

Mar-Apr-May 2019
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50th Anniversary Aero Warrior Reunion Registration Information October 10-13, 2019

Update - Event Registration is being handled online by the Wellborn Musclegar Museum.

By now, you should have registered for the event. If you have sent a request for entry and have NOT received a confirmation answer and the link to purchase tickets, be sure to contact the museum directly. As of May 28, there are 130 entries paid.

If you need to complete your registration, please do this ASAP. There is no walk-up registration.

To register for the event, log on to
www.wellbornmusclegarmuseum.com

Schedule of events:

Thursday, October 10, 2019: Atlanta Motor Speedway- Event kickoff with the Aero Warriors Speedway cruise. Note that you will need a hotel in Atlanta on Wednesday night for the Atlanta track event the following morning. Everything moves to Alexander City for the rest of the weekend.

Friday, October 11, 2019: "Pony Trail" cruise to Alexander City with a fun show and shine on the Wellborn grounds (no judging), and afternoon get-together at the Wellborn home.

Saturday, October 12, 2019: Tour Wellborn Musclegar Museum, Car show (no judging, just fun) during the day and evening party at the museum. Dinner for Saturday will be on your own.

Sunday, October 13, 2019: Talladega - Cruise to Talladega Superspeedway for a pre-race speedway cruise and display of all cars in attendance. Display takes place "under the bridge" in the original Grand National garage area. Purchase discounted race tickets through the special package offered through the Wellborn Museum.

Hotels in Alexander City : There are no room blocks in Alexander City. Call the hotel direct to make reservations.

Hampton Inn - 256-234-2244, Days Inn - 256-234-6311, Quality Inn - 256-234-5900, Bob White Inn - 256-234-4215, Super 8 - 256-392-7440, American Inn - 256-329-8858, Alex City Motel - 256-329-8441, Lake Martin Hotel - 256-329-0527, Cherokee Bend B&B - 805-794-1300, Mistletoe Bough B&B - 256-329-3717 Camp/RV: Wind Creek State Park - 256-329-0845

Host Hotels for Atlanta – all are in the immediate area to each other and close to the race track.

Fairfield Inn, 30 Mill Rd, McDonough, GA 30253. Phone 770-305-0180. 50 rooms are set aside. \$120 per night. Use "Aero Warrior" as the group name. Plenty of truck and trailer parking in shopping center behind the hotel. Very new hotel.

Courtyard McDonough, 115 Mill Rd, 30253, across street from Fairfield. Ph: 678-902-9000, (still negotiating the rate,)

LaQuinta Inn, 100 Mill Rd, 30253, Next door to Fairfield, 678-782-6559. "Aerocar" is code for rate, per Melissa Neal, 30 rooms reserved, rate is \$125. Includes breakfast, some parking for truck & trailers, short walk from shopping center behind Fairfield. Brand new hotel.

Home2 Suites, 60 King Mill Rd. 30252, 678-369-2527, \$129 + Tax, (149.48 total), Next door to Fairfield, some truck & trailer parking, once again, plenty of parking behind Fairfield. Brand new hotel.



2019 Membership Dues are now Due – renewal form on page 19

2

It's membership renewal time. 2019 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 "18", you are due for renewal. If it says "19" 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 2019 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.

The cost of printing and postage is our largest expense. I am frequently able to add extra pages to the email edition which costs nothing extra. Thank you, and we appreciate your support.

Events - DSAC Annual Club Picnic – Sunday July 7th

Our annual club event is being held at club headquarters on Green Meadow Drive (address on our letterhead). Bring your favorite collector car if the weather is nice.

Things get going at 2 PM, Food served at 3:00. Burgers, brats, hot dogs, pulled pork and Italian beef courtesy of the club.

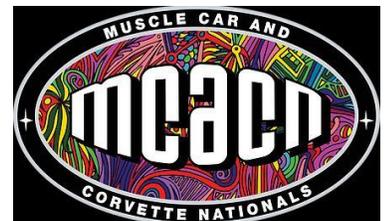
If you can bring a side dish or dessert, that would be appreciated. RSVP to Doug Schellinger at superbirdclub@yahoo.com If you are bringing a food item, contact our hostess Sue Emmer-Turner at superbirdsue@gmail.com so she can plan for what is coming. Always an eclectic mix of cars attend. You never know who or what car might show up.



Muscle Car & Corvette Nationals Aero Warrior Reunion II – November 23-24, 2019

Extending the camaraderie of the 50th Anniversary reunion at Talladega, The Muscle Car and Corvette Nationals in conjunction with show sponsor, the Wellborn Musclicar Museum will be hosting a special display of winged cars at the big show in Chicago.

This gathering will flank the popular Wellborn Museum Lounge in the center of the "big" room, with the spotlight on the K & K Insurance Daytona, making its' first ever appearance at MCAACN.



If you own a Dodge Daytona or Plymouth Superbird and would like to join the display, go to www.mcacn.com and register your car now, as there will be limited openings available.

The Muscle Car and Corvette Nationals is truly, "The Pebble Beach of Muscle Cars". If you wish to spectate, fly into O'Hare airport and you are just five minutes away from the hotels and show. You don't even need a rental car. All the action is in one place. It's an incredible show.

The White Bear Dodge Daytona

3

Dear White Bear Dodge Charger Daytona: we've been looking for you. For a very long time. We never knew you'd be hiding in plain sight.



Photos of the White Bear Daytona have circulated around the internet for years. White Bear was a high volume performance oriented Dodge dealer in the Twin Cities, Minnesota. Jerry Perkl was the owner. That's his wife and son Jim with the car at left. The large #1 denotes that White Bear was the top selling Dodge dealer in the USA for a short period of time.

What we didn't know was that the car in the photos has long been owned by Gary and Cindy Moe, 40 year members of the club.

Growing up, Gary's desire for a winged car was stoked when he often saw the now famous 304 mile Elmer Duellman Sublime Daytona sitting on the lot in his home town.

Before we get to White Bear, the quick story on the Duellman car was it was delivered to a small town

Wisconsin Dodge dealer who had no idea how to market a performance car. So the first thing they did before the car ever hit the lot was to paint it Sublime green. They thought it needed to be a bright color. Then they got mailbox adhesive letters from the hardware store to spell out D-A-Y-T-O-N-A on the painted rear stripe. They made no effort to sell the car in the cold months and it sat and sat, spending the winter of 1969-70 on the back of the lot, until Elmer bought it in 1970. Gary tells me that he spoke to the sons of the dealer in recent years, and they could barely remember the car! How do you forget a Daytona?

