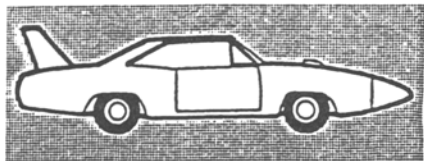


March – April 2007  
DSAC Club Forum & Message Board at  
[www.mopowerstyle.com](http://www.mopowerstyle.com)

TALLADEGA  
CYCLONE SPOILER  
Registry

Send email to: [dsac@execpc.com](mailto:dsac@execpc.com)



## DAYTONA – SUPERBIRD AUTO CLUB

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

### **2007 Membership Renewals are Now Due**

It's membership renewal time. 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.

**Web Updates** We've continued to update the club website with new material since the last issue. Go to [www.superbirdclub.com](http://www.superbirdclub.com) Also, on Tuesday evenings from 7:00 to 7:30 PM central time, we are doing a live Aero Car chat on [www.mopowerstyle.net](http://www.mopowerstyle.net)

### **2007 Milwaukee National Meet News**



News for the month is that 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 at least one of these real deal cars on the chassis dyno at Aloha Automotive on Friday, so you can experience what one of these cars sounds like running in anger.

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 23<sup>rd</sup> thru 26<sup>th</sup>. 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. Afternoon at the Mitchell Park Horticultural Domes. 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.**

**Friday 8/24 – Tour and Reception at Aloha Automotive. See how they do it at one of the country's premier restoration facilities. More muscle during our afternoon tour at Colin's Classic Auto. Evening meeting and speaker at the Comfort Suites.**

**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.**

**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 on Sunday.**

**May 12<sup>th</sup> – Clarksville IN** (near Louisville KY) Community 500 Family Fun Day, with special guest Charlie Glotzbach. Held at Bass Pro Shops parking lot 8 to 5, Race and Classic Car show, silent auction, food vendors, Legends car demo, “Cars” movie showing in the Bass Pro Shops theatre. Members Brent and Sherri Evans will be displaying their Daytona, and will coordinate a display of aero cars. Show registration is \$20 and it benefits the local non-profit Interfaith Community Council. Call Sherri Evans at 618-599-1274. The event website is [www.community500.org](http://www.community500.org)

**May 20<sup>th</sup> – Naperville IL:** Mopower Madness Show and Swap at Naperville North High School, Mill St & Ogden Ave, sponsored by the Chicagoland Mopar Connection. [www.chicagolandmopar.com](http://www.chicagolandmopar.com)

**June 2<sup>nd</sup> – Des Moines IA:** Mopars on Review, all Mopar show and swap sponsored by Mopars Unlimited, held at the Child Serve Complex, 5405 Merle Hay Rd, Johnston IA Info: 515-279-7645

**June 10-11<sup>th</sup> – Leawood KS:** All Mopar car show and swap, sponsored by the High Performance Auto Club. Info: [www.hpacmopar.com](http://www.hpacmopar.com) or call Dick Drake at (816) 618-7284

**June 15<sup>th</sup> – Tulsa OK:** In 1957, citizens of Tulsa Oklahoma buried a brand new 1957 Plymouth Belvedere with time capsule items. At noon on June 15<sup>th</sup>, the car will be unearth after 50 years. The car will be transported to the Tulsa Convention Center for the unveiling at 6:30 PM. In addition, the Tulsarama Car Show will be ongoing on June 16 and 17<sup>th</sup>. Registration is required. Info: [www.buriedcar.com](http://www.buriedcar.com)

**June 18-23rd: Charlotte NC:** Winged Warriors/NBOA 33rd National Meet: Many activities are planned including trip to Petty Enterprises and a major Wing Car driver reunion. According to the WW/NBOA website, you must be a member to attend. For a complete list of details go to <http://wwnboa.org/comingevents.htm> or contact Kenny Brackett at 704-784-1137 Or Sue George at 515-432-3001

**July 1-3<sup>rd</sup> – Carlisle PA:** Carlisle All Ford Nationals

**July 6-8<sup>th</sup> – Carlisle PA:** Carlisle All Chrysler Nationals. This year featuring wing cars and convertibles. Info at [www.carlisleevents.com](http://www.carlisleevents.com)

