

May – June 2013
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TALLADEGA
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DAYTONA – SUPERBIRD AUTO CLUB

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Last Call for 2013 Membership Dues – renewal form on page 15

If we have not yet received your 2013 membership dues, you will find a black dot on your mailing label. 2013 membership dues remain \$25 worldwide, or two years for \$45. Club dues run on a calendar year basis from January to December each year. Check your mailing label. You can also 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 “12”, you are due for renewal. If it says “13”, you are paid up. The membership 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 send 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. Please call or email if you have questions. We thank you for your support.

Superbirds Galore at Mecum Indianapolis

If you wanted to buy an 1969-70 aerodynamic car, Mecum's recent Indianapolis sale would be the place to be. No less than seven Superbirds were available along with two Daytonas. Of the Superbirds, three of them sold, four were not. We'll break down what happened. My thanks to Frank Ilacqua, Andy Tully and Danny Liebrandt for help in this review.

Lot F221 – RM23U0A169451, 440 4-bbl, 4 speed, Limelight with black buckets and no console. Numbers match, 83k miles, rotisserie restoration. Sold at \$120,000. That number includes the bid plus any buyer commission paid. Nice color, nice condition plus the man's transmission equals a good deal all the way around.

Lot F247 – RM23V0A170220, 440 6-bbl, 4 speed, B5 blue, black buckets & console, not stated as numbers matching, no front spoiler, chromed grille frames, sits high in back. Has the look of being restored by someone other than a Mopar specialist. With build sheet. Sold at \$125,000. Discount price for a 6-pack with 4-speed reflected in non-numbers. Very nice looking car, but just a little “off”.

Lot S118 – RM23U0A179799, 440 4-bbl, 4 speed, B5 blue, black buckets & console, numbers matching engine, build sheet and fender tag, rotisserie restoration, but nose cone seal seemed to be missing. Sold at \$105,000.

Now, the unsold Superbirds:

Lot S-115 – RM23U0A175671, 440-4bbl, auto, B5 blue with white bucket interior, console, #'s matching engine, nice looking car. Looks closer to B7 blue (darker) in photos. HUGE rubber nose seal, or it was on backwards. Not sold at top bid of \$100,000.

Lot S-170 – RM23V0A178064, 440 6-bbl, auto, Vitamin C Orange, black buckets, numbers matching, partial build sheet included. Some incorrect engine details, 47k miles, described as being in pretty nice condition. Not sold at \$100,000.



Lot U87 – RM23V0A177604, 440 6-bbl, 4-speed, Alpine White, white bucket interior, Roger McCluskey style #1 race car graphics. Hood painted black. Touted as the real McCluskey Superbird once raced in NASCAR, now restored to stock, and one of two cars known in this color combination. Very presentable driver grade condition. Not claimed as numbers matching. Incorrect race tires and Ford style Magnum 500 wheels, rear wheel arches rolled for tire clearance. Restored in 2003, has fender tag. Bidders thought this one might go for a real deal considering the driver condition and strange graphics. Not sold at \$140,000 bid.

Comments: Where do I begin on this one? Anyone who has ever seen a real racing Superbird laughed at the claim of this once being a real race car. The genuine race cars were built from bare bodies

with no VIN, not from street Superbirds, and certainly not from a non-Hemi with a Dana rear end. The suggestion that the car was restored backwards from race condition defies logic. It would be almost impossible given the level of modification.

Now the good news. The “McCluskey” car is indeed one of two known in the color and equipment combination. Without going to a Hemi, it doesn’t get any better than a 6-pack with a 4 speed. Although not mentioned, the car was once owned by a well known Bonneville racer and later sold to a buddy for one silver dollar in the mid 1980’s. But it was not his Bonneville race car. The bid at 140k (if it was not the chandelier bidding) could have been taken without any regret whatsoever.

Lot S219 – RM23U0A173755, 440 4-bbl, 4 speed, Lemon Twist, black bench interior, #’s matching engine and trans. 22k miles, rotisserie restoration. Has build sheet and fender tag. Not sold at \$125,000. Said to be one of the nicest of the Birds at the sale. Lemon Twist is a common color for Superbirds, although there rarely is a penalty for any high impact hue. The bid has to be close and it could have sold.



Now the Daytonas and Charger 500’s

Daytona – XX29L9B355105, (shown at left) 440 4-bbl, auto, Y2 yellow, black interior, documented 6000 mile car, delivered new with dealer installed 6-pack. Early high option Daytonas with power windows. Not sold at \$155k. Documented and well known car. A good one to own if you don’t mind pale yellow. Shame that the original paint was recovered in recent times.

Daytona (shown at left) XX29L9B409067, 440-4bbl, auto, Y2 yellow, black interior, same owner 20 years, recent work to the tune of \$10k by The Finer Details shop. Non numbers engine. Missing the scissors jack. Older but very presentable paint. Sold for \$100k. Owner was expecting something near 125k. Car was offered post block at 92k + fees. Very strange for a Daytona to sell for Superbird money. A good deal for the buyer.