Back to the White Bear story. White Bear had two Daytonas. Gary's red car which is often seen in old photos and a Y2 yellow car with a tan interior. Gary says he saw the yellow Daytona pulling out of the dealership in 1973. He inquired about it at the time and was told it was a customer car that was in for service. Photos of the yellow Daytona can be found on the internet when it was at the Legendary Motorcar dealership in Ontario. Information from Legendary says the yellow car was sold by White Bear in August of 1970.

The R4 red Daytona was lettered up and kept by White Bear for quite a while doing promotional duty. It did not get sold for the first time until June of 1972, when it was advertised in the Minneapolis Star Tribune.

The red Daytona has had 1970 style Rallye road wheels on it since late 1969. You will see it appear with and without trim rings. Also, the nose was eventually leaded in. Gary still has the damaged original nose which has remnants of lead.

INTRODUCING
WHITE BEAR DODGE

JERRY PERKL, THE NATION'S TENTH LARGEST VOLUME DODGE DEALER, IS EXPANDING HIS EVER-GROWING PERFORMANCE CENTER TO INCLUDE THE GREATEST INVENTORY OF PERFORMANCE CARS IN THE MIDWEST, A LARGER PARTS INVENTORY AND A DYNO TUNING CENTER TO FULFILL THE NEEDS OF HIS THOUSANDS OF PERFORMANCE CUSTOMERS! WE'RE OUT TO BE NUMBER ONE; COME RIDE WITH A WINNER!

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The match race was between two Minnesota sports legends, Barry Gibbs of the Minnesota North Stars and Alan Page of the Minnesota Vikings. It took place at Minnesota Dragways in Coon Rapids, MN in May, 1971.

Page drove his own White Bear sponsored 1971 Charger and Gibbs drove the Daytona. They did a preliminary test to get the cars in the paper and then the real match race. Both cars ran in the 15.0 second range. Page is shown here getting the jump on Gibbs in

the Daytona. The next day, in the two out of three grudge match, it was Page who prevailed. The 255 lb defensive tackle beat Gibbs with a 14.67 run in the 383 automatic Charger. Gibbs laid down a best time of 14.64 at 98.68 mph and proceeded to win the second round. Page took two out of three by winning the third and final run. Both driver's best times were in the first round.

Page, Gibbs 'drag' selves to work

By John Gilbert
Staff Writer

Neither Alan Page of the Minnesota Vikings nor Barry Gibbs of the Minnesota North Stars had ever drag-raced before Saturday, but both quickly caught on to a few of the tricks during two trial runs at Minnesota Dragways.



Gibbs Page

And today, at 1:30 p.m., Page and Gibbs will match wits and reflexes in a best-of-three showdown at the Coon Rapids drag strip.

Both liked their first attempts at rushing down the quarter-mile. "It's just about as much fun as squashing a quarterback," said Page. "Maybe even a little more." Gibbs described his ride as "super," then added, pensively, "a person could spend a lot of money doing this."

Page went to Detroit last week to get his "Vikings Purple" Dodge Charger Super Bee. He was getting anxious to get the car, and the 255-pounder probably didn't get much argument when he went to request delivery.

Gibbs, who said during the recent Stanley Cup Playoffs that he'd like to race "anything," got his wish from Jerry Perkl of White Bear Dodge. Perkl's dealership is sponsoring Page's Charger, and provided Gibbs with a red Dodge Daytona Charger.

Page clocked a 14.93-second first try down the quarter-mile, edging Gibbs, who seemed to let

up slightly and recorded a 15.20. Both speeds were in the 90-95 mile per hour bracket.

On a second run, however, Gibbs snapped the 440-cubic-inch Daytona off the starting line — a "hole-shot" they call it in drag-racing — with perfect timing and made the early lead stand with a 15.01 timing. Page, with a 383 engine, had a 15.26 on that run.

"It's so frustrating to be halfway down," Page said, "and see the other car just ahead of you but not be able to catch it. I didn't get a good bite the second time."

The feature attraction at Minnesota Dragways will be four supercharged funny cars, but a lot of attention will be focused on Page and Gibbs, who will be out for more than just a Sunday drive.

St. Mary's sweeps from Augsburg

Pitchers Del Sava and Mike Coe limited Augsburg to one run in 14 innings Saturday and St. Mary's swept a double-header 2-1 and 5-0 in Minnesota Intercollegiate Athletic Conference baseball.



The red Daytona was a family favorite and was often driven to drag strips during the time that White Bear sponsored Tom Hoover's funny car. Jim Perkl said his mother would accompany them and it would be a family outing.

At left is the White Bear Dodge decal, done in the style of the Dodge Scat Pack. As with Mr. Norm and Grand Spaulding Dodge in Chicago, you can see how White Bear had established their own branding.

White Bear had their own in-house dyno for performance tuning; the only one in the area. Jerry Perkl hired good mechanics to take care of his performance customer cars as well as his own Duesenberg. The dealership attracted a lot of area racers with a well-stocked parts department.

Like Mr. Norm, White Bear cashed in on the van craze in the later part of the 1970's. Jerry Perkl was always quick to cash in on changing trends. Earlier when the Batman TV series was going great guns, Perkl brought the Batmobile show car in for a public appearance.

White Bear operated from 1967 until its closure in 1980, during the bad old days of Chrysler Corporation. High interest rates (16.75%) on the new car inventory costing \$50,000 per month and a steep decline in sales precipitated the demise of the dealership.

Perkl continued in other business ventures until his death in 1991 at age 56.

Gary Moe takes up the story of the car after White Bear advertised and sold it in June of 1972.

Full Resolution Paper

1964 DODGE 2 DR coupe. 426 wedge. 4 sp. ram charger. Original aluminum front end. Acid dipped body. Less than 1,000 total miles.

1970 DODGE Demon. 340 eng. 4 spd. trans. Plum. finish. Radio. Real nice car.

1969 CHARGER Daytona. 440 eng. Auto. trans., bright red finish. Air foil rear. Very few of these left.

1970 DUSTER 340 coupe. Balanced & blueprinted eng. by Jack Wheeler. Fantastic s... black finish.

1967 CORVETTE. Mist green finish. 4 sp. trans. 327 eng. AM-FM radio. 44,000 mi.

Many more to choose from

WHITE BEAR DODGE

3430 Hwy. 61 White Bear Lake
484-8521

[View the Full Page](#)

Superbird style hood spring on the latch tray, because you could no longer get your fingers in there. Anyway, when Ken left the pins out, the hood came up and the car went into a ditch. I got a copy of the Daytona parts list with the car that has a written date of 5/2/76. So that is probably when the damage was done.



