

May-June-July 2015
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TALLADEGA
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DAYTONA – SUPERBIRD AUTO CLUB

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Buddy Baker Reveals Cancer Diagnosis

The first man over 200 mph in a Dodge Daytona, Buddy Baker announced July 7th on SiriusXM NASCAR Radio that he has lung cancer and will be leaving the network's "Late Shift" and "Tradin' Paint" shows. Last November, the NASCAR Hall of Famer was treated for what he thought was a rotator cuff injury. During an operation on his shoulder, doctors realized the true cause of his pain.

"As they started to really get inside me, the problems, the pain was getting worse and worse and worse," Baker said. "They went, 'Wait a minute, what is this on the right hand side here?' And they said, 'My God, it's a huge tumor' in my lung."

Known as the "Gentle Giant" at 6 feet, 6 inches tall, the towering figure on and off the track joined co-host Brad Gillie to deliver the news to his listeners and express his gratitude for their love and support.

"Basically I started then realizing what a blessed person I've been as far as being able to be with my family, which is the racing family," Baker said. "Watch three or four generations of drivers and compete against at least three of them myself. And the great friends I've made through Sirius."

Blessed with a gift for storytelling, Baker spun a tale about the conversation he had with his doctor about the prognosis for his inoperable cancer.

"But there comes a time, just like in my racing career, there comes a time when you talk to the doctor, and you say, 'What are my chances?'" "There's a dead silence." "How long?"" Well, we don't own the hotel so we don't know when you check out, but it's something that we cannot fix."

The 74-year-old broadcaster said he couldn't continue to produce the high quality of work required of a SiriusXM NASCAR Radio host -- using an analogy coined by a NASCAR Hall of Famer -- but he'll continue to live his life away from the microphone and be a fan of the network.

"What you hear right now, it's kind of like Bobby Allison said one day," Baker said. "He started out as an 8 cylinder, and I'm a 6 cylinder now. Well, I'm about a 4 1/2 cylinder. By golly, what I have left works."

Son of NASCAR Hall of Famer Buck Baker, "Leadfoot" was at his best in the big races. Of his 19 wins in 699 starts in NASCAR's premier series from 1959 to 1992, he captured the 1970 Southern 500, 1980 [Daytona 500](#) and back-to-back World 600s in 1972 and 1973. In 1998, NASCAR recognized Baker as one of the sport's 50 greatest drivers.

The 1972 World 600 win came during a two-year stint where he drove for Petty Enterprises. The Petty family issued a statement on Wednesday that read: "Buddy has been a part of the NASCAR family for a long, long time, and he's also a part of our family."



He raced with us, shared his stories with us and became our friend. Our thoughts and prayers are with Buddy and his family at this time."

Moving from the cockpit to the TV booth, Baker served as a commentator for The Nashville Network and CBS before joining SiriusXM NASCAR Radio. He compared leaving broadcasting to retiring from racing.

"I think I retired five different times," Baker said. "Why? Because you build this trust and love for a sport that I don't care what anybody tells you, there is no other form of auto racing in the world that can entertain and bring the stars that we have in our sport.

"And to have a long career like I've had, do not shed a tear. Give a smile when you say my name."

Editors Note: I had heard rumblings about Baker's health back in February at Daytona. But no one would confirm anything. I had hoped it wasn't true. Baker is not expected to recover. Our thoughts and prayers go out to Buddy.

Last Call for 2015 DSAC Member Renewals – see page 15 for form

It's membership renewal time. 2015 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 "14", you are due for renewal. If it says "15" or higher, you have already paid for this year. The renewal form is on the inside of the back cover. **A black dot on your mailing label means this is your last issue.** 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 2015 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.

DSAC Picnic – Sunday August 16th – New Berlin WI



Mark your calendar for Sunday August 16th for the annual club picnic to be held once again at club headquarters. The address is 13717 W Green Meadow Dr, New Berlin WI 53151. Things get started at 2 PM. If you can bring a side dish to pass, or a dessert, please RSVP to Doug Schellinger at superbirdclub@yahoo.com or call 414-687-2489. Look forward to seeing you.

Talladega Event News - Latest Updates: 3

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 of Chrysler Corporation is coming with his extended family.

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.

Don't miss this once in a lifetime opportunity to be on two Major super-speedways in one weekend! 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 hemibird@mindspring.com

Friday – October 23rd will be a gathering at the Wellborn home starting late morning. There will be a professionally catered Louisiana Cajun meal late in the afternoon. Special guests Kenny Trout and Buddy Parrott, original members of the K & K Insurance Racing Team will be joining us for the weekend.

Saturday the 24th will be another round of good fellowship at the Wellborn Musclegar Museum just up the street. In the evening, there will be another catered meal by chef Tim Creehan. There will also be a Halloween costume party which all are welcome to participate if they choose.

Sunday will be an early departure for Talladega Superspeedway and the parade lap prior to the Alabama 500 Sprint Cup Race. The good news is that the track has promised us two laps this time around, which will be nice.

We are still awaiting information on race tickets. As soon as I have them, there will be an email sent out to the club mailing list. The track would certainly like to see as many of us stay for the race as possible. The track is also reaching out to several well known drivers from the 1970 season to bring them to the event.

