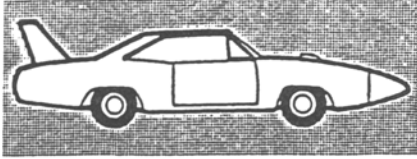


October-November 2007  
www.superbirdclub.com

TALLADEGA  
CYCLONE SPOILER  
*Registry*



Send email to: dsac@execpc.com

## DAYTONA – SUPERBIRD AUTO CLUB

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



### Milwaukee Meet Event Recap

Hard to believe it's been a couple months already since the big weekend in Milwaukee. But it was a great event with a nice turnout of folks. The weekend car count touched fifty cars, which for a non-Talladega event weekend is just excellent.

I can't tell you how pleased we were that everyone came out despite some serious weather challenges leading up and into the weekend. After a pretty dry summer, we endured eight straight days and eight inches of rain leading up and into the event. The rain was so bad that for our Saturday club concours event at the lakefront, the cars were moved off the grass and onto the sidewalk next to Lake Michigan. But it worked out well and the photos taken at the edge of the water have a picture postcard quality to them. We dodged raindrops Thursday and Friday, but managed to get most activities in with some drying out. Saturday and Sunday on the lakefront and at the track were perfect.

The excitement built as cars and people began checking in person and by phone on Tuesday night. Rick and Sherri Stanton from California were the first to arrive with their motor home and Talladega in tow behind. More on Rick's extraordinary car later.

We got started on Wednesday night with the welcome party at the home of Jim & Kathy Wurstur near the hotel on Pewaukee Lake. The Wursturs had big plans for the party, but the rain squashed the opportunity for use of the back yard and the boat house. The weather had cleared earlier during the day on Wednesday, but as the hour of the party approached, it got very dark and a violent squall

pushed through confining us to the house and Jim's large garage. The good news was we had enough food for the whole weekend, and nobody went away hungry. About 9 pm, we got settled in back at the hotel and hoped for a better day tomorrow.

Thursday morning greeted us with gray skies and more impending rain. We left the hotel for our first tour stop which was the Harley-Davidson plant. We made it over there in the dry and quickly filled up the entire visitor center parking lot. An impressive display of "Merican Muscle". Our bunch was large enough to go through in two separate groups. The H-D facility produces engine and powertrain components. They also handle much of the legacy service parts to take care of older bikes. I was amazed at the scope of parts they are able to handle for the old machines. They also offer a rebuild service right at the plant where you can send your engine in for a factory rebuild and the Good Housekeeping Seal of Approval. Very nice. Photo at right: cars in the H-D parking lot.





Well as you might guess, it rained while we were in getting our tours, but the sun came out nicely for our ride over to lunch at Colin Comer's facility, Colin's Classic Auto. To get to Colin's, we took a quick ride down Capitol Drive to through one of the more interesting parts of Milwaukee. We and the cars all survived and heard no gunshots on the way, and getting to Colin's was worth the wait. Colin's building is non-descript by design. Dressed up like an old showroom inside, it's a car lovers dream. Some cars are for sale and some are part of his collection, and it's hard to decide which one you'd pick to take home. Three Daytonas were inside, including the only one from Mr. Norm's Grand Spaulding Dodge. This car was in the raw on the rotisserie just prior to being reassembled. Also there was a T5 Bronze Hemi 4-speed Daytona awaiting a new owner. The assortment of mouth watering cars were possibly more delicious than the fifteen pizzas we vaporized for lunch. We did a group photo outside the facility shooting off the top of Colin's Freightliner transporter, shown above.



Here are a few of the cars at Colin's Classic Auto. From top left: the F6 green automatic Daytona. At top right is a very rare Mr. Norm '68 Dart GSS complete with 440 and fenderwell headers. Bottom left is an assortment of Shelby Mustangs including a genuine R-code race car. On the right is the Ford GT-40 as well as two very rare GTO's. The white convertible was the 1965 Riverside 500 pace car, and the one at far right was the gold Hurst Gee-TO Tiger giveaway car. Fun stuff!



