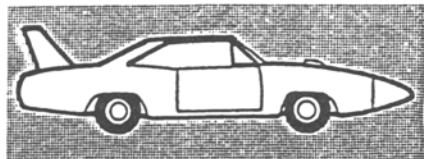


March - April 2010  
[www.superbirdclub.com](http://www.superbirdclub.com)  
 email: [superbirdclub@yahoo.com](mailto:superbirdclub@yahoo.com)

TALLADEGA  
 CYCLONE SPOILER  
*Registry*



## DAYTONA – SUPERBIRD AUTO CLUB

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

**Disaster at Russo & Steele Auction** January in Scottsdale Arizona is the kick off for the car auction season with all the big auction companies setting up shop. Barrett-Jackson is the big gorilla, but Russo & Steele is another major player in the muscle car sales arena. Their event was running just a few miles away from B-J, when a tremendous storm took down two auction tents on the evening of January 21<sup>st</sup>, damaging a tremendous amount of cars. The area had been hammered with heavy rain throughout the week. On Thursday night, as high winds began to make things unsafe, they were forced to evacuate the two 800 foot long tents covering the 600 auction cars, while the auction continued in the third main tent. Shortly thereafter, the first tent completely blew off the cars and was sent towards an adjacent freeway. Then, the second tent collapsed on top of the cars. Both tents contained large aluminum poles which as the tents collapsed, flailed around beating some cars severely, and completely leaving others unscathed. When the second tent collapsed, as the wind blew it around on top of the cars throughout the night, it dragged debris and gravel over the cars. Heavy rain continued unabated through the night with open cars completely exposed to the weather. Friday morning, the anxious owners wanted to get in to see their cars, but were not allowed due to the Fire Marshall declaring the area as unsafe. Russo & Steele crews got the debris removed and damaged cars covered as best as possible. The car owners were not allowed back in until Saturday morning, and the news overall was not good. Some cars were unscathed. Some had light damage. Some looked completely totaled like they were beaten with a ball peen hammer.



Two Superbirds were badly damaged. The Tor-Red 440 car above coming out the worst with damage to literally every panel, including the roof, front and rear glass. Next to it is a real Sox & Martin Barracuda with the special quarter window glass broken out. The car also sustained roof damage, but the roll bars helped minimize it. The B5 Blue Superbird below at right had quarter panel damage.



**More on Auction Damages...** There was a nice 70 "Cuda convertible with the windshield headed completely flattened. The consignor of these had ten cars at the show, and all were damaged. Adjusters from the major collector car insurance companies were on site when the grounds were reopened on Saturday. It was estimated that 300 cars sustained damage from broken mirrors, to the heavy damage. The auction itself resumed on Sunday and ran into Monday. Many sellers loaded up their cars and headed for home. Some of the damaged cars went on across the block. Some sellers were wisely insured, some were not. The consignment agreement clearly states that the owner is expected to maintain insurance. Also, the local authorities signed off on the tent inspections. This is one of those unforeseen deals, but I am sure litigation has ensued and it will be interesting to see what happens, as everyone uninsured wants to be made whole. About 100 cars had been sold before the collapse, and some of those cars were damaged, leaving the new buyer and their insurance on the hook. Some insurers like Hagerty offer 30 days of automatic coverage on cars you purchase. Fortunately, nobody was injured in the collapse. It's my opinion that Russo was just in the wrong place at the wrong time. I can't show you the magnitude of what happened in this short space. You can't imagine how big those tents were. You can view a slide show on the web at [www.allclassicsllc.com](http://www.allclassicsllc.com) It is really something to see.

### **2010 Membership Renewals are Now Due**

It's membership renewal time. 2010 membership dues will remain at \$20 or \$22 outside the U.S. Club dues run on a calendar year basis from January to December each year. Check your mailing label. 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 "09", you are due for renewal. If it says "10", you have already paid for the upcoming year. The membership renewal form is on the inside of the back cover. If you are outside the U.S. please use Pay Pal (send to [paydsac@hotmail.com](mailto:paydsac@hotmail.com) or send check/money order in U.S. funds drawn on a U.S. bank. If you are in Canada, you can send a postal money order. Call or email if you have questions. If you've just joined the club recently, your 2010 dues are already paid. Also, if you would like to renew for two years, please do so now as there will be a small dues increase for 2011.