Registration for the event is through the Wellborn Musclegar Museum. Cost is \$65 per adult / \$130 per couple and is all inclusive of the food and goodie bag. We as a club is not charging a registration fee. The food menu is going to be more upscale than the usual burgers and hot dogs. Please use the registration form in the back of this issue and mail it to the Wellborn Musclegar Museum, or you can go to wellbornmusclegarmuseum.com and click on "events" and register there. Choose the "additional ticket" option at \$65 if you are coming solo.

Hotel Info: Call or go online to make a reservation. There are no room blocks. All of these hotels are close together. Here are the four recommended hotels in Alexander City.. We will probably fill them all.

Super 8 (formerly the Jameson Inn) 256-234-7099

Hampton Inn 256-234-2244

Days Inn (formerly the Best Western) 256-234-6311

Quality Inn 256-234-5900.

That's all for now. I can tell you that the Wellborns are very excited to be hosting the event as well. The enthusiasm from the track at Talladega is also very welcome and we appreciate what they are doing for us. For more info, contact Doug Schellinger at 414-687-2489 or superbirdclub@yahoo.com



Members Cars

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Birds of a different colour This collection is owned by member Dwayne Lee from Canada. It is rare to see all seven colors of Superbirds in one place, let alone owned by the same person. A fantastic collection!



The search to gather the birds started in 1986 and was completed in 2012. Purchased in August, 2012 the '999' Corporate(Petty) Blue Bird is equipped with the original numbers matching 440 4bl w/console automatic, white interior w/buckets. Original paint. This one was the hardest to find being the rarest of the seven offered colors. This Petty bird is a survivor with the original paint and interior and has been used as a restoration benchmark of what Birds looked like from factory. Day one documentation including original window sticker, transfer tags and build sheets.

Purchased in December, 2011 the EW1 Alpine White Bird is equipped with the original numbers matching 44 6pk w/column automatic, white interior w/bench seat.

Purchased in 1986 the FY1 Lemon Twist Yellow bird is equipped with the original numbers matching 440 6pk w/4 speed console, black interior w/buckets.

Purchased in December, 2005 the EK2 Vitamin C Orange bird is equipped with a date coded 440 4bl w/console automatic, black interior w/buckets.

Purchased in January, 2008 the FJ5 Limelight Green bird is equipped with the original number matching 440 4bl 4spd, black interior w/buckets.

Purchased in November, 2007 the EB5 Blue Fire Metallic bird is equipped with a 440 6pk w/console automatic, Black interior w/buckets.

Purchased in May, 2010 the EV2 Tor-red bird is equipped with a 440 4bl w/column automatic, black interior w/buckets.

Honourable mention should be given to the 3 Daytona leading the pack of wings. The White Daytona is an original Daytona that has 2 build sheets and still has the numbers matching 4-speed. The original 440 engine is long gone but when restored in 2003 it was fitted with a date coded 426 Hemi. Of the two red Daytona's, one received a rotisserie restoration a couple years ago and has the numbers matching 440 eng and date coded auto transmission. The second red Daytona is a clone fitted with a Hemi 4-speed that gets driven quite regularly. Can you tell which one is the clone? Hint-Original Daytona's never came with a sunroof.



The maintenance and restoration work is by Darryl Webb. Any and all bird talk is welcomed, we can be contacted at dwebb6374@gmail.com.



Seven days. 5209 miles. In a Superbird. Bob Jennings is the man.

“When I bought it many years ago I set as a goal that maybe one day we’ll drive this car across the Alaska Highway because no one had ever done that,” Jennings said.

“Literally. I went there, then turned around and came back,” said Jennings.

The drive along the Alaska Highway was covered with stunning scenery, panoramic views and wildlife, according to Jennings. “The only thing you won’t see are cars or people,” he said. Whenever Jennings did happen upon other people, they would go nuts over the car and his expedition. “The best part was the people, gosh you meet some neat people,” said Jennings.

The reactions Jennings and his Superbird received were indescribable, he noted. One interaction in particular occurred on the Canada Highway.

“I watched a couple do a U-turn and follow me for 20 miles until I stopped for gas so they could take pictures with the Superbird,”

Jennings said. “Originally, I was going to keep track of how many people I noticed taking pictures, honking or smiling at the car along the way, but after the first day I couldn’t keep track anymore.”

Now that Jennings has conquered the Alaska Highway, he is already thinking of his next Superbird journey. “Since I went as far as you can go north with it, what about going the other direction to Tierra del Fuego, Chile,” he said. For Jennings, the question isn’t whether or not the car can handle another extensive journey, it’s whether or not the human body can.

“Riding in that car for so many hours beats up your back, so as an older guy I don’t know if I could do it for a month,” said Jennings. Nevertheless, Jennings said that his trip from Indiana to Alaska was one of the greatest things he has ever done.

Bob’s car is a 440-4 with automatic and 3:54 gears. The car has 40,000 miles on it original. The car was extensively prepered for the trip including:

- Complete brake job, master cylinder and bearing repacks
- Fuel pump, vapor separator hooked up, filter replaced, new fuel lines all from my old original new stock, new fuel tank
- Complete front end rebuild with all 4 new shocks
- Electronic ignition changeover with tune up, new coil, new wires (only non-stock change, kept original distributor)
- New mufflers replacing 45 year old originals, new exhaust manifold gaskets and heat stove to stock
- Replaced broken speedo cable, new BF Goodrich tires
- Replaced all freeze plugs, leaking rear main seal replaced
- Replaced all heater, radiator hoses, water pump, rebuild radiator, rebuilt heater box.
- dash being removed this week to rebuild all gauges and isolate amp gauge with Dave Patek from club
- replace rear end lube with Brad Penn lube

Bob got a clear vinyl bra installed over the nose, part of the hood and all down the sides. Other than making the flat black of the headlights glossy you can not even tell it is there.

