

Sept-October-November 2016  
www.superbirdclub.com  
email: superbirdclub@yahoo.com

TALLADEGA  
CYCLONE SPOILER  
*Registry*

## DAYTONA – SUPERBIRD AUTO CLUB

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

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

**We are excited to announce the 2017 National Aero Car Meet.** 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

## “Bonneville ‘71” Film is Now on You Tube

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The Bonneville feature on the K & K Daytona created by Fox Sports has been posted on YouTube.com The film features original crew men Buddy Parrott and Kenny Troutt, Tim Wellborn and of course the famous car. Simply type the words “Bonneville 71” on your search and you will find it right away. The film is 16 minutes in length and opens with a telephone interview with Bobby while he was out there to make the record runs in 1971. It’s great stuff.

## Cub Reporter Sean Machado Reports on the Fun Time Had by All at The Salt Flats



I got a message on Facebook from Kenny Troutt on Monday Sept 12th to “Come out to the salt if I can on Saturday .” I called my dad the next day to see if he wanted to go and he was game. The plan was to drive up in the Daytona and meet them on the salt Saturday morning. I called Dave Lolley in Burlington Washington to see if would drive down in his Charger 500. He was in. I called a few local guys with Superbird’s but all had busy work schedules.

The weather was going to be in the low 100s here for the trip. So Wednesday we made a decision to tow the Daytona up to Ely Nevada, then drive from there in the car. We all left Friday morning.



The plan was to stay in Ely Nevada as all the hotels in Wendover were booked. Ely is 120+ miles South of Wendover. We got to Ely, unloaded the Daytona and cruised town, got some dinner and around 11pm got a call from Kenny that we had to be on the salt at 6am. Oh shoot, that’s a 2+ hour drive. So I told dad I will take off at 3 am to make sure I get there in time as he will take longer with the truck and trailer.

I arrived in Wendover around 5:30 am and met up with Kenny at the Rainbow Casino in Wendover. Dave Lolley was already there - great timing. Buddy Parrott and the film crew were just outside so we jumped in the cars and headed out to the race track to meet up with the Reliable carrier that was camped out on the salt. It’s about a ten minute drive to the salt from the Casino.



Once on the salt it was a cool sight. Full moon, wow! We took a few photos of the street cars. As the sun was coming up they unloaded the Isaac Daytona. It was a real treat to watch Kenny and Buddy stand behind the Reliable trailer as the car was unloaded. Kenny and Buddy shared a lot a memories from there Harry Hyde/Bobby Isaac/NASCAR days. Later in the day it was amazing how many times they had to back track their comments and say...”We can’t say that on air” or “We won’t go there” stories. There were a lot of great stories on and off camera as one can imagine.

Tim Wellborn (at left in the Brickhouse fire suit) arrived around 9 am as the interview with Kenny and Buddy was going on.

Once that was done they wanted to do some 80mph-ish footage. I suggested to use my Daytona as the camera car. I wanted to just be really close to the action. So they mounted 4 cameras on my car. Tim put on his Richard Brickhouse firesuit, his Bobby Isaac helmet and we were off.



First up was some drafting around 80-90 mph which completely covered the cars with wet salt spray. Then we did some side by side passes in the 80 to 120 mph range. I'd be doing 80 and Tim would go by around 110+ and visa versa. We got back to the pit and Tim and I had big grins from ear to ear. That is when I noticed the Isaac Daytona had a tire going down. I showed Tim the tire and as soon as he looked it, the tire made a whistle and went totally flat. We couldn't find a hole in the tire but then someone said they had put 25 psi in all the tires. Ahh, spun the tire on the rim. A comment was made that in Sept 1971, they also got a flat tire on the salt, on the Isaac Daytona. Ironic.

Tim had a NOS set of sticker tires on the car and thank goodness...a spare. The new tire



man was Dave Lolley. He got the tire on in five minutes. Then it was Kenny and Buddy's turn to drive the car. That was some good fun as the fuel pump was turned off when Kenny was trying to do a burnout and the car sputtered to a halt. Tim knew right away what it was and got Kenny up and running. Kenny and Buddy made a few passes and took along a few lucky riders. About that time they were out doing donuts in the Isaac car. I don't think Isaac did those on purpose. ha-ha...



After they perfected tearing up the salt Dave Lolley and I decided to do a mile drag race. WHAT A BLAST. The salt is very hard to hook up on so there is a lot of peddling to keep traction. Dave and I did two runs. Dave with his 500 put up a good fight. But the street Daytona got the win both times. On the run back is where I did 3 donuts around Gary Hergert while he was filming near the pit. It was my first time doing a donut on the salt. So I didn't go crazy. But it made for a good video.