Charger 500 – XX29L9B210723, 440 4-bbl, auto, R4 red, black interior, with fender tag and build sheet. Bill Sefton collection, claimed as “original” engine and trans, but not numbers matching. Nasty looking reproduction A-pillar trim with poor fit. A staunch Charger 500 fan called it “a little bit of a let down” in the details, and he was right. A good ten footer. Sold at \$49k



But Wait There’s More! King Cobra

One of the two former Bud Moore owned King Cobras was on offer. Built new with 429 wedge and 4-speed, but with shock towers capable of fitting the Boss 429 it now has. Many prototype parts. Unique convex rear window. Very well documented car. Not Sold at \$350,000 bid.

What are the King Cobras really worth? There are no comparables to go on. So it comes down to who is in the room at the time at the time of sale. This car makes a Yenko or Shelby look common, but it will take the right enthusiast to buy it and not for everyone. It is an ultimate book end in an aero car collection. Should be worth Hemi wing car money. Time will tell.

Final analysis: The three Superbirds that sold were all 4-speeds, none reaching higher than \$125,000. That’s with commissions figured in. I can’t remember ever seeing an auction with seven Superbirds up for grabs. It was probably too many cars for one event. There are only so many retail buyers at a given sale. When you exhaust those, the guys waiting to scoop up the cars are for resale, and they are going to sell for less. A large number of cars from the Bill Sefton collection (owner of Mr Norm’s Garage) were being divested. Among these were the McCluskey Superbird, the yellow 6-pack Daytona and the R4 Charger 500.

The 440 Daytona at 100k sale price would seem to be a great deal. Again, what are the odds of both Daytonas at the same sale both being Y2 yellow automatics? Strange! The 6-pack Daytona car followed a million dollar Eleanor Mustang and seemed to hit the block at a bad time. They had trouble getting the interested parties from the prior car off the stage.

The “McCluskey” car is going to be up for grabs again at Mecum’s Monterey auction in August. I believe the auction house is the owner/seller of the car. If it were mine, I’d pull the race car graphics off and paint the hood the proper white. And forget about the NASCAR race car claim that started with the prior ownership. It just isn’t true and will confuse buyers. Advertise it for what it really is, as a near top of the heap equipped car in a rare combination. Great opportunity.



Mopar Alley Car Show by Richard Solin

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Mopar Alley's 23rd annual car show was held on June 2nd at Ohlone College in Fremont California; hosted by Stevens Creek Chrysler Jeep Dodge Ram. The show was a big hit with over 300 cars, including well over forty new Challengers and fifty LX cars.

This year, we only had four Superbirds and no Daytonas there. Be we had over twenty-five Hemi cars, two 1970 Hemi Cuda convertibles. Original owner Janice Sutherland came out of Red Bluff California, some 4-5 hours to the show with her Hemi Superbird and won the Top Gun award.. (Janice and her car are shown at left.) Thank you all for coming to the show.

The show is a nice low key event, but we do have high end show cars that come out and play. We are looking to build

the wing car attendance for next year. Hemi Always, Richard Solin



We Get Letters



Erin Whitfield in California is excited about getting her Dan Gurney Special Cyclone Spoiler back from a two year restoration project . Long time wing car fan Sean Machado did the body and paint. It's looking real good!

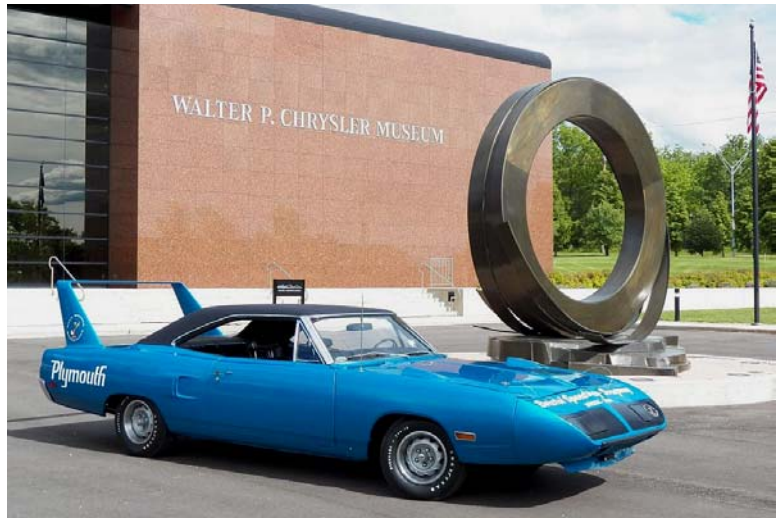
At right are members Fess and Barbara Brown on the Great Wall of China. If you look close, you can see they are wearing their 40th Anniversary Reunion shirts from the Talladega meet in 2009. Cool!



CEMA Show at the Walter P Chrysler Museum

4

Any time we go to the Detroit area for an event, I know it is going to be a fun time. There is absolutely no shortage of car related things to do. While the meet did not start until the 11th of June, I personally got over there a few days earlier to hit a couple other events in the area. I loaded up the #7 Ramo Stott Superbird and left Milwaukee for metro Detroit. Well, I made it safely to my hotel about midnight, and it was up early Saturday morning for a show at the Walter P Chrysler Museum. Now as you may know, the museum closed up at the end of last year. CEMA, which is the Chrysler Employee Motorsports Association hosts a show there each year. Well, this year was the be the last chance show before the museum collection was to go into storage. I had not been to the museum since 2001, and I wanted to see it again. More on this in a bit.