Planning for the trip began in the summer of 2014 with the mechanical work performed and custom camera mounts for two Go Pro units,. One of them mounted to the wing took a photo every five seconds. Test runs took place in spring of 2015 to see how the loaded car performed and what worked and didn’t work as far as radios and other gear was concerned. Bob posted updates of the trip on his website, superbirdnorth.com .

Here are some comments that Bob posted online at dodgecharger.com during the trip:

June 22: Trip started at 11:00am today. 400 miles done out of 8,000. Hotter outside than an oven and a black interior with high humidity reminded me why I got air conditioning. Coming days should be cooler as I get north. I have 75 minutes to make a 56 mile drive tomorrow to make a ferry across Lake Michigan and avoid routing through Chicago, but once in Wisconsin, Tuesday night clear sailing. Had a scare on oil usage but I think I just misread the stick. Will hopefully post picture on the Lake Express ferry tomorrow night if I can make it.

June 23: Well, overheated on Dan Ryan expressway in downtown Chicago sitting on side of road (didn't make the ferry). Just letting it cool down until bumper to bumper traffic is gone. After 3 hours of stop and go, needing gas, overheating, and more I finally got out of this miserable place! On the other hand so far this has been a fantastic trip. The day's log is posted on the other website, here is a picture on the Dan Ryan in Chicago at 6:15 pm. Minor oil consumption and fuel leak at fill up but no issues enough to stop things.



June 24: Today represented the biggest mileage date planned for the trip with about 780 miles covered. After stopping yesterday evening in Madison, WI, Checked all fluids, belts, tires and made a visual check of the car. I have now traveled 1614 miles since Monday morning and arrived at Minot ND at 9:45 pm as planned, just a bit later.

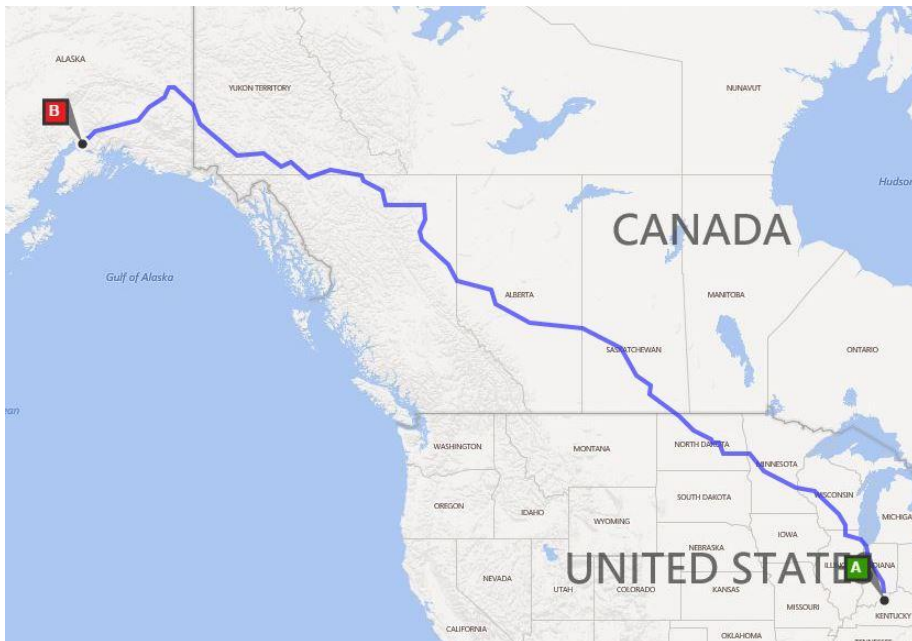
Mechanical-oil consumption is averaging about 1 quart per 400 miles. Not pleased, but it is not getting worse. With the rear end gears the 440 engine is turning over 3,000 RPM's at 65 mph, so I can live with it. There are no other issues. Water temp is good except that Chicago mess.

I hit a huge thunderstorm outside of Fargo-no leaks but I have determined that the wiper arms are both mounted 2 notches too high-if I ever get somewhere with an arm removal tool I will quickly fix them. I blew the radio speaker out with the new radio trying to hear it above the road-so no radio for 8,000 miles. My son Ryan told me about an app I can listen to on the phone if I have cell service.

After my second fill up this morning when I got back on the highway the car died. I steered to the side with no power steering or brakes, thought about it a minute and replaced the electronic control module, which solved the problem. Then after the next fill up I hit the highway and the same thing happened. It is too much of a coincidence to have two fail. The engine compartment heat is so high that it is overheating the ECM's I thought, so I just swapped out the cooled one from the previous incident-fixed! Now I am swapping the ECM's at each stop-not a big issue, but frankly I need to move where it is mounted on the firewall and cannot do that until the trip is over because of wiring changes. Maybe in Canada it will not be as hot. Interesting that the mechanical issues are coming from modern stuff

rather than 45 year old stuff.