That's when Tim Wellborn wanted to do a drag race with his Isaac Daytona against my stock Daytona. I said to Tim, I'm bone stock and have a 2.76 open and you are going to smoke me....but lets do it.. Tim got me out of the hole and then he gave it to

much gas and got sideways. Now I was out in front. I could see him in my rear view mirror and could hear that Hemi revving up and down as Tim was peddling the gas to get traction. I looked down at the speedometer and saw 135 mph (yes it's very accurate) and here come Tim. FLYING. I let off the gas right as he flew by. Now I know how the GM guys felt in 1969.

Tim and I did a return run race with the exact same results. The Isaac car has a sure grip, so as Tim gave it gas the tires would break loose and he would get pretty sideways and have to peddle the gas and work the steering wheel. Since I have an open rear end I could keep the car straight very easily and just watch the speedometer. If the speedometer would increase rapidly I knew I broke loose and just let off a little and ease back on the gas.



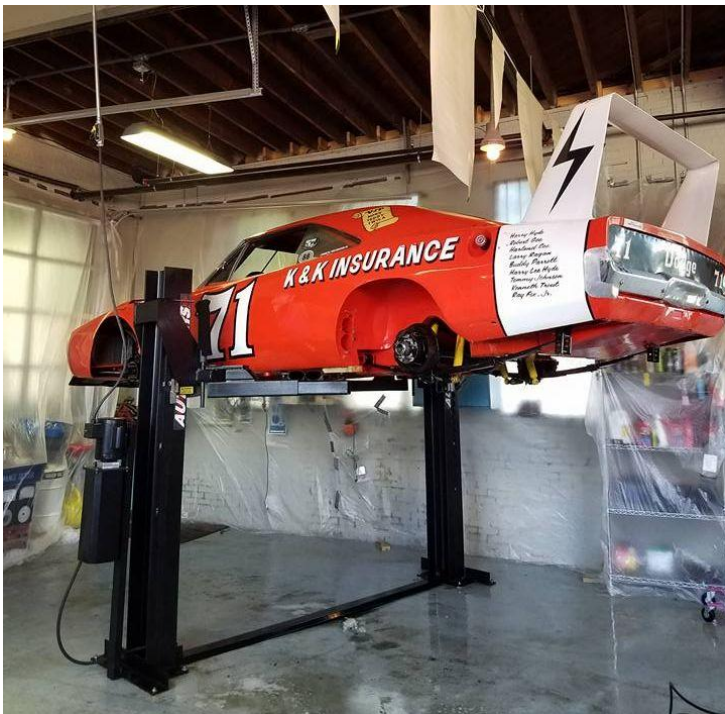
Kenny Troutt (left) and Buddy Parrott telling it like it was.

What a rush that was to be out there with Tim in his Isaac Daytona. Actually racing.... We got back to the pits and I had this brainy idea to do a donut around Tim in the Daytona. But just one this time. I didn't want to push my luck. After all the laughs we all pulled up chairs and just shot the breeze for a good hour or two while they did more interviews with Tim, Kenny and Buddy. It was getting towards the end of the day so they loaded up the Isaac car.

They were going to do some more photos on the lake Sunday morning but I think only Tim and the camera crew were out there. I got a little busy in the casino late Saturday night and Sunday and won \$3300. Never won big. Just kept winning.

As for dad. His Ford truck broke down around 4 am. Computer went out.. He was towed to Wendover. Then the truck started and he drove to the lake. Only to finally die right at the salt entrance around 2pm. He got there just as we were doing the drag racing. Thank goodness I drove from Ely. I ended up heading home around 3pm Sunday got home very late that night. Dad's truck wasn't ready till Thursday so he didn't get home till late Thursday night.

There are quite a few stories that were told that are better told to select people. Like someone sneaking one of the crews movie camera and then filming Buddy taking a turd on the salt. Buddy had no idea. Buddy said that particular crew member didn't watch his film till Christmas. He got his family together to show then his movies and there in the middle of his movie is Buddy taking a dump on screen with the guys entire family watching. Oh my. (Editor's note: I remember Harry Lee Hyde telling this exact story.)



This was definitely one of those events that I don't think will happen again in my lifetime. Mainly because the salt attacks metal from the very second it's introduced as everyone knows. I spent 3 days and just about 10 hours under my Daytona getting all the salt out. There is not one place it missed. I saw on Facebook that Tim cleaned up the car. I know he wanted to leave the salt on till an upcoming car show but it was starting to do damage. So off it came.

Back home in Alabama, the car was put up on a lift at the museum and cleaned up with a several applications of a marine product called Salt Away followed by a lot of rinsing. Seems to have done the job.

What's next for the K & K? The engine is being given a going over. Tim plans to take the car back to the wind tunnel with Gary Romberg in 2017 and optimize the setup on the car. Then Tim plans to bring the car back to Bonneville again next year and run the car as hard as it will go.

