

May – June 2017
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TALLADEGA
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Registry

DAYTONA – SUPERBIRD AUTO CLUB

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

Happy 80th Birthday to the King

Richard Petty turned 80 years young on July 2nd. In a year long celebration that seems to have involved dozens of birthday cakes, the King must only take a bite or two. Otherwise by the number of cakes I have seen, he'd put on about fifty pounds!

The following article appeared on Greensboro.com, written by Ed Hardin. I thought it was very touching and wanted to share it.

The King and I.

I was all of 6, maybe 7, and I'd wandered away from my Grandma and wriggled through that white picket fence off Branson Mill Road. I'd been waiting for the chance to slip out of the little house next to the noise and find out what was going on inside the building they called "the race shop."

It's a museum now, the house and the shop. They say it's hallowed ground. But in the early '60s in Level Cross, it was just the place we knew as Lynda's.

Mozell Hardin was my grandma, and Lynda was Richard Petty's wife. And all I knew was that Richard Petty was never home, and I was always curious about where he was and why nobody wanted me to go through that fence.

So there I was, sneaking around stacks of tires and big oil drums and car parts, peering around corners and looking for what was making all that deafening noise inside one of the garage doors when somebody came up from behind me and picked me up and

moved me out of the way. The next thing I saw was the nose of a light-blue Plymouth being pushed into one of the bays, right about where I was standing.

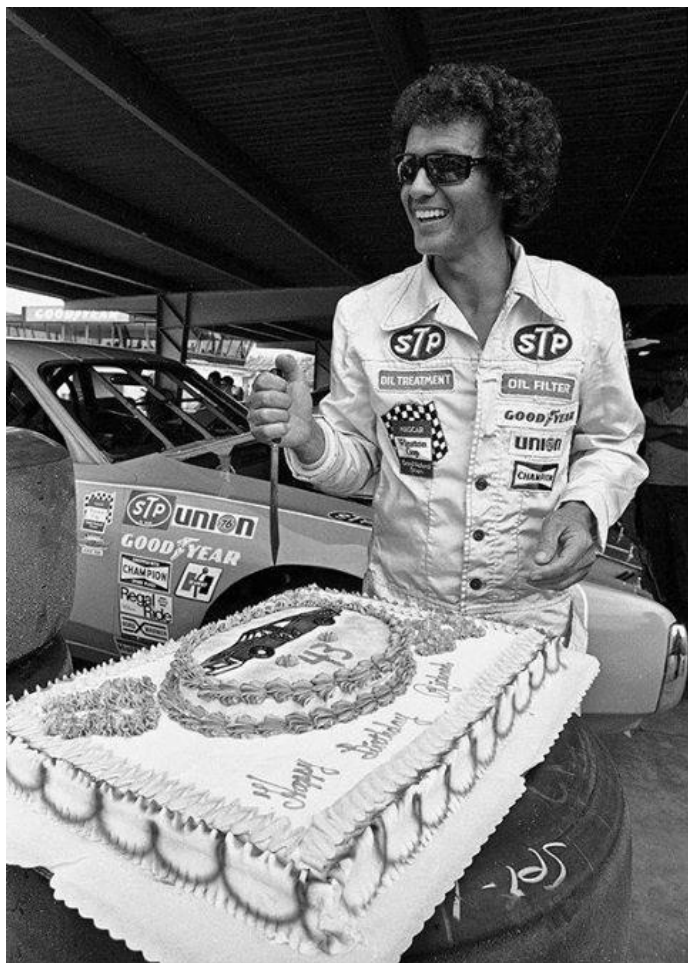
When the person who moved me out of the way put me back down, I was standing waist high to a slender, smiling man in blue jeans, a white T-shirt, white socks and loafers. He was the coolest man I'd ever seen in my life. That was the first time I ever met Richard Petty.

His birthday is Sunday. He'll be 80 years old, and somehow he's the same person he was that day in Level Cross when he just picked me up and moved me aside so they could roll the 43 into the garage and get ready for the next race. There was always another race.

Growing up, most of my friends sort of knew I was somehow acquainted with the Pettys. It wasn't something I bragged about. I was taught not to brag about things like that, in part because no one would've believed it anyway.

But as early as the third grade, I remember going to school and having long conversations with the principal about the previous day's race, how Richard ran and what trouble he ran into, serious conversations about engines and transmissions and what it was like knowing personally one of the most famous people in North Carolina.

