

Sept - October 2009
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TALLADEGA
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DAYTONA - SUPERBIRD AUTO CLUB
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40th Aero Warrior Reunion - Talladega & Alexander City - Latest News October 28th thru November 1st

Registration: If you have not sent your registration form, please call or email us that you plan to attend and register on site at the meet. The \$40 general event registration covers your family or party for everything except the \$10 per person Thursday night dinner, Saturday lunch and museum admission, and Sunday race tickets. If you have sent your registration, you will receive a confirmation letter. When you arrive in Alexander City, you will be able to pick up your packet and credentials on Wed night at the Jameson Inn, Thursday at the Wellborn home, or Friday at the Wellborn Museum.



Special Guests: We are pleased to announce that legendary car owner and driver Cotton Owens will be joining us at Talladega. 1969 Talladega 500 pole sitter Charlie Glotzbach and Dodge driver Neil Castles will also be back with us this year in Alexander City. The always entertaining K & K Insurance crew man Harry Lee Hyde will also be attending. Also, Richard Brickhouse, winner of the 1969 Talladega 500 will be at the race track during the weekend.

Race Tickets: New - The track has informed us that you would like each car doing the parade lap to have at least one race ticket. Order your race tickets directly from Ty Gardner at Talladega Superspeedway at 256-315-4546. Tickets are \$80 plus tax and include the Saturday Truck race and the Sunday Amp Energy 500. Race ticket packages also include a box lunch for Saturday and Speedway Hall of Fame museum admission. Mention the Aero Warrior Reunion when you call.

Reservations: If you still need a hotel room, we have a block of rooms at the Willow Point Country Club Condos. Willow Point is about 12 miles south of Alex City. Call Lona at 256-212-1406 and mention Aero Warrior Reunion. Rates are between \$125 and \$150 per night. There also is a new Hampton Inn in Alex City that still has rooms at this writing at \$107 per night. Phone is 256-234-2244. Most of the other hotels (Jameson Inn, Best Western and Comfort Inn) are full unless there is a cancellation. It doesn't hurt to try.

Trailer and RV Parking: This will be in the same location as 2004, which is the old Wal-Mart parking lot on Hwy 280 across from the Jameson Inn. There is a Dollar Tree in there now. Please do not bring trailers to the Wellborn home or museum.

Here is the final event schedule. **Wednesday - October 28th** - Arrival day

Thursday - October 29th - The event formally kicks off at 1:00 PM in the afternoon at Russwood, the home of Tim and Pam Wellborn. Cars will be gathered around the house and grounds for a relaxing day of camaraderie as in 2004. A picnic style dinner will be served at 5:00. The address is 101 Russwood, Alexander City, AL 35010

Friday - October 30th - We will gather at the new Wellborn Musclegar Museum starting at 11:00 AM. The address is 124 Broad St in downtown Alexander City. If you were there in 2004, this is the former car dealership next to the Sonic drive in. We will display the cars all around the building. The Musclegar TV crew will be there filming. This is a day where you are free to come and go as you please. For the ladies, there will be a shopping expedition. Artists David Snyder and Michael Irvine will also be at the event. David Snyder will be debuting a new Aero Warrior painting. At 2:00 PM, Roger Gibson will be giving a seminar on Daytona restoration. Friday evening at 7:30 PM, there will be a 1970's theme Halloween costume party at the museum, and we will be showing old racing films. Bring your costume or your hillbilly teeth.

Saturday - October 31st - We will shift gears to the International Motorsports Hall of Fame at Talladega leaving at 7:00 AM. Cars will display outside the museum and we will take the panoramic photo as in years past. Event guest and drivers roundtable in the museum after lunch. Return to Alexander City late afternoon. NASCAR Truck race is at 3:00 PM

Sunday - November 1st - Parade lap before the Amp Energy Talladega 500 Sprint Cup race. The race will start at noon.

RM Auctions has sold the the two Aero Warrior stock cars at their recent Icons of Speed & Style auction. The cars are from the Ralph Whitworth Collection. Mr. Whitworth in recent years assembled a mind numbing assortment of American performance cars and hot rods for a proposed museum in Winnemucca Nevada.

The collection at one time peaked at over 200 cars, and in this auction 80 vehicles were offered. Mr. Whitworth in an online statement after the auction, said that due to a change in family priorities, with two young children, and the recent economic upheaval, his museum is not going to happen and the remaining collection was offered for sale.

The Daytona is the #6 Cotton Owens / Buddy Baker Daytona that was displayed for many years in the Darlington Raceway Museum. This car was seen at the major auto shows in the Dodge booth in 1970. Cotton Owens took possession of the car from the Darlington museum a few years ago. He got the car running with a minimum of effort, and eventually it sold on Ebay, ending up in the Whitworth collection. It is an extremely original car, and as about close as you can get to a new old stock race Daytona. The Daytona was sold at a price of \$214,500 with buyers commission figured in.

Also in the auction was the Spoiler II formerly owned by John Craft. John built this car as a tribute to the Wood Brothers #21 car. It is a genuine old 1969 Cyclone race car that has a Tom Pistone chassis with a Holman-Moody front clip and other H-M components. It was originally built for a customer who intended to race it in the NASCAR Sportsman series. It was raced very little and retired. Craft bought the car and ultimately restored it as an accurate Spoiler II replica with a race Boss 429 engine. The Spoiler II sold for \$99,000 with buyers fees included.

Top sale of the event was the Little Red Wagon wheelstander at \$550,000 beating the pre-auction estimate. The legendary Alexander Brothers Dodge Deora show truck (shown at right) sold for \$324,500. I really expected the Deora would have brought more, as it is an iconic car, and the most famous Hot Wheels toy car of all time. What a great machine, and it's the only one.