After our visit at Colin's, with the sun still out, we headed east to the water. Our destination was Veterans Park where our Saturday show was scheduled. We met up with Leon Flagg's group of Milwaukee Masterpiece weekend concours show cars for a motorcade. Our convoy of thirty cars headed back up the lake front to Pandl's restaurant for another display and the press party for the Masterpiece Concours weekend. Shortly after we arrived, the rains came back. Not as bad as the previous night, but a little wet. So after some snacks and a couple cold ones, it was back to the hotel for the evening.





Friday was our biggest driving day, with a special tour of the Aloha Automotive Services. Located in Port Washington, up the road about forty miles, we hit the interstate as soon as the morning traffic cleared. Tom White and his staff did not disappoint as they pulled out all the stops for an open house. Aloha is a restoration shop that can provide a turn-key job from a basket case to show jewel.



The Aloha facility has a full service mechanical, machine, paint and body shop all in one complex. The machine shop shown at left and above is particularly impressive with several Hemi engines under rebuild at one time. Clean as a whistle, we had lunch in hanging out with all the horsepower. While there is always a lot of Mopar on hand, they work on a variety of projects including other makes of cars.



Outside was an engine test stand with a customer's fresh Hemi they fired up for testing. Open headers of course! Everyone loved the noise, not to mention it's a great service to be able to provide. Over on the assembly area sat a Challenger T/A being tweaked. You name it, from body and paint, mechanical, wheel alignment, machining, these guys can do it all.





Over in the paint and body area sits a fresh 440 engine on the K-frame being detailed for final assembly. The full downdraft spray booth in the background.

After lunch, we moved over to the chassis dyno area. Imagine being able to break in a car prior to delivery to a customer, or to simply be able to test and tune. That's exactly what we did.

Our dyno test subject was the 1969 Talladega of Rick Stanton from Fullerton California. Rick had been looking forward to this opportunity for some time, and I must tell you, this was a highlight of the day and the event.

Rick's car is no ordinary Talladega. It started life as a production Talladega, but several years ago, Rick decided he wanted to build his dream car. That plan was to take his Talladega as close to a NASCAR spec as possible while still maintaining the ability to drive it on the street. Painted up as a tribute to Benny Parsons and his maroon #72 race car, the eye-popper on this car is a full-tilt Boss 429 engine and a four speed. Now that engine does not fit in a production Talladega, but Rick has engineered the car so it does now.

Rick had this car at Talladega in 2004 in primer, and it sounded very good then. It's had more work since then, and with dyno sheets from his engine builder in hand, Rick was anxious to find out how his car would do at the rear wheels. The car had done a track test at Willow Springs Raceway in California just before loading up for Milwaukee, and Rick had a pair of worn out Goodyear Eagles in the trailer to show for it. At Colin's the day earlier, it set off three car alarms on the street driving it from the trailer into the parking lot! It is one of those cars that can make children cry.



After the Talladega was tied down to the dyno, it was fired up. The bark of the Boss Nine quickly drew a large crowd gathering outside the dyno room. After being warmed up, the first pull began. Running up through the gears and into fourth, the sound became a deafening roar as the final throttle push began up towards 7000 rpm. Watching from the back of the room, it seemed like the Talladega wanted to twist itself right off the dyno rollers. The first result was 640 HP at the rear wheels! At quick jet change on the carburetor and the second pull began, with similar results obtained. The car seemed to break up just a little on the high end. Rick remembered that it had a 6000 rpm limiter chip installed on the ignition. That was removed and replaced. The final pull, the car pulled clean all the way up to the top and sounded great.

Best results were 644.29 horsepower @ 5800 rpm and 672.90 ft lbs of torque at 4600 rpm. Compared to Rick's engine builder numbers, that's only 13.3 % HP loss through the drive train and only 10.8 % loss in torque thru the drive train. Taking into account the 3.31 gears and tire size, wheel speed calculates out to 179.38 mph at 6800 rpm. Nice!

The boys at Aloha said this was the most powerful car they have had on their dyno to date. At left is a good shot of the Boss 429 and the huge Dominator carb.



After the excitement of the dyno run, with a little more rain on tap, we high-tailed it (literally) out of Aloha and headed back to the hotel for a short break. Then it was off to the two lanes (shown at left) to head for beautiful Lake Geneva Wisconsin for the sunset boat cruise.

Dark skies greeted us in Lake Geneva, but the cruise was still on. After a short delay to get everyone on board, we were off on our one-hour tour, which everyone seemed to enjoy.