It was just normal. It was never a big deal to me. My mom taught him at Randleman High School. My dad sometimes worked on Papa Lee Petty's cars. And my grandma was, well, I'm not real sure what she was, but Kyle said she was family and that was good enough for me.



I can remember seeing my grandma in Victory Lane, let's just put it that way. So I just sort of grew up around the Pettys just like they were family friends, which they were and are to this day.

And to this day, I've never written about any of this. See, I was a Richard Petty fan and all that, but it was different. I didn't pull for him to win so much as I pulled for him not to get hurt. That's a strange thing to try to explain, but years later when I found myself covering the sport, it was the same deal. I never pulled for Richard, but I never took my eyes off the 43.

I didn't really let on to the other writers that I'd known him my whole life, and he never said a word to anybody, either. It was just sort of something that didn't need explaining. When I had to write tough stories about Richard or Kyle, I wrote them. When I had to ask them tough questions, I asked them. And every now and then, after an interview, I'd ask about the family, and they'd do the same.

When people ask me now about my memories of Richard Petty, I don't talk about the 200th win or the last race or the great battles with David Pearson or Bobby Allison or Fred Lorenzen. I remember the wrecks. I remember the calls from Grandma to let us know he was OK. Somehow, he always was.



Years later, she convinced me to go to a revival service at Mount Lebanon United Methodist in Randleman to play guitar and sing. I brought a couple of buddies with me to play and tag along. After the service, one of my friends grabbed my arm and said, "Look! Is that who I think it is?" Here came that tall, slender man, smiling as he walked up.

"You boys want to come out to the shop?" he asked.

We were all of 16, maybe 17, and there I was inside that fence again, the King himself giving us a guided tour of the race shop, my friends barely able to breathe and me taking it all in again, my young life having come a full lap of sorts. Richard Petty is turning 80, and life goes on.

Sometimes when I'm out driving by myself, I'm drawn to Branson Mill and Mount Lebanon and all the roads from the old Randleman homeplace out to Lynda's, just letting it all wash over me. These are the roads my daddy drove, the place where my parents met, and just breathing the air of my earliest memories makes them all come back.

I can still hear Grandma's voice. "Don't go over that fence." The truth is, I've been going over that fence my whole life.

Last Call for 2017 DSAC Member Renewals – see page 11 for renewal form

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.

A black dot on your mailing label means this is your last issue. 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.

Doug, here are some pics of the Daytona coming out of its slumber. The story as told to me is that the Daytona sat new in the

Hampden Dodge showroom near Springfield Mass for a year or so because, well let's me honest, nobody wanted it. It was finally sold to a doctor who drove it every day back and forth to Boston (about 100 miles).

At some point it overheated and he brought it back to Hampden Dodge and had them check it out. They removed the nose and pulled out the 440 and determined the heads were cooked. The doctor then demanded it be fixed under warranty. The dealership refused and a lawsuit broke out.

Nearly two years went by before a judge decided there was no breach of warranty and the dealership was not responsible to fix the engine. Hamden Dodge then told the doctor he had two years of storage to pay if he wanted his car back. The doctor refused and told them to keep the piece of junk. This was approximately 1972.

A couple more years went by until someone working at the dealership mentioned the Daytona to a friend and he came in and bought the car for the storage cost. What would a Daytona in 1973 or 74 be worth with the engine apart and the nose off? He probably paid a few hundred in storage and took the car home.

It then sat in two different barns in Florence, MA a couple towns over for 34 years until 2008 when the fellow I bought the car off of purchased it. Those are the pics I sent you. He stored it for the next eight years until a few weeks ago when I bought it and brought it to my house in eastern MA.

So basically the nose and engine have been out of the Daytona since about 1974 and it has not been driven. It has its matching number 440 and 727 and Dana. It is an R4 red car with black interior and wing. All original body panels. Original fender tag. Some rust on the bottom of the quarters and fenders, but the floors, frame rails and trunk are very solid. The nose has a dent. It was advertised for \$75,000 on Facebook and I was the first one to contact him and we both wanted the car to stay local so we made a deal.