**July 29-30<sup>th</sup> – Cincinnati OH:** Fairlane Club of America national meet. FCA welcomes all Torinos and Montegos. [www.fairlaneclubofamerica.com](http://www.fairlaneclubofamerica.com)

**August 9-12<sup>th</sup> – Columbus OH:** Mopar Nationals – info: [www.moparnats.org](http://www.moparnats.org)

**September 7-9<sup>th</sup> – 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](http://www.dodgechargerregistry.com)

May 5-6 Jefferson City MO

June 2-3 Boerne TX

June 16-17 Beloit WI

July 28-29 Gettysburg PA

July 21-22 Nebraska City NE

August 25-26 Eureka CA

October 5-6 Smokey Mountain Cruise

### A Rare Spotting of Big Willie’s Queen Daytona



This rare period photo of a Big Willie Robinson Daytona surfaced recently on the [dodgecharger.com](http://dodgecharger.com) Aero Car message board recently. It was taken at Great Lakes Dragaway in Union Grove Wisconsin in the early 1970’s.

Big Willie was one of the country’s best known street racers from the Los Angeles area. He had three Daytonas. This particular car was known as the “Queen Daytona” in reference to his wife Tomiko (note the tail stripe) . It was a real Hemi Daytona. Note how the rear quarter panels have been radiused. This car is not believed to be in existence any longer. Willie’s second Daytona, also a real deal Hemi car was known as the “King Daytona”. It was ultimately destroyed after being left too long in an acid dip tank. A third Daytona, now painted yellow survives. That car

was sold on Ebay in the neighborhood of \$250,000 earlier this year and is undergoing restoration. Also, this just in as I write you on April 29th. It’s been reported that Willie’s wife, Tomiko has just passed away as a result of a massive heart attack. No further details yet.

### Ford Wind Tunnel Tests a Daytona

In August of 1969, Ford ran wind tunnel tests on their current race cars as well as the competition including a street Daytona and Charger 500. The resulting memo contained a pitch to keep the recently cancelled King Cobra program alive in light of the results. Ford had their own wind tunnel on site. Chrysler by comparison, ran 3/8 scale model tests in the tunnel at Wichita University, and later some full scale testing at the Lockheed tunnel in Georgia.

Ford’s tunnel ran to a maximum of 120 mph, so data had to be extrapolated to get to 200, and should be considered as preliminary. They benchmarked the Daytona, that at 600HP, the car would run 203 mph. They then calculated the other cars as to how much horsepower it would take to overcome any aerodynamic disadvantage. By their calculation, the Daytona had a 60 HP advantage over the Charger 500, 20HP over the Talladega, and 9 HP over the King Cobra. Take that last piece with a grain of salt as the King Cobra’s actual on-track test was not very successful. Still, this a very interesting document that has not been seen before. I hope you enjoy looking at the history that has been fortunately was saved in the Ford archives. Enthusiast Mike Teske in Florida is the custodian of these factory documents.



Intra Company

Product Development Group

August 6, 1969

Mr. H. C. MacDonald

Subject: 1970 NASCAR Program

As a result of the Management decision relative to cancelling the King Cobra Program, a series of cars were run in the Wind Tunnel to determine the aerodynamic drag aspects of the various competitive vehicles. The developed data shows that the Dodge 1969½ "Daytona" has the best aerodynamic drag characteristics, and assuming a 600 horsepower availability would achieve a top speed of 204 miles per hour. Using the Dodge as a base, in order to overcome the drag deficiencies with the other vehicles, we would require 9 horsepower more for the King Cobra, 20 horsepower for the 1969 Talladega, and 57 horsepower for the 1970 Torino.

Based on the results of this study and the fact that we have incurred sunk costs of approximately \$600,000 thus far, it would appear reasonable that we should continue the King Cobra Program in order to remain competitive in 1970. We concur in the approach that in order not to further escalate the cost of racing we should revert to racing production vehicles. We would, therefore, expect to review this program with NASCAR in an attempt to get a firm commitment for model year 1971, which is also coincidental with the advent of the 366 CID engine program.