### **John Pointer**

We received a note of concern from Milt Wood about our friend John Pointer who is not doing so well at the moment. I understand that John is still very sharp, but his body is giving out a little bit and he is in assisted living.

If you are not familiar with John, he spent his career as an aerodynamic engineer with Chrysler, and was instrumental in the development of the Daytona and Superbird. John worked for many years at the Chrysler Proving Grounds and came up with the original pencil sketch of the idea for the Daytona. He oversaw the building of the first Daytona mule test car at the Proving Grounds. What the engineers learned in the wind tunnel on scale models, John proved out testing in full scale on the Chelsea test track. John also worked in the Chrysler Space division prior to getting involved with cars in 1963. He developed the testing procedures and equipment used to measure aerodynamics at the Proving Grounds.

John talks often about the wing cars and thinks of them as his kids. John has been a good friend of our club for over 30 years and has spoken at events quite a few times. So, if you can take a moment to a picture of your car and a note about it, we think he will really appreciate it. His address is:

John (Jack) Pointer, Hillside Terrace, 1939 Jackson Ave. Ann Arbor, MI 48103



### **Charlie Glotzbach Recovering After Bristol Crash**

If you have not heard, our friend Charlie Glotzbach was hurt at a Legends Race at Bristol Motor Speedway. Late in the 35 lap race which was televised on ESPN, Larry Pearson spun off turn two and rolled down into the path of Charlie who had nowhere to go. Pearson, 56, was hit hard in the drivers door, and sustained multiple fractures and had to be airlifted from the track. He is recovering back in the Carolinas at the moment. Charlie, 71, was able climb from his car, and was hospitalized for several days in Bristol with a broken sternum (ouch!), and a bone in his lower back. He has since returned home and is still pretty sore.

Charlie said, "That's the hardest hit that I've ever taken, and the first ride to the hospital from a race," Charlie walked to an ambulance and briefly visited the track's infield care center before being transported to Bristol Regional Medical Center. "I mean, all the walls I've hit, and wrecked, and I never got hurt. That was the first time I ever got hurt, so it had to be a hard, hard hit."

Charlie said he had a really fast car, and that the cars were very safe. It was just one of those racin' deals. He said Kyle Petty came to see him in the hospital, and told Charlie that if he was gonna wreck, that Bristol was a good place because they had a great hospital. Kyle said, "Because I've been to all of them". We extend our best wishes to Charlie and Larry and wish them both a fast recovery.



**2010 Events Calendar** (I will have more events in the next issue, but do have more on the club website now) page 3  
**Update - 2010 National Meet – June 7-12: Branson, Missouri.** We will be joining forces in a joint National meet with the Winged Warriors group in Branson. Winged Warriors will host the event this year, and DSAC will host the 2011 event. For this year, Stuart Sutton and Larry Roper are our hosts.

Our headquarters hotel is the Ramada Inn Area 57. Our special room rate is \$54.95 per night; call (417) 334-1000 and ask for the WW block of rooms. The Ramada rooms surround their own large parking lot where our cars will be on display. The hotel is very nice and offers wireless internet, a work-out room, excellent hot breakfast buffet. While there are activities planned through the week, most days will have free time that you can check out the many attractions that are in Branson. Here is the schedule:

**Monday, June 7:** arrival day and free time.

**Tuesday June 8:** Drive to Ozark (about 40 miles north) for lunch at Lambert's Restaurant (home of the throwed rolls). After lunch drive to Springfield to visit Bass Pro Shop and see the new aquarium and taxidermy displays, then on to Dickerson Park Zoo. The zoo has 150 species from around the world and themed exhibits representing five geographic areas; adult admission \$7; children 3-12 are \$5 each.

**Wednesday June 9:** Morning free time. Branson Car Museum in the afternoon. Supper and show at Dolly Parton's DixieStampede.