The owner was very nice and quite honest. I hope to restore the car. My other Daytona is also R4 red with white interior and a white wing. By the way, I also bought a Limelight with white bucket seat interior 440 4-spd Superbird out of Providence RI last year. Another car that has been 20 miles away from me for 40 years.

Now I am car rich and money poor, but how can you turn down these babies if they are so close by. Like I said I don't make it to any shows, but I love the cars. I

am not a rich man, but believe they are all a piece of history to be treasured. I like to tell my friends that I like things with big wings and a lot of power. I was a B-52 Navigator/Bombardier for a number of years. It might have something to do with that. Thanks for listening and keep up the good work - Steve

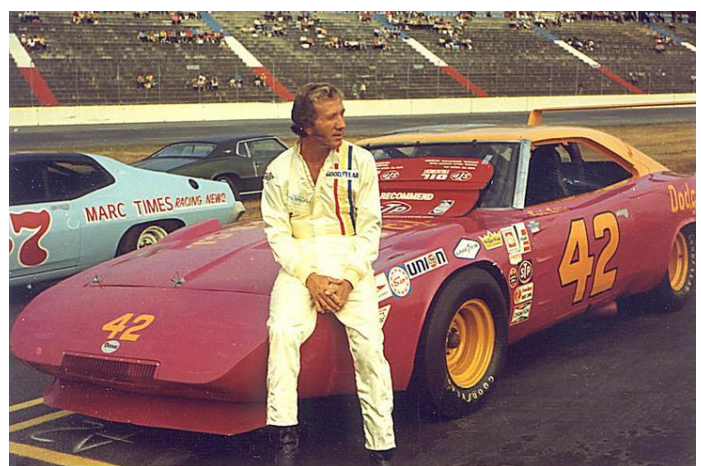




Back at the Talladega meet in 2009, there was a rough Charger race car on display. Bill Rossi had bought the car believing it was a James Hylton #48 Daytona, later sold to Tab Prince who was killed in the 125 mile qualifying race at Daytona. Hylton had confirmed it WAS one of his cars, but it was never really confirmed about it being THAT car. It turns out that at the end of the 1969 season when he switched to Ford, Hylton had a Charger 500, a Daytona and a '67 Charger. The photos below taken by a young Mike Ashley have proven valuable in showing all the Hylton cars present at the same time. It appears now that the car Bill found was the old Charger 500.



The Hylton Charger 500 is shown at left. Note the angled bar running to the upper right A-pillar of the roll cage. That bar is like a finger print. Normally, this bar is right to the corner of the cage. On this car, it is set well back, about eight inches. Not normal. Photos of the Robbins Daytona show this same kind of bar. The Daytona at right is the car that Buddy Baker ran into while leading at Texas in December 1969 flattening his nose and costing him the race. These pics are dated Dec 1969 just after the Texas 500.



The Hylton C500 in the garage at Riverside in 1969. At right is the car with Marty Robbins about to make his only start in a Daytona. The car was sold by Hylton to Bobby Allison. He and Eddie Allison prepared it for Marty to race at Charlotte, it's only run as a winger.

Robbins Ready For Charlotte

CHARLOTTE, N. C. — He'll be coming from Nashville instead of "El Paso." He will be attired in a flame-proof driving uniform rather than a "White Sports Coat and a Pink Carnation." But Marty Robbins will be at Charlotte Motor Speedway to drive in the October 11 NASCAR 500 miler.

Robbins, one of the country music world's biggest talents, drove his last race in the 1968 National 500 but heart trouble took him out of the drivers seat shortly thereafter. Medical examinations revealed that the trouble was clogged coronary arteries so Robbins underwent a four hour vein transplant in January in order to continue his racing activities.

"Marty is not a singer who wants to race," said veteran

racer who can sing." Allison should know. The Hueytown, Ala., driver raced against

Robbins in many sportsman division events at the Nashville Fairgrounds Speedway where

Robbins drove when his heavy appearance schedule permitted.

be painted purple — his old racing color — and has been assigned number 42 by NASCAR headquarters in Florida.

Robbins, along with more than 60 other entries in the eleventh annual edition of the fall classic at Charlotte, will begin arriving at the speedway on Oct. 6 when inspection, registration and practice will begin.

Allison, who was the first entry for the \$145,721 National 500 race, is preparing the winged Dodge Robbins will drive. The car was raced by James Hylton during the 1969 season.

