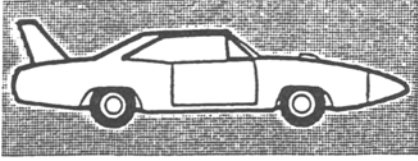


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Aero Cars on the Hot Rod Power Tour 2007

JoAnne Nabor from the Chicago area has just completed her third Hot Rod Power Tour. The seven day nationwide tour stretched across the Midwest this year and was a true test of endurance for cars and drivers. JoAnne kept a web log on the DSAC message board and kept us informed of her progress on the tour. She logged 3225 miles on the trip.

Last winter, after several years of use, JoAnne's A4 silver Daytona underwent a much needed overhaul at the hands of fellow Daytona owner Denis Fortin in Quebec Canada. JoAnne flew to Quebec and drove it back to the start of the Power Tour in Cleveland Ohio.

Day One: In Cleveland, she met up with Doug and Carol Croxford who also long hauled the Power Tour in their B5 Superbird. Off they went on to the first leg to Kalamazoo

Michigan. Our crew encountered four batches of rain, each one worse than the next finally arriving to more rain in K-Zoo.

Day two ran from Kalamazoo to Racine Wisconsin, just around Lake Michigan. It was cool and cloudy which makes for great travelling in a warm wing car. Arriving at Racine though, it was back to wet, wet and more wet. JoAnne reported, "I actually had to debate with some guy that I wasn't driving a Superbird. I even pointed out the quarter panel signage. He told me I was mistaken! I was driving a "Daytona Superbird". It took two of his buddies to convince him I was right! Frightening to think he may have kids some day. Despite the crappy weather, we're having a good time."

Day Three - Racine to Springfield Illinois. A long ride but not unpleasant ride across the land of flat. JoAnnes report: "Cool and mostly dry. I ran into a few sprinkles but it was refreshing. The coolest thing today was driving through the small farm towns and having folks set out on lawn chairs on the side of the road waving. One kid had a "Stop Here for A Photo" sign. Once I made it to the venue, it was stop and stop some more traffic. One lane in and 3000 cars makes it rough. During one bout of frustration, I had to pick up the phone and vent a bit. It was at this time that Rob Wolf of Mopar Collectors Guide happened by to snap a photo. Sure, when my car is detailed to the nines no one sees it. Three days of rain and it's a photo moment! At least it's gray. Didn't get in and settled until 4pm or so. Just when you're clocked in and ready to enjoy the day, it's time for everyone to pack up and go to the next site. Great BBQ pork sandwiches served for the tour folks. Someone on tour has a yellow Superbird but I have yet to find them."

Day Four is from Springfield to Evansville Indiana. "Our lunch stop Wednesday was at Mid America Motorworks. They're a supplier of 'Vette and VW stuff. They provided sandwiches, beverages and a photo op at an antique gas station if you'd like. Very enjoyable and their property is HUGE. They fit most of us on their lawn and parking area with ease and a smile. Though I only stayed a short time, it seems like if you don't barrel to the next stop, you won't get to enjoy the venue at all. I think the Power Tour folks have lost track of the delay you encounter when there's a few thousand of you versus a couple hundred. I now think they're time tables are a tad flawed and it's becoming annoying. The bloom is coming off the Power Tour rose and I'm starting to hate waiting in line. Then again, I've been without A/C a few days longer than others on tour and it could be the heat is getting to me. I'm also starting to forget what day it is and where I'm at. In Evansville, met up with wing owners Brent and Sherri Evans, at a Mopar cruise in at the Evansville dealership. It was vintage Mopars only in the lot and way cool. Yellow Superbird owners Ron and B5 bird owner Danny Byrd were there too. Had fun catching up with everyone and coordinating our summer winged activities. Good news is that the Daytona is still running well and for the most part cool. From Springfield to Evansville, until I was in the line for the venue, I think I was running around 175 degrees. A miracle compared to summer drives of the past.

