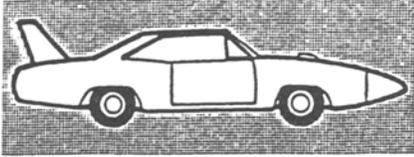


July-August 2008  
www.superbirdclub.com

Send email to: dsac@execpc.com

TALLADEGA  
CYCLONE SPOILER  
Registry



## DAYTONA – SUPERBIRD AUTO CLUB

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

### The Blowout 400 at The Brickyard– History Repeats Itself

“They ought to call this race. Nobody has tires that are good for more than fifteen laps.” Those were the words of Charlie Glotzbach sitting dejectedly in his car after a practice run at Talladega in September 1969. Glotzbach had just broken a second A-arm in the suspension of his Dodge Daytona due to the rough Talladega track.

Fast forward 39 years. I don’t watch every NASCAR race any more. But as one of the big events of the year, I had planned on watching the Brickyard 400 from Indianapolis two weeks ago. Our local racing radio show on Sunday morning reported that tires were going to be a very big issue, and that they were wearing out to the cords after only four to five laps. The “new and improved” Car of Tomorrow with a higher center of gravity and less downforce was not laying in rubber to the abrasive Indy track surface, and the result was extreme tire wear. Extra tires earmarked for next week at Pocono had been flown in, just in case ten (TEN!) set of tires per team were not going to be enough to run 160 laps. Holy cow! After hearing this on the radio, the first thing I thought of was “Talladega, 1969”.

I dutifully tuned into the race and it quickly became apparent that it was going to be a race of ten lap heat races between mandatory caution flags. After 40 laps of misery, and seeing a quarter panel literally blown off a car, I found other things to do. When it was over, Jimmie Johnson won the last seven lap heat race and the event. Nearly one third of the race was run under caution. Longtime NASCAR reporter Tom Higgins summed up the situation best in his online report:

**“Awful...Disgraceful...Pathetic...Pitiful...Wretched... Attach any negative adjective you wish to Sunday's running of the Brickyard 400 at Indianapolis Motor Speedway and it applies. How could a sanctioning body like NASCAR and its many multi-million dollar racing teams, loaded with genius engineers and incredible technology, not have foreseen the fiasco involving tire wear--or lack thereof--coming well before what some consider the Sprint Cup Series' second biggest show? What an embarrassment for a sport that promotes itself as major league as big-time baseball, the NFL and the PGA.”**



Higgins went on to describe what happened at Talladega in 1969, with tires (shown at left) that would not hold up to the rough track and speeds of cars running near 200 mph. Firestone withdrew from the race, and Goodyear admitted they had no tires that would solve the problem. And then there was the driver boycott. The end result was a Sunday race run under reduced speeds, filled with slower GT cars from the day before. Only a handful of front line cars and drivers ran. Richard Brickhouse won the race in the Daytona vacated by Glotzbach after a final sprint run to the checkers. Bill France Sr. was no saint in that whole deal. But at least he had the stones to offer the crowd of 62,000 that their ticket stubs would be good for admission to another race at Daytona or Talladega to make amends for a bad situation.

By comparison, NASCAR Competition Director Ryan Pemberton had the gall to stand up after the Indy race and say that “not every race can be a barn burner”, and that “NASCAR does a great job, most of the time.” While I understand that Mr. Pemberton was in a very tough spot to toe the company line, it came off as arrogant. Listen, they didn’t schedule a full COT test at the Indianapolis track. But the few teams that did a private test for Goodyear knew tires were going to be a problem going in. The way it all went down, as I see it, NASCAR and Goodyear owe all those fans a race ticket. I’d hate to be the guy who spent \$1500 to take his family to the race that weekend. At least I could simply turn off the TV and walk away.

I’ve heard the Indy situation played down that in a few years, “nobody will even remember it”. Well, at least a couple people remembered what happened at Talladega after thirty-nine years. The more things change, the more they stay the same.



Enclosed on the next page is the registration form for the Saturday and Sunday Monster Mopar car show portion of this year's meet. If you are attending this event at Gateway Raceway, you need to fill out the form and return it with the registration payment before the pre-registration deadline of August 25th to S.S. Promotions. This will guarantee that you receive two weekend passes per car show entry. Entries after the deadline receive only one weekend pass. If you have internet access, go to [www.monstermopar.com](http://www.monstermopar.com) to register online via Pay Pal. You do not need a Pay Pal account to do so. Otherwise, mail in the form.

The car show will have separate judged classes for Mopar Aero Cars and Ford/Mercury Aero Cars. If you do not wish to have your car judged, choose the non-judged show entry. Track laps for all Aero Cars (Mopar, Ford & Mercury) will be on Saturday afternoon and Sunday morning.