Mileage is still averaging around 13-13.5 MPG. Weather was pleasant in the morning around 65-mid 80's during 11-3:00, then comfortable again after the storm. I got pictures for the 1,000 mile odometer reading and at the Fargo Moorhead visitor center. Picture takers, movie makers, honkers were beyond count and I have had one guy call it a Firebird, 2 guys a Road Runner and 1 guy who said he had one without a vinyl top. This is fun. After 3 tough days I still love this car. What do I miss most? In order: cruise control, comfortable seats, A/C and sound system. Early start tomorrow-I am hopefully crossing the Canadian border with no issues then another 700 mile day.



June 26: Rolled out of Edmonton Alberta. Traveled over 3,200 total miles now, over 750 today. Scenery slowly changed and I went through one small mountain range before Grande Prairie, then after leaving Dawson Creek another steady set of ever increasing hills, huge vistas of sweeping river valleys and verdant pine forests for tens of miles. Cars disappeared after Fort St. John dropping to one every 15-20 minutes as I came north and not seeing any car for the last 45 minutes before Fort Nelson. I saw my first moose before Grande Prairie, but dead on the side. Signs everywhere for moose, wild horses and buffalo, but no visual yet. Tomorrow will change that as I get even more remote. I now see a real mountain range off to the west. Unhappily because of below issue I took few pictures other than the 10,000 with the GoPros.

Mechanical issues-I determined the oil pressure fluctuation was caused by heat and oil becoming worn and stopped worrying about it. It has never dropped below 20psi anyway. However, another issue arose with another aftermarket part. My new fuel tank from YearOne split at the vent outlet tube and was pouring gas out at fill up and driving-to the point of danger. I limped into Dawson Creek to Inland Chrysler since with all my spare parts I did not bring a spare gas tank. The service manager Blane took over, and Ty from the shop said he would stay Friday afternoon and the Dave took the job under his wing. After several

efforts, we finally got it epoxied, and straightened out the misaligned fuel tank sending unit gasket and 3 hours later I was rolling again. Problem fixed thanks to the great guys at Inland Chrysler in Dawson Creek, BC! So 3 issues have occurred mechanically-none of them from the original 45 year old car, just from aftermarket garbage.

The problem now was I had 300 miles to drive on Friday night and no one was sure if the two gas stations were open after Ft. St John. I filled up there which left 250 miles to here, thinking maybe worst case I might be able to coax 250 miles out of a tank. The hills and my foot ruined that idea, but luckily one of the only two stations at Pink Mountain was open. So it was just a matter of staying awake to get in. Luckily it stayed daylight until around 10:30. So I got in just as it finally got dark. ECM issues have stopped as the ambient air temperature has dropped

Highway conditions usually ok but I am now hitting patches of gravel. The public attention to the car is beyond description. I had a family follow me for 20- miles taking video and then talking at the gas station. How many now? It would be in the multiple dozens today since no one has ever seen one here. Inland Chrysler had multiple videos taken, mechanics that had gone home for the day came back to see it and we got lots of shop pictures. The car is a star, the older guy is just a passenger in the driver seat. Bottom line-Chrysler built one heck of a car 45 years ago, and even if it dies tomorrow, it has met all my expectations, the trip has been extraordinary and the scenery starts tomorrow!

June 27: We left Ft Nelson, British Columbia around 7:45 am and traveled a little over 625 miles during the day, now covering about 3,800 miles so far on the trip. Arrived at Whitehorse, Yukon Territory about 8:45pm last night. I stopped 20-30 times during the day for pictures, gas, break or just looking around. Gas stations now have to be planned for in advance. Two out of every three stations are closed and traffic is non-existent. I have gone for 20 and 30 minute stretches without seeing a car. My longest leg yesterday had me going 175 miles to Teslin Yukon from Watson without a station, then going the 125 miles to Whitehorse again without a station or anything else for that matter. Weather was clear and pleasant all day-never too hot and by the end of the day my window is up. Because daylight is 20 hours + I did not have to drive in the dark the last 2 evenings.

Cell phone service is now pretty much non-existent except in 1 or 2 towns. The largest city in the Yukon is Whitehorse with 25,000 of the entire territory's 27,000 residents so even the "towns" are really a gas station and restaurant, plus a few buildings. People continue to be pretty friendly other than at a lodge or two where they are rather distant. I have met two very knowledgeable Superbird guys up here who went out of their way to find the car and talk. This was a pleasant surprise but the word is out that one is coming and they are waiting for me at the gas stations. I had a bison burger at Coal River Lodge-nothing to stop for and not very friendly, and a tasty cinnamon bun at the Tesla River Lodge-it was very tasty and is probably the reason you don't see any old people here-they all died of heart attacks from the cholesterol in the buns.

At Watson Lake Yukon there is a famous "Signpost Campground" with thousands of license plates from all over the world. There is now a 2015 Indiana license plate "SBird70" mounted sideways in the front row, 2nd post on the right mounted sideways. I had heard about this place and brought the plate, and of course had the necessary tools.