**Thursday: June 10:** Free time early; at 4:00 pm dinner, show and cruise on the Branson Belle Showboat, adults cost \$54.81 each; children \$28 each--tickets include meal and show on the boat. The meal consists of salad with Vadalia onion dressing, a braised cut of beef in demi glace sauce, an herb breast of chicken stuffed with cheeses and ham, garlic redskin mashed potatoes, veggie medley, Annabelle's lemon raspberry torte, sourdough bread and coffee, tea or water comes with the meal. You can also order pop. If you need a low cal, vegetarian or diabetic meal, you can request that when you order your tickets. The cruise line website is: [www.showboatbransonbelle.com](http://www.showboatbransonbelle.com)

**Important! We need to know how many will be going on the boat cruise as we have 100 seats reserved. We can add more if we know early enough. If you plan to go on the boat cruise, please contact Larry Roper by email at [hotrodcuda98@hotmail.com](mailto:hotrodcuda98@hotmail.com)**

**Friday June 11:** Morning free time, afternoon we'll have a raffle and pizza party at the Ramada and we'll watch a drive-in movie at dark.

**Saturday June 12:** There will be a farewell breakfast.

There are endless shows and entertainment in the area. To learn more about the shows, schedules and ticket prices visit [www.explorebranson.com](http://www.explorebranson.com) There are links to most of the performer's websites. There are also lots of attractions in the area including Silver Dollar City, The Titanic, Hollywood Wax Museum, Ripley's Believe It or Not, Toy Museum, Dinosaur Museum and Haunted House. Or you can play miniature golf, race go-karts, ride the Ducks, enjoy a 40-mile train ride in vintage rail cars on the Branson Scenic Railway, fly from a 100' tower or take a helicopter ride over Branson. There are numerous outlet malls, specialty shops, restaurants, and ice cream shops around the area. Come to the meet and make it your family vacation

**Keokuk Racers Reunion – June 19<sup>th</sup> – Keokuk Iowa** Join us in Keokuk for the 3<sup>rd</sup> Racers Reunion event. In the 1960's, Keokuk was a hotbed of name drivers that made it on the professional racing scene. There will be a wonderful group of vintage race cars and personalities to see and visit with. It will be held at the Keokuk Mall from 10 to 5 on Saturday. There will be room inside the mall for the cars, and of course our club cars as well. Drivers Ramo Stott, Don White, Ernie Derr, Lem and Gordon Blankenship will be there, among others. Quite a bit of old memorabilia will be brought out for display. The drivers and their families come out for this, and it's a great time. We'll be staying at the Super 8 in Keokuk. Call 319-524-3888 for reservations and ask for the Racers Reunion rate. Load in at the mall will be Friday night after 5 PM and early Saturday morning. For more info, call me, Doug Schellinger at 414-687-2489 or email to [superbirdclub@yahoo.com](mailto:superbirdclub@yahoo.com) More info as I receive it in the next issue.

**Monster Mopar Weekend & Aero Car Display– September 9-12** We are very happy to announce that Superbird driver Ramo Stott will be our guest at the event this year. We are looking forward to seeing Ramo at the meet, and I am sure he will have some good stories to share. There will be a full Ford and Mopar Aero Car display and track laps at Monster Mopar. Thursday evening we will kick things off in Union Missouri with dinner at the White Rose Café and cake and ice cream social at the home of Rich & Judy Bolzenius. Friday will be the traditional informal car show and party at Rich & Judy's. Friday night we will over to the Illinois side with the show on Saturday and Sunday at Gateway Raceway. There will be a Saturday night gathering at the hotel. Hotel in Union for Thursday night will be the Super 8, phone 636-583-8808, rate is \$65.88 – mention the Aero Cars block. Friday and Saturday the hotel will be the Doubletree in Collinsville Illinois, or your hotel of choice. The Doubletree phone number is 618-301-5002. Mention Monster Mopar or group code "MMG" Please make reservations now. Entry form at [www.monstermopar.com](http://www.monstermopar.com)

**Talladega & Spoiler II Family Reunion – October 1 & 2, 2010** Richard Fleener and Jason Thompson are working with Tim Lapata and his Forge Muscle Car Show to put on a very special "Family Reunion" for the Ford Talladega at this fall's Forge Muscle Car Show. The Forge is held in Kingsport Tennessee. There will be an indoor show with a portion of the larger muscle car exhibit devoted to the rarest of the rare Ford Talladegas; display is by invitation only. If you think you own one of the rarest of the rare, and have not been invited, please contact Richard@LegendaryCollectorCars.com or Jason at thompsons122@charter.net. Jason's phone number is 865-621-4012.