Day Five – Evansville to Memphis TN. JoAnne reports: “What can I say about Memphis other than it was SO freaking hot that I left after about an hour and a half. DSAC member Joe Ward arrived in his super fine AMX and his Vette buds let me regroup a bit under their tent. I don't know many 'vette folks. They are a different breed. The "bad" thing about arriving early at the Memphis stop was that I was placed with the daily parkers instead of the Long Haul parking. But then again, since I blew that pop stand in two shakes, I have no complaints. When I decided it was time to go, I couldn't get my car started. Well, I was parked on an incline and am still getting used to the switch from manual choke to electric. Yup, flooded it. This kind of manuver makes me feel so girly. I hate that. Cruised out and took the time to take the photo in front of their signage. Meant to do that at every stop but doh! After awhile the venues start to look the same. Reviewing the photos, I have no clue when one stop ends and another begins - unless it's the rain vs. no rain shots. In order to keep costs down, I stayed at Harrah's hotels wherever I could. This meant a trip to Tunica! Though it wasn't a really long ride, I was crisp by the time I got to my hotel. A couple was exiting the hotel when I was pulling up. “I'll give you \$100,000 right now for that car.”, said a gal. “Then I'd be giving you one heck of a deal.” She was giving me the “What you talkin' bout Willis” look, when her companion said, “Honey, she ain't kidding you. Do you know what that is?.” At least he didn't call it a Superbee! I had reserved a room at Bally's for the Croxfords, and though it looked to be “across the street” you needed a car to get there. I had a nice bath, dinner and met up with my winged companions who clued me in on all I missed.

Day Six – Memphis to Little Rock AR. “Friday and it was on to Little Rock after a quick stop for breakfast. Nothing like getting a good night's sleep followed by a decent meal. An early morning wake up call from Joe Ward informed me that weather was not looking good and he and the 'vette crowd were heading west. Though we saw clouds, we only encountered a light sprinkle once or twice. I would have enjoyed a nice spray to get the bugs off and cool the temps a bit. The Little Rock Fairgrounds are your typical fairground area. The line to get in was long and slow. We were able to cut our wait time in half (or more) by just going down the block! Once inside we were parked in an off area. Some times it's hard to be a Mopar in a GM party. Later, we moved closer to the festivities and hung out with Danny Byrd and Herb McCandless. An enjoyable chat with fellow Mopar enthusiasts. A great way to end the tour. Finally met with with Ken Presley and his wing car posse from Conway Arkansas - a wonderful bunch. Rumor had it that I had not made it to the end. We had to pose for photos for proof. Blue Oyster Cult (more cowbell) provided the entertainment to close Friday night.”



More Happy Faces on the Power Tour: DSAC members Ken Presley (left) in his Alpine White Bird. On the right side is Brent Evans in the Daytona with Doug Croxford riding shotgun.

“So what's in the future? I really was considering this as my swan song Power Tour, but when they announced a stop in Lincoln, NE and the final stop in Madison, WI – I have to go just once more. As I've always said, what's the difference between a car with 110K miles or 130K miles? Might as well go for it! I'd really like to see if we could get a DSAC gathering of sorts in Little Rock next year. Even somewhere close to allow those of you a bit further south to have even a mini meet closer to home. Finally, thanks to my fellow DSAC member and Moparstylers for allowing me to share my vacation. We'll see you on the road!”
JoAnne Nabor.

G.C. Spencer Passes

NASCAR pioneer G.C. Spencer won so many short track races in the 1940s and '50s he literally caused some Midwest racetracks to close down because fellow competitors would stop showing up. But the Jonesborough resident fell short of reaching victory lane in his 20-year NASCAR career, which included 415 starts in what is now known as the Nextel Cup. Spencer, 82, died the morning of September 20th at the NHC Healthcare Center in Johnson City Tennessee following a long battle with emphysema. He'd lived in Jonesborough since 1962 when he married his wife, Faye, a Johnson City native.

Spencer competed in NASCAR's top division from 1958-77.

Throughout that time he never acquired the coveted "factory deal"

with a manufacturer, which was a necessity for any consistent winner in NASCAR. In 1965, he placed fourth in the championship point standings and finished second in three races — each time behind eventual champion Ned Jarrett. "Spencer had seven second-place Cup finishes in his career but never won a race. Spencer hung up his helmet in 1977 at the age of 51 and continued fielding cars as an owner until 1983. In 1983 Larry McClure purchased Spencer's equipment and formed the Abingdon, Va.-based Morgan-McClure Motorsports. Spencer hired on as Morgan-McClure's team manager for three seasons before retiring from racing.

