

December-January 2017
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DAYTONA – SUPERBIRD AUTO CLUB

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2017 Membership Dues are now Due – renewal form on page 11

It's membership renewal time. 2017 membership dues remain \$25 worldwide, or two years for \$45. Club dues run on a calendar year basis from January to December. We collect the dues between now and May. You can tell if you need to renew your membership by looking at your mailing label on the back of this issue. If at the top, it says "16", you are due for renewal. If it says "17" or higher, you have already paid for this year. The renewal form is on the inside of the back cover. You can pay by check, money order or Pay Pal. (send to paydsac@hotmail.com)

If you are outside the U.S. please use Pay Pal or money order in U.S. funds drawn on a U.S. bank. If you are in Canada, you can send a Canada Post money order. Call or email if you have questions. If you've just joined the club recently, your 2017 dues are already paid. If you are on the computer regularly, you may want to also have your newsletter e-mailed in color. If you do not want the hard copy snail mailed, please check that box on the renewal form and it will save a stamp. You still have the option to receive the both printed and email edition if you want it. Thank you, and we appreciate your support.

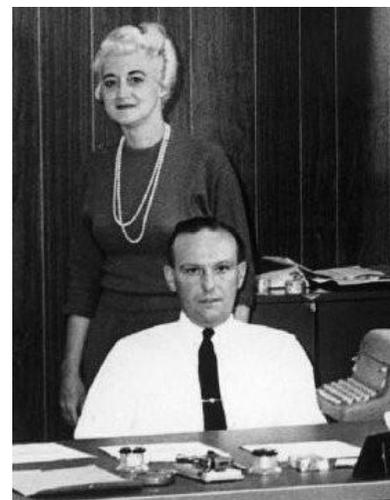
A Short History of K & K Insurance

K&K Insurance of Fort Wayne, Indiana, celebrates its 65th anniversary in 2017. K&K Insurance has been built into one of the largest managing underwriters in the United States. K&K's growth story actually begins in 1948. Auto racing is a dangerous sport, one that could leave a person disabled for life. Nord Krauskopf, a Fort Wayne businessman with vision, founded a special risk insurance brokerage company to meet those pressing needs.

Krauskopf was an ordinary man, a roofer by profession and a stock car racer on the weekends. He and his wife, Theodora (Teddy), often could be seen racing on the local tracks. There was no insurance to protect the racers, nor did they really think in terms of risk. Their sole goal was to win the race and have a good time. To protect those who did crash, the racing participants would all contribute equal sums of money to a benevolent fund, which covered medical bills and family needs. However, the benevolent funds could easily be depleted by a series of serious accidents.

Krauskopf recognized the need for insurance and seized the opportunity to fill it. In 1952, he put his love of car racing aside and set out to find insurance for racecar drivers. He located Charles Lenz, a broker from Lloyd's of London, and presented him with a bold idea--to build a sound and powerful business protecting racecar drivers and tracks. In the early 1950s, racecar driving was seen as a dangerous sport--a hobby for thrill-seekers--and not many insurance companies were willing to take on that risk. But the plan that Krauskopf presented to Lloyd's was simple: He would travel around the Midwest marketing coverage to many tracks, thus creating a premium pool adequate enough to cover the risks associated with the sport.

By the late 1950s, Krauskopf had turned his home into a bona fide office by converting the lower level to accommodate the new employees and salespeople. As the company grew, Krauskopf built additional rooms and eventually started buying surrounding homes to use as office space. Long hours and dedication to excellence were expected of employees. They also were encouraged to provide assistance to neighbors in the area. (Teddy promoted good will in the neighborhood by taking cookies and cakes to the neighbors, or by taking elderly or disabled neighbors to the doctor or to run their errands.) The Krauskopfs were generous in rewarding the dedication and loyalty of those early employees --many of whom worked for K&K Insurance for decades.



2 By 1968, three salespeople were on the road. At this time, only a handful of insurance companies was willing to underwrite this kind of risk. Because this was a new concept, salespeople would drive around looking for new or uninsured race tracks, often stopping in diners to ask the locals for directions. To assure that the K&K salespeople were the first to be seen, Krauskopf would send out mailings with little gifts twice a month. He gave all members of the sales force the title "vice president," thus improving their chances of getting to the decision maker's office. Often these salespeople were greeted with warmth and familiarity.