For those that own a regular production Talladega or Spoiler, there will be an outdoor show featuring all the Talladegas we can round up! Both shows are open to the public and speaking from past experience you will see cars of a very high quality you will may never see again. If you don't own a Talladega but wish you did or just want to see the best there is be there this fall. Richard will be publishing updates on the meet on his [LegendaryCollectorCar.com](http://LegendaryCollectorCar.com) website as to what cars have accepted invitations and what key individuals in the car's history will be there to chat with you! This will be a big Ford oriented event. Put this on your calendar now!



Gary and Pam Beineke have completed their latest G-series project, which is a 1971 Daytona in the style of what Bobby Isaac might have raced had the winged cars not been killed off. They will be racing the car on different land speed courses across America. This is another beautifully turned out car. The car is built off the proposed 1971 Daytona wind tunnel model with the two horizontal wing elements.

At present, the car has just completed some early trial runs with the East Coast Timing Association ([www.ecta-lsr.com](http://www.ecta-lsr.com)) at the Maxton Mile in North Carolina. Gary has earned an unlimited license at over 181 mph. He will now be able to run as fast as the car can go. The record they will be shooting for at Maxton is just over 205mph. The Maxton facility uses a rehabilitated World War II era runway for flying mile runs. Gary and Pam will also run the car later this summer at the Land Speed Racing event at the former Loring Air Force Base in Limestone Maine.



The car has an all aluminum 588 cubic inch Hemi using FAST fuel injection, built by Indy Cylinder Head. It is a dry sump unit and has a 5-speed transmission. It also has a full roll cage, fire suppression system, racing seat and harness, and a parachute system to help get slowed down.

Gary feels that the car is easily capable of over 200 mph in the standing mile and in the 230-240's in the flying mile (at Bonneville). The rear gear is a 2.76, and the transmission has a 5th gear overdrive of .89

One other preparatory step is to get the car into the Aerodyn wind tunnel in North Carolina to make sure things are balanced aerodynamically and can run comfortably over 200 in the tunnel. At Bonneville, Pam will take over and do her qualifying and licensing runs eventually shooting for 200 mph.

The photos above were just taken at the Maxton race meet. Mopar Enthusiast Magazine will be covering the development of the car, and I hope to bring you more details as they develop. Visit the Beineke's web page at [www.71wingcars.com](http://www.71wingcars.com)



**More on the Proposed 1971 Wing Cars:** This Chrysler memorandum gives some simple insight into the development of the "G-series" 1971 Daytonas and Superbirds. It shows the crossroads the program had arrived at in March 1970 - and that the best combination of parts would likely yield a 1971 race car slower than the '69 Daytona. During extensive 3/8 scale wind tunnel tests, it was determined that the 1971 wing cars would have required a significantly modified rear window area, and a slightly shorter 18" nose than the earlier cars. Of course, not long after this, the game was changed when it became apparent that NASCAR would take steps to disallow the aerodynamic cars for 1971. If you would like to read more on the 1971 wing cars, there is quite a bit of information on the G-Series web page published on [www.aerowarriors.com](http://www.aerowarriors.com) This memo is from the archives of Larry Rathgeb courtesy of Greg Kwiatkowski.



## INTER COMPANY CORRESPONDENCE

TO - NAME		DEPT.	DIVISION	FILE CODE	DATE
R. B. McCurry		VP & Gen. Mgr.	Dodge C & T		3/5/70
G. E. White		VP & Gen. Mgr.	C - P Div.		
FROM - NAME		DEPT.	DIVISION	PLANT/OFFICE	
G. W. Porter, Mgr.		High Performance Vehicles	USASG	Hamtramck Jefferson Highland Pa.	