After racing he and Faye operated an antique business. "I saw G.C. a couple of weeks ago, and he certainly still had his wit and was as active as he could be," McClure said Thursday. "He was a tough customer — a tough guy that the racing community is going to miss. I know I'm going to miss him sorely. He's the reason I'm in racing and have been in racing the last 25 years. He was a good guy and a good friend." Our thanks to member Greg Kwiatkowski for reporting this news.



People and Places



Club Member Bump Fleck of Findlay Ohio lost his wife Betty to cancer this past spring. Betty was as nice a lady as you'd ever want to meet, and accompanied Bump to many an event in their B5 blue Superbird through the years. In fact, they had driven in the Bird literally everywhere: Florida, the Carolinas, Michigan and Talladega.

One of the highlights of Betty's life came shortly before she passed away. Bump's Bird was featured in the March 2007 issue of Hemmings Muscle Machines. One of the sidebar photos included Betty front and center with Bump standing in the background. Betty was so pleased, and joked to her friends she was "a magazine centerfold". We will certainly miss seeing Betty at the events, and our condolences go out to Bump as well.

Gregg Montgomery of Ohio owns one of the nicest Ford Talladegas on the planet. This past June, Gregg was invited to display at the Eyes on Design Concours event in the Detroit area. Eyes on Design is held at the Edsel and Eleanor Ford mansion on Grosse Pointe Shores, and is one of the premier events in the country. This year, the event featured a group of Ford and Chrysler Aero Cars, and Gregg was kind enough to share these photos with us. It looks like everyone had a good time.



Butch Hartman passed away from a heart attack in December of 1994. Unfortunately, so did a part of stock car history. Hartman was a straight talking, hard driving racecar driver from Zanesville, Ohio who began warming up cars at the age of seven at his father's garage. His father's automobile business sparked Butch's interest in cars. On his ninth birthday, Butch and his younger brother Terry were given an old car to drive in the field adjoining his parent's property. The only condition his Dad gave him was that he kept it running himself. After a four-year stint in the Marines, Butch decided to go stock car racing. In 1966 Butch entered his 1965 Dodge Coronet in USAC Stock Car division. After winning the "rookie of the year award" in 1966 he followed up in 1967 with "Most Improved Driver" and in 1968 "Most Outstanding Driver."

One of Butch's early supporters and mentors was Paul Goldsmith. Goldsmith a former Indy 500 participant and winning USAC and NASCAR stock car driver was a family friend. The West Virginia native offered Butch advice and encouragement. One piece of advice most likely saved his life. Early in Butch's career, at Goldsmith's insistence, a cross member was left in the car when others were removing them to reduce weight. Later In a race at Indianapolis Raceway Park, Butch hit a tree with the car at approximately 120-mph, the cross member proved to be the item that saved him. "It's easier to go all out and carry a little more weight when you know the car is safe," Butch said later.



During this time it was Butch's father –Dick who was there to direct the young driver. Whether it was pit strategy or jumping up and down on the hood of a stock car to straighten it out, Dick was always there to make sure things were done right. Dick owned the business that was most seen on the side of the famous number 75 yellow and black Dodge. Hartman White and Autocar Truck Sales and Service in Zanesville was the base for their racing operation. It was common to see the Hartman crew burning the midnight oil getting their cars race ready. Dick's expertise with things

mechanical began in 1935 in the repair and service end of the auto industry. After a stint in the U.S. Army serving under General Patton, Dick returned to the Zanesville, Ohio area and started his own business. He started running sprint cars in 1949, by 1951 Dick was running two cars and in a two year period won 126 races. The Hartman's ran a professional and competitive independent team, even competing next to the heavily funded factory backed teams that dominated stock car racing in the late-1960's.