Host Rich Bolzenius has lined up a couple of great guests for the meet. Charles (Slick) Owens, formerly of Holman & Moody will be there. Slick has spent a lifetime in NASCAR racing and having met him before, he has some great stories to tell. Also, making a return to the event is Harry Lee Hyde from the Bobby Isaac K & K Insurance team.

**Hotel Info:** As I write you on July 30<sup>th</sup>, there are still rooms available. Since we will be on the west side of St Louis, we have a deal with the Super 8 motel right in Union Missouri. This is where you will want to be through Thursday night. Phone is 636-583-8808. Rate is \$69 plus tax. Mention Aero Car Reunion

For Friday & Saturday night, we will move close to Gateway Raceway to the Four Points Sheraton in Fairview Heights Illinois. The phone number is 618-622-9500. Mention Aero Warriors and the rate is \$89. Since people will be coming at all different times of the week, if you are coming in later in the week for the track activities, this is the place to stay.

### Here is the event schedule:

#### Wednesday – Sept 17<sup>th</sup>

Morning Visit to Gateway Classic Mustang Car Build and Restoration Shop [www.gatewayclassicmustang.com](http://www.gatewayclassicmustang.com)  
 Lunch at Friscos Restaurant & Route 66 Murals in Cuba Missouri  
 Afternoon tour to Bob's Gasoline Alley – Route 66 and Gasoline Memorabilia  
 3 PM - Visit and tour Meramec Caverns in the afternoon. Cost \$12 per person  
 Dinner at the historic White Rose Café – serving Union Missouri for 75 years

#### Thursday – Sept 18

9:30 AM - visit to the St Louis Museum of Transportation – Planes Trains and Automobiles plus the Chrysler Turbine Car [www.transportmuseumassociation.org](http://www.transportmuseumassociation.org) This is a fabulous collection. Cost \$4 adults, \$3 kids 5-12.  
 Lunch stop at Ted Drewes Famous Custard on Route 66 since 1940.  
 1:30 PM Afternoon at Route 66 State Park Museum / Gift Shop – formerly known as Times Beach Missouri [www.missouri66.org/rt66statepark.html](http://www.missouri66.org/rt66statepark.html)  
 Evening Cookout at the home of Rich & Judy Bolzenius

#### Friday – Sept 19

Weekend Kickoff at the Home of Rich & Judy Bolzenius – Aero Cars, NASCAR guests, food and good times.  
 Mid afternoon – everyone cruises off to Illinois to Monster Mopar and our weekend hotel.  
 Hotel check-in at the Four Points Sheraton, more car talk, evening meeting room

#### Saturday – Sept 20 and Sunday 21

Monster Mopar Weekend at Gateway Raceway. Ford & Mopar Aero Warrior Display, all makes drag racing, swap meet  
 Optional off site ladies lunch, antique shopping and flea market shopping.  
 Track laps of Gateway Raceway on both days for all the Aero Cars  
 Saturday evening gathering at the Four Points Sheraton

This event will have something to please everyone. We hope to see you in St Louis in September



## 24<sup>th</sup> Annual Monster Mopar Registration Form

Pre-registration must be postmarked by August 25<sup>th</sup>

You can also register online at [www.monstermopar.com](http://www.monstermopar.com)

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Year \_\_\_\_\_ Make \_\_\_\_\_ Model \_\_\_\_\_ Color \_\_\_\_\_

### Entry Fees:

\_\_\_\_\_ Car Show Judged \$45

Car show entries include 2 weekend passes if postmarked by August 25<sup>th</sup>  
Children under 12 free when accompanied by an adult

\_\_\_\_\_ Car Show Non-Judged \$40

\_\_\_\_\_ Car Corral \$50

Car corral and swap spaces include one admission pass per space

\_\_\_\_\_ 10 x 20 Swap \$60

\_\_\_\_\_ 1 day General Admission \$20

\_\_\_\_\_ 3 day General Admission \$40

\_\_\_\_\_ Total Amount Enclosed

Signed: \_\_\_\_\_ Date \_\_\_\_\_

Liability Waiver: Entry in this event does not make SS Promotions, Gateway Intl Raceway, Daytona-Superbird Auto Club or any Event Sponsor, their agents or employees liable for any damage whatsoever to you, your vehicle, or your belongings. Your failure to read or signing this release does not constitute a liability.

**Make check payable and mail registration to:**

**SS Promotions**

**PO Box 686**

**Eureka, MO 63025**

**Phone: 636-938-6629 evenings only**

Roger McCluskey, a former USAC champion and the organization's director of competition in his later years, was one of my favorite people. Even when I was just attending USAC races and he was racing, I really liked the guy. I really got to know him and got to be friends with him in my years at Indianapolis Raceway Park, and I'll always treasure that experience.