SUBJECT: STOCK CAR RACING - "G" SERIES VEHICLES  
AERODYNAMIC DRAG

An aerodynamic study has been partially completed on the "G" Series Dodges and Plymouths. The findings thus far indicate that the "G" Series vehicles will be two miles per hour slower than the Dodge Daytona. There was no significant difference in drag between the "G" Dodge and Plymouth. This two mile per hour penalty was obtained after rework of the "G" vehicles as follows:

1. Flush side glass and windshield
2. Semi-fast backlite
3. Nose cone of "18" length

Additional work is being undertaken to revise the greenhouse to reduce drag. We do not expect this effort will be very effective.

In view of the added drag of the "G" vehicles and the expense in building cars incorporating changes 1 through 3 above, serious consideration should be given to running the "69" Daytona and the "70" SuperBird during the "71" model year. To accomplish this the following questions will require answers:

1. Would this program accomplish Sales and Advertising objectives of the Corporation and the Sales Divisions?
2. Will the racing rules allow this type of operation?  
(To date the rules do permit this.)

We need a statement of opinion from both Dodge and Plymouth relative to Item 1 above. Item 2 will be taken up with the Governing Board of the Racing Organizations.

G. W. Porter

GWP/ka 1

cc: R. D. McLaughlin  
R. J. Cahill ✓  
F. R. Householder  
R. E. Maxwell  
F. C. Tew  
F. W. Wylie





It's now Sunday morning and we are back at the track. The weather is chilly, but much improved from the rain the day before. Katrina Fleener wore out her Talladega flag banner having photo ops taken with it. At right is the latest in trailer door artwork! At this point, we are parked outside turn three waiting our turn to go onto the track about 10:30 AM.



Dave Kanofsky held a Racers for Christ service Sunday morning before the parade lap. Phil Brand's Petty Superbird makes for a nice background. At right, Lance Stott is pumped up to drive his dad's old Superbird race car on the parade lap.



Mercury Cyclones line up for a family portrait before the race. Right: Dave Moots (left) show off his new Wood Brothers shirt given to him by Robert Pegler. Robert came all the way from New Zealand to attend the meet.





Left: Jason Mayo drove his Dan Gurney Superbird all the way from California. Right: We've been called into the race track and are making our way over to the apron outside of turn 4. As many times as I have seen it, the banking from up close is incredible.



Left: Steve Honnell's Boss 429 powered 1970 Mercury Spoiler II and King Cobra Torino are ready to go!  
Right: Gary Hergert's Charger 500 was also one of the long haulers who drove to the event from the Pacific Northwest.



Well, we got down into turn four, and had short wait for our lap of honor. Almost everyone gets out for some memorable photos. At right: The engines are running and we are just seconds from taking off.





Lance Stott leads the field in his dad's #7 race Superbird. Lance has raced in some ARCA races in the last couple years and said it was hard to imagine sitting in just the simple A-100 van seat without all the safety equipment today's cars have. Just before the parade lap, Lance had Ramo on the cell phone talking about hanging on the old Bird wide open for 500 miles at Daytona. At right, Rich Harley from California leads three Superbirds. Hey, who is getting up on the banking there?



Troy Hawkes from Texas and a carload of friends are enjoying his beautiful new Daytona on the parade lap. At right, the view just makes you want to nail the gas and get up to speed on the banking. Did I mention the banking is impressive?



After the parade lap, you just kind of soak the whole weekend in. Some folks stay for the race, and others load up and start the long trip home. Seems like it always takes longer to get home. The next event in five years seems like a long way off, but I'll guarantee it will creep up soon enough. My thanks to photographers Doug Croxford and Richard Fleener of [www.legendarycollectorcars.com](http://www.legendarycollectorcars.com)



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

Wanted: Build sheet for Superbird RM23U0A175600. Julius 818-882-2875 or email to: [Julius@rbyj.com](mailto:Julius@rbyj.com) 09/10

1971 Charger RT, Original 440-4V car but currently has a 1970 440-6pk engine in it. I have the original engine and it goes with the car. Auto, console, buckets, PDB, PS, am/fm, revolving headlight covers, B5 blue with black vinyl top, black interior, 3.55 rear, 15" rallye wheels. I don't have the fender tag but I have the original build sheet. Excellent shape. \$32000 OBO. Located in Wi. Call 262-367-1592 or email to [moparsrus@gmail.com](mailto:moparsrus@gmail.com) for pictures.