If there is further concern with respect to the marketability of the vehicles, we propose that this responsibility be delegated to a Product Development Group and that all sales be designated as incremental sales and be a measure of the direct effectiveness of the performance programs.

*12/8-6*  
J. H. Passino

1970 NASCAR PROGRAM

VEHICLE AERODYNAMICS DATA

VEHICLE	DRAG (lb.) @120	H.P. REQ'D @190	MAX. SPEED FOR 600 H.P.*	*H.P. REQ'D @203 MPH	*H.P. REQ'D OVER DAYTONA DODGE @203 MPH
'69½ Dodge "Daytona" - Level - 4" Rake	396 388	503 493	202 203	613 600	0
'70 Torino "King Cobra" - Level - 4" Rake	410 393	521 499	199 202	635 609	9
'69 Torino "Talladega" - Level - 4" Rake	415 400	527 508	198 200	643 620	20
'69 Dodge "500" - Level - 4" Rake	425 426	540 541	197 197	658 660	60
'70 Torino Fastback - Level - 4" Rake	430 424	546 539	196 197	666 657	57
'70 Montego - Level - 4" Rake	438 423	556 537	195 197	679 655	55

Above information based on preliminary data from Dearborn Tunnel Test on August 3, 1969.

\* Available H.P. required to overcome Aerodynamic Drag

\*\* '70 Torino Fastback with  
2" Rocker Reduction - Level  
- 4" Rake

413  
407

524  
517

199  
200

640  
630

40  
30

\*\*\* Calculated Data only, based on theoretical area reduction & constant  $C_D$

# The IRS and Your Collector Car

## Maximizing the tax advantages of owning a collector car; Part One

**A**lthough not necessarily their primary objective, most car collectors hope to make money when they resell their cars. When that happens, the Internal Revenue Service stands ready to take its piece of the profits.

When a collector car is sold, the difference between the *amount realized* from the sale and the collector's *basis* in the car is taxable. The amount realized from the sale is pretty simple to determine. It is the sales price less the expenses of sale—broker commissions, advertising, legal fees, etc.

Keeping a good record of your selling expenses is important, as they reduce the amount realized and, therefore, the taxable gain. Some of the expenses easily overlooked include:

1. Appraisal fees incurred to help establish the value of the car.
2. The cost of detailing the car so it will appeal to potential buyers.
3. Expenses for fixing all the little things that you never got around to before, otherwise the buyer could deduct for them.
4. The cost of transporting the car to an auction site, and all of your travel, meal and lodging expenses en route to, at, and returning from the auction.
5. Compensation and expenses of any employees, agents and helpers who assist in the sale.
6. All of these same costs incurred in unsuccessful attempts to sell the car.

*Basis* is the tougher term to understand. Simply put, it is your record of your investment in the car, starting with the acquisition cost. The basis is important to keep track of, as the higher the basis, the lower the gain on the sale.

The first place to reduce your taxable exposure is to be thorough about your acquisition costs. Costs incurred in locating and buying the car count. Travel, meal and lodging expenses incurred when traveling to inspect the car, inspection costs, transport fees, etc., all count. You can also tally the costs of checking out the lemons you rejected before finding the car you actually buy. (Although this can turn into a bit of a stretch for those of us who kick tires for years before actually buying a car.) Don't forget, all of your travel, meal and lodging expenses are fair game if you buy a car at an auction.

Once you determine your acquisition cost, making *improvements* to the car—but not *repairs*—can increase your basis. How do you tell the difference? Generally, it's a matter of degree. The fixes that count as improvements are those that extend the useful life of the car. A full restoration is unquestionably an improvement. Rebuilding or replacing the engine is



**All of your travel, meal and lodging expenses are fair game if you buy a car at an auction.**

also an improvement. But replacing a worn-out clutch is an ordinary repair, not an improvement, even on a Ferrari. Crash repairs are just repairs, not improvements, but repainting a weathered car is an improvement. Repairing a torn seat is a repair, but redoing a worn-out interior is an improvement.

