

December-January 2016  
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TALLADEGA  
CYCLONE SPOILER  
*Registry*

## DAYTONA – SUPERBIRD AUTO CLUB

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### **Bobby Isaac Inducted into NASCAR Hall of Fame –**

Of all the inductees in this year's class for the NASCAR Hall of Fame, perhaps no one was more deserving than the late Bobby Isaac. Bobby was inducted by his former wife, Patsy Isaac and his son Randy, with his two twin daughters beaming in pride,

"Bobby Isaac is a true American rags-to-riches story," Patsy Isaac said. "He was born into a poor family in Catawba County in 1932. He was the second youngest of nine children and was on his own by the age of 12.



"One fateful night, Bobby attended a race at Hickory Speedway. Not having enough money to purchase a ticket, he watched the race from a tree outside the track. He was inspired to believe that racing was his opportunity for a better life. "He loved to win, but he hated to lose, and he used this passion to drive his success."

Isaac passed away in 1977 at the young age of 45, seven years after winning his championship in NASCAR's premier division. Those who weren't fortunate enough to have seen him on the track missed one of the fiercest competitors in the history of NASCAR racing.

In 308 starts, Isaac won 37 races and 49 poles, 10th most all-time in the latter category. Remarkably, he converted 20 of those poles into race wins. Thirty-six of his victories came during a prolific period from 1968 through 1972, when Isaac was driving the No. 71 K&K Insurance

Dodge owned by Nord Krauskopf. ( Isaac is shown with crew chief Harry Hyde in the photo above.)

During his championship season, Isaac visited Victory Lane 11 times in 47 starts, a year after winning an extraordinary 17 times in 50 races and finishing sixth in the series standings. Isaac still holds the record for poles in a single season (19 in 1969).

"Bobby was a never-give-up kind of guy," said Buddy Parrott, a member of Isaac's No. 71 K&K Insurance Dodge crew and a 49-time winner as a premier series crew chief for NASCAR Hall of Famers Richard Petty, Rusty Wallace and Darrell Waltrip among others. "Bobby had no fear."

Isaac, saw his first stock car race at nearby Hickory (N.C.) Motor Speedway and at age 17 bought a 1937 Ford and put roll bars in it. He flipped the car on the race's second lap but that didn't dampen his desire.

Working at a variety of low-paying jobs, Isaac began racing the NASCAR late model sportsman circuit. He survived but sometimes just barely.

"One time I drove 200 miles to drive a fellow's modified car with \$4 in my pocket," he once said. "I figured that I'd have enough to buy gas and get down there and eat a hot dog before the race. The gas was \$3 but I had to put two quarts of oil in my car so I was broke when I left town. When the feature started my stomach was not only growling but I didn't have enough gas to get back home. "I drove that car as hard as I could and won. I had to win."

Isaac, described by some as "mercurial," with a temper he had to learn to keep in check, went sportsman racing fulltime in 1958, driving for Ralph Earnhardt. He won 28 feature events, competing against the likes of NASCAR Hall of Famers Ned Jarrett and David Pearson.



Patsy Isaac and Randy Isaac on stage during Bobby's induction

Isaac, at age 28, competed in his first Grand National event in 1961. In 1964, driving a Dodge for Ray Nichels, he won his first race a 50 lap Daytona 500 qualifier in which he edged Jimmy Pardue in a photo finish after Richard Petty ran out of fuel.

With factory-supported teams jumping in and out of the sport in the mid-1960s, Isaac went from top ride to no seat at all. His fortunes changed in 1967 when he was hired by Indiana insurance magnate Nord Krauskopf and paired with legendary crew chief Harry Hyde, whose larger than life persona was captured as Harry Hogg in the film "Days of Thunder."

The K&K team is remembered best for its winged Dodge Charger Daytona, the needle-nosed, high rear-wing version of the standard Charger. Remarkably, Isaac visited Victory Lane only once in that model, at Texas World Speedway in 1969, his 20th career win and first on a superspeedway.

"We won a lot of short-races, but we couldn't pull it all together on the big tracks until the last race of the season," said Isaac. "Winning the championship gave me personal satisfaction, but I'd rank it second to the Texas win."

In his championship season, Isaac's racing winnings were \$219,410. That is more than the President of the United States made. Not bad for a kid from Catawba NC. Car owner Nord Krauskopf reportedly spent \$600,000 to win the 1970 championship.

Bobby was a very quiet person around people he did not know. He rarely gave interviews and when he did, he did not want to discuss anything other than racing. Some writers to their detriment made note of his lack of education.

PR man Ralph Tomlinson said that Isaac and Ralph Earnhardt were the best of friends. "You can tell when people come from the mountains of North Carolina, because they don't believe in chairs. Bobby would come over to Ralph's garage and they'd go over and squat in a corner with their butts inches from the ground and talk for three or four hours. If you did that for five minutes, somebody would have to pull you up. But if you went over to Ralph's shop, Bobby Isaac, Ralph, Ned Jarrett would all squat down and talk for hours that way".

Tomlinson remembered Isaac stopping by Earnhardt's place and giving young Dale a Dodge racing jacket with a racing stripe and "Bobby Isaac" embroidered on it. "Dale was so proud of that jacket, he wore it until the strings were coming off of it".

While Isaac's stay at the top was relatively short, he had earned a reputation as a fan favorite and became a legend. We are certainly happy in memory of Bobby and for his family for his moment in the sun as a NASCAR Hall of Fame member.

### **2016 Membership Dues are now Due – renewal form on page 17**

It's membership renewal time. 2016 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 "15", you are due for renewal. If it says "16" or higher, you have already paid for this year. The renewal form is on the inside of the back cover. You can pay by check, money order or Pay Pal. (send to [paydsac@hotmail.com](mailto: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 2016 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.





When was the last time you saw the K & K Daytona stuck in traffic in town? Probably never. Saturday morning at the Wellborn Musclegar Museum brought a mouth watering array of aerodynamic cars to the parking lot.



Dale Matthews brought this beautiful Hemi Orange Challenger R/T to the meet. The car was given to Bobby Isaac by Dodge division and was his daily driver for a time. Eventually the car passed to his son Randy Isaac. A very cool car and one of my favorites from the meet. At right is the photo of Joe Higgins, the Dodge Safety Sheriff presenting the Challenger to Bobby,



A diecast car race broke out on the hood of Joe Machado's #06 Daytona. At right is the tasty R6 red Daytona of Mitch Foster.





Durry Faulk from Georgia brought both of these W-nose Cyclone Spoilers. Both rode in on a two car trailer and it was quite a sight. At right is Rusty Cummings' Hemi Superbird from Kentucky. An old friend I had not seen in quite a few years.

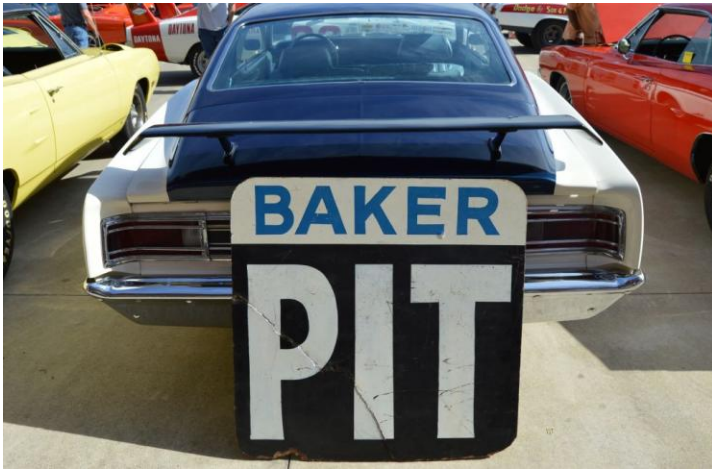


Al Blake brought his really racy Charger 500 from New York. Love those front fenders. At right, Stuart Weeman brought the orange ex-Bud Moore King Cobra. Running a Boss 429, it makes quite a statement



Ted Stephens brought his world famous Daytona hulk that lives in his Alabama salvage yard. At right, I never did catch who owned the real Cyclone Spoiler II with the blower. I've never seen one like that before.





Left: Barbara Brown brought this Buddy Baker pit board to show off. It is from the mid-1970's when Buddy drove for Bud Moore.  
 Right: It was great to see Chrysler race engineer Larry Rathgeb, along with his wife Phyllis and their kids at the meet.



Jeff Reedy brought this time capsule 1978 Dodge Magnum stock car. Originally built as a 71-72 Road Runner by Nichels Engineering.  
 At right, Steve Honnell brought both his yellow 1970 King Cobra and the orange Mercury Cyclone version shown behind.



Mike Hill brought his ultra low mile Hemi Superbird drag car. It has had many liveries, but is best known as the blue Karl Gould car.  
 At right is Stuart Sutton's Limelight convertible Superbird. Stuart's car is back on the road after a long layoff installing a 6-speed trans.





Inside the museum. The 1970's era is on parade. The museum is also the new official home of the Mopar Hall of Fame. At right is the Ramchargers 1964 Dodge which was dedicated on Saturday afternoon with some of the Ramchargers in attendance.



With barn finds being one of the most popular segments of the hobby of late, the museum has their own display. At right is Pam Rathgeb, sporting dad Larry's Woodward Garage shop coat and slide rule checking out the '66 Cotton Owens Charger.



Tim and Pam Wellborn awarded prizes for the best judged 1970's costumes on Saturday night. Stan "the pimp" McGuire took the top honors with Dave Kanofsky nailing it in his spot-on John Belushi get-up.



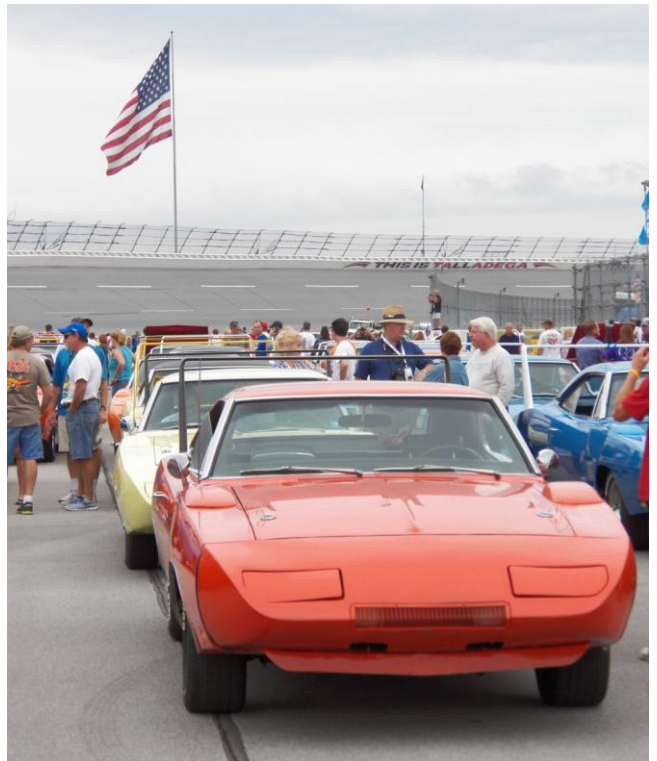


### Sunday at Talladega

Early Sunday morning, we all got together at the big parking lot outside the Winn Dixie down the road from the hotels for the 60 mile cruise to Talladega Superspeedway. As you can see, the lights were still on, although it was later than in years past. The police and highway patrol gave us an escort out of town and were pretty much waiting for us at key location along the way. It was a VERY well orchestrated trip and pretty much stress free with very little race traffic getting in our way. Near the track, we got picked up by the local county sheriffs and they took us straight up to the track frontage road and blocked traffic for us all the way into the race track. That has never happened before.



Once inside the facility on the old airport runway along the back side of the track, we were lined up by groups of cars and had about an hour to enjoy conversing and taking pictures. Tim Wellborn and Chris Street gave a short drivers meeting explaining that we would get two laps of the track. We were also able to go into the track a little later than in years past. The laps were scheduled later during pre-race activities so that it would be possible for people in the stands to see us go by this time. They also explained that the speeds would be faster than the crawl we have had in the past. This was a welcome change.







Cars staged inside the track made a perfect photo op with the wall in the background. At right is our Challenger Official Pace Car.



Below: Lots and lots of fans enjoyed seeing the cars come by the tri-oval two times. Many thumbs up all around.





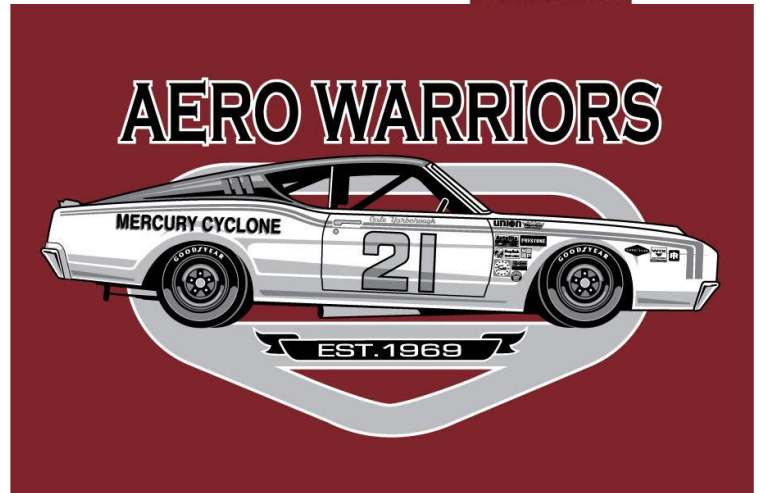
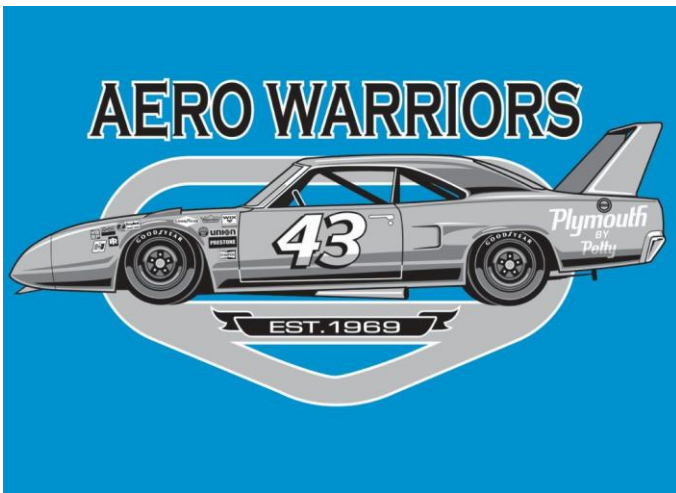
So, that's about it from Talladega. It's Janaury and we are still coming down off of the high.

If you missed it, the good news is the 50<sup>th</sup> anniversary is only four years away. I am telling you, this will be a big event that you should plan to attend.

Even if you've been there and done that, I believe the 50<sup>th</sup> will be the largest attended event in the history of the wing car hobby. So if you have a car you are restoring, you now have a goal. Get out in the garage and get busy!



**New Aero Warrior T-Shirts:** Don Amadio has designed these killer Aero Warrior shirts. He had some of the Ford shirts at Talladega, and I can tell you they are really nice looking and of high quality. Don is a professional free lance artist. The shirts are \$20 each. All sizes available. Shipping is \$6 for one, \$8.55 for two, or \$14 for all four. If you would like to order, please call Don at 856-745-0795 or email him at [amadrods@gmail.com](mailto:amadrods@gmail.com)





## New Pro Mod Superbird

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Craig Sullivan has been actively involved in motorsports since he was sixteen years old. In the midst of preparing for the 2016 NHRA and PDRA season, Craig finds himself pursuing the sport of drag racing with the same tenacity that drove him as a teenager. The 2015 season for Sullivan proved to be a successful one by qualifying number one twice within the Professional Drag Racers Association (PDRA) Top Dragster category and finishing third overall in the world standings.



“Of course, American Race Cars has been very good to us. Our engine program is by Tony Bischoff at BES Race Engines and we have the fastest Ford nitrous car in the country. [Induction Solutions](#) does the nitrous on our car. Hyperactive Performance Solutions helps tune and maintain our EFI program, using a FuelTech FT500 system. Renegade Racing Fuels, LAT Racing Oil, and Abruzzi Transmission and Converters are a few of our great partners. Mickey Thompson has been a big backer with the R&D that they’ve done with the 3195 tire. It’s put us ahead of the competition, and [Mickey Thompson](#) has been able to gain market share in the Top Dragster category with how fast we’ve been with the car and how consistent it is,” stated Sullivan.

With always having the desire to go faster, 2016 will bring a first for the drag racing veteran. Sullivan will field a supercharged Pro Modified Dodge Daytona at all PDRA National Events and select NHRA Pro Mod events. This will test the skills of Craig and his

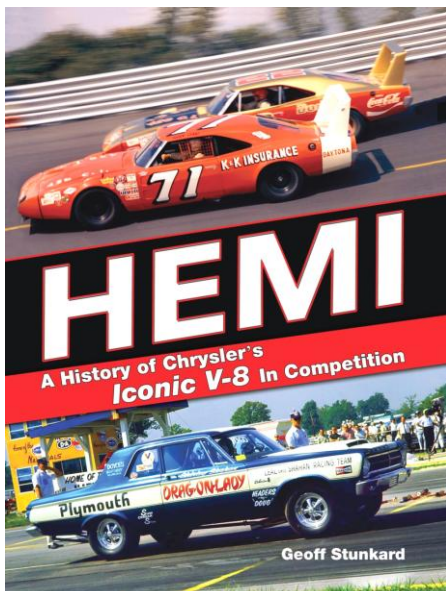
team, but he is always up for the challenge and will be ready to compete for a world championship again in Top Dragster and a first in Pro Mod

Never wanting to just “blend in” with the rest of the crowd, Craig wanted something that would set him apart in the Pro Mod field and that is what he did by purchasing Chip King’s former Dodge Daytona and turning to Chris Davis at Kryptonite Kustomz for the graphic design. “I didn’t want just another Camaro or Mustang when I made the decision to go Pro Mod racing in 2016, and when I decided to buy the Daytona it was a no-brainer to make this a Richard Petty-themed car.” Four different companies submitted renderings, but in the end, it was Kryptonite Kustomz that stood out from the rest and has made this car into a true work of art.

Attracting nearly 35,000 attendees, the Performance Racing Industry Show couldn’t be a better time to unveil Craig Sullivan Motorsports’ Dodge Daytona at the Kryptonite Kustomz display (booth 5056) on Friday, December 11th at 10:30 a.m. “I’m excited to show off this car for all of our sponsors that helped put this thing together, my friends and family, and for Chris Davis, who just exceeded my expectations with how the design turned out. Renderings and pictures just don’t do this thing justice and it is something that you have to see for yourself,” stated Sullivan.

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**New Book Available From the Club Library – Available now and in stock. – send payment to the club by check or Pay Pal**



**HEMI – A history of Chrysler’s Iconic V8 in Competition – by Geoff Stunkard**

**192 pages, 424 black and white / photos.**

**Member price \$34.95 + \$5.00 shipping. (Normal list price is \$39.95)**

The only book on the market solely dedicated to Hemi racing history, author Geoff Stunkard retraces the behind the scenes development of the race Hemi. Cover competition history and the big wins, championships, and key developments in the engine’s life. First, he delves into the development and racing exploits of the first-generation 392-ci Hemi. And gives you a behind-the-scenes retrospective of the mammoth effort and resources that went into developing the 426 Hemi. In NHRA competition, the triumphs and challenges of Don Garlits, Dick Landy, Sox and Martin, and other drag racers are recounted. In NASCAR competition, the 426 Hemi debuted at the 1964 Daytona 500. By the end of the 1964 Grand National season, Hemi-powered cars amassed 26 race victories. The racing triumphs of Richard Petty, David Pearson, Dick Landy, Don Garlits, and countless others are brought back to life in the pages of *Hemi: A History of Chrysler’s Iconic V-8 in Competition*.



## Seinfeld and the Superbird

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Not just a ride, not just comedy. Jerry Seinfeld's Comedians in Cars Getting Coffee is a carefully blended brew. It is a talk show that skips the desk and puts Seinfeld and another comedic guest in a collector car, having a conversation, going somewhere for coffee, or a meal. The show films in New York and also in Los Angeles. Episodes are 15-20 minutes. Most guests visit as themselves. Some are in character. A few well placed Go Pro cameras film the conversation. The show is free to watch on the internet.



While the show isn't really about cars, they play a central role. Seinfeld picks up the guest in a car he thinks suits the guests personality. So when it came time to have Will Ferrell on the show, Seinfeld demanded a NASCAR style car. Specifically, a Superbird. And not just any Superbird. It had to be Petty Blue. That was a tough nut to crack. Fortunately, club member Kevin Hurd in Maryland had just the car.

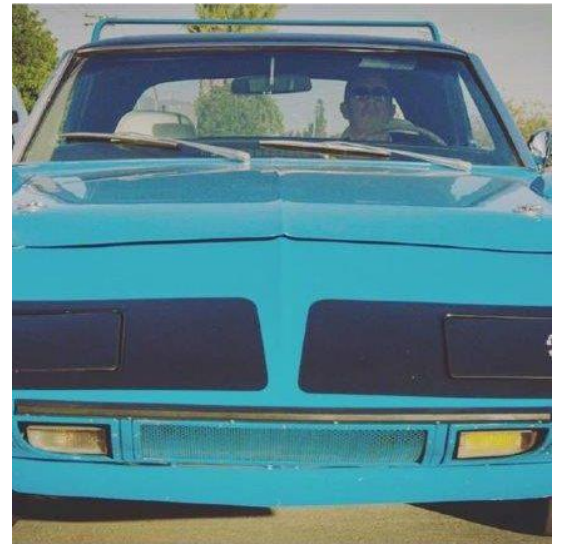
Kevin's Bird was shipped out to Los Angeles by enclosed hauler and taken to Sean Machado's shop where it was given a detail job and a minor going over to ensure it would run like a champ. (Yes, sometimes, the cars on the show don't cooperate.)

The show typically films in two days. Day one is spent on nuts and bolts, the technical setup and filming the B-roll. Seinfeld is the host and narrates the introduction. So he is involved in shooting several of the B-roll sequences that show the car but not the guest. The technical crew has several hours of work on setup and detail shots so Seinfeld can get to work as soon as he arrives. Every car setup is different because no two episodes use the same car. The producers do not use any

digital effects as they want the viewer to feel like they are on the road with the car. The Go Pro cameras are mounted to the car and camera van with suction cups and a tinker toy array of rods, ball clamps and arms to get the desired angle.

A car guy with a significant Porsche collection, Seinfeld shows up in a 50<sup>th</sup> Anniversary Porsche 911. Seinfeld's crew is about 12 people including production assistants, support vehicle and camera van drivers and those with camera and sound equipment. Filming is very fast paced and always on the move.

On the drive to the shoot, the Superbird is kept between the production vehicles to keep it out of harms way. For the shoot, the camera van has four or five people crammed into it with cables running everywhere. When Seinfeld is behind the wheel, he and the camera van will drive at regular highway speed doing their best not to hold up traffic. Seinfeld will drop back allowing the camera to get a full frontal shot, then move forward passing the van. When Seinfeld is done, the crew will take detail and beauty shots of the cars. The Bird will also be captured by several fly bys with a video camera mounted to a drone.



Day two is guest day. When Seinfeld and Ferrell drive, the camera van will be filming everything. When Jerry and Will walk, the crew will walk with them catching everything going on, the car parked at the sidewalk, people in the neighborhood. When Jerry and Will go into the restaurant, the crew will follow.

Three cameras are mounted inside the Superbird. The one in the center records both guys. The other two are angled toward each of the stars. The director can monitor what is going on from the remote vehicle. Filming was done at California Speedway and later at Irwindale Speedway with Jerry doing laps in the



Superbird with Sean Machado's Daytona nearby. The footage is beautiful.

After the shoot, the Superbird is carefully packed up and sent back east with love. Editing the footage takes place in New York. Counting all the B-roll and guest day footage from the Go-Pros, they will have over 100 hours of material to sort through. The Superbird episode airs starting February 3<sup>rd</sup> and you can watch it now at [www.comediansincarsgettingcoffee.com](http://www.comediansincarsgettingcoffee.com)



## More on the Seinfeld Shoot from Sean Machado

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Just as we went to press, I got the inside scoop from Sean Machado on how the Seinfeld shoot went. Sean took care of Kevin Hurd's Superbird while it was out in California. Sean drove his own Daytona to the photo shoot and wound up being involved with the filming. I'll let him tell the story from here...

The shoot actually took 3 days. Tuesday was the track shots and the solo freeway driving. Wednesday was the shoot with Will Ferrell and Thursday was more solo shots but from around the coast. I was only on location for Tuesday and the car performed flawlessly. So there was no need for me to be there the rest of the shoot.

We first went to Fontana Speedway. We had to be there at 9am. Jerry was not at this part of the filming. No fast driving was done at Fontana. Slow speed shots only. This was done on the outfield road course just outside of turn 1. We were there for about 2 hours and then drove to Irwindale Speedway for some "on a real race track" footage.

On the way to Irwindale, they did some filming on the I-10 as they had Farshad (the producer) drive the Superbird and follow a camera van. We arrived at Irwindale around 11am. Jerry arrived about 30 minutes later. Jerry's first comment when he got out of his vehicle was "We got two of these today?" Farshad said "no" and "that the Daytona was my car and I was there with tools just in case there was a problem with the Superbird." Jerry said something to the effect like, "this is what he uses for work? Who is this guy?" Jerry came over to me and ask what I did for a living to afford cars like this. I told him that story and that the Daytona was mine and the Superbird was not mine, and that the bird came from Maryland. At that point Jerry asked, "Well I want to use both. You ok with this?" "Well of course", I said. Jerry had one of his assistants give me fill out a form and took my picture. Then Jerry said "well, now you're an actor." First, Jerry took the Superbird on the track alone. I did inform Jerry about the cam and rear gears in the Superbird and to run the car in 2nd for the track speeds, and to manually put it in 1st for speeds below 20mph. Then off he went for about 5 laps. Then Jerry took the Daytona. My car is bone stock except that I have a 2.76 rear gear like the Bird. I told him basically the same thing. "If you want to floor the gas at speeds below 40mph, put it in 1<sup>st</sup>". And off he went.

When Jerry came back in, he wanted both cars on the track together; to mix it up a little and get both cars in some shots. We both went on the track for some light racing and car to car footage. Of course I was out for blood, ha-ha.. Jerry, the director and I all had radios. As we were on the track we were instructed on what shots they wanted. At one point they wanted some "drive as fast as you can safely" shots. Well, I left Jerry in the dust. Then a voice came over the radio to let him pass at the finish line. I thought to myself that I would have to charge extra for that. But I was a good sport and let him beat me to the line. I have not seen the show yet so I don't know what footage they will use.



Above: Loading the Bird up with cameras at Fontana.

At another point they wanted some very close drafting shots. I got right under the rear of the Superbird. They had Jerry do the same but his response over the radio was that he didn't want to get too close, as he could not see the front of the car. Then Jerry got on the radio and wanted to swap cars. When we stopped I asked one of the camera guys if he wanted footage of the Superbird drafting the Daytona. He said that would be great and he mounted a camera on the Daytona's fuel tank facing to the rear. I was now going to be driving the Superbird. Took some great shots as I got very close to the Daytona with the Superbird. Again, they told Jerry and I to go have some fun. Well it was "on" again. What a blast. The Bird really wakes up with that 509 cam, 6-bbl, 2.76 gear and taking off at 30mph in 1st. We did about 5 laps going pretty fast around the 1/2 mile oval. I never looked at the speedometer as I was trying to hit my marks and not the wall. While keeping Jerry in my dust of course. When we were done Jerry pulled along side of me with a big smile and got on the radio saying how much fun it was.

I hope Kevin was alright with this... But, how often to you get to go one and one with Jerry Seinfeld? And both in wing cars? They did say before we went out that both cars had a million dollar policy on them. I immediately said to Farshad "you do know that it's not about the money if they do get wrecked?" You can't just "replace" these cars.

While waiting for many of the camera changes, Jerry and I had many conversations. Pretty interesting stuff. One of the crew guys was just ecstatic that he got to work on a film with a wing car. "His dream car." Jerry made a comment to the effect "well, if you work your ass off you might be about to afford one. But not everyone that works their ass off might not make



enough money to afford one.” (Below: Jerry is laying on the hood of the SUV and holding onto the wing. He yells for the camera “If you ever get one of these, you better hang onto it.”)



At another point Jerry asked the history of my car and how I got it. I told him the story about supposedly Raquel Welch ordered the Daytona new, but it too long to get delivered. So she purchased something else. I was told it was a new '70 Cuda. That is when Jerry told me about his “hardest decision he ever had to make.” He asked me what my guess was. I said that I have no idea. Jerry said, “well when Porsche was going to stop making air cooled Porsche's I wanted the last one built”. Jerry said he called Porsche and asked if he could purchase the last air cooled Porsche. Porsche told him that car was spoken for and that it was for someone very special. Jerry then asked, “well then, can I purchase the second to last air cooled Porsche built?” Porsche said yes and sent Jerry the paperwork to fill out with all the options/colors etc. he wanted. Jerry said, “that was the hardest decision I ever had to make in my life.” Jerry made a statement how the Petty Blue on the Superbird was very close to what he wanted for his new special Porsche.



Jerry said that when he went to go get his “second to last” air cooled Porsche. Porsche had actually given him the very last air cooled Porsche built. Just like he ordered for the “second to last” car. I thought that was a super neat deal.

Well it was about 4 pm on Tuesday and the Superbird ran without a hiccup. Jerry just drove off and they were going to do some static film. So I left for home. About 30 minutes later I get a call from Farshad, “SEAN WE HAVE A PROBLEM”. The power steering pump pulley fell off. I said to him, holy crap. If it hits the fan and the radiator, the shoot is over for a day or two. I told Farshad the nut must off fell off and I will have to come back and figure out what all happened. I got off the freeway and got a call back from Farshad saying they go the pulley back on. I asked Farshad if they found the nut and Farshad said no. But they just slipped it back on. I told him “DON'T start the car again, I'm on my way”. Then I hear

Above: Sean's Daytona with Jerry going by in the background.

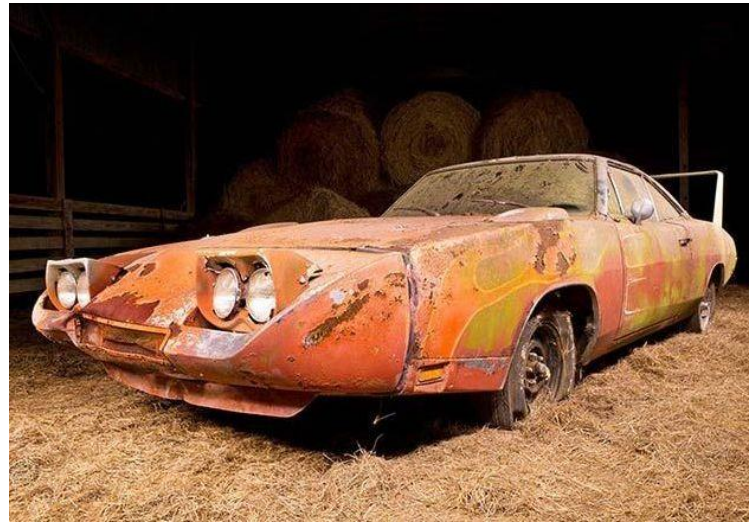
someone say to Farshad “it was just the belt and not the pulley Farshad”. Oh, that was a relief..

When filming was done sometime late Thursday Farshad sent me a text that the car performed perfectly and they were very happy with it. He also stated that “You can't go anywhere in that car”. People would come up the car and give them “Jerry and Will” thumbs up and some would ask questions and not realize who they were talking to for a minute. I hope they get that footage in the show.

That is pretty much it Doug. It was a blast. Jerry is one heck of a nice guy, very personable and extremely witty. Best Regards, Sean Machado



So did 'ya see the Daytona that was dragged out from under a Florida carport in November? The video of the car being extracted and moved to a trailer has been all over the internet. So have the pics of the same car staged in a more photogenic barn setting for professional beauty photos (below right). The buyer, one Charlie Lyons declared to Hot Rod.com how "I've always wanted a Daytona". By the way, that story has generated 1.8 million hits on the internet. As these sort of love affairs go, not surprisingly, Mr. Lyons consigned the car to Mecum Auctions for their January Kissimmee Florida event.



The car is a 440-automatic, R4 red with a black interior. Mileage is 20,000 believed to be original. It has been off the road for a long, long time. The car needs a complete restoration. The auction house uses some creative writing suggesting that the next owner may want to "preserve it in legacy". Or something.

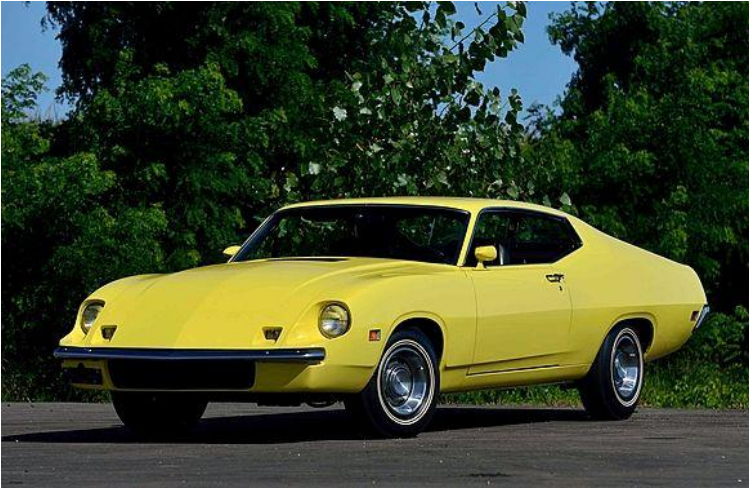
With all the hype for so-called "Barn Porn", the car generated intense interest on display prior to the auction. With an optimistic estimate by the auction house of \$175,000 to \$185,000 tongues were wagging on what this car would do. More realistic arm chair buyers said 75k-100k. Lowballers said \$40k.

The car was given a great time to run on Friday afternoon, the same day as the million dollar muscle cars. The bidding quickly went to \$90,000 and stalled out. The seller lifted the reserve price and the car was hammered sold when no more bids came. So with the buyers premium, he paid \$99,000. Probably about right given all the hype. He got the free spanish moss on the wing and bragging rights. I understand there are no plans for restoration.

As for old Charlie Lyons, word on the street is he had paid \$115,000 for the car from the long time owner who had the car since 1974. Most people reacted that the longtime owner of the car did very well and they were glad to see that "he got paid".







Mecum - King Cobra – THEE original Bud Moore car. 800 miles, undisputed history. The KC is not everyone's cup of tea, but is a bad machine. Sold at \$525,000. The bar for King Cobras has finally been set. I understand Bud Moore paid \$600 for it from Ford in 1971. Mecum – Hemi Daytona, R4, 4-speed, not claimed to be numbers matching. Sold post block at \$550,000. Mecum was hoping lightning would strike as it did in 2015 and estimated the car at \$700k-\$900k. No go. Both these cars ex-Brett Torino collection,



Mecum – Daytona 440 R6 red, auto, the only Daytona sold at Grand Spaulding Dodge Sold at \$270,000. Beautiful and a far cry from the rusty primed project it once was. Mr. Norm connection and R6 color really helped. At right, the 670 original mile Superbird from the Torino collection. Super nice. Almost completely unmolested, and what was touched is small stuff. 440, column auto, B5 with white bench. Sold at \$285,000. A very hard car to repeat. U-code, bench and column held it back. I'd sure take it.



Mecum – Charger 500, from the Don Garlits collection, 426, 4-speed, non numbers engine, sold \$155,000, right on the money, I'd say. Russo Steele- Daytona, R4, auto, 4-speed, #s match, restored by Julius. Sold at \$145,000. With the asking price on most Daytonas near or above \$200k, this was a GREAT buy at no reserve. Seller from Sweden had multiple cars at no reserve and did not want to take them home. Would you rather have this car or that barn find for \$50,000 less? I sure know which one I would want.



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

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

"Wing Car Wanted" Daytona or Superbird call Greg 360 941-3545.

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

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

Wanted: 1968-69-70 Plymouth Satellite in restorable condition. 507-553-5331 or email to: [j.hassing@mchsi.com](mailto: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](mailto: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: Superbird FJ5 Limelight, Numbers matching motor & trans, 440 4 bbl 4 spd. Dana A33 track pack, fender tag dash tag, all body numbers matching Black bench seat, Galen Govier visual report, before car was taken down, car has been blasted, and is on rotisserie, new metal nose, Motor and Trans are done, to many new or refurbished parts to list here, lots of original paper work from 1st owners, original bill of sale when car was first bought, offers over \$85,000. Maybe partial trade on Mopar. [cascadeclassiccars@yahoo.com](mailto: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](mailto:cascadeclassiccars@yahoo.com) 509 630 2494

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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](mailto: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](mailto: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 [rfleener@comcast.net](mailto:rfleener@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](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.

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](mailto: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](http://www.lincolnhighwayauto.com) or on Facebook at "Lincoln Highway Auto" Located in Lisbon Iowa. Contact Glen Peters at 563-889-0889.

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

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



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17

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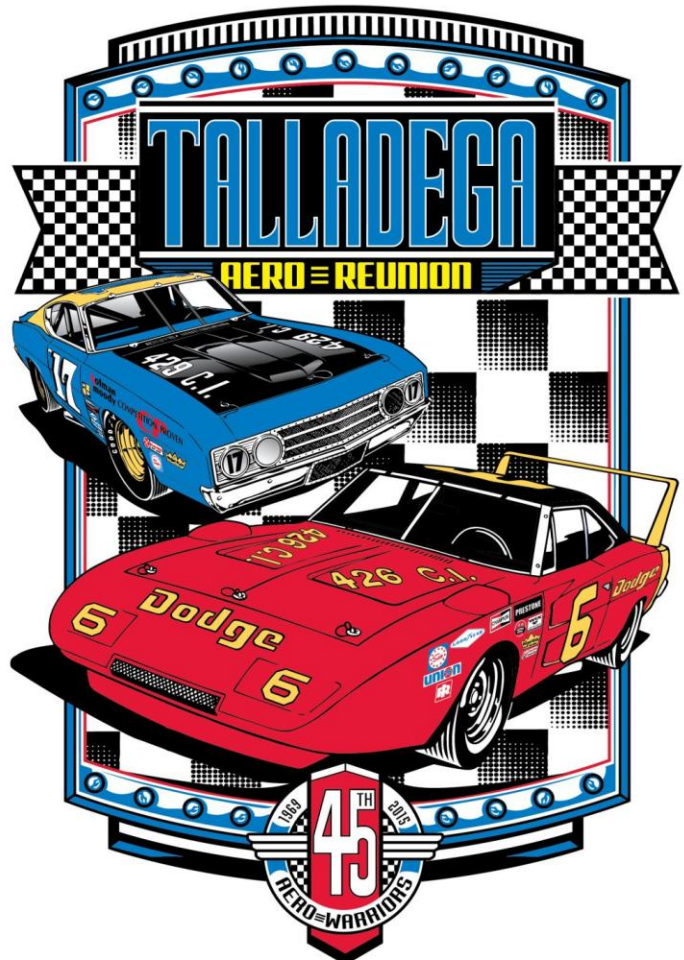
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