In order for tracks to carry the K&K Insurance policy, they had to adopt safety rules such as installing a blockhouse for the starter, wire mesh in front of the stands, guard rails around the outside and inside of the tracks; and allowing the track to be inspected yearly. Lloyd's agreed to write the risks; the partnership was sealed with a handshake, and K&K Insurance was founded. Today K&K provides motorsports insurance to more than 60% of the country's short-track facilities and about 85% of the major speedways. It also insures roughly 65% of the teams racing in the major series.



By the 1969 Daytona, 500, Bobby Isaac, Harry Hyde and the K & K team were a force in NASCAR. While reluctant in speaking with the media, Isaac and his Charger 500 are shown here getting the traditional photo taken on the grass early in Speedweeks.

1970s-1980s K&K expands into new markets: With K&K salespeople dotting the nation, they began expand into new markets in the sports, leisure and entertainment industries. Professional associations became one of K&K's most lucrative markets--with high-volume sales. In 1984, Lincoln National Corporation purchased K&K and provided new capital for expansion. K&K's expansion began in the fair and festival industry and from there grew into para mutual racing and on to professional and amateur sports. In 1986, K&K wrote \$50 million in written premiums; after just three years, premium volume leaped to \$100 million. K&K continued to add programs including ski resorts, amusement parks and various franchised dealership programs. Lincoln National Corporation eventually sold K&K Insurance to Aon Corporation, who continues to own the company today.

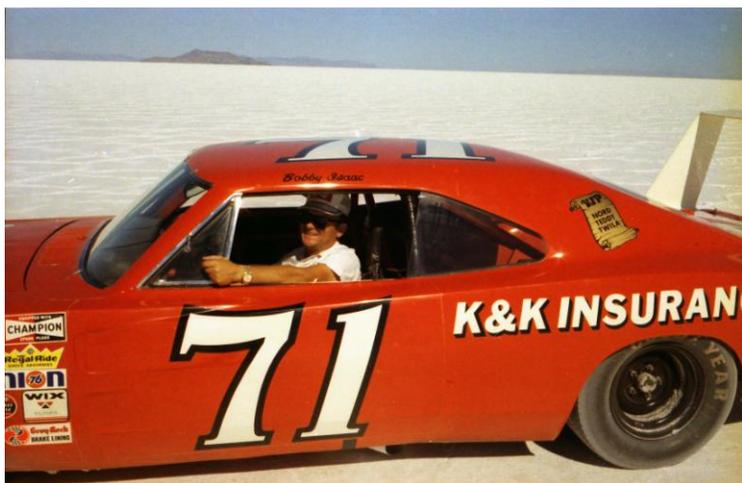
The Racing: Nord Krauskopf continued to give back to the industry that had provided so many levels of success for K&K. He thought having one of the top cars in NASCAR, with the K&K Insurance name on its side, would be the best way to advertise the agency. Krauskopf hired Harry Hyde as the chief mechanic and, in turn, Hyde introduced Krauskopf to Bobby Isaac. By 1966, K&K Insurance was sponsoring a formidable racing team that competed in the NASCAR Grand National Division. That same year, Krauskopf set a five-year goal to win the top NASCAR title by 1971--and put the number "71" on the car to serve as a constant reminder to Hyde and the rest of the team. Although K&K is no longer involved in motorsports as a car owner or sponsor, they remain the largest single provider of motorsports insurance in the industry.



Winning the 1970 Title: The "flying trio" photo reflects the top three in 1970 Bobby Isaac, Harry Hyde and the team earned the 1970 NASCAR championship through hard work. Isaac was one of four drivers to really contend for the title and run most of the grueling 47 race schedule. The others were Richard Petty, Bobby Allison and James Hylton in the #48 Dodge. No one else in contention ran the entire schedule. Petty was knocked out of contention by his injuries sustained at Darlington and missed several races. Hylton as usual did yeoman's work as an independent finishing 3rd in the points. How Hylton never got a factory ride escapes me. That left Bobby Allison. His deal with Mario Rossi in the #22 was only for the big races on superspeedways. Bobby ran the remainder of the schedule in his own short track 1970 Charger, which looked almost identical to the Rossi cars. Allison was the points runner-up. .

