

July-August 2013
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DAYTONA – SUPERBIRD AUTO CLUB

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Collector Car Thefts

Well, I am sure that got your attention. Fortunately, they were not our cars. But I've been hearing reports of cars being stolen from events around the country. Four cars were stolen during a late September Goodguys weekend event in Indianapolis. One of the cars was stolen from the same hotel we hosted our Brickyard 400 meet at. The restored 1970 Chevelle was stolen out of an enclosed trailer in the Sam's Club lot next to the Wingate hotel. When we were there, we had the hotel parking lot blocked off. But that would have been harder to do with the haulers across the driveway. From what I can tell, this car has not been recovered.

The other recent thefts in the news took place at the Monterey car events in California. Two were from the Mecum auction. One was from the Russo and Steele and the other car from a bed & breakfast. The 1961 Impala taken from Russo & Steele was taken from a fenced and secured municipal parking lot where all the auction cars are kept. The thieves gained access by cutting a hole in the fence and repairing it once inside. About this time, an altercation, perhaps staged, occurred between two people outside the fence on the other side of the grounds, which sent security running in that direction. The thieves then hotwired the Impala and drove it out the gate of the parking lot. They were aware of cameras focusing on the driver, so they took a very wide berth when exiting so that the camera only caught the empty passenger seat. This car has not been recovered. The Corvette stolen from the B & B was recovered appearing that it had been taken for a joyride and abandoned. The other two cars apparently taken from the Mecum storage lots have not been reported as being recovered.

We have been fortunate that our own events are fairly low key, and not widely publicized. But the theft reports certainly give me pause to make sure the trailer is secure as possible overnight. Keys out of the car. Perhaps a tie down needs to go on the car. It may also be a good idea to disable the tow vehicle – the idea being to try and slow a thief down.

As far as covert measures on your vehicle, Lojack being non-GPS seems like it could be a cost effective option for a collector car. But distribution and installation also seem to be limited. GPS works, but is not going to work inside a structure. Got any suggestions on security? I'd like to hear from you. In the meantime, make sure your collector car policy is up to date. Ok, enough of that stuff...

National Meet Report

On to happier news, I am pleased to report that we had no cars stolen at the national meet in Ann Arbor Michigan. The meet went off June 13th-16th and it was an excellent time. We had close to 40 cars coming and going at different times of the event.

First off, I would like to say thanks to Bob & Linda Glaspie for hosting the event and also to Sherri Peddicord for making the name badges. They did a fine job and we appreciate their efforts. I did not have room for photos of each stop we made, but will include a few more next issue.

The photo on right is from the Greenfield Village Motor Muster show on Saturday. This was really a choice event, and as promised the organizers comped our entry fees and allowed us four tickets into Greenfield Village and the Henry Ford Museum.



I've said it before that our cars open up doors for us and create opportunities. Motor Muster was no exception. On behalf of our club and Winged Warriors, we made a donation to the Henry Ford and would like to say "thank you" for accommodating our group of cars. I'll tell the story of some of the places we visited on the next few pages.



On Thursday, we were invited to display our cars at the Roush Collection open house. The museum is normally not open to the public. Typically, the parking lot is filled with Fords and Roush built cars. This year, we got the top billing and filled the main lot. At right is Bob Glaspie's beautiful 1970 Charger R/T in Sublime. Bob restored this car in the 1990's and it is still looking great.



It was a warm day and the shade against the building in late afternoon was welcome. Our members who attend these meets are among the friendliest you can meet. Gary and Mary Fairchild from Pennsylvania are no exception. They brought their Tor-Red Superbird.



The Croxford family brought three wing cars to the event. Their Marty Robbins #42 got the hard luck award with overheating trouble. Doug Croxford battled with the problems in the parking lot. Mike Svec's yellow Superbird is parked next to the #42. At right is Dave Moots with Jack Roush himself. The Cat in the Hat autographed the dash on Dave's Cale Yarborough Special.



Friday morning we toured the Yankee Air Museum in Ypsilanti. The museum is next to the old Willow Run bomber plant. Used by GM after the WWII, the Willow Run building was over a mile in length. Most of it is now slated to be torn down. But the Yankee Air Museum will likely be moving into a portion of the building that will be saved. Photo at top left are the Spoiler II's of Wayne Perkins and Barry Miller, with Larry Peterson's Talladega in the middle. At right is Carol Croxford and her Petty Blue Superbird.