Be that as it may, we had a couple of encounters during our experiences. Once in the early 70s, I went over to Salem from Scottsburg, where I was a newspaper editor, to see a USAC stock car race. Roger was driving Norm Nelson's Plymouth. I ran into Larry Moore, quite a racer in his own right, who told me he was driving a Plymouth that G.W. Pierce Auto Parts had purchased from ARCA front-liner Les Snow. Larry said they had only sent one guy, who drove the roll-back it was transported on, and he wasn't too sure how sharp the guy was.

"Will you play crew chief for me today?" I quickly reminded Larry that I was no mechanic, and he said, "Yeah, but you know racing. I'll take care of the car and setting it up. This is only a 100-lap race, so we won't have to pit, but I need you to just watch over things."

Okay. Larry set second quick time, and then ran off and hid in the trophy dash. They ran a dash and three heats before the 100-lap feature in those days. The guy who had come with the car tried to slow Larry down in the dash, but I told him to let him go, and on the last lap Larry was pointing at the left front tire as he came by our pit.

"What's he want?," the guy asked. "He's making a tire test run, get me the thermometer," I told him.

This wasn't any mystery, Larry wanted to know how the setup was working and he ran flat out for four laps. After checking the temperatures on the tires—inside, center, and outside—we knew the car was right. Naturally McCluskey just took it easy in that dash, figuring that he'd let Larry wear the car out.

Larry was starting on the outside of the front row, and I told him I'd seen Nelson operate before, and I was willing to bet he'd tell Roger to bide his time until he cut him loose at about 80 laps. "So. don't show him everything we've got until it's time," I told him.

Sure enough, we jumped off the outside pole and took the lead, and Larry was smart enough to stay just about a half-straightaway in front of Roger for 80 laps. About then, I saw Nelson walk out to the track with a blackboard (this was before radios), and show it to McCluskey. As he took the board back to the pit, I could see that it said "Now."

Next time by, with McCluskey gaining, I stepped out to the edge of the track without a blackboard and gave Larry my best General Custer imitation. "Charge!" He had probably seen Roger coming and would have done it on his own, but he took off and ended up winning the thing by nearly half a lap. While we were down at the start-finish line, accepting the trophy and generally congratulating ourselves, somebody tapped me on the shoulder. I turned around, and it was McCluskey.

"I know you," he said. "Aren't you the ARCA flagman?" I admitted I was and he stuck out his hand and told me I called a good race, and then added, "You'll never sandbag me again."

Almost 30 years later, we were running a USAC midget race at Indianapolis Raceway Park, one of those "Thursday Night Thunder" ESPN races. Rich Vogler was flat running away with the thing after 10 laps into the feature, leading by about half a lap. Bob Daniels, our track general manager, told me we needed a reason for a caution flag. A quick call to our emergency crews on the IRP frequency gave them a "heads-up" on the situation, and then I mustered up all the bravery I could and went up on top of the tower to see McCluskey, now the USAC Competition Director.

"Roger, we've got some debris in the second turn according to our crew," I said. He looked at me doubtfully, and I pressed the argument, so he decided to call for a yellow. Our crews went out on the track, our wrecker driver appeared to pick up something, and the field was closed up. The green came out with about six laps left. Closing them up didn't help. Vogler ran off again and won it by half a straightaway. After the show was over, I came down out of the tower and started for the infield, and found Roger waiting for me at the pace car.



Roger said, “C’mon, Potts, we’re gonna take a ride.” I got in the car with him and we went over to the wrecker in the second turn. Before I go any further, you have to understand this was a midget race – 152 cubic inch max, mostly four-cylinders.

Roger pulled up to the wrecker and asked the driver, “Did you find anything?” “Sure,” the driver said. “What?” Roger asked him. The driver reached into the bed of the wrecker and then handed Roger a piston out of a top fuel dragster. Roger just looked at me, shook his head and said, “That’s twice.”



**One Minute!** The engines are running at the Milwaukee Mile. Pole sitter Jack Bowsher in the 1971 Torino is about to lead the field off for another 200 mile USAC stock car grind. Roger McCluskey’s Road Runner sits outside of row one with team boss Norm Nelson and Bobby Unser filling row two. The year is 1973, just after the final appearances of the aero bodies in competition. This wonderful photo by Paul Goede captures the excitement that was the USAC stock car series.



### The Debris Field Daytona – Correction

Last issue, we told you about a wrecked F8 green Daytona sold on Ebay. The VIN was incorrectly listed as XX29L9B410772. This was incorrect. The actual VIN was XX29L9B402977 delivered new to Cicero Dodge in New York. The other car, 410772 is an 22,000 mile R4 red car with white stripe and interior. This car has recently undergone a ground up restoration and is a well known car. We apologize for any confusion.

### Car Stories Needed for the Newsletter

If you would like to see your car featured in the club newsletter, all you need to do is mail or email a photo or two to [superbirdclub@yahoo.com](mailto:superbirdclub@yahoo.com) Please include details about the car, and perhaps some of your experiences finding, restoring or enjoying it.