The vibe from one person who was present was that there was very little interest in the stock cars. It leads me to believe that the market does not truly understand these race cars. As an example, at the recent Mecum auction at St Charles Illinois, a restored F6 green 4-speed street Daytona was bid to a no sale at \$180,000. Yet, the #6 race Daytona which was obtained directly from the hand of Cotton Owens at a cost of over \$800,000 was hammered sold at \$195,000 + fees. I know which car I would rather have, and it would not be the street Daytona. I do not believe the results are any reflection of RM who marketed the Daytona and other cars very heavily. Had this been a significant drag car, I think it would have done better. The #21 Spoiler II although not a real Wood Brothers car, is as good as you can get. No other Spoiler II race cars exist in their original sheet metal. Unless you had all the parts on the shelf, it would be hard to build for less than the money paid.

(continued on page 7)



TALLADEGA. It has sort of a ringing sound. And it will ring in the ears of the entire auto racing fraternity for two generations. For almost seventy years, young, vibrant, courageous men with a lust for speed and a burning competitive spirit have tackled any race course that was laid before them. That tradition was broken at Talladega.

The Grand Opening of the Alabama International Motor Speedway and the "Talladega 500" were to be the "Race of the Century." Racing machines for the first time in history would break the 200 mile per hour barrier on a closed course. It would be the severest test of man and machine ever attempted in automotive development. What happened changed all that.

History was made at Talladega, but it wasn't in speed, even though race cars did go, although for short periods, faster than any race car had ever gone before on a closed course. In the garage and pit area before every race the drivers josh each other and talk seriously about getting more speed and more power and better handling out of every car. There is never any talk of danger and the risk, as if people were making believe it didn't exist. But at Talladega the words "widow" and "funeral" were spoken in clear pear-shaped tones.

On July 24th, Bobby Allison was the first race driver to visit Talladega. He had been requested by the management to bring his plane over for a photo flight of the sprawling facility. He drove the race course in a passenger car. He found it extremely rough, and he said so. In the weeks to follow, Buddy Baker, Lee Roy Yarbrough, Charlie Glotzbach, Donnie Allison, and possibly others tested the racing surface with GN cars. Donnie Allison tested for Firestone and Lee Roy drove it 500 miles for Goodyear, although in five and ten mile increments. All of these drivers reported that the track was extremely rough. The management did not openly agree, but a patching program was begun. Tires tested appeared to be getting the job done, and the two major tire companies said nothing publicly that would indicate that they would not be as prepared for Talladega as they had been for all the other super speedway races this year. The drivers assumed that tires would be adequate to get the job done and that the patching program on the track would render it raceable.

At Darlington the recently formed PDA (Professional Drivers Association) held a meeting concerning Talladega. They discussed track conditions with the drivers who had most recently conducted tire tests on it. It was still rough, but there was so little time left before the race that the PDA decided that to ask Bill France

to repave the track would be an unreasonable request. Instead they selected four items which would improve the safety of the track, among them painting lane markers and rounding the dirt banking on the inside of turn three. Bobby Allison was designated chairman of the safety committee and instructed to confer with Bill France concerning the four items. When Allison went over to Talladega to see France, he discovered two of the items had already been taken care of, and France agreed to take care of the other two as well.

On Tuesday, September 9th, the NASCAR drivers began signing in at Talladega. The GT entries had some surprises. First off was the number—there were over forty. Three factory-backed Javelins came with West Coaster Ron Grable joining regulars Bob Tullius and Jim Paschal. Crowd pleaser Jim Hurtubise would drive the Joie Chitwood entry. Red Farmer, the seasoned and sensational driver of the Modified and Sportsman ranks, was there with a Mustang, and Smokey Yunick brought a sharp black and gold Mustang for one-time GN driver Bunkie Blackburn to pilot. The car had the usual Smokey Yunick sound—you could tell with your eyes shut when and where it was on the track. Smokey reported he had developed and entered the car at the special request of Bunky Knudsen. With the announcement that Knudsen had been summarily discharged as president of Ford Motor Company, Smokey was knocked for a loop. "If I was a woman, I would cry," he

said, "As far as I'm concerned that man can walk on water."

The GN entries had their share of surprises. The complete Ford and Dodge teams were on hand plus Cale Yarborough's lone Mercury. The Dodges were the recently homologated "Daytonas", and it was quite a sight to see seven of the winged beauties in the garage stalls. It looked more like the maintenance hangar at Eastern Air Lines with all the Whisperjets lined up. Ray Nichels and Paul Goldsmith brought a #99 Daytona for Charlie Glotzbach, and Chrysler furnished a #88 Daytona, that had been a test car, as a back-up car. Ray Fox was back. He brought his famous white #3 Dodge and Dr. Don Tarr's year old #37 Dodge ride. Bobby Johns would drive the Charger 500. Homer Newland, an ARCA driver, was on hand with a 1969 Dodge Charger 500.

Also in the garage area was a red and black Ford Torino Talladega with the name "Bill France" painted over the door. The word was that France had recently purchased this car from Holman & Moody. It was a former USAC car driven by such greats as Bobby Unser and had the engine set back some four inches.

During the practice period on Wednesday morning, Charlie Glotzbach discovered that the Chrysler entry #88 was faster than his own #99. So, ownership was swapped with Nichels-Goldsmith taking possession of the royal blue #88 and the beautiful purple and white #99, nicknamed "Plum Crazy", being taken



Pai Parker photo

Above—Lee Roy Yarbrough gave the most eloquent plea of the day, but Bill France was adamant. Here France is saying, "It's just like flying an airplane, Lee Roy."

Story by Bob Carey

The Talladega Story

Drivers Withdraw En Masse To Break Seventy Year Tradition Of The Sport

over by the Chrysler Corporation interests under the direction of Ronney Householder. Also during practice, crews began having tire problems, and some of the drivers returned from practice sessions with comments about "some rough spots" on the racing surface.

Fifteen qualifying positions were open on Wednesday, but only nine cars qualified. Charlie Glotzbach was on the pole with the fantastic speed of 199.466 mph. It was a new world's record, beating Cale's set at Daytona by fully nine miles per hour. Glotzbach had come within six tenths of a second of breaking the magic 200 mph mark. Of the nine cars that qualified, seven were factory cars with speeds of 196.060 and up.

