you don't see often. Photos of the Superbird drag cars are fairly rare. At left is the Sox & Martin Superbird being pulled by a Plymouth Cricket support vehicle! The Sox Bird has to be one most sought after of the missing in action wing cars. It fell completely off the radar screen by the mid-1970's. I am also betting that the snazzy Cricket will also not make the roll call.

The middle photo is the former Jack Werst / Tosten and Jennings Engineuity Superbird, shown with the former Dick Landy 1970 Charger. The photo is dated 1971 and is believed to have been taken at US 13 Dragway in Delmar Delaware. Amazingly, both of these cars still exist. The Jennings Superbird led a sheltered life in the back of Ken Jennings' shop and is still in absolutely pristine condition today. It started out as a real production line Hemi Superbird with a white bucket interior.



The Landy Charger was a team car driven by Bob Lembeck in 1970. Built as a factory Hemi car, it passed through a succession of owners racing on the east coast. It was purchased by current owner Ron Sites about 1975 looking as you see it here. By then, it had a 440 in it for reliability and went into storage in the family garage. Ron was told it was a Landy car, but did not pursue this history for 30 years, until asking for information on dodgecharger.com. The Landy and later "Poor Boy" liveries are all visible ghosting through the paint. Dick Landy ultimately confirmed the identity of the car at Carlisle. A fantastic car with a great history.

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

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

For Sale: 1970 Mercury Cyclone GT, 351C 2 bbl, yellow with black console interior, needs resto, \$4500, Len 815-325-1964.

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

HUNTED: Original driveline for 69 1/2 Super Bee WM23M9A306986. Last seen in 1976 near Peoria IL in a Duster! The Bee's original owner frequented many of the local dragstrips around Chicago and St Louis including Midstate Dragway in Havana, IL and US 30 Dragstrip. Bee's original engine and trans was put into a Duster the owner was racing at the time. Dave Kanofsky kilrb70@yahoo.com, phone 708-289-6947

For Sale: Superbird FJ5 Limelight, Numbers matching motor & trans, 440 4 bbl 4 spd. Dana A33 track pack, fender tag dash tag, all body numbers matching Black bench seat, Galen Govier visual report, before car was taken down, car has been blasted, and is on rotisserie, new metal nose, Motor and Trans are done, to many new or refurbished parts to list here, lots of original paper work from 1st owners, original bill of sale when car was first bought, offers over \$85,000. Maybe partial trade on Mopar. cascadeclassiccars@yahoo.com 509 630 2494

For Sale: 1969 426 Hemi motor, Completely rebuilt and ready to go, no carbs or exhaust manifolds 1" of paper work that was done on motor. motor is in Washington state, \$15,000. cascadeclassiccars@yahoo.com 509 630 2494

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

For Sale: Superbird jack hold down plates. Die stamped as original. \$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 rfleener@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 / Trade: Talladega Outside Door Emblems: new outside door emblems that I will trade for Cobra-Jet parts. These are new made from solid brass, plated and painted the same as originals. Beautiful parts, Call Howie 262-370-6321 email htmachine@centurytel.net 08/11

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

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

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

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



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

2015 DSAC MEMBERSHIP FORM

11

NAME _____ MEMBER # _____
From the right side of your address label

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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 was a consumer sales brochure on the 'Bird, but there was a four page black & white folder sent to each dealer introducing the car and special features. \$10. postage paid.

Daytona Sales Brochure black and white very nice reproduction. \$10 postage paid

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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