“After I bought the car in March of '77, I didn't work on it until the summer. The photos without the nose are exactly how we bought it. Ken, who worked at the Dodge dealer had all the parts to repair the car and had started working on it. He installed a NOS 1970 Charger left fender and a NOS front valance. The valance was painted as well as the front edges of the fenders. The bulkheads were installed. The nose cone was an NOS piece, still in factory primer that he got from Cotton Owens. The grille frame and screen are original. The nose to fender seals, headlamp housings, turn signals, actuators and more were all NOS. A used '70 Charger hood was installed.

“My brother painted the nose, front fenders, hood and driver's door. The whole car had been repainted at least once previously, I think in 1974 when Ken bought it. At the time, the tail stripe was not available, so it was painted on.

“At the time we purchased the Daytona, it had 42,000 miles on it. It now has 46,674 on it. We just drive it enough each year for maintenance. The engine and transmission are numbers matching. We also have a nice build sheet.”

Gary recently decided go back and revisit the White Bear history and track it down as best as possible. Jerry Perkl had passed away, but from his obituary, Gary learned that he had a son named Jim who is a catholic priest. Father Jim provided a treasure trove of photos and information about the car, including photos of himself taken with the car in 1969.



Ultimately, Gary decided to have the car relettered in the White Bear livery. The car has 42 year old paint on it, and no harm was being done. Plus it takes it back to as it looked when it was new.



The job went to Gaber Signs in Chippewa Falls, Wis. www.gabersigns.com Kurt Gaber enthusiastically took on the job. There are not many people who still do this kind of work, but Kurt and employee Dirk Johnson dusted off their paint brushes and painstakingly hand lettered the Daytona back to the day one look. They worked from photos to recreate the look. Kurt said that the old lettering was just barely ghosted through the old repaint. Kurt did the quarter panels and Dirk painted the large number 1 on the doors. They also made custom lettering for a 1/18 scale Daytona to present to Jim Perkl (below right) .



The icing on the cake was May 23rd when Gary and Cindy drove the car 160 miles round trip to meet with Father Jim Perkl. He was pleased to see the car and took photos replicating the ones from when he was a boy. He also remembers the yellow Daytona that was sold in 1970. Father Jim showed Gary his display cabinet and the only car pictures in it were of the red Daytona. It was a nice visit.



Gary plans to display the car at Mopars in the Park the first weekend in June. It will be very interesting to see what new information is learned about the car. I am sure there will be people who remember it.

A very big thank you to Gary Moe, Ken Noffsinger for the newspaper research and Kurt Gaber for the sign shop pics. Thank you all!

Butch Hartman Is Charger Named Desire (transcribed from the Zanesville Times Recorder, August 26, 1970) **7**

Larry "Butch" Hartman of South Zanesville Ohio is desire harnessed to 600 horsepower. Unrelenting on himself or his car, the rising young USAC star is driven not be the hope of riches and fame, but be sheer desire to win and beat any other guy.

He is the elemental competitive urge muscled by athletics, plussed by four years in the U.S. Marines, fanned aflame by a family hooked on racing, and rewarded by a growing number of fans who follow him from race to race.

The combination is exciting and the results are causing some of the established USAC stars to look over their shoulders.



In 1966, Hartman was named USAC's Rookie of the Year. In 1967 he was labeled the Most Improved Driver. And in 1968, he emerged "Outstanding Driver". Each year, he has bulled his way higher in the USAC point standings. He was 16th in his first campaign, 6th in 1969.

Above the tach on Butch's 1965 Coronet race car is the reminder in Dymo tape: "He who hesitates, has lost".

Whether he will move higher in 1970 depends upon how much his car can take. Butch has no patience for strokers who gear their cars down and thereby give up a chance to win in exchange for the certainty of finishing the race and picking up points.

"I'm in the race to win," says Butch, who is everything racers mean when they say "charger". He wants out front from start to finish and wants to win going away. Ask him about his strategy for his next race and his answer is "flat out." Ask him about his plans for the future and his answer is, "to win". His choice of cars, a Dodge Charger, of course.



Left: A demon on dirt, Butch slides his Charger 500, circa 1971.

Butch's drive to the top doesn't begin with the starting gun at the track. It's backed by a 17 hour, 7 day a week of hard labor for him and his dad, Dick Hartman. Unlike the super stars Butch intends to eclipse, he isn't supported by a team of specialists or a generous supply of money and parts.

Like the great bulk of the nation's race drivers and fans, he earns a living during the day, works on his car at night and races on weekend and holidays. He thinks his roots in the seedbed of the sport is why there's a spontaneous Hartman cheering section wherever he runs. "The average fan sees me doing what he would like to do, come out to the track on my own and

“When I win, the cheering section wins too. After the race, I don’t take off in a private plane. I hang around and talk to the people. I like race fans. I like everything about racing,” he adds.



His four years in the Marine Corps, including time in Okinawa didn't hurt Butch's aggressive, all-out attack on the sport, but it is not the source of his combativeness not his love of racing. That's part of being a Hartman.

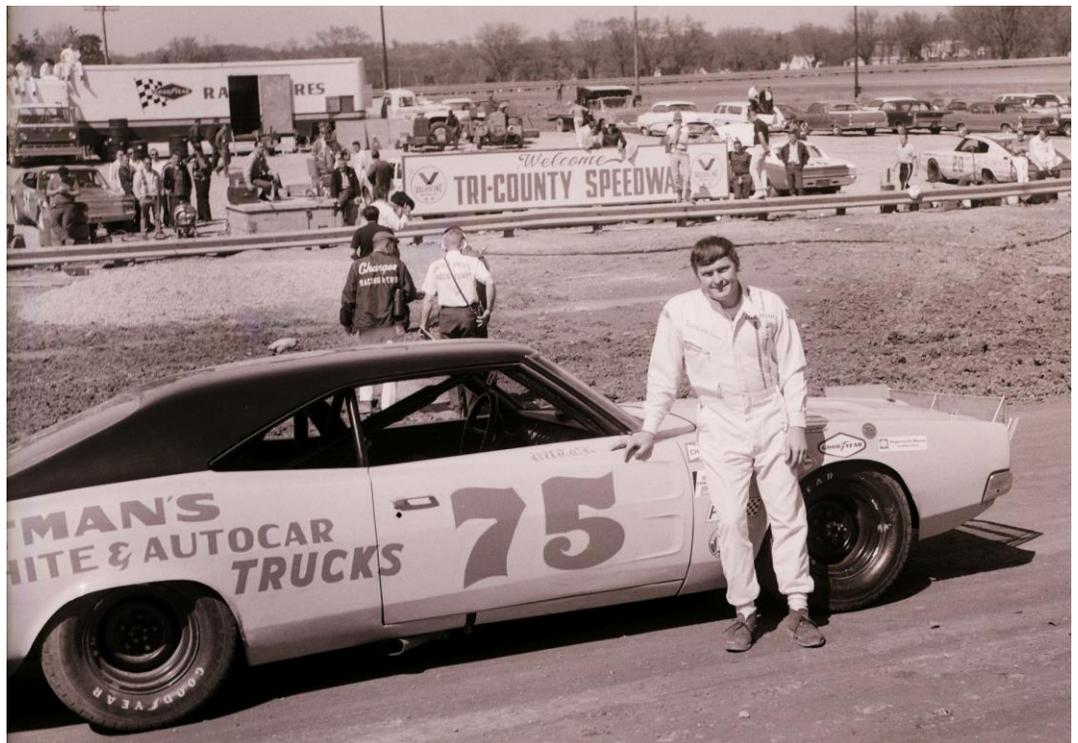
Left: Dick Hartman always spent for the best available equipment. Butch in the ex-Don White #3 Daytona at Michigan, 1971

