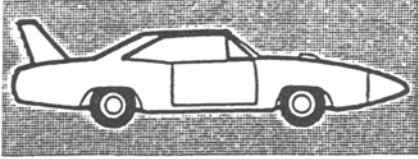


May- June 2007
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NASCAR Legend Cotton Owens Honored



On September 16, 2006, NASCAR legend Cotton Owens was honored by the racing community and his hometown of Spartanburg, South Carolina.

Fellow racers David Pearson and Bud Moore decided this was an event that needed to happen and got local businesses and volunteers behind it.

A car show was held outside the Spartanburg Memorial Auditorium. Quite a few vintage race cars of note showed up, most of them with a Spartanburg connection. Marty Robbins' Dodge Magnum was there, a car built by Cotton from Pete Hamilton's 1971 Road Runner. A replica of David Pearson's 1976 Daytona winner was there, and a replica of Jack Smith's 1960 Pontiac, built by Bud Moore Engineering. Pearson's 37 Ford Coupe was there, a car he currently races. Four Daytonas and Superbirds were there including the cars of members Brent and Sherri Evans, and Rich Bolzenius. Rich went so far as to have the "Cotton Owens for President" banner made up and had it signed by many of the drivers and personalities that attended.



Above: From left to right: Glen Wood, Marvin Panch, Ray Fox, Cotton Owens in his rocking chair.

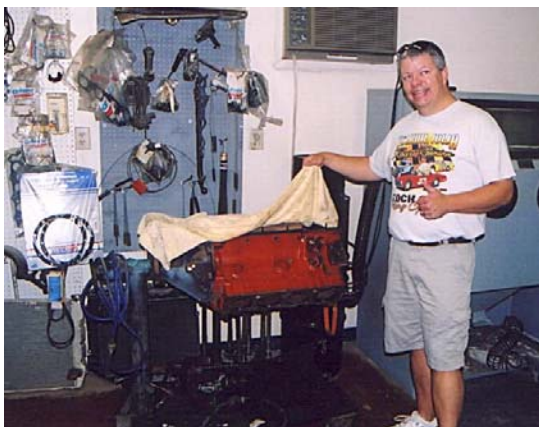


During the evening presentation, Cotton was presented with the "Order of the Palmetto" by South Carolina Governor Mark Sanford, shown at far left. This is the highest civilian award in the state of South Carolina. Cotton had no idea this was going to happen.

The list of drivers and racing associates of Cotton who attended and to gently roast Cotton reads like a who's who of NASCAR racing. In this photo from left to right: Marvin Panch, Dick Widenhouse, Glen Wood, Bud Moore, Cotton Owens, David Pearson, Rex White, Ned Jarrett, Junior Johnson and Junie Donleavy. Others drivers not shown here were Charlie Glotzbach, Tom Pistone and several of Cotton's crew members wearing their original crew jackets.



Earlier in the day we had a chance to take a tour of Cotton's garage and shop, which was a real treat. Cotton's current shop is just down the hill from the original 1960's race shop, and across the driveway from his neat and well kept white brick home. At far left is driver Charlie Glotzbach visiting with former Dodge executive Bob McDaniel. While we were standing outside, Charlie told me that the yellow steel deck trailer you see here has seen an awful lot of miles hauling race cars through the years. When Cotton retrieved the #6 Daytona from the Darlington Museum, this is the trailer it came home on, just like the old days. I have to say that at the Cotton's presentation Saturday night, Charlie got a great deal of applause from the audience and he certainly remains a fan favorite in Spartanburg.



In the machine shop are several dry sump Hemis in various stages of preparation. Brent Evans is giving this one the thumbs up. Charlie Glotzbach told a story that they would hook a Hemi up on the dyno about 7000 rpm and go off to lunch. If it was still running when they got back, they knew they had a good one.



At far right are a couple of Cotton's original gas and water cans posed next to Rich Bolzenius' Superbird.



At left is shooting the breeze with Cotton are former Dodge executives Frank Wylie and Bob McDaniel. Mr. Wylie was head of Dodge public relations and was the person who made the call to put Buddy Baker in the #88 car to set the 200 mph record at Talladega.

Below at left is the Chrysler 300 limo that delivered Cotton to the event.