Tim commented about the filming, "The car was rock solid at 180 mph thanks to Harry Hyde's engineering. I felt completely comfortable with one hand on the steering and SAFE!. A big

confidence builder to return to the flats after some wind tunnel work and shoot for a new record!"



## Inter Company Correspondence

		File Code		Date
To - Name	Department	Division	Plant/Office	12/22/71
W. B. Revenaugh	Accounting	ASG	Centerline	CIMS Number 423-12-17
From - Name	Department	Division	Plant/Office	CIMS Number
F. R. Householder	Stock Car Prog.	ASG	Highland Park	416-15-07

Subject:

K & K INSURANCE AGENCY, INC. -  
BONNEVILLE SALT FLATS RECORD RUN

It is requested that a check be issued to the K & K Insurance Agency, Inc., in the amount of \$20,000.00. These funds will be used to help defray the cost of the Bonneville Records that were set by Bobby Isaac of the K & K Insurance racing team driving a Dodge Daytona Charger during the month of September 1971.

As a result of these 28 world, national, and international land speed records established by Isaac in the K & K Dodge Daytona Charger, Chrysler Corporation has been the recipient of invaluable radio, newspaper, and television coverage; and is still receiving buff magazine articles relative to this feat.

The check should be made out to "K & K INSURANCE AGENCY, INC.," and charged to the Stock Car Programs Dept. Account 1266-403. Please deliver to the undersigned for correct presentation to the recipient.

*F. R. Householder*  
F. R. HOUSEHOLDER  
Manager - Stock  
Car Programs

FRH/kaz

In 1971, the K & K team received some limited financial help from Chrysler in the way of car bodies, parts and materials to continue competing in NASCAR. Harry Hyde did not want to have to purchase race cars from Petty Enterprises, so they began building their own 1971 Chargers in-house from scratch.

The Bonneville record run project was undertaken by team owner Nord Krauskopf and self-funded completely by K & K Insurance. Chrysler really had no financial part in it, but recognized that they would receive positive publicity because of the outcome. In recognition of this, a decision was made to cut K & K a check for \$20,000 as a final gesture of goodwill.

The personal "last and final payment" note at right accompanied the check sent to Nord. It doesn't sound like a lot of money today. But at the time, it would be worth the price of a new race car.

Original memos courtesy of Larry Rathgeb

Dear Nord:

We all really appreciate the many fine things that your racing team has done with Dodge's over the years. When we had full racing teams, we were able to contribute to the expenses which you encountered. Last year when we reduced our operations, you still carried on. Bobby won Daytona, set a host of records at Bonneville, and the major record at Talladega.

As an independent team, you proved that major victories and consequential records could be achieved. No one else has done this.

We're grateful that you did this with Dodges and as we close out our books on Stock Car Racing we'd like to express our appreciation for some of the fine things you have done for us at Bonneville, Talladega, Daytona, and throughout the circuit.

Enclosed find a check for \$20,000.

We're out of Stock Car Racing now but we want to wish you the very best of good luck in your future endeavors.

Atlanta Motor Speedway will be hosting the Summit Autorama car show April 22 and 23<sup>rd</sup>, 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 lapping session. The general show participants will be a third group. The cost to pre-register before March 20<sup>th</sup> is \$35 and \$50 after. This includes two show passes. Additional passes are \$12 daily. Go to [www.atlantamotorspeedway.com](http://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



**Did you Know?** I saw a story the other day where Jim Deligatti, the inventor of the Big Mac sandwich just passed away at the age of 98. He was a McDonalds franchisee in Pennsylvania who went outside the company play book to create the sandwich for his own stores based on customer demand. McDonalds management was resistant to rolling out the sandwich for a variety of reasons. One was that they were working on a roast beef offering. The roast beef sandwich was ultimately abandoned due to the extra equipment needed to prepare it. The Big Mac was added to the national menu in 1968 and the rest is history. At one point, half a billion were being sold annually. (I confess I have never had one.) Jim Deligatti sold a lot of hamburgers at his restaurants, but received no royalties for his creation. They did give him a plaque.

On the other hand, old Otto Zerk did pretty good for himself by his invention. Zerk's surname is permanently attached to the check-valve lubrication fitting known worldwide as the "Zerk fitting".



Born in 1878, he arrived in America on June 30, 1924 at age 46 aboard the 'Leviathan'. Long before America discovered the secret of a fresh cup of coffee, Oscar Ulysses Zerk invented a personal coffee bean grinder for his kitchen, but the brilliant engineer from Kenosha Wisconsin thought it so unimportant that he never bothered to apply for a patent. He did, however, patent some 300 other inventions during his 90-year life, a remarkable record.