Top: Steve Liabenow's beautiful Bristol Pace Car Superbird posed in front of the museum after the show.



This Hemi powered replica of Richard Petty's 1964 Plymouth came rumbling in. At right is Greg Canfield's Limelight 6 pack Superbird.



What is not to love about the Ramchargers High & Mighty 1949 Plymouth drag car? The original car was built by a group of moonlighting Chrysler engineers interested in racing. It's powered by a 392 Hemi. This is a replica built in recent years. Like many old race cars, the original was unceremoniously parted out after 1960 when the Ramchargers moved on to their next project. The intake manifold is still original. It must be a hand full to drive on the strip.

The CEMA show was a big success with about 400 show cars. The museum was open for free that day and they had about 2000 people go through. It is still spectacular. I got to visit with John Hlivko who had his 5400 mile survivor Superbird (shown below) on display next to mine. John's car is simply one fantastic car with original paint, interior and exhaust. It is as close to a new car as you can get. One other Superbird was there, Greg Canfield's nice looking lime green car.

The good word that came out immediately after the event is that the CEMA show is on at the museum for next year, and to "watch the news" for an announcement about the facility. That came a couple weeks later saying that the car collection is going to stay intact at the museum and is not going to storage. The museum will remain closed to public, but is still available to rent for other events. It will be open for special events like the CEMA show. So that is a bit of a relief. One issue is that the building would be very expensive to repurpose. It is open from floor to ceiling in the middle. I am glad to hear it is staying around.



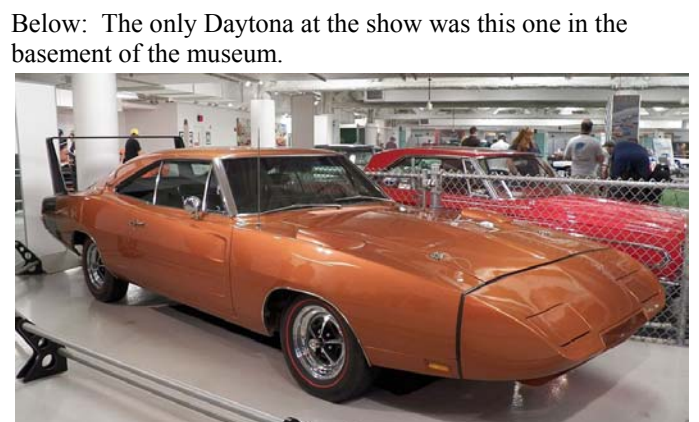
Top: One of my favorites inside the WPC Museum is the red Chrysler Newport concept car. One of five built.



Above, I was smitten with this 1959 Chrysler Imperial. It is a survivor car with about 13,000 miles. It is a stunning car.



Above: John Hlivko's 5400 mile 6 bbl Superbird. They put the street and race car together so people could see the difference. Below is Bill Golling's 1931 Chrysler which was awarded Best in Show. Bill is a Chrysler dealer and a big supporter of the classic car scene in metro Detroit.



Below: The only Daytona at the show was this one in the basement of the museum.

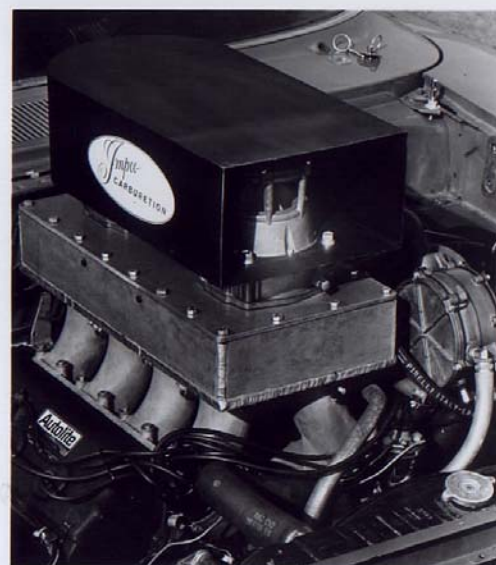
Propane X Charger 500 Race Car

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A few years ago, I found this press kit on Ebay regarding the Propane-X Charger 500. This car was an R4 red street Charger 500. It was a very early car and loaded with options. It has been said that Chrysler gave the car to owner Gary Nichols. The car was a race car from day one. The conversion to run on LP gas was relatively simple. The engine was blueprinted and the fuel system was converted to the special Impco brand carburetors, special bathtub style intake and a large propane tank which took up most of the trunk space. The original 4-speed transmission was removed immediately and replaced with a B & M Torqueflite automatic. The rear gear was set up with a 4.88.