Below: Cotton's vintage tool box if it could talk, has some good stories to tell.



Above: Birds of a feather flocked together.

2007 Milwaukee National Meet News August 23-26th**Ramo Stott Announced as Grand Marshall**

NASCAR and ARCA driver Ramo Stott has been announced as Grand Marshall for the Milwaukee Mike Stock Car Reunion. Ramo will be at the Mile during the weekend and will be reunited with his ARCA championship Superbird. Also, new Friday activities have been added for the National Meet in Milwaukee, namely the Ladies Shopping Outing and the Geneva Sunset Boat Cruise. See Friday's schedule below for details. In this issue, I have also included a registration form for the event. If you plan on attending, please send this form in so we can get tickets ordered ahead of time and more importantly get a relatively accurate head count.



We have a very healthy selection of stock cars coming to Milwaukee for the event. Tim Wellborn is planning on bringing the Bobby Isaac #71 Daytona from the museum at Talladega. Also, the Ramo Stott Superbird and Benny Parsons Talladega are confirmed. Milt Wood is bringing his '72 USAC Charger as well. We plan on running some race cars on the chassis dyno at Aloha Automotive on Friday, so you can experience what one of these cars sounds like running in anger. Rick Stanton from California is also chomping at the bit to run his 700HP Boss 429 Talladega and make some noise.

The main hotel is the Comfort Inn & Suites of Pewaukee Wisconsin. Our group rate is \$99 per night, King or Double with a three night stay. For less than a three night stay, the rate is \$99 King, \$119 Double. The rooms are larger than standard and are extremely nice with an in-room fridge and sofa. A deluxe hot continental breakfast with items from the adjoining Machine Shed restaurant is included. For reservations, call 888-506-2005 and mention you are in the Aero Warriors block.

We also have several King rooms in the Aero Warriors block next door at the Radisson luxury hotel, across the parking lot. These rooms are \$109 King. For reservations, call the Radisson on their local number which is 262-506-6300 and mention the Aero Warriors block. For any issues with rooms, call me, Doug Schellinger at 414-687-2489.

The event dates are August 23rd thru 26th. The event will be held in conjunction with the Governor's Cup 200 ARCA race weekend, and the Milwaukee Masterpiece Concours d'Elegance on Milwaukee's lakefront. Event schedule is:

Thursday 8/23 – Tour of Harley-Davidson engine manufacturing plant. More muscle and lunch at Colin's Classic Auto in Milwaukee. Colin Comer has a very nice collection of race and interesting muscle at his dealership. Later in the afternoon we will be part of a police escorted motorcade down Milwaukee's lakefront to Pandl's restaurant in Bayside. This is part of the press preview for the Masterpiece Concours. Pandl's will have their outdoor grill open for us.

Friday 8/24 – Tour and Reception at Aloha Automotive in Port Washington Wisconsin. See how they do it at one of the country's premier restoration facilities. For those who do not want to go to Aloha, there will be an optional Ladies Shopping and lunch outing in nearby Delafield Wisconsin. Mid afternoon, we will all meet back at the hotel for a short break and head to Lake Geneva, about 45 minutes away. Geneva is an old money resort town, and was once called the "Newport Rhode Island of the West". We will enjoy the Lake Mansion Tour of Geneva Lake in early evening. With the sun going down, you will find this most enjoyable. There will be time to look around, browse the shops, and eat. Stone Manor, at right the 18,000 square foot single family home built at a cost of one million dollars in 1900-1901.



Saturday 8/25 – Aero Car Concours at the Masterpiece Speed and Style Showcase - Club Day at Veterans Park on Milwaukee's Lakefront. This is a spectacular venue right on Lake Michigan. Late afternoon display on the track at the Milwaukee Mile after ARCA qualifying. There will be an opportunity for plenty of photos on-track, and the fans will be able to come down and see the cars. . Evening gathering and bench racing with Ramo Stott and others.

Sunday 8/26 – Display at the Milwaukee Mile, Parade lap prior to the ARCA Governor's Cup 200. Plans are for a pair of Race Aero Cars to actually pace the ARCA field prior to taking the green flag. This will be a televised race on Speed Channel. Just announced, NASCAR past champion Matt Kenseth will be in Milwaukee racing at the mile. Race time is noon on Sunday. Race tickets are \$24. Order after July 9th from the Milwaukee Mile box office at 414-453-8277. Mention Aero Warriors to get in our block of seats at the special price.