Robbins, who will be 45 on Sept. 25, has requested the car



MARTY ROBBINS...

OLD DOMINION 500
Sunday, October 18
1:00 P. M.



Above: In the third column, the writer reveals the origins of Marty's Daytona coming from James Hylton. Eddie Allison worked for James Hylton for a time. After Marty raced the car as the #42 Daytona at Charlotte, it reverted back to a conventional Charger by the Allison's.

At left, Bobby Allison ran it at Daytona as a 1968 Charger late model sportsman at Daytona in the 1971 Permatex 300. While it looks like a Mario Rossi paint job, it is not. And it is also not same #12 Charger that Bobby raced at the 1971 Daytona 500.



The well used car was eventually sold to Butch Nelson and driven by a young Neil Bonnett as a 1970 Charger, #10 in the 1973 Permatex 300 late model sportsman race at Daytona. Eventually, (bottom right) it was reskinned into a 1974 Charger and appeared at Talladega for a Grand National series race, still with Bonnett driving it.



Talladega wasn't very nice to the old Charger, shown here in the garage area after a wreck and fire. About this point, the trail of the car goes cold until it appeared in the hands of Bill Rossi about ten years ago.

When the car reappeared, someone had attempted to back date it to an older Charger body. But it was in very rough condition. The car also did not have any evidence of repair in the driver door area. Tab Prince's car (shown below) at Daytona had been hit so hard in the drivers door, that the car was bent like a banana. A car hit this hard would not be economical to repair in 1970. It would likely have been scrapped. Not the same car as the Robbins.



One of the things that people asked about the Charger as found, was that while the body was a 68-70 Charger, it had a '74 Charger back bumper. Well, now knowing the Neil Bonnett connection and newer body, it is easier to accept why that bumper is present, and further, why it has white paint underneath it. Same as the Bonnett #1 Charger race car.



Bill Rossi eventually traded the Charger to Harold Tarter in California. The chassis was then fitted with a core Hemi engine and the original front clip off the Jack McCoy #7 Daytona. Then offered for sale. The photo above sparked much conversation. Many things were suggested by the photos which confused people. How could it be a Daytona with no rear window plug? Could the purple wheel mean it was Marty Robbins' car.

If you did not know the back story of the car being found as a plain Charger you would not realize that it had been turned into a Daytona for the purposes of being resold in 2015, while the real history was not yet known. Remember that the whole puzzle had not been put together. The history of these cars are like jigsaw puzzles with multiple missing pieces. It just wasn't important to keep track of these things back in the day.

Pete Cellini on the east coast then bought the car thinking it was the Hylton Daytona, displaying it as such at Carlisle. Only after this, with the research of enthusiast Doug Dempsey were the pieces of the puzzle put together with it being the Robbins car. As the Robbins car, it makes sense. And so at present, the car is currently at Sigel Enterprises in Pennsylvania undergoing long term restoration. The Tab Prince car is missing and likely does not exist.



Wayne Perkins from Olathe Kansas has been busy working on his fleet of aero cars. Wayne has owned his Talladega for a long time. In addition to his real Hemi Daytona done up as Charlie Glotzbach's #99, he's just done his Dega up as a Donnie Allison #27. This is a real Talladega.



The Talladega has a Boss 429 built out of a 460 block. After lots of massaging, it now fits in the engine bay like it should have from the very beginning. There is no room for a vacuum brake booster, so it is mounted up front in all that space behind the grille.



Wayne's other project completed this spring was a replica of Bobby Unser's #5 Nichels Engineering USAC Superbird. This is a clone built from a 70 Road Runner. It has a Hemi with the super rare 1968 NASCAR twin carb breather. It takes a different intake and carb setup than a street Hemi. NASCAR allowed the two carbs and this breather in the second half of 1968.

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

Attendance for the September meet at Road America is looking strong. I expect we will have 40 cars. 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.

Sample Entry Form on the following page. If you are on the hotel reservation list, I will be sending you a complete packet to fill out and return. Do not send back this newsletter form yet. Email or call me if you book a room after July 6th so I can send you a complete packet. I am not including them all here due to space constraints.

Rooms are still available at the Holiday Inn Express, 55 Holiday Ln, Fond du Lac, WI 920-322-0460 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

Discounted weekend event tickets are \$40 each. Kids 16 and under are admitted to Road America FREE with an adult. Other than your admission ticket to the track, all other track related activities are optional and can be chosen ala carte.