### Email Edition of the Newsletter

– by the time you are reading this, the electronic edition of this issue has already been e-mailed to everyone who signed up for it. This benefit is at no cost to you, and you will still receive the paper copy. Quite a few people wrote back saying they LOVED the newsletter in full color. To sign up, just send an email to [superbirdclub@yahoo.com](mailto:superbirdclub@yahoo.com)

**New Products**

New from Tony's Parts, these fit all 1968-70 Chrysler B-bodies, Road Runner, Charger, Coronet, and are available for hardtops, coupes, and convertibles. They are injection molded with the correct grain, exactly as original except these aren't broken like most used ones. Available in pairs for \$165.

**Tony's Parts**  
**96 Redbird In**  
**Harrington, DE 19952**  
**302-398-0821**

[www.tonysparts.com](http://www.tonysparts.com)

**New Items from B E and A parts:****Superbird Front Turn Signal Lens**

Note from Mike Ross of B, E and A Parts. "The clear front marker light lenses will be available in the next 3 - 4 weeks. All the tooling is done and we will be running them in a week or so. The lenses are injection acrylic just like the originals and will support all the original numbers and Pentastar. Keep in mind guys, the market is extremely small for these lenses so the price will reflect it. The production run is for 200 pieces only and the price is \$295 for the set (only sold in pairs). Tooling cost alone is near \$30,000 and that's without production cost or licensing fees. These were probably a stretch and a high risk piece to produce so if you need them get them now.

**1970 Superbird Coronet Front Side Marker Lamps**

New Coronet / Superbird side marker lamps set. Includes pigtail and mounting studs, \$149 per pair. The injection molded (as original) lens kit and gaskets are available separately at \$79 per pair. These are available to ship now.

**1969 Charger Tail Lamp Trim**

These Charger tail lamp bezels are chrome and pot metal as the originals were. Available now. \$395 per pair.

**1969 Charger Upper Door Pads - \$325 /pair**

These are available in black, white, tan, with blue in the pipeline. Other colors possible. Includes the pot metal Charger medallions which are available separately at \$89 per pair. New construction with the metal backing stamped out on their own die. (Note: they look great but the close up photo, shows a slight difference in grain texture compared to OEM. I am not being critical here, as this is a much needed part. Still, you can reasonably expect to find some differences between "Factory Authorized Mopar Reproduction" and NOS parts.)

**For more info, and many other parts, contact Mike Ross at**  
**BE & A Parts, 699 W. Liberty St. Medina, OH 44256**  
**Phone: 330.725.3990**

[www.beaparts.com](http://www.beaparts.com)



Just a couple of neat snapshots from the old Shreveport Louisiana speedway. The half mile track which dated back to the turn of the century had just been paved for 1969. The Daytona pace car is a dark blue or black car and was provided by Hutton-Donaldson, a local (now defunct) Dodge dealer in Shreveport. The photo is dated October 1969. The Daytona is either XX29L9B386549, or XX29L9B379741. Does anyone out there own these cars?

The photo on the right is from the final dirt race in 1968 and shows the Charger of 13 time IMCA champion Ernie Derr, and the Holman-Moody Torino of Ron Hutcherson. Ron is the brother of the late Dick Hutcherson. Dick was a former driver and team manager for Holman-Moody. By the paint and lettering on Ron's car, it looks like it was kicked down to IMCA direct from David Pearson. Derr's Charger also has local sponsorship from Hutton-Donaldson Dodge. Nice photos!

**Aero Car DVDs**

**We recently restocked on these two Aero Car DVD's and are offering them as a special to members.**

**RARE SPORTS FILMS, INC.**  
**"The Hard Chargers"**  
 Hamilton, Petty & Yarborough  
 1970 Superbirds, Daytonas, & Cyclones!

**"The Hard Chargers"**  
 Wow! For fans of Grand National Stock Car Racing, 1970's style, THIS IS IT! Here's close to an hour of vintage 1970 footage on the racing lines of Pete Hamilton, Richard Petty and Cale Yarborough - the first DVD ever made featuring these popular "mock cars" of 1970: Plymouth Superbirds, Dodge Daytonas and Mercury Cyclones! This long lost documentary made for television 25 years ago, has now been restored back to its original new condition by Rare Sportsfilms, Inc.!

- The Petty Enterprises racing shop!
- Richard's handle Robert 400 crowd!
- Cale crashes his '72 Cyclone at Rockingham!
- Yarborough and Wood Brothers visit at Rockingham!