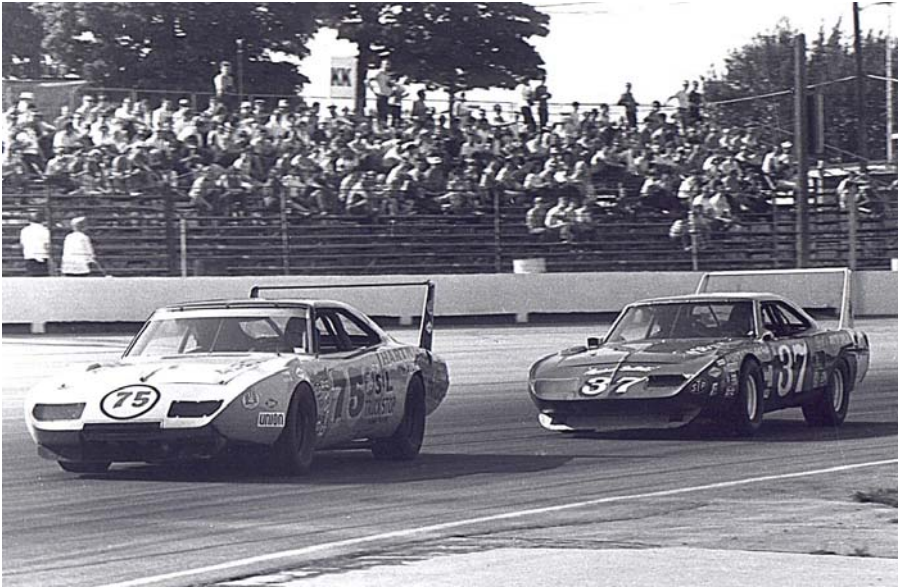
Hartman's first major win occurred at Pocono in 1971 driving the popular winged Dodge Daytona. Winning the inaugural Pocono 500 stock car race helped propel him to winning his first of five USAC stock car championships. The race was a star-studded affair, with many big name drivers such as: A.J. Foyt, Al and Bobby Unser, Roger McCluskey, Wally Dallenbach, NASCAR drivers, LeeRoy Yarbrough, Jim Paschal, AMA motorcycle star, Gene Romero, Modified aces, Geoff Bodine and Toby Tobias, Road racer, Brian Redman and the usual USAC Stock car aces, Norm Nelson, Don White and Jack Bowsher. Unfortunately rain postponed the race at the 41st lap mark. The following Saturday, Butch Hartman took the checkered flag after a late race duel with Lem Blankenship.



In 1972, Hartman won the championship with consistency with nine top-5 finishes in eighteen races. However, 1973 He charged to the championship with seven wins, twelve top-5 finishes in sixteen races. Hartman followed up with another championship in 1974 after a season long battle with wily veteran Norm Nelson. Going into the last race of the season Nelson was ahead by 40 points. Butch's victory at Des Moines and Nelson's seventh place finish gave Hartman the championship by 30 points. Hartman had eight victories in 19 starts in winning his unprecedented fourth championship. The following year, Hartman battled Ramo Stott for the championship. However, a blown engine in the Governor's Cup 250 at Milwaukee ended Hartman's chances, finishing second in points. The following year, Hartman surprised many when he made the switch from his familiar Dodge Charger to the "pony car" Chevy Camaro. It didn't make a difference as Hartman won his fifth championship in six years.

Hartman was always one of the more outspoken drivers regarding the way the United States Auto Club ran its stock car division and how some people viewed it. Hartman occasionally ran the NASCAR series with some success. In October of '72 he had his best result. Hartman had this to say after finishing fifth in the National 500 at the Charlotte Motor Speedway and surprised many of the NASCAR faithful in the fall of '72.

"The only difference in the USAC stock car circuit and NASCAR stocks is money and equipment," Hartman said. He added, "And publicity. We (the USAC stock car drivers) have been trying like hell to get the USAC publicity people to give us our fair share of the publicity, but it all goes to the championship cars. Our best are as good as NASCAR's best. And our worst are as bad as NASCAR's worst. The talent is about the



same. NASCAR has an edge in experience on the high-banked tracks, but other than that and the equipment, our circuit is much the same.”

Hartman lamented, “...nobody ever heard of our stock car racing circuit. We get second billing everywhere to the championship cars. Here I am a two-time champion (in 1972) and nobody knows who I am.” Hartman was driving a Ford owned by Junie Donleavy. Hartman approached Charlotte promoter Richard Howard for the ride. Howard accepted in part of the good showing by Ramo Stott another USAC competitor who finished second at Talladega earlier in the year. PR man Bob Latford pushed the USAC vs. NASCAR theme as the race was a FIA event thus, open to all competitors. Therefore A.J. Foyt, Bobby Unser, Gordon Johncock and Roger McCluskey also were entered, all were non-factors with the exception of Foyt who finished fourth in the Wood Brothers Mercury.