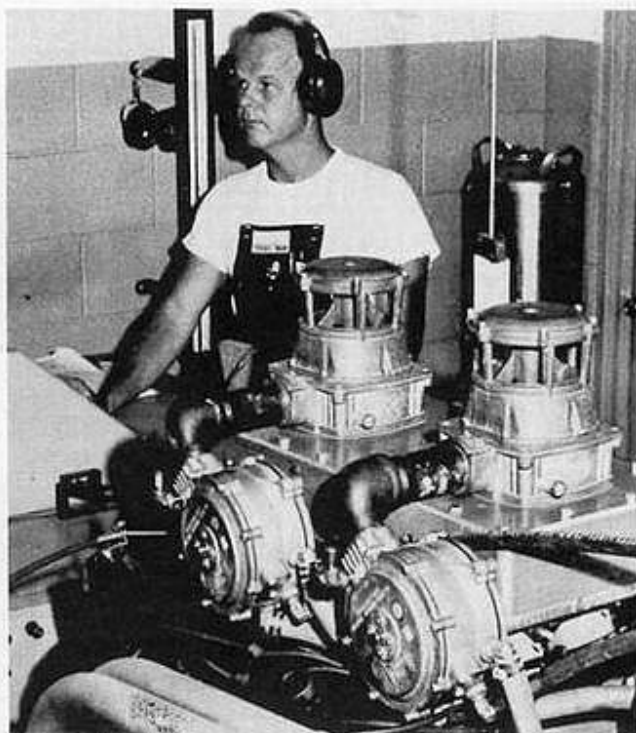
Propane X, the 426 Hemi powered Dodge Charger, sponsored by Western Liquid Gas Association and Impco Carburetion, is the first propane powered machine to ever set rubber on a drag strip. Tipping the scales at almost 4200 pounds and equipped with power windows, power brakes and steering as well as all the other wanted creature comforts, the big Dodge runs in the 11 second bracket and usually hits the traps at or near 121 MPH. Right: Engine builder Don Bass supervises the filling of the 23 gallon tank mounted in the trunk. Left: The two Impco carburetors under the intake scoop receive the propane as a gas after the liquid from the tank has passed through two side-mounted converters. The carburetors mix the gas with air and the mixture flows into the steel holding box and then into the big chambers where it is fired. Propane X will appear in competition as well as run as an exhibition car during the current season. (From: Everett Murphy, Western Liquid Gas Assoc., Menlo Park, Calif.)



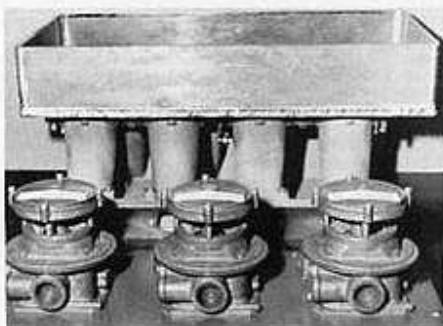
"PROPANE X" (FROM: Everett Murphy, Western Liquid Gas Assoc., Menlo Park, Calif.)



Don Bass supervises the filling of the Charger's trunk-mounted 23-gallon tank. There's not much trunk left over!



Engine-builder Don Bass sets up the Charger's Hemi on an engine dyno, working closely with the Impco people and the Western Liquid Gas Association.



Impco propane carburetion and alloy air box manifolding specially made for this application.

PROANE X looks quite like any stock-bodied Dodge Charger 500. From the stands only a few people might notice the odd carburetors punching through the fiberglass hood. And in the pits only the most interest and observant would note that they are different.

But Propane X is an unusual machine. It is the only drag car anywhere running on propane gas. Many cars and trucks in business and industrial fleets have been converted from gasoline to propane, but none has been done with an eye entirely to performance.

To say the conversion of the big Dodge 426 Hemi engine for propane use was easy, would be basically true. But Don Bass, who blueprinted the big mill is quick to point out that though the conversion was relatively simple, going through the engine for use of propane was no less simple or different than working-over any engine intended to be competitive on

the strip.

Obviously the most unusual aspect of Propane X is its unique carburetion set-up. The two carburetors are by Impco, not a manufacturer readily recognized around the drag strip, but an established name in the propane world. The source of the fuel is a 23-gallon Manchester tank mounted in the truck. Fuel in liquid form feeds via $\frac{3}{8}$ -inch fuel line into two converters mounted aside and just below the carburetors. Here it becomes a gas and is fed via pipes that look for all the world like they came out of someone's bathroom, into the carburetors, where, like gasoline, it is mixed with air. At this point the gas-air mixture flows into a well-bolted and welded steel holding box, which is, in effect, the intake manifold.

Although the valves are stock (2.250-inch intakes and 1.940-inch exhaust) most of the other valve train components are not. The roller camshaft and lifters, as

well as springs and retainers, are by Moon. The pushrods are Smith Brothers Chromemoly while the rocker arms remain stock.

The bores have been trued and run Forge True pistons banded by Perfect Circle rings and pushed by a stock crankshaft and stock connecting rods. Both the main bearings and the rod bearings are by TRW. The ignition system is a Mallory and furnishes fire to Autolite AG901 plugs.

The big propane-powered Dodge Hemi relays its torque to a 4.88-to-1 rear axle through a B & M Torque Flite transmission, guided via a B & M shifter.