Chrysler only fully funded two cars for 1970: the Petty team and the K & K team. However, the resources required to run the full series were significant. What Chrysler paid to the teams was only a start and was less money than you would think. One cannot discount that any financial shortfall on car #71 was ways picked up by Nord Krauskopf. This was something he had done all along and continued to do after Chrysler cut back after 1970 Although K & K was not chosen as the "factory" team for 1971, they did receive limited support that last year from Chrysler. More support than most. But again, the commitment was from Nord. He gave Harry Hyde the ability to get the equipment needed to win.

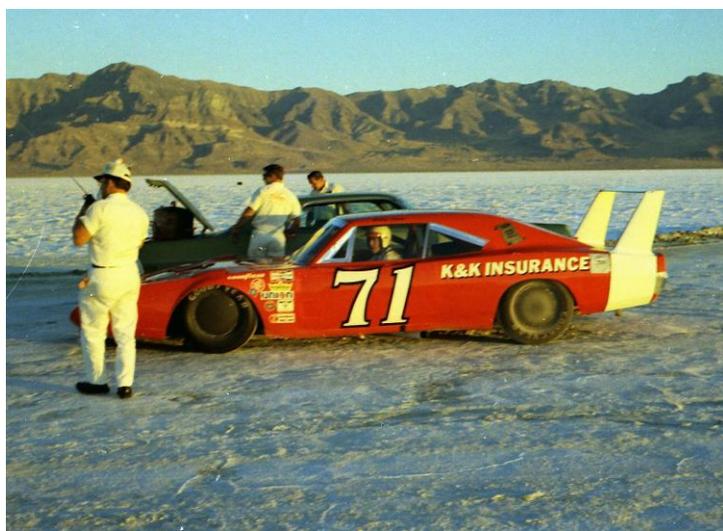
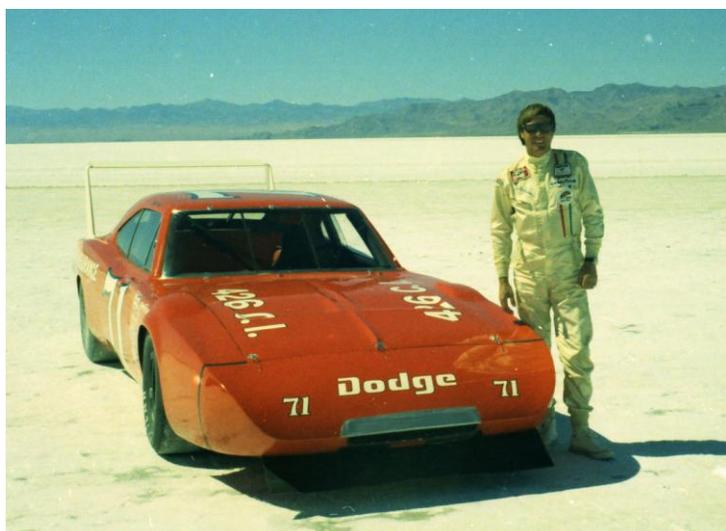
Nord Krauskopf passed away in 1985 and his wife Teddy in 2005.



These photos have never been published. They were taken by Chrysler engineer George Wallace at Bonneville. George passed away last year and has left us a wonderful gift. George had about to leave Chrysler and work for B & M Transmissions. But he was at Bonneville on a working holiday for the K & K team. At left is a smiling Harry Hyde driving the K & K Daytona. At right the Daytona is in the makeshift garage on a plywood floor between the two team transporters. Working conditions were not ideal.



Deluxe accommodations in Wendover at the Western Motel. Yeah, it's still there. Their new sign today says they now have "Color TV". At right, the dump truck is dragging the salt. This is something that had to be done repeatedly as some portions of the course deteriorated over the week of the #71 pounding around on the salt. The oval course had to be created and marked by the team.



Bobby Isaac poses with the taped up, super slicked up Daytona. At right, Harry Hyde is on the radio (front of car) while Isaac waits to make another run.

Meeting Col. Frank Borman

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On October 8th, I had the opportunity to hear Col. Frank Borman speak at the Experimental Aircraft Association Museum. The EAA facility is near home, and when I heard that an Apollo astronaut that went to the moon was going to be there, I was in. Col. Borman flew on both Gemini 7 and the more well remembered Apollo 8 mission.

The Gemini flight was a mission that put Borman and Jim Lovell in space for 14 days; long enough to prove that man could survive up there for an extended period. Strapped in the close quarters of the Gemini capsule the entire time, you get to know your seat partner pretty well. After two weeks up there, Borman joked on splashdown that he and Jim Lovell were now married.