For Sale: Superbird jack hold down plate reproduction available once again. Powder coated black and ready for your trunk. Die stamped just like the originals \$100 (ten available). Scissor jack, \$350.00 1970 Road Runner ,GTX restored bumper jack. Includes base,post, jack hook 2931103, and tire iron.\$350. Contact Mike, [gilead222@comcast.net](mailto:gilead222@comcast.net) or at 860 424-6125. 07/10

For Sale: 1970 Road Runner Coupe, Lemon Twist, 383 auto with factory A/C, new style system installed retaining the factory appearance. 70k miles, restoration recently completed with new paint, top and deluxe interior. \$29500. Trades considered for 69 Charger 500, 68-70 Chargers, 6 cyl 1969 Charger or other Mopars. Call Brent or Sherri at 618-898-1179 or email to: [carfarm@wabash.net](mailto:carfarm@wabash.net) 05/10

Wanted: A 1970 Plymouth 2-Door Satellite to do a his & hers scenario to cruise nights/car shows. Looking for my high school car or similar in above average to good condition. Call (610)-395-1435 evenings 07/10

Wanted: Superbird parts for low mileage survivor, Need original scissors jack and handle, NOS rub strip, complete NOS nose decal set. John, 248-797-6332, email: [Jhlivko@ecp-i.com](mailto:Jhlivko@ecp-i.com) 12/09

For Sale: Magazines: MoPar Muscle 1990's through 2001-----72 issues. High Performance MoPar 1990 through 1997-----48 issues.. \$1 each or make offer, call 920 733 0283 plus shipping 06/10

Wanted: 1968-70 Plymouth GTX convertible, must be rust free original metal car, original motor. Also looking for a 1968 - 70 Charger R/T or R/T SE, or 440 / 383 4 Speed Super Bee, Call 315 433-9092 or email [carrotman1966@yahoo.com](mailto:carrotman1966@yahoo.com) 06/10

For Sale: Superbird, 440-4bbl, 4-speed. Alpine white w/ white bucket interior (very rare color combo). Track Pak Dana rear, all numbers match, all white underside. Zero rust on California Bird. Very nice car. \$105,000 or will trade towards a Hemi Superbird. Call Larry at 410-320-4945 or email [Lcate@absoluteftp.com](mailto:Lcate@absoluteftp.com) 04/10

Wanted: Superbird/Daytona, turn key car, prefer 440 V-code, 4-spd w/ buckets but will look at all cars. Numbers matching, build sheet, fender tag orig metal, original car is a big plus. Color not an issue but do like the odd colors. Car must be priced at todays market value from \$75,000-\$135,000. Please call 315-863-0843 or 433-9092 ask for Frank. Email [carrotman1966@yahoo.com](mailto:carrotman1966@yahoo.com) 03/10

For Sale: Cyclone Spoiler Dan Gurney Special Second owners, have owned for approximately 25 years. Car has less than 20,000 miles on it and has always been garaged by current owners. Vehicle has been in storage for the last five years. Was re-painted and re-stripped in early 1980's. Has 351-4V, FMX auto, bucket seats & console. Engine currently has FORD lettered alum. intake and Holley 600 CFM carb. (Still have the original intake and carb.) \$20,000 or Best offer, please contact Mike at [maherclarkston@comcast.net](mailto:maherclarkston@comcast.net) 12/09

For Sale: Spoiler II / Talladega all Mint NOS Ford Parts. Headlamp Bezels \$495ea, 69 Cyclone LH front side marker lamp, \$495 ea, LH 69 Cyclone sidemarker lens \$195, Talladega & Spoiler II parking lamp assy \$395, Rear Quarter Marker Bezels \$79 ea, Antenna Kit \$99, Used chrome trim strip bottom of dash \$69, NOS aftermarket 7/8 front sway bar kit for Torino or Cyclone, like OEM \$99, NOS aftermarket Rear 7/8 sway bar kit for Torino/Cyclone \$119. Call 414-687-2489 or email: [superbirdparts@yahoo.com](mailto:superbirdparts@yahoo.com) 05/10