One useful exception to the repair-improvement rule is that *fixes that would ordinarily be treated as repairs can add to the basis if they are made immediately upon the purchase of the car*. For example, say you buy a Shelby Mustang that needs new tires, new brakes, a new clutch, some minor bodywork, a water pump, and a new headlight. All of those fixes would ordinarily be treated as repairs, and would not add to your basis. However, if you put the car right immediately upon purchase, these costs become part of the acquisition cost, and add to your basis in the car.

How soon do you have to make the fixes? There is no precise time, but the sooner the better. The longer you own the car, and the more you drive it, the more they will look like repairs in the eyes of the IRS.

After determining the amount of your gain on the sale, the next point to consider is how it is treated for tax purposes. Unless the car has been used in your business, it is a capital asset. If you have owned it for a year or longer before selling it, the gain will be treated as a long-term capital gain. This is favorable, as the tax rate on long-term capital gains is lower than on ordinary income like salary and business profits. Under recent changes in the tax law, long-term capital gains are generally taxed at a maximum 15 percent rate. *However, be aware that if the car is deemed to be a "collectible" by the IRS (a definition which is presently unclear), the maximum rate would be 28 percent.* The state tax effect, of course, varies.

An attractive way to avoid paying tax is to exchange your car for another. Say you own

a 1967 Corvette 427 Stingray that you bought years ago, for which you calculate your basis to be \$35,000. It's worth \$75,000, so you want to sell it and buy a 1983 Ferrari 512 BBi Boxer worth the same amount. If you sell the 'Vette and pay the tax, you won't have enough money to buy the Ferrari. However, if you trade the Corvette for the Boxer straight up, the gain goes untaxed as a like-kind exchange. Your \$35,000 basis transfers over to the Ferrari, and your gain isn't taxed until you sell the new car.

But what if you can't find a Ferrari owner who wants a Corvette? You can still make an exchange by using an intermediary. To structure a three-way deferred exchange, first find a buyer for the Corvette. But instead of paying you for the car, have the buyer give the money to an intermediary. Then, have the intermediary use the money to buy the Boxer for you.

There are three basic requirements that you have to meet to make this work:

1. You have to find the new car within 45 days after the sale of your car.
2. The intermediary has to buy the new car and deliver title to you within 180 days after the sale of your car.
3. You can never have any access to the money.

Obviously, the intermediary has to be trustworthy to make this work, and it has to be an independent person, not your spouse or personal lawyer. And if you ever have possession of, or any access to the cash, you have to pay the tax. Many companies serve as intermediaries for like-kind exchanges of real estate—they may also be willing to work on your car exchange.

While this example reflects a straight trade, you can also trade up. Say the car you want is a perfectly restored, better-than-new 1963 Jaguar E-type that costs \$100,000, so you trade the Corvette and an extra \$25,000. The IRS gets zip from you, and your basis in the Jaguar becomes \$60,000—the \$35,000 basis in the Corvette plus the additional cash.

But if you trade down, you pay Uncle Sam. Say the replacement for the Stingray is a 1986 Testarossa that costs \$60,000, so you get the Ferrari and \$15,000 in "change." The \$15,000 of cash received is taxable and your basis in the Testarossa becomes \$50,000—the \$35,000 basis in the Corvette plus the \$15,000 gain that was taxed.

As mentioned above, a key to all of this is keeping meticulous records of your expenditures. Whenever I buy a car, I immediately set up a folder for it that I throw all receipts and paperwork into. I don't worry too much about sorting them out as I go; I just want to be able to locate them when the tax man calls.

*John Draneas is an attorney and car collector in Oregon. His comments here are general in nature and are not a substitute for consultation with an attorney. ♦*



### How Crash Testing (Still ) Gets It's Power

Here are some neat photos. These two vintage 426 Hemi engines are still in use at an automotive crash testing facility. The location has not been disclosed, but I believe it is out east, in New York state.

The engines are used to propel test vehicles into barriers or other cars.