The series was at a crossroad. Hartman after winning several championships was getting little in appearance money while Indy car and NASCAR drivers would get more. An example of this was the USAC Stock Car race at Pocono in 1973. A 1974 Autoweek article uncovered that Bobby Allison and Richard Petty received nearly \$5000 in appearance money, while Hartman who won the race in '71 and was a two-time champ at that time received \$250 for the use of his name.

USAC had always propped its Champ Car Division as its number one division. USAC believed it would take from its premier division. They had a fresh batch of stars ready to ascend, drivers such as Hartman, Ramo Stott and Jack Bowsher as well as incumbents Norm Nelson and Don White, USAC never supported the series with much gusto. The Indy Car drivers continued to get appearance money when they raced in the stock car series, while by the mid 1970's drivers like Butch Hartman who won the Division several times received nothing. It was no surprise in 1977 he left the series to go NASCAR. Unfortunately by that time, the evolving stock car technology had left USAC contingent behind. The cars had become outdated compared to their southern counterparts. Hartman never achieved his earlier success.



Hartman campaigned a Chevrolet Chevelle Laguna S-3, in eleven events. Hartman had two top ten finishes, not the desired result. He had one more start in Winston Cup in 1979 and migrated back to USAC. Unfortunately he never achieved the same success. When Butch came back in 1979, he had to wear the number “00” losing his old number to another driver.

While more and more young drivers began to seek success elsewhere in the late 1970's. The USAC stock car series had become stagnant. And by 1985 it was gone. Hartman also curtailed his racing career and retired quietly in the early 1980's. Unfortunately if you read a story today on the history of stock car racing, shamefully, nary a word will be mentioned about drivers like Butch Hartman.

Butch's youngest son Bart Hartman continues the family tradition. Bart is winning regularly on the Dirt Late Model circuits in the Ohio area. And of course it wears the familiar #75. -Special thanks to Brett Hartman for information on this article.

Cyclone Spoiler Engine VIN Stamping

Does the 351 Windsor engine in the Cyclone Spoiler and Spoiler II have a VIN stamping to identify it as original to the car? My answer to this question in the past has been “no”. But member Greg Scott sent in a clipping from Mustang Monthly magazine to pass on to you all. In fact, there is a VIN stamping. It is located on the drivers side rear of the engine block, between the cylinder head and bellhousing bolt area. The VIN may be difficult to see because there isn’t much room between the engine and firewall. A mechanics mirror may help. Replacement service blocks will not have a stamping. Our thanks to Greg for sending the information in.