His engineering creativeness asserted itself in a multitude of fields: leg-slimming hosiery, quick-freezing ice cube trays, spatterproof nail brushes, fail-safe brakes for trolley/interurban cars, vibration-free camera tripods, oil well recovery systems, and automotive refrigeration equipment.

But Zerk's most important invention -- and the one that earned him the most money -- was the tiny grease fitting, a lubrication system which became the basis for those used on nearly every car, truck, plane and other mechanized vehicle. At the time of his death in 1968, it was estimated that 20 billion of those fittings had been manufactured.

He also is credited with designing and patenting stamped metal wheels and wheel covers for autos which, in the 1920s, offered a stylish alternative to wooden artillery wheels and wire wheels. He also devised a type of non-skid vehicular brakes.



Zerk was in the worldwide press after a daring robbery at his opulent and art-filled Kenosha Wisconsin mansion 'Dunmovin' on February 4, 1954. Zerk was tied to a chair as the invaders stole an untold number of valuable paintings and escaped with the artworks in Zerk's personal car. The robbery was never solved. Zerk passed away in December 1968 and is buried at Green Ridge Cemetery in Kenosha.



My phone rang on a Sunday afternoon. It was Lou Whitfield calling from California. Lou says, “The owner of my old Spoiler II just took the car to Bonneville and ran it 154 mph on the salt. You need to call him!”

Well, time got away from me and the next thing I know, I am walking through the Muscle Car and Corvette Nationals in Chicago and right in front of my is Lou’s old black Spoiler II and the current owner Mike Callahan from Cincinnati Ohio.

When Lou’s old car came up for sale, Mike flew to California, grabbed it and drove it back 2200 miles to Cincinnati. Years ago, Lou built it to drive with a 4-speed and in his words, a “budget 351 Cleveland motor” which is still in the car. Mike had the Spoiler at Talladega in 2015 and it is still a really great looking car.



There are several different events at Bonneville. Perhaps the more well known is the August Bonneville Speed Week under sanction of the Southern California Timing Assn. In early September, there is a second event called the Bonneville World Finals held by the Utah Salt Flats Racing Assn.

The actual salt racing surface is only a few inches thick. All below that is muddy gumbo. The flats are fed by a shallow brine aquifer: Minerals percolate to the surface to harden into the salty crust. Each year that crust dissolves in the winter rains and re-hardens like concrete in the summer heat, regenerating year after year.

Racing at Bonneville is weather dependent. All racing was rained out in 2014 and 2015.

Mike has been running at Bonneville for quite a few years. He qualified for

what is called the 130 mph club in a different car back in 2011.

Mike says, “The car that I ran in 2011 to get into the 130 mph club was a 1999 Crown Victoria, better known as a Cobra Vic. It was one of 18 built by Roush for the Bondurant driving school in Arizona. It was built with a Mustang Cobra 4 valve engine and 5 speed manual trans. It also has a full roll cage and fuel cell and modified suspension. In 2011 it ran 130 point something. In 2012 I went back with same unchanged car trying for the 150 mph club thinking, “If I can run 130 mph in 1 mile, I should be able to run 150 in 2 1/4 miles. Wrong. I got a lesson in horsepower, gearing and aero. I only went 142 mph.”



With the Spoiler II in hand, Mike wanted to try it on the salt. After the rain out in 2015, Mike planned to take the Spoiler west in 2016. About car prep, Mike told me that the car is running a 1970 351 Cleveland with an Edelbrock Air Gap intake, 750 cfm Holley and Hooker headers. The rear gear is a 2.75 Detroit Locker. The car also a front spoiler and a NASCAR Holman-Moody type rear spoiler on the deck lid. The 150 mph class also mandates a roll bar and a five point safety harness.

Mike continued, *"It was two months before Bonneville 2016 and I'm thinking, 'Is the Mercury really ready to run 150?' We put the car on a chassis dyno to make a Bonneville test run sitting still. The result was that the car would not rev past 5000 rpm and*

*132 mph top end. Not good. The new plan was to upgrade the valve springs, install colder spark plugs and bigger carb jets, taller rear tires and larger NASCAR air filter. The result was the car pulled 5700 rpm at 168 mph. But now I have a vibration above 5000 rpm. I had a new aluminum driveshaft made to replace the original. We were now ready for the salt."*