Geography-I have run out of adjectives. The further north you drive in BC the more beautiful it gets with forests from horizon to horizon, mountains everywhere, road cut out of the side of the mountain with sheer cliff down the side, rivers, streams, wildlife and scenery out of a landscape painting. Several times I wished for a pullout to take even more pictures and I can only hope the GoPro got some. Most of yesterday's trip was mountainous and heavily forested, although it started out as gentle hills from Ft Nelson and ended the same way at Whitehorse. I saw 3 bears roadside, 2 moose, a porcupine and a herd of Dall sheep-none of which were dead roadkill like yesterday! Although road signs existed warning of buffalo, wild horses and caribou I did not see any of them. I have been seeing snowcapped peaks for most of the day and near the end of the day the tree line was fairly close on the mountains across the river. The bridge collection has been amazing, and in a few cases stunning. The road follows rivers and lakes which makes the views even more stunning. Breathtaking views of azure colored lakes reach across the landscape to the foot of sheer

granite-walled mountains that are frosted with snow fields and clusters of trees clinging to their sides-amazing! The views alone have made this trip worthwhile and I can't wait to drive back through on the return.

Road construction - I have had many stretches of gravel and road construction including the use of pilot cars. For the most part the road is good, but unlined and gravel shoulders. Every time a truck passes coming the other direction I get as far right as possible. 75% of the traffic is oil/gas stuff, 20% is tourists with campers and 5% is everyone else-not a lot of any one thing though. I am using the voice recorder on the

Mechanical issues - the car continues to run fine-what an incredible piece of mechanical genius these Chrysler engineers put together with this drivetrain. I can live with the oil use (which is not getting worse) for the reliability. Two incidents occurred today-first I hit a piece of a semi-tire at 65 mph which has now put a 2 foot long scrape and dent down the lower passenger side (Mike from Magnum Auto Restoration if you are reading this get ready for a drop off on the return trip), the second instance was a split power steering line where it had been rubbing against the power steering cooler. I replaced the hose with some extra I had with me, new fluid from the supply box and duct taped the hose to keep it from wearing through again. In the process I sliced my thumb open and after rinsing it with bottled water and some antifreeze (alcohol in the antifreeze) I duct taped my thumb too! I would have stapled the thumb together but alas, no stapler.



drove to Haines Junction Yukon where I now sit.

We have had a major mechanical issue come up. The oil pressure on the car dropped significantly in the last 25 miles. It could be major engine trouble, minor engine trouble or simply a bad sending unit. There is one mechanic in town (no stores-only 500 people) and when his shop opens I am going to see if he can put a mechanical oil pressure gauge on it to see if it is a bad sending unit. If he can't I will not feel safe driving the car any distance and will have to call a tow truck 110 miles back in Whitehorse to come and get me and the car-there are no cabs here! Once back in Whitehorse I will either get it fixed, rent a U-Haul and trailer and drive it home behind the U-Haul or ship it home via truck and try to get a flight out of Whitehorse to Anchorage. DO not think this event is a bother-this entire trip has been worth it even if it ends prematurely today-I made it to Alaska (maybe not as far as I wanted), saw some great sights and met some really fine people.

June 29: Haines Junction Yukon-clear and crisp morning in 40's. No driving today! I called a wrecker service in Whitehorse (where I left yesterday) and had to wait until lunch for them to arrive with a flatbed wrecker. Al the driver is a huge guy but very friendly and we loaded up the car and rode the 2 and 1/2 hours back to Whitehorse. I was extremely lucky in this case-Capital Towing's owner Doug O'Connor told me they had a Mopar expert/nut that worked there and sure enough they did-even wearing a Mopar shirt. He quickly hooked up a manual oil sending unit and we tested pressure-40PSI at idle, even though the old crappy one from YearOne showed 5-20 PSI. We called NAPA and they even had one and 30 minutes later, voila. Gauge now reads as it should, pressure is great and on with the show. I gave him one of the precious mugs I had printed up for the trip and thanked the whole shop-another group of super folks to continue the Yukon experience.

The car is now full, I am in the hotel, and hoping for a 6:30am departure back on the road to Fairbanks after breakfast. There are rumors of very bad road conditions north of Haines Junction with lots of gravel and major frost heaves so tomorrow's 500 mile trip may be lengthy but I will make Fairbanks-my original goal!!!! Although I washed the car quickly at a spray wash yesterday, it is once again filthy because of rain and gravel going to and from Haines Junction.

There will be cell phone service for only about 10 minutes of the 11 hours today. After today's first use of the satellite phone I hope not to use it again because tomorrow is very isolated and I am concerned about gas. I know 100 miles out there is gas at Haines Junction where I will fill up, and supposedly again at Burwash Landing another 100 miles out but beyond that unsure. I will be checking carefully and filling up at every opportunity.

June 30: I was up at 5:30 to get an early start today, rolling at 6:10am. I think total travel today was around 600 miles, with a total for the trip now of 4,800 miles. The weather was in the 40's so I kept the windows up until Tok, Alaska-400 miles into the day! 15 minutes out of

June 28: The day in Whitehorse started out clear and cool-jacket weather. I traveled 350 miles today and have now passed 4,100 for the trip. With a short drive of 100 miles scheduled for the day, I elected for a 110 mile (220 RT) side trip to Skagway, Alaska down the Chilkoot pass and Klondike Gold Rush trail. I have been on this road twice in the past off of cruise ships. In all my travels around the world, without exception the most beautiful drive is the trip from Skagway to Whitehorse. Glaciers, waterfalls, mountains, lakes and trees. Do it if you ever have a chance-it was worth it to me after driving in a 45 year old car for 4,000 miles if that is any indicator.

