

February – April 2017
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TALLADEGA
CYCLONE SPOILER
Registry

DAYTONA – SUPERBIRD AUTO CLUB

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2017 Membership Dues are now Due – renewal form on page 15

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

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



Pete Hamilton 1942-2017

We are sad to report that Pete Hamilton passed away on March 22nd. He was 74 years old.

After driving modifieds in New England in the early 1960's, Hamilton won NASCAR's National Sportsman championship in 1967 and followed that up as NASCAR Grand National series Rookie of the Year Award in 1968.

When Petty Enterprises returned to Plymouth in 1970, Pete was Plymouth's choice to drive the second Superbird team car. He did not disappoint by winning the Daytona 500 and sweeping both Talladega races in 1970.

For 1971, with Chrysler consolidating their effort to Petty Enterprises with one Plymouth and one Dodge, Pete lost his ride to Buddy Baker swapping rides into the Cotton Owens #6 Road Runner.

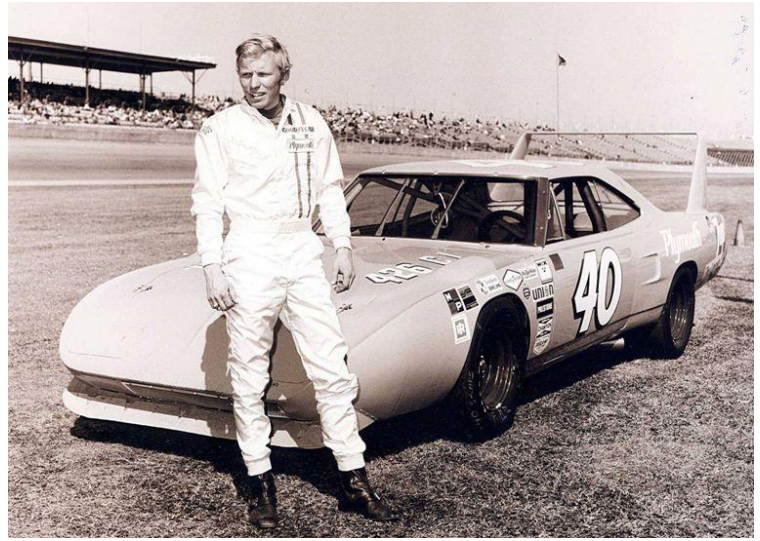
Winning one of the 125 mile qualifying races at Daytona made the new 1971 partnership look promising. But Pete was unable to duplicate the success he had in 1970. By 1972, he began to fade from the Grand National scene. A lack of funding and an old neck injury took him out of the drivers seat.

As Chrysler developed the Kit Car concept in 1973, Pete was involved in the test program, eventually buying the prototype short track car. Pete was also involved in short track racing with Gary Balough in the early 1980's.

A successful businessman in warehousing in Atlanta. Pete had a place in the keys and had moved back to Maine. He wanted to attend the most recent reunion at Talladega, but a family commitment kept him from coming. He said he really wanted to be there.

Richard Petty issued the following statement on Hamilton's death: "We ran two cars in 1970, and Plymouth helped introduce us to Pete. They wanted us to run a second car with him on the bigger tracks," Petty said. "'Chief' (Maurice Petty) led that car and started in the Daytona 500. Pete and 'Chief' won the race, and it was a big deal. Pete won both Talladega races that year. "It was great to have Pete as part of the team. He was a great teammate. We send our prayers to his family."

Pete is survived by his wife of 46 years, Susan Hamilton; his daughter and son-in-law, Becky Hamilton Wells and Chip Wells; and two grandchildren, Rhett and Savannah Wells.



At left, color shot of Pete at Charlotte Motor Speedway. At right, is Pete and the Bird taken early in Speedweeks 1970. There is no red diamond on the hood yet. That was put on there so the crew could tell it from Richard's #43. Also, the race day spoiler is not in place. Both Petty cars had dramatically different front spoilers at Daytona. All part of figuring out a brand new race car.



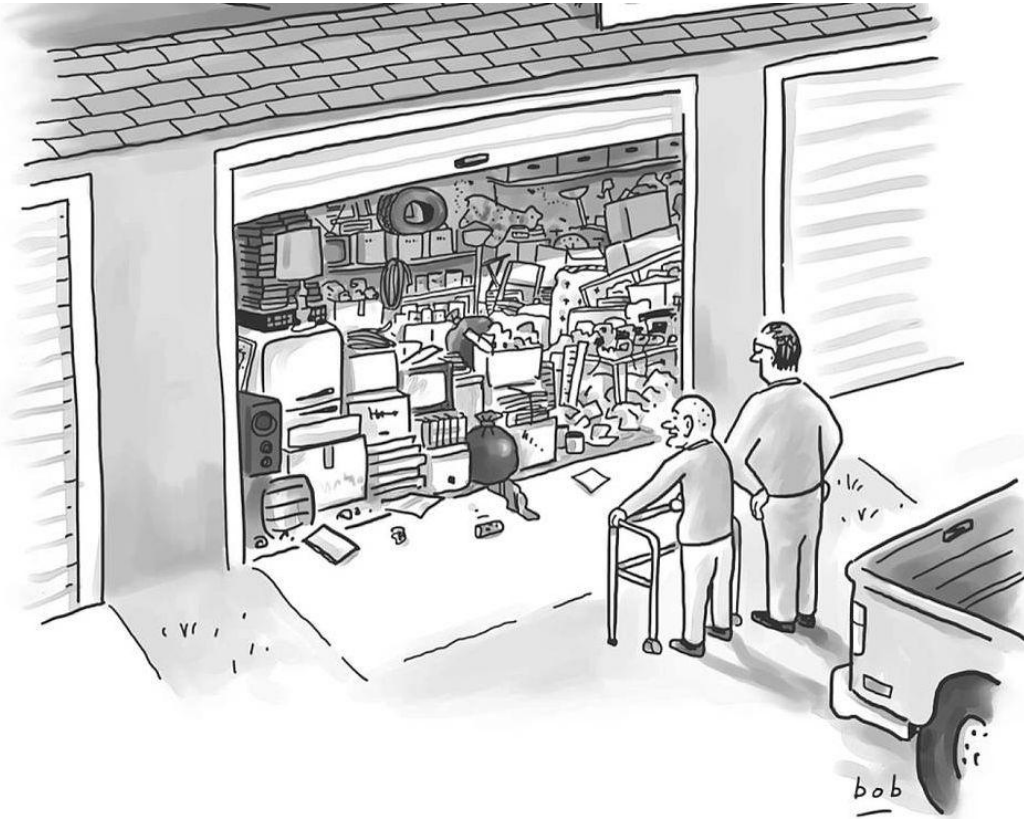
When Richard's #43 exited the Daytona 500 with only 7 laps completed, the torch passed to Pete. On this pit stop you can see the race day spoiler. Richard felt that the open spaces helped the car to turn better. At right is Pete and crew at Talladega in April 1970 after winning the Alabama 500. Pete swept both races at Talladega that year. Below: After a successful season in 1970, it would have been a natural to keep Pete in #40 for 1971. Frank Wylie of Dodge wanted Buddy Baker in the second Petty car. Pete moved to the Cotton Owens #6 Road Runner. The high point of the season was winning one of the 125 mile qualifying races at Daytona.



Buy, Sell or Hold?

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Whether we like it or not, the world keeps changing around us. That includes the collector car market. I am, not going to suggest here that the end is near. This is not doom and gloom. But I think it is something that needs to be talked about. I think we are approaching a change in the car market.



“One day Son all this will be yours.”

collectors are moving quietly towards the exits. Of course, this is something the auction companies will never talk about.

The baby boomers that grew up with muscle cars are starting to age out of the hobby. I have thought up until fairly recently that this wouldn't be a big problem. But it has become apparent that for many types of collectibles that “our generation” values, there is a shortage of future buyers; either with the financial resources to purchase them at current values – or with the interest to own them. That second part is a biggie. There is that part about getting kids involved with car shows and concours events. But that is going to be an uphill climb. There certainly is a robust car culture in place for the younger generation. There are still a lot of kids that are into cars. But for the most part, it isn't “our kind of cars” they are interested in. I have heard it said that Boomers believe the mantra “He who dies with the most toys wins”. Gen X'ers and Millennials don't care.

For collectors that are exiting stage left, those cars for the most part are not staying in the family and will have to find new homes. Most of the available cars are not what you would call upper end, blue chip cars like Hemi Cudas, Hemi wing cars and Boss 429 Mustangs. The blue chip cars will be pretty safe, as there are not enough of them to go around. The best of the best are already stock piled in large collections. They will move from automobiles to objects of art, like the Ferrari world is now doing. The rest of the cars produced in much greater numbers, your standard GTO, Chevelle and 383 Road Runners are a lot of iron to saturate the market.

Any collectible market is driven by supply and demand. Demand and perceived desirability is dictated by things like history, nostalgia, aesthetics, competition and fellowship. I did not watch the 1970 Daytona 500 on television as I was a little too young. But I did see Daytonas, Superbirds and Talladegas race in competition. I also read about them in magazines. Growing up around them, clearly, I was able to make the emotional connection and witness the history. Will the next generation eventually make that connection? A Daytona and Superbird is wild looking and identifiable to any generation. Someone will want them. The question will be, “at what price?”

For some of you, your cars are not about the money. But it is something to keep in mind as far as estate planning. I have heard more than once, about someone who is banking on restoring a Petty Blue 6-pack 4-speed Superbird, to cash out and hit a big number at the auction. Well maybe. If so, it's going to depend on your timing. And I wouldn't wait another five years to get it done. Yes, I agree it's a pretty rare car.

Car values at the moment are certainly robust. Everything has rebounded to at least as high and in some cases higher than before the big market decline of nearly a decade ago.

I am not a financial expert, but I do see irrational exuberance in some car pricing and in the stock market. I see that this is not going to last forever. How long are we good? No one knows. But in a casual conversation with a car broker a year ago, he felt that some



Collecting habits of “the next generation” translated: “We really don’t want our parents stuff.” Do you see any younger people collecting Hummel figures or depression glass? Do you see anyone in their twenties collecting vintage plastic model kits and mint in the box slot cars? Didn’t think so. Growing up 15 years younger than my oldest brother, I never wanted a tri-five Chevy like he did. I wanted an early Mustang. That was as far back as I could go.

You now have a new generation of collector car buyers paying \$40,000 for really nice first gen Ford Broncos. The Broncos have pulled up first and second gen International Scouts with them. These buyers are kids who grew up with an SUV in their household. I also just saw a 1993 Toyota Supra in unmolested condition sell at auction for \$69,000. These numbers seem unthinkable. 1980’s performance cars like the Porsche 928 are finally starting to move. Twelve cylinder Ferrari prices have dragged the mass produced Magnum PI 308/328 cars up over \$100k. It was not long ago you could buy a best of the best for 40k.

The point to understand is that the car and collectible market is always fluid. I believe that all collectibles can go up. And they have the potential to back down the other side. There is that supply and demand thing again.

Is it possible to get younger people interested in these cars? Despite what I said above about your kids “not wanting your stuff”, if you can build an emotional bridge using the car, I think it is possible. This is exactly why our cars appeal to us. We have “that” emotional attachment to them from the past. In my case, it ties me to my father. Bottom line, it’s not the thing itself. It is all about the experience.

Other countries? That is certainly a wild card. Is there potential for some of our cars to wind up overseas in collections in new markets like the Middle East? That is a possibility. A rule of collecting proven to me is, “we want the cars that we don’t have”. This was proven to me several years ago while at a vintage car race in Sebring Florida. There was a group of Brits that brought cars over. Almost all of them were American iron Trans-Am type cars. And you had a large group of Americans running small bore English sport cars. Each of them could not have wanted more different kinds of cars.

Of course, no one has a crystal ball for any of this. Nor is it to suggest that muscle cars will be worthless. That just isn’t the case. But there is the potential for a significant pricing adjustment in the car and collectibles market. This applies to all the stuff we are into: Model kits, slot cars, auto racing memorabilia, vintage toys and certainly all that Dale Earnhardt stuff you bought in 1993. NASCAR diecast? That stuff is dead and it’s never ever coming back.

Involvement: Being able to use your cars with other enthusiasts is a huge deal. This is where the marque clubs come in. I would say that the internet overall has hurt us as a club. But it can never replicate a driving tour or a club meet where we get together. The internet cannot provide the same fellowship as an in-person event. Driving events are what help keep the 1930’s full classics still relevant. In general, they are a declining market. But there are a group of very loyal people who really want to drive those cars and not see them just in museums. But it sort of a “last man standing club”.

How long do we have? What is the timeline? My friend Cal Anderson opened an antique and consignment shop dealing with Mantiques. Being a Mopar guy, he also gets a lot of automotive related collectibles. When he opened his shop two years ago, he figured there would be about a ten year window of opportunity. Based on what has come in the door so far, he now thinks that window is shorter. Not sure if this will prove correct, but I do agree that there is a window and it will eventually close. Think about it.

On the other hand, if you buy what you love, there should be no regrets. Think of a few other things in our lives that while not financially rewarding, do give us a certain kind of return. That could be veterinary care of a beloved pet, dining out at a nice restaurant, your monthly cable and internet bill, and perhaps the biggest expense of all, children. None of the above generate income, but can provide a certain satisfaction in return. I guess that some things are worth it.

Many of us have sizable collections of cars and substantial hoards of parts. If you want to realize value for you or your estate, the sky is certainly not falling. But the time is approaching to be thinking about some next steps. Life moves by far too quickly. And it seems the older I get, the faster it is moving.

How Pete Hamilton Won the Daytona 500

As I mentioned earlier in this issue, the Petty Enterprises torch was passed to Pete when Richard dropped out of the race on the 8th lap with engine failure. So how much of a dark horse was Pete? I would have to say it was huge. If Vegas bet on Daytona in 1970, Pete would have been a big payoff.

We have an extensive scrap book on Speedweeks 1970 courtesy of member Dave Jones. The book was put together by a lady race fan. She saved just about every scrap of paper from 1970 Speedweeks from the 24 Hours to the 500 preliminaries and beyond.

There is hardly a mention of Pete in any of the many pre-race stories. Aside from a big spin in early practice by Richard, both Petty cars had a very quiet Speedweeks leading up to race day. Neither car was blistering fast. They were trying to get the handle on the brand new Superbirds.

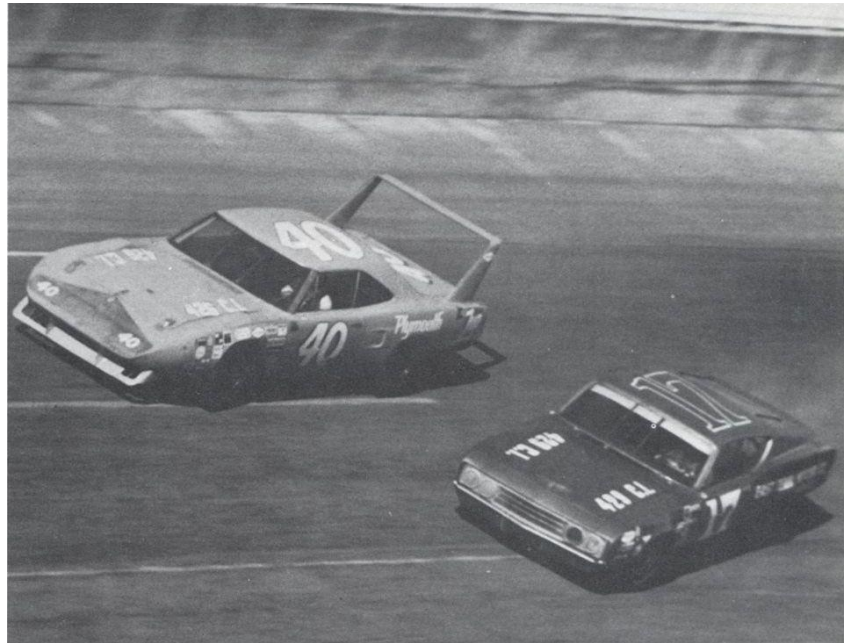
The big story leading up to the race was Cale Yarborough coming back from a major shoulder injury at Texas on December 7th. Al Unser had been tabbed to drive the #21 because of Cale's injury, but Cale was not going to let someone else sit in his seat. Cale was examined and medically cleared to drive once he arrived in Daytona. Then he went out and grabbed the pole at 194 mph. He also won the first 125 mile qualifying race. In the 500, Cale led in the early going until the engine exploded on the 34th lap. He said, "I felt it start to seize, but it was only a second until it let go."

Charlie Glotzbach was also in the news as he had been shot by a disgruntled former employee at this trucking business in November. Charlie was back testing for Chrysler in late January. Charlie won the second 125 mile qualifying race and ran very strong in the 500. After a late race pit stop he was called back in because the gas cap was hanging off it's cable apparently unattached. But a crew man had put on a spare loose cap on the first stop. That took Charlie from contention.

That left Pearson and Hamilton. On the last pit stop on lap 187, Pearson took two left side tires. Hamilton then pitted and took two right sides. Pete was quoted in the paper that Richard told him, "Better come back in for left side tires. You'll be able to run better at the end". Hamilton got the other two tires and restarted behind Pearson. Pearson led until the 192nd lap when Pete passed and pulled away. But it wasn't over. Pearson was coming hard alongside and tried to pass coming to the 198th lap. Pearson's car got really loose and he was lucky to save it. Hamilton pulled away by five car lengths and that was the race. As Hamilton took the checkered flag, Richard shouted out "Good job, babe." Pete became part of Daytona 500 history. Years later when he was asked about 1970, Pete got this far away look in his eye and said, "Those were days of wine and roses."

Superbird Grille Screens Are Back In Stock

We now have five Superbird grille screens back in stock and ready to ship. They are \$39 each with shipping included. We also have the skinny head bolts for the Superbird and Daytona headlight buckets. \$20 postage paid per set of 10. Send check or money order payable to the club or Pay Pal to paydsac@hotmail.com





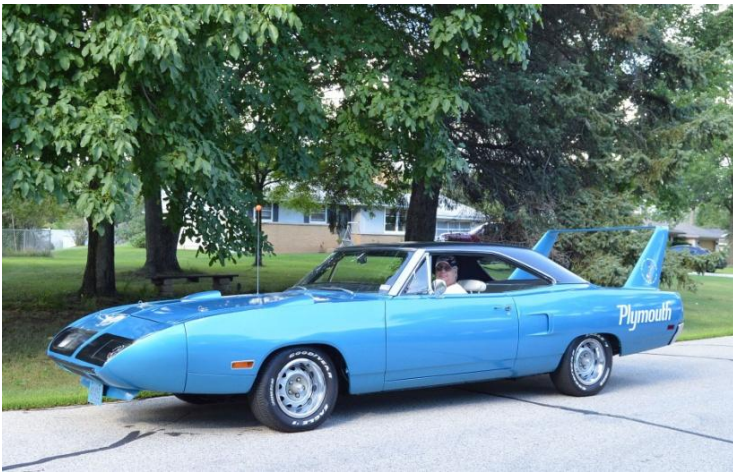
One of the rarest of the rare has to be this color photo of John Soares' Superbird from the west coast. Yes, it is racing dirt!!! Soares competed on the one mile dirt track at Sacramento California in a NASCAR Grand National West event! My understanding is that Soares was given this Superbird from a local Plymouth dealer sponsor and fabricated into a race car on the west coast.

Bottom photo: The Wood Brothers work their magic on the #21 Cyclone. I especially like the "Mercury's Got It" decal on the rear as well as the small FoMoCo "Beep Beep Your Ass" decal above it.





Our annual club picnic was held last August. We had a super turnout of some rare cars and perfect weather. Our guest race cars were the Jaguar V12 E-Type of Mike and Deb Korneli and the 1973 AAR Sunoco Eagle driven by Mark Donohue. Mark drove this car at Indy and the other big 500 mile races in 1973. It was later Rick Mears' Indy 500 rookie car. Owned by the Dresang family.



Dave Poppe's 6 pack white interior Superbird from the Milwaukee area. It is an original Tor-Red car changed to B5 some years ago. The Plum Crazy AAR is owned by Neal Bucholtz. Neal bought this car in 1971 and it does not come out to play very often. He's also an original owner of a '68 Road Runner. The Runner was down, so out came the AAR. Very nice original car.



Steve and Margie Lueck brought their maroon Talladega. Steve has gotten vintage stock car fever of late. Waiting to hear if he found the cure. At right is Bill Waara's custom 1972 Road Runner. It has gorgeous 40 year old lacquer paint on it.

More from the Club Picnic



At left is the survivor Spoiler II of Tom and Carol Kau. Tom has made some great junkyard finds over the years and this is one of them.

We were delighted to have Ramo and Judy Stott join us again for the picnic from Keokuk Iowa.

Ramo wore his 1968 IMCA race uniform. Judy hand made these uniforms for the crew. The polka dots on the pants were traced out half dollars and individually painted. The team won a Best Appearing Crew award in 1968. Also, how many drivers do you know that can still fit in their uniform from 48 years ago? Pretty good trick.



Someone asked Ramo, "Hey can you still get in that thing?" Ramo was quick to oblige and accept the challenge, Ramo got in there and started the car to the applause of the crowd. Fantastic!



Ramo with fans signing autographs and checking out old photos of his long career. At right is Ramo with Bob Kvach. Bob began crewing for Ramo in 1970 and was there for the next 20 years. Neither Ramo, his wife Judy or the Kvach's knew each other would be attending. So it was a nice surprise reunion for all of them.



Back in 2012, the city of Dedham Mass sponsored a public art project of 15 large fiberglass rabbits placed around town. It was sort of like a themed Cow Parade. Dedham, aside from being the home town of Pete Hamilton is known for Dedham Pottery often featuring rabbits in their designs, or rabbit figurines. That’s where the bunnies come in. Local artist Dawn Evans Scaltreto took the Pete Hamilton theme and ran with it creating this cool #40 bunny. Dawn says that she remembered watching races with her dad in the 1970’s and she remembered the Superbird. Her brother told her about Pete being from Dedham originally and that is how things got started.



The rabbits were on display in Dedham in the late summer of 2012. They were then gathered in one mass exhibition and sold at auction. Pete’s rabbit was sold to a local plumbing company for a bid of \$1900.00 So we presume Pete the rabbit has a good home today. Before going up for grabs, “Pete” had to be repaired as some vandals damaged his wing. Hats off to Dawn (shown above) for coming up with this great idea. Love the Good Ears tires and the red nose.



Collectibles

Well, here’s one I have not seen before. It is an early 1970’s Fleeer gum stickers display box featuring a Petty Blue Superbird on the cover. Holy cow! Just when you think you have seen it all.

The box originally contained 24 wax packs of cards and racing stickers. It is currently on Ebay at a Buy It Now of \$650.00! That’s just for the empty box by the way. A lot for an empty box, but like the old saying “gos find another”, I guess.



Got a nice note from member Ken Klima in Ohio: “Doug, here is another idea to keep mice out of the car during the winter. I am using 12” aluminum flashing material stood on edge. You can still open the car doors and mice cannot climb it or get underneath it. I put the flashing up back in October. It does require minimal support. I use some bricks on the inside to steady it and some square tubing on the outside. I have 8 snap traps baited with bacon on the outside and have gotten a few mice in those. But none on the inside.

I also throw dozens of Bounce dryer sheets in the trunk and interior. Peppermint oil works too.” Thanks Ken for the tip!

Mecum Kissimmee Report

OK, so what the heck were they thinking? Nine Superbirds consigned at the same auction in Florida this past January. Lined up like soldiers, the nine Birds and a Hemi Daytona made a very impressive display. But that’s too many for one event.

I’ll give you the short version and summarize the results:

Two 440-4bbl U code Superbirds of low to middling driver grade quality (yellow and Tor-Red) sold in the \$105k to \$110k range.

The Tor-Red car was particularly poor looking in the interior department and panel fit. If it looks bad in the internet pictures, it won’t be pretty in person. And it was not. It sold for the \$110k price.

One 6 bbl bench automatic Superbird in Alpine White sold at \$125k. It is a driver grade car by the pictures.

One U-code bucket 4-speed Alpine White Superbird sold at \$150k. No undercarriage pics, but it looked like a decent restoration. This car was RM23U0A169462.



A Hemi Charger 500 with a non-original 426 4-speed sold at \$130k. R4 with black interior and no console and a buddy seat.

Now, the notable big dog cars. All of them went home - no sale:

Hemi Superbird, RM23R0A179732, Tor-Red with 4-speed, top quality restoration. Bid to \$490,000 and did not meet reserve.

Hemi Superbird, RM23R0A172595, Tor-Red with automatic, black buckets, the well known Smith Stokes car. Very high option, one repaint car. Bid to \$300,000 and not sold.

Hemi Superbird, Hemi Orange with black bench and column auto. Bid to \$200,000 and did not meet reserve.

Hemi Daytona, automatic, the famous ex-Jim Radke blue car now back to original F6 green. Beautiful car, Bid to \$750k and did not meet reserve.

Superbird, Petty Blue V-code 4-speed, white buckets. The best equipped non-Hemi Superbird you might ask for. A semi-survivor, but boots on the ground say it did not present as well as the photos showed. Bid to \$270k not meeting reserve. If the bid was real (who knows?) that seems like really strong money for a car without easy access spark plugs.

What’s it all mean? Not a whole lot as the market is not defined by a single event. We know that the cheap stuff sold. The best stuff did not. Way too much selection for a single event, even as huge as Mecum Kissimmee is. As to the no sale bids, the house is authorized to bid up to the reserve amount. So you do not really know if there was real money in the room on those cars.

June 3-4 Farmington Minnesota Mopars In the Park to be held at the Dakota County Fairgrounds, hosted by Midwest Mopars. Largest Mopar show and swap in the Midwest. Swap meet Friday, Sat and Sun. Show is Sat and Sun. Winged Warriors and DSAC cars will have a special parking area in the show area. You are invited to Curt and Janet Lawson's Moparty at their home, 13240 139th Ave, Dayton MN. Please RSVP to Janet dodgegirl1966@gmail.com Room block is at the Americinn, 14331 Nicollet Ct in Burnsville MN. The rate is \$94 per night for two queens. Call 952-892-1900 front desk or reserve online at www.americinn.com. Go to www.midwestmopars.com for online registration.

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

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

July 16th - 2017 DSAC Club Picnic – Hosted at club headquarters from 2 to 6 pm. The address is 13717 W Green Meadow Dr, New Berlin, WI 53151 Bring your favorite collector car if the weather is nice. Main dish courtesy of the club. If you are able to bring a side dish or dessert, please let Miss Sue, our hostess know what you plan to bring. Her email is turnersuz@yahoo.com or call her at 262-993-4739. Please call Doug Schellinger 414-687-2489 or email to superbirdclub@yahoo.com and let us know you plan to attend so we can get a head count.



This is one of those stories about how time slips away. This rare SE Daytona is XX29L9B414644. It sits in eastern Ontario. Originally painted V2 Hemi Orange, it has a black interior with a fold down armrest, column automatic and power windows!

Always a Canadian car, the car was found on a Montreal used car lot in 1978 with a blown 360 small block engine. The new owner eventually put a 440 out of a GTX back in it and turned it into a show car with wide tires and Cragars. The custom auto show photos shown here are from the early 1980's.

The current owner then purchased the car from his buddy in 1988. He ditched the custom wheels for a set of Magnum 500's, did some mechanical work to it and planned to restore it in a few years. With about 60k miles on the clock, that is where the progress stopped.

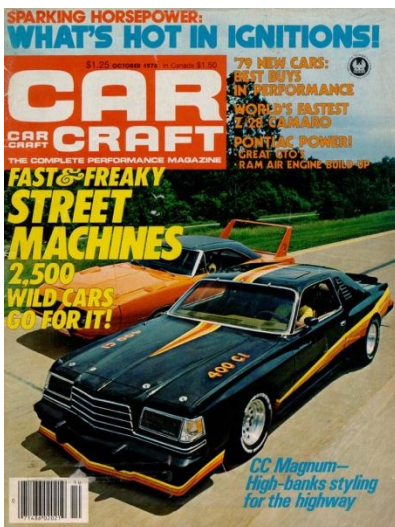
The car has been outside for many years and is well known to locals. It's been on the internet quite a few times. The lumber around the car sort of acts like a security system. Many people have approached the owner about selling, but as he said, he always planned on restoring the car. He doesn't need the money. So the car sits waiting for something to happen.



From Dennis Kline in Michigan:

"Got a chance today to display my Bird along with a Hellcat and a new Demon movie car from the "Fate of the Furious".

The event was the annual breakfast meeting of the National Chrysler Retirement Organization where Mopar's Motorsports Marketing Manager, Dale Aldo gave the group an excellent presentation on the history of racing at Chrysler. He described the three cars displayed outside as shining examples of how only Chrysler has the guts to produce outrageous cars available to their customer base over the years. You'll never guess which car was the crowd favorite.... Great event! Thanks Dale for the invite.



This was not the first time that Dennis' orange Superbird had a chance to come out and play. The above shot is from 1978 and was used on the October 1978 cover of Car Craft magazine promoting the project 1978 Magnum. The photo shoot was at the Chrysler Proving Grounds in Chelsea Michigan.

While the Magnum was a pretty unsuccessful race machine, I think it made a cool street machine. Doing a little looking online, the Magnum "may" have survived in Indianapolis, but was in very poor shape and missing major components.

The Magnum certainly looked fast. But what was the problem with the Magnum as a race car? According to Chrysler's Larry Rathgeb, the large frontal area and "all the sharp corners" on the nose hurt the aero performance of the car. Drag was high when the right side yawed and exposed itself to the wind in the corners. Because of a lack of rear downforce, the car was loose and unstable. It needed a longer deck lid, which was something that Chrysler and Petty experimented with in mid-season. Chrysler and Petty struggled to get the Magnum to respond in the way the 1974 Charger had to aerodynamic improvements.

After Richard abandoned the Magnum, some of the equipment went to Buddy Arrington. Kyle Petty won his first ever race in a Magnum in 1979 at Daytona. He killed off the rest of them in his early NASCAR career.

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

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

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 extentions, 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

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

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Ron Grana was a top running ARCA competitor in 1969 and 1970 in this Ford Talladega. Shown here with ARCA honcho John Marcum at Daytona in 1970. Grana was running really well in the 1970 ARCA 300 when his passenger side rear window blew out on the banking. He hung on for third place behind Ramo Stott and Bobby Watson.

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