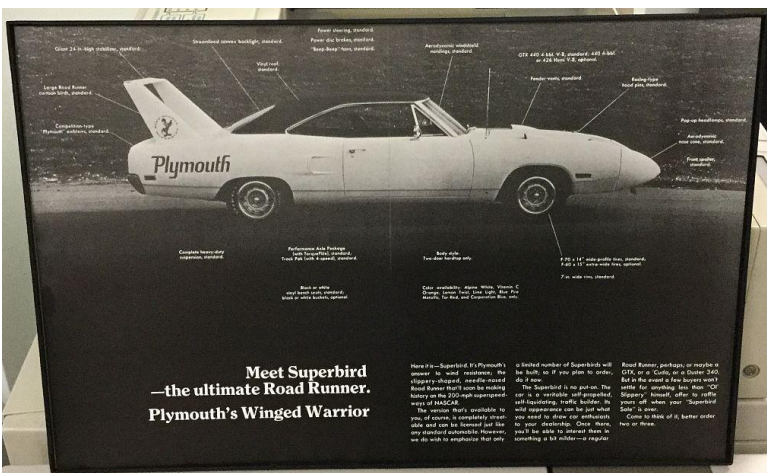
The black Spoiler II has never been a trailer queen. Mike drove the car 1800 miles to Bonneville this past September. Then he raced it. Then Mike drove the car the 1800 miles home. That is having some real faith in your equipment.

On the performance side, Mike remarked *"You are timed at the two mile and 2 ¼ mile mark, then averaged. I ran 154 mph, then 153 mph this year."* That's very impressive out of a street driven car!

Mike said that running over 130 mph on the salt, it gets very slick. But the Spoiler II handles very well. Also, about the photo of Mike at the starting line, Mike says those mountains are twenty five miles away. He says when you are out there by yourself, it is like being on the surface of the moon.

I asked Mike that is next for the Mercury. He says, *"I have salt fever. The Mercury right now is legal to 160 mph. To go over that speed, the safety requirements would turn my street car into a race car. I have considered that option since I would like to go fast (200 mph) in the old Merc. Maybe I will go back out try and push my speed to 160. I'm working on a plan for that. I'm also looking for a Ford/Mercury aero car or clone that I can build. It would be cool to go after the record that the Daytona Charger holds. This winter need some maintenance and upgrades on the merc. I plan to run the Hot Rod Power Tour and Good Guys event as well as Woodward and aero club events. But don't bet against the Mercury getting salty again."*

**Mike, that's a great story. Congrats on your effort and please keep us posted with what happens next.**



## Superbird Dealer Brochures

Years ago, we did a high quality reprint of the Superbird dealership brochure. There was no customer brochure, but each selling dealership received one of these. They are normally folded into 4 pages. But we have them unfolded and fit perfectly into a standard 11" x 17" wall frame.

They are \$12 shipped rolled in a sturdy tube. You can't bet the price. Specify if you want yours folded or unfolded. To order, please send a check to the club address or [paydsac@hotmail.com](mailto:paydsac@hotmail.com)





Ron McPherson in California owned RM23U0A175636. Ron traded a 64 ½ Mustang for it. A low mileage car, it was heavily damaged in 1976 in a trailer accident. The wing was stolen while the car was in storage after the accident. This car was originally Lemon Twist with an automatic. It was painted Petty Blue in 1974.



Mark Faught in Texas found this problem child (RM23V0A171673) in the mid 1980's. It's a Six Pack automatic with black buckets. I've lost track of Mark, but I believe he's still active in the hobby.



At left: Dave Benasutti's beautiful 6-pack 4-speed Superbird RM23V0A169697 was rear ended in 1986. I am still amazed it was parted out. That one is gone. At right is RM23V0A158585, another 4-speed car. Spotted in 1981 in Michigan with nose damage.

## The Driveway – 1979 10



I love this photo of our driveway back in 1979. This was the house where I grew up, and where I live today. However, I am missing a few of the cars to recreate this photo.

Back in the early days of the wing car hobby, my dad was sort of a wheeler dealer. His everyday business as a distributor of grocery store equipment had done very well in the 1960's. By the mid-1970's things were slowing down. Dad spent more and more time running the car club which was originally was known as Superbirds of America.

Dad was a good horse trader and when there was a winged car to buy at a good price, he was fairly quick to go after it. So in the spring of 1979, we had four cars sitting in the driveway. Now the

kicker is that if you added up the price of all four winged cars, it would be about \$8000. That would be for everything. Here are the stories on the cars in the photo.

What about the '68 Imperial Crown sitting there? We bought that from Hub Chrysler Plymouth in Milwaukee sometime in 1973. It was a beautiful car with only 22,000 miles. Unfortunately, the four piston brake calipers became a problem a couple years later. I think dad chose not to repair it because of the high cost. The car sat in that spot inoperative for at least ten years until it was sold. Before I could drive, I spent hours in this car playing with the power seats and toys. What a sad story to look back on. It was a beautiful and luxurious car. It was eventually sold for a few hundred dollars.