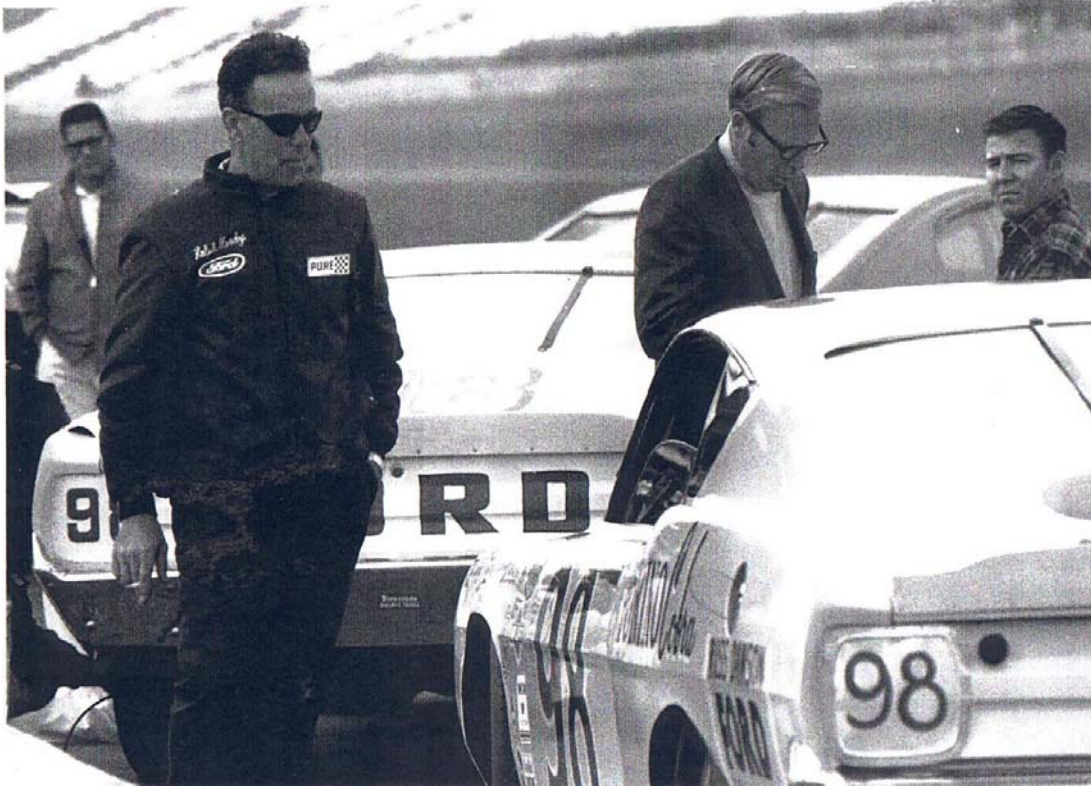
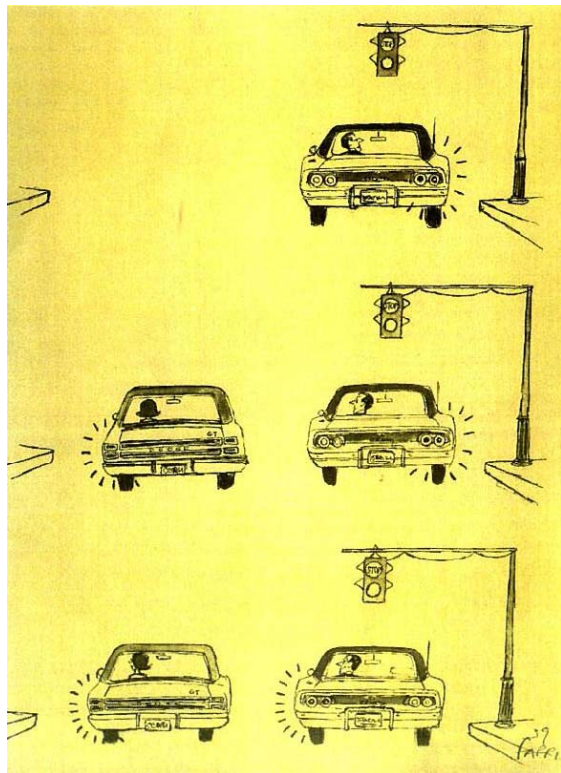


Photo Above: Ralph Moody (wearing sunglasses) looks over Benny Parsons’ Talladega at Daytona, 1969. Ford stock cars program coordinator Charlie Gray is standing in front of Benny’s car. Photo courtesy of Charlie Gray.



Above: from the January 1968 Dodge Reporter dealer newspaper is Buddy Baker and Miss America Teenager Michelle Patrick posed with Buddy’s Ray Fox prepared Charger.

Left: Also from the Dodge Reporter is this clever cartoon featuring the all new 1968 Dodge Charger.



Superbird NASCAR Fenders Explained

I was recently speaking with a club member who was replacing the front fenders on his Superbird. He commented that he had located a pair of new old stock fenders, but that when he mounted them up, he discovered he had a big problem. There was no place to mount the hood pins.

What he had to do, was add the 70 Coronet inner front reinforcements where the hood pins are. When he told me the story, I knew instantly what he was talking about as I have a similar set of NOS fenders. Here are some photos of them.

What these fenders were originally destined for is racing use. The stock cars did not need that front reinforcement, so it was not welded to the outer fender skin like the street car did. The hood pins mounted to a square tube radiator support, the center portion of which was removable to speed engine changes.

Also shown below is a shot from the inside of the left fender of the Ramo Stott #7 Superbird. You can see how it never had any kind of a front reinforcement. Also of note is the sidemarker hole which has been riveted over. The lower valance is also riveted to the fender, as is the nose cone. This is very typical of how it was done.

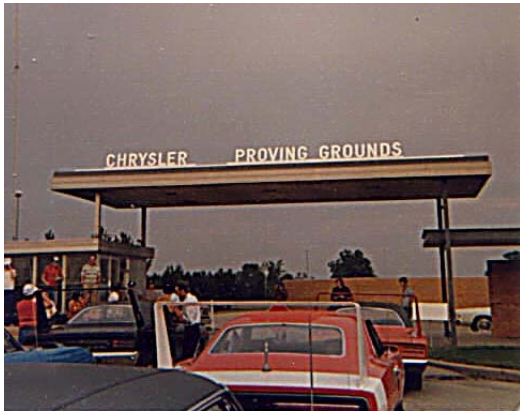
You see these fenders now and then at swap meets. There's certainly no problem with buying or using them, but you need a junk set of Coronet fenders for the front reinforcements.



No Petty's at Daytona for the First Time Since 1965

The July Pepsi (Firecracker) 400 (hey let's call it by its real name) 400 marked the first time a Petty hasn't competed in a Nextel Cup Series race at DIS since 1965. Kyle Petty will serve as a broadcaster for TNT and has put former Pepsi 400 champion John Andretti in his #45 Dodge.

A Petty has always been entered in a Cup race at Daytona with exception of 1961 and 1965. In 1965, Chrysler was boycotting NASCAR events. In 1961, both Lee and Richard Petty wrecked in the Daytona 500 qualifying races and Richard skipped the Pepsi 400 to compete in a NASCAR Eastern Series late model race in Pennsylvania.



The 4.71-mile-long oval track at DaimlerChrysler's Chelsea (Mich.) Proving Grounds (CPG) has undergone a complete reconstruction during the upcoming spring and summer seasons to replace its pavement surface. Built to last, the existing surface, which was laid in 1953, had deteriorated and the track no longer provided a test surface acceptable for high-speed vehicle testing requirements. Can you imagine a road that lasts 54 years?

Chrysler Group utilizes the Chelsea Proving Grounds for new vehicle design development and validation. Several types of tests are performed at CPG, including vehicle durability, emissions certification, crash worthiness, brake development and certification, performance testing, wind and pass-by noise testing, steering suspension tests, exposure to hot and cold temperatures—prior to vehicles being brought to the marketplace.

In addition to validating vehicles to prepare them for on-the-road driving, the Chelsea Proving Grounds has twice written itself into the history books as the site of two world speed records. The first was set July 20, 1969, by Buddy Baker in a high-winged Dodge Charger Daytona stockcar. Running high-speed tests prior to its NASCAR launch, the car went 203 mph, marking the first time anyone had ever gone over 200 mph on a closed course. Since the location was the Proving Grounds it was never officially published.

On Feb. 2, 2004, Chelsea Proving Grounds and the Dodge Ram SRT-10 made history, entering the Guinness Book of World Records as "The World's Fastest Production Pickup Truck." The Dodge Ram SRT-10 posted a two-lap, both-directions average speed of 154.587 mph over a "flying kilometer" on the oval.

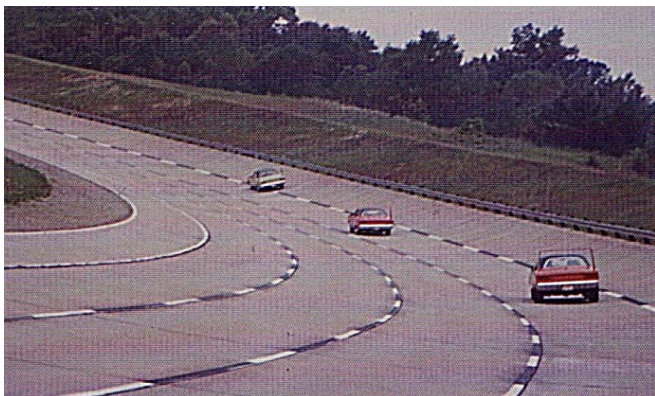
Seen from the air, the oval is a six-lane concrete road, and is in nearly continuous use. The curves in the oval are designed to accommodate vehicle speeds from 30 to 140 mph without producing any lateral loading.



Back in 1977 the national gathering of Aero cars was held in Ann Arbor Michigan, very close to the Chelsea Proving Grounds. At the time, it was the largest gathering of both Mopar and Ford Aero cars to date, with 77 cars showing up. The event featured a trip to Michigan International Speedway, and we also had John Pointer of Chrysler Aerodynamics to speak to us as well.

There were some problems at the hotel, like air conditioning that didn't work in 90 degree weather, and a swimming pool full of green water. Aside from that, it was a nice place, LOL. I remember there were a lot of upset people washing their cars with hotel towels.