The rare fastback Charger which rolls on Cragar mag wheels front and rear is equipped with radio, heater, power windows, power steering, and power brakes. It also has been completely undersealed. The machine tips the scales, sans 210 pound driver, at almost 4,200 pounds.



More Propane X

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Several years ago, the car showed up at Spring Fling in Southern California wearing "Rated X" graphics. The fuel tank area showed evidence of modification where the LP gas cylinder once resided. The current owner had no idea of the Propane-X heritage until Sean Machado made him aware of it. The owner was ticked that the car had holes drilled in it to save weight! The Rated X story was that the car was purchased after its racing days by the owner of a strip club. It was relettered and the girl added to the quarter panel and then placed outside on display. Sean also says that he found the original 4-speed transmission behind an old gas station in Borrego Springs California. The car is probably still out there in So Cal.



Here are some close up shots of the Propane X press kit. There cannot be many of these that have survived.

Brake Tech Q & A: A club member recently wrote to us about a brake issue with his Superbird.

I had the power brake booster replaced on my Superbird. Immediately after that the master cylinder started leaking from the top. I replaced the master cylinder gasket and it still leaked. I had the master cylinder replaced and the replacement leaked. The repair shop wants to install a heat shield as a possible fix and I am totally against that. The car is not running any hotter now that it ever did and the master cylinder never leaked before. Do you have any idea what is wrong and how to fix it or who can help me sort this out?

Member Doug Croxford responds:

First, check the top surface of the casting itself, the lid, and the gasket for irregularities. Just because it's new or reman doesn't mean it's always OK.

Are they filling the reservoir to the very top? There has to be some air space for expansion as well as to compensate for the big rubber gasket under the lid. I'd leave it a good 3/4" of an inch below the rim and see what happens. When you press on the brake pedal, not every ounce of fluid goes to stopping the car--some of that stroke is for take up of fluid. Remember the last time you bench bled a master too vigorously and it geysered out the top? That happens with the lid on, too.

My masters seem to "find their level" like the radiators do. You go to shows and see coolant under half of the Mopars in attendance because people tend to overfill them. I'll bet that's what's happening here, too. If he's concerned because fluid came out, and he's adding more, it would just start the problem all over again.

Collector Car Insurance Options

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There is currently no shortage of options with whom to do business with regarding collector car insurance. Hagerty is the big gorilla in the industry that everybody knows. They buy most advertising and have a very aggressive road show. They now have an affiliation with Nationwide Insurance too. Grundy Worldwide and JC Taylor are two more collector car insurers that has been around forever, over 50 years each. Chubb Collector Car Insurance is another well known name. American Modern is less well known, but I have done business with them in the past through the Heacock agency. Mecum and Barrett-Jackson have waded into the insurance sales game as well. There are still other companies out there too.

All these companies offer what is called "agreed value" coverage. That is the amount that you are guaranteed in the case of a total loss. It is different than policy with the verbage "stated value" or "stated amount." Stated amount generally means you may be paid actual cash value "up to" that dollar value. It is similar to what is on your daily driver policy. In my opinion, you should avoid policies that are stated amount.

All collector policies that I know of require proof of a daily car, a locked garage for storage, minimum of 5 to 10 years driving experience. Some will not insure a project car. Hagerty offers this as an option. Mileage can vary from unlimited to fixed annual amounts. My most recent policy has the Superbird at 1200 miles per year, another car at 1200 and a third car at 6000. I don't think I will come close to exceeding these. Some policies include spare parts coverage up to a modest amount. Many now include some form of roadside assistance. You can vary the rate by whether you want a zero deductible, or not.

My understanding is that many collector car policies are not underwritten by the company you write your check to. They are in essence, the store front, that handles all the customer service and claims end of things for you. Hagerty, for example is known for excellent customer service. On the whole, I cannot recall hearing any bad stories regarding claims from the collector car insurers advertising today. To me, it matters less as to whom I am dealing with and more importantly, as long as it is agreed value, what is the coverage and what will it cost me?

In addition to calling the insurance company direct for a quote, you can also go through an independent agent. One such company I have recently done business with is Rally Insurance out of Chicago. Lars Anderson sells policies through a variety of the different collector car insurers and can get you competitive quotes. There is an additional car club discount, so you will want to mention Daytona-Superbird Auto Club when you call. Through Rally, I was quoted two different policies by American Modern (varying deductible), and another by Classic Collectors Insurance. The Classic Collectors plan I selected is a little more stripped down as far as less mileage, and spare parts coverage, but it had full glass coverage included. Most importantly, it is agreed value, just like Hagerty.

Insurance companies are rated on their financial strength by an independent company called A.M. Best. Most of the insurers will have their AM Best ratings posted. If you are not familiar with whom you are about to do business with, this is a way to find out more. You can certainly Google the company and see what pops up. If there is bad news in the hobby, it travels fast.

So what were my quotes? For a zero deductible policy on the Superbird at \$95,000 value and two sports cars at \$10,000 each.

Hagerty: \$967 annually. No fixed mileage limits

American Modern (AMIG): \$623 Mileage on the three cars: 1000/1000/3000

Classic Collectors: \$510 Mileage on the three cars 1200/1200/6000. Also, by going to a \$500 deductible on the Superbird, the premium dropped to \$405 annually. Again, this is for agreed value, and is less than half the rate of the Hagerty quote. But Hagerty does give you a free subscription to their magazine.