Many of the homes on Geneva Lake are and were owned by some of the most prominent names in American industry.

**Black Point Mansion** shown below is one of the oldest mansions on Geneva Lake. Built in 1888 as a summer home for its owner, Chicago brewer Conrad Seipp, and his large family. Mr. Seipp came to America from Germany in the mid 1800's establishing a brewery on the south side of Chicago. He became eminently successful, particularly after the Chicago fire of 1871, because so many of the other breweries burned down, and his was far enough south to escape the fire. In 1888, he arranged to build two homes, one a stone mansion on the south side of Chicago near his brewery, and one on the south shore of Geneva Lake.



The summer cottage which became known as "Black Point" had 13 bedrooms, and 20 rooms overall. Its four story tower can be seen from many points on the lake. It was designed to accommodate a large family during the summer months only. It was reached initially only by boat. The guests were brought over by steam boat from the City of Lake Geneva and then returned a week or more later, also by boat. Up to 90 meals per day were served in the large dining room and surrounding veranda,

The original land, having been divided up among succeeding generations, now consists of some seven acres on 600 feet of lake frontage. This architecturally unique home is listed on the National Register of Historic Places.

The home has been donated by fourth generation owner Mr. Bill Peterson as a museum, available for tour via the Geneva Lake Cruise Line. It is the only mansion allowing tours on Geneva Lake.

Black Point has been called "the best surviving example of the great summer houses in Wisconsin and probably also Illinois" by an editor of the State Historical Society's Wisconsin Magazine of History. Contained in the home are furniture and furnishings

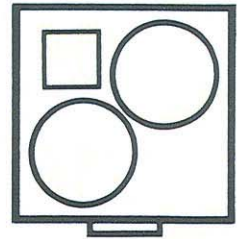
which go back prior to 1888 and which have been carefully preserved by each generation of the Seipp family. Very impressive.

We will continue the meet coverage next issue with the Saturday show and Sunday at the track festivities at the Milwaukee Mile. Our thanks go out to our hosts Colin Comer of Colin's Classic Auto and Tom White and his staff at Aloha Automotive. A special mention goes out to club member Mike Toterio at Aloha who coordinated putting our visit together. Also thanks to Jim & Kathy Wurstur for hosting the Wednesday night picnic. Photos in this issue courtesy of the Milwaukee Mile and Rick Stanton. Nice job folks! For more photos, you can check out the web sites of these businesses at [www.colinsclassicauto.com](http://www.colinsclassicauto.com) and [www.alohadreamcars.com](http://www.alohadreamcars.com) Also, for more photos of the event, they are posted on [www.superbirdclub.com](http://www.superbirdclub.com) right now.

### Lockheed Data Recorder Sales Sheet

Courtesy of Greg Kwiatkowski comes the original advertising spec sheet for the Lockheed Data Recording device as used on the #88 Chrysler Engineering Daytona. Shown on the next two pages, it's a very rare and obscure piece of literature. Thought you'd like to see it and how the device was mounted in the car. Greg currently owns and is restoring the #88 Daytona.





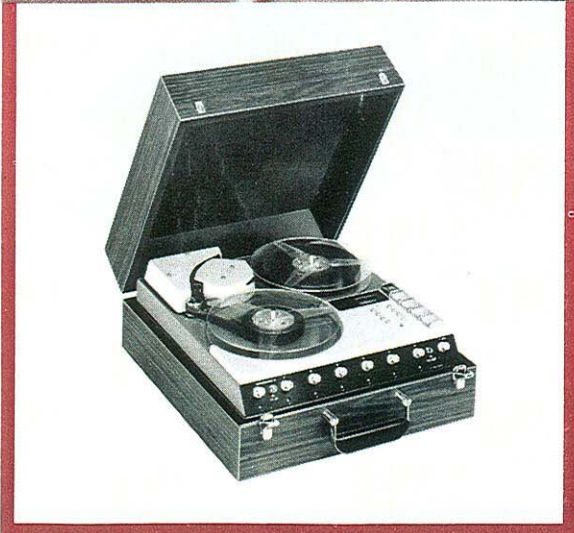
## RECORDING DATA FOR IMPROVED AUTOMOTIVE DESIGN



