

Sep-Oct-Nov 2017
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Registry

DAYTONA – SUPERBIRD AUTO CLUB

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2017 National Meet Recap

We had a great time at the Elkhart Lake meet in September. We had perfect weather, a great car turnout and a weekend of fun activity that ended all too soon.

We had a count of 40 cars for the weekend, which was very pleasing to see.

Dave and Barney Kanofsky put together the great group photo on Saturday. Our display area was right next to a grandstand, so we got the perfect shot.



The Talladega of Sherri and Bill Peddicord made a nice photo at the Road America main gate. At right are the three R4 Daytonas at the meet. One with black interior (Dave Kanofsky), white interior (Ken Watry) and red interior (Scott Spirakes). Yowza!! Below is the show in downtown Elkhart Lake with Dave Kanofsky's Daytona front and center. A big crowd came downtown to check us out.





The Experimental Aircraft Association in Oshkosh really rolled out the red carpet for us for our Thursday visit. They had their F86 Sabre Korean War era jet parked out back and invited us back for photos. Doug and Carol Croxford brought their B5 Blue Superbird. The bronze Charger 500 belongs to Gary Hergert and was driven from Washington state.



The Spoiler II of Dave and Shirley Moots is frames perfectly by the EAA's Eagle Hangar for WW II era planes. The EAA graciously arranged for a group photo with our cars when we arrived.



The Oshkosh museum has a large selection of Warbirds, home builds and stunt planes such as these. They also have a tremendous display of original WWII bomber nose art. I think the nose art was worth the price of admission alone.



The real Pioneer Airport and vintage hangar complex sits outside the main museum. This is a replica façade indoors. In the Warbird hangar is this Spanish descendant of the German ME109 fighter. Built in postwar and largely unused by the Spanish Air Force, it has a Rolls Royce Merlin engine. It was featured in the 1969 film, “Battle of Britain”.



After the EAA tour, we flew over to Ardy and Ed’s Drive In across town. It’s an original A & W drive in with roots back to the 1940’s. The owners split off from A & W during the standardization and modernization of restaurants in the 1970’s.



A great lineup of cars at Ardy & Eds. Jim Wurster’s Petty Blue car, Larry Peterson’s Talldega and Wayne Perkins’ Bobby Unser Olsonite Superbird. At right, we had this nifty pro-touring Road Runner join us for the day. A very sanitary build.



Over at Road America, the track touring sessions on Saturday and Sunday was very popular. Cars were on track each day for about 30 minutes over the lunch hour running at spirited speeds.



Gary Hergert's Charger 500 drove all the way from Washington stste. He was told he couldn't wash the bugs off the front of the grille. At right, Grand Marshal Ramo Stott is interviewed by videographer John Seaman at the Gather on the Green car show.



Hard luck award goes to Doug and Carol Croxford. They lost a transmission in the B5 Superbird on Friday. Rich Kelley helped get the car back home to Cleveland with his trailer. At right is the Alpine White Bird of Dan Helman. Dan had a small carb fire on the way home. He says the damage was minimal and all is now well. Dan reports his crew had a great time at the event.



Racing legend Ramo Stott drove his #7 Superbird on the Sunday parade lap. I'm not sure the last time that Ramo actually drove the car. He may have run it up and down the road by his house when he sold it in 1988. If not then, I am sure he had not driven it since the last time it raced in 1972. It was a pretty cool deal for everyone to see. Ramo's two sons Corrie and Lance enjoyed seeing him drive it, and I think Ramo had a good time too. Although he did say the car has a hard time turning right.

Thank You: to Sherri Peddicord and Bill Harney for the event name tags and parking, Stan McGuire, Dave and Barney Kanofsky for parking assistance, Don Amadio for the t-shirt and poster artwork, and also to Mike and Deb Korneli of the Vintage Sports Car Drivers Association for hosting our group. Thank you all for helping make the event a success.



Aero cars under the trees on Lake Street in downtown Elkhart Lake. Ron Voyles owns the Spoiler II with the hood up and Serene Seufzer had the pink Superbird. At right are the cars at the Gather on the Green concours at The Osthoff resort on Saturday evening.



Above is the Talladega of Larry Peterson and the beautiful B5 Superbird of David Lien. Both are complimented by the beautiful grounds at Road America, known as America's National Park of Speed.

New Reproduction Parts - Mopar 2944450 Steel Wheels

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The 1970-1971 #2944450 15"x7" steel wheel is finally available as an affordable licensed new reproduction for \$995 per set! (includes date stamping for your application!!) These #2944450 15"x7" Steel Wheels Were the Standard Wheel on Every Hemi E-Body and Were the Standard Wheel on All Other 1970-1971 E-bodies And B-Bodies when 15" Tires Were Optioned. They Were Also the Spare Wheel Used On All B-Body 15" Wheel Cars, including the Superbird.

These #2944450 15"x7" steel wheels are difficult to find because many threw away these plain steel wheels replacing them with mags back in the day. Due to their rarity, the original 2944450 steel wheels have soared in price for thousands of dollars per set. They are being offered here for \$995 for a set of four. If you only need a single wheel, call Tony and you can order them individually.