What are the other differences? AMIG has \$2000 of spare parts coverage per car, Hagerty \$750, Classic Collectors \$500. AMIG provides for up to \$200 in towing expense, Classic Collectors provides \$100. Hagerty offers towing as an option. AMIG has full safety glass coverage for addtl premium, Classic Collectors includes it free.

Every situation is going to be different depending on where you live, the cars you want to insure, the coverages and extra options you select. Some providers like Hagerty do advertise a more liberal use policy. Most importantly, the message is that like any other product you buy, it is worth shopping around to compare rates.

Here are contact details for some of the insurers I have mentioned.

Rally Insurance Group – Lars Anderson 800-801-1823 www.rallyinsurance.com

Hagerty Insurance 800-922-4050 www.hagerty.com

Grundy Worldwide 800-338-4005 www.grundy.com

J.C. Taylor Insurance 800-345-8290 www.jctaylor.com

Chubb Collector Car 866-CAR-9648 www.chubbcollectorcar.com

American Modern 866-884-6167 www.amig.com

Classic Collectors Insurance 800-252-5233 www.classiccollectors.com



Bobby Isaac's Charger 500 gets a new bullet at the Spring 1969 Bristol race. Harry Hyde is in the Scat Pack jacket and Isaac is in the loafers with the sun glasses. If you look at the oil pan, this is a wet sump Hemi engine with the conventional wide oil reservoir at the bottom of the pan. Later in 1969, the teams switched to a dry sump system carried the oil in a tank in the back of the left front fender, circulated by a chain driven pump. It had a very shallow oil pan and enabled the engine to sit lower in the chassis. It also made more HP because of less windage at the crank. Complete race ready engines were shipped to the teams on pallets from Nichols Engineering. Note the "Ford by Petty" hauler in the background. Photos from the collection of Tom Hergert / Rocket Racing.





The Harry Miller Club just held their annual two day vintage Indy car event at the historic Milwaukee Mile. Harry Miller is the father of what became known as the Offenhauser engine that dominated open wheel racing for decades, and the club is named in his honor. The event draws about fifty vintage open wheel cars from across the country for display and lapping demonstrations. The cars range from 1910 to 1964. No rear engine cars are allowed. Spectators are allowed to get close to the cars in the paddock. In the case of the two man Indy cars, if you are lucky, you might even get a ride during one of the slow sessions. It is a great event; the right crowd and no crowding. At left is a great shot from the all roadster session at the end of the day on Saturday. It is great to see these cars under power on the race track.

Next year's event is already being planned. For more information, check out www.harrymillerclub.com



The paddock and spectator parking area at these events are an added bonus. Now we did not plan any of this, but we had an impromptu aero car show which drew a fair amount of attention. Dave and Shirley Moots have the Cale Spoiler II. Steve Lueck brought the maroon Talladega and myself, Doug Schellinger, brought the Limelight Superbird. The 1969 Coronet R/T is a local car. It is one of about 400 made, and is a 4-speed car in T7 bronze. Gorgeous machine and super rare.



Now here is something not often seen. A group of vintage quarter midgets, a Superbird and a minty-mint Pacer! At right, you can see they still light off these roadsters the old fashioned way with an external starter. It is always dramatic to watch in person. The car is the San Diego Steel Products special and is powered by a 283 Chevy. It is the last roadster to compete at Milwaukee, in 1969.

For some time, it has been planned to increase the percentage of ethanol in fuels from 10 percent to 15 percent. The long term effects of ethanol fuels on older fuel systems are well documented. The U.S. Environmental Protection Agency green lighted the change. SEMA, the Specialty Equipment Manufacturers Association opposes the use of ethanol fuels, along with most of the collector car industry.

The U.S. Supreme Court has rejected petitions to reconsider a lower court ruling allowing the sale of E15 blended fuels. In other words, they refused to take up the case. The lower court did not rule on whether the Environmental Protection Agency's (EPA) decision to permit E15 to be sold in the marketplace was valid. Rather, the court ruled that the parties challenging the decision—groups representing car, boat and power equipment manufacturers, along with the oil and food industries—did not have “standing” because they had failed to demonstrate a direct injury from E15 sales.

The Supreme Court ruling ends any chance that the courts will overturn the E15 regulation. The focus of attention now shifts to Congress, where SEMA-supported legislation (H.R. 875; S. 344) has been introduced to effectively ban E15. The House bill has been approved by the House Science Committee and is pending before the Energy and Commerce Committee. There has been no action on the Senate bill. Lawmakers are also considering legislation to revise the Renewable Fuel Standard (RFS) approved by Congress in 2005. It was expanded in 2007 to dramatically increase the amount of ethanol blended into gasoline each year. The EPA approved E15 in anticipation of insufficient ethanol use through the sale of E10 to meet the increasing RFS ethanol mandates.

SEMA opposes E15 based on scientific evidence that it causes corrosion when used with incompatible parts. The chemical can also dissolve plastics and rubber. SEMA represents thousands of companies that market products for these vehicles and, through its SEMA Action Network (SAN), millions of enthusiasts who buy and operate automobiles incompatible with E15.