The drive down was uneventful, even through customs, other than the severe grade that concerned me and the brakes going downhill for 7 miles. Once in to Skagway I took several pictures, including one with a cruise ship and mountains in the back, 1 by the Red Onion saloon and several on the trek back up by "Emerald Lake" and at the top of the pass where it was gorgeous with the snow fields in the back. Once back to Whitehorse I again filled up and

Whitehorse early this morning there was a wild horse herd grazing on the roadside. I did not want to spook them so I just went by slowly. I did not see a car until nearly 8:00am, and then only every 5-10 miles. I was warned about construction and bad roads north of Haines Junction, and I hit several stretches of gravel and frost heaves until Burwash Landing-about 100 miles north and about 200 miles in for the day. From Burwash Landing to Beaver Creek (another 100 miles or so) the roads were horrible-gravel; one lane, frost heaves, washboards, pilot cars, you name it and it took twice as long as planned for this section. The good side is the scenery was fantastic and I saw a rare pair of Trumpeter Swans in a pond next to the highway. At one point near the top of a pass I noticed no cars in front or behind me and got a fantastic picture of the bird on the gravel road with mountains behind it and clouds forming a rim about 1/3 down the mountain.

Gas was not an issue. A station was open about every 100 miles. I met several neat couples and talked with a guy in a rest area for 20 minutes about cars and life in general, then another couple on motorcycles from Michigan doing the same as me. Road conditions in Canada were ridiculous-they mark the frost heaves with a stake and a red flag but don't fix them! As soon as I crossed the border the frost heaves were fixed (but not marked). On the other hand the US did not warn about gravel conditions like Canada did.

I crossed into the US about 1:30 and had my first border "incident". The guard said they see these cars a couple of times a year and stupid me corrected him that these were Superbirds and not Road Runners. Maybe the 4 hours of washboard driving made my response a little short about morons that don't know the difference and the next thing I knew there were a million questions (not about cars!) and pulled to the side. At least I did not have to get all the crap out of the car. I guess even at 62 years old I can still be an aggressive idiot with no patience for certain things-next time yes sir, no sir!

Food was an issue today and I subsisted on crackers and fruit until Fairbanks-just nothing that looked good. Tomorrow will be Halibut!

Once past Beaver Creek Yukon the drive eased up and the road improved tremendously-I was hitting 75-80 once in the US. The town of Tok was the first place with anything open in Alaska-not much of a town frankly. Then on to Delta Junction- it was nicer than Tok a little, then past the Air Force base and old US Army Fort Wainright (I think it is closed now). The Marines were smart enough not to put a base up here in the winter and only do summer maneuvers (just a little joke). I got into the Fairbanks Hampton Inn about 6:45 Alaska time.

Mechanical issues: water temperature is still not a problem. Oil pressure-I think I blew this new sending unit on one stretch in the US when I opened her up, but no real issues there either just another blown O-ring inside the new sending unit and it is reading funny too now. I smelled it when it blew I think. The other issue-about 30 miles outside of Whitehorse I got a horrible squeaking noise from the right front wheel and pulled over as soon as possible. A visual inspection showed nothing, so out came the special aluminum jack I bought and hoped not to use, and up she goes to take the tire off. Once I got the tire off I popped the wheel bearing dust cap and the rotor to look at the bearings-they were all fine. I then looked at the caliper and when I hit one of those darn frost heaves it had actually knocked the inner disc brake pad off-center. That was actually good news because I was able to fix it in about 30 minutes with the tools in the car and some ingenuity, bled the brakes and refilled the master cylinder, then rolling again. Not one car came by the whole time-I would estimate 45-50 minutes and I looked over my shoulder often-a fat guy would taste real good to a bear for breakfast. No other issues today, but a radio would have been nice-if I ever do this again (unlikely) I would recommend Sirius satellite radio since there are no stations out here. I continue to marvel at the drivetrain of this old car-it just keeps going and going and going. I am also glad that I redid the suspension, brakes and wheel bearings before the trip because they were all tested today. For the first time my back is bothering me a bit too-thank you Canada road crews!

Let's see on mechanical issues occurring in this trip: engine/transmission/differential/suspension/brakes manufactured in 1969 by Chrysler-no problems. Parts bought from aftermarket in last 3 years: (2) bad electronic ignition control modules; 1 bad gas tank; 1 bad radio; (2) bad oil pressure sending units. The lesson is-fix the old stuff don't replace since new is not better in this case.

Tomorrow I have 400 miles scheduled. I hope for a 8:30 or so start and then on to Denali National Park for sightseeing. From there I plan on stopping at a field on the east side of the Parks Highway where my wife picked blueberries a few years ago and we got a picture of the Alaska railroad train going by. I am going to wait until that train comes by this trip and get it, the valley, the mountains and the Superbird in the picture. From there on to the Talkeetna Lodge for late lunch, then on to Wasilla. I am splurging tomorrow and going to go on to Girdwood and stay at the Alyeska resort. Then Thursday morning, the Bird is going to go through the long tunnel to Whittier for special pictures, fishing and a final stop at Portage Glacier for pictures on the way out.