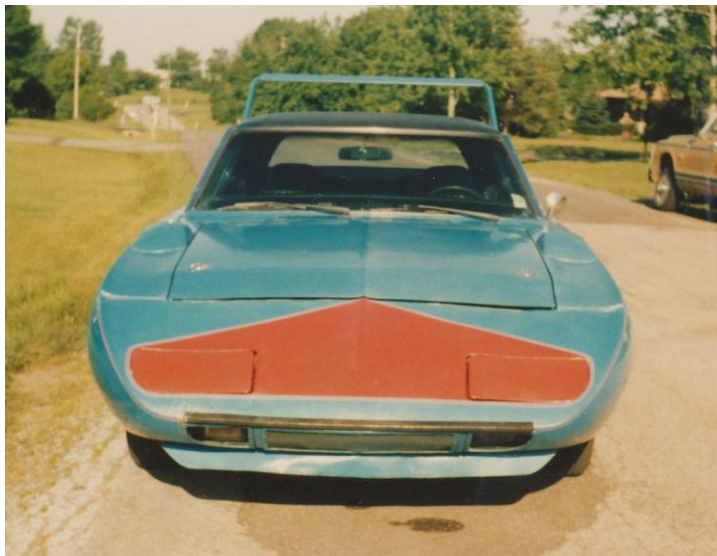
The Vitamin C Orange Bird RM23V0A178632 on the right side was an interesting story. Yes, that is scotch tape holding the headlight doors down for the photo. It was bought in western Michigan shortly before this photo. It is a 4-bbl, 4-speed car with buckets and a factory AM/FM. The engine was blown in the car when we got it. I think we paid \$1300 for it.

We borrowed a trailer from our next door neighbor to get the car. Something was wrong with the way that trailer was built and where the wheels had been placed. It was a slow trip around the bottom of Lake Michigan as the trailer wanted to sway.

About the blown engine: the prior owner had been watching the Daytona 500 with his buddies. There was some consumption of alcoholic beverages and the subsequent decision to take out the Bird and celebrate Richard Petty's victory.

So these jokers were going down an eight lane Detroit freeway when the 440 decided it had enough. When the engine let go, there also was a failure of one of the rear Polyglas tires. I saved that tire for many years until I moved in 2006. I figured a photo would hold my memorialize the story. The orange Bird was eventually sold to Jeff Bobst in Iowa. I'm sure it is still around.





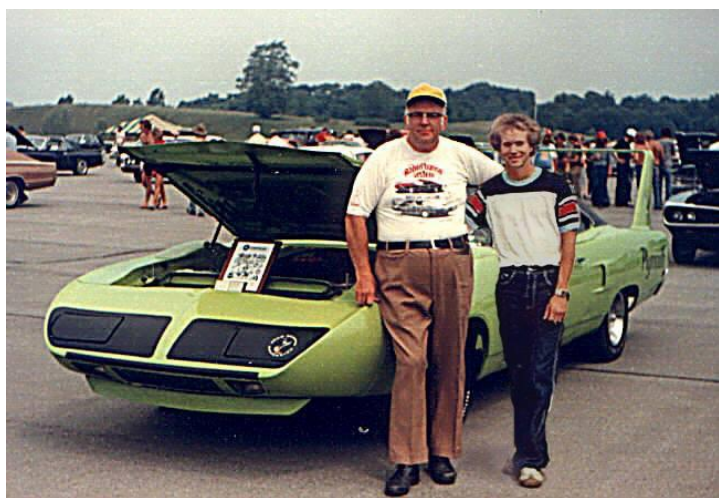
The Petty Blue car nicknamed “Old Blue” was one of my favorites. Someone had painted the distinctive red diamond like Pete Hamilton’s #40 race car on the nose. If you have not heard why Pete’s car had those markings, it was so the pit crew could easily tell Richard’s #43 car from Pete’s. The car had been used regularly and by 1979, it was quite rusty and had about 100,000 miles. It’s a real 999 paint code car with an automatic, buckets, console and a newer Tuff steering wheel added.

The car was owned by a younger guy. He really liked this car, but needed to sell it. We paid \$1900 for it. It was a Saturday morning when we arrived to pick it up. We had to go to the bank and get the lien cleared up. When that was done, dad took off in the Superbird. After a few moments, I followed in whatever we drove down there in. I still remember the young man standing there watching the car drive away until it was out of sight. Realizing we were taking away his baby was not a great feeling.

The Tuff wheel, radial tires and 3.91 rear gear made it a real kick to drive. It was the first Superbird I ever got to drive which took place on the trip home from southern Indiana. I still remember driving this car north on US 41. Dad sold the car to a local member that summer. The car eventually got rustier and was restored in the 1990’s with a new back half. It’s still around, but I don’t know who has it. This one is RM23U0A176681.