If you oppose the use of E15 fuels, please contact your local senator or congressional representative. It is easy. Call the U.S. Capitol Switchboard at (202) 224-3121 and they will transfer you to your local elected officials office. You can also find your elected official by going to www.usa.gov and click on the link “Contact Elected Officials”.

Events Calendar

Mopar Nationals, National Trail Raceway Columbus Ohio, August 9-11 The news this year is that Daytonas and Superbirds are the featured group along with race cars from The Rod Shop. There will be a special parking area for winged cars. Entry form at www.moparnats.org or call 313-278-2240. Friday night, there will be a wing car owner gathering with food in the control tower being put together by Sharon Malcom. Sharon is working behind the scenes on this whole deal with the Nationals and Jim Belinda. Please contact Sharon if you plan on attending so she can plan for catering needs. Her number is 800-956-6727 work, or 937-205-1772 cell. Sharon says she is looking forward to seeing those beautiful wing cars.

Classic Racing Video Releases New USAC Stock Car DVD

After much anticipation, the release of the 1968-1972 USAC Stock Car Highlights at WI State Fair Park Speedway is here.

Digitally remastered to DVD from the original 8mm film, new footage has been added, many still photos, and also has new narration by Speed TV's Jim Tretow.

Muscle Car Mayhem - 1968-1972 USAC Stock Car Highlights. The heyday of USAC Stock Car racing. Who had the most winged stock car races? Daytona? Talladega? Nope...it was Wisconsin State Fair Park Speedway. See the incredible Dodge Daytona and Plymouth Superbird race side-by-side with Ford Talladegas, Chargers. Chevelles and other big block stock cars. See Foyt, Al & Bobby Unser, Roger McCluskey, Norm Nelson, Don White, Jack Bowsher and more. Running time 63 minutes.



Order before August 30th and get the Muscle Car Mayhem (1968-72 Stock Car Highlights) DVD at 20% off plus shipping. Total price: \$28.00...You save \$5.00 ! Classic Video accepts personal & cashier checks & PayPal. Send payment to: Classic Video, S103 W22287 Kelsey Av. Big Bend, WI 53103 Feel free to call Steve Zautke at Classic Video, 414-588-3821 or E-Mail to: szautke@gmail.com



Chrysler-Plymouth News Photo

THERE'S NO BUSINESS LIKE RACING BUSINESS -- What's a racer do between races? Well, NASCAR'S Pete Hamilton starred in the Chrysler-Plymouth display at the recent Chicago Auto Show with a lot of pretty models -- car and girl types, that is.

(#71-3802-TW-B)

From: Chrysler-Plymouth P.R., P.O. Box 1658, Detroit, Mi. 48231

Here is a nice Chrysler press photo of Pete Hamilton at the 1971 Chicago Auto Show. Pete was a hot property with the ladies. I don't think Chrysler made light of the fact that he got married in 1970. He's still married to the same girl too.

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-Pack, 4-speed, white with white buckets and console. Tic Toc Tach, includes window sticker and build sheet, numbers matching car, 77k miles, \$125,000. Call Charles, 618-889-2845, located in southern Illinois.

For Sale: 69 DAYTONA, R4 Red, White wing, Numbers matching 440 Magnum, Auto White bucket seats, console shift, 3.55 suregrip. Build sheet, fender tag, 1 OF 1 combo according to Govier. Requires restoration, solid complete car. 2 Steel nosecones, one new never installed. Offers over \$100,000, consider partial trade on 4 speed Hemi Mopar. Located in Central Canada. Winnipeg, Manitoba. Ph Don at 204 256-2351 Email misterhemi@mts.net

For Sale, 1970 GTX, one of a kind, 820 HP Hemi, cage, tubbed, too much to list, featured in MCG calendar, garaged all its life. Over \$110,000 into car and engine. Asking \$65,000. Call Paul, 650-773-0220

For Sale: Superbird, 440 6-bbl, automatic, 5400 mile survivor, original Tor-Red paint, black bench, documentation from new, 2 build sheets, absolutely exceptional time warp car. Bloomington Gold Zenith Award winner, \$195,000 Call John, 248-797-6332.

For Sale: Str14 426 Hemi rat roaster cross ram manifold for single 4500-4575 Holley- used in 1976-78 stock eliminator racing. P/N 3690559, asking \$550 obo. Franklin Mint Petty 67 Belvedere GTX, new in box asking \$130, Peach State American Muscle 70 440 6-Pack Challenger 1/18 diecast, orange with white stripe in box \$100. 426 Hemi intake for single 4-bbl in box, Asking \$75. Call Richard, 650-296-7630

For Sale: Superbird, 440 4-bbl, EV2 Tor-Red, bench interior, numbers matching, rebuilt engine and auto trans, looks runs and drives very good, \$113,000 Call Gary at 715-294-4955

For Sale: Superbird jack hold down plates. Die stamped as original. \$100 ea. Mike Jobes, 860-424-6125 or email to: gilead222@comcast.net