Event Schedule:

Wednesday September 13th – Afternoon and evening check in at the Holiday Inn Express in Fond du Lac.

Thursday, Sept 14th. Trip to the Experimental Aircraft Association museum in Oshkosh Wisconsin. Lunch at Ardy and Ed’s Drive In. Afternoon will feature a short driving tour back to the hotel.

Friday, Sept 15th – Morning driving tour. Exploring back roads of the beautiful Kettle Moraine. The scenic drive goes through the protected Kettle Moraine State Forest. Arrive at Road America to get checked in and settled. Lunch will be on your own at the track. The concessions are run by different civic organizations. The food varies with each stand and is excellent.

Saturday, Sept 16th - Arrive Road America at 9 AM. Race cars will be on track continuously, all day, every day. There are several events you choose to participate in detailed below.

Optional Event – 12 PM Track Touring. A 30 minute paced session on track at highway speeds allows you to experience the challenging four mile Road America circuit. It is not a crawl like at Talladega. Passengers are allowed. Touring will usually sell out, so it is recommended to reserve a spot in advance. Pickups and SUV’s are not allowed on track. **This event will sell out and it is recommended to reserve a spot in advance. Touring will run rain or shine .** If it rains, there are no refunds.

Optional Event – 2:45 PM Street Course Reenactment. A fun police escorted tour of the original Elkhart Lake street race circuit from 1950-1952. Race cars and Aero Cars are invited. Discounted cost is \$15. It includes the Lake Street car show following. Expect a warm reception along the tour route and when you arrive in town. Once in town, there are a variety of activities to enjoy. Check out the local shops and restaurants in the downtown area. This event will sell out and it is recommended to reserve a spot in advance.

Optional Event - 4:30 PM - Gather on the Green (Saturday 4 PM): An informal concours event benefitting Camp Anokijig held late Saturday afternoon on the grounds of The Oshoff Resort. I expect that approximately 20 club cars will participate. This event located within walking distance to the Lake Street event described directly above. Cars not participating in the concours can stay parked on Lake Street. There is a minimum \$10 donation to show, 100 % of which goes to Camp Anokijig. There is no spectator charge. Anyone can enter, but your car should be of “better quality”. Race cars, survivors or cars with an interesting story are welcome. If you would like to enter but are unsure, call or email me. 414-687-2489 or superbirdclub@yahoo.com

Optional Event - 7 PM - VSCDA Banquet at the Oshoff Resort. This is a very nice sit down dinner, buffet style./ After dinner, there will be a talk with Porsche racing legend Vic Elford. Mr. Elford is a man who has “been there and done that”. Driving everything from the mighty Porsche 917 winning the Sebring 12 Hours in 1971 to the Chaparral Can-AM “sucker car”, to rally cars and even stock cars at the Daytona 500. Dinner cost is \$40 per person. The food is good and it is a very pleasant way to wind down the night.

Sunday Sept 17th – Arrive Road America at 9 AM. Feature races will be running. **Track touring** will once again be available at a discounted rate of \$40. Parade Lap of Aero Cars approximately 12:45 PM which will conclude the meet. Track activities continue into the afternoon.

Rig Parking: The distance to Road America from the hotel is 30 miles. There will be trailer parking available at the race track if you wish to leave your trailer and car there Friday or Saturday night. There is 24 hour security at the race track. There is also ample trailer parking at the hotel.

Event contact: Doug Schellinger 414-687-2489 or superbirdclub@yahoo.com

Sample Registration Form

Please do not return this form from the newsletter. For those of you who have already made hotel reservations, I will be mailing you a complete package of forms for the various activities. Please return those to the club address by 8/15, but make your check payable to "VSCDA".

If you have not received a packet by 7/22, email me at superbirdclub@yahoo.com or call me at 414-687-2489. Thanks, Doug.

2017 Elkhart Lake Vintage Festival / Aero Warrior Package

Weekend Track Entry (includes special parking area) per person (\$40) \$_____

Saturday Track Touring (per car - during the lunch break) (\$40) \$_____

Saturday Road Course Re-enactment & Street Car Show per car (\$15) \$_____

Gather on the Green Concours d'Elegance (\$10.00 minimum donation) \$_____
100% of GOG donations go to Camp Anokijig, a residential youth summer camp located near Road America.