Racing Time: 52 Minutes

**RARE SPORTS FILMS, INC.**  
 1970 Plymouth Superbird, Petty Enterprises Superbird, 1970 Dodge Daytona Superbird, 1970 Mercury Cyclone Superbird

Photo: Courtesy, CD Racing Records, Rock Hill, SC

The first one is **"The Hard Chargers"** which was originally aired on TV in 1971. It's 53 minutes in length and is super high quality. The Daytona Superbird Auto Club sponsored restoration and issue of this film back in 2002. It centers around Richard Petty, Pete Hamilton and Cale Yarborough. It shows Aero cars at Talladega, Darlington and Rockingham. There is quite a bit of behind the scenes footage - Pete Hamilton in victory lane with Linda Vaughn, Cale filming TV commercials and contract negotiations, Pete's Superbird coming back to the Superbird on an open trailer for repairs. George Wallace of Chrysler Engineering who was involved in the race program says that this film really captures the flavor of what Grand National Racing was like in 1970.

**RARE SPORTS FILMS, INC.**  
**1969 and 1970 Grand National Highlights**  
 The great race drivers of yesterday now in action on DVD!

**1969 and 1970 Grand National Highlights**  
 It just got better - a new DVD showing these tremendously popular "mock cars" of 1969 and 1970 in the only and in cooperation with some of the greatest drivers of the 50's and 60's. This DVD will feature the season's best drivers in the Grand National Championship, as well as the top of the sport in the 1970's. This DVD will feature the season's best drivers in the Grand National Championship, as well as the top of the sport in the 1970's. This DVD will feature the season's best drivers in the Grand National Championship, as well as the top of the sport in the 1970's.

**RARE SPORTS FILMS, INC.**  
 1970 NASCAR Grand National Champion Bobby Baker

Photo: Courtesy, CD Racing Records, Rock Hill, SC

The second DVD is the **1969 and 1970 Grand National Highlights** films which has been around a while but is now two separate 1969 and 1970 films combined into one DVD. It is One hour and sixteen minutes in length. The 1969 races shown are Riverside, Daytona 500, Rockingham, Atlanta, Michigan, the July Firecracker 400 from Daytona and the season ending American 500 at Rockingham. The 1970 races are Riverside 500, Michigan, June Riverside race and Charlotte at the end of season. The DVD finishes with some new color silent footage of Ramo Stott winning the ARCA 300 at Daytona.

What's the difference between the two DVD's? I would say "The Hard Chargers" has more behind the scenes stuff with the personalities. The 1969-1970 Grand National Highlights is more actual racing footage of the cars. Both are very high quality and are good films.

Here's the deal. Order any one of these for \$29.95 including the shipping. Or order both for \$49.95 and again we will pay the shipping to you. Check in

the mail to the club address or send a Pay Pal payment to [paydsac@hotmail.com](mailto:paydsac@hotmail.com)

Last issue we featured Troy's striking T7 bronze 500 on the back cover. Here is the story of the car, affectionately named, "Dana".



"I've pretty much loved second generation Chargers since I was in my early teens. I finally got one at the ripe old age of 15, a 1968 318 Charger, and thought it was the greatest. Over the next decades, I'd come across and owned quite a variety of Chargers.

About ten years ago, I met a current friend of mine who owned a 4-speed 1970 Super Bee. I thought that thing was so cool. All of my previous performance Mopars had been automatics. I really wanted a 4-speed Charger R/T. I placed a wanted ad for a '68-'70 Charger R/T, but it had to be a 4-speed car. I eventually came across my '69 Charger 500, 440 with a 4speed. It wasn't anything like it was advertised, but nonetheless, I purchased the car. After a few hiccups here and there from a car that had hardly been driven in almost 20 years, I finally enjoyed a sweet running 4-speed 500...



In the spirit of many friends, we named her appropriately Dana, for an obvious reason... It fit. Dana has been part of my family's life from the 2nd date of my wife Kim and I, the "block rides" as my then 3 year old son called it then to the very first car my daughter Julie sat. I took her straight to Dana even before getting her in the house from the hospital.. :)

Because of her being a Charger 500, I've been exposed to various Aero Car-related activities and have enjoyed every one of them.

I also enjoy the surprised faces I see when I go to car shows and local street meets. Most people have never even seen a Charger 500, let alone see one "driven". I know she's a rare beast, but I'm not going to keep her cooped up in the garage. Needless to say, I've broken a

few rear u-joints from a couple of clutch-dumping episodes.. hahahaha.... They can always be fixed. The next chapter will hopefully be one with Dana next to her winged-Dodge brethren. We'll see if that happens..." Troy



**Editor's Note:** I've had one of those clumping rides in Troy's 500, and it's a very nice looking and performing car. Beautiful ride.

Speaking of nice cars, Troy is also getting ready to finish up a six year restoration on his 1968 Hemi Charger R/T. It is extremely striking in the original color of LL1 Turquoise metallic, vinyl top and white interior. This is an automatic car.