Jerry Service brought his black Hemi Daytona out on Friday. This is the car that was tested by Car and Driver at the Chrysler Proving Grounds in 1987. The sidewalls of the front tires are shredded from the skidpad testing. Jerry says that he received a new set of tires for his trouble, but they have never been installed. I had not seen this car, or Jerry for many years, and it was nice to see them both.



Stan McGuire gets close to "Rosie the Riveter" inside the Yankee Air Museum. Outside the museum, the multi colored Superbirds were a nice compliment to the static display of jets on the ground.



Thursday morning started out a little wet for our visit to the Chelsea Milling Jiffy Mix factory in Chelsea Michigan. Chelsea is also famous to being home to the Chrysler Proving Grounds.



Jiffy Mix CEO Howdy Holmes addresses our group. Mr. Holmes was an accomplished open wheel racer in the 1970's and 1980's with a Formula Atlantic championship and six Indy 500 starts. Shown here in 1979, he was also on the front row for the 500 in 1984.



After lunch on the way to the Roush museum open house, some cars stopped out in front of the Chrysler Proving Grounds for a photo op, as well as this cool private petroleum collection near Chelsea. The cars of Doug Croxford and Rick Edwards out front.



Saturday morning, we paraded into Greenfield Village for the Motor Muster car show. This is a by-invitation show of about 800 cars. Our group was a feature this year. Here, the cars are parked in the beautiful village setting for the day.



We were invited to parade a selection of cars from our group past the review stand for the crowd. Doug Croxford (orange shirt) was our emcee and did a very nice job explaining the aero cars to the audience on hand.



Above are the Spoiler II's of Dave & Shirley Moots and the white Talladega of Larry Peterson. Club members spent Saturday touring the village as well as the Henry Ford Museum next door. This is simply a fantastic campus to visit. More on the meet in the next issue.



Bobby Isaac's final resting place is at Catawba Memorial Park, located in Hickory North Carolina. The cemetery overlooks Hickory Motor Speedway. Ironically, this is the track where Bobby suffered his fatal heart attack in August 1977 during a late model sportsman race. On Bobby's cemetery marker, you can see the NASCAR logo at the bottom center. Should you wish to visit sometime, the exact address is 3020 Hwy 70 (Conover Blvd), Hickory, NC 28602. I understand that Ned Jarrett bought the plot that is next to Bobby.

Paint Samples for Kids! by: Galen Aasland

These are paint remnants from a Ford assembly line in the 1960's. My dad got these from an acquaintance who apparently worked at the local Ford plant, probably at some kind of group activity my sister and I attended.

Somehow as part of the assembly line process, cars or parts were carried down the assembly line on some types of hooks. When the parts got to the painting area everything got spray painted, including overspray on the hooks. Whatever car or part that was secured by the hooks was eventually released from the hooks for the next stage of car assembly. The hooks were then attached to a new part and the process repeated. Throughout the day, more and more layers of different exterior car paint colors built up on the hooks. Eventually someone would take a hammer, bash the built-up paint on the hooks and the built-up paint would be collected as scrap waste.

Today this is probably listed as some type of industrial waste. But in the 1960's my dad certainly was not the only person to stop by the Ford plant, find these and to bring these trinkets home for their kids. These have all kinds of Ford paint colors from the 1960's. The thin color layers built up on each other. My sister and I would further break them up, then use some sandpaper to make what looked like multi-colored stones.



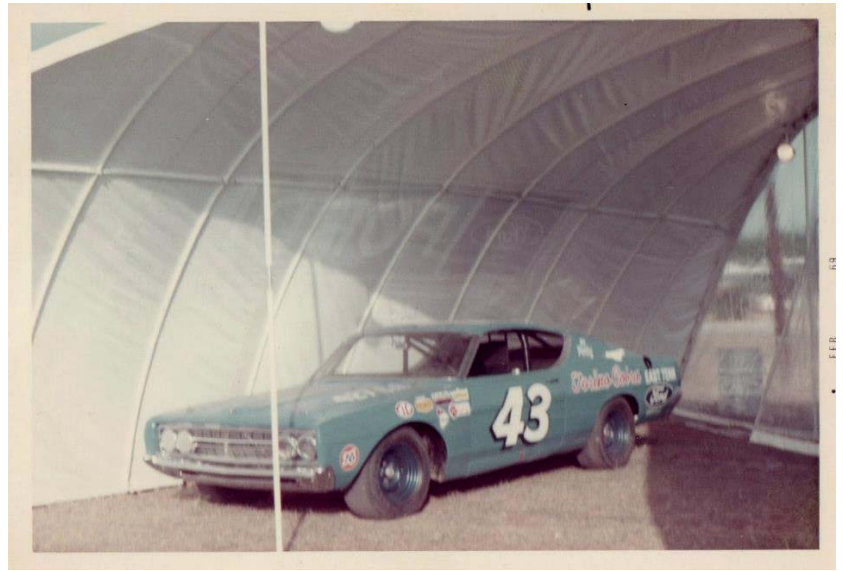
I found a box of these pieces in my dad's basement that my sister and I didn't get to. The sandpaper was in the box too, so we were not too far off from making these into psychedelic stones.