Both his mother and dad owned and did mechanical work on jalopies others raced for them in the Zanesville area. His mom, Pat Hartman, got an old car and started fixing it up for racing when she realized that her husband where her husband was going to be spending most of his spare time. “I figured if I had to join them, to see them, I might as well beat ‘em too”, is her feisty attitude.

Butch was warming up both of his parents racing cars as soon as he could see over the windshield. He soloed at seven, but an altercation with a gas pump in front of his dad's garage delayed any serious driving for two more years.

Around Butch's ninth birthday, his dad gave him and his brother Terry an old sedan on the condition that they would keep it running themselves. That early grip on a wrench has proved valuable for Butch, who has changed engines in 80 minutes before the start of a race. It's also when he first got a taste of turning left and why Butch still prefers dirt tracks.

“There was an old elm tree in the center of a gravel lot on our property and I could always tell when Butch was circling around it on two wheels,” Pat Hartman recalls. “The dust and dirt would start coming into the house and I would have to go out and tell him to slow down,” she recalls. “Seems half my life I have been telling him to slow down.”



Not that she regrets Butch's commitment to racing. She and Butch's wife Myra travel to as many of the tracks as possible. This is done in a large mobile home that holds up to three generations of Hartmans when Butch's two sons, Brett, 6 and Bart, 2 come to see their dad race. Both Hartman wives agree they see their husbands more at the track than back home during the racing season.

Dick Hartman owns a White and Autocar truck sales and service center in Zanesville. During the day, Butch works there specializing in rebuilding diesel fuel injection pumps. At night, father and son adjourn to their home based speed shop which is air conditioned, wired for background stereo music and as “policed” as a Marine barracks ready for white glove inspection. They’ll be there getting ready for the next race until their womenfolk finally remind them of the time. 9

Until this year, Dick and Butch were the Hartman Racing Team. Younger brother Terry confines his motor interest to a trucking business. This season, they added young Lloyd Holmes. The extra help cuts down on the physical strain on Butch before a race. He also has started getting to the track a day earlier so he won’t be all “wacked out” just getting to the race. Both the help of Holmes and the added day came in handy at Michigan International Speedway this summer when Butch blew an engine about two hours before qualifying runs began. They installed a new engine and flushed the dry sump oil system in time for Butch to post the fifth fastest time. Spare engine and parts travel with them to the track in an air conditioned van.

The Hartmans are proud of their ability in the shop and on the track. Their first car was purchased from Nichels Engineering in 1965. But since then, they have been doing more and more of their own work.

Dick Hartman was named “Outstanding Mechanic” the same year Butch was picked for the Outstanding Driver award. Dick can tell you how many laps his son was leading in every race he has run. And he can tell you the part that failed every time he was forced out of a race be mechanical trouble. Dick Hartman points out that his son was the first rookie to ever lead the Daytona 500, but recalling any part failure is like opening an old wound.



Another major influence on Butch’s racing career has been the West Virginia motorsport whiz, Paul Goldsmith, who has run and won in nearly all types of motor sport competition. He has been close to the Hartman family since the days when Butch’s mother used to baby sit with him.

Shown in the photo at left are Butch, wife Myra, Paul Goldsmith, Pat and Dick Hartman. Taken at Milwaukee in 1968.

Butch wears one of the ice-water veined “cool suits” designed by Goldsmith to cut down on driver fatigue and he credits Paul with saving one of his legs, if not his life. At the road course at Indianapolis Raceway Park, a stabilizer bar broke and Butch’s car hit a tree at speed.

A rear cross member protected him from injury. The cross member was left in the car at Goldsmith’s insistence when other drivers were removing them to eliminate weight.

Dedicated as they are to winning, neither parent wants to sacrifice Butch’s safety to it. They rely heavily on Goldsmith’s advice and their own know-how in readying their Charger for the track. Butch says that’s another reason he is willing to go at top speed. “I know I’m not taking a chance with what’s in my car.”

An all-sport star at Maysville High School in South Zanesville, Butch didn’t start racing for real until after a year at Otterbein College in Ohio and four years in the Marines, where he played on the Quantico Marines football team. Slimmed down to a powerful 185 pounds, Butch looks and moves like a power running back, but is happy to be running cars instead of footballs.

So far he has “crossed the goal line” three times in professional racing, taking two checkered flags in 100 mile features in 1969 and adding a third in June of this year, when was leading at Syracuse New York in race halted by a six car pile up on the 69th lap. Butch doesn’t apologize for the abbreviated win. “I was ahead to stay, anyhow.” He states. But he expresses a genuine concern for the driver seriously injured in the accident, Dale Koehler. Butch and his dad are organizing a fund to help with Koehler’s medical expenses.



Hartman Sales & Service
 South Zanesville, Ohio 43701
 Phone: (641) 453-0501
 Contact: Dick Hartman

HEADED FOR THE TOP -- USAC's "Rookie of the Year" in 1966, Larry "Butch" Hartman has been climbing in the points standings each year since. With two cars to race, a Dodge Charger 500 and a Charger Daytona, he thinks he can make it to the top this year.