Check your mailing label this month. If you have a black dot on it, it means we have not received your 2007 member dues. Club dues run on a calendar year basis from January to December each year. You can tell if you need to renew your membership by looking at your mailing label on the back of this issue. If at the top, it says "06", you are due for renewal. If it says "07", you have already paid for the upcoming year. The membership renewal form is on the inside of the back cover. Thanks for your support.

More Events

July 6-8th – Carlisle PA: Carlisle All Chrysler Nationals. This year featuring wing cars and convertibles. Info at www.carlisleevents.com

July 29-30th – Cincinnati OH: Fairlane Club of America national meet. FCA welcomes all Torinos and Montegos.

www.fairlaneclubofamerica.com

August 9-12th – Columbus OH: Mopar Nationals – info: www.moparnats.org

September 7-9th – St Louis MO: Monster Mopar Weekend at Gateway Raceway

Dodge Charger Registry Meets – Charger meets are bring held all over the country and are free to attend. www.dodgechargerregistry.com

July 28-29 Gettysburg PA

July 21-22 Nebraska City NE

August 25-26 Eureka CA

October 5-6 Smokey Mountain Cruise

News Flash – Fire at Cotton Owens Garage

As pleased as I was to tell you about the Cotton Owen's event on the front page, I was alarmed to hear there was a fire at his place on June 14th. Fortunately nobody was hurt, and none of his cars were lost. It appears that contrary to some published news reports, Cotton's losses were pretty minimal.

Employees of a neighboring business poured gasoline on some bee hives to get of some bees, and accidentally lit them on fire. This was a building that Cotton has sold off and currently had nothing in, but was right next to his shops, just a few feet away.

Cotton's two buildings had some heat damage. Things got very warm inside, but fortunately the main shop is OK, and his engine assembly room with the race Hemi is in good shape. We're glad to hear that history did not go in flames.



More on the Crash Test Hemi

In our last issue we ran some photos of two Hemi engines that power a crash test facility. There wasn't a lot of info we had on it at the time, but since then, more information and photos have flowed in. The facility is called Calspan, near Buffalo New York, and it is still in operation. The Hemi were originally installed in the early 1970's and are used to pull test vehicles into barriers. As you will soon read, the facility originally used a single Hemi Road Runner for this purpose.

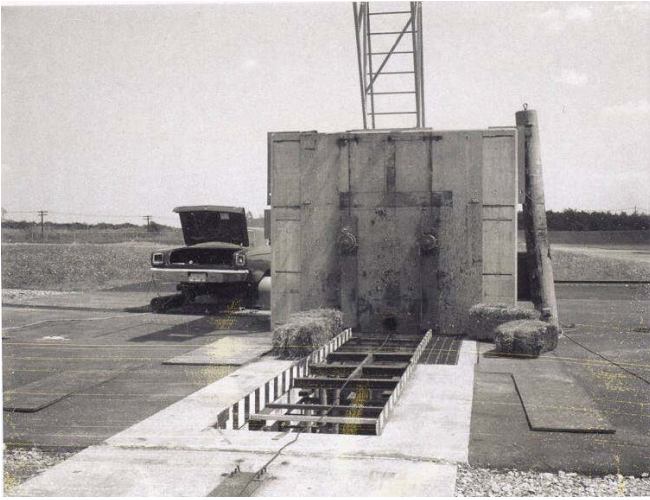
Our story begins on the moparts.com discussion board, where member HemiHeadNC gives his account of the story. Keep in mind, when he wrote this, he had not seen the photos you see here. His story matches the photos, and is very interesting.

"In the 1960's there was a firm called Cornell Labs on Genesee Street across from the Buffalo New York airport. They did crash testing and other automotive destructive testing; road barricades, light poles, vehicle to vehicle, etc. One of my 1966 Hemi Chargers was purchased by an engineer who worked at that facility, from the Dodge dealership that I worked at from late 1965 to 1971. Actually several of the engineers purchased new and used cars from us.

