



August-September 2015
www.superbirdclub.com
email: superbirdclub@yahoo.com

TALLADEGA
CYCLONE SPOILER
Registry

DAYTONA – SUPERBIRD AUTO CLUB

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

Talladega Event News –

As it stands right now, about 80 cars are registered. So it looks like it will be another real nice turnout. Registration is still open.

Special Guests: Joining us for the 45th Reunion will be K & K Insurance crew members Buddy Parrott and Kenny Trout. Buddy is a name you will recognize, for sure. Kenny has been in the racing business his whole life and has a lot of great stories about being on the team. These guys are not to be missed. Also hearing that Larry Rathgeb and Gary Romberg, formerly of Chrysler Corporation will be attending. Mike Buckel and several members of the original Ramchargers team will be on hand to place one of their cars on display at the Wellborn Museum on Saturday. It would not surprise me if there are a couple of last minute additions to the guest list.



Photo: Dave Kanofsky

Updated Schedule:

Thursday - October 22nd Speedway Cruise at Atlanta Motor Speedway. Cost is \$10 per car and a signature on a waiver. We will meet at 7:45 AM at the gift shop on the southeast side of the speedway. You will sign the waivers, and head around to the west entrance tunnel, form up and cruise the track. Photographers and spectators will be able to watch from pit road. At 9:30, we will ride south to Warm Springs for an early lunch at "Dinner's Ready" at 11:00 AM. At 12:30, we will head over to President Roosevelt's little White House for a self guided tour. At 2:00 PM, we'll all pull out and follow the second best road in Georgia, across Pine Mountain (you'll understand why once you are on it), toward Callaway gardens and then on to Alex City arriving there by 5 PM. Hot Rod magazine will be covering the Atlanta caravan and will be on site in Alexander City during the event.

For Atlanta area hotels, several of us are at Fairfield Inn, 30 Mill Rd, McDonough GA 30253 770-305-0190. About 13 miles from the race track. Please feel free to call Chris Street at 770/401-6542 if you need further information on hotels in the McDonough/Hampton area. Or email at hembird@mindspring.com

Friday – October 23rd will be a gathering at the Wellborn home starting at 10 AM to 5 PM. Bring your chairs and coolers to tailgate. Registration available on site. Lunch will be provided at noon. Inside tour of the house 1 to 2 PM. Tour of the theatre and garages 2 to 3PM. Wine Tasting with Sommelier Pam Wellborn, 3 to 5 PM on the front porch, cost \$10 per person. There will be a catered Cajun/Creole Seafood Boil presented by Paul and Cindy Reynolds at the pool house at 6 PM.

Saturday the 24th will be another round of good fellowship at the Wellborn Musclecar Museum just up the street from the house.. Arrive at 10:00 AM. Lunch on your own; several places within walking distance. At 2:00 PM, introduction to the VIP's at the new home of the Mopar Hall of Fame. At 6:00 PM, there will be another catered meal by chef Tim Creehan. Dress for the occasion as there will be a Halloween costume party which all are welcome to participate if they choose. Prizes will be awarded for the best efforts.

Sunday will be an early departure for Talladega Superspeedway and the parade lap prior to the Alabama 500 Sprint Cup Race. Meet up at the Winn Dixie (trailer lot) on Hwy 280. The good news is that the track has promised us two laps this time around, which will be nice. Both Atlanta and Talladega say that cars will be checked for oil and fluid leaks prior to the track laps. After the laps at Talladega, the cars will be under security watch for the duration of the race.

Race Tickets: Call the track administrative office and speak to Matt. The number is 256- 761-4766. The block of tickets is in the Tri-Oval Tower (good seats) and cost \$105.00. You want to ask for a “Sunday only ticket”. There will be a shuttle service from the car parking site to the seats on the way in. We are on our own for the trip back.

Registration for the event is through the Wellborn Musclegar Museum until one week prior to the event. Afterward it will be available on site at the same price. Cost is \$130 per couple and is all inclusive of the food and goodie bag. We as a club is not charging a registration fee. Please register at wellbornmusclegarmuseum.com and click on the “events” tab.

Media: Representatives from most of the major car magazines will be on hand. It will be a good time to introduce yourself and your car to the.

Caravans: There is a group coming from the pacific northwest. Also Joe Machado is bringing a group from California. If you are interested in hooking up with the group as it heads eastward, contact Joe at daytona06@msn.com. Joe’s number is 760 413 9602.

Hotel Info: Most of the hotels in Alex City are booked or close to it. If you can find a room, take it or check with us to see if we know of any cancellations. For more info regarding the event, contact Doug Schellinger at 414-687-2489 or superbirdclub@yahoo.com

Recollections of Buddy Baker

by Monte Dutton

Editors note: In the unlikely event you have not heard, Buddy Baker passed away on August 10th. The following was a great piece of writing by former NASCAR beat writer Monte Dutton. I hope you remember Buddy fondly as you read it. Buddy will be honored by Talladega Superspeedway when we are there in October, and our track laps will be dedicated to him. ***

One of many ironies about Elzie Wylie Baker Jr. is that, the first time I met him, he asked me a question.

“You ain’t seen a ball, have you?”

“No, sir.”

I was about fourteen. My father, brother, and I were walking through the woods between two holes at a celebrity golf pro-am at Lan-Yair Country Club in Spartanburg. Buddy was there. So were David Pearson and Pete Hamilton. We were cutting across so that we could watch Don Maynard and Tommy Nobis hit shots. Later, at the autograph session, my dad looked at a signature, squinted his eyes, and asked, “Excuse me, but who are you?”

The fellow said, “I’m the first-shift supervisor at Woodside Mills.”

Stories like that were what made Buddy Baker and me friends twenty years later when I started writing about stock car racing for a living.

Buddy was the most self-deprecating man I ever knew. A man often left discussions with Buddy thinking, why, that man must have given away more victories than anyone who ever lived. He loved to poke fun at himself. Usually Buddy and I had our talks in a press box on race morning or in the serving area of an infield media center. A crowd always gathered to listen to Buddy hold court, but he’d see me and say, “Pull up a chair.”

That was before journalists started acting like they were on the clock and couldn’t have a bull session. Nowadays it has to be an interview. Even with fried chicken and mashed potatoes, it becomes “an availability.”

When that started happening, it really pissed me off. When I had dinner with a race driver, my goal was to get to know him and to make an impression so that he would get to know me. That would come in handy later, and it damn sure gave me better stories than “this new associate sponsor is holding an exciting sweepstakes that will give fans an opportunity to get to know me and all the friendly folks at Acme Discount Plumbing.”

Buddy made me laugh, and I made him laugh.

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I told him a story about the crazy parties my dad used to throw at Christmas time, and how, at the same time, our house would have the preacher, the bootlegger, various other drinking buddies, a basketball player from Presbyterian College, a PC professor, two doctors, a lawyer, and our relatives from Texas, wandering around at the same time, drunk, sober, and in between. One year my dad tried to concoct this homemade eggnog. It had simmered all day and had dozens of ingredients, most of them alcoholic.

It was awful. Daddy started tinkering with it and dumped so much peppermint extract in it that the nog wound up tasting like Mentholatum smelled. The bootlegger could barely get it down. He took a swig – “Aaah. Goddamighty” — and said, “Pretty good, Jimmy, but I think it needs a little more sage in it.”

Sage is commonly used to season sausage, not eggnog. For the rest of my career on the NASCAR circuit, every time I saw Buddy, he’d say, “You reckon that needs a little more sage in it?” and roar with laughter.

I never talked much to Elzie Wylie Baker Sr., who was known as Buck and died in 2002. I could see enough to figure, though, that it wouldn’t have been easy to be Buck Baker’s son. Nor Jimmy Dutton’s, so we had that going for us.

As a radio and TV broadcaster, Buddy has everything but a voice. It most closely approximates that of an unlikely actor, the late George Lindsey, who played “Goober” Pyle on The Andy Griffith Show. When I think of mismatched voices, three names come to mind: Buddy Baker, Jack Nicklaus, and Dean Smith.

Buddy Baker ran 700 races during his NASCAR Cup career, scoring 19 wins. If the truth be known, Buddy would have won more than nineteen major NASCAR races had he driven today, when cars are durable. He drove the hell out of one, and most of the time, it didn’t last. Ned Jarrett won the first race I ever saw, and then I watched Richard Petty and Bobby Isaac win several times at Greenville-Pickens, but Buddy Baker won my first Southern 500, driving Cotton Owens’ burnt-orange Dodge Charger Daytona, which had a fluorescent-orange “6” on its sides and a flat-black roof, which made it look like it had a vinyl top, which was popular on the passenger cars of the time.

It was a crazy sight to see one of those long, winged Dodges roaring through the Darlington Raceway turns as if it were on a dirt track. Back in the days of bias-ply tires, such things were possible, and Buddy Baker, a strapping lad, could wrestle with the best of them.

I was in heaven. Everyone around me was either drunk or a Cub Scout. That was the back straight (now the front straight) at Darlington, and we sat there because Daddy was cheap, and on the mornings of the races, we’d walk through the infield, and one major difference was that there were no Cub Scouts there.

In the nineties, when I finally got to know Buddy on a non-golf-ball-retrieving basis, he told me about the time he’d gotten in a wreck at a dirt track in Maryville, Tennessee, or somewhere, and when the “rescue squad” (remember those?) tried to take him across the track to the hospital, the back door of the old station-wagon ambulance hadn’t been shut, and his stretcher rolled out, and he had his second wreck in turn one.

Tom Higgins used to tell the story of Buddy and him hightailing it to the beach for some deep-sea fishing, being stopped by the cops, and when a patrolman asked Buddy, “Can I see your license?” Buddy leaned out the window and replied, “Can I shoot your gun?”

Buddy told me about the time he was driving the K&K Insurance Dodge for Harry Hyde at Talladega and forgot where his pit was located. For some reason, Buddy, who always walked pit road on the morning of the race, hadn’t done it that Sunday. He was leading, and when it was time for the first pit stop, realized he didn’t have a clue where to do so. Radio communication between driver and crew was then at an early stage, and when Buddy tried to get instructions, all he could hear was everybody screaming. He knew the crew wore red uniforms, and that narrowed it down to less than two dozen.

“I found my pit lane on the fourth try,” Buddy said, “and when I come back out, I wasn’t but two laps down.”

I only saw him win at Darlington once, but I listened to another one on the radio, and was there twice when he was running away and headed to victory lane. Once the engine blew, and the other time, he crashed coming off turn two (now turn four).

He was as good at Talladega as anyone ever was, and I claim this because it’s impossible to compare the skill of Dale Earnhardt with restrictor plates to Buddy Baker without them. It’s like comparing sprint cars with wings to sprint cars without.

Incredibly, Buddy won NASCAR's longest race, the World 600 at Charlotte, three times, and his first victory was in the 1967 National 500, piloting Ray Fox's white No. 3 Charger.

The story goes that Buddy came to the press box, Chrysler executives following him in, and when the first question, "Buddy, what are you going to do with all that money?" was asked, he scratched his head and replied, "You know, I might go buy me a Cadillac."

When I heard Tuesday night that Buddy had inoperable lung cancer, it made me melancholy but not really sad. Apparently, he asked people not to mourn him: "For those who feel sorry, hey, I'm 74 years old, have great friends, had a career ..."

It's true. He's lived an eventful life, enjoyed himself, and cancer will never, ever kill his sense of humor. It will live forever. My only regret is that Buddy Baker never met my dad.

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About Monte Dutton: "I attended my first NASCAR race in the fall of 1965. Ned Jarrett won the Volunteer 500 at what was then Bristol International Raceway. I was 7. In the late 1960s, I saw Richard Petty win twice on the dirt of Greenville-Pickens Speedway. Buddy Baker won my first Southern 500. Bobby Allison won my first Daytona 500.

"I covered occasional NASCAR races throughout the 1980s. For 20 seasons, 1993-2012, I wrote about NASCAR full-time. I worked for the Gaston Gazette, Spartanburg Herald-Journal, FasTrack, AOL and others at various times. I won writer-of-the-year awards presented by the National Motorsports Press Association and Eastern Motorsports Press Association.

"My boyhood heroes were David Pearson and Fred Lorenzen. I wrote books about Tony Stewart and Jeff Gordon.

"My job at the Gaston Gazette was eliminated on Jan. 4, 2013. I'm still writing about NASCAR and still interested in it, but my career has shifted to writing fiction." Monte Dutton's blog can be found at www.montedutton.com

Tech Tip – Left Hand Drill Bits – from Doug Croxford

And this, folks, is why you have a set of left handed drill bits around.

This was the end of the 6" long alternator mount bolt on my friend's Superbird which had snapped below the surface in the cylinder head. Normal procedure is to drill a specific sized hole and then use a screw extractor, but if one of those breaks (and it happens more than you'd want) you're pretty much screwed.

With a lot of penetrating oil and even pressure this drill bit broke through the end of the bolt, torqued it loose, and wound it straight out. Even a cheap 5 piece set is at your auto parts store for around \$10.

Ex Wife

Tom finally decided to tie the knot with his longtime girlfriend. One evening, after the honeymoon, he was cleaning one of his hot rods for an upcoming show.

His wife was standing there at the bench watching him. After a long period of silence she finally speaks. "Honey, I've just been thinking, now that we are married maybe it's time you quit spending all your time out here in the garage and you probably should just consider selling all your cars along with your gun collection.

Tom gets this horrified look on his face. She says, "Darling, what's wrong?"

Tom says, "There for a minute you were starting to sound like my ex-wife."

"Ex wife!", she screams, "YOU NEVER TOLD ME YOU WERE MARRIED BEFORE!!!!!!!!!"

Tom's reply: "I wasn't....."





Doug, here are some photos of my Cale car. It was a total basket case but it will be a head turner when finished. It was built on March 27, 1969 2 days ahead of schedule. Might be the last one built. It was DSO to the Twin Cities, sold at Northside Lincoln/Mercury as a lease vehicle. I plan on having as close to a number 1 car as I can, without having Jay Leno's money. And yes, it will be a trailer queen. But when I am done with the few high end shows I want to compete in, I plan on driving it.

The first photo shows what my car looked like when I got it. Of interest is there was no spoiler on the back and no Cale stickers on the front fenders. This is an unrestored car, no signs of any decal marks. When I make a statement, I don't do it lightly. I have been doing cars since I started driving and know how important it is to get the facts straight.



This next shot shows how much was removed and replaced. My friend was taking it apart my friend says " Watch what your doing, every time you crawl through the rad opening your roof flexes." The car was setting on frame I built under the rockers, you could lift the front of the car over an inch without the body moving.

This is the second Spoiler that I have restored. I have learned a lot of info on how these cars were built, right down to what kind of rivet was used on the factory modified head light bucket. Documented as much as I could on paint marks, overspray, color used on underside, even the wiring tags I am going to reproduce, only one is missing.

Next shot is the front end repair. Sure are a lot of spot welds and the occasional mig welded spot to remove. Spot weld drills don't last anywhere near what they say they will, rust will do that.



Left: Now on to the rear. Not scared.



These next two shots, I am proud to show, starting with a car that couldn't hold a bumper to one that can hang sideways in the air. The brown color is color matched to the color under my car and 2 other Cyclones I own of different build dates. So I would say that the most common color on these cars is this color Ford calls taupe. Notice I said most common, as most of us know, Ford did a lot of weird things. A chem teacher in college said, "Here's the rule, now here's the exception" Seems to be the way it goes..

As of today, the car now sits on a jig I built to match the way Ford painted the cars. About 80% of the bolt on parts are I already done. All the removable parts are in their final primer waiting for final sanding and paint. All parts, including the underside have been blasted, filled and primed to be as smooth as the factory. Boy what a pain. More to follow...

Chris Vick

Richard Petty Speaks About the Aero Cars (from Muscle Car Review, 1995) On the Talladega...

"It was a good race car. It wasn't as good as the Chrysler cars, but it was a good race car. It took me a while to get used to it. When we first started, we had to run the wedge (427). They wouldn't let us use the Boss. When we did go to the Boss engine, we had some trouble with the O-rings. When we got that settled down, it was a pretty bullet proof motor. It was a whole lot better than the wedge, definitely. The 429 didn't have the torque curve that the Hemi had. The horsepower was just as good or better. But the Hemi had a wider powerband.

"The Talladega was a better car for all the race tracks. You could run on the short track, intermediate track, or superspeedway. I had a steet Talladega, It was a nice car. They were good cars, they were super good cars."

... and about the Superbird:

"The Superbirds were just good for superspeedways. They weren't that much help even on a mile track. Of the Daytona, Talladega and the Superbird, the Daytona was probably the best car. The aero numbers were better and the car turned better. We had a lot of trouble with the Superbird when we first got 'em getting them to turn. They wanted to go straight all the time. We finally had to play with the spoilers to get the car to turn down into the corners.

"I wrecked my Superbird at Darlington one time. And we just got a regular Plymouth and put the motor and whole deal in. The car was a second slower than the Superbird. That's how much better the aerodynamics were. That really woke me up to how good it was.

"I drove a street Superbird for about six months and I give up on it. It was a Hemi car, blue outside, black inside, automatic. I think it was a little too much for the road, you know what I mean? Too gaudy.

There ain't no comparin to the Hemi. Where the Hemi was so good that you couldn't get the gear wrong. It had instant horsepower. If it had 550-660 horsepower, it had it when it was idling and it had it when it was running wide open. It had all kinds of torque. The Hemi's it, know what I mean?"

Previously Unpublished shots of Charlie Glotzbach's #99

Daytona making two different appearances during the 1970 season. The top photo was taken at a K-Mart in Augusta Georgia. The product on display in the orange jugs is Dow antifreeze. Get our free racing decals here! The bottom photo was taken at a Goodyear tire store, location unknown. These are real race cars, not show cars. Charlie did have at least two Daytonas to work with. These pictures were taken later in 1970 as the cars do not have side glass and have window nets. Cool stuff, Wish I could go back and see this in person.





A beautiful day on August 16th made for a nice club picnic at our headquarters. About 20 collector cars and fifty people in attendance. All the food went fast. The Jaguar in the foreground was a special guest brought by Mike and Deb Korneli. It is a 1950 XK120 with an alloy body, originally raced in Argentina.



Surprise guests were Ramo Stott and his wife Judy. They drove 350 miles from Keokuk to attend the party. Here, Ramo is checking out Steve Hoenig's Daytona clone. Steve has some beautiful artwork of racing wing cars on the door panels and console (shown below). Ramo is pointing to his famous number 7 car on the left door panel.





Stan McGuire brought his Plum Crazy Daytona clone from Des Moines Iowa. Stan has been working on this car for a few years and it looks great. He pulled in with the A/C blowing cold. At right are brothers John and Phil Borucki. Phil has owned the 500 for a number of years. When he said he was putting it up for sale, brother John stepped up and is the new caretaker. Keeping it in the family.



Mike Borkowski's original owner Superbird with "Hemi Rob's" 1969 Road Runner. At right is the Talladega of Steve Lueck with the 1968 4-4-2 of Brian McArthur.



Left: Ramo Stott with Jim Wurster. At right, Tom Kau's Spoiler II, the green Superbirds of Doug Schellinger and Chuck Porter and the Daytona of Steve Hoenig. Thanks to everyone who attended. It was a great summer event.

Wheels and Deals

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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: Daytona SE, 440 auto, F5 green, restored from non rusted original to show car, 47k miles, second owner, since 1979. Serious buyer only, over \$200k. Joe 402-740-4813

For Sale 1970 Challenger RT 440+6, 4 spd, Go Mango, Dana 60, non vinyl top, no rust, Ralph, 559-268-6721

Wanted: Headlight spring for Daytona or Superbird, Ralph, 559-268-6721. Call any time

For Sale: 1963 Plymouth Belvedere, real 426 Super Stock, correct dated engine, T-85 3-speed, Brown Metallic, Tan Interior. Car was restored apx two years ago using mostly original or NOS parts. Very correct down to the NOS wheel covers. Decoded by Galen Govier and documented in Darrell Davis' 1963 Plymouth Super Stock Book. Have documentation including a copy of 1964 title and some racing history. Asking \$59,900. Call Tom Shields at (850)528-9114 or e-mail at duster2340@aol.com.

Wanted: 1968-69-70 Plymouth Satellite in restorable condition. 507-553-5331 or email to: j.hassing@mchsi.com 06/15

Wanted: Pair of rear shock absorbers for Superbird, My broadcast sheet states part number 3400592 RR firm ride shock absorbers. Any referrals would be greatly appreciated. Call 610-351-8540 or email barry.kanick@volvo.com

For Sale: 1970 Mercury Cyclone GT, 351C 2 bbl, yellow with black console interior, needs resto, \$4500, Len 815-325-1964.

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

HUNTED: Original driveline for 69 1/2 Super Bee WM23M9A306986. Last seen in 1976 near Peoria IL in a Duster! The Bee's original owner frequented many of the local dragstrips around Chicago and St Louis including Midstate Dragway in Havana, IL and US 30 Dragstrip. Bee's original engine and trans was put into a Duster the owner was racing at the time. Dave Kanofsky kilrb70@yahoo.com, phone 708-289-6947

For Sale: Superbird FJ5 Limelight, Numbers matching motor & trans, 440 4 bbl 4 spd. Dana A33 track pack, fender tag dash tag, all body numbers matching Black bench seat, Galen Govier visual report, before car was taken down, car has been blasted, and is on rotisserie, new metal nose, Motor and Trans are done, to many new or refurbished parts to list here, lots of original paper work from 1st owners, original bill of sale when car was first bought, offers over \$85,000. Maybe partial trade on Mopar. cascadeclassiccars@yahoo.com 509 630 2494

For Sale: 1969 426 Hemi motor, Completely rebuilt and ready to go, no carbs or exhaust manifolds 1" of paper work that was done on motor. motor is in Washington state, \$ 15,000. cascadeclassiccars@yahoo.com 509 630 2494

Wanted: Superbird Parts. I need the rear window lower corner diamond Plates. I need originals. any condition considered. And a set of the fender extentions. Also original and any condition considered. contact ron adams (562) 531-1995 guppyuppy2@yahoo.com

For Sale: Superbird jack hold down plates. Die stamped as original. \$75 ea. Mike Jobes, 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 rflener@comcast.net or call 615-848-0035.

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 / 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 veightpete@gmail.com 860-350-6864 any time.

Wanted: 1969-70 MoPar NASCAR Hemi "first gen" electronic Prestolite distributor, Cast iron with a wider housing above the tach drive. Will have a trigger wheel and magnetic pickup, along w/coupler on the shaft where it fits into the drive gear. Email Greg at: odcics2@comcast.net or call Call 586-243-7029

Services Offered: Complete restoration and performance services: frame off, ground up or rotisserie. Projects completed start to finish, or in cooperation with specialty shops. Work tailored to suit your goals: show, driver, performance or concours. Complete consultation licensed vehicle appraisal services. Cost and progress reports offered. I am experienced with Mopar in all aspects: mechanical, body and paint and in particular Daytona and Superbird. Initial one hour consultation free. 25 year DSAC club member. Check out my website www.lincolnhighwayauto.com or on Facebook at "Lincoln Highway Auto" Located in Lisbon Iowa. Contact Glen Peters at 563-889-0889.

Tony's Parts, offering 67-70 B-Body console body \$250, 67-70 "070" fan clutch from \$200, 68-69 glove box catch bat \$20, 68-70 B-Body window vent frames except convertibles \$545 left and right kit, 66-70 chrome seat adjuster knob. Many other used and NOS parts available, Tony's Parts, Harrington DE, 302-398-0821 or www.tonysparts.com

Daytona/Superbird Metal Reproduction Parts and assembly services:

I fabricate NOS quality steel parts including most everything that goes in the nosecone or trunk of a Superbird or Daytona as well as some trim parts. All parts are cut using CNC equipment and formed with CNC equipment or custom tooling. A partial listing of the parts includes: Wing Washers with strength ribs, Wing braces, Grill frames and grills, A-Pillar Moldings/Wind Deflectors - stainless, Turn signal frames, Headlight buckets, Z-brackets (with proper strength rib), Bumper brackets/frame rail extensions, Valence, Latch tray, Headlight pivot brackets, Headlight assembly adjuster cams with bronze oil impregnated bushings, Vacuum motor mounting plates, Headlight door stops Fastener kits. Partial and full nosecone assembly services are also available. Many parts are in stock complete or partially completed. Please call 612-382-4723 or email erikjohnnelson@hotmail.com if you have questions, would like me to mail a brochure.

Janak Repros offers Daytona and Superbird from nose to tail. Specializing in reproduction body parts since 1978. Personally manufactured parts at affordable prices. Send \$2 and SASE with 70 cents postage for a catalog. Looking forward to serving you. Ted & Carol Janak, 6511 Elmgrove, Spring TX 77389. 281-379-2828 evenings www.wingedwarriorbodyparts.com

2015 DSAC MEMBERSHIP FORM

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2015 MEMBERSHIP DUES – U.S. \$25.00 worldwide
Or 2 years for \$45.00

Enclose check or money order in U.S. funds to:
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New Berlin, WI 53151
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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 very nice reproduction. \$10 postage paid

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

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 \$30 postage paid

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

AM/FM Radio Conversions, \$499 using your radio. Totally stock look, no modifications to your dash. 180 watts, 4 channels, iPod, MP3. Includes cosmetic clean up and iPod cable. Also: gauge cluster restoration, plastic chrome plating, turn key dash restoration, console and steering column restoration, exclusive NOS suede dash paint. Instrument Specialties, 65 Foliage Dr, N Kingstown RI 02852, 401-267-0055

Daytona-Superbird Auto Club
Talladega and Cyclone Spoiler Registry
13717 W Green Meadow Dr
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Buddy Baker plays quarterback with crew men, 1969