The other milestone of the Gemini flight was the first rendezvous of two spacecraft, which would be necessary with the LEM spacecraft that would land on the moon. Borman explained that Gemini 6 would launch and dock with the Agena Target Vehicle. But the Agena exploded in mid-flight before reaching orbit. The Gemini 6 mission was then changed to launch AFTER Borman's Gemini 7 and the two spacecrafts would rendezvous, but not dock. Col. Borman described the beautiful sight of Gemini 6 coming into view. The two craft were maneuvered within one foot of each other nose to nose. Col. Borman also talked about the wonder of seeing a Polaris missile launched from a submarine coming out of the atmosphere and into orbit.

With the Apollo program, Col. Borman described the sobering scene of the Apollo 1 flash fire and the loss of three astronauts. In the following Q & A session, Col. Borman talked about a few things that stuck in my mind.

"The mission was the most important thing." While far more complex than building the Dodge Daytona, Borman's Apollo mission is an example of the "can do" attitude and "whatever it takes" that the Greatest Generation of this country displayed time and again. A moon mission normally took 18 months to plan. Borman said, "We did it in 4." Apollo 8 was supposed to be an unmanned trip to orbit the moon. The decision was made in August 1968 to make it manned flight. This was the first time that humans went to the vicinity of the moon.

How the Genesis reading came to be. A planned 26-minute television transmission between the Moon and Earth was made on Christmas eve. Borman recalled, (Prior to the flight) "We were told that on Christmas Eve we would have the largest audience that had ever listened to a human voice. And the only instructions that we got from NASA was to do something appropriate."

After a lot of conversation among the crew, they still had no plan. Col. Borman contacted a friend in Washington, Si Bourgin, for advice on what to say during that broadcast. "Si sought advice from a newspaper friend Joe Laiten, and Joe's wife suggested it was a natural and could only be one thing - the first ten verses from the Book of the Genesis, which is a story that is the foundation not just of Christianity but of most of the world's religions." Bourgin sent a letter to Borman with the idea two weeks before launch, but Borman said "It was the last thing on my mind. We were preoccupied with the flight plan...it was almost ad hoc, but so appropriate."

On going to Mars: Borman was asked about Elon Musk's plans to go to Mars in the next decade. Col. Borman politely replied that for the last three years, he has been taking care of his wife in assisted living. And because of this, he is not up to speed on everything going on. But based on a variety of significant challenges to be overcome, he succinctly provided an opinion that, "I think Musk is smoking pot." And I'll just leave you with that. It was a very fun evening.



From Club Director Mike Borkowski: The September National Meet with the Winged Warriors in Springfield Illinois went very well and I thought everyone had a good time. Sherri and Bill Peddicord did an awesome job of organizing and planning everything and deserve a HUGE thank you for all the hard work they did.

By my count there were 21 aero cars at the meet. There were 2 Talladega's (Mike Atkins car driven by his daughter and Sherri's), 3 Daytona's (Wayne Perkins, Robert & Linda Barnick and Stan McGuire. 16 Superbirds, only missing a white one to have all the colors. Here are the cars shown in downtown Springfield. A nice group. Thanks again to Sherri and Bill.



Reminder - Atlanta Track Opportunity – April 2017

Atlanta Motor Speedway will be hosting the Summit Autorama car show April 22 and 23rd, 2017. The show attracts over 1000 cars from all over to attend. All 1969 and 1970 aerodynamic Ford and Mopar cars have been invited back by the track for a special lapping opportunity. In addition, there will be a separate race car only hot lap session. The general show participants will be a third group. The cost to pre-register before March 20th is \$35 and \$50 after. This includes two show passes. Additional passes are \$12 daily. Go to www.atlantamotorspeedway.com and click on the events tab to get to the registration form. In the car club box, mark it as “Aero Warriors” and send it to the attention of Chas Sidney. Our club contact is Chris Street, 770-401-6542

2017 DSAC – Winged Warriors National Meet Announcement - Elkhart Lake Wisconsin – Sept 14-17

Response for the 2017 National Aero Car Meet has been excellent. The dates are September 14-17 which is Thursday through Sunday. Our event will be in conjunction with the Elkhart Lake Vintage Festival at the legendary Road America, “America’s National Park of Speed”. Road America is located one hour north of Milwaukee Wisconsin and three hours from the Chicago / Indiana border.