The Daytona at left XX29L9B383272 was an original Hemi Orange car painted bronze by the long time owner in Chambersburg PA. It is an automatic with a white interior. This car was about \$3000. Photos of this car show up on the internet once in a while and people comment on the white vinyl top. Of course, it was not factory, or applied by Creative Industries. The fender scoops were also covered in the same white textured vinyl. Nice looking car, but like many of them, it had some bondo in the quarters and a mid-70’s enamel paint job. It also had some cool yellow lens fog lamps on it. I spent some time cruising Highway 100 in West Allis in this car. The Highway was THE place to be on Friday and Saturday nights.



Dad was known to go out to the cruise strip with the green Superbird. The green car in the middle is the first car he bought in 1972 and is the one that I still have today. I drove it to work today as I have an appointment to get the front end looked at. 46 years have taken their toll on the upper control arm bushings and they have finally given up. Aside from the cylinder heads being off in 2001, the car has had very little major work done to it since it was new. It’s also due for a new exhaust system. Photo at left with dad and I is from the 1982 Mopar Nationals

Back to the cruising story. Dad would have been about 60 years old at the time. One night he was stopped at a light and a car full of kids drive up beside and check out the Bird. “Look at the old man!”, they exclaimed. Dad waved and took off.

He decided he was going to have some fun. So he drove the few miles home, parked the green car and grabbed another winged car and headed back to the strip. He parked on a side street and waited for the same car of kids to come by, then pulled out. When dad pulled up to them at the next light, they yelled in disbelief, “He’s got another one!” Those were great times. I miss those days. *Doug Schellinger*



I am sad to report that our friend Phillip Love (at right shown with Tim Wellborn) passed away November 1<sup>st</sup> at the age of 57. Phillip was the man who oversaw the Wellborn Musclegar Museum on a day to day basis. Phillip knew and worked for Tim Wellborn for 35 years. Tim said, *“Phillip and I shared a great day yesterday moving cars around on a beautiful fall day. We laughed, we joked, and we had a great lunch. We had big smiles all day long doing what we love. Like always, we ended the day with a couple of Coors Lights and recapped what we had accomplished. He and I walked out of the museum door. I watched him lock it for the last time and we parted with our old saying to each other “see ya tomorrow”. I had no idea I was saying goodbye to him for the last time. A reminder that tomorrow in our lives is never guaranteed.*

On October 22<sup>nd</sup>, we also lost club member Mike Dowd, age 66 to pancreatic cancer. Mike was a local member in Milwaukee. A life long Mopar enthusiast, he still owned the Lemon Twist Duster 340 he bought new in 1970. Mike’s other passion was building model car. Really nice model cars. Mike was one of those guys who was a pro at his hobby. He was well known in both circles. I’ll miss seeing him at the shows. Shown in the photo on right is one of Mike’s custom creations, a #71 Daytona built on a modern Challenger body.

### Collectibles

I love the artwork on these old NASCAR ticket brochures. This category of paper material is called “ephemera”, which means, collectible printed materials that were originally expected to have only short-term usefulness or popularity.

This one from Daytona International Speedway comes from the collection of Cal Anderson.

I find it unusual that they are using a Charger 500 on it in 1970. With Lee Roy’s #98 in the background, it must be Charlie Glotzbach’s #6 in the pits during the 1969 Daytona 500.

You can often find this kind of paper on Ebay. They usually are not very expensive and are a nice addition to your collection.



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

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](mailto: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](mailto: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

ForSale Giant stuffed Road Runner and Wile E Coyote. Road Runner is 50 inches tall and WileE is 43 inches to the top of his ears. Great as passengers to ride along in your Superbird! Email with questions and to get pictures. \$199.00 for both plus UPS shipping. [RT1970@cox.net](mailto:RT1970@cox.net).

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](mailto: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

Wanted: Daytona Charger, really desire 4-speed car, but will consider automatic's, any condition ok. Please call Randy at (540) 812-4900, leave message if no answer, or email to [randyobringer@Comcast.net](mailto:randyobringer@Comcast.net)

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

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

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 610-351-8540 or email [barry.kanick@volvo.com](mailto: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](http://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](mailto: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](mailto:htmachine@centurytel.net) 08/11

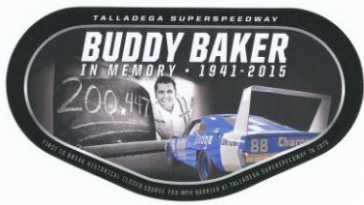
For Sale: Superbird and Daytona Z-brackets, very authentic looking, made of steel, \$600 pair. Superbird headlight buckets, steel repro, \$400 + ship. Email for pics: [knifley@msn.com](mailto:knifley@msn.com) or call Ron Knifley, 250 Parkwood Dr, Campbellsville, KY 42718. 270/465-2465.05/08

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](mailto:veightpete@gmail.com) 860-350-6864 any time.