"In the spring of 1969 we picked up a 1969 Hemi Road Runner Coupe at their facility to do some tune-up and performance work on it to make it faster. They were using it as a tow vehicle to sling shot cars in to barriers and poles to study crash testing results. I remember that we ran the valves, re-curved the distributor and installed a set of Hooker headers. No pipes or mufflers, just the open headers. We made several high speed passes up and down US 20 to make sure it ran OK. Boy howdy, it run good!!! The restaurant near the dealership called to complain about the plates rattling on the shelves when we did our fly-bys!!

"When we were done having our fun, the dealership owner said lets go. I followed him in his '63 Imperial back to Buffalo, listening to the open pipes of a Hemi blast all the way. WOWSER!! We just dropped the car off and left. I thought the end of ever seeing this car again.

"Later that year, the boss had me take some tools and go to the labs to do some repair work on the brake system. Hot dog! Maybe I get to have some FUN. Imagine my surprise when they escort me out back to the Road Runner, and see a concrete slab about 3' tall with the cars body welded to I-beams. It had a HUGE truck rear end installed with a MONSTER drum and cable assembly attached. No interior except a ton of electronics, no front wheels; just a red Road Runner body and Hemi now used to cable tow vehicles into objects. When I asked why, the engineer said they could control the rate of speed better, rather than tow vehicles at ground speed. I was there to bleed the brakes from the Road Runner master cylinder to the hook up they used to slow down the Monster drum assembly; so it didnt wrap up the cable in knots as it spooled down after a crash test.

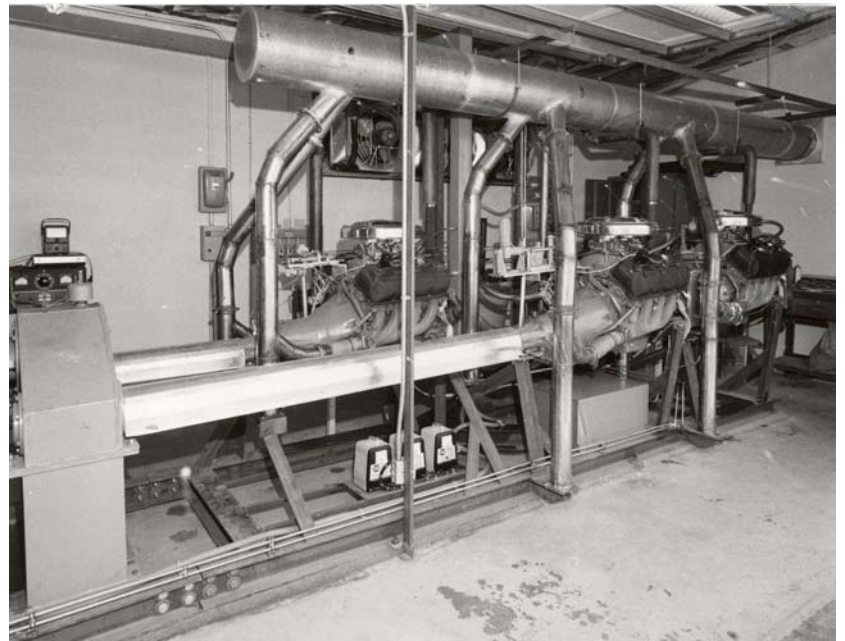


“The Road Runner (shown at left) was totally controlled by remote control from a block house a little down range where that actual crash took place and was filmed for further review. Start-up, warm-up, trans engagement, cable pull and shut down was done by electronics, servos, and solenoids. The actual speed of the towed victim was kept constant by a type of rev-limiter on the Hemi that would let the engine rev to a pre-determined rpm for the target cable speed, then cut off and allow the engine speed to drop to the target lower rpm and the re-accelerate to the peak rpm over and over. Sort of like rrRRR...rrRRR...rrRRR...rrRRR...rrRRR. It sounded like it would be hard on the Hemi, but they got the cable speed and ground speed they were looking for.

“After fixing the brake deal, I got to watch a crash test into a light pole for Interstate use done for New Jersey DOT. They used a Ford Falcon (62-63) into a light pole to test the break away strength of the pole. That was the last I ever saw the Road Runner and I understand they went to multiple Hemis mounted in a block house. However I never did see that in person. It was GREAT to work in a dealership back in the day!”