Saturday Night Banquet with Porsche Legend Vic Elford (\$40). Each \$_____

Sunday Track Touring (per car during the lunch break) (\$40) \$_____

All prices above are group discounted TOTAL \$_____

Name (Driver): _____

Phone Number: _____ Email : _____

Name (Passenger): _____

Car Make: _____

Car Model:: _____ Year: _____ Color: _____

**Make Check Payable to "VSCDA" and mail to:
Daytona Superbird Auto Club
13717 W Green Meadow Dr
New Berlin, WI 53151**

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

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: 69 Daytona Nose Cone To Car Seal Kit, New, Was Installed + Immediately Removed \$110. Superbird / Daytona Jack Clone, It's Very Similar In Appearance \$325 69 Daytona Jack Holddown Bracket, Reproduction \$65, Superbird Jack Hold Down Plate, New Reproduction \$95 New Daytona And Superbird Headlight Vacuum Hose Kit \$160. tonymopar@aol.com 302-398-0821 Tony

For Sale Two Superbirds: 440 V code 6 pack, auto, white with white bucket interior, 46,000 miles original car, 185,000. Car #2, 440 4-bbl, U code 4 speed yellow with black bucket interior seat 50,000 miles original car ..135,000 Call Frank, 315-516-7143

WANTED - A pair of original "A" pillar moldings for a 500 or Daytona. Any condition ok. I am looking for NOS or used Goodyear Industrial inner tubes, size: 2.80/2.50-4 for the electronic data recorder box that was in the #88 Daytona.

Greg. Call 586-243-7029 email: odcics2@comcast.net

FOR SALE - OEM complete rear glass trim for 500 / Daytona, \$3500., NOS ultra rare race nosecone upper sheetmetal, \$10K or best offer, OEM assy line Daytona hood pin lanyards from Creative Ind. \$400 pr., OEM assy line stop leak pellets, \$25. pr. Every car got 2 at the factory., NOS red rear 1969 B body side marker reflectors, \$75. pr., NOS assy line brass thermostat, 190 degree, \$35., NOS 1970 440 SuperBird air cleaner top lid seal, \$75., One of one, direct-><-connection neon sign used in the mid 80s catalogs. Asking \$5K or best offer. One of one, fully documented Holman Moody sign that was in the office of Charlie Gray, Ford Stock Car chief. Asking 8K or best offer. Will deal for parts I need - see my wanted/trade ads. Call 586-243-7029 . email: odcics2@comcast.net

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: Four NOS full wheel covers W-15 style seen on 1969 Charger, typically SE type. \$3000. Also 1969 Daytona car cover \$75. Call Joe, 402-740-4813.

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

TRADE - I have a pair of NOS trunk hinges for a 500 or Daytona. The #88 requires drilled out hinges. I'd rather have used ones to drill out. So, I'd like to trade my NOS for used ones and parts I need. Also have a restored pair of Dave Marcis race Daytona "A" pillar moldings - will trade for original street 500-Daytona moldings, any condition ok. Call 586-243-7029 . email: odcics2@comcast.net

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

Wanted 69 1/2 A12 Runner or Bee. Must be 4-speed, color not important. Would consider well done clone. No prockets, no rust or heavy undercoating. RED99PROWLER@YAHOO.COM or 414-788-9423

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 Jobs, 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

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. 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

NAME _____ MEMBER # _____

From the right side of your address label

ADDRESS _____

CITY _____ STATE _____ ZIP _____

Email address: _____ Phone _____

2017 MEMBERSHIP DUES – U.S. \$25.00 worldwide
Or 2 years for \$45.00

Enclose check or money order in U.S. funds to:
Daytona-Superbird Auto Club
13717 W Green Meadow Dr
New Berlin, WI 53151
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Tim Walker is spearheading this new build of a NASCAR style Daytona for Bobby Allison to drive. The car is being constructed by race car fabricator Steve Lesvitt in Mooresville NC. It will have Hemi power. It is not being built in the exact style of a 1970 Nichols Engineering race car, but it will be a nice looking and great sounding race car for Bobby to get behind the wheel. Most of the heavy fab work is done and the body is about to be hung on the chassis. Awaiting more photos as the car nears completion.

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