But it has been a long and winding road. After having the car five years, the original painter decided to rush the car to completion for Troy's return from military service in Iraq. The result was a sub-standard final paint job that resulted in Troy removing the car and being completely repainted starting over with another shop. Troy is very happy with the second job and we wish him well in the reassembly project.



Another crispy wing car has shown up online. It is Superbird RM23V0A171586. Originally a EV2 Tor-Red car, with a black bucket interior and a console. It has a 440 6-pack and is an original 4-speed car. At one point it was switched to an automatic. It was completely engulfed in fire. It is being auctioned by Insurance Auto Auctions of Detroit Michigan. It is scheduled to be sold in 4 to 5 weeks time.

### **Club Store Items**

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

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

**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

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

**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 Also lists resources for restoration parts. \$30 postage paid.

**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. This book is a supplement to the 1970 Belvedere owners manual. \$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.

**Ertl 1/18 scale Daytona-Superbird Auto Club commorative Diecast 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 Diecast Daytonas** \$12 each **Race versions:** #42 Marty Robbins, #30 Dave Marcis, #31 Jim Vandiver, #06 Neil Castles, **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 \$4 shipping first car, add \$1 per additional car after

### **More Ads:**

For Sale: Daytona & Superbird fiberglass parts, from nose to tail. Send \$2 and SASE w/ 68 cents postage for catalog. Ted or Carol Janak, 65611 Elmgrove, Spring, TX 77389 [www.wingedwarriorbodyparts.com](http://www.wingedwarriorbodyparts.com) 281-379-2828 09/08

Wanted: 1973 Road Runner, prefer low mileage original or restored car, 340 w/4-speed, numbers matching, silver metallic w/black interior. Please call Randy at 608-592-3399. 04/08

For Sale: Superbird and Daytona Z-brackets, very authentic looking, made of steel, \$600 pair. Superbird headlight buckets, steel repro, \$350 + 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

**Send your ads into the club address, or email to: [dsac@execpc.com](mailto:dsac@execpc.com) or email to: [dsac@execpc.com](mailto:dsac@execpc.com) Ads run for three months.**

Wanted: 1964 NASCAR rule book. Any condition OK as long as it is legible. Contact Ken at [p69@aerowarriors.com](mailto:p69@aerowarriors.com)

10/08

For Sale: Over 500 toy Superbirds & Daytonas. Most cars are from the 80's and 90's. I have 1/18, 1/43, 1/64. Also a lot of Richard Petty stuff. Can email pictures. Call Dave, 317-861-4261

04/08

For Sale: Volare/Aspen parts: hood, 2dr. right door assy, rear springs, drive shaft, rear lid spoiler, moldings, super coupe windshield aluminum straps, door hinges, etc. call with needs. Rene' Grode 920 733 0283

10/08

For Sale: Talladega, maroon, great condition. Delivery possible to Florida or Georgia. Keith Hogan, 352-267-7978 or email

[khproperties@aol.com](mailto:khproperties@aol.com)

04/08

Wanted: Plexiglass rear window for Daytona or 500. One set of head light doors for a Daytona. MUST be original & in decent condition.

Greg 586-726-9563. Email: [hpims@comcast.net](mailto:hpims@comcast.net)

11/07

For Sale: Talladega, Royal Maroon, excellent condition, numbers matching, \$28,000. Dan Baldwin, Mesa AZ, 480-273-1775

03/08

For Sale: 1969 Road Runner, 383, 4-speed, pewter bench seat interior with black and silver body. New sheet metal included.

Also: 1970 Plymouth Duster, 340, automatic, Vitamin-C survivor, 77k orig miles, 95% original paint, original interior, console, 3.55 sure grip. Beautiful car. Both of these cars: Vinny, 201-967-8852

04/08

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

For sale: Petty collectables; 71 Road Runner Petty lic. plate, 74 Charger Petty lic. plate, Original 1975 STP brass belt buckle, STP Charger LP record, pair of #43 Petty drink holders for pop cans, Petty "200 wins" sculpture, new in box from 1991. Call Greg 586-726-9563, eves. best 1973 Roadrunner, 340-V8, Lemon Twist w/black buckets, PS, PB, factory A/C, console auto, factory original throughout, no rust, consistent show winner, \$35,000. George Weisser, 309-266-9139 or [gfw@wilblue.net](mailto:gfw@wilblue.net)

06/08

For Sale: Superbird jack hold down plate reproduction available once again. Die stamped just like the originals. Free hold down wing nut if you mention the club ad, and Free Shipping. Scissor jacks (2) left 300.00 and folding jack handles also available. 1970 Road Runner ,GTX bumper jacks (2) left. Includes base, post, jack hook 2931103, and tire iron. Contact Mike, [gilead222@comcast.net](mailto:gilead222@comcast.net) or at 860 228-8662 or 860 424-6125.