For Sale: Superbird, 440 6 Pack, Auto, 3.55 S/G 8.75 Rear End, Tor Red (orange), Black Bench, 48k Orig Miles, No expenses spared in the complete rotisserie restoration of this car using many NOS parts. This car has lots of documentation. Engine & Trans complete overhauled. Engine & Body are numbers matching. Original Build Sheet. Fender Tag, Window Sticker, Stainless Exhaust, Both Jacks, 15" Tires & Wheels \$129,000 OBO. Call Wade at 540-718-7788 12/09

For Sale: 1970 Plymouth GTX, 440-4 barrel 4 speed, Dana 60 with 3.54 gears, Air Grabber Hood with Performance paint, B3 blue with white buckets and console. 3:54 gears, Factory Undercoating, and White Bucket Seats. Show winner, very nice car. Originally from TX and Montana. \$29995. Call Mike at 262-416-8002 or email: [mrtmopar@hotmail.com](mailto:mrtmopar@hotmail.com) 12/09

1972 Plymouth Road Runner, Petty Blue with wide Black Stripes, Air Grabber, 440/727, not numbers matching, 8-3/4 posi rear, 44,000 original miles, black bench seat, column shift, rare AM/FM cassette player/recorder, 15" rally wheels, 1972 Satellite Sebring Plus Hemi-Orange with custom black stripes, 340/auto, slap stick console, original black bucket seat interior, 8-1/4 rear, AM/FM, 14" road wheels. Both cars, call Gary at (570)-524-7085 after 6:00PM Eastern. 06/09

For sale: Pair Superbird fenders, no rust, need body work, both stripped one E-coated. \$1500.00. Superbird rear glass, used some scratches, not broke. \$950.00. N.O.S. Hemi Brake Booster /bracket for a B-body in box \$3000.00. Other '70 parts available. Bob 734/429-2918 06/09

For Sale / Trade: Talladega Outside Door Emblems: have several sets of new outside door emblems that I will trade for Cobra-Jet parts. These are new made from solid brass, chrome plated and painted the same as originals. These are beautiful parts, Call Howie Taylor 262-370-6321 email [htmachine@centurytel.net](mailto:htmachine@centurytel.net) 05/10

Wanted: rear bumper filler strip for 1973-74 Road Runner, NOS or nice used, Please call Randy at 608-592-3399. 06/10

Daytona Parts Wanted: Daytona upper left rear window curved stainless trim NOS or good used. Daytona NOS parts wanted: 2822999 wiper arms need 2, 2808495, 2206832 front shocks need 2, 2861822 inner splash shield Dodge right/passengers side, 2877078 trunk mat same as Charger, Daytona, NOS muffler wanted, 2781300.

NOS Parts For Sale: 3412624 rear wing washer reinforcement right/passenger side \$495.00, Will trade towards parts wanted!

For all of the above, call John at 219-785-4730 eves or email to: [moparjohn@verizon.net](mailto:moparjohn@verizon.net) 12/09

**40<sup>th</sup> Anniversary Aero Warrior Reunion Shirts still available: \$15 each or 2 for \$25. Sweatshirts are \$25.**

**Order shirt and sweatshirts both for \$35. Sizes L, XL, 2XL, 3XL Add flat \$5 shipping. Send to DSAC, 13717 W Green Meadow Dr, New Berlin WI 53151.**

For Sale: Decal sets for winged cars. Consisting of the following decals: Antifreeze, Emissions, Air cleaner service, Horn (Superbird only), Tire Pressure Safety Act, Jack Instructions, Sure Grip Warning, Jack Base, \$46.00 Superbird or \$34.00 Daytona. Wing decals, black, white or red \$25 ea. Running Birds \$8 ea. Standing birds \$8 ea. All prices plus shipping anywhere. Other decals & stripes available John McBryde 704-435-2692 or [Hemituff@bellsouth.net](mailto:Hemituff@bellsouth.net) 12/07

For Sale: Ford or Merc Fastback (68-69) tail panel, new professional repop. Your bumper bolts through this piece, the gas filler tube comes through it. \$250 Call or email Nolan at 706-865-3112, [carheart@windstream.net](mailto:carheart@windstream.net) 06/10

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 [mps2@bellsouth.net](mailto:mps2@bellsouth.net) 04/09

For Sale: New Superbird and Daytona Scissors Jacks. These quality built jacks are made from scratch, not modified aftermarket junk. Correct in every detail. \$750 shipped. Jack Handles, correct pivot piece, bends rivets, etc \$150 post paid. Buy both the jack and handle and save \$100. Replacement Jack Bearings \$20 shipped. Daytona jack hold down plates \$55 shipped. I can repair rusted/damaged original jacks, inquire. Email [petev8@webtv.net](mailto:petev8@webtv.net) for pictures. Call 860-350-6864 any time. 12/09

For Sale: Superbird repro license plate brackets, as original. Contact Matt at 215-317-0102 or email to [mattmorris@verizon.net](mailto:mattmorris@verizon.net) 07/09

For Sale: NOS Superbird quarter panel decals, 1 set black and 1 set white, \$75 per set, Used daytona or bird vacuum can, good condition \$75 1 set Daytona park lite lenses, 1 NOS and one very good used, \$125 pr, repro panel that goes between the front fender extensions on a bird, \$125. John McBryde 704-435-2692 or [Hemituff@bellsouth.net](mailto:Hemituff@bellsouth.net) 07/09

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

For Sale: 1970 Plymouth Satellite Rear Quarter Panel, drivers side. Cut from donor car. Has been dipped and primed and in very good condition, \$4000 firm. Also, one pair of front frame rails cut from 1970 Plymouth B-body, \$200 pair. One LH side door jamb and rocker panel cut from salvage car, \$100. Call Randy, 608-592-3399. 04/09

For Sale: Superbird and Daytona Z-brackets, very authentic looking, made of steel, \$600 pair. Superbird headlight buckets, steel repro, \$350 + ship. Email for pics: [knifley@msn.com](mailto:knifley@msn.com) or call Ron Knifley, 250 Parkwood Dr. Campbellsville, KY 42718. 270/465-2465. 05/08

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. 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 in stock. Call 612-382-4723 or email [erikjohnnelson@hotmail.com](mailto:erikjohnnelson@hotmail.com) if you have questions or would like additional info.

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). Engine compartment items: black strap for rad support vacuum lines \$2, small rubber hood bumpers at cowl panel \$5 ea. Mopar engine belts: 440 alternator \$18, 426 alternator \$18, 440/426 power steering \$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) 11/09

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

For Sale: Daytona grille screen \$50 postage paid, Daytona fender screens \$50 pr. Postage paid. Or buy all three for \$75. Wayne Perkins, 811 Northview, Olathe KS, 66061, 913-764-1956 noon to 7:00 pm central time. 08/06

For Sale: Reproduction Ford Parts: 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 tailite seals C8OZ-13520-C \$150.00, 1968-69 Torino front license bracket \$89.00, 1968-69 Torino/Cyclone trunk drop downs {if you have rust in quarters you need these} \$249.99/pr, 1968-69 Torino Dashboard Heater/Fan call out strip w/air \$89.00, 1968-69 Torino Dashboard Heater/Fan call out strip w/o air \$89.00, Torino Cobra Grille Ornament \$225.00 Please Contact [Marty Burke](mailto:MartyBurke), 7177 CR 1135, Leonard Tx 75452 {903}-568-4295 [mburke6662@aol.com](mailto:mburke6662@aol.com) 12/09

For Sale: Mopar Muscle Car Dash Products! Tach Rebuild Kits \$75; Quartz Clock Rebuild Kits \$75; Voltage Limiters \$40; Ammeters: rebuilt-\$75, restored-\$99; Dash Bezels: Black \$455, Woodgrain \$670; Restored and Reproduction Tachometers & Tic Toc Tacs available. Check our website [www.rt-eng.com](http://www.rt-eng.com) or call us Real Time Engineering, 19352 Hilton Rd, Springdale, AR 72764 (479) 756-2757. 05/10



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