Ford's 1969 Total Performance Road Show

A while back I found this photo of a 1969 Petty Torino on the internet. It was taken at Daytona in February of 1969 in what appeared to be a spectator display under a canopy. (Plymouth fans must have been shocked to see this.) Looking closer at the Torino, it became apparent that this car was not one of the real Petty race cars. Instead, it is a 1968 Torino painted as a Petty car. The headrest does not match any of Richard's cars.

More recently, I purchased a series of Ford factory photos that show the exact type of show rig used in 1969. According to the press release, the "Ford Total Performance Show" promotional effort consisted of two semi trucks that traveled the country between stops at Ford dealerships and race tracks on the weekends. The photos below are dated Feb 18, 1969.



Between the two rigs, they carried five different race cars, several high performance engines. Each had 18 different high performance parts display panels as visible below next to the Ford Mark IV. Canopies opened out from all four sides of the trailer to create a 4000 sq. ft display space. The photo above has a David Pearson #17 Torino at far right. Cool stuff.



Shaken Down at 208 MPH!

Winged 'Model T' Is Ford's '69 Racer

By JERRY BENNETT
DETROIT — Ford Motor Co. has resumed production of the Model-T after a 40 year model changeover shutdown, it has been exclusively learned by NATIONAL SPEED SPORT NEWS.

Several minor differences are noted between the 1929 and the 1969 Model-T. Both offer versions of automatic transmissions but the

current model may be ordered with a 4-speed manual gearbox.

Slight horsepower and cubic inch increases are evident in the 1969 engine as compared to the 1929 powerplant.

This year's sheetmetal is subtly streamlined with a lower roof-line than the original Model-T. We're not really putting you on; there is a 1969 Model-T. One was discovered in Detroit last week at the Ford Motorsports Banquet.

BASIC TORINO
Basically, it's a Fairlane Torino with modified sheetmetal and an airfoil. The top of the grille has been lowered and fitted with a "Power-Dome" type nose. The styling of the hood's front is similar to that on recent model Continentals and is more aerodynamic than the conventional Torino nose. The hood section features a ram-air air-scoop and tie-down wires for racing.

The real eye grabber is on the rear deck. At first glance it resembles a ski-rack but it's an elevated wing or airfoil for aerodynamic stability.

It's function is to keep the rear wheels on the ground at high speed. The wing won't hurt sales appeal either.

The airfoil is as long as the trunk is wide, and is about 5 inches in width. The wing is different than spoiler-lips found at the rear deck of other fastback cars. The airfoil is elevated by stubby struts above the trunk lid at about 5 inches, and turns downward at the sides.

The racing version Model-T is powered by a super 429 cubic inch 'porcupine' featuring staggered valves and 16 rocker arms. We (Please turn to Page 14)

Fonty Flock Sues France, NASCAR for \$4 Million

ATLANTA — Fontello (Fonty) Flock, NASCAR's 1949 national modified champion, last week filed a \$4 million suit accusing NASCAR and its president of "monopolistic control over stock car racing in the south."

Flock, who was membership director of NASCAR, the country's largest racing organization, until he quit in September, filed the suit last week in U.S. District Court here.

Flock's attorney, Edward Brookins, said the suit involves verbal agreements between France and Flock regarding establishment of the Alabama International Motor Speedway at Talladega, Ala.

OBTAINED TRACK SITE
The complaint stated that from May through September, 1964, Flock pursued a land investigation for the Talladega track, and that Flock in October, 1964, obtained the site suitable for such use. In return, the suit charged, France had promised Flock a partnership in the venture, now ex-

pected to be open for racing in September, 1969.