At four miles in length, Road America is the longest and fastest natural terrain road course in North America. Built in 1955, the track was born from the ban of racing held on public roads in Elkhart Lake during 1950 though 1952. As a resort town, Elkhart Lake had a quiet reputation attracting gambling and liquor during the era of prohibition.

Vintage racing action at the track takes place Friday, Saturday and Sunday. 300 entries of all types of racing cars 1950's through the 1980's. The eleven different race groups run 30 minutes at a time, so the action on track is always changing. Our tickets for the event will be discounted, I expect \$35 each. Super bonus: children 16 and under are admitted free with an adult.

Event Plans include:

- A trip to the Experimental Aircraft Association museum in Oshkosh Wisconsin (Thursday)
- Kettle Moraine scenic driving tour on some of the best back roads anywhere. (Friday)
- Spectating and aero car display at Road America (Saturday-Sunday).
- Road Course Reenactment (Saturday) : A police escorted tour of the original Elkhart Lake street course held on the public road during 1950-1952. Street and race cars are invited to participate. There is a small cost \$10-\$15.
- Lake Street Concours d’ Elegance (Saturday), After the road course reenactment, an informal car show will be held on Lake Street in Elkhart Lake as it was in the 1950’s and early 1960’s.
- Gather on the Green (Saturday): An invitational concours event benefitting Camp Anokijig held late Saturday afternoon on the grounds of The Osthoff Resort. I expect that approximately 15-20 club cars will participate. This event is located adjacent to the Lake Street event described directly above.
- Saturday Banquet. Hosted at the Osthoff by the Vintage Sports Car Drivers Association. Speaker to be announced.
- Parade Lap of Road America – Tentatively scheduled for Sunday at noon
- Track Touring at Road America – Held on Saturday and Sunday over the lunch hour, available at a modest extra cost, this allows you to drive your car on the track behind a pace car at highway speeds for a 20-30 minute session on one or both days. Similar in concept to what we was held at Atlanta before the 2014 meet at Talladega.

The event hotel is the Holiday Inn Express, 55 Holiday Ln, Fond du Lac, WI 920-322-0460 The room block is active now. Call the hotel directly for reservations. The Room block is under "Daytona-Superbird Auto Club" \$109 double or king, includes hot breakfast. Please note that there is also a full service "Holiday Inn" (already booked full) at the same location. We are at the Holiday Inn Express

The Future Is Here –

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Editors Note: If you are about my age, you might remember the 1981 song by the band Rush, called “Red Barchetta”. It’s about a young man who travels to the country and his uncle’s garage to take an old Italian sports car for a high speed run. You see, cars are now illegal and the young man has to elude the authorities. Sound far fetched? Maybe not so much.

I am alarmed by the enthusiasm and fervor being put into self driving cars. It is the new buzz word. I don’t know where it is going to go. But it seems like it will eventually fly – sooner rather than later. Manufacturers are falling over themselves to partner with the technology giants. The following comments were written by my online friend, Steve Lyman on his personal Facebook page. Steve has spent many years in the auto industry as a vehicle dynamics engineer. Or in his words, a “stick and rudder guy”. He is a life-long performance car enthusiast and race fan.

Comments by Steve Lyman:

We all need to face the reality in a few years that autonomous cars will become the norm. The auto industry is rolling the dice with many billions of dollars of investment. The timing may seem right as the current generation of drivers is so fixated with its cell phones. People get on the phone, start texting and talking as soon as they turn the ignition key. You know who you are.

Our high school vehicle dynamics awareness program has touched the lives of about 1000 teens since 2008. Not one of them has negotiated our autocross course without knocking down cones and killing simulated pedestrians while texting their friends. It’s a wakeup call to many kids that driver distraction = driver impairment; that is, talking or texting while driving is equivalent to the consumption of 3 beers in 20 minutes and the impairment to the brain from the increased blood/alcohol ratio.



“Order Yours Now”

So, to protect us from ourselves, the industry will begin serving up programmable "pods" (remember the movie "Minority Report"?) with no driver controls in mass production in the not too distant future. Did you see Ford's Super Bowl ad?

A lot of stick and rudder guys like me who have tried to keep up with advancements in vehicle technologies over the last 40 years are looking at the end of the line at the OEM level. Our job of tuning the driver/vehicle/environment feedback loop is being turned over to software code writers programming all pod control

modules/actuators and a total dependence on GPS and Internet to provide navigation, information updates, and make all the control decisions formerly made by drivers.