When the track closed Wednesday evening no one was satisfied with the tires that had been so far supplied. Tire companies promised a new compound for the following day. People went to bed with high hopes.

But the racing surface was something else. Patches that had been applied in the preceding weeks didn't fit the existing surface. Some suspected they were of a different composition of asphalt than the main surface and found them "slick." Along their edges were ridges that caused cars to bottom out and blister paint on top of the fenders from the heat of rubbing tires at high speeds. Still, if we could get tires that could withstand this punishment we would have a race.

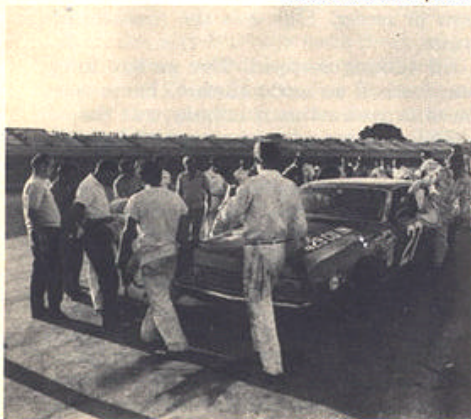
On Thursday the new compounds of tires were not an improvement. Only four

Below—Several times Petty and France came face to face, but the answer was always the same, "There will be a race tomorrow." Bottom—The crucial tire test was Friday afternoon. There were no tires that would stand up.

Dave Underwood photo



Dave Underwood photo



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cars qualified that day for the 21 positions then open.

By Thursday night, tire companies were in a frenzy. Phone calls back and forth between plant and track were fast and furious, and still other compounds were promised for Friday. NASCAR officials were beginning to do a little pacing the floor—only 13 cars had qualified when 30 had been scheduled.

But again, people went to bed with high hopes that the tire companies would come up with the answer on Friday. There was talk that unless there was a substantial improvement in the tire situation some of the drivers might not race. In an effort to diminish the tire wear problems, construction crews moved in during the night and continued patching the track. This practice continued every night after the track closed.

Friday morning tire companies introduced yet another compound. As the morning practice period proceeded, it was evident that these new compounds were not the answer either.

Glenn Wood, who is one of the most knowledgeable men in all of auto racing, was not his usual complacent self. He was pacing, his brows were knit, and he was nervous. "We've got a problem. I don't know what we're going to do. The tire companies are doing all they can. There just hasn't been the time to do all the trying out that should be done. The problem is the cars are getting too heavy, and the forces when the car comes out of a bump are just too much. The track is rough. Cale says there is no way the suspension system can last 500 miles."

We asked Richard Petty, "What is the comparative roughness of this track?" "Comparative roughness? It's the roughest super speedway by far that I have ever been on. I don't know what we're going to do."

Charlie Glotzbach was sitting dejectedly in his car after another practice run.

"They ought to call this race. Nobody has tires that are good for more than fifteen laps. Listen, there are fourteen bumps in turn one that are as bad as the hump at Daytona. I broke an A-arm. We put on a new one, and I went out and broke that. And these are new parts!"

He was emphatic, and there was emotion in his voice, and that's not like super-cool Charlie Glotzbach.

Fourteen more cars qualified on Friday, but speeds were all the way from Donnie Allison's 197.847 to Henley Gray's 145.067, a spread of 50 mph.

By late Friday afternoon, the tire problem had reached the acute stage. After a conference, it was decided that two cars, a Ford and a Dodge, would have a controlled tire testing period of every compound then available at the track. Glotzbach took the Dodge and Donnie Allison the Ford. The entire garage area emptied as everyone went out to pit road to watch the tire engineers check the different compounds after each run.

Run four laps and change. Run four laps and change. Check temperatures. Check tire wear.

Later Donnie Allison related, "My heart was in my mouth through that whole test. That was the most scared I have ever

been in my life."

The tested tires were rolled into the Firestone and Goodyear tents.

The Firestones were coming apart from the inside out. Chunks as big as gas tank caps had been torn out. Firestone studied the situation and quickly announced their decision. Firestone was withdrawing from the race. They packed up and went home.

The Goodyears were coming apart from the outside in. There were breaks in the tire surface from an inch to six inches in length. The tread was separating from the underbody of the tire. This was caused by the sideways motion with the tremendous G forces after the car came down from the bumps in the turns. Bill France thought otherwise. He got on the portable radio and told someone that the tires were being cut by something—maybe the small crushed stones that were used to surface the paddock area. He wanted it paved as soon as possible.

Goodyear said they would supply yet another compound on Saturday. They would charter a fleet of planes to fly them in. However, there would not be enough of these new tires, even if they did work, to supply all the cars in the race.

As far as the drivers were concerned that was it. Nobody wants to take a green tire into a 500 mile race regardless of the speeds. There are those who say Goodyear should have withdrawn at that moment; that if they had, there never would have been the embarrassing, heated, unprofessional confrontations of the PDA and NASCAR the next day.

The majority of drivers went to bed that night knowing they would not race. In the morning they hoped to convince Bill France of the folly of trying to stage a race under such adverse conditions and postponing it for a number of weeks until track and tire problems could be corrected.

Saturday morning the track was washed with high pressure hoses, and an asphalt crew laid a road from the garage stalls to the pit road. Sometime during this period a gang of forty men walked the track looking for debris that might be cutting tires. They found keys, a coat hanger, rocks, and all manner and description of bits of metal.

As the garage area began to come to life you could feel the tension in the air. The PDA held a meeting and the majority voted to withdraw from the race. Bill France himself wandered through the garage area as he had been doing all week. This in itself was unusual as he seldom made an appearance in this area before a race.

Along about 10:30 Richard Petty, the elected president of the PDA, and Bill France met face to face in the center of the garage area. Petty informed him at this time that the PDA was withdrawing. Maybe in his mind Petty thought that at this point France would agree to postpone the race. Maybe France thought that Petty was only speaking for himself—that it was a bluff—that when line-up time came, the cars would roll out to pit road just as they had always done. One word led to another. The discussion got louder and more heated. Other GN driv-

ers standing in the background were watching and listening. Faces got red, hands clenched but remained at sides, and it was obvious that a gigantic temper-control effort was going on.

When the "conversation" ended, the Petty blue #43 was loaded on its trailer, and the truck was pulled to the corner of the garage building. Slowly other cars followed suit. By early afternoon, there were a dozen cars or so loaded on their trucks and trailers.

News men were everywhere. If two drivers or crew chiefs or officials stopped to talk to each other, even if it was only about the weather, they were immediately surrounded by a rapidly growing circle of newsmen with pads out and pencils poised. Every newsman there had a different set of quotes, and all of them pertinent. It was impossible to figure out where the action was going to take place next. Reporters scurried in every direction, wandered constantly through the garages, watching and waiting for somebody to say something else. They made deals—"You follow Householder around, and I'll follow Charlie Gray, and then we'll compare notes later."

Later Bobby Allison said, "I never walked so much in my life. I had to keep moving. If I stopped for a second, somebody would ask me a question."

Shortly after lunch, Petty called for a driver's meeting in the hospital compound. Some of the drivers began moving in that direction. Before they could get where they were going they ran into Bill France and an entourage of newsmen. Another discussion got underway that rapidly grew more heated. Throughout the day, no matter what anybody said to Bill France his answer was always the same, "There will be a race tomorrow. If you don't want to be in it, pack up and leave." This meeting grew rapidly until it was about forty people deep. Those on the fringes found it difficult to hear because a race car engine kept starting and stopping. It was Bobby Isaac's.

The confrontation broke up when France told them some new tires had arrived, and one of the drivers said, "Why don't you test them?"

"Get out of my way and I will," and he strode off.

Petty again called for a driver's meeting in the hospital compound—away from newsmen. The drivers headed towards it, and so did Bill France. Cale Yarborough barred the way. More heated words—the gist of which were that Bill France couldn't come to the driver's meeting because he didn't have a NASCAR drivers license.

"Is this a driver's meeting or a PDA meeting?" asked France.

"A driver's meeting," snapped Cale. "Oh," said France and strode off in the opposite direction.

The meeting lasted an interminably long time. When they strode out they had to run a gallery of newsmen. Richard Petty was forced to hold an impromptu news conference. He had no statement, but he would answer questions.

"Was that a vote?"

"No, we already voted early this morn-

ing. That was just to find out who was with us and when to go. We will go after the GT race. To go now might kill the crowd for today's race."

Throughout the day, there seemed to be a battle going on under the surface between Ford and Chrysler officials. If the Fords left, would the Dodges? If the Dodges left, would the Fords? Who was going and who was staying. Conferences were going on everywhere.

The GT race lined up. As usual the Javelins threatened to run away with it until they experienced mechanical troubles. Bob Tullius who is sensational when his car is running right, finished third, five laps off the pace which may have been his best GT finish of the year. After the demise of the Javelins, Ken Rush and Wayne Andrews who have been strong contenders all year long staged a thrilling battle with Rush finally taking top honors.

After the GT race, everybody rushed back to the garage area to see what was going to happen next. Lee Roy Yarbrough had Bill France cornered against an automobile, and Lee Roy gave the most eloquent plea of the day.

"Bill, we want to race for you, but don't ask us to go out there under these conditions."

"Those who don't want to race can pack up and leave. There will be no hard feelings. We will welcome you at the next race," answered France.

"How would you like to go to a couple of funerals next week?"

"I'll take my chances on that."

"Bill, you can't expect us to go out there and run 200 miles an hour with the tires we've got."

"Did anybody ever tell you how fast you had to go? You go as fast as conditions permit."

"You can't expect us to go out there and run at 180 when we have cars capable of 200. We want to race."

"Look, Lee Roy, it's just like flying an airplane. When you run into bad weather, you slow down." (When he had made that statement earlier to Bobby Allison, Allison had answered, "Yes, Bill, but I don't take off when I've got a broken wing, either.")

"Bill, we're not asking you to cancel the race. We're only asking you to postpone it until the tire companies have a chance to get proper tires."

"There will be a race tomorrow. Those who don't want to race can pack up and leave."

And on and on it went until Lee Roy gave up and wandered off.

Hours went by and still nobody made a move. Groups of people wandered about conversing. A contingent of track owners from the other speedways met with France but found him just as adamant with them. It began to get dark. The garage area PA crackled with something about closing the garage area, but there was so much noise from people talking nobody really heard it. By now, about two dozen cars were loaded.

Then Paul Goldsmith revealed that another problem the drivers were concerned with was that the bumps on the track at high speed and with all the G forces was

shaking the drivers' vital organs out of their natural cycle. Lee Roy had checked into a hospital on Tuesday with all the symptoms of pneumonia—his lungs filled with fluid, nausea, etc.—and it turned out he didn't have pneumonia. Doctors suspected he had the "Pogo Phenomenon"—the same disorder experienced by astronauts who are subjected to sharp vibrations under abnormal G forces.

It got too dark to see without lights. NASCAR officials had gone all through the GT garage area saying, "Don't go home yet. We may need you."

The garage area PA crackled again, and a booming voice, unmistakably be-

Pal Parker photo



Pal Parker photo



longing to Bill France said, "All those who are not going to race, leave the garage area so that those who are going to race can work on their cars."

The guantlet had been thrown. It was now or never. This was the moment of truth.

All talking stopped. The garage area was bathed in eerie silence. For a moment it seemed as if nobody was there.

Then... a truck motor started. Around the corner of the garage building came the Petty Engineering truck with big, blue #43 on the back. As it headed for the gate its clearance lights came on. Then another truck engine started... then another... then another. Race car engines started and racers that were not already on trailers began to head toward them. All of a sudden the garage area was bustling activity. A chain of trucks and trailers headed out the gates. Some

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thirty cars left the track. As they did, the GTs began flowing in. There were confrontations at the gate, wide enough for only one way traffic. GTs were trying to get in while GNs were trying to get out. It was an interesting sight.

When the hubbub died down very few GNs were left in the garages. David Pearson's #17 was there but loaded on its truck. It was reported that Tiny Lund would drive it. Neil Castles #06 was there but on its trailer. "Plum Crazy" was there, and a short distance away Richard Brickhouse leaned against a work bench and stared at it with yearning in his eyes and puzzlement in his



Dozier Mobley photo



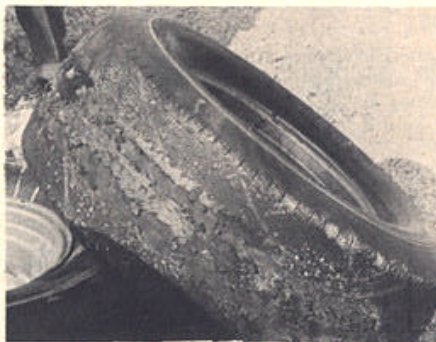
Top—Talladega's most dramatic moment was when the GNs headed home. Left—When Brickhouse decided to go, he went, and nobody could stop him. Above—France and the drivers at it again.

face. Ronney Householder had said to him, "I'm going to leave the car there. If you want to drive it, it's yours. Let me know in the morning." Brickhouse knew that if he didn't drive it, Ramo Stott would.

Both the Ray Fox cars were there with Jim Vandiver scheduled to drive the 500 in place of Bobby Johns. Roy Tyner was there. "I'm caught in a vise. I've made a deal and it's too late to get out of it. They should have made this decision several days ago." John Sears left, but his #4 was left behind. The owner said the car would race no matter who drove it. "I'm leaving," said Sears, "and I may never have another ride." Were there tears in his eyes?

When James Hylton pulled out of the garage area he threw away a possible \$100,000. If he had won the race with Firestones that would have been his con-

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Pal Parker photos

Above—These Goodyear tires came off of cars that ran in the Talladega 500.

tingency award. As it was he may have thrown away the \$40,000 season's contingency money he has already earned. That is an example of the strong feelings these drivers had about the Talladega 500.

When the garage area opened the next morning, Tiny Lund was surprised to find that #17 was gone. He shifted to Bill France's #53. Brickhouse, bleary-eyed from tossing and turning all night trying to reach a decision, had decided to go with #99. He said, "This is the chance of a lifetime for me. I may never have another opportunity to drive a factory car. It's what I've wanted all my life." He tried to reach Petty to resign from the PDA but was unable to, so he had his resignation announced over the local radio station and the track PA system. Ramo Stott moved over to the #14 vacated by Brickhouse, and Les Snow, also of ARCA, took over Soapy Castles #06. Dick Brooks with visions of being named NASCAR Rookie of the Year in his mind, was ready to race. Earl Brooks ("If I don't race, they'll take my car away from me.") was also ready. Jim Hurtubise took over John Sears' #4. Ben Arnold, frightened when he heard the defectors would be fined \$1,000 each and have their points

taken away, asked for reinstatement in the race and was assigned to GT car #56 in place of Les Covey. Coo Coo Marlin had loaded his #07 on the trailer, taken it off again, put it on again and gone as far as the gate, turned around and came back, unloaded it and entered the race.

At the driver's meeting, Johnny Bruner told the GT drivers to stay down low or "we're going to have the damndest wreck in history." Throughout the race, they did stay down low. Lin Kuchler, NASCAR V-P, thanked the drivers who stayed to "help cover up our embarrassment. Now we know who our friends are."

In the race, Jim Vandiver, Tiny Lund, Ramo Stott, Dick Brooks, and Don Tarr drove their heads off. With the astonishing exception of Don Tarr these cars were driven to their limits, but were still non-competitive with the factory cars. Don Tarr drove like the Banshees were after him. If he hadn't blown his engine, he might have won, forty laps ahead of the field. On one occasion, he came through the tri-oval so fast he had to lean on Brickhouse to keep from sliding up to the wall. Ray Fox, normally a very reserved individual, was still walking around three feet off the ground two hours after the race was over, babbling to anybody that would listen, "He drove that car twenty miles an hour faster than it can go!"

Brickhouse and Isaac loafed around the track keeping the leaders in their sights. Isaac had the expected tire troubles even at the slower speed and wound up fourth, one lap down. With a few laps to go, Brickhouse stuck his foot in it, went by the straining, screaming Vandiver like he was parked. When Brickhouse had a comfortable lead, he backed off again and eased it under the checker. The speed for the GT race on Saturday was 156.271. The speed for the GN race on Sunday was 153.778. There were seven caution flags for 35 laps, and fortunately, one came out about every 25 laps.

After the race, Bill France (Jr.) said, speaking about the fans, "For people who came not expecting much, they sure got a surprise." On the other side of the coin, an official (who probably wishes nobody heard him say it) of a major motor company said, "If these fans liked that, they sure don't know anything about auto racing."

In 900 miles of racing and four days of practice and qualifying, there was not so much as a spin-out. This is not in the PDA's favor. On the other hand, there were eight factory cars not in the race. Would any one of them have waited until so late in the race to let Brickhouse make his victory spurt? Would they have spurred only two laps and then backed off?

The sport of auto racing is a paradox. It has been around as long as any of the major money-making sports we have today, yet it is still fumbling and bumbling while its drawing power makes all the other sports look like kid games. In the last ten years, it has made giant strides forward. What happened at Talladega set it back twenty years.



In the “cars you could buy with a credit card” department, the very neat Larry Coleman’s 1968 Torino Funny car brought \$11,000 as a roller with a display Hemi engine, and Ohio George Montgomery’s all original 1970 Ford C600 race hauler sold for \$11550. The hot rod crowd in attendance also cited some great cars that found new homes at buyer friendly prices. In short, I wish I had been there with a credit card.

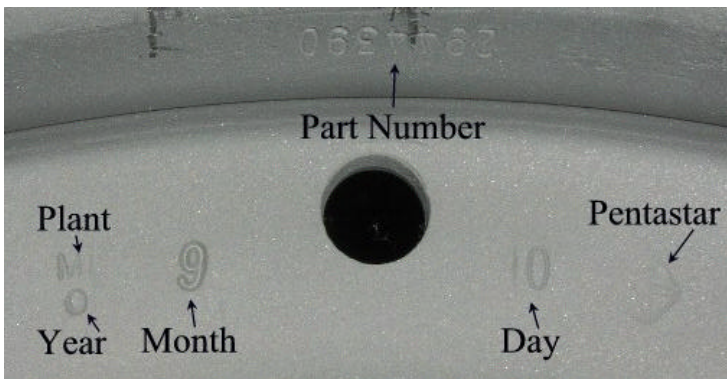
To put things in perspective, Mr. Whitworth is a well known professional investor. Mr. Whitworth, in his online statement on the Jalopy Journal message board commented in regard to taking a loss on some cars, that “I’ve had worse days”. Coming from a man who hired Paul McCartney to play at his wife’s birthday party at a cost of one million dollars donated to charity, I can understand. This was a fantastic collection of cars, and although the museum will not happen, it gave people a chance to buy some fantastic one-of-a-kind unrepeatable cars. For more information, you can see the photos of these cars at www.rmauctions.com and click on the Icons of Speed & Style link. All photos courtesy of RM Auctions.

So You Think Your Road Trip to Talladega is Long?



We received this note from Garry Keay of British Columbia: “There will be six of us in two cars coming from the Pacific Northwest in my Six Pack Bird and Gary Hergert’s 69 Charger 500, meeting three more cars: Shawn and Joe Machado and a fellow from New Zealand (John Houlihan is having his Daytona shipped over!) with a friend of his from Britain all in wing cars. We are all meeting at Williams Arizona where we are heading north around the Grand Canyon rim, then north to Page Arizona, through the land of inspiration for the Road Runner coyote cartoon landscape, along with many western films. We will come out at Gallop New Mexico where we will gallop to Alexander City to meet you and our esteemed club members. Every trip that we make we try to have a travelling experience, this trip will be a delight I am sure like the rest. Members that are worried about driving a few miles to the reunion, need not be afraid, my round trip works out to be 8,000 miles, a lot of seat time, but well worth the photos and hundreds of thumbs up.”

Mopar Rally Wheel Decode



look around the wheel and you should find them.

Here is a handy way to decode your date codes on 1970 Mopar 15 x 7 Rally Wheels.

The 15 x 7 part number 2944390 is stamped over the valve stem hole.

The month and day on either side of the valve stem hole indicate the sample wheel was stamped on September 10th. The plant code M4 over 0 indicates 1970.

Some wheels may show the part number stamped on the outside of the wheel, and all the other information on the inside lips of the wheel. So if you do not see them by the valve stem, take a



Member Don Amadio has created a beautiful event T-shirt in the style of an old racing poster for the 1969 event at Talladega. The shirts are dark blue. The front has a small 40th Anniversary event logo with the Petty blue wing, and the rear has the full size retro poster design. These are top quality and pre-shrunk. Also available are a limited quantity of sweatshirts in 50/50 cotton.

Shirts: Size S, M, L, XL, XXL, 3XL	\$15 ea. Or 2 for \$25	Qty _____	Size(s) _____
Sweatshirts: Size L, XL, XXL, 3XL	\$25 ea.	Qty _____	Size(s) _____
Shirt & Sweatshirt Combo	\$35 for both	Qty _____	Size(s) _____
Add Shipping	\$6		

Ship to:
 Name _____
 Address _____
 City _____ State ____ Zip _____

Total Enclosed _____
 Phone or email: _____

Send check or money order to:
 Daytona Superbird Auto Club
 13717 W Green Meadow Dr
 New Berlin, WI 53151

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

Wanted: Superbird parts for low mileage survivor, Need original scissors jack and handle, NOS rub strip, complete NOS nose decal set.

John, 248-797-6332, email: Jhlivko@ecp-i.com

12/09

Wanted: Superbird/Daytona, turn key car, prefer 440 V-code, 4-spd w/ buckets but will look at all cars. Numbers matching, build sheet, fender tag orig metal, original car is a big plus. Color not an issue but do like the odd colors. Car must be priced at today's market value from \$75,000-\$135,000. Please call 315-963-0843 or 433-9092 ask for Frank. Email carrotman1966@yahoo.com

03/10

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

12/09

For Sale: Superbird All NOS parts. Nose Cone in factory cosmoline \$8495, Center Grille Frame \$495, C-Channel Supports, Frame Rail to Z-Bracket, LH fender, LH Fender Scoop, 1970 Road Runner Decklid, tail panel and taillamp bezels. Headlight actuators. LH turn signal assy, Pair sidemarker assys, decals. Incredible selection, All NOS. Call or email 414-687-2489 email: superbirdparts@yahoo.com

For Sale: Daytona NOS parts, LH fender scoop \$795, repro grille screen \$50, NOS Headlamp Actuators \$495 ea. Call 414-687-2489 or email to superbirdparts@yahoo.com

For Sale: Spoiler II / Talladega all Mint NOS Ford Parts. Headlamp Bezels \$495ea, 69 Cyclone LH front side marker lamp, \$495 ea, LH 69 Cyclone sidemarker lens \$195, Talladega & Spoiler II parking lamp assy \$395, Rear Quarter Marker Bezels \$79 ea, Antenna Kit \$99, Used chrome trim strip bottom of dash \$69, NOS aftermarket 7/8 front sway bar kit for Torino or Cyclone, like OEM \$119,

NOS aftermarket Rear 7/8 sway bar kit for Torino/Cyclone \$119. Call 414-687-2489 or email: superbirdparts@yahoo.com

12/09

Memorabilia For Sale: Bobby Isaac K & K Insurance Press Kit with photos slides neat items \$249, Original Talladega Dealer Brochure \$149, Original 1969 Boss 302 Dealer Brochure \$149. Mint old model kits, factory all sealed with great boxes, MPC Brooks Daytona #22 \$199.

MPC Petty 71 Road Runner \$179, MPC Petty 74 Charger, \$179, MPC Allison #21 71 Mercury body painted, \$79. Jo-Han Superbird yellow band box molded Petty Blue \$79, IMC 1/32 Charger 500 kit \$59. IMC /25 Little Red Wagon model \$59. MPC 1/25 Charger 500 kit 1987 issue w/ gold car \$25. Ideal Dukes of Hazzard HO slot car set, NOS 1981 issue, \$149. Tyco red white and blue Superbird slot car new in bubble \$99. Dan Gurney 1967 Cougar slot car race set, mint unused \$249. Avon Daytona decanter, new in box \$25, Plymouth

Troubleshooting contest blue pennant nice with stick \$40. Supercars Wing Car book by Moriarty - new \$79. Racing Champions 1/24 Petty Superbird mint in box \$49. Brochures: 1970 Charger Deluxe Catalog \$40. Call 414-687-2489 or email to superbirdparts@yahoo.com

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

12/09

For Sale: Huge Diecast collection, in established flea market for 10 yrs. Over 12,000 pieces from 1:64 to 1:18 sizes. Consists of Hot Wheels, Johnny Lightning, Muscle Machines, NASCAR & American Muscle. Can buy for a fraction of the cost. Must sell due to health issues. Call 618-847-7466 or 618-599-0921 or email daleseth@midwest.net.

12/09

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

12/09

1972 Plymouth Road Runner, Petty Blue with wide Black Stripes, Air Grabber, 440/727, not numbers matching, 8-3/4 posi rear, 44,000 original miles, black bench seat, column shift, rare AM/FM cassette player/recorder, 15" rally wheels,

1972 Satellite Sebring Plus Hemi-Orange with custom black stripes, 340/auto, slap stick console, original black bucket seat interior, 8-1/4 rear, AM/FM, 14" road wheels. Both cars, call Gary at (570)-524-7085 after 6:00PM Eastern.

06/09

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

06/09

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

Daytona NOS Parts Wanted: 2822999 wiper arms need 2, 2808495 rear 11 X 2 1/2 brake shoes, 2206832 front shocks need 2, 2861822 inner splash shield Dodge right/passengers side, 2877078 trunk mat same as Charger, 3412164 trunk seal

Daytona NOS Parts For Sale: 3412624 rear wing washer reinforcement right/passenger side \$495.00, 2932800-1 parklamp lenses \$225.00 pair, 2930806 backup lamp assembly \$125.00, 2930960 amber 4 section reflectors \$100.00 pair, Will trade towards parts wanted!

Superbird Parts For Sale: Original Superbird nosecone bare but does include a used front rubber bumper rub strip \$3895.00

For all of the above, call John at 219-785-4730 eves or email to: moparjohn@verizon.net

12/09

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

12/07

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 or call us Real Time Engineering, 19352 Hilton Rd, Springdale, AR 72764 (479) 756-2757.

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

04/09

- For Sale: PRICE REDUCED Superbird, 440-6 bbl, fresh 1970 engine NOM .030 over, 6-pack rods, console, auto, 8 3/4 with 3.55 gears. Oklahoma car, new base/clear Lemon Twist paint, white buckets w/orig door panels, 14" rallye wheels, stainless exhaust, fender tag, window sticker and more. All orig sheet metal, correct radiator & hoses, both jacks and spare, new gauges & working clock, Galen decoded, have complete photos of restoration process. \$140,000. Call Dave, 818-522-4953 cell, 818-957-2636 home or email to Dtdave@aol.com 07/09
- For Sale: Correct vacuum hose kits for Daytona and superbird headlight actuators, 68 and 69 Charger headlight actuators, and kits for 70 to 72 B Body air grabbers. Kits include correct grooved, color striped hose, molded switch and firewall fittings, clips where applicable, and instruction sheet. Daytona and Superbird \$195.00, 68 & 69 Charger (incl. clips) \$185.00, 70 Road Runner air grabber kit \$145.00, 71 & 72 B Body air grabber kit \$155.00, Air grabber hose clip set \$35.00 Contact John McBryde at 704-435-6198, or at mps2@bellsouth.net 04/09
- For Sale: Superbird jack hold down plate reproduction available once again. Die stamped just like the originals. Free hold down wing nut if you mention the club ad, and Free Shipping. Scissor jacks (2) left 300.00 and folding jack handles also available. 1970 Road Runner ,GTX bumper jacks (2) left. Includes base, post, jack hook 2931103, and tire iron. Contact Mike, gilead222@comcast.net or at 860 228-8662 or 860 424-6125. 12/09
- For Sale: New Superbird and Daytona Scissors Jacks. These quality built jacks are made from scratch, not modified aftermarket junk. Correct in every detail. \$750 shipped. Jack Handles, correct pivot piece, bends rivets, etc \$150 post paid. Buy both the jack and handle and save \$100. Replacement Jack Bearings \$20 shipped. Daytona jack hold down plates \$55 shipped. I can repair rusted/damaged original jacks, inquire. Email petev8@webtv.net for pictures. Call 860-350-6864 any time. 12/09
- For Sale: Superbird repro license plate brackets, as original. Contact Matt at 215-317-0102 or email to mattmorris@verizon.net 07/09
- For Sale: Neil Castles #06 race Daytona / 500 trunk lid. \$2000, Email: priceisset@yahoo.com 06/09
- For Sale: NOS Superbird quarter panel decals, 1 set black and 1 set white, \$75 per set, Used daytona or bird vacuum can, good condition \$75 1 set Daytona park lite lenses, 1 NOS and one very good used, \$125 pr, repro panel that goes between the front fender extensions on a bird, \$125. John McBryde 704-435-2692 or Hemituff@bellsouth.net 07/09
- For Sale: Daytona & Superbird fiberglass parts, from nose to tail. Send \$2 and SASE w/ 68 cents postage for catalog. Ted or Carol Janak, 65611 Elmgrove, Spring, TX 77389 www.wingedwarriorbodyparts.com 281-379-2828 09/08
- 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. 04/08
- For Sale: Superbird and Daytona Z-brackets, very authentic looking, made of steel, \$600 pair. Superbird headlight buckets, steel repro, \$350 + ship. Email for pics: knifley@msn.com or call Ron Knifley, 250 Parkwood Dr, Campbellsville, KY 42718. 270/465-2465. 05/08
- For Sale: Daytona/Superbird Metal Reproduction Parts available: **New Part Available:** A-Pillar Mouldings/Wind Deflectors - stainless \$495/pair. Wing support braces and "washers" - \$495/set. Superbird turn signal frames - \$295/pair. Headlight buckets (.048 thickness for strength) - \$450/pair. Z-brackets (with proper strength rib) - \$695 pair for Superbird/\$745 pair for Daytona. Valence for Daytona - \$995. Latch tray for Daytona -\$395. Headlight door frames (aka pivot brackets) - \$425/pair including adjuster screws. Headlight assembly adjuster cams with bronze oil impregnated bushings (4 per car) - \$90.00/set. Vacuum motor mounting plates - \$45.00/pair. Headlight door stops - \$25.00/pair. Daytona Charger Parts List (clean copy) with diagrams - \$10.00/copy. All parts are cut using CNC equipment and formed with CNC equipment or custom tooling. Assembly services are also available for part or all of your nosecone components. Shipping/insurance is extra. Many parts in stock. Call 612-382-4723 or email erikjohnnelson@hotmail.com if you have questions or would like additional info. Services Offered: Custom fabrication and repair of Superbird nose cones and rear window plugs - complete or partial, I can repair yours or build you a new one. All steel. See photos of my work at www.wingcarfab.com Jack McGaughey 2682 New Hope Rd. Dacula GA. 30019 770-963-2439H 770-277-8086 shop 08/04
- For Sale: Superbird grille screens, correct size and pattern, \$30 ea or 2/\$50. Superbird/Daytona headlight pivot bushings, correct item, \$25 set of four, Superbird/Daytona special flat headlight bucket bolts - \$2.50 ea (ten reqd). Engine compartment items: black strap for rad support vacuum lines \$2, small rubber hood bumpers at cowl panel \$5 ea. Mopar engine belts: 440 alternator \$18, 426 alternator \$18, 440/426 power steering \$18. Prices include shipping. DSAC, 13717 W Green Meadow Dr. New Berlin, WI 53151 414-687-2489 eves or email to dsac@execpc.com 11/09
- Services Offered: Appraisals, authentications, fender tags, window stickers, build sheets, insurance work, court duty, lawsuits. Expert qualifications. 25 years authenticating only Mopars. Jack Sharkey, Past President, Editor, Chief Judge of National Hemi Owners Association. Call Jack at at 305-322-9108 or email to: PentastarAuthentication@msn.com 01/08
- For Sale: Daytona grille screen \$50 postage paid, Daytona fender screens \$50 pr. Postage paid. Or buy all three for \$75. Wayne Perkins, 811 Northview, Olathe KS, 66061, 913-764-1956 noon to 7:00 pm central time. 08/06
- For trade: I have (1) original drivers side headlight door in nice shape, (1) set of frame rail to Z- bracket braces and (2) sets of 69 charger taillights. I am looking for (1) good passengers side headlight bucket, original steel headlight buckets, lower valance and spoiler for Daytona. If anyone wants to trade or sell the stuff I need please give me a call. Tom (716)549-1756. 05/09
- For Sale: Reproduction Ford Parts: 1966-71 Autolite Sta-ful battery Group 24 Wet \$149.95, 1966-71 Autolite Sta-ful Battery Group 27 Wet \$159.95, 1966-71 Autolite Sta-Ful Maintenance free Group 27 \$259.95, FE Dipstick C7OZ-6754-A \$19.95, 1968-70 Chrome Twist -on Oil Cap C8AZ-6766-B \$34.95, 1968-70 Carb spacer plate C8AZ-9A589-GR {390-428cj} \$85.00, 1968-70 PCV Tube C8OZ-6758-BR {428CJ} \$75.00, 1968-71 Ram Air Vacuum motor \$175.00, 1968-71 Torino/Cyclone Ram Air Seal DOGY-9B625-B \$250.00, 1968-69 Torino Taillight lenses {fastback} \$89.95/each, 1968-69 Torino Taillight Chrome bezels {fastback} \$180.00/pr, 1968-69 Torino Hood lip mldg \$150.00, 1968-69 Torino 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, Torino Cobra Grille Ornament \$225.00 Please Contact Marty Burke, 7177 CR 1135, Leonard Tx 75452 {903}-568-4295 mburke6662@aol.com 12/07

2009-2010 DSAC MEMBERSHIP FORM

NAME _____ **MEMBER #** _____

From the right side of your address label

ADDRESS _____

CITY _____ **STATE** _____ **ZIP** _____

Email address: _____ **Phone** _____

2009-2010 MEMBERSHIP DUES – U.S. \$25.00
Canada / Overseas \$30.00

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

Enclose check or money order in U.S. funds to:
Daytona-Superbird Auto Club
13717 W Green Meadow Dr
New Berlin, WI 53151
USA

_____ **Check here if you would like an email copy of your newsletter. You will still receive your hard copy.**

You can also renew with Pay Pal: Send to paydsac@hotmail.com

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.

Ertl 1/18 scale Daytona-Superbird Auto Club commemorative Diecast Daytona, diecast T-5 bronze with white stripe, comes with certificate of authenticity, limited edition of 2500 produced, \$49 + \$10 shipping

Eagles Race 1/43 Diecast Daytonas \$12 each **Race versions:** #42 Marty Robbins, #30 Dave Marcis, #31 Jim Vandiver, #06 Neil Castles, **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 \$4 shipping first car, add \$1 per additional car after

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

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, Cale Yarborough or Dan Gurney Special logo plate 10 each.

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: Talladega and Spoiler II grille/headlight seals. Correct wide rubber seal as original – custom made to our specs, \$150 set

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

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be headed for Talladega shortly.*