Other defendants in the lawsuit are the Daytona International Speedway, of which France also is president, and the Union Pure Oil Co.

'NO BASIS' SAYS FRANCE
The complaint charges Union Pure, supplier of fuel for NASCAR sanctioned races, with implying "existence of competition where none exists" in promoting its fuel as the "No. 1 racing" fuel.

France, contacted at his Daytona Beach offices, said, "I can see no basis for the suit." He refused further comment.

Petty Quits Plymouth, To Race Ford

RANDLEMAN, N.C. — Richard Petty, two time NASCAR champion and the organization's biggest winner with 91 Grand National triumphs, has changed horses.

It was revealed Tuesday that Petty, after a long association with Plymouth, had signed a contract to race Ford stock cars on the 1969 NASCAR Grand National Circuit.

At press time Petty, his father Lee, and Ford officials were in conference and unavailable for comment.

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learned from a very high-level FoMoCo official that the car has turned laps at 208 MPH! Speed tests were "conducted in Michigan" but the driver's identity is unknown. We were told it was not a regular Ford driver who performed the 208 MPH tests.

The new Model-T will probably be introduced at the Daytona 500. Showroom versions will be powered by the 428 inch Cobra-Jet engine. Northern racing fans won't see the "T" in action until the two NASCAR races at Michigan International Speedway in June and August.

In the short time Bunky Knudsen has been FoMoCo's president, he has already spawned an ultra-fast stock car. There is no doubt he strongly supports auto racing.

Whey is the new Torino designated as the "Model-T"? "T" stands for Talladega. Metal Model-T plates appear on the car's exterior over the door and trunk handles and Talladega is spelled out on plates on the interior door panels. Talladega is the home of the NASCAR's new Alabama International Speedway now under construction.

NASCAR President Bill France apparently convinced Ford to name their new racing stock car after his new track. He gets a million dollars worth of publicity and the

car receives an instant performance image.

"Model-T" is a household word with ready-made sales appeal. NASCAR and FoMoCo stand only to gain on the tie-in. Not only has France convinced Ford but Chevrolet as well. Chevy's Camaro is the official NASCAR pace car. That's salesmanship!

The Model-T has had very little public exposure but there have been instances of reaction. Some youngsters were observed looking at the car over when one of them spotted the name of it on the door panel. "Hey guys; this car was built by one of those Italian coach-builders . . . Talladega."

The Model-T can be ordered in any color . . . except black.

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A reliable, well-placed official at a top NASCAR track tells me that he is being badgered by a few star drivers. They want his speedway to construct either a tunnel or skywalk between the area where they park their motorhomes during race weekends and the garage area. The purpose? So that they won't have to mix with those pesky fans hoping for an autograph or to snap a photo.

Excuse me. Have you glanced into the grandstands lately? Some times more than half the seats don't have fannies in them! You ought to be doting on the paying customers, not dodging them.

Just as it did a couple weeks ago to address a "fixing" scandal, NASCAR needs to convene another mandatory meeting among the competitors and put Richard Petty in charge.

The subject: Being sweet to the people who pay the purses that enable the swanky motor coaches, private planes and other perks many drivers command.

Petty has reigned as the sport's King for more than 50 years, and not just because of his record 200 victories and seven championships, a mark he shares with the late Dale Earnhardt. The ever-smiling Petty has a vast following of loyal subjects because he's nice to them.



Example from the 1970 Driver/Fan Etiquette Manual

Some examples: In the early 1990s I coincidentally was booked with Richard on a commuter flight from Baltimore to Salisbury, Md. We were heading to a race in Dover, Del. As we waited to board the plane a pack of about 25 Cub Scouts came through on a tour of the airport. They spotted Petty and with squeals of delight a rush was on for autographs.

As a gate attendant repeatedly ordered him to board "or else the door is gonna close" Petty kept signing, elaborately and deliberately penning that distinctive autograph with all its swirls. Only when every kid had been accommodated did The King stride to the plane, which could have been no more than five minutes late in leaving. Other passengers who had seen what was happening applauded him in appreciation.

When NASCAR went to Indianapolis Motor Speedway in 1994 for the inaugural Brickyard 400, I needed to talk with Petty for a story I had been asked to ghost write in his name. He was taking a break in his modest-by-comparison motor home behind the garage area. Petty's personal manager, Jimmy Martin, accompanied me to see him. It was a mob scene around that coach. Hundreds awaited an "audience" with The King. Jimmy had to beg fans who thought we were pushing to the front of the line to let us through. After about 15 minutes I had the necessary notes. Richard stretched and said, "Well, Tom, if you have what you need, I'm going out and sign some more autographs." With that he voluntarily waded into a crowd that went wild at the sight of him.

Years ago I asked Petty's wife, Lynda, if she ever had seen him "really mad." She laughed and related this tale: "Back when electric windows first became available on cars we were at Martinsville Speedway. Richard won the race and, as always, sat on the pit road wall afterward and signed autographs.

"Me and the kids waited for him in the car, which was parked in the infield. Kyle and his sisters were very young then and they were fascinated by those windows. Up and down the windows went, over and over. "At about dark, Richard finally finished signing autographs and posing for pictures and came to the car. "It wouldn't start! The kids had run down the battery by playing with those windows. "He was not happy." The experience never deterred Petty for a second from his practice of being pleasant to the fans. "We've got to think where we would be without them," he says.

I realize that there are occasions when drivers are in a hurry to get to the garage and haven't the time to stop and scribble or "say cheese" for fans. I know the car might not be running well and frustration has set in. Further, I know that some autograph or photograph seekers might be inebriated and obnoxious. I know that within hours some of them will be selling the autographs and/or pictures on the internet. But to demand, as if you are lords, a tunnel or skywalk to avoid all of them altogether at a time when attendance is down and the sport's popularity appears to be plummeting? It's way past time to reconsider and instead do some courting. I am not holding my breath.

Send your ads into the club address, or email to: superbirdclub@yahoo.com Ads run for three months and are free to members.

For Sale – Two Maroon Talladegas with consecutive serial numbers. 9A46Q189757/8 The cars were originally invoiced to two different dealers in Iowa, but have been together since new. The drag car is race car since new, 17k miles, vg cond. Had some tub work and the springs were relocated inward for larger slicks. Has orig engine and can be street driven. Car #2 was the tow car. It has 70k miles. Both cars are in good condition. Both have the original wheels that go with the cars. Some NOS sheet metal available (fenders and front bumper). Asking \$50,000 for the pair. Will not separate. Contact Tom Usher at 641-257-9289. Or email to ushertom18@yahoo.com 12/13

For Sale -Pair of 1970 Superbird/Roadrunner full quarters. These are NOS full quarters. The were tack welded on to a clone project car. Before the project got too far along a real #'s matching car became available. So, the owner decides to quarter section the clone car and dispose of the remains. These quarters come with OEM door jams, trunk extensions, inner quarter panels that mount the window regulators, both the inner and outer wheel houses. Open to offers \$\$\$. Call or email for more details (315) 382-3991, precisionhotrides@gmail.com 12/13

For Sale - 1968 Coronet 500 white w/black top and interior. Miles 131,000. All original drive train. 383, auto trans., factory a/c, bucket seat w/console shift. Car is a California car, very clean body, etc. Car was involved in a light front end accident. All NOS or very clean original parts to complete. Asking \$16,500 or reasonable offer. Call or email for more details (315) 382-3991, precisionhotrides@gmail.com

For Sale - 1973 Roadrunner 340, auto trans w/13,000 original miles. Never seen snow!!! I'm told this color is a RARE (late '72-early '73 color then discontinued) olive green w/white strobe & hood stripes. White bucket seat interior w/slap stick console. The original motor, trans, and radiator missing. Car does come with a complete correct 1973 motor and trans combo needing rebuilding. Ran well when pulled. This car is all original paint and upholstery. Very clean car, easy build. Asking \$11,500 or reasonable offer. Call or email for more details (315) 382-3991, precisionhotrides@gmail.com 12/13

For Sale: 69 DAYTONA , R4 Red , White wing, Numbers matching 440 Magnum , Auto White bucket seats , console shift , 3.55 suregrip. Build sheet , fender tag , 1 OF 1 combo according to Govier . Requires restoration , solid complete car . 2 Steel nosecones , one new never installed . Offers over \$100000 , consider partial trade on 4 speed Hemi Mopar . Located in Central Canada . Winnipeg , Manitoba . Ph Don at 204 256-2351 Email misterhemi@mts.net

For Sale: Superbird, 440 6-bbl, automatic, 5400 mile survivor, original Tor-Red paint, black bench, documentation from new, 2 build sheets, absolutely exceptional time warp car. Bloomington Gold Zenith Award winner, \$195,000 Call John, 248-797-6332.

For Sale: Str14 426 Hemi rat roaster cross ram manifold for single 4500-4575 Holley– used in 1976-78 stock eliminator racing. P/N 3690559, asking \$550 obo. Franklin Mint Petty 67 Belvedere GTX, new in box asking \$130, Peach State American Muscle 70 440 6-Pack Challenger 1/18 diecast, orange with white stripe in box \$100. 426 Hemi intake for single 4-bbl in box, Asking \$75. Call Richard, 650-296-7630

For Sale: Superbird, 440 4-bbl, EV2 Tor-Red, bench interior, numbers matching, rebuilt engine and auto trans, looks runs and drives very good, \$113,000 Call Gary at 715-294-4955

For Sale: Superbird jack hold down plates. Die stamped as original. \$100 ea. Mike Jobs, 860-424-6125 or email to: gilead222@comcast.net

For Sale: Very authentic reproduction of the 1969 Mercury Cyclone Spoiler/Spoiler II rear spoiler. As original, ready to install w/ hardware and gaskets. Cost is \$750 plus shipping. Contact Richard Fleener at rfleener@comcast.net or call 615-848-0035.

For Sale: Small block MoPar aluminum valve covers M/T Holley Black with shiny fins and the long chrome hold down bolts. \$75 pr. Ward Burton Official NASCAR "CAT" Jacket XXL and Cat Die Cast DODGE, Daytona 500 winning Intrepid 1:24 scale. \$75 pair. Jo-Han Superbird by Plymouth model car kit and 1969 Dodge Six Pack Model car kit by Monogram. \$55 for the pair. Both in sealed original boxes. Original Mo-Par, \$250 obo Call Rene' at 920 733 0283

For Sale: Daytona, 440, 4-speed, Hemi Orange, white interior and wing with broadcast sheet, excellent condition, call 515-298-0388 or email to hemixx29@q.com \$165,000 05/13

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. 08/11

For Sale: One pair of used Talladega fenders \$1800.00. Oil cooler with lines & brackets from a Talladega \$1700. Also have many Torino/Cyclone parts NOS & Used. Contact: Marty Burke 903-568-4295 7177 CR 1135, Leonard Tx 75452 mburke6662@aol.com 11/12

For Sale / Trade: Talladega Outside Door Emblems: new outside door emblems that I will trade for Cobra-Jet parts. These are new made from solid brass, plated and painted the same as originals. Beautiful parts. Call Howie 262-370-6321 email htmachine@centurytel.net 08/11

For Sale: Superbird and Daytona Z-brackets, very authentic looking, made of steel, \$600 pair. Superbird headlight buckets, steel repro, \$400 + ship. Email for pics: knifley@msn.com or call Ron Knifley, 250 Parkwood Dr, Campbellsville, KY 42718. 270/465-2465.05/08

For Sale: New Superbird, Daytona Scissors Jacks. Made from scratch, not modified aftermarket. Correct in every detail. \$750 shipped. Jack Handles, all correct \$150 post paid. Buy both the jack and handle and save \$100. Repl. Jack Bearings \$20 shipped. Daytona jack hold down plates \$55 shipped. Can repair rusted/damaged original jacks, inquire. Email petev8@webtv.net Call 860-350-6864 any time.

For Sale: Decal sets for winged cars. includes Antifreeze, Emissions, Air cleaner service, Horn (Superbird only), Tire Pressure Safety Act, Jack Instructions, Sure Grip Warning, Jack Base, \$46.00 Bird 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 available John McBryde 704-435-2692 Hemituff@bellsouth.net

Wanted: LH and RH outside sport mirrors for Talladega or Spoiler II. Tom VanHandel, (920)739-9337 OR (920)735-1221

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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 \$5, small rubber hood bumpers at cowl panel \$8 ea. Prices include shipping. DSAC, 13717 W Green Meadow Dr. New Berlin, WI 53151 414-687-2489 email to superbirdclub@yahoo.com 08/11

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

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. \$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 Sales Brochure black and white reproduction. \$6 postage paid

Back Cover Photo From a 1970 Charlotte Motor Speedway race program, this is one of a series of color souvenir post cards that was included in the book.

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