July 1: AT 4:30 PM Alaska time, we reached our goal of Anchorage Alaska Chrysler Plymouth and the goal is met with the journey ending. We then gave the car a much needed detailed hand wash and drove on to Girdwood AK, the furthest point of the trip. The odometer reads 46582 for a total one-way mileage of 5,209 miles. A few pictures will be taken tomorrow depending on weather, and then head back to my understanding wife and job.



put beside it for pictures.

At Anchorage I drove along Turnagin Arm, the sun was shining and the snowcapped mountain peaks surrounding the Bay glistened in the sky like an early morning sunrise touching the tops of pine trees. Fantastic views to finish up-I took several pictures of the Bird with the mountainous background. What an excellent way to conclude the trip!

Mechanically not as good as prior days. The engine is still doing great on oil and water but clearly now has some carburetor issues beyond my ability-probably from the low quality fuel, dirt and age. Throughout much of Canada and Alaska I could only get the lowest octane fuel and the monster engine doesn't like it. The front end took obvious abuse from today's road, but held up. The brakes are now squeaking like mice in a Cheshire cat grin and the wiper motor gave out in Willow, AK after 7 solid hours of "on". I will decide tomorrow after my drive through the railroad tunnel to Whittier and Portage Glacier what to do about the wiper motor-the dealership does not have one. I think the 350 miles of driving rain and potholed roads may have taken a toll on the electrical system and now I wish I had rewired it like I did the AAR Cuda and the old Hemi R/T Charger. I can handle electrical issues as long as the firewall plug doesn't melt and I brought a new fusible link.

I have had many people ask me about the problems with the car and was the trip worth it? My response is simple-what problems? This is a 45 year old car that you had better expect to fix some things, so yes it has been worth it particularly since I have waited 50 years for this drive and the low fuel light is on in my gas tank of ability. It has been a particularly satisfying accomplishment that I met so many great people, saw so many beautiful sights, and awakened the youthful memories and dreams of so many people with this car. As I said at the beginning of this trip the car is the star. I have just been the lucky delivery man of re-awakened dreams in the car's sighting. The best part of this trip has been the grins, honks, smiles, thumbs up, children's beaming faces, pictures, u-turns, videos and requests of people of all ages, sexes, races and religions to see the car, honk the beep-beep horn or even sit in the driver seat.

Finally thanks for those of you that called and texted to help keep me awake, but particularly to my lovely wife of 40+ years for understanding this trip. I do not know if I will have time to post a log tomorrow, so this is a fitting conclusion to the dream. Just like the movie Vanishing Point's uncertain ending, this car may just keep on driving tomorrow or not.

Epilogue:

Mechanically the Superbird held up amazingly well. I have a new wiper motor waiting to replace in a few days once I catch my breath and the cleaning needs are worse than expected. The thousands of miles of travel on poor gas and more importantly on unleaded gas has burned several valves so over the next month or two I am going to do a valve job and put in hardened valve seats for the future. This is not a design flaw of Chrysler, this is as a result of changing EPA regulations so I do not fault the car. In fact the car held up for the entire trip. Other than those two things no new leaks have been sprung or parts broken that I have found yet. I do plan on doing another brake job on the front disks after the problems outside of Whitehorse and Dave (Dawson Creek Inland Chrysler) the gas tank is still holding! Other minor mechanical needs-another oil pressure sending unit and a new radio speaker! Chrysler built an amazing vehicle 45 years ago that withstood the rigors of the entire Alaska Highway basically without any failure or hiccup!

Bob Jennings

The day in Fairbanks began cold and rainy and after an early rising at 5:30, workout, breakfast, vehicle & fluid check and fill up we were on the road by 7:45am. It was so cold that I had the defroster on for over 250 miles of the 400 mile day travel goal, and it even kind of worked-much like 45 years ago. The Parks Highway from Fairbanks to Anchorage goes through Denali National Park and some of the most scenic areas of the United States. Unfortunately I saw none of them because of heavy rain for the first 350 miles, accompanied by forest fire smoke. This meant no pictures for most of the trip today. Today's drive was by far the worst of the entire 5,200 mile trek. The Parks Highway frankly is a disaster. There were 4 separate major road construction areas with 20-30 minute waits, potholed roads for 10 miles, rain, 1 lane-not the way I have seen it in the past. On the other hand at Wasilla, it cleared up, The guys at the Chrysler dealership loved the car, took dozens of pictures and got my permission to use the pictures with their ads. They even brought a Scat Pack car to



Talladegas and Spoilers Out and About
Here's some great shots from the Fairlane Nationals held in Kingsport Tennessee June 26th and 27th. A number of DSAC members participated with their Talladegas and Cyclones. A highlight of the trip was a visit to Bristol Motor Speedway for track laps. Shown here are Richard and Katrina Fleener in victory lane with their white Talladega. Richard's car is also on the banking in the bottom left photo.



Lineup of eight Aero Fords at the Fairlane meet. Closest to us is Steve Lueck's maroon T from Wisconsin. Steve has the down and dirty race look nailed down pretty well.



.Gotta love the 1971 Martinsville pace car Torino. Carl Sharp's blue Talladega from Indianapolis alongside.

Superbird 15 x 7 Trim Ring Tech

12

It's been a while since we talked about 15" trim rings. These parts are a problem for restorers as currently, I know of no good reproductions on the market. .