For Sale: Superbird, original Bristol Speedway Pace Car, 440-4bbl, 4-spd, B5 blue with black bench, 3:54 Dana, tach, Rallye wheels, tach, drivers remote Mirror, Numbers match, Low orig. mileage (approx. 30K), w/build sheet, w/sticker, owner history, pics, etc., Clean original sheet-metal southern car, just one repaint since new and looks great. Car featured in magazines and on the Muscle Car and Corvette Nats poster. \$125k or possible partial trade for '69 Charger R/T or Charger 500. Contact Steve at 313-600-1501 or email sdlcud@aol.com

For Sale: Very authentic reproduction of the 1969 Mercury Cyclone Spoiler/Spoiler II rear spoiler. As original, ready to install w/ hardware and gaskets. Cost is \$750 plus shipping. Contact Richard Fleener at rfleener@comcast.net or call 615-848-0035.

For Sale – Two Maroon Talladegas with consecutive serial numbers. 9A46Q189757/8 The cars were originally invoiced to two different dealers in Iowa, but have been together since new. The drag car is race car since new, 17k miles, vg cond. Had some tub work and the springs were relocated inward for larger slicks. Has orig engine and can be street driven. Car #2 was the tow car. It has 70k miles. Both cars are in good condition. Both have the original wheels that go with the cars. Some NOS sheet metal available (fenders and front bumper). Asking \$55,000 for the pair. Will not separate. Contact Tom Usher at 641-257-9289. Or email to ushertom18@yahoo.com

Ward Burton Official NASCAR "CAT" Jacket XXL and Cat Die Cast DODGE, Daytona 500 winning Intrepid 1:24 scale. \$150 pair. Jo-Han Superbird by Plymouth model car kit and 1969 Dodge Six Pack Model car kit by Monogram. \$75 for the pair. Both in sealed original boxes. Door Mirrors 71- 74 E-Body/71-72 B-body OEM remote left and manual right. Appear new but with bad black paint. 3454096 RH-- 3454636 LH Original Mo-Par, \$250 obo Call Rene' at 920 733 0283

For Sale: Daytona, 440, 4-speed, Hemi Orange, white interior and wing with broadcast sheet, excellent condition, call 515-298-0388 or email to hemi929@q.com \$165,000

05/13

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: One pair of used Talladega fenders \$1800.00. Oil cooler with lines & brackets from a Talladega \$1700. Also have many Torino/Cyclone parts NOS & Used. Contact: Marty Burke 903-568-4295 7177 CR 1135, Leonard Tx 75452 mburke6662@aol.com 11/12

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

For Sale: New Superbird, Daytona Scissors Jacks. Made from scratch, not modified aftermarket. Correct in every detail. \$750 shipped. Jack Handles, all correct \$150 post paid. Buy both the jack and handle and save \$100. Repl. Jack Bearings \$20 shipped. Daytona jack hold down plates \$55 shipped. Can repair rusted/damaged original jacks, inquire. Email [petev8@webtv.net](mailto:pete8@webtv.net) Call 860-350-6864 any time.

For Sale: Decal sets for winged cars. includes Antifreeze, Emissions, Air cleaner service, Horn (Superbird only), Tire Pressure Safety Act, Jack Instructions, Sure Grip Warning, Jack Base, \$46.00 Bird or \$34.00 Daytona. Wing decals, black, white or red \$25 ea. Running Birds \$8 ea. Standing birds \$8 ea. All prices plus shipping anywhere. Other decals available John McBryde 704-435-2692 Hemituff@bellsouth.net

Wanted: LH and RH outside sport mirrors for Talladega or Spoiler II. Tom VanHandel, (920)739-9337 OR (920)735-1221

Daytona/Superbird Metal Reproduction Parts and assembly services: I fabricate NOS quality steel parts including most everything that goes in the nosecone or trunk of a Superbird or Daytona as well as some trim parts. All parts are cut using CNC equipment and formed with CNC equipment or custom tooling. A partial listing of the parts includes: Wing Washers with strength ribs, Wing braces, Grill frames and grills, A-Pillar Moldings, 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 Erik Nelson, 612-382-4723 or email erikjohnnelson@hotmail.com if you have questions, would like me to mail a brochure to your address, or need a quote.

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15

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Riders on the Storm:

Custom photographic print featuring one Plymouth Superbird of each major production color. Only 100 were produced and only 24 are still available. Sold in various countries to fellow Mopar enthusiasts.

Please see website: www.kinickerdigital.com

More Ads

For Sale: Superbird grille screens, correct size and pattern, \$30 ea or 2/\$50. Superbird/Daytona headlight pivot bushings, correct item, \$25 set of four, Superbird/Daytona special flat headlight bucket bolts - \$2.50 ea (ten reqd). Engine compartment items: black strap for rad support vacuum lines \$2, small rubber hood bumpers at cowl panel \$5 ea. Prices include shipping. DSAC, 13717 W Green Meadow Dr. New Berlin, WI 53151 414-687-2489 email to superbirdclub@yahoo.com 08/11

BOOKS AVAILABLE FROM THE DSAC LIBRARY: send payment to the club address

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. \$10. postage paid.

Daytona Sales Brochure black and white reproduction. \$6 postage paid

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