The wheels come painted in black. The wheels are licensed by Chrysler. They can be date coded for your application which are the visible stampings by the valve stem. These wheels were not made to be counterfeits as they they do not have the inner stampings on the barrel of the wheel (the part covered by the tire). If desired, Tony can add the stamp on the inside of the flange that contacts the drum or rotor once installed.

Contact Tony D'agostino at:
www.Tonysparts.com
302-398-0821

Harrington Delaware 19952



Mopar Torsion Bar Date Codes

Question: Are torsion bars dated?

Answer: Yes, they are. The date codes are on the hex end of the bar. So when installed, they are not visible.

The bars are dated with a three digit code. The first two numbers are the month and the third digit is the year.

In the example at right, one bar was produced in the 21st week of 1969. The bar on the right is dated the 23rd week of 1969.



Don White Memorabilia Auction – May 2017

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I attended the Don White estate auction in Keokuk Iowa on May 20th. Don was the all time USAC stock car winner with over 50 career wins. Before moving to USAC, he was also very successful in IMCA competition in the 1950's and early 60's. Don passed away in April 2016, A year later, the family had an estate auction at Don's former race shop. The shop was built about 1970 on property that Don owned just north of Keokuk. When he left as a driver for Nichols Engineering at the end of 1970, Don began racing out of this building until the end of his career in the early 1980's. From then on, he did mechanical work out of the shop. After racing concluded, a lot of parts and equipment remained. Some was sold off in his later years. The remainder was sold at this auction down to the bare walls. At the end of the day, the shop was empty and one collector said, "Well, what about the clock on the wall? They sold that too. Don also had a very nice trophy room in the basement of his home. A lot of memorabilia from that room was also offered up.

The crowd was pretty good size. All the local racing collectors and several antique flippers were there. A few of us had made the five hour trip from Milwaukee to the sale. All the merchandise was on hay wagons inside the shop. I missed a full set of Nichols Engineering blueprints buried on one of the carts selling tools which sold for \$400. I did not know if they were Kit Car or full size. They turned out to be full size, so for the price, they were an excellent deal. They were quickly flipped by the buyer on Ebay for a nice profit.

There were cases of things like NOS Champion race plugs, STP race oil filters, even old Zecol- Lubaid chemicals which was a Milwaukee based company Don drove for when he was racing Ford products in the early 60's. All this stuff went very cheap, mostly to a small group of buyers.



The weather had been drizzly, but began to clear, and things moved outside. The star of the show was Don's 1971 Dodge transporter truck and trailer. Always stored inside, the truck was absolutely immaculate inside and out with 68,000 miles. The race cube box had been swapped out for a dump box at some point. Big block powered, with air conditioning, it sold for about \$4400. A very good deal in my opinion. The matching trailer sold for about \$1100, or used trailer money. At right, you can see the exact same rig with the former #88 Daytona on the trailer at Pocono in 1971. If I had the room, I would have loved to have taken this home with me.



These bronze 427 cuff links were a gem found in a box lot of stuff. They date to 1964 when Don was still driving a Ford. There was also a dirty, but NOS 4-speed top loader transmission on a bottom shelf which sold cheap. It found a new home on Ebay. The #93 Dodge Aspen gas powered go kart was purchased by a family member.



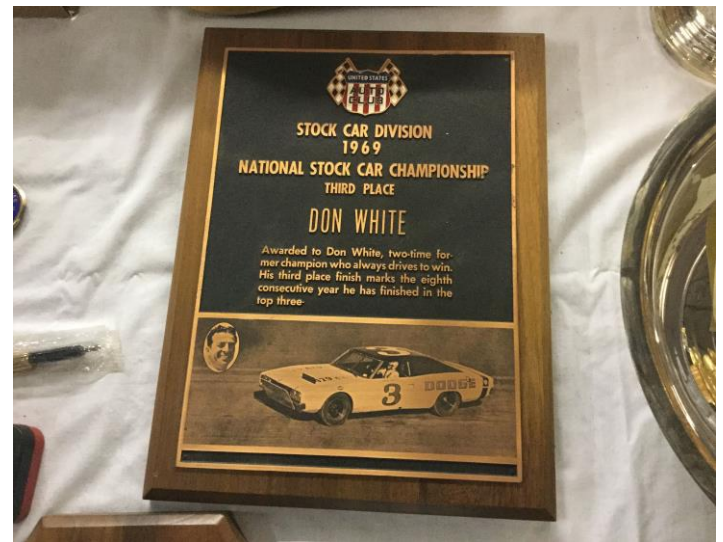
Here is a cart full of rare memorabilia. Pit boards, jackets documented with photos, helmets, helmet bags, stacks of 8 x 10 photos and model cars. I mentioned that many locals were out to see what was going on. Ramo Stott lives just down the road from Don's shop and he spent quite a bit of time visiting with people. I bought a set of spindles and Ramo helped verify what they were.



I bought the hand colored photo of Don in the #3 Charger 500. Above in the small box are various IMCA record certificates. There as a lot of this kind of paper sold at the sale. At right is a NOS Dow racing jacket in purple. It has yellow stripes on the front. Don was featured in the 1970 Dow Automotive Chemical catalog with Ray Nichels, Paul Goldsmith and Charlie Glotzbach.



The model cars above all had been displayed in Don's living room. They sold for between \$20 and about \$100 for the real nice 1/18 cars I believe one of the 1/18 Daytonas brought \$200 signed by Don. Many programs and old racing decals were offered. The programs sold for well above average money. When I want to sell mine, I think I will bring them to Keokuk.



Perhaps the most anticipated items inside the shop were the trophies. As I mentioned, these had all been in the trophy room at Don's home. They were an impressive sight ranging from the early 1950's through the late 1970's. Due to the large amount, there was something for everyone ranging from \$30 on the low end to about \$250 on the high end. Don is the all time winner at the Milwaukee Mile, and those were large beauties which sold for about a dollar per mile. Overall, I would say that was a bargain. Several came home to collectors in Wisconsin. Overall, this was a super day with a once in a lifetime chance for collectors to acquire some cool pieces.

Hoods Up or Hoods Down?

I will admit a pet peeve of mine at car shows. Aside from huge story boards, it is the seeming urgency upon arrival for the hoods to go up. And then leave them open all day. It seems that somehow, this miraculously happens even while the car is still moving. To me, hoods open looks like a bunch of baby birds waiting to be fed. And not just on Superbirds.



Do I have a legitimate axe to grind here? Does anyone else feel this way? Or am I just nuts?

I do think the hood-up look makes photography of the car difficult and considerably less attractive to the eye to view. I do understand there is interest in what is under the hood, and there may be worthy efforts of detailing, or interesting subject matter to view under the hood. If you are being judged, the hood and trunk may need to be open. I also understand the need to sometimes open the hood on arrival to let some heat out.

Most organized concours events have a hoods closed policy except when the cars are being judged. The owner or car handler typically sticks around by the car until the judges

have come and gone. Some major shows permit a more relaxed "hoods up in the afternoon", which I am sure is appreciated.

Similarly, I propose a compromise. If you are going to be at the cruise night or show and shine for an extended period, plan on some closed hood (and trunk) time to show off the lines of your beautiful car. What do you think?

Auto Show Superbirds

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Do you own one of these Superbirds? If so, it received special handling for use in auto shows. I do not have the VIN numbers, but do have the special order number (J-number) as shown on the build sheet or fender tag. Here are the s/o numbers with the destination dealer:

J97001	Canoe Motors – Lewistown Pennsylvania
J97054	Mertl Motors -Michigan City, Indiana
J97078	Loop Chrysler-Plymouth – Chicago Illinois
J97272	Kline Chrysler-Plymouth – Southgate Kentucky
J97020	Jack Goldsmith's Chrysler-Plymouth – Union City Tennessee
J97030	Jack Goldsmith's Chrysler-Plymouth – Union City Tennessee
J97187	Jack Goldsmith's Chrysler-Plymouth – Union City Tennessee

These cars were shipped in late November 1969. It is not specific as to what shows the cars were exhibited in, but does make that "It was felt that these cars would be of invaluable service to our dealers in building display traffic and subsequent product interest." I do not feel the Chicago car is the Vitamin – C orange display car. That one probably travelled with the national exhibit like the #6 Buddy Baker show car Daytona.

National Meet Shirts

2017 Road America event shirts are available. They feature the event poster artwork designed by Don Amadio on the back of a white garment.

The main art on the back is Ramo Stott's #7 Superbird in front of the legendary Road America Pagoda.

As a retro bonus, the front of the shirt features the original "Superbirds of America" club logo from 1975 with a blue racing stripe.

Shirts are available in sizes S, M, L, XL, and 2XL, 3XL and are Gildan 50/50 pre-shrunk.

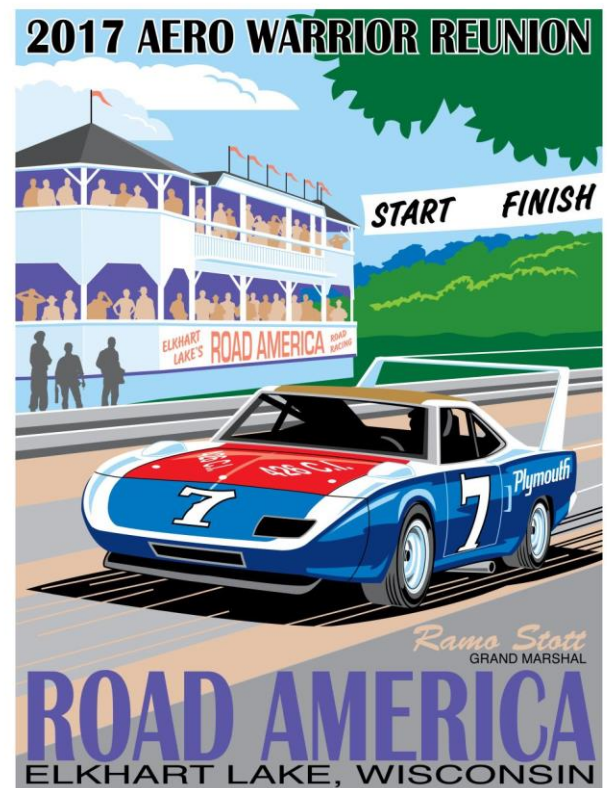
Shirts are \$18 each, or 2 for \$30. Please add a flat \$5 for shipping.

**Send check or money order to:
Daytona Superbird Auto Club
13717 W Green Meadow Dr
New Berlin, WI 53151**

Or send Pay Pal to: paydsac@hotmail.com

PS: Don Amadio has event posters of this same design available suitable for framing. They fit a standard 19" x 13" frame. Posters are \$20 + a flat \$6 shipping. To order the poster, email Don at amadrods@gmail.com Or call Don at 856-745-0795.

You can also order the poster with Don's new aero car prints shown on page 19 of this issue.



“This looks like a potential hot potato.” Those were the words of Plymouth executive Gale Porter on the trouble with Superbirds lacking a legal bumper in the state of Maryland and Washington D.C.

cc: R. E. Maxwell

INTER COMPANY CORRESPONDENCE			
TO NAME	FROM NAME	DATE	PLANT/OFFICE
E. Marzak	T. P. Donohue	November 13, 1969	Jefferson
DEPT. Manager - Distribution	DEPT. Legal		
DIVISION Chrysler-Ply.	DIVISION General Office		PLANT/OFFICE Highland Park
SUBJECT: Superbird			

This will confirm the conversation I had with Bob Mocella on November 11, 1969, concerning the problem in the State of Minnesota and in the District of Columbia on the Superbird.

I have discussed this matter with Bob Sornson of Government Regulations. Bob advises that it had been discovered early in the planning stage for the Superbird that the laws of Minnesota and the District of Columbia prohibited any vehicle from being operated within those jurisdictions unless the vehicle was equipped with a bumper as defined under the respective motor vehicle codes of those jurisdictions. The Superbird does not have equipment which will meet the statutory definition of a bumper. As I mentioned, this fact had been brought to the attention of the Product Planning group some time ago by Bob Sornson.

While there is no prohibition against selling a Superbird either in Minnesota or in the District of Columbia, it is illegal to operate said vehicles in either place. Thus, a customer would be subject to a citation for violation of the State law and would be liable for payment of a fine for such violation. In addition, both jurisdictions have vehicle

The problem with the Superbird nose cone was discovered early in the planning stage. Chrysler had a Government Relations Department that found that the Superbird would be non-compliant in Minnesota and Washington D.C because the nose cone did not meet the statutory definition of a bumper under the motor vehicle code of those states. This problem had been brought up to the Product Planning group.

A November 13, 1969 Chrysler internal memo from Thomas Donohue of the Chrysler Legal Department (shown at left) continues, “While there is no prohibition against selling a Superbird either in Minnesota or in the District of Columbia, it is illegal to operate said vehicles in either place. This a customer would be subject to a citation for violation of state law and would be liable for payment of a fine. In addition, both jurisdictions have vehicle inspection programs, and it is quite likely that the required approval will not be given for a Superbird. In such a case, an owner would be precluded from using the vehicle. Under such circumstances, I would think a customer would seek recession of the sales agreement. It would be extremely difficult, if not impossible to defend on such an action.”

Donohue continued: “I have also reviewed with Fred Gade of the Insurance Department, the possibility of exposure to liability in Minnesota or D.C. for accidents involving Superbirds. While it is conceivable that our exposure may be somewhat greater, it would not be of sufficient magnitude to be a factor for your consideration. It is

possible for a party to sue in any state for injuries received in an accident with a Superbird, on grounds that the vehicle is defective in design. The fact that a state statute is involved would be of some weight, but the party will, of course, still be required to show that the lack of a bumper was a direct cause for injury.”

“It appears, therefore that our greatest concern will be with the claims against Chrysler if they should be subject to fines for violation of law, and our exposure to suits for rescission of contracts for sale of the Superbird. It appears the only way we could avoid such events would be to ensure at the time of sale that the customer intended to use the vehicle only in sanctioned competitive events, such as stock car races and did not intend to use the vehicle on the public states and highways of Minnesota or the District of Columbia. I believe that such assurance by the customer should be in writing to prevent the possibility of later claims by him.” - Thomas P. Donohue

Subsequently, on November 18, 1969, a response was sent to Mr. Donohue by Dick Maxwell of the Performance Activities group as follows: “The following letter was sent to all Chrysler-Plymouth dealers in the Washington and Minnesota regions. The letter was mailed on November 18, 1969 and was signed by the respective regional managers.

The letter reads as follows:

“This is to advise you that the Road Runner Superbird should not be sold or registered to a resident of the state of Minnesota or the District of Columbia. The vehicle cannot be approved under the statutory requirements of the two areas with regard to vehicle inspection. The component in question concerns protection of the front end sheet metal. The Superbird meets all of the vehicle requirements for all other states.” – R.E. Maxwell

Later, in February of 1970, comes a note from Gale Porter:

“Plymouth is in trouble with Superbirds in Maryland – 23 units. The state maintains there is inadequate structure behind the nose cone. Further, one of Chrysler-Plymouth’s service reps recommended they add structure as indicated on the attached (drawing). Please review the addition with appropriate people at Chrysler Engineering. If there is nothing objectionable about it, advise Dick Maxwell. It would appear we should take the position, if warranted, that the cars as released are satisfactory. But if Maryland feels they want to add structure, it is their choice. This looks like a potential hot potato.” Gale Porter, 2/13/70.

The drawing attached to Gale Porters note is shown at right. The suggestion for reinforcement made of front sway bar material to be added from the Z-brackets to the sides of the nose and also extending to the leading edge of the nose.

Over the years, I have seen a few cars with bumpers. One from Minnesota. The other that comes to mind is the purple "1970 Daytona" that was assembled at Parsons Dodge in Maryland. That car had small Corvette bumpers added.

Eventually, the Maryland laws were cleared up in 1978, and I assume the other jurisdictions followed suit. That should have been the end of it.

However, I spoke to Jay Phillips who owns a Limelight Superbird he purchased in 1986 in Maryland. Jay continues the story:

"In early 1986, I was in the market for a Superbird. I found the car in Toledo Ohio. I had heard the rumors about the cars being outlawed in Maryland. So, I called the local DMV. The head of Salisbury DOT was Trooper Henry. He was an old guy, and owned a Corvette. He'd been with the State Police for years, and remembered the cars very well. He confirmed to me the rumor was true, and followed that with, "You WILL NOT tag that car in MY STATE!"

"So, I told my Dad what the trooper said, and he told me to not worry about it. If I buy the car, and have problems, I can tag it through Delaware using my Uncle's address. I call the seller, we negotiate a price. . We drove out & wrote a check. The seller agreed to allow me to use his tags, and I drove it home.

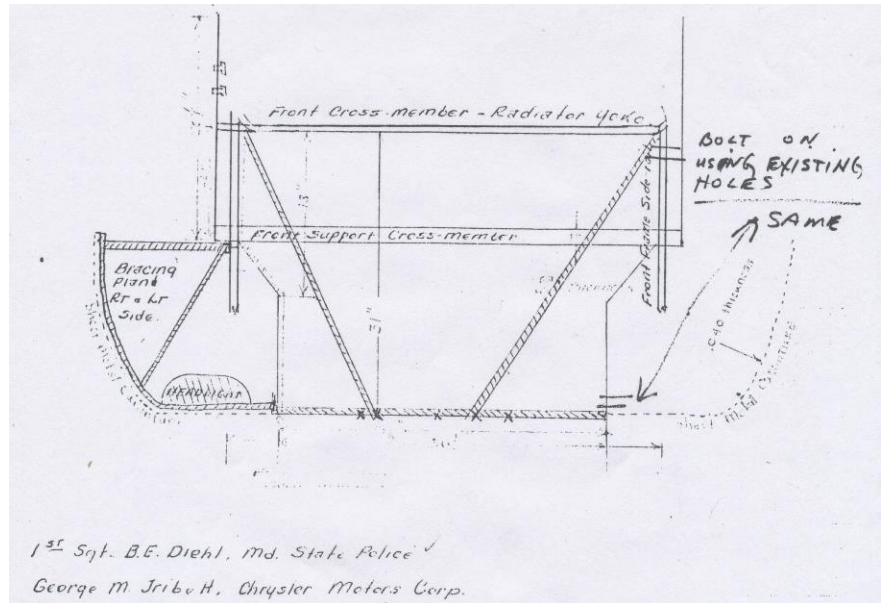
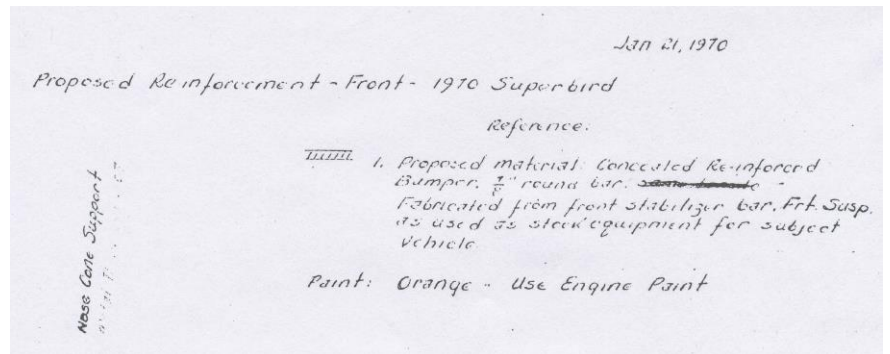
"I drive the car to an independent inspection station, and it passes. I then drive the car to DMV to pick up my registration. I should NOT have driven it there as it was not required. I parked it on the side of the building, walked in and stood in the long line. I'm next in line, and I see an State Trooper walk in the front door, and is going from person to person, pointing in the location of where the 'Bird was parked. Uh oh....that must be the same guy. LOL

"Now I'm up to the counter, and my paperwork is being processed. The trooper walks up to me asking me if that was my Superbird. I told him it was, and he informed the girl behind the counter to stamp "REJECTION" on all of my paperwork. He looked at me and asked if I called him about the car. I told him I did, and he said, "I told you, YOU WILL NOT TAG THAT CAR IN MY STATE!"

"I was given the paperwork explaining the car being outlawed. I contacted Chrysler Corporation, wondering if there had been a retrofit made available to install an approved bumper. This was 1986....no internet. I had a phone book for the area code, and 411 to find the number. The people I talked to at Chrysler refused to believe they had sold a car without a front bumper.

"Then I decided to call Glen Burnie....the main headquarters of Maryland's DMV & DOT Inspection. Just to see if there was another way around this. (I really didn't want to tag the car in Delaware.) He was very nice and mailed me a form explaining what the State of Maryland considered a bumper. Told me to bolt one on and let him know when it was done. He'd drive down and inspect it himself.

"The bumper modification was very simple. I was allowed to make the bumper out of wood, aluminum, or steel..... I went with steel, and bolted it to the subframe....everything was inside the nose. I used two pieces of 4" c-channel, welded tabs inside the "c" part. I removed the grille, cut holes in the z-brackets (it had to be the full width of the car, per the Maryland requirements), inserted each 1/2 bumper through the grille opening, and bolted it to the subframe, then welded the 2-halves together.



Superbird Bumper – continued

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“Bumper fabricated and installed, the guy from Glen Burnie drives down, picking up the local trooper (the problem guy) in Salisbury. This guy from Glen Burnie was the TOP DOG in Maryland Inspection. He was probably 30 years old, and actually complimented me on the car. Looked at the bumper, and said, looks good! He was about to sign off on my paperwork, when the problem trooper spots a Mopar Nationals Participant decal on the driver's side vent window. " Hold on" he said! "This is an obstruction of visibility!" I walked over, peeled the decal off, and applied it to the rear side window. (It's still there today!) They finally signed me off, and I was able to TAG my car in MY STATE.” - Jay Phillips.

Dog is My Co-Pilot



Left: The happy “Bird Dog” Jazzie belongs to Chris and Kryz Street .

Above: Greg Greenfield encounters snow on the Montana border during the Washington to Elkhart Lake drive. Greg was part of the three car caravan driving cross country with Sean Machado, Gary Hergert and Greg Peck.



Left: Aero cars on the shores of Lake Winnebago in Wisconsin. Taken from the adjacent lighthouse.

Above: Pat McConnell took this great photo of all the wings in frame on the streets of downtown Elkhart Lake Wisconsin.

As a general rule, collector cars are “cheap” compared to some other collectibles. Compared to the art world, cars are ridiculously cheap. What’s an old watch worth? Specifically Paul Newman’s watch? Read on.

On October 26th, at the Phillips Auction House in New York City, a trove of 50 wrist watches was up for sale. But the star of the show -- with its own special room, and a high-tech security system -- was a certain Rolex.

"This is, to many, *the* Holy Grail," said auctioneer Aurel Bacs. "It's something that started an entire movement."

For decades, actor Paul Newman wore this Rolex Cosmograph Daytona. He took up auto racing while filming the 1969 movie, "Winning," in which he starred alongside his wife, Joanne Woodward. She gave her husband a watch to celebrate his new hobby -- inscribed with a hidden message: "Drive carefully. Me."

The Rolex Cosmograph Daytona wasn't a bestseller when it debuted in 1963. When the first Daytona with an "exotic" dial hit the market in the 1960s, no one wanted it. In the 1960s and '70s, the Rolex Daytona was, in fact, one of the most undesirable models produced by the Crown. The Day-Date, Submariner, and Datejust all surpassed this “ugly” steel chronograph, further burying the stainless steel chronographs on the shelves of the dealers unable to sell them. And the ones with the tri-color “exotic” dials? Those were even *less* desirable, so much so that they would sometimes be sold at half price. Sound like something you heard about Daytonas and Superbirds?

But worn on the wrist of Newman (at right) , it became the epitome of cool. After 20 years of unpopularity, a group of dealers – Italians and Americans – started to notice vintage Rolex Daytonas and started buying them up. According to Parmegiani, it was this small group of dealers that coined the nickname "Paul Newman" for the exotic-dial watch worn by the famous actor. They would frequently call one another to discuss the number of Daytonas they had in stock – it became tedious to refer to “exotic dials,” so one day in the late 1980s the name "Paul Newman" was used and it stuck nearly immediately. Now it's impossible to call the watch by any other name.

But after the star's death in 2008, the actual watch that started it all seemed to have vanished.

Enter James Cox, who met Newman in the late '70s: "I was about 15 years old, and I was at a racetrack. I loved cars and racing. And Paul was racing. And I spotted Paul sitting after he had just gotten off the track with his car. And he just gestures for me to come under this barrier to get a better photo of the car."



The story takes another turn a few years later, when at college Cox met a girl named Nell Potts.

"I think the first time I saw her at school I'm standing in her driveway, and she comes in, and she's driving in her car. And she pulls a U-brake, and spins the car around and pops out of the door. And she's got a six-pack of St. Pauli Girl. And I'm like, 'Wow! I want to get to know her!'"

But what he didn't know was that "Nell Potts" was a stage name. And only later when they were dating did he learn her *real* name – Nell Newman. He also got to know her father.

"One summer (early 1980's) I offered to rebuild this treehouse that was kind of a classic feature on the family property," Cox said. "And it ended up being just Paul and I. And I would work on the treehouse during the day. And he would often come over at the end of the night and just check on my progress."

"He comes over one day and he says, 'James, you know what time it is?' And I'm like, 'No, I'm not wearing a watch.' And he says, 'Well --' and he takes his Rolex off. He says, 'If you remember to wind this, it tells great time,' and hands it to me. And then he proceeds to show me how to wind it and took a little time with me."

15 For years, Cox wore the watch, even after he and Nell Newman broke up ... until he discovered the Rolex had taken on a legendary life of its own -- which is why he decided sell the watch, in part to benefit the charitable foundation of his life-long friend, Nell Newman.



Ten days ago buyers from around the world got their chance to bid on *the* Paul Newman Watch.

The excitement in the room was palpable. Prior to opening the bid, there were 16 people in the room eligible to bid on the Paul Newman watch live, including many of the major players in the watch collecting hobby. Additionally, there were 16 registered bidders on the phones with Phillips specialists, bringing the total number of players to 32. No online bidding was allowed, in an attempt to prevent false bids.

Auctioneer Aurel Bacs opened the bidding to the room, saying he had a \$1 million absentee bid in the books from earlier in the day. But before he could even turn his head to the phone banks, Tiffany To, a Geneva-based specialist who was on the phone with an Asian client, shouted out, "Ten million dollars!" The room erupted with equal parts laughter and disbelief. Most assumed that the jump from \$1 million to \$10 million was either a strange joke or a well-executed plan by the house to avoid 30 minutes of meager bids. However, we have confirmation from multiple sources (who wish to remain anonymous) that this unprecedented \$10 million bid was very, very real. This aggressive second bid wiped out ALL of the qualified bidders in the room and it was now a battle of the phone bidders. Not a single paddle was raised. Not one.

Bacs, the auctioneer, composed himself and said, "Well, I wasn't expecting this to happen," and asked if there was anyone interested in venturing \$11 million. There was, someone on the phone with Nathalie Monbaron (head of Business Development in Geneva), bidding *en français*. The bidding then jumped to Leigh Zagoory, a New York-based specialist on the phone with her client who was in for \$12.5 million. Bidding eventually landed at \$14 million, with Monbaron's client on top – and then there was an excruciatingly long and tense pause.

Now, keep in mind, the bidding on the watch had already made it the most expensive wristwatch ever sold. But Bacs, the auctioneer pressed on. "Leigh, Leigh how are you doing? How is your telephone bidder?" Bacs chimed in. "What would he like to do now, go to dinner, maybe drinks?" The bidding was re-ignited, as he knew it would be, and it climbed all the way up to \$15.5 million. It was now between To's client (the original \$10 million bidder) and Monbaron's. After what felt like eternity, Bacs began to wind it down: "IT IS HISTORY NOW, FIFTEEN MILLION FIVE HUNDRED THOUSAND!"

Including buyer's commission, in twelve minutes of bidding, the most-talked-about watch of the year (and maybe the last few decades) had fetched a final sale price of \$17,752,500, a new world record.

For this watch to sell for this much is, for lack of a better word, insane. It's madness, and there's no other way to put it. The value of the Paul Newman Daytona comes down to provenance and market influence, end of story. There's no other way to explain it. Never before has a single watch drawn so much attention to the watch collecting world. All the major networks had TV coverage about this story. Not only that, but this sale also has the potential to change the already powerful prices of standard Paul Newman Daytonas. Almost everyone has agreed that it will surely increase them, because the desirability for these pieces will grow beyond the current community borders. The Paul Newman Daytona changed the game for watch collectors, but more importantly the sale of this watch at nearly \$18 million has changed the way the general public views vintage watches at large.

But like the car community, the watch community is always looking for new watches, new records, and new holy grails. So, with the Paul Newman in the rear view mirror, the real question is, what's next?

Like I said at the beginning. Cars are cheap.



MCACN, better known as “The Pebble Beach of Muscle Cars” took place in Chicago, just before Thanksgiving. Over 500 cars descended on the Donald Stephens Convention Center in a love fest of all things muscle. Here are some cars from DSAC members and friends.



Mike Fitzgerald brought this barn fresh Petty Blue Superbird to the show. He had been chasing the car for some time and scored a Six Barrel car with black buckets and a console. It's already off to Magnum Auto Restoration, and maybe, if things go well, it will be back at MCACN next year all finished up. The Sublime 1970 Charger R/T belongs to member Brent Kultgen and his brother Jeff. It has a 440 Six Pack, 4-speed and a factory luggage rack. A very good looking restoration.



Mark Remaley owns the A4 Silver Daytona, just recently finished up. This was the car formerly owned by JoAnne Nabor. Born a 440 car, it is currently running a Hemi and a 4-speed and is built to drive. At right is the Ted Stephens salvage yard wreck, reconstituted with AMD restoration panels. On tour as a rolling demonstrator for AMD, I understand the restoration is scheduled to be finished up.



Steve Honnell from Tennessee brought his 1970 King Cobra and 1970 Mercury Spoiler II as part of a large Kars of Kar Kraft display. The display coincides with the recent book on the history of Kar Kraft written by former employee Charlie Henry.



History came full circle with the restoration of this red Daytona. This is one of the two Daytonas that John Borzych rescued from outdoor storage in a Kansas City salvage yard during the early 1980's. The owner at the time was in jail, or something. Mike Mancini just finished the restoration on the 440 automatic machine, now owned by a gentleman from New Jersey.



The Wellborn Muscleder Museum brings a large number of cars to MCACN each year. Among those this year is the beautiful 1968 Charger Hemi car. The WMM also sponsored the Shaker Hood display, which included this very unusual color combination Challenger in Cream with a red interior and a red rump stripe. It's also a rare 440 4-bbl with a Shaker hood. A very neat car.



Mike and Jen Hill brought the custom painted Hemi Bird to MCACN from South Carolina to celebrate the release of the new Auto World 1/18 scale model of their car. Marty Burke brought the Black Jade Cobra Jet Torino from Texas garnering many compliments.

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: NASCAR 2001 Dodge Craftsman Truck. This truck was built and maintained by Bob Keselowski, past ARCA series champion. It was driven in one race by Dennis Setzer. It is a Laughlin chassis, front-steer, down snout. It's in like new condition. It presently has an 04 5.7 Hemi with a 727 Torqueflite transmission and a Curry 9 inch rear end. Call 701-772-9295, ask for Jerry

For Sale: *Bob Keselowski ARCA Chrysler Lebaron* NASCAR ARCA 1992 Chrysler Lebaron race car only remaining one of three built and driven by ARCA Champion Bob Keselowski, father of 2012 NASCAR Champion Brad Keselowski. The engine is 355, w-8 heads, Wilson intake, dry sump, 4 spd transmission, 9 inch Curry rear-end. The car is just the same as when Bob won the ARCA

Michigan 400. This is a piece of racing history, super clean and authentic. Call 701-772-9295, ask for Jerry.

For Sale: Ray Nichols rolling chassis. Nichols brought 18 of these cars to Petty, when Petty took over the Chrysler Racing program. Jim Vandiver bought this car from Petty and raced it for many years, selling it to a guy in North Dakota in 1977. He raced it for 2 years and then it sat. I got it in 1992 and have had it since. The car currently has no body. I would like to know some more history on this car, I also would entertain any offers to purchase it. Call 701-772-9295, ask for Jerry

For Sale: USAC SuperBird wing in good condition. Best offer, call 701-772-9295, ask for Jerry

For Sale: Set of brand new date coded (3-Q-69) spark plug wires for non-electronic ignitions. \$69.99 + \$8.95 shipping. Fits 1970 383 and 440 CID engines. Original packaging included. Email for pictures: RT1970@cox.net

Wanted: Please help! Am looking for Daytona and Superbird parts to finish my dream cars. I need rear window lower corner diamond plates, a set of Superbird fender extentions, and rear window interior pieces. I want originals, any condition considered. Also need Daytona fender scoops. Any leads or help appreciated! Call Mike Yarbrough at (509) 536-4727

For Sale: 69 Daytona Nose Cone To Car Seal Kit, New, Was Installed + Immediately Removed \$110. Superbird / Daytona Jack Clone, It's Very Similar In Appearance \$325 69 Daytona Jack Holdown Bracket, Reproduction \$65, Superbird Jack Hold Down Plate, New Reproduction \$95 New Daytona And Superbird Headlight Vacuum Hose Kit \$160. tonyompar@aol.com 302-398-0821 Tony

For Sale Two Superbirds: 440 V code 6 pack, auto, white with white bucket interior, 46,000 miles original car, 185,000. Car #2, 440 4-bbl, U code 4 speed yellow with black bucket interior seat 50,000 miles original car ..135,000 Call Frank, 315-516-7143

WANTED - A pair of original "A" pillar moldings for a 500 or Daytona. Any condition ok. I am looking for NOS or used Goodyear Industrial inner tubes, size: 2.80/2.50-4 for the electronic data recorder box that was in the #88 Daytona.

Greg. Call 586-243-7029 email: odcics2@comcast.net

FOR SALE - OEM complete rear glass trim for 500 / Daytona, \$3500., NOS ultra rare race nosecone upper sheetmetal, \$10K or best offer, OEM assy line Daytona hood pin lanyards from Creative Ind. \$400 pr., OEM assy line stop leak pellets, \$25. pr. Every car got 2 at the factory., NOS red rear 1969 B body side marker reflectors, \$75. pr., NOS assy line brass thermostat, 190 degree, \$35., NOS 1970 440 SuperBird air cleaner top lid seal, \$75., