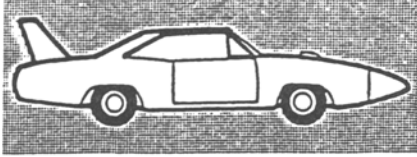


November - December 2006

Join the DSAC Discussion Board at [www.moparstyle.net](http://www.moparstyle.net)

Club website: [www.superbirdclub.com](http://www.superbirdclub.com)

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



TALLADEGA  
CYCLONE SPOILER  
*Registry*

## DAYTONA – SUPERBIRD AUTO CLUB

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



### 2007 National Meet Announcement

We're pleased to make a formal announcement regarding our 2007 plans. The 2007 National Meet will be held in Milwaukee Wisconsin. Dates are August 23<sup>rd</sup> thru 26<sup>th</sup>. The event will be held in conjunction with the Governor's Cup 250 ARCA race weekend, and the Milwaukee Masterpiece Concours d'Elegance on Milwaukee's lakefront. In addition, the Milwaukee Mile is hosting a Racers Reunion, and are contacting owners of vintage stock cars to bring them for display, and also drivers.

Did you know that the Milwaukee Mile track hosted the most Aero Car races of them all? It's true. From 1969 through 1972, the aerodynamic bodies participated in a whopping 16 races at the Mile. The Mile is the oldest continuously operating motor speedway in the world, since 1903. Our meetings

with the track have been extremely positive, and they are very excited to see Aero Cars return to the track. Here's what we've got planned:

**Thursday 8/23 – Tour of Harley-Davidson engine manufacturing plant. Afternoon tour of Miller Brewing, and the Mitchell Park Horticultural Domes.**

**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. Later, a police escorted motorcade through Milwaukee's Lake Drive area. This will be part of the press preview for the Milwaukee Masterpiece Concours event weekend.**

**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 250. 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.**

Hotel arrangements are pending, but we will have the information by the next newsletter or online at [www.superbirdclub.com](http://www.superbirdclub.com) The track is negotiating a racers rate with a couple of local hotels, and we are waiting for confirmation.

### **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.

## Bob McCurry Passes Away

We're sad to learn that former Dodge executive Bob McCurry has passed away. McCurry, 83, died November 13<sup>th</sup> of complications from prostate cancer at his Delaware home.

McCurry is credited as the man who green lighted and ram-rodded the Dodge Daytona through to production. A proponent of Chrysler's racing activities as a means to improve image and sales, McCurry was presented with the concept of the Daytona by Larry Rathgeb of the Chrysler Race Group. McCurry looked at the sketch and said, "My God, it's ugly. Will it win races?" "Yes, it will win races" replied Rathgeb. "Well go ahead and build it." Was McCurry's answer. McCurry's iron will was able to run interference for the Daytona project and quickly quieted any dissidents within the company. The rest is history.

McCurry spent the first 28 years of his automotive career with Chrysler Corporation, advancing from an apprentice district sales manager in Green Bay Wisconsin, to head of Dodge Division. A year after retiring from Chrysler in 1978, McCurry joined Toyota Motor Sales USA where he remained until his retirement in 1993.

At Chrysler he helped develop successful sales and marketing programs that promoted the company's Chrysler-Plymouth and Dodge brands. The campaigns included such memorable personalities as the Dodge Sheriff, Mean Mary Jean for Plymouth and Ricardo Montalban, who spoke eloquently about the "fine Corinthian leather" in the Chrysler Cordoba.

Although McCurry joined Toyota in 1979, his ties to the Japanese auto industry went back even further. As general manager of the Dodge Division in 1970, he saw the growing popularity of small, fuel-efficient Japanese vehicles and helped organize a sales and distribution agreement with Mitsubishi Motors Corporation. Mitsubishi didn't have a U.S. dealer network at the time and the agreement gave Dodge dealers the exclusive right to sell Mitsubishi products in America. The Mitsubishi-built Dodge Colt debuted in 1971. DaimlerChrysler Corporation eventually owned 37 percent of Mitsubishi, but sold all of its remaining shares in 2005.

Among his many automotive accomplishments, however, McCurry may be best remembered for introducing cash rebates as an incentive for buying new cars. In late 1974, as Chrysler's group vice president in charge of sales and marketing, he was fighting an uphill battle against shrinking sales and growing inventories. After working non-stop with his staff over the Christmas holidays, McCurry's solution to the problem aired during half time of the Super Bowl IX telecast on Jan 12, 1975, when Joe Garagiola appeared as the ringmaster of Chrysler's Car Clearance Carnival. "Buy a car, get a check," Garagiola told viewers, offering \$200 cash back if they purchased a new Dodge Dart or Plymouth Duster. McCurry won new customers that day and the Pittsburgh Steelers won the game 16 - 6 over the Minnesota Vikings.

Those who worked for McCurry remember him as a highly visible leader who applied pressure to bring out the best in everyone. "I don't get stress," he liked to say. "I give it." "He was the ultimate competitor and expected the best from all of us." Martin "Hoot" McInerney, who owns a number of Dodge, Toyota, Ford and GM dealerships in Michigan, also recalled McCurry's flair for sports marketing. "He loved golf and did a lot for it when it was not that popular of a sport," he said. "And he also stepped up to sponsor AFL football before anyone else did because he had the insight to do it." (Coincidentally, Hoot McInerney is the man shown next to the auto show Superbird under the Hustle Stuff signage on the next page).

I once met a man locally in Milwaukee who remembered the hard driving McCurry as a zone manager in Wisconsin in the mid 1960's. McCurry was once hammering down on excessive warranty costs, and would repeatedly tell his group, "There's only one '59 Dodge under warranty". That turned out to be McCurry's father's car!

Contrary to popular belief, McCurry's nickname, "Captain Crunch," did not originate when he played football at Michigan State. It came about years later when he headed the Chrysler Marine Division. Taking a page from his high-performance days at Dodge, he initiated a racing program to gain visibility for the marine division and to help sell boats. As head of the "Chrysler Crew," he proved to be just as competitive on water as he was on asphalt. While other boats in the Unlimited Hydroplane Series were powered by aircraft engines, McCurry was the first to use automotive horsepower. With two in-line Hemi engines, the Chrysler Crew went on to win the Gold Cup and McCurry became known as Captain Crunch.

McCurry was inducted into the Automotive Hall of Fame in 1997. Born in Burnham, Pa., July 10, 1923, McCurry is survived by his wife of 61 years, Jane; two daughters, Jody Burton of Edgewater, Md. and Meg (Jim) Rapp of Crofton, Md.; and four grandchildren. Visitation will be 7-9 p.m. Nov. 16 at the Parsell Funeral Home, Lewes, Del. Funeral services were conducted Nov. 17, at the Rehoboth Beach Country Club. In lieu of flowers, the family requests that donations be made to: Delaware Hospice, 20167 Office Circle, Georgetown, Del. 19947; or The Tunnell Cancer Center, 424 Savannah Rd., Lewes, Del. 19958.



Bob McCurry (left) and Dodge factory driver Don White talk at the 1968 Detroit Auto Show. White won the 1967 USAC championship in a Dodge Charger.

## Superbird Stars at the 1970 Detroit Auto Show

From the December 1969 issue of The Chrysler-Plymouth Times comes these great photos of the Superbird's national debut at the Detroit Auto Show. The C-P Times was a company publication distributed within the company and to its' dealers. Here are some excerpts from the article. I'm sure you will enjoy the photos.

"Performance cars ranging from the all new Plymouth Road Runner Superbird to the Beep-Beep X1 idea car highlighted the Chrysler-Plymouth Division's 42 car exhibit at the Detroit Auto Show. The theme of the Plymouth part of the exhibit was the Rapid Transit System featuring the five muscle cars – Cuda, Duster 340, Road Runner, GTX and Sport Fury GTX. Colorful Rapid Transit System display materials created for the season's major auto shows, heightened showgoers interest in the Plymouth muscle cars.

"The new Road Runner Superbird, making its public debut was one of the major attractions of the show. The Detroit Plymouth Advertising Association gave away a Superbird to the winner of a drawing who answered Plymouth product questions correctly.

"Prominent in the Plymouth display were the all new Barracudas and Valiant Dusters in the various hot colors offered for the first time in 1970, including Limelight, Tor-Red, Vitamin C Orange, In-Violet and Lemon Twist.

"Backdrops, signs and settings created for the Detroit show will be used for other major shows throughout the country in which Plymouth, Chrysler and Imperial models will be displayed."



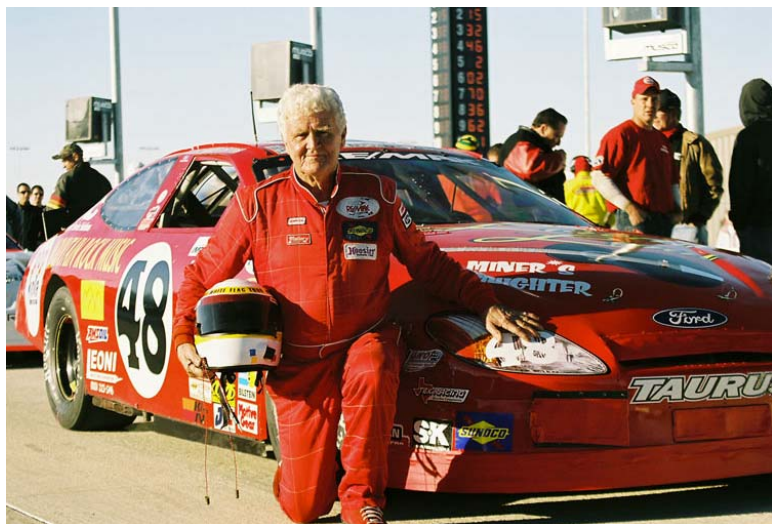
Above Left: Road Runner Superbird was offered as an Auto Show prize. Contestants had to answer questions dealing with various kinds of Plymouths, names of 1970 Plymouth colors and the Plymouth Rapid Transit System.

Above Right: Superbird winner Lucius Slade (second from right) who answered quiz questions correctly and whose entry was first to be drawn, is interviewed by one of Detroit's television stations. Miss Linda Watkins who came to the show with Slade, won a mink stole when she presented the 100,000<sup>th</sup> admission ticket. Between them is Ivan Horst, Detroit Regional Manager. At right is Al Schebil, of Lochmoor Chrysler-Plymouth, and president of the Detroit Plymouth Advertising Association which awarded the Superbird.

Left: Previewing the Detroit Auto Show are Mr. and Mrs. M.J. McInerney of Northland Chrysler Plymouth, Oak Park Mich; Mr & Mrs Dick Green of Dick Green Chrysler Plymouth, Detroit, and Plymouth Division Manager Glenn E. White and Mrs. White.

*Photos and text courtesy of Gary Brunsch*

**James Hylton – Determination Defined – James has just completed the final race in his driving career. He finished his final season of ARCA competition in 18<sup>th</sup> place in the points. James’ driving career has spanned five decades, which is pretty impressive. James is one of the few drivers to race both the Wing Car and a Talladega in NASCAR.**



**James getting ready to qualify for his final race in Iowa.**

“I feel like I kind of got robbed in a way,” states Hylton. “The car was running good and I felt like I had a pretty good finish coming. Unfortunately, a broken valve spring forced me off the track and behind the wall.” This was only Hylton’s second DNF (did not finish) of the 2006 season, the other being attributable to overheating at Berlin Raceway in July. Hylton states, “Iowa was a super race track and I couldn’t have asked for a better place to finish my career.”



James Hylton, born in 1934 in rural Virginia, competed in his first NASCAR Grand National race on July 8, 1964, at the .375-mile track at Manassas, Virginia. Among those competing that day were Richard Petty, Ned Jarrett, David Pearson and Buddy Baker. These men are all established legends in the sport of stock car racing and they have all long since retired, not James though. Hylton has exhibited a determination to continue on in a sport he loves far past the normal career span of the average competitor. There are no drivers active in the sport today that were competing in the sixties and very few that were racing in the seventies. Chronologically, it isn’t until the 1976 Carolina 500 that you will find another driver active in 2006 listed as a starter and that is part-time NEXTEL Cup driver Bill Elliot.

**At left: James at Talladega, 1969 in the Daytona**



“While I was working for (driver) Rex White, I begin to get the desire to drive the car instead of just working on the car as a mechanic,” reminisces Hylton. “Ned Jarrett let me drive a few races in 1964 in a Bondy Long car with the first one being at Manassas. At the road course at Bridgehampton, New York, I was only suppose to run a few laps and then bring the car into the garage. Ned knew how bad I wanted to race so he put a lock on the gas cap to make sure that I didn’t get excited and end up running the whole race.” Hylton went on win the 1966 NASCAR Grand National Rookie of the Year award and finish second in the championship points total. Hylton states “I bought a Cotton Owens Dodge with the help of Bud Hartje and ran it for the whole 1966 season. I was determined to do well in the championship points race and I ended up finishing second to David Pearson and the Cotton Owens team.”

**Left: Hylton’s 1970 ride, the Talladega. The gold & white paint job is very similar to Rex White’s cars from James’ early days as a mechanic.**

During his career, Hylton has shown determination (and continued success) in facing the larger, better-financed teams with his independent operation. In the late sixties and early seventies, Hylton placed in the top-10 in points on a consistent basis while competing against the factory-backed efforts of Petty Enterprises, the Wood Brothers and Holman-Moody. Hylton exhibited that same determination in 2006, when his under-financed one car operation competed against the better-funded developmental teams in the ARCA RE/MAX Series. During his NEXTEL Cup career, Hylton amassed an amazing three second place championship points finishes along with ten Top-10 championship points finishes. Hylton showed the “money teams” that a determined independent team could compete with them successfully over the course of a season



In 2006, Hylton drove the same 2005 Ford Taurus at tracks ranging from the dirt of Springfield to the superspeedway at Talladega. The car named “Martina”, after country singer Martina McBride, soldiered on with James at Salem and Berlin as well as at Kansas and Nashville. James and “Martina” were on a mission to finish in the Top-20 in ARCA RE/MAX Series championship points. At an age when the vast majority of men are retired and are long past the grueling cross-country trips and 12-hour plus days at the racetrack, Hylton pushed on toward his goal. Hylton and his mostly unsponsored team trekked across the country and competed in a sport made up of competitors that were well less than half his age. Hylton couldn’t push “Martina” as hard as he would have liked to at each race because a destroyed racecar would have sideline him for a few races and that would make his Top-20 goal impossible to achieve. However, Hylton’s determination once again paid-off as he finished the 2006 season in 18th place in the final ARCA RE/MAX Series points total.

In 2006, Hylton once again proved that a determined independent operation could compete with the better-financed teams. Hylton ran each race conservatively so as to make his limited resources last for the whole season. Hylton’s determination to finish his final season in the Top-20 was achieved as much through mechanics as it was through sound economic principles. James Harvey Hylton still epitomizes the heart of the “Independent Owner/Driver” of NASCAR’s storied past. While the other Independents such as Cecil Gordon, Buddy Arrington, Elmo Langley, Frank Warren, Ed Negre and J. D. McDuffie are gone from the sport, Hylton still represents their spirit and maintains their place in the racing.

“The independent drivers in the sixties and seventies were the backbone of the sport,” states Hylton with a nostalgic tint “most of these guys hung on until the big money came into to play and one by one they just faded away. Guys like Cecil Gordon left in the early eighties while some like Dave Marcis were able to hold on until 2002, but either way, the influx of money spelled the end of the independent driver”. Corporate America had realized the marketing potential of NASCAR in the eighties much as Detroit had in the sixties and things would never be quite the same in the sport again. Hylton’s last full time season in competitive racing prior to 2006, was 1981 when he posted a 19<sup>th</sup> in Winston Cup points. Hylton’s last full season as an owner in Winston Cup was 1986. Hylton never partnered up with corporate America, he instead chose to follow his own path and continued to call his own shots. When NASCAR becomes too expensive, Hylton moved into the ARCA RE/MAX series as a car owner and part-time driver. “I love ARCA,” states Hylton “it reminds me of how NASCAR was back in the sixties and seventies. It is a community of competitors that are all working together.”

I just received a call from a fellow ARCA RE/MAX Series competitor this morning,” states Hylton from the familiar surroundings of his Inman, SC shop. “He said that he just wanted to let me know that it had been a pleasure running with me all season. That says a lot right there about the camaraderie that ARCA has among the teams.” Hylton also is quick to praise his fellow competitors for all the help that they have provided him during the 2006 season. “I can’t say enough about the support I have gotten from Andy Belmont, Jeff McClure, Norm Benning and countless others during the season. I also want to thank my long-time friend, J. C. Weaver for all the help he has provided during the 2006 season.”

Considering his 40-plus year record in the sport, it is not the least bit out of character for Hylton to have accomplished his goal of running on the last lap of the last race of his career. James Harvey Hylton will always be a model of determination and perseverance in a sport that sometime bears witness to over exuberance and recklessness. Any team or driver would find it well worth their while to study the career and philosophy’s of this legendary man. James Harvey Hylton, stock car racing is forever in your debt.

***Our thanks to Jeff Droke of Hylton Motorsports for this excellent article about James.***

### **Inside the Numbers - Leonard Wood on David Pearson**

Q: In your opinion, who is the greatest Cup driver of all time?

**Leonard Wood: “I would have to say David Pearson. He was so cool. Of course, he won 40-something races for us. But drivers, if they come to the sport in a different time, their styles sometimes might not do the same thing. But don't get me wrong -- David Pearson could drive in any era. He always paced himself in the first part of the race and nowadays you can't really pace yourself -- you've got to run wide open the whole time.”**

**In seven full seasons with the Wood Brothers, Pearson won 43 of 138 starts, or 31% of the races he ran. Of those 138 races, 70% of them were top five finishes. Pearson and the Woods were an amazing combination.**



### New Ramo Stott 1/18 Diecast Superbirds Here

I didn't realize they were coming, but the UPS truck just showed up with a surprise. The folks at MIC have released one more Wing Warrior series car in time for the holidays, the Ramo Stott Superbird.

Ramo's Bird was the first Superbird to win a race, at the 1970 ARCA 300 at Daytona. It went on to finish 7<sup>th</sup> in the 1970 Daytona 500. Later, it raced in USAC in 1971 and 1972, and was retired still wearing it's original sheet metal. The paint job of the model is the original 1970 paint scheme.

These are in big 1/18 scale are of excellent quality and detail. The Hemi is wired. Opening trunk features the fuel cell and filler. Detailed race interior.

We have two cases of these cars ready to ship now.

- We still have these other 1/18 MIC wing cars in stock:
- #5 Bobby Unser –Nichels Engineering Superbird
  - #1 Roger McCluskey Superbird
  - #2 Norm Nelson ex-Petty Superbird
  - #3 Don White - Nichels Engineering Daytona
  - #22 Bobby Allison - Mario Rossi Daytona
  - #6 Buddy Baker – Cotton Owens Daytona
  - #71 Bobby Isaac – K & K Insurance Daytona
  - #99 Charlie Glotzbach – Nichels Engineering Daytona

**Here is the Deal:**  
 Order any one car at \$69.95  
 Order any two cars at \$64.95 each  
 Order any three or more cars at \$59.95 each

Add \$10 shipping for the first car and \$3 each per car thereafter. Make payable to the club. Send to the club address or send Pay Pals to [paydsac@hotmail.com](mailto:paydsac@hotmail.com)



### Petty Wix Talladegas in 1/24 Scale Diecast

Recently released for sale are the long awaited limited issue Petty Ford Talladegas produced by Wix Filters. They are in 1/24 scale and will go nicely with your Petty Superbird that Racing Champions issued for the Petty 50<sup>th</sup> Anniversary a few years back. 1/24 scale is the same size as your traditional plastic model car kits.

Quality approaches that of a Franklin Mint model with opening hood and a wired Boss 429 engine with Holman-Moody logos. The trunk also opens and has the plumbed fuel cell and overflow tube. The Goodyear tires even have Blue Streak striping and correct white lettering. The interior has a well detailed dashboard and a correct looking roll cage. The box art is nice, and comes with a certificate of authenticity.

The model commemorates Richard's 100<sup>th</sup> Grand National win as he once put it, "Little itty bitty Bowman Gray Stadium", in Winston Salem North Carolina on August 22, 1969. (I will guess that it must have driven some die hard Chrysler Petty fans nuts that his 100<sup>th</sup> win came in a Ford and his 200<sup>th</sup> in a Pontiac, after all those years in Mopar products. But hey, that's the way it went.)

We have three of these cars left from our original allotment. shipping the first car, and \$3 for each additional car.

These models are available now for immediate shipping at \$34.95 + \$10 for They can be combined with the MIC 1/18 scale wing cars as well.

Member Jim Wells sent these great photos from the Dick Brannan Ford Reunion in Georgia held this past Spring. Our thanks for Jim for providing the pics.



Jim Wells, David Pearson and Ford stock car boss Charlie Gray pose with Steve Gantz's '68 Torino. David liked his old car so much, he bought it from Steve just after this event.



Jim Well's maroon Talladega gets around. Here at the Brannan show, it's in good company with a new bright red Ford GT.



Steve Honnell brought his 1970 Ford King Cobra and 1970 Mercury Spoiler II twins to the event from Tennessee.



**Larry Peterson** from Overland Park Kansas owns this Wimbledon White Talladega. The photo was taken at the Good Guys meet at Kansas Speedway. Look closely and it appears that 'ol Wile E Coyote is driving the Big T. Thanks Larry, that's a great photo.

Our thoughts and prayers go out to member **Betty Fleck**, wife of long-time member Bump Fleck in Ohio. Betty has been diagnosed with cancer. Bump and Betty have been fixtures at club events for close to twenty years.

**Special thanks** go out to Gary Brunsch, who provided the Chrysler Times Detroit Auto Show material and text for this issue. Gary is a professional auto literature dealer and collector. In addition, Gary's father Walter is the graphic artist who created the the original club logos and artwork we have used since the mid-1970's. Our thanks to Gary and Walter.

**Paul & Julie Kauffman's** beautiful red Daytona was featured in Hemmings Muscle Machines this year. Paul was truly flattered when his car was also nominated as a candidate for Hemmings Second Annual Muscle Car of the Year award.

**Jack Buttino** wrote in to say he enjoyed the article about John Antonelli's Daytona in the September-October issue. I was not surprised, as Jack owned John's Daytona for nearly thirty years. Jack began to thin his collection, which included a Hemi Superbird and the Daytona a few years ago. But his heart remains close to these cars. Jack has been a DSAC member for thirty years.

**Speaking of John Antonelli**, check out the mailbox at his house. The Daytona is made of sign grade aluminum, and I like the flamed mailbox with the Pentastar on the mail flag. Some who have seen it worry someone will damage it or make it disappear. That's until they see the New York State Police cruiser sitting in the driveway!



**Dave Kanofsky** from Chicago sent in this photo of a wild Superbird drift car. It's from Finland of all places. The car has a lot of composite panels which strip off easily. It's a full tube chassis underneath. It definitely did not start life as a Superbird.

**Mike Gorvad** wrote in to tell us about a favorite magazine... "Hi, I would like to recommend a great magazine to club members. If you think it would warrant space in the newsletter, a lot of people might find it useful. The magazine is Auto Restorer (website <http://www.autorestormagazine.com/ar/>). It is very informative and not slick - just full of very down-to-earth practical articles.

Some of the articles also have projects that could be useful in other areas. For instance, this month's issue (Dec., 2006) has an article on constructing a portable paint booth that could be set up in a garage (or hanger, for you aerophiles). The dimensions could be easily adjusted to meet your needs. Another article this month is about a company, Tower Paint & Decorating, Oshkosh, WI (<http://www.towerpaint.com/>) which supplies automotive and aircraft paint; of particular interest are the 16 oz. "spray bombs" (the one's you buy at a hardware store are 12 oz.) it offers. The company has an extensive library of paint colors and formulas going back to the early 1930's - they can match any of them. Also, they can match paint if you send them the paint code, or you can send them a part with the color you want and they will match that.

I have subscribed to Auto Restorer for about five years - it is extremely useful!! No, I'm not selling subscriptions, nor do I get a cut. It's just too good of a source of information not to share. Mike Gorvad (Member #2264)

The sole surviving **Big Willie Robinson** Daytona has just changed hands. The car was purchased from the drag racing legend several years ago by Gary French from Kentucky. It's since been displayed in its survivor state of condition at Monster Mopar Weekend in St Louis. Gary recently reluctantly offered the car for sale on Ebay at \$250,000, and the car was snapped up pretty quickly. It was a legitimate sale. Big Willie owned three Daytonas, two of which were Hemi cars and were destroyed by the early 70's. This is the third car, an original 440 car. Mopar Collectors Guide reported that this was used as a tow car. Gary French the previous owner disputes that claim, and states that the car never had a hitch, and indeed has some race history and ran during 1974-76 after the other two cars were gone.

The Daytona is now at its new home in New Jersey. Preliminary reports are that it will be restored to its original as raced condition.





**CLUB STORE ITEMS - TOYS AND MODELS – SEND PAYMENT TO THE CLUB ADDRESS:**

Shipping prices for each item are shown as if you're ordering one single item. If you're ordering multiple items, add \$2 per additional 1/18 or 1/25 diecast or plastic model, \$1 for each additional 1/43 diecast or 1/64 diecast. Outside the US at cost.

**Keith Black Orange County Daytona**, Ertl 1/18 (only two available), **Sox & Martin Superbird** (only one available) \$59 ea + 10 shipping  
**Liberty Classics 426 Hemi** diecast model, 1/6 scale, rotating fan and flywheel 1/12 scale, \$26 + 5 shipping

**Maisto 1/18 scale Ford Talladegas**, diecast, opening doors, hood and trunk, choice of blue or maroon \$24.95 plus \$5 shipping

**Ertl 1/18 scale Daytona-Superbird Auto Club commorative Daytona**, diecast T-5 bronze with white stripe, comes with certificate of authenticity, limited edition of 2500 produced, \$49 + \$6 shipping

**Eagles Race 1/43 Daytonas** \$14.95 each **Race versions:** #42 Marty Robbins, #30 Dave Marcis, #31 Jim Vandiver, #06 Neil Castles, #6 Buddy Baker, #22 Bobby Allison, **Street versions:** yellow w/ black wing, black w/ red wing, silver w/ black wing, gold w/ white wing, solid blue w/ white wing, metallic blue w/ white wing, white w/ red wing, Red w/ white wing, **Limited Editions:** Millenium **Chrome** \$19.95, send \$4.00 shipping

**Racing Champions 1/64 stock cars**, original 1992 issue, \$5 ea - **Superbirds:** #40 Hamilton, #7 Ramo Stott, #71 Isaac Daytona, **64 Fords** - #22 Fireball, #28 Fred Lorenzen \$2 each, **Cyclones:** #12 Bobby Allison, #16 Tiny Lund, #17 David Pearson, #21 AJ Foyt, #21 Donnie Allison, #55 Tiny Lund, #64 Elmo Langley, \$4 each. + \$3 shipping

**Johnny Lightning Stock Car Legends:** 1/64 diecast, #98 Lee Roy Yarbrough Talladega, #17 David Pearson Talladega, #21 David Pearson '71 Cyclone, #6 Buddy Baker Daytona, mint on card, \$5 each. + \$3.00 shipping

**Monogram Ford Talladega** 1/24 scale plastic model kit with diner diorama \$12 each (now out of production) \$5 shipping

**Polar Lights Talladega and Spoiler II**, 1/25 scale plastic models, #17 Pearson Talladega, #98 Lee Roy Spoiler II, #27 Donnie Talladega, #21 Cale Spoiler II \$20 each, plus \$5 shipping

**ERTL Charger 500 plastic kits** – (the original MPC kit in reissue) limited edition \$12 + \$5 shipping

**Ertl Charger 500 diecasts** 1/25 scale, in red or dark blue, metal prepainted, easy to build in 1 hour - \$12 plus \$5 shipping

**Testors Lincoln Mint Daytona**, 1/25 scale diecast metal kit, highly detailed, \$24.00 + \$5 shipping

**Bullitt 1/25 scale Mustang and Charger diecasts**, fully assembled with McQueen or Charger bad guy figures, \$20 each+ \$5 shipping

**Vanishing Point 1/25 scale Challenger**, fully assembled diecast with Kowalski figure, \$20 + \$5 shipping,

**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 & Maintainance 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.

**Supercars** " " is Frank Moriarty's 160 page hardbound book about the development, and racing of the winged cars. Great color shots, plus the story of the 1971 wings that never were. Interviews with Chrysler personnel and drivers. Nice color photos of the 1994 Talladega meet. This is the first edition hardcover version of the book which is now "out of print". It has been reprinted in softbound. This is the original printing. We have some copies of which the dust jackets have very minor imperfections. The books are in new condition otherwise. These are \$40 including shipping. Canadian orders add \$5 for air mail. European orders add \$10 for air mail. Send your check to the club address.

**Chrysler-Plymouth & Dodge Stock Cars**, by John Craft. 80 pages, color gallery of Mopar NASCAR racers. Includes Petty's 60, 67 Plymouth, Kiekaefer '56 Chrysler 300B, Petty '74 Charger, Marty Robbin's '78 Magnum, lots of winged car action photos in color. Nice coffee table book. \$15 postage paid. Add \$3 for Canada / \$5 Europe / elsewhere

**Wings Series I postcards:** A set of twenty 5" x 7" color postcards from the Racing Pictorial archives, Great! \$17.95 postage paid.

**Mopar Stock Car Photo Book 1966-1970.** Softbound photo book with over 180 color photos of NASCAR, USAC and ARCA stock cars, Many shots of wings and Charger 500's. Nice books. \$19.95 postage paid.

**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: 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  
For Sale Limelite Superbird. U code now 426 Hemi, auto. Black buckets with console. 124K miles. Older restoration. \$160,000.00. Lee (630) 247-1627. [Sbirdlee426@aol.com](mailto:Sbirdlee426@aol.com) 02/07

For Sale: Superbird Nos 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: 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: Mopar 4speed A833 OD trans. (2) \$100 each. Hollander #1710/#1542. Came from Volare/Aspen/Diplomat/Lebaron RWD. 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. 1/2 hour damage \$100. Rene, 920-733-0283. 11/06

For Sale: Hemi Superbird, RM23R0A179736, currently w/ 383 engine, numbers matching 4-speed, Dana, Vit C Orange, black bench int, 50k miles, both jacks, fender tag, same owner last 28 years, not concours, but nice looking, driving car \$249,000. Alan, 262-670-9835. 08/06

For Sale: I have about 20 Dave Marcis and Richard Petty 1/64 scale Daytona-Superbird Racing Champions diecast, plus other drivers. Also some 1/18 Daytonas, 1/43 Superbirds plus HO scale Superbird slot cars and more. Allyn, 480-695-9177 or email: [twaiten@aol.com](mailto:twaiten@aol.com) 08/06

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

Wanted: Broadcast sheet for Superbird, RM23U0A158634. Call 610-395-1435 or email: [kinicker@yahoo.com](mailto:kinicker@yahoo.com) 07/06

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

Wanted: Interior & exterior parts for 1969 Mercury Cyclone Spoiler (Dan Gurney) in good or restorable condition. Especially needed is a DASH PAD & CONSOLE. Ron Penska 267-975-6124 or e-mail [hystick93@aol.com](mailto:hystick93@aol.com) 07/06

For Sale: Reproduction Daytona jack hold down plates, \$50 Superbird jack hold down plates in correct die stamped steel, This is the triangular bracket located on the pasenger side trunk floor. \$110. Prices include shipping. Call Pete at 860-350-6864 12/04.

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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2007 MEMBERSHIP DUES – U.S. \$20.00  
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Enclose check or money order in U.S. funds to:  
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13717 W Green Meadow Dr  
New Berlin, WI 53151  
USA

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

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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: Superbird-Daytona scissors jack \$400, jack handle \$125, hold down plate \$110. 1970 Road Runner/Superbird bumper jack with hook #103 \$350. Call Mike, 860-228-8662. 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 70/71Cyclone} \$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

December 2006

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*This holiday greeting card originally appeared  
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Company newsletter.*