For Sale: 1970 Plymouth Satellite Rear Quarter Panel, drivers side. Cut from donor car. Has been dipped and primed and in very good condition, \$4000 firm. Also, one pair of front frame rails cut from 1970 Plymouth B-body, \$200 pair. One LH side door jamb and rocker panel cut from salvage car, \$100. Call Randy, 608-592-3399.

01/08

For Sale: Mopar Muscle Car Dash Products! Tach Rebuild Kits \$75; Quartz Clock Rebuild Kits \$75; Voltage Limiters \$40; Ammeters: rebuilt-\$75, restored- \$99; Dash Bezels: Black \$455, Woodgrain \$670; Restored and Reproduction Tachometers & Tic Toc Tacs available. Check our website [www.rt-eng.com](http://www.rt-eng.com) or call us Real Time Engineering, 19352 Hilton Rd. Springdale, AR 72764 (479) 756-2757.

For Sale: Original Vaccum canister for Superbird or Daytona with mounting strap. \$175.00 Will not seperate. Original Vaccum canister for Superbird or Daytona without strap \$100.00 . Original Vaccum rubber hose and grommet for headlights for Dodge Daytona \$175.00 **Limited Edition** 1976 Chrysler Cordoba. Triple Black color with matching numbers . All power. Same owner 28 years- always garaged. Original paint still in excellent condition. Cloth interior excellent. Texas car. \$4500.00 Call Ed 972-255-8138

12/07

For Sale: New Superbird and Daytona Scissors Jacks. These quality built jacks are made from scratch, not modified aftermarket junk. Correct in every detail. \$750 shipped. Jack Handles, correct pivot piece, bends rivets, etc \$150 post paid. Buy both the jack and handle and save \$100. Replacement Jack Bearings \$20 shipped. Daytona jack hold down plates \$55 shipped. I can repair rusted/damaged original jacks, inquire. Email [petev8@webtv.net](mailto:petev8@webtv.net) for pictures. Call 860-350-6864 any time.

04/08

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)

12/07

Wanted: Cyclone Spoiler or Spoiler II. Prefer NASCAR nose, Brian in Dallas, 972-467-2487.

09/07

For Sale: Reproduction Ford Parts: 1966-71 Fairlane/Cyclone console shift boot C6OZ-7C309-A \$79.00, 1966-70 Throttle rod {390-428} \$99.00, 1966-71 Autolite Sta-ful battery Group 24 Wet \$149.95, 1966-71 Autolite Sta-ful Battery Group 27 Wet \$159.95, 1966-71 Autolite Sta-Ful Maintenance free Group 27 \$259.95, FE Dipstick C7OZ-6754-A \$19.95, 1968-70 Chrome Twist -on Oil Cap C8AZ-6766-B \$34.95, 1968-70 Carb spacer plate C8AZ-9A589-GR {390-428cj} \$85.00, 1968-70 PCV Tube C8OZ-6758-BR {428CJ} \$75.00, 1968-71 Ram Air Vacuum motor \$175.00, 1968-71 Torino/Cyclone Ram Air Seal DOGY-9B625-B \$250.00, 1968-69 Torino Tailight lenses {fastback} \$89.95/each, 1968-69 Torino Tailight Chrome bezels {fastback} \$180.00/pr, 1968-69 Torino Hood lip mldg \$150.00, 1968-69 Torino tailite seals C8OZ-13520-C \$150.00, 1968-69 Torino front license bracket \$89.00, 1968-69 Torino/Cyclone trunk drop downs {if you have rust in quarters you need these} \$249.99/pr, 1968-69 Torino Dashboard Heater/Fan call out strip w/air \$89.00, 1968-69 Torino Dashboard Heater/Fan call out strip w/o air \$89.00, 1970-71 Torino/Cyclone Trunk Drop downs \$249.99/pr, 1970-71 Ram Air Seal DOOZ-9B624-A \$169.50, 1970-71 Torino Tail lite seals DOOZ-13461/62-A \$99.00/pr, Torino Cobra Grille Ornament \$225.00 Please Contact Marty Burke, 7177 CR 1135, Leonard Tx 75452 {903}-568-4295 [mburke6662@aol.com](mailto:mburke6662@aol.com)

12/07

MOPAR AUTHENTICATION SERVICES authentication, certified appraisals, decoding, repro fender tags in metal, no color change fender tags allowed. Window stickers using correct font, choice of selling Dealer. CORRECT door decals, true to 1970 or the different 1971 up again using font correct to that plant. Exact reproductions of existing decals, or recreations. Vin verifications required. Some original (specific selling dealer) decals for trunk left. About 30 different assorted dealers. Inquire. Jack Sharkey. Past President, Chief Judge, Editor, Director of The National Hemi Owners Association. 305-322-9108 email [hemiincorporated@msn.com](mailto:hemiincorporated@msn.com)

# 2008 DSAC MEMBERSHIP FORM

**NAME** \_\_\_\_\_ **MEMBER #** \_\_\_\_\_  
 From the right side of your address label

**ADDRESS** \_\_\_\_\_

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

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

**2008 MEMBERSHIP DUES – U.S. \$20.00**  
**Canada / Overseas \$22.00**

(If you would like to renew for two years, you may do so.)

**Enclose check or money order in U.S. funds to:**  
**Daytona-Superbird Auto Club**  
**13717 W Green Meadow Dr**  
**New Berlin, WI 53151**  
**USA**

\_\_\_\_\_ **Check here if you would like an email copy of your newsletter. You will still receive your hard copy.**

**You can also renew with Pay Pal: Send to [paydsac@hotmail.com](mailto:paydsac@hotmail.com)**

For Sale: Daytona/Superbird Metal Reproduction Parts available: **New Part Available:** A-Pillar Mouldings/Wind Deflectors - stainless \$495/pair. Wing support braces and "washers" - \$495/set. Superbird turn signal frames - \$295/pair. Headlight buckets (.048 thickness for strength) - \$450/pair. Z-brackets (with proper strength rib) - \$695 pair for Superbird/\$745 pair for Daytona. Valence for Daytona - \$995. Latch tray for Daytona -\$395. Headlight door frames (aka pivot brackets) - \$425/pair including adjuster screws. Headlight assembly adjuster cams with bronze oil impregnated bushings (4 per car) - \$90.00/set. Vacuum motor mounting plates - \$45.00/pair. Headlight door stops - \$25.00/pair. Daytona Charger Parts List (clean copy) with diagrams - \$10.00/copy. Superbird/Daytona internal nosecone assembly documentation (36 pages packed with color photos and notes regarding assembly process) - \$400. All parts are cut using CNC equipment and formed with CNC equipment or custom tooling. Assembly services are also available for part or all of your nosecone components. Shipping/insurance is extra. Many parts are in stock complete or partially completed. Please call 612-382-4723 or email [erikjohnnelson@hotmail.com](mailto:erikjohnnelson@hotmail.com) if you have questions or if you would like additional information. 04/08

Services Offered: Custom fabrication and repair of Superbird nose cones and rear window plugs - complete or partial, I can repair yours or build you a new one. All steel. See photos of my work at [www.wingcarfab.com](http://www.wingcarfab.com) Jack McGaughey 2682 New Hope Rd. Dacula GA. 30019 770-963-2439H 770-277-8086 shop 08/04

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). Charger 500 stripe kits in red, 75 ea, Engine compartment items: black strap for rad support vacuum lines \$2, small rubber hood bumpers at cowl panel \$3 ea. Mopar engine belts: 440 alternator \$12, 426 alternator \$12, 440/426 power steering \$12. Mopar radiator hoses, 440/426 lower or upper (now available again) \$18, Prices include shipping. DSAC, 13717 W Green Meadow Dr. New Berlin, WI 53151 414-687-2489 eves or email to [dsac@execpc.com](mailto:dsac@execpc.com) 11/05

Services Offered: Appraisals, authentications, fender tags, window stickers, build sheets, insurance work, court duty, lawsuits. Expert qualifications. 25 years authenticating only Mopars. Jack Sharkey, Past President, Editor, Chief Judge of National Hemi Owners Association. Call Jack at at 305-322-9108 or email to: [PentastarAuthentication @ msn.com](mailto:PentastarAuthentication@msn.com) 01/08

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//06

Talladega Event VHS Tapes and DVDs Part I covers the cars at the reunion, and was shot at Tim & Pam Wellborn's home as well as the International Motorsports Hall of Fame at Talladega, and the Sunday parade lap. It covers both Ford and Mopars at the event and is 100 minutes of Aero Warrior excitement. Part II features the Saturday panel discussion at the International Motorsports Hall of Fame with the Chrysler and Ford engineers and NASCAR drivers in a roundtable story telling session. It's 114 minutes of history that will never be lost. You get both VHS tapes for \$20, or both DVDs for \$30, and the postage is included. Make your check to: Five Star Productions, 31230 Lahser Rd, Beverly Hills, MI 48025. Email questions to: [onebadsuperbird@aol.com](mailto:onebadsuperbird@aol.com) or call 248-646-6391.

Wanted: 69 Charger upper door panels in white. Must be mint or NOS originals. Also need inner lock door buttons in white. Email: [misterhemi@mts.net](mailto:misterhemi@mts.net) or phone 204-256-2351. 07/06

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

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SUPERBIRD -- A special version of Plymouth's popular Road Runner -- with emphasis on ultra-high speed aerodynamics -- will be sold by Chrysler-Plymouth dealers. The car -- the Road Runner Superbird -- will be available in time to qualify the car for stock car racing in sanctioned events in the 1970 season.