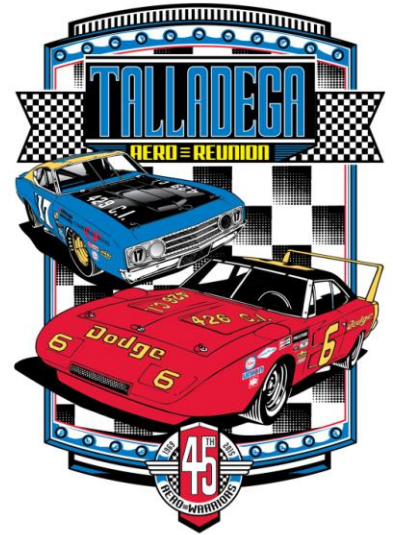
**Tony's Parts**, offering 67-70 B-Body console body \$250, 67-70 "070" fan clutch from \$200, 68-69 glove box catch bat \$20, 68-70 B-Body window vent frames except convertibles \$545 left and right kit, 66-70 chrome seat adjuster knob. Tony's Parts, Harrington DE, 302-398-0821

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). Engine compartment items: black strap for rad support vacuum lines \$5, small rubber hood bumpers at cowl panel \$8 ea. Prices include shipping. DSAC, 13717 W Green Meadow Dr. New Berlin, WI 53151 414-687-2489 email to [superbirdclub@yahoo.com](mailto: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](mailto:erikjohnnelson@hotmail.com) if you have questions, would like me to mail a brochure.



**Buddy Baker Memorial Decals from Talladega \$10 per pair.** You get one regular adhesive decal and one that is a static cling version to put on the inside of your glass. Price is \$10 for the pair with shipping included. Send your order to the club address or use Pay Pal at [paydsac@hotmail.com](mailto:paydsac@hotmail.com)



**Talladega 45<sup>th</sup> Reunion Shirts and Sweat Shirts** Shirts are available in sizes S, M, L, XL, and 2XL, 3XL. Sweats are L, XL, 2XL, 3XL Shirts are \$15 each, or 2 for \$25. Sweatshirts are \$25 Order one of each for \$35 Please add a flat \$5 for shipping. Send payment to the club address or Pay Pal to: [paydsac@hotmail.com](mailto:paydsac@hotmail.com)

**New Carrera Slot Cars**



Carrera has just released these two beautiful new Talladega 1/32 scale slot cars. Wendell Scott's #34 and Benny Parsons #98. Wendell never raced a Talladega, but we won't tell. I got mine from LEB Hobbies [www.lebhobbies.com](http://www.lebhobbies.com) or call 215-493-4821. You can also find them on Ebay or Amazon. Even if you do not own a track, the cars are really nice to display. About \$35 each. Carrera has phased out the Daytona, Superbird and Charger 500 offerings as their license has expired. LEB Hobbies still has some of the #58 Andy Hampton Charger 500 cars for \$31.99. The Andy Hampton cars and the Iggy Katona #30 Charger 500 are the last of the Mopars from Carrera.



**The Bee Haulin' the Tree**

We had a nice warm fall here in Wisconsin. I had cars out until just about December 1<sup>st</sup> which was very nice. But the snow moved in last Sunday and with it the road salt. So, our cars are on ice for a while.

From all of us on the club staff, we appreciate your friendship and support through the years. We would like to wish you and your family a Merry Christmas and a Happy Holiday.

Doug Schellinger  
Mike Borkowski  
Chuck Porter

# 2017 DSAC MEMBERSHIP FORM

NAME \_\_\_\_\_ MEMBER # \_\_\_\_\_

From the right side of your address label

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CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

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

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Please check a newsletter option below:

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You can also renew with Pay Pal: Send to [paydsac@hotmail.com](mailto:paydsac@hotmail.com)

## Built for Speed T- Shirts

Back by popular demand and requests, our talented club artist Don Amadio has reissued the popular “Built for Speed” Talladega and Cyclone Spoiler shirts.

If you wore out this shirt from the 1990’s, it’s time for a new one. Available in light gray or light blue.

The shirts are \$20 each. All sizes available. Shipping is \$6 and goes down with multiple shirts

Don also has the very nice looking Aero Warrior shirts of #43, #71, #17 and #21 available. These were featured in the newsletter earlier this year.

Don’t let ugly sweater gifts get you down. It’s never too late to order yourself a nice gift.

Please call Don Amadio directly at 856-745-0795 or email him at [amadros@gmail.com](mailto:amadros@gmail.com)



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FIRST CLASS  
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PERMIT #43

Pete says: "I drove 500 miles for a 7-up. But you don't have to."