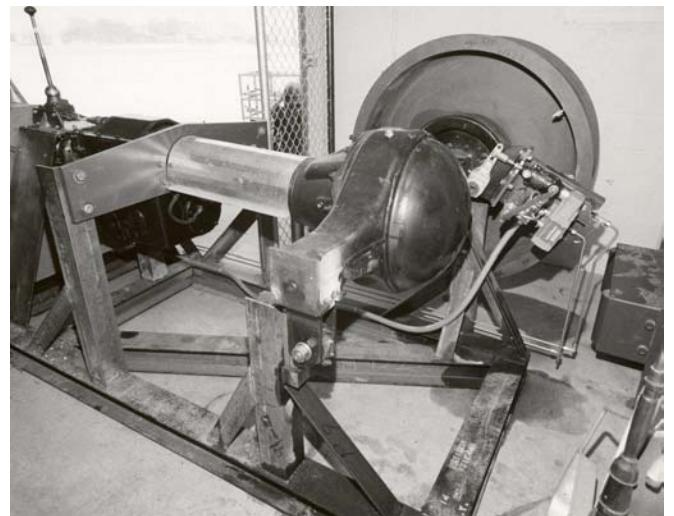
So that's part one of the story. Well the engineers obviously felt that if one Hemi was good, more Hemis would have to be better! And that is how the current test rig came to be built with THREE Hemi engines, which replaced the Road Runner. By the way, the fate or whereabouts of the Hemi Road Runner are not known. Today, two of the three Hemis remain in use. The photos here showed up on my doorstep in an anonymous fashion. I think they are pretty darn interesting. Thanks to whomever sent them!

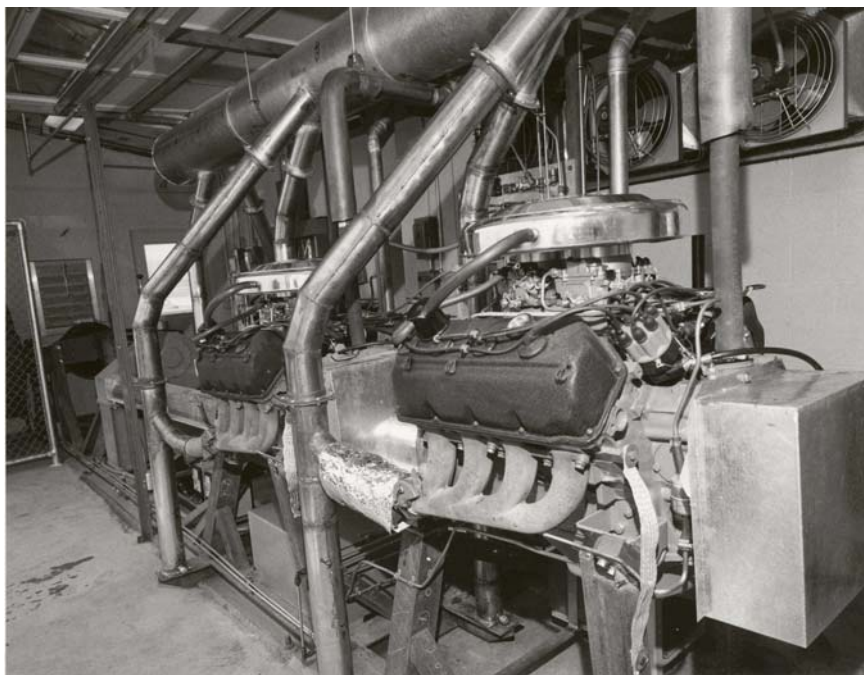


At above right is an early photo of the three Hemi rig.



The Hemis are contained in a garage sized block house, and operated from a remote console, both shown at left. The view of the engines you see above is with the side garage door open. The two engines on the right bank share a common drive shaft. The left engine has its own shaft. Both drive shafts input into a power combiner gear box which you see at the extreme left of the above photo. Next, the power flows through a large semi truck transmission, and lastly to a huge truck rear axle assembly which contains the cable spool.