### Chassis and engine designs checked at race tracks by Chrysler Corporation - with the Lockheed Model 417

Chrysler Corporation is using the Lockheed Electronics Company Model 417 Magnetic Tape Recorder/Reproducer to collect data during road tests at race tracks throughout the country in an effort to improve automotive designs. The seven track, battery powered Model 417 picks up measurements from sensors placed at 44 different points in the engine and chassis of a modified 1970 Dodge Charger. Mounted in the trunk of the test automobile, the Model 417 records data which includes tire temperatures, engine temperatures and pressures, brake pressures, acceleration, displacement, yaw, rpm, and wheel speeds. Test data is used to point up any deficiencies in current design and indicate areas to improve future models.

This is but another example of the Model 417's adaptability and reliability to operate under rugged conditions and demonstrate its ideal suitability for recording data in the field, air, sea, space, laboratory or factory. Details on the Model 417 Recorder/Reproducer — one of a family of precision recorders — may be obtained from our team of experts by calling (201) 757-1600, Ext. 2707.



## Lockheed Electronics

A SUBSIDIARY OF LOCKHEED AIRCRAFT CORPORATION

INDUSTRIAL TECHNOLOGY DIVISION

U. S. Highway #22, Plainfield, N. J. 07061

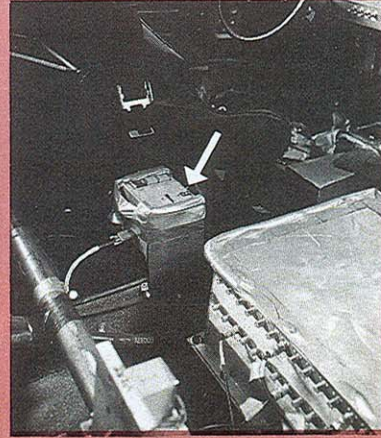
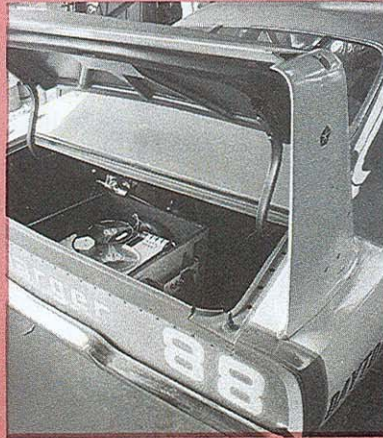




## RELIABILITY IN A ROUGH ENVIRONMENT

Chrysler's testing facility checks the performance data recorded by the Model 417 mounted in the trunk of an instrumented Dodge Charger driven by such noted racing drivers as Buddy Baker and Dan Gurney at Riverside, California and Talladega, Alabama. Baker recently set a new record of 200.47 mph at Talladega in an instrumented Charger powered by a 426 cubic inch hemispherical engine. This is the first automobile to exceed 200 mph on a closed course track. Tests at similar speeds were run by Gurney at Riverside.

A Lockheed Model RC Remote Control unit, located next to the driver's seat, is used to operate the trunk mounted 417. During pit stops the Model 417 is placed in a specially equipped van where the recorded data is reproduced through a pen chart recorder which scales the data, two channels at a time. The Model 417's operation under actual race track conditions has again demonstrated its ruggedness, versatility, portability and reliability.



Your Representative is





Thanks to member Paul Kaufmann for sending in the above cartoon.

The article below recently appeared in the **Chicagoland Mopar connection** newsletter regarding an alternative to traditional tail and dash light bulbs.

## A LITTLE HELP FROM YOUR FRIENDS

I found something I thought might interest the membership relevant to dash lighting on 68 thru 70 B & C-bodies (don't know about A's and E's but I suspect they are the same). I have a 69 Coronet 500 convertible and a 69 Monaco wagon. I replaced the wedge-base push-in bulbs in my dash with LEDs in an attempt to reduce the low voltage dimming of the dash lights when the car is at idle. I used green ones rather than the standard white. They look great and do exactly what I hoped they'd do plus a bit more. The "more" part of this is that the rotary dimmer used to have the lights fully out about ¼ of the way through the full rotation. But now they dim through the entire range giving me much better control of the intensity. Additionally, these things are much brighter than the stock incandescent bulbs allowing the instruments to show up clearly when you are stopped at night in a place where there is a lot of ambient light like a stop light under street lights. Here is the web site where I bought them [www.superbrightleds.com](http://www.superbrightleds.com). This is the part number.

### WLED 4-LED bulb

12VDC 4-LED Wedge Base Bulb (194/168/158 type) Polarized

Available in White, Blue, Green, Red, Amber and UV-BlackLight LED Amber are \$1.59 ea.

All others are \$2.59 ea.

These are, by far, the best prices I've seen on these anywhere. One other thing to note, I put them in my dash turn signal slots because the green lenses in the dash is faded to almost white. The LEDs were blinding so I went back to the incandescents for now. I will be ordering **WLED 1-LED (amber=\$.79, all others = \$1.39)** to give them a try because they produce ¼ of the light that the 4-LED bulbs do.

The available colors offer some interesting possibilities, too. I'm considering trying the UV versions for the dash lights to see what they look like. For about \$15 (4 bulbs and \$5 shipping) this is a cheap experiment with a high probability of good results.

On another note, as part of my order I included a pair of 1156 15-LED bulbs to replace my back up lamps. They are not nearly as bright as the originals but look really cool. I haven't decided whether or not to keep them, try a larger LED array or go back to the original incandescent bulbs.

Any one who wants to know more about my experience with these can e-mail me at [rwalsh@ranincusa.com](mailto:rwalsh@ranincusa.com), Scott Ericson, "the dash guy" as also offered to provide any technical information on the bulbs and how they affect the dash lighting. He can be reached at [gsdd@ameritech.net](mailto:gsdd@ameritech.net) (sent in by Rick Walsh)



## Final Closeout on MIC 1/18 Stock Car Models

We have been sold out of most of these models over the summer, but have just caught a final closeout deal on them from a distributor selling off his inventory.

We have these cars in stock and ready to ship now for the holidays. They are \$49.95 each. Shipping is \$10 for the first car and \$2 for each car thereafter. We can fit six cars to a case. This is the lowest price we have ever offered on these.

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

Below are the cars we have in stock:

**#1 Roger McCluskey Superbird**

**#2 Norm Nelson ex-Petty Superbird**

**#3 Don White - Nichols Engineering Daytona**

**#5 Bobby Unser - Nichols Engineering Superbird**

**#40 Pete Hamilton Petty Superbird**

**#99 Charlie Glotzbach - Nichols Engineering Daytona**

**#7 Ramo Stott Superbird**

**#88 Buddy Baker Chrysler Engineering Daytona**



**Ordering Info:** Cars are \$49.95 each. Add \$10 shipping for the first car and \$3 each per car thereafter. Make your check payable to the club. Mail to the club address or order by Pay Pal and send your payment to [paydsac@hotmail.com](mailto:paydsac@hotmail.com)

## TOYS AND MODEL CLOSEOUTS – SEND PAYMENT TO THE CLUB ADDRESS:

These are all old stock items not in production. We simply have too many and have reduced the prices good through December 31 2007. Shipping prices for each item are shown as if you're ordering one single item. If you're ordering multiple items or with the cars above, add \$3 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) \$49 ea + 10 shipping

Maisto 1/18 scale Ford Talladegas, diecast, opening doors, hood and trunk, choice of blue or white \$19.95 plus \$5 shipping

Ertl 1/18 scale Daytona-Superbird Auto Club commemorative 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 \$12 each Race versions: #42 Marty Robbins, #30 Dave Marcis, #31 Jim Vandiver, #06 Neil Castles, #6 Buddy Baker, #22 Bobby Allison, Street versions: 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: Millennium Chrome

Racing Champions 1/64 stock cars, original 1992 issue, \$3 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, #21 AJ Foyt, #21 Donnie Allison, #26 Lee Roy Yarborough, #27 Donnie Allison, #52 AJ Foyt, #55 Tiny Lund, #64 Elmo Langley, \$2 each. + \$3 shipping

Johnny Lightning Stock Car Legends: 1/64 diecast, #98 Lee Roy Yarborough Talladega, #17 David Pearson Talladega, #6 Buddy Baker Daytona, mint on card, \$4 each. + \$3.00 shipping

Monogram Ford Talladega 1/24 scale plastic model kit with diner diorama \$10 each \$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 - \$10 plus \$6 shipping

Bullitt 1/25 scale Mustang and Charger diecasts, fully assembled with McQueen or Charger bad guy figures, \$15 each+ \$5 shipping

Vanishing Point 1/25 scale Challenger, fully assembled diecast with Kowalski figure, \$15 + \$5 shipping,

GMP Two Post Lift – Fits 1/24 and 1/25 model cars, operates with hand crank. Includes accessories, \$30 + \$5 shipping

VHS Tape – The Hard Chargers – 53 minute documentary on the 1970 Grand National season featuring Richard Petty, Pete Hamilton and Cale Yarborough. Excellent film, behind the scenes stuff, beautiful color. Only a few left - \$20 includes the shipping to you



**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: Plexiglass rear window for Daytona or 500. One set of head light doors for a Daytona. MUST be original & in decent condition.

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

11/07

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

10/07

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

11/07

For Sale: 1970 Plymouth Satellite Rear Quarter Panel, drivers side. Cut from donor car. Has been dipped and primed and in very good condition, \$4000. 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.

01/08

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.

For Sale: Original Vaccum canister for Superbird or Daytona with mounting strap. \$175.00 Will not separate. Original Vaccum canister for Superbird or Daytona without strap \$100.00. Original Vaccum rubber hose and grommet for headlights for Dodge Daytona \$175.00

**Limited Edition** 1976 Chrysler Cordoba. Triple Black color with matching numbers. All power. Same owner 28 years- always

garaged. Original paint still in excellent condition. Cloth interior excellent. Texas car. \$4500.00 Call Ed 972-255-8138

12/07

For Sale: New Superbird and Daytona Scissors Jacks. These quality built jacks are made from scratch, not modified aftermarket junk. Correct in every detail. \$750 shipped. Jack Handles, correct pivot piece, bends etc \$150 post paid. Replacement Jack Bearings \$20 post paid. Email [petev8@webtv.net](mailto:petev8@webtv.net) for pictures. Call 860-350-6864 any time.

09/07

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

12/07

Wanted: Cyclone Spoiler or Spoiler II. Prefer NASCAR nose. Brian in Dallas, 972-467-2487.

09/07

For Sale: 1993 Dodge D250 2WD Cummins Diesel, Automatic, Air, PW, PL, Cruise AM/FM-CD Gooseneck & Reese Hitch

Silver with Blue Indy Stripes Gets 21 MPG. \$5200.00 Also, 1978 Lil Red Express, red interior- bench seat, AC, most of the body work is complete, needs finished. \$4200.00 618-898-1179 or 618-599-1388

07/07

For Sale: 440 automatic distributor, 2875758, correct for Charger 500 or Daytona. \$100, John 219/785-4730.

04/07

For Sale: 1986 Shelby GLHS (Omni) clone, 2.2L Turbo, 5-spd, black, all done \$9500 obo. 1987 Shelby Charger GLHS, rod knock, make offer. 1978 Richard Petty Street Kit Car, needs resto. Call Joe, 219/864-1988 h, or 708-288-9066 cell.

06/07

For Sale: Reproduction Ford Parts: 1966-71 Fairlane/Cyclone console shift boot C6OZ-7C309-A \$79.00, 1966-70 Throttle rod {390-428} \$99.00, 1966-71 Autolite Sta-ful battery Group 24 Wet \$149.95, 1966-71 Autolite Sta-ful Battery Group 27 Wet \$159.95, 1966-71 Autolite Sta-Ful Maintenance free Group 27 \$259.95, FE Dipstick C7OZ-6754-A \$19.95, 1968-70 Chrome Twist -on Oil Cap C8AZ-6766-B \$34.95, 1968-70 Carb spacer plate C8AZ-9A589-GR {390-428cj} \$85.00, 1968-70 PCV Tube C8OZ-6758-BR {428CJ} \$75.00, 1968-71 Ram Air Vacuum motor \$175.00, 1968-71 Torino/Cyclone Ram Air Seal DOGY-9B625-B \$250.00, 1968-69 Torino Taillight lenses {fastback} \$89.95/each, 1968-69 Torino Taillight Chrome bezels {fastback} \$180.00/pr, 1968-69 Torino Hood lip mldg \$150.00, 1968-69 Torino taillite seals C8OZ-13520-C \$150.00, 1968-69 Torino front license bracket \$89.00, 1968-69 Torino/Cyclone trunk drop downs {if you have rust in quarters you need these} \$249.99/pr, 1968-69 Torino Dashboard Heater/Fan call out strip w/air \$89.00, 1968-69 Torino Dashboard Heater/Fan call out strip w/o air \$89.00, 1970-71 Torino/Cyclone Trunk Drop downs \$249.99/pr, 1970-71 Ram Air Seal DOOZ-9B624-A \$169.50, 1970-71 Torino Tail lite seals DOOZ-13461/62-A \$99.00/pr, Torino Cobra Grille Ornament \$225.00 Please Contact

Marty Burke, 7177 CR 1135, Leonard Tx 75452 {903}-568-4295 [mburke6662@aol.com](mailto:mburke6662@aol.com)

12/07

Wanted: Superbird build sheet, RM23V0A178068. Sold new at Nevada Chrysler Plymouth, Reno. Car is Limelight and was reportedly raced in the Reno area when it was new. If you have any information, contact Don Bish at 260-761-3916 or email to: [dbbish@ligtel.com](mailto:dbbish@ligtel.com)

04/07

Wanted: Daytona or Superbird, older restoration or semi-finished project car preferred. Ron Penska, 267-975-6124 or email to:

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

02/08

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: 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



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

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.

12/07

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

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.Daytona.com](http://www.Daytona.com)

04/05

Services Offered: Custom fabrication and repair of Superbird nose cones and rear window plugs - complete or partial, I can repair yours or build you a new one. All steel. See photos of my work at [www.wingcarfab.com](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.

Services Offered: Appraisals, authentications, fender tags, window stickers, build sheets, insurance work, court duty, lawsuits. Expert qualifications. 25 years authenticating only Mopars. Jack Sharkkey, 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

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.

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

### **Club Store Items**

#### **Talladega and Cyclone Spoiler Stuff – prices include shipping within the U.S. – send to the club address**

**License Plates** \$10 each Torino Talladega "Grand National Champion" license plate with "T" logo, Dan Gurney Special logo plate,

**Emblems & Decals** Talladega inside door emblems \$25 pr, Talladega gas cap emblem \$25, Talladega 428 air cleaner decal \$20 (the only correct one available), Dan Gurney Special fender decals \$35 pr, Cale Yarborough Special fender decals \$35 pr, Talladega stripe kit (white or black), Spoiler/Spoiler II side stripe kit (red or blue) Spoiler/ Spoiler II hood stripes, "Cyclone Spoiler" quarter panel decals – call

**Misc Parts:** Correct Talladega/Spoiler radiator shroud, \$110 quantities limited, Talladega and Spoiler II grille/headlight seals. Correct wide rubber seal as original – custom made to our specification, \$150 set

#### **BOOKS AVAILABLE FROM THE DSAC LIBRARY: send payment to the club address**

**Talladega and Cyclone Spoiler Registry Book** – Contains information on how to properly restore your Talladega, Cyclone Spoiler or Spoiler II as well as the story of the Aero Fords. Each Talladega serial number is documented and current owner and condition if known. Each Cyclone Spoiler and Spoiler II known to exist is listed as well as known Talladega and Spoiler II race cars Also lists resources for restoration parts. \$30 postage paid.

**Superbird Special Parts & Maintenance Schedule** - This 44 page spiral bound book was the special owners manual mailed to the original owner of record by Chrysler. Includes separate cover letter of introduction from Chrysler. This book is a supplement to the 1970 Belvedere owners manual. \$15 postage paid.

**Superbird Serial Number List** - Contains 1,920 Superbird VIN numbers. This document does not list by VIN numerical order, but rather when each car was received by the Clairpointe sub-assembly plant (where noses and wings were installed) and when shipped out after installation. There have been a few cars reported that are not on this list. \$20 postage paid.

**Superbird Dealer Brochure** - There never was a consumer sales brochure on the 'Bird, but there was a four page black & white folder sent to each dealer introducing the car and special features. \$10. postage paid.



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

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