Without a steering wheel, accelerator and brake pedals, you're no longer a driver. So NASCAR will have to yield to the notion that R/C cars are in their future.

I wish it were a passing fad, but I don't think so. The Tesla driver who was killed last year while operating his vehicle in full autonomous mode is a preview of the mayhem to come, not to mention the legal implications of who's at fault when your pod has a momentary lapse in GPS info, or experiences a control module fault and slams into another pod or a stationary object (a tree, perhaps) while you're texting and enjoying the scenery whiz by. (Side comment: after representing OEM's in court at depositions and trial for years, this will be the new frontier for the product litigation industry.)

Sure, vintage cars will hang around. The question will become whether you want to share the road with "the pods". Read Bob Lutz's last interview in Car and Driver . The OEM "enthusiast" car market will eventually die as the volumes can't justify the investment. So hang on to your old stuff. The good ol' days are right now!

As far as transportation is concerned, humans will be controlled by the technologies and policy decisions they have wrought. Good luck. P.S. I still love to drive.



Here's some good stuff made by master model builder Don Miller. He's done a series of yard find vintage NASCAR stockers. The Superbird is based on the old Jo-Han 1/25 scale plastic kit, while Cale's Spoiler II up on blocks was the more recent Polar Lights plastic kit. Love the rust holes and aging techniques used. Award winners in my book.



Smokey's Talladega

Smokey Yunick's Talladega sits off turn 2 at Daytona after an encounter with the unforgiving wall. Flattened that side out real good. Bobby Unser drove it here. The car was later repaired and driven by Charlie Glotzbach at Atlanta. Smokey's Talladega was later painted red and given a standard nose. It was destroyed by Maynard Troyer at the 1971 Daytona 500 in a spectacular incident where the car flipped at least 15 times. You can see the video on You Tube. Just search on "Maynard Troyer Flip" and you'll find it right away.



Left: A view we don't often get to see. And you'll never see this again in present day NASCAR. Here is the track cleanup crew manually dumping speedy dry during a caution. This was taken at Charlotte Motor Speedway in the early 1970's.

As the track superintendent Ernie More would say to the guys:
*"Don't let the bags fly out" and
 "take your hats off"*



Left: I guess there is a difference between never have been driven in snow and never being in driven snow. The right photo is from the Buffalo NY blizzard of January 28, 1977. What's the advantage of the Charger 500 over the standard Charger? The snow doesn't collect on the back window of a Charger 500.



Terry Nichels of Highland Indiana passed away on January 21st, 2017 at his home, age 68.

Terry had not been in good health for some time. He suffered from emphysema and had taken a fall.

He was the son of Ray and Eleanor Nichels. He grew up around the racing scene and Nichels Engineering as the company grew to a powerhouse in Indianapolis and stock car racing.

Terry saw it all happen in the glory years. So many stories have now been lost, but I can only imagine what it must have been like to be a teenager and have an aspiring

NASCAR driver like Bobby Isaac staying with you at your home. As a boy, he could take a five minute walk from the race shop to the grass landing strip across the street to see his father and driver flying in from some far away race track. The photo of Terry driving the small quarter midget was taken in 1957 when his was nine years old.



A lifelong fan of racing, Terry fielded his own Dodge Charger doing the driving in 1969 and 1970 in the USAC stock car series. Starting in 1971 he became a car owner with Iowa standout Verlin Eaker taking the wheel. In later years, Terry carried on with Nichels Service, the name of the repair shop his grandfather Rudy Nichels operated in Highland since the 1930's. Terry's shop was located at the the original Pontiac and Indianapolis car race shop on the corner of Cline and Ridge in Highland.

Terry leaves behind his wife of 36 years, Kathy, mother Eleanor, three children and grandchildren. He was a friend of the winged car clubs and will be missed.



Above: Terry's Charger 500 became a Daytona in 1971 with Verlin Eaker driving. At right is Terry in 1969 with the same car, then as car #90. Yes, that is a real vinyl roof on that car.