Here's a nice close up shot of the right bank engines showing the exhaust systems. This thing must really sound great when it's cranked up. In the upper right corner of the photo, you can see the three radiators and fans, which are exhausting out the side wall of the building.



The photo at right is one that we ran last month and is a modern photo. You can clearly see the open bay in front of the right engine where the third engine used to be. The third set of exhaust pipes sit empty. Great story and thanks again for the pics.



Pete Hamilton Superbird?

Milt Wood wrote in asking if we knew anything about an Alpine White Superbird, allegedly given to Pete Hamilton for winning the 1970 Daytona 500. Does anyone remember the car?

If you know something about it, contact us at the club, or email Milt Wood at rare70supb@aol.com

Cotton Owens Hauler

While we are celebrating Cotton Owens this month, I came across this photo of Cotton and David Pearson with their 1964 Dodge on the car hauler. I happen to like hauler photos almost as much as the cars on track. Great Photo!





Last October, we held our first **Fall Color Tour** here in Wisconsin. With weather the weekend before the upper 70's, it got cold and real windy fast. But it didn't stop us from a good time.

We ran the five wing cars on a 50 mile route each way from Milwaukee through the Kettle Moraine State Forest, up to Elkhart Lake Wisconsin, where we stopped for lunch.

After lunch, we took some photos over at the old train depot across from the restaurant. From left are Chuck Porter, Randy Knipfer who drove over 100 miles to make the event, Brian Horst, and Mike Borkowski. We hope to repeat this event this year, hopefully with warmer weather.



Member **Jim Wurster** attended the Winged Warriors meet in North Carolina a couple weeks ago. Jim's wife Kathy forwarded this picture taken at the Petty Museum in Randleman. Richard Petty is about to autograph Jim's car. The smile on Jim's face is priceless and he is beaming from ear to ear.

Jim told me he and Kathy drove the Bird to the meet, a 2300 mile round trip from Milwaukee. The only troubles were a fuel pump which had to acted up just as they were leaving home, and a vinyl top that started coming loose. The fuel pump delayed them a day, and the top was cured with some 200 mph racers tape. They averaged 14 mpg and spent about \$500 on fuel.

Jim says another highlight of the trip was the NASCAR shop tours. When they stopped at Hendrick Motorsports with the Superbirds, fellow

Superbird owner Kurt Romberg came out to meet them. Kurt happens to be Chief Aerodynamicist for Hendrick Motorsports. His father, Gary, did much of the aerodynamic work on the wing cars. Sometimes you just get lucky.



John Bach sent the two photos above. John is a former Holman-Moody employee from the glory years.

John commented on the Pearson photo at left: "This is a period photo of David Pearson and his Talladega, '69-'70 time frame. I think that's Dick Hutcherson (crew chief and former driver) sitting on the fender. No one else would have the nerve to sit on a Holman-Moody race car like that." The right hand photo was taken June 2nd at the Wine Country Classic at Infineon Raceway in Sonoma California. At far left is Doug Schultz who owns the #17 Pearson Talladega behind the guys. Center is author and enthusiast John Craft. At far right is John Bach. John is the artist who drew the now famous cutaway drawing of the Pearson Talladega. The guys are all holding John's drawing.





Rick Stanton from Fullerton California has been working on this Talladega for several years now. Rick has taken on the project of building a street legal NASCAR clone. Actually, it's a real Talladega that is crossing the line from street car to race car. If you were at Talladega in 2004, Rick's car was the car in primer. Rick has converted the car over to Boss 429 power. Now, this is not an easy thing to do, as the stock shock towers will not allow the width of the engine. After hearing the engine in 2004, let me tell you, it sounds fantastic. It's also been



converted to a 4-speed which is not available on a production Talladega. It has rear disk brakes and an axle oil cooler driven off the rear drive shaft. The headers and stainless exhaust system, as you can see are a work of art in themselves. Rick tells us that the car is street legal as it is now except for the Nascar tires.

It has brake lights, turn signals, head lights, mufflers, current license tags and Insurance. He has another set of Nascar wheels that I'm going to put DOT tires on for street cruising. Rick drove it to the Fabulous Fords forever car show at Knotts Berry Farm this past April and back home again idling for a 1/2 hour in line just to get into the show with no problems.