The Hemi on the right appears to be a 1968 model. It's bone stock with both carbs, air cleaner and even the painted heat tube on the right side,

The left engine is a 1970 or 1971 model, and has been converted to modern fuel injection. It almost looks like it's on life support with the wiring and plumbing. Both engines are backed up by Chrysler Torqueflite transmissions.

I wonder how many cars have met their demise at the hands of these powerplants?



### Need a Jack for Your Superbird or Daytona?

Longtime wing car enthusiast Peter Veight has announced he has perfect, no excuses reproductions of the Superbird and Daytona scissors jack and handle. If you need one get one now. Cost is \$750. Email [petev8@webtv.net](mailto:petev8@webtv.net) for pictures. Call 860-350-6864 any time.

### How About 69 Charger Full Quarter Panels?



Hardcore Racing in the metro Detroit area is tooling up for NOS quality full quarter panels for 1968, 1969 and 1970 Chargers. At left is a photo of a prototype panel, which still has two stamping operations left to be complete. The marker hole will be stamped as a factory panel would be. The company displayed their panels up against several NOS panels at a local Mopar event in Detroit the weekend of April 28<sup>th</sup>. The unbiased word of those who saw them said they were very impressed with them. Hardcore states these are panels are made in the USA. Cost on these is not cheap at about \$2300 per side. There has been some discussion on the [www.moparts.com](http://www.moparts.com) web site of doing a group buy at a price of 35% off list. That would put it in the \$1500 neighborhood.

Hardcore expects to have panels hung on a Charger on display at Carlisle in July. For more photos, go to [www.weracehardcore.com](http://www.weracehardcore.com) or call their representative, Chris Perry at 810-955-1860.

I personally collect auto racing posters and art prints. Long ago, I ran out of room and money to frame and display them on the walls. I also hate the idea of keeping prints rolled up for storage. But I never stopped collecting. My solution was to buy a metal gallery rack and the clear poster sleeves like art dealers use. The poster sleeves are double sided, and I can fit up to 100 posters in a rack, and display them anywhere in my home. It is a real pleasure to be able to flip through my favorite pieces and a classy way to display them.

I currently have two extra print racks new in the box and new sleeves to go with them. The print racks bolt together in minutes, are heavy duty construction and have a footprint of 22" wide by 36" across the top. Four casters are included which allow the rack to roll.

The 26" x 32" poster sleeves are premium quality acid free, so they will not destroy your prints over time. A dozen sleeves will hold 24 prints.

The print racks are a great deal at \$119 each (normally \$159) and the sleeves are \$100 per dozen. Add \$10 each for shipping within the U.S. Send payment to: Doug Schellinger, 13717 W Green Meadow Dr. New Berlin, WI 53151. Phone 414-687-2489. Email dsac@execpc.com



### **Busch Series Legend Sam Ard Enduring Alzheimer's, Financial Crisis**

*The following isn't related to any of our cars and came after our era, but I thought those of you who are friends of racing will appreciate it. NASCAR has no pension of any kind for the men who built the sport. Sam Ard won the 1983 and 1984 Busch Series Championship. While doing this in 1984, he suffered a severe head injury in the second to last event of the season. He had such a huge point lead, he still won the championship, but never raced again. Sam and his dog Putt Putt are shown below. I remember Sam racing here at the Milwaukee Mile in those days and dominating. Here's the article.*



The living room of Sam Ard's brown doublewide trailer speaks to his short but successful NASCAR career. Trophies surround the fireplace and crowd its mantel. Plaques and pictures dot the living room walls. What's not there speaks to Ard's life after NASCAR, the two championship rings and a handful of grandfather clocks from Martinsville Speedway that he sold because "we was running short on cash." Unlike veterans of other sports, Ard has no pension to fall back on. As the booming stock-car series built by men such as Sam Ard heads to Daytona International Speedway this week to kick off its 59th season, NASCAR remains the only major-league sport without a pension plan.

Ard sits quietly in his recliner as a tape is loaded in the VCR. The images that flicker across the screen are of a race long ago finished, on a track that sits a little more than two hours from the living room of his modest double-

wide mobile home. For all the changes both driver and facility have undergone since that afternoon, the track now known as Lowe's Motor Speedway might as well be a universe away.