We did get an unexpected surprise in the form of Mr. B.J. Ludwig. Mr. Ludwig happened to be the person in charge of the Chrysler Proving Grounds, and lived in Ann Arbor. Now knowing what was going on, it seemed a bit of a surprise on Friday when Mr. Ludwig saw a Superbird in town. "Well, that's unusual", he thought. And then he saw another wing car, and then another one after that. By the time he had seen several cars, he decided to check out the motels in town, and quickly found us.



After locating us, Mr. Ludwig invited our group out to the Proving Grounds for a tour, and what a tour it turned out to be. We got lined up in front of the entrance gate and guard shack, and were let out onto the five mile oval. As I recall, the speeds in the group quickly climbed to 100 miles per hour very quickly. Member Mike Partiridge actually lost a large chunk of the tread of his tire during this run.

We formed back up after the high speed lap of the oval and posed for photos as a group. From there, it was off the big oval and a road tour of the grounds. I think they had about 40 miles of roads, and we toured for about half an hour including the thirty-two percent grade hill and some of the torture roads.

You can't buy hospitality like this, and years ago, there were no insurance waivers to sign, and no questions asked. You could never do this today. It

was really something, and perhaps overshadowed the parade lap at Michigan International Speedway later. Today, whenever I hear something about the proving grounds, I think of this day. It was quite a time.

WING CAR RELATED MAGAZINE ARTICLES

If you're like me, you just don't have the time to go through every page of every magazine at every swap meet, to look for wing car articles. We ran this list back in 1976. While it is by no means complete, it is a handy item to refer to. Make a few copies and take to the swap meets with you!

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There are three other excellent sources to check out that contain pictures & stories on the 1970 racing season:

AUTO WEEK: Journal Newspaper

May 3, 1969 Cover 5 8

Nov. 22 1969 Cover 3

All issues two to three weeks after a race are loaded.

STOCK CAR RACING

July 69 Cover

All issues starting in late 1969 through the middle of 1971.

Also later issues through 1973 have coverage on the USAC racing.

RACING PROGRAMS

Check out racing programs starting in 1970, especially 1971 programs which will have coverage of the previous years race. These programs are usually harder to come by, and mostly found at car swap meets.

If any of you out there know of other magazines that have something in them jot them down in the empty space, and please let us know about them. This would include articles on the cars themselves, letters to the magazines, advertisements using them, or just a shot where the car is in the background.

With this list you have some idea of what to look for, instead of a shot in the dark.

Where can you find these old magazines? Check some of the USED book stores in your area to see if they carry old car magazines. Another excellent source is car parts swap meets, where you'll find them for sale.

Send your ads into the club address, or email to: dsac@execpc.com or email to: dsac@execpc.com Ads run for three months.

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

11/07

For Sale: Correct vacuum hose kits for Daytona and superbird headlight actuators, 68 and 69 Charger headlight actuators, and kits for 70 to 72 B Body air grabbers. Kits include correct grooved, color striped hose, molded switch and firewall fittings, clips where applicable, and instruction sheet. Daytona and Superbird \$195.00, 68 & 69 Charger (incl. clips) \$185.00, 70 Road Runner air grabber kit \$145.00, 71 & 72 B Body air grabber kit \$155.00, Air grabber hose clip set \$35.00 Contact John McBryde at 704-435-6198, or at meps2@bellsouth.net

10/07

For sale: 1971 to 1973 rare optional cassette player for console mount. Pristine condition, black case. Includes all brackets for console mounting and the wire pigtail to the radio. Fits Cuda / any Challenger, Charger or Road Runner. \$495. Daytona - SuperBird jack. Hand modified from a correct vintage Sumco jack (original supplier to Creative Ind). Only difference is slight thread count on screw. Will paint black for 'bird or red for Daytona. Only one available. \$495. Ultra-rare optional rear seat shoulder belt package out of a well optioned 70 GTX. Includes all belts, brackets and bezels. Only one available. \$495. All prices include shipping in US. Greg 586-726-9563.

11/07

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 or call us Real Time Engineering, 19352 Hilton Rd, Springdale, AR 72764 (479) 756-2757.

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 etc \$150 post paid. Replacement Jack Bearings \$20 post paid. Email petev8@webtv.net for pictures. Call 860-350-6864 any time.

09/07

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: 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

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

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

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

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.

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

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June 2007*