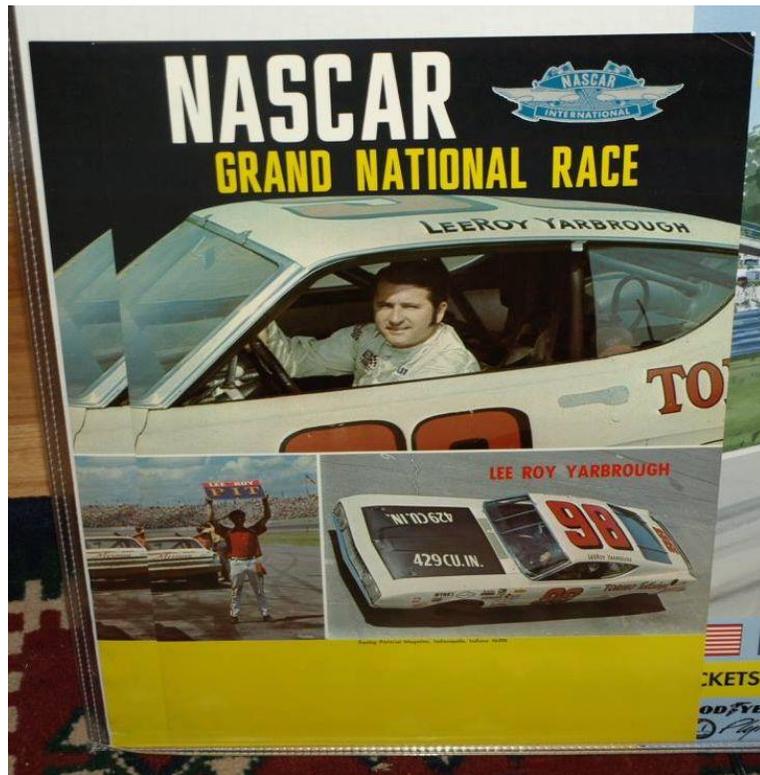
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His concern for others is **10** another reason for Butch's popularity. Their mobile home is visited by a stream of fans who have become friends wherever the Hartmans travel.

They stay personally involved with all parts of the motor sport and, though Butch has his eyes on the top, he intends to keep his feet on the ground and in the grass roots.

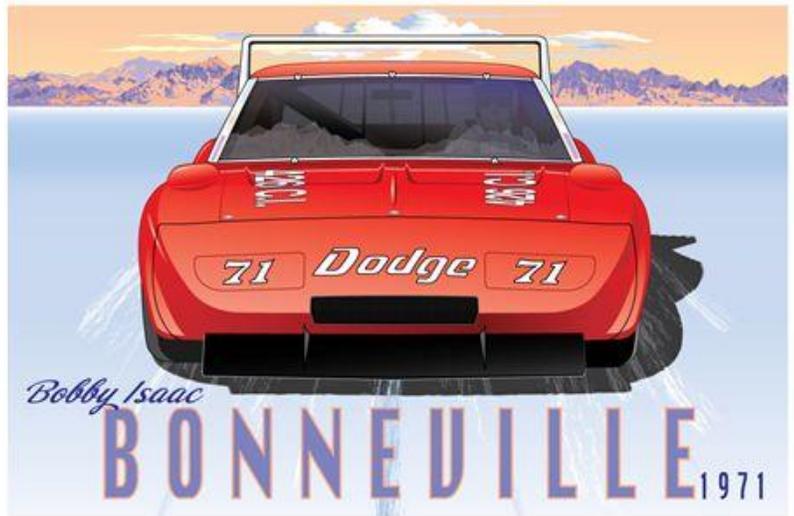
Butch Hartman went on to become a five time USAC stock car division champion in 1971, 1972, 1973, 1974 and 1976. Only in 1975 did he finish second in points, largely hampered by a fuel cell ruled oversize. During one stretch in 1973 and 1974, Butch won 7 out of 8 major races at Milwaukee Mile. He was nearly unbeatable. As the USAC stock circuit declined and failed in the early 1980's, Butch returned to his dirt roots in Ohio and West Virginia. Butch passed away unexpectedly in 1994 of a heart attack, age 54. His son Bart became a force in dirt late model racing in the 1990's and 2000's.

Collectibles



Couple of cool posters here. The left one I had never seen. It belongs to member Larry McConnell. Larry is a Cale Yarborough super fan. The poster hangs in his play car garage with two Spoiler II's (Cale cars, of course). Nearly every square inch of the garage not occupied by cars is covered and occupied by Cale memorabilia. Larry has quite a collection.

The Lee Roy item on the right was published by Racing Pictorial magazine as a generic race event poster. I have at least three other stock car posters; the Pearson #17 Talladega, the Bobby Isaac #71 Daytona and one more with four driver head shots. The yellow band on the bottom was for imprint of the specific race event. I have not seen many of these, but am sure they are out there.



couple years. The prints are \$20 + \$6 shipping and will fit a standard 19' x 13" frame. If you would like a larger canvas print in 16" x 20", 24" x 36" or 30" x 40", please contact Don for a quote.

T-Shirts are medium blue, preshrunk with the design on the front. Small through XL are \$20. 2XL and 3XL are \$23.

Shipping on the shirts is \$6 and the cost on multiple items goes down.

Contact Don at amadros@gmail.com or call 856-745-0795. Mail orders to: Don Amadio, 210 Newton Ave, Oaklyn NJ 08107



A beautiful shot of the King's Talladega and Charlie Glotzbach's Charger 500 at the June 1969 Motor State 500 at Michigan Intl Speedway. Given the leisurely poses of both drivers, I would say it is on the pace lap as they started 5th and 6th. This is Charlie's first race back in NASCAR after quitting Grand National in March, then taking (and passing) his rookie test at Indy. Charlie's Indy deal to run the 500 did not pan out due to lack of sponsorship.

Showroom Superbird Found

12

Club member Mike Dowd passed away in October, 2016 after a long battle with cancer. Mike was a lifelong car enthusiast and racing fan, as well as a prolific professional model car builder. Mike was the original owner of a Lemon Twist 1970 Duster. What I did not know is that Mike had a large collection of circle track and drag racing photos he had taken himself.

Recently, the three photos you see below were passed to me by Pat Heaney, a local racing photo vendor. Pat had acquired Mike's race pics and the showroom shots of the Alpine White Superbird taken in February 1970 were passed to me. Now came the question. Where were they taken?



Thank goodness for scanners and high resolution. The shot including the tail panel of the yellow Cuda shows it was taken at John Lubotsky Chrysler Plymouth on South 27th Street in Milwaukee.



Lubotsky was in operation from the mid-1960's until about 1974 when Chrysler yanked the franchise. Later, the site was reopened as Ennis Chrysler-Plymouth and finally Foster Chrysler-Plymouth. Today, a CVS Pharmacy sits on the site.

The next question was, "whose car is it?" Cal Anderson, the local Mopar go-to parts man suggested it could be Tony Guida's car. Tony grew up a mile or so from DSAC headquarters and not long out of high school, bought a project Alpine White Superbird from club member Ed Welniak. Ed had a mouth-watering group of cars including an R/T SE Challenger, and not one, but two 1968 Shelby GT500 KR's. One was a fastback and the other a convertible.

Ed eventually sold his cars in the late 70's and early 80's when he was building a new home. Tony wound up with the Bird and restored it over the course of many years. It's in beautiful shape today and is still with Tony in western Michigan. At right is the car at Mopars at the Red Barns in 2017.

When I contacted Tony about the photos, he said that Ed Welniak had told him the car came from a dealership on South 27th St. Tony's car is also a black bucket car and was sold new with white steel wheels, just like the one in the photo. I would say that we have found the car. Pretty cool, and a wonderful gift from Mike Dowd and his estate.



Update on RM23V0A171586

13

Last issue, we talked a little bit about the Superbird with the above VIN. It is a car that was completely burned out and totaled in a fire back in 2008 and subsequently sold at an insurance salvage auction.

A restored Superbird with a matching VIN appeared at the Silver collector car auction in Arizona this past January. It was disclosed that it had a salvage title from the state of Utah. It had also been shopped around the Scottsdale area at \$175,000.



516-4334628 07/29/2008 COPYRIGHT 2008 - INSURANCE AUTO AUCTIONS

Stock Number: 4334628
Loss Type: FIRE
Year: 1970
Damage: TOTAL BURN
Make: PLYMOUTH
Start: WON'T START
Model: 2 DOOR COUPE
Key: YES
Cert. State: Michigan
Odometer:
Sale Document: SALVAGE
Odom. Status: BURNT
Sale Document Brand:
VIN: RM23V0A171586
Sale Document Notes:
Vehicle Status: READY FOR SALE
Vehicle Rating:
Additional Vehicle Information

Color: BLACK
Estimated Repair Cost: \$140,000.00
ACV: \$175,000.00
Driver Airbag: NONE
Passenger Airbag: NONE
Left Side Airbag: NONE
Right Side Airbag: NONE
VIN Status: OK

This is the key.



After the article in the newsletter ran, club member Bob Glaspie wrote in saying he had seen the car at the auction. Bob is an experienced restorer and has several really nice Mopars under his belt. In his words, regarding the Silver auction car, "What a piece. A lot of people walking by said 'Wow that's a \$200,000 car'. I walked up and said what happened to original car? He did say it burned but nobody heard him. Went through auction with a very vague description. It went to \$105,000 and never sold. They pushed the car out and it wouldn't start."

Fast forward to May 18th, and the car is up for grabs at the Mecum auction in Indianapolis along with several other aero cars.

Mecum and the seller declared in the online listing that the car had a rebuilt/ branded (salvage) title.



The car was bid to a final price of \$160,000 and declared “sold”. With buyers commission added, that’s \$176,000. **14**
Persistence for the seller seems to have paid off. If the deal was not somehow unwound after the car crossed the block, the buyer got a car that would seem to be in my opinion, a “blow up doll” of a Superbird.

A simple Google search of the VIN will bring up multiple photos of the car before and current. As a buyer, remember that you must always perform your due diligence. The primary function of an auction house is providing a venue to facilitate a sale.

Petty #43 Superbird Race Car Coming to Auction

The sound you just heard was a needle being dragged across an old 33 rpm record. Now that I have your attention.....



It was announced at Mecum’s Indianapolis auction that they will be selling Todd Werner’s race car collection, including the ultimate Superbird, Richard Petty’s #43.

The sale will be at Mecum’s Harrisburg PA event the weekend of August 3rd. The collection consists of 40+ famous drag cars and a couple of circle track cars, the Superbird and a 1971 Petty Road Runner.

The Superbird is the only car that will carry a reserve. The Bird was on display right next to the auction block at Indianapolis.

The Superbird is a car that was restored by Petty’s Garage in the around 2009. It is a legitimate Petty chassis. In my opinion, it is the one and only Petty raced Superbird.

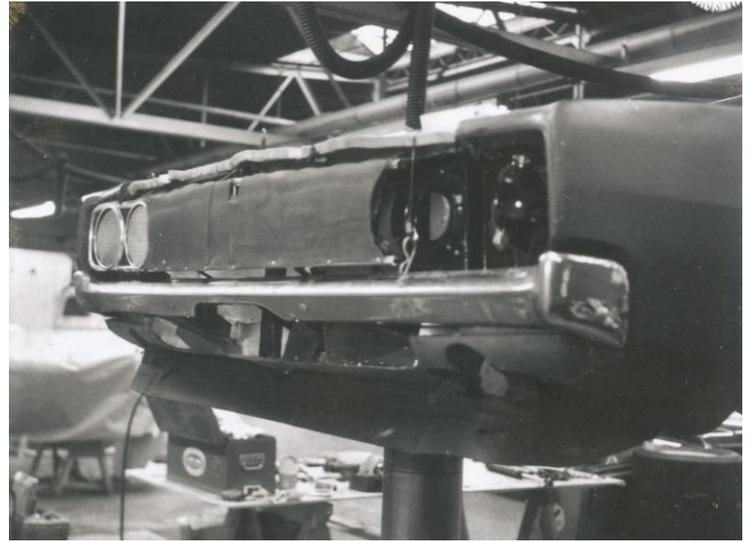
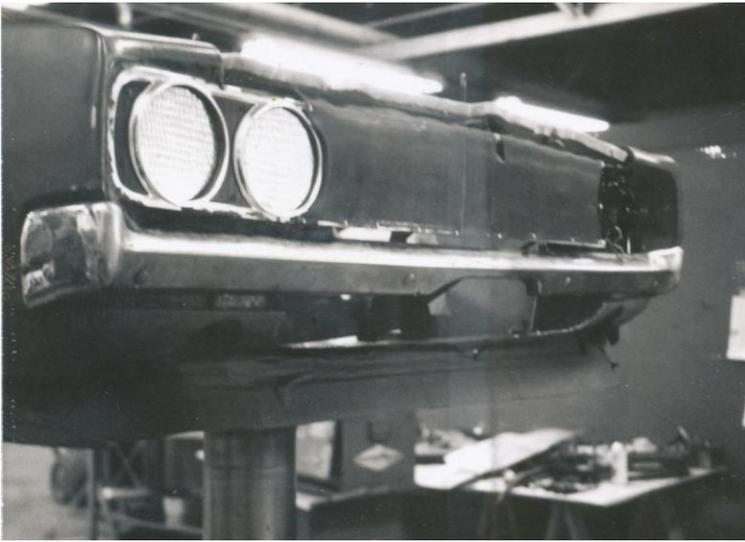
There were only four cars raced out of Petty’s shop in 1970: the #43 and #40 Superbirds, the short track #43 Road Runner crashed at Darlington in May of 1970, and its’ replacement Road Runner.

After 1970, the #40 and #43 Superbirds were converted to Road Runners and sold off to privateer drivers on the west coast. The Darlington wreck was stripped of useful parts and dumped out back of the shop. The second short track car built in June of ’70 continued racing off and on through 1972 and was never sold off. This car eventually became Richard’s trophy room Superbird. The Darlington wreck eventually was rebuilt in the mid-1970’s and configured as a Superbird for family friend Hugh Hawthorne, who keeps the car in his house. The #40 Superbird is unaccounted for and presumed lost to time.

To summarize, all three existing #43 Superbirds are Petty raced cars, but only Todd’s car raced as a Superbird in 1970. This has been proven by period photos to be the actual car. The Superbird as restored is completely race ready. The winning bidder can lap it at Atlanta in October.

The most significant Petty car sold to date was the 1974 Charger at \$490,000 a year ago. That car was sold directly from the hand of the King. It has to be about a tie between the Superbird and 1974 Charger as to Richard’s most recognizable car. The ’74 was sold directly by Richard, but had a small block. The Superbird of course, has a Hemi and is truly from the golden era of NASCAR. It will be a crown jewel in any collection.

The descriptions of all the Todd Werner cars have not yet been posted on Mecum.com but I expect they will do so shortly and will list an estimate of what they expected price to be. This is going to be interesting to watch and certainly the highest profile wing car ever sold in a public venue.



Here are two cool photos of the first Charger 500 test car being built. It's actually an update of the 1968 Chrysler Engineering Dodge Charger test car (photo below left). Built new in late 1967, it served as a test bed for race engineering setups. It was also the #6 car that Al Unser raced at the '68 Daytona 500. Here it is being converted to C500 specs with the flushed out grille and headlight buckets added. It also has a small front spoiler added, which when shown to NASCAR, was balked at. As Chrysler Engineer George Wallace explained, it was pointed out to Bill France Jr. that, "Well, you've got one on your car!" - points to Bill Jr's Camaro. They let it fly.



All of the photos on this page were taken at the Woodward Garage in Highland Park MI. The WWG was a closed GM dealership that Chrysler Engineering used as a base for performance work. It had the benefit that it was within a few minutes of the real Highland Park engineering offices, but allowed work to perform away from prying eyes, corporate or otherwise.

In the two photos above and at left, the Chrysler guys have a brand new Talladega "borrowed" for taking some measurements during 1969. (Ford got their hands on a Daytona to put into their wind tunnel as well. It went both ways.) Photos courtesy of Larry Rathgeb and Milton Wood.



A rare shot of Charger 500s running at the “old” Bristol Motor Speedway. Taken in March 1969, it’s Charlie Glotzbach in the Cotton Owens #6 and Bobby Isaac in the #71 K & K with the grille well taped off. This wide shot shows the old low banking at Bristol that was increased to high banking shortly after this race. The bottom shot is K & K crew chief Harry Hyde hopping the pit rail while Glotzbach’s car gets service. It must be cold with all the jackets and Isaac’s grille being blocked off. Photos courtesy of Tom Hergert.



In Search of Opportunity and Finding More

In this age of instant gratification, the right car doesn't always come easy — and that's a good thing



Happily collecting the car after months of anticipation

couple who owned the car for 50 years.

Ordered new in 1967, while they were stationed abroad, the Porsche met them in the Northwest and saw them through numerous trips around the United States — and even a stint in Germany.

I was every bit as excited about the story as I was about the car.

For weeks, we exchanged calls and emails, discussed the car and the possibility of my owning it. And, of course, we talked price.

At one point I even realized that the owner was 30 years old when he bought the car — I just happen to be 30. After staring at the photos for the 100th time, my sentimental side took over. I knew I had to have it. I just kept asking myself, “How often do you get an opportunity like this?”

It's not always easy

I'm still so excited about this Porsche. I could write for days, but I'll refrain from belaboring the subject and get to the point — the right car doesn't always come easy.

In this time of instant gratification, I think it's important to remember that.

It's easy to get into a consumer mindset about collectibles. There's nothing wrong with an “on to the next one” mentality, but isn't a lot of the joy in the chase?

I think those of us in the business enjoy that aspect most — turning over stones to find something really special. Conversely, the hardest part is seeing something sell to someone who doesn't totally understand the time and effort that went into hunting it down.

Now, these are generalizations, but we can all agree that writing the check isn't our favorite part — it's everything before and after that!

Finding the car

Perhaps unsurprisingly, when you're presented with a unique opportunity, the price becomes less important. Value is given to intangible things, such as the opportunity itself — and the emotion of it all.

Plain and simple, everyone loves to hear a great story about finding a car. It's why *The Cobra in the Barn* is on most of our bookshelves. And it's those types of stories (or the images that tell those stories) we talk about most, whether at a car show or via social media.

It's not just about the layers of dust on the car, but learning the history of the car through the people attached to it.

After half a century, the previous owners had so much to tell us about our new Porsche. When Sarah and I finally went to pick up the car, it felt a bit like we were driving off in someone else's car.

But as we waved goodbye at the top of the driveway, there was plenty of road ahead.

So leave it to my generation to buy a collector car via direct message on Instagram. For the moment, having bought a car “the old fashioned way” is the most fun I've had in a long time. ♦

often think there is a false sense of security in the car market — a feeling that, in most cases, you'll find the car you're looking for with relative ease.

The market certainly seems saturated at times, particularly when you have Bring A Trailer and Instagram to keep you occupied between live auctions.

More so than ever, we're checking in, seeing who bought what, scanning what's for sale and constantly in search of our next car. Although we're pulled in a lot of directions, ultimately, if you're feeling an itch, you can buy something almost instantaneously.

But in actuality — swipe, scroll, click and search all you want — really *unique* opportunities are few and far between.

It's so easy to start thinking that it's all just that — very easy. Perhaps the most unfortunate result is having passed on something truly great that you came across too early in your search. Really knowing what's available is maybe the hardest part.

Chasing that special car you really want

I'm the first to admit I'm a bit jaded and not easily excitable. But I was recently very pleasantly reminded of what it's like to chase a car that you really want. This past September, I fortunately became the second owner of a 1967 Porsche 911S.

The fun part is that it didn't happen overnight.

A great car and a great story

Months earlier, I had caught wind of the Porsche, and through a drawn-out game of telephone, it started to sound pretty interesting. After a few more phone calls, I had a friend on the line who had actually seen it. Photos soon to follow!

Long story short, my friend passed my contact information on to the owner, and I waited for a call.

Eventually, I flew to Seattle to go see the 911 and meet the lovely

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

For Sale: Superbird, 440-6 barrel, 4-spd, 3.54 Dana, Lemon Twist, black buckets, no console, all matching numbers with build sheet, 791 miles. One of 308. Great car, straight and rust free. #225k. Email: lady.4292016@gmail.com for pics and more information

For Sale: Spoiler II Cale Yarborough Special. Have owned for 21 years. 75,000 miles, signed by Cale in 2005 under the deck lid. Interior nice. Car runs well. Always garage kept. Paint has some checking but shows well. Price reduced to \$25,000. Call Larry, 724-253-9176 between 1 and 8 PM eastern time.

For Sale: 1970 Coronet R/T Convertible. 1 of 236. Orig. Numbers matching 440. Upgraded with a Holley 6 pack setup and A-833 4 speed with console. Beautifully refinished in bright white with black bucket seat interior. Power Bulge Hood, correct black top with glass back window, black bumblebee stripe and go wing. Provenance has been validated with original build sheet and all body stamping's. Stunning condition. 50K. Serious inquiries please. Email : Rarempar@aol.com

For sale 1969 Dodge Daytona project, XX29, matching number 440 engine and automatic transmission with a Dana, bucket seat console, PS, PDB, R4 Red with black interior, original fender tag, all original body panels. In storage over 40 years, not running, rust in lower quarters and on fenders. Original nose and wing. Looking for offers north of \$125k. Hate to see it go. 508-740-2092

FOR SALE: 1970 Superbird "V" Code w/numbers-matching engine. Automatic on the column. Tor-Red w/black interior (bucket seats). Rotisserie restoration (have photos throughout the process). Under 250 miles on rebuilt engine & tranny. Have owned since 1996. Asking \$155,000. Also, 24' Haulmark enclosed trailer w/electric winch for \$2,500 (won't sell trailer only). Tom 724-288-2373

For Sale: Complete Superbird collection. All seven standard colors. Want to sell all seven as a collection. Contact Dwayne Lee 780-251-1970 Dwayne.leefalcon@gmail.com

Wanted: Superbird vinyl top diamond plates – Please help! Also need and rear window interior pieces. I want originals, any condition considered Call Mike, 509-536-4727

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.

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 69 ½ A12 Runner or Bee. Must be 4-speed, color not important. Would consider well done clone. No projects, no rust or heavy undercoating. RED99PROWLER@YAHOO.COM or 414-788-9423

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 484-795-2074 or email barry.kanick@volvo.com

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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, 4851 New Hampshire, Bronson KS 66716, 620-939-4976 noon to 7:00 pm central time. 08/18

For Sale / Trade: Talladega Outside Door Emblems: new outside door emblems that I will trade for Cobra-Jet parts. These are new made from solid brass, plated and painted the same as originals. Beautiful parts, Call Howie 262-370-6321 email htmachine@centurytel.net 08/11

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

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

Daytona/Superbird Metal Reproduction Parts and assembly services: I fabricate NOS quality steel parts including most everything that goes in the nosecone or trunk of a Superbird or Daytona as well as some trim parts. Please call 612-382-4723 or email erikjohnnelson@hotmail.com if you have questions, would like me to mail a brochure.

For Sale: 1966 Charger with 426 Hemi, full blown by Barry White from TV. 4-speed A833, pistol grip console. Dana 60, 3.56 gears. Wilwood disks front, drums rear. Sub frame connectors, CAL tracs, traction bars. Electric exhaust cutout with TTI headers. Body clean, red w/ black leather buckets front, stock rear seat. Tilt wheel with quick steering ratio. Ask \$125k. Very solid car. Call Matt, 415-420-5120

For Sale: 1969 Talladega, maroon, less engine & trans. Needs total resto, good title \$6995. Reproduction Parts: 1969 Talladega exhaust tips \$169.95/pr, 68-69 Torino chrome tail light bezels \$250/pr, 69-69 Torino fast back tail light seals (concours correct) \$59.95/pr, 1969 muffler hangers w/FoMoCo script \$65 ea, Talladega and Spoiler II grille seals \$99.95 All parts concours quality and correct. Please contact me for other Torino/Cyclone parts Marty Burke Motorsports 903/587-3672. www.martyburkemotorsports.com

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Meet Richard Petty Record Albums Factory sealed with the picture book inside. \$29 including shipping.

For Sale: Superbird grille screens, correct size and pattern, \$39 ea. Superbird/Daytona headlight pivot bushings, correct item, \$15 set of four, Superbird/Daytona special flat headlight bucket bolts - \$25 set of ten. Prices include shipping. DSAC, 13717 W Green Meadow Dr, New Berlin, WI 53151 414-687-2489 email to superbirdclub@yahoo.com

Superbird Special Parts & Maintenance Schedule - This 44 page spiral bound book was the special owners manual mailed to the original owner of record by Chrysler. Includes separate cover letter of introduction from Chrysler. \$15 postage paid.

Superbird Serial Number List - Contains 1,920 Superbird VIN numbers. This document does not list by VIN numerical order, but rather when each car was received by the Clairpointe sub-assembly plant (where noses and wings were installed) and when shipped out after installation. There have been a few cars reported that are not on this list. \$20 postage paid.

Superbird Dealer Brochure - There never was a consumer sales brochure on the 'Bird, but there was a four page black & white folder sent to each dealer introducing the car and special features. \$12. postage paid.

Daytona Sales Brochure black and white very nice reproduction. \$10 postage paid

License Plates \$10 each Torino Talladega "Grand National Champion" license plate with "T" logo, Cale Yarborough or Dan Gurney Special logo plate 10 each.

Emblems & Decals Talladega inside door emblems \$25 pr, Talladega gas cap emblem \$25, Talladega 428 air cleaner decal \$20 (the only correct one available), Dan Gurney Special fender decals \$35 pr, Cale Yarborough Special fender decals \$35 pr,

Talladega and Cyclone Spoiler Registry Book – Contains information on how to properly restore your Talladega, Cyclone Spoiler or Spoiler II as well as the story of the Aero Fords. Each Talladega serial number is documented and current owner and condition if known. Each Cyclone Spoiler and Spoiler II known to exist is listed as well as known Talladega and Spoiler II race cars \$30 postage paid

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