Rick dynoed the engine back in January and it made 742 HP @ 5800 rpm and 752 lb.ft. of torque @4600 rpm with a total of 26 degrees of timing. The Boss made 705 lb. ft. of torque @3000 rpm at the beginning of the pull. Rick is planning on attending on attending the meet in Milwaukee and doing a demo run for us on Aloha Automotive's chassis dyno.

This is an original Royal Maroon paint car. So when it came time to paint the car, the choice of making a tribute car for the late Benny Parsons was an easy choice. I have to say that it looks great. We're looking forward to seeing this car in Milwaukee.



- 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. Email petev8@webtv.net for pictures. Call 860-350-6864 any time. 07/07
- 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 12/07
- Wanted: Cyclone Spoiler or Spoiler II. Prefer NASCAR nose, Brian in Dallas, 972-467-2487. 09/07
- For Sale: 1993 Dodge D250 2WD Cummins Diesel, Automatic, Air, PW, PL, Cruise AM/FM-CD Gooseneck & Reese Hitch Silver with Blue Indy Stripes Gets 21 MPG. \$5200.00 Also, 1978 Lil Red Express, red interior- bench seat, AC, most of the body work is complete, needs finished. \$4200.00 618-898-1179 or 618-599-1388 07/07
- For Sale: 440 automatic distributor, 2875758, correct for Charger 500 or Daytona. \$100, John 219/785-4730. 04/07
- For Sale: 1986 Shelby GLHS (Omni) clone, 2.2L Turbo, 5-spd, black, all done \$9500 obo. 1987 Shelby Charger GLHS, rod knock, make offer, 1978 Richard Petty Street Kit Car, needs resto, Call Joe, 219/864-1988 h, or 708-288-9066 cell. 06/07
- For Sale: Superbird . Original low-mile V-code. NOM but correct `70 six pack motor / carbs. B5 blue, w/black bucket interior, console. 53k documented miles. 1 of 408 six bbl autos. All orig. sheet metal. Mint floors, \$7k in all new or re-built mechanicals since `99. Brakes, suspension, front end, fuel system, stainless exhaust. Trans and diff rebuilt. Exc. interior. Fender tag, no build sheet, includes both jacks. 100 % complete car. One re-paint in 1981. Mechanicals #2 condition, body solid #3. Documented history back to 1979. Many pictures available via e-mail. Reasonably priced. Good investment. Price - \$ 119,900 Call (204) 837-3497 St. Andrews, Manitoba Canada. Kano@mts.net 01/07
- 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 Taillight lenses {fastback} \$89.95/each, 1968-69 Torino Taillight Chrome bezels {fastback} \$180.00/pr, 1968-69 Torino Hood lip mldg \$150.00, 1968-69 Torino taillite 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 12/07
- Wanted: Superbird build sheet, RM23V0A178068. Sold new at Nevada Chrysler Plymouth, Reno. Car is Limelight and was reportedly raced in the Reno area when it was new. If you have any information, contact Don Bish at 260-761-3916 or email to: dbbish@ligtel.com 04/07
- Wanted: Daytona or Superbird, older restoration or semi-finished project car preferred ; will trade my restored 69" Talladega plus cash. Ron Penska, 267-975-6124 or email : hystick93@aol.com.
- For Sale: 68-69 bucket seats \$375-\$450/2, 1969 6-way seat track \$575, 1969 3-spoke steering wheel w/tri star horn pad, exclt, green \$695, 68-70 AM/8-track radio \$345, 68-70 3-speaker cores, grilles, wiring \$275, Superbird stainless a-pillar moldings \$850/2, Superbird rear window diamond plates \$850/2, 1970 Charger grille \$1195, 1970 B-Body bucket seats \$450/2, 1970 transmission lockout linkage \$295, 66-70 440 motors \$225-\$1195, NOS 68-70 Charger locking gas cap \$170, Coronet hood scoops \$325/2, 70-71 big block HP exhaust manifolds \$395/2, big block aluminum bell housing, original \$345, big block PS pump, \$95, Original Hemi Stuff: 66-69 oil pan \$1195, intakes \$795-\$1195, rocker arm/shaft assys \$1295/2, exhaust manifolds \$1695/2, 70-71 valve covers \$995, 70-72 Hemi Air Grabber air cleaner baseplate, original, \$995, 1969 front carb \$1595, NOS #4746 70/71 rear carb \$2795, www.tonysparts.com 302-398-0821 2/07
- Wanted: 1969 Ford Talladega and 1969 Mercury Spoiler 428. Any condition considered depending on price. Dick 615-849-3836 or rflener@comcast.net 04/07
- Wanted: NOS or high quality excellent used (mint) console for '69 Charger w/automatic in green color. Joe. 402-740-4813 cell, leave message if I don't answer. Call any time day or night. 10/06
- For Sale: New Product! 67-70 B-Body console body. INJECTION MOLDED AS ORIGINAL. Fit and look are perfect. Has all factory mounts, holes and locating tabs. Install your trim and install in your car. \$175. Available through Tony's Parts. 302-398-0821 www.tonysparts.com Tony's Parts , 96 Redbird, Harrington, DE 19952 02/07
- For sale: Complete Ted Janak Daytona fiberglass kit. Includes rear window plug, nose, wing and braces etc. Asking \$5000. Jim, (856) 816-5414 email: Splinterdad@yahoo.com. 11/05
- 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 erik.nelson@xerox.com if you have questions or if you would like additional information. 12/07

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 281-379-2828 09/04

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. 04/06

For Sale: Original NOS 1969 Dodge Scat Pack white glass coffee cup, \$75. Richard Petty / Daytona Speedway rare cotton racing jacket \$275. 1970's Harley Davidson lined "#1" logo racing jacket. White with red/white/blue trim, \$275. Call Greg @ 586-726-9563 or email to: Hpims@comcast.net 04/06

Superbird/Daytona headlight vacuum cans exact reproduction, Air Grabber vacuum cans, Fiberglass nose cone, headlight doors (Daytona/Superbird), and fender scoops (Daytona). Reference 71 Daytona/MCG Nov.2002 and soon Mopar Action. Call Mike Goyette at 508-977-0680 or email to G-series@comcast.net Check out our new website @www.Daytona.com 04/05

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 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 11/05

For Sale: Superbird headlight buckets, steel repro, \$325 + ship. Ron Knifley, 250 Parkwood Dr, Campbellsville, KY 42718. 270/465-2465.

Hemi Authentication Service: We have over 5000 Hemi VINs in our database. Call with your VIN. We provide free past ownership history, tracking all years, all models. I can travel and authenticate cars, provide appraisals, and certify. Call Jack at 305-251-2591 (in Florida), or www.jacksharkey2000@yahoo.com 05/05:

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 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 or phone 204-256-2351. 07/06

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: Correct Talladega/Spoiler radiator shroud, \$110 quantities limited, Talladega and Spoiler II grille/headlight seals. Correct wide rubber seal as original – custom made to our specification. \$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.

DSAC Club Discussion Board

Just a quick note that the web address has changed for the DSAC Club Message Board. The new address is www.mopowerstyle.net The board is the same, but I'm told that Daimler Chrysler objected to use of the name Mopar. So there you have it. Check in and chime in on the message board. Stop by and say hello.

2007 DSAC MEMBERSHIP FORM

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

ADDRESS _____

CITY _____ **STATE** _____ **ZIP** _____

Email address: _____ **Phone** _____

2007 MEMBERSHIP DUES – U.S. \$20.00
Canada / Overseas \$22.00

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

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



2007 National Meet Registration Form:

Name _____

Address _____

City _____

Thursday - August 23rd
Harley Davidson Tour Cost Free

adults _____ # children _____

Friday – August 24th
Lake Geneva Sunset Boat Cruise
_____ \$18 adult, _____ \$13 youth age 13-17, _____ \$9 child

Saturday – August 25th
Masterpiece Speed & Style Showcase Club Day _____ \$10 per car

Sunday – August 26th
ARCA/ReMax 200 Race Tickets – Order direct from Milwaukee Mile Box Office. \$24 each. Call 414-453-8277.
You do not need a race ticket to do the parade lap. Only if you are staying for the race at noon.

Send your registration with a check to:
Daytona-Superbird Auto Club
13717 W Green Meadow Dr.
New Berlin, WI 53151.

Total Amount Enclosed _____

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

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