During the pace laps, Ard's red-on-white No. 00 Oldsmobile rolls past the camera. It was a beautiful car, simply designed. Seeing it seems to trigger something with Ard. "This is the race where I beat Earnhardt by 8 1/2 seconds," he exclaims, and indeed it is. It is the 1983 Miller Time 300 and undoubtedly the biggest win of Sam Ard's racing career. Although the announcers on the taped broadcast never mention it, it is also Ard's fourth consecutive win of the season, setting a record that stands to this day in the Busch Series. Ard's streak was broken a week later at Hickory, where he finished second to longtime rival Jack Ingram. The next race, Ard capped off his championship run with yet another victory in the season finale at Martinsville. It was his 10th triumph of the year, setting one more mark that's never been topped.

That's how dominant this man was in his prime, yet there will come a day – it may be next week, or it may be next year or the year after that – when Ard will no longer remember much, if anything, about his storied racing career. Ard has been diagnosed with Alzheimer's Disease, which, according to the Alzheimer's Association, "is a progressive brain disorder that gradually destroys a person's memory and ability to learn, reason, make judgments, communicate and carry out daily activities."

Moments after his recognition of the tape as his Charlotte victory, Ard abruptly moves to another subject – the track conditions that led to his career-ending 1984 accident in Rockingham. It had been an absolutely crazy year. Ard finished out of the top five in only four of his 28 starts ... four! ... and won eight times en route to amassing a stunning 583-point cushion over Jack Ingram going into the next-to-last race of the campaign at the North Carolina track. Ard qualified second, but wrecked just 14 laps into the Rockingham race. That was that. His racing career was over in the blink of an eye, his life never to be the same again. Today, he and Jo, his wife of 44 years, face his battle with Alzheimer's and a dire financial crisis due to both past and future circumstances.

Ard says, "You can drive for NASCAR, but when it's over, it's over. You get nothing. When you fall out of racing or something happens to you, it seems like NASCAR just forgets about you. It's your friends and the people around the race track who have to remember you and keep you going." Nevertheless, Ard doesn't let a lot bother him. Never has. After his accident, he taught himself to walk again on a sawdust pile behind the family's home because it cushioned his falls. The story was never told to seek sympathy. That's just the way it was. And this, his Alzheimer's Disease, diagnosed in May 2006, is just the way it is. Six months before Sam's diagnosis, tests had revealed a degenerative disease in Jo's right eye. While her husband was in the hospital, she learned that the disease has spread to her left eye as well. In two years, chances are that she will be completely blind.

The problems that plague Sam and Jo Ard, however, aren't just physical. They're financial, as well. At the height of his success, Ard was paid a weekly salary of \$300 by car owner Howard Thomas, plus a fourth of the race winnings. Out of that, the driver was responsible for paying his crew. In 1984, his last season as a driver, Ard pocketed a shade more than \$48,000.

"I feel like Sammy, Jack Ingram ... they made the Busch Series," Jo says. "Sammy and Jack earned their respect. They worked on their own cars. They carried their own cars to the track. They didn't live in these here big motor coaches and have million-dollar sponsors." The Ards now exist on just \$1,100 a month in Social Security and veteran's benefits, plus whatever Jo can pick up by cleaning houses here and there. That's it. After half goes to the house payment, there's virtually nothing left for anything else. Certainly, there are no "extras" in the life of Sam and Jo Ard. "By the time I get done paying the house payment, the light bill, the telephone bill and the credit card bill – we'd been buying groceries on it – that's it. We don't have anything left," Jo says matter of factly. "We don't go out and eat much. I don't go anywhere, other than to church and back."

This ... this is how bad the situation is. Trophies and other pieces of Ard's racing memorabilia have been sold to pay bills. Gone are Ard's two championship rings. All but one of the numerous grandfather clocks Ard took home after wins at Martinsville Speedway are gone.