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: Superbird, B5 blue, V-code 440 6 bbl, fiberglass nose, needs restoration, Car in the UK and UK registered. Asking \$60,000 USD. Email to tonymopar@fsmail.net

For Sale: Superbird nose cone, OEM Chrysler part, used, in primer, very good condition ready to mount on car \$9500, Steve Bricker 207-252-1807, email sbricker68@gmail.com

Wanted: Please help! Am looking for Daytona and Superbird parts to finish my dream cars. I need rear window lower corner diamond plates, a set of Superbird fender extensions, and rear window interior pieces. I want originals, any condition considered. Also need Daytona fender scoops. Any leads or help appreciated! Call Mike Yarbrough at (509) 536-4727

For Sale : Framed Artwork for Wing Car Collectors. Getting near retirement and losing wall space! Artist Dave Snyder " Flight Fuel For Birds & Bees" collector edition #531 of 590, signed by Dave Snyder, professionally framed & matted. Artist Garry Hill "Wing Warriors" collector edition #27 of 50, signed by Garry Hill, professionally framed & matted. Both are ideal for office or rec room walls, \$400 / ea, or both for \$700. Air cleaner lid 440 six barrel from my Superbird , autographed by Richard Petty \$300. Pano ramic print of Talladega 40 th reunion ,2009, unframed (styroboard) \$75. Panoramic print by Barry Kanick of all the Superbirds colors taken @ Pocono Raceway, framed \$100. "Wing Warriors" poster by Steve Mirabelli of all the original race cars with numerous autographs (Allison, Arrington ,Glotzbach, Petty, Brickhouse) with a list of racecar names & #'s, ticket stub from Talladega 1995 , 25th reunion, 2 pc.framed pkg. \$175. " Service Fit For A King" Michael Irvine collector print # 2 of 500, signed & sealed by Irvine, matted & framed professionally \$750. Signed across the hood by Petty. .Will send pics if requested. Ron Penska, 267-975-6124, or email hystick93@aol.com

For Sale: Superbird, 440 4bbl, Tor Red, column auto, Museum quality resto of a numbers matching car. 67k miles, 1000 miles since resto in 2006. 3.55 Sure Grip, original black bench seat and interior, new carpet. Original vinyl top, 2 build sheets, both jacks, 14" Mag 500 with bias tires, includes one set 15: Mag 500 with BFG Radial T/A. Galen Govier decoded. Outstanding condition, Featured in Mopar Muscle magazine June 2011. Google "Gary Fairchild Superbird" to see pics. \$150,000. Call Gary, 570-412-2303 in PA

For Sale: Talladega LH rocker panel, used Holman-Moody front hubs, mounted on C8AX HD spindles, used 68-69 Torino stock car hood from Holman-Moody, complete set Talladega front bumper brackets, NOS Talladega grille to rad support brackets, Will sell, but prefer to trade for Ford FE engine parts. Doug, 262-723-3276 or email kamperkatt79@charter.net

For Sale: Charger 500, 440, 4-spd, R4 with black interior (original Y4 gold), 51k miles, #'s match, rust free, nice paint, shows and runs great. \$85000 or consider partial trade for 69 1/2 M Code Super Bee or 70 Six Pack Road Runner. T.J. Smith, 717-512-7882

For Sale: Daytona, A4 Silver, with R6 Red interior, Black Wing, one of one known built this way. Console Automatic, Power Steering, Power Brakes, Redlines, Build Sheet, Rotisserie restored, Beautiful Aero Car. Serious inquiries please. Not cheap. But worth it. (415) 728-8259

Looking for a Wing car driver. Prefer a Daytona or a four speed Superbird.. Call or text. Greg (360) 941-3545

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

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 484-795-2072 or email barry.kanick@volvo.com

Daytona and Superbird Body Parts from nose to tail. Specializing in Winged Car Reproduction Parts since 1978. We offer top show quality , personally manufactured parts at affordable prices. Call 281/379-2828 in the evenings or visit our website www.wingedwarriorbodyparts.com Or send \$2.00 postage and SASE for catalog. Ted Janak, 6511 Elmgrove, Spring, TX 77389

For Sale: Superbird jack hold down plates. Die stamped as original. \$125 ea. Mike Jobes, 860-424-6125 or email to: gilead222@comcast.net

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

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. Tony's Parts, Harrington DE, 302-398-0821

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). Prices include shipping. DSAC, 13717 W Green Meadow Dr. New Berlin, WI 53151 414-687-2489 email to superbirdclub@yahoo.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. 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.

2017 DSAC MEMBERSHIP FORM

11

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Just a Whole Bunch of Nothin' Out There - One more shot of the K & K pit at Bonneville. The motor home and trailer are for the official USAC timing and scoring to certify the runs.

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

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The K & K Insurance Team Assault on the Salt - September 1971