Chrysler originally had two part numbers for them, 3461222 for brushed finish and 3461043 for polished. Most original Superbirds I have ever seen had the brushed rings. Sometime in the mid 1970's the rings were shortened up to fit 15" x 6.5" wide Rallye wheels. But Chrysler kept the trim ring part numbers the same. The later rings which were available over the counter in the late 1980's will show a gap to the wheel center when installed on a 7" wheel.

To tell the difference, measure the height of the ring when it is laid down on its outer surface. It should measure approximately 3" for a true 7" ring and 2 3/4" for the 6.5" ring.

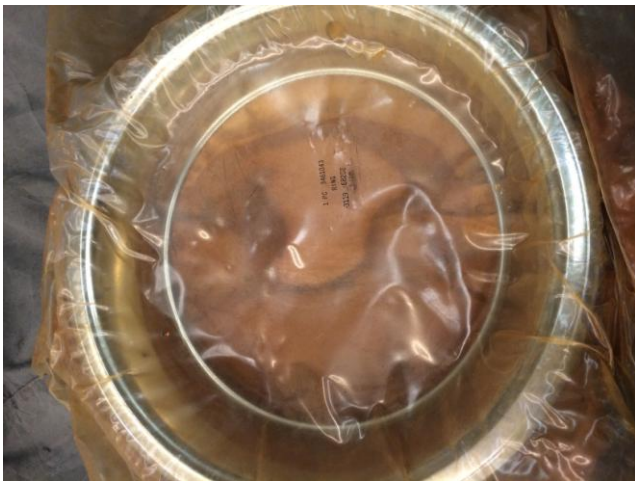
Currently, without a decent reproduction ring, the 6.5" versions, while incorrect, are probably the next best thing if you need them..

Also, the Chrysler ring has a different hole for the valve stem. Some GM replacement rings you may encounter have much more pronounced and larger oval hole.

Do you have 15 x 7 rings that need repair? I understand there is a man who can repair them. His name is Rick Miller. His email is rkmill@infowest.com. As you might expect, it's not a real fast process. He takes the ring apart, picks and files the damage and polishes them up.



Left: Incorrect aftermarket trim ring with large GM oval valve stem hole. Retainer is different and may not have the styling ridge on the face. Right: Correct 15 x 7 Mopar ring.



Left: Original 15 x 7 Mopar ring. Old NOS ringscane in blue and white paper bags. Right: 15 x 6.5" ring will measure 2.75" deep. Real 7" rings will measure 3".

I am always pleased to hear from members from the early days of the club. Often someone will surface who we have not heard from in years. Recently, I received a phone call from Donald Sills in Camden South Carolina. He asked me if I remembered his late father, Cecil. Of course I did. I remember the Sill's family Daytona from the 1988 meet at Talladega.



Cecil and Donald's car was one of the early clone Daytonas, that they built. They did it all themselves.

Cecil went way back as a NASCAR fan.. He recalled the first Southern 500 at Darlington, hearing the Flock brothers sister telling track officials off for letting Johnny Mantz to drive that little Plymouth in the race.

He had the pleasure of attending stock car races in Honolulu. The track was inside the baseball stadium. The start-finish line was in center field. The so called first turn was at the left field foul line. The next turn was at home plate. If you got that far, it was pedal to the medal and head for the right field fence.

Cecil was there at Talladega in September 1969. As you probably know, that is when the "hot shots"

refused to race, because in their opinion, the track was unsafe. As it happened, the GT drivers from Saturdays race went for a Sunday afternoon drive. Cecil's family was present and they fell in love with the new Dodge Daytona.

Attending the first Talladega race earned you a rain check to the spring 1970 race, and it was there that Buddy Baker came down the front stretch in the famous #6 the hard way – backwards and on fire at 150 mph. Buddy was sitting on a hot seat.

After a long period away from racing, on a cold winter day in 1984, Donald Sills proposed to his father that they build a Dodge Daytona. At this time, the real cars had just spiked in price to over \$30,000. So purchasing the genuine article was out of the budget.



After talking some fortunate soul into selling them a General Lee Charger, a memorial service was held as the #01's were removed from the doors and a reading was performed from the latest Direct Connection catalog. The Sills found 2/3 of a real Daytona nose from Les Bowman in Ohio. It was good enough to make the missing 1/3 and hang it on the car. Sort of that Johnny Cash one piece at a time approach. The wing came from measuring the #6 Buddy Baker Daytona in the museum at Darlington by Mrs. Sills and her measuring tape. Drawings produced a foam plug which was transferred to wood covered in fiberglass.

The project was completed with an immense amount of satisfaction and the car displayed at Talladega shown above on that hot weekend in 1988. Cecil is shown in the photo at left.

After his father passed, Donald Sills contacted us and sent us a nice time capsule of old newsletters and memorabilia

including some of the first newspapers of Mopar Collectors Guide, as well as some old Mopar key chains and trinkets. I appreciate Donald thinking of the club and we wanted to take a moment to remember his father and thoughtful donation.

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: 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

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 1 st 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 guppypuppy2@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 rifleener@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.

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

Wanted: 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.

2015 DSAC MEMBERSHIP FORM

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Registration includes Friday and Saturday dinners
Plus event goodie bag

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Enclose check or money order payable to:
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124 Broad St
Alexander City, AL 35010 (256) 329-8474

You can also register online at www.wellbornmusclegarmuseum.com Click on “events” to register

Please tell us who is attending so we can make name tags:

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