The Ards are a family used to taking care of their own. However, Jo and son Robert feel that's not been the case with NASCAR, a sentiment daughter Sharon echoes in no uncertain terms. "I'm not looking to get any money out of this," Sharon says. "I'm not looking for my family to get any money out of this. Who do you blame? It's a dangerous job. You knew what could happen. It happened. It's unfortunate it happened to you, but at the same time, you've got spectators out there paying hundreds and hundreds of dollars to see these people put their lives on the line. NASCAR was making millions of dollars off of this attraction."

NASCAR's policy always has been that its drivers are "independent contractors" who bear full responsibility for their finances, health care, retirement and life insurance. Although some inside NASCAR - specifically president Mike Helton and spokesman Jim Hunter - have given financial assistance on a case-by-case basis, they aren't prepared to fund a pension. "I think the biggest detriment to a pension plan, aside from the fact that they are not NASCAR employees, is trying to decide who would pay for it and what the eligibility factors would be," Hunter said. "How many years would you go back? To 1948? Or would you start in the 50s? Or the 60s? Or the 70s? There's a lot of issues that would need to be figured out."

Tony Stewart, a two-time Cup champion who routinely dips into his own pocket to quietly support the old-timers, believes NASCAR could do more to help. "I'm not going to say they have the responsibility, but it'd sure be nice," Stewart said.

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A fund has been set up to help the Ard's. If you want to assist Sam and Jo, send your contribution to:  
Sam Ard Care Fund, Account # 68212-03, Carolina Trust Federal Credit Union, P.O. Box 780004, Myrtle Beach, SC 29578

### **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.



Member Chris Vick sent in a note that he is spearheading a drive to get washer bottles reproduced.

“Talladega & Spoiler owners, would you pay in the neighborhood of \$60 for a reproduction washer bottle for your car? This piece fits all 1969-1971 midsize Ford and Mercurys including the base model Fairlane, Torino, Montego and Cyclone.

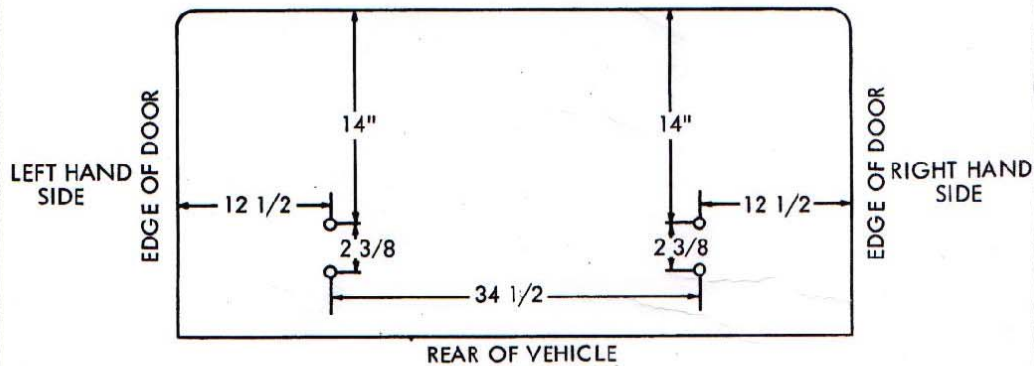
“I am told that no one will make the part due to lack of demand. I do think there is a need for it. We buy reproduction hoses, wires, batteries and decals. Why not finish off your engine bay with a nice new white bottle instead of that nasty yellow box.

“I am sending letters to the other Ford and Mercury clubs to get their input. Please contact me, Chris Vick at 651-458-9205. My email is [cmrvick@usfamily.net](mailto:cmrvick@usfamily.net)”

**Cyclone Spoiler and Spoiler II Rear Spoiler Factory Mounting Instructions – courtesy of member Chris Street**

INSTALLATION INSTRUCTIONS FOR REAR SPOILER

FRONT OF LUGGAGE COMPARTMENT DOOR - TOPSIDE



1. LOCATE (PER ABOVE DIMENSIONS) AND DRILL (4) 3/8" DIA. HOLES.
2. OPEN LUGGAGE COMPARTMENT DOOR AND ENLARGE HOLES IN INNER PANEL ONLY TO 5/8" DIA.
3. USING ATTACHING PARTS SUPPLIED INSTALL SPOILER WITH (2) 5/16 x 1/2" BOLTS AND (2) FLAT WASHERS IN FRONT HOLES; (2) 5/16 x 1-1/2" BOLTS, (2) FLAT WASHERS AND (2) SPACERS IN REAR HOLES.

COPY

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- DEARBORN, MICHIGAN

**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.**

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](mailto:petev8@webtv.net) for pictures. Call 860-350-6864 any time. 07/07

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](mailto:Kano@mts.net) 01/07

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](mailto: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](mailto:hystick93@aol.com).

For Sale: Superbird numbers match orig 440 4 Barrel now with six pack. I have original manifold and carb. Vit c orange, black buckets and console coded for white decals and interior, am/ 8-track perfect dash, partial build sheet. Original southern car nice older restoration ready to drive and show in very good condition. \$138,000.00 Phone 330-227-3588 02/07

For Sale: Superbird, 426 Hemi, professionally built, magnesium valve covers, ported and polished Milodon heads with 2.30 intake valves, Arias pistons, Keith Black crankshaft, balanced/blueprinted, roller hydraulic pushrods with Crane cam – has smooth idle. Deep oil pan with windage tray and high volume oil pump. NASCAR type radiator, original Orange, now Blue with blue interior. Automatic with column shifter. In very good condition, \$250,000. Dennis Luedke, PO Box 366825, Bonita Springs, FL 34136-6825 02/07

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](http://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](mailto:rflener@comcast.net) 04/07

Wanted: Superbird or Daytona steel nose – any condition. Jerry Swangler, 701-775-4044. [Swanglerauto@invisimax.com](mailto:Swanglerauto@invisimax.com) 10/06

Wanted: 426 Hemi block, Jerry, 701-775-4044, [swanglerauto@invisimax.com](mailto:swanglerauto@invisimax.com) 10/06

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](http://www.tonysparts.com) Tony's Parts, 96 Redbird, Harrington, DE 19952 02/07

For Sale: Lots of Mopar magazines from the 90's, Mopar Collectors Guide, Hi Performance Mopar, Mopar Muscle in excellent condition. \$200 for over 150 magazines. Many Aspen/Volare parts, hood, mlds, susp parts, etc. 98 Dakota hood, ½ hour damage \$100. Rene, 920-733-0283.

Wanted: 1971 Charger R/T hardtop w/440 6-pack. Prefer high impact color but will consider anything low miles #1 or #2 shape. No rust buckets or basket cases, must be 4-speed. Joe, 402/740-4813 – leave message if no answer – thanks! 10/06

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) 03/06

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](mailto: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](mailto:erik.nelson@xerox.com) if you have questions or if you would like additional information. 08/05

# 2007 DSAC MEMBERSHIP FORM

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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.)

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 09/04

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](mailto: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](mailto:G-series@comcast.net) Check out our new website @[www.Dayclona.com](http://www.Dayclona.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](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

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](mailto: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](mailto:onebadsuperbird@aol.com) or call 248-646-6391.

For Sale: Quality Reproduction Parts – 68-69 Torino Trunk Drop-off Panels \$199.00pr, 1970-71 & 199.00pr. Torino Taillight seals exactly like the originals 1968-69 \$99.00pr, 1970-71 \$99.00pr, 428 Cobra Jet Throttle Rod {Fits 390 too!} concours quality \$99.00. 1968-69 Torino front license plate bracket \$89.00. 1970-71 Torino Cobra Center Grille {Outstanding Reproduction} \$450.00, 1968-69 Torino/Cyclone Ram air seal {fits 70/71 Cyclone} \$199.95. 1970-71 Torino Ram air seal {has part # and drain tube} \$169.95 Ram Air vacuum actuators {call for price} Marty Burke, 7177 CR 1135, Leonard Tx 75452 [mburke6662@aol.com](mailto:mburke6662@aol.com) 903-587-FORD 9/2004

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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*The Ferrari F40 and the Daytona are two different cars built two decades apart, but the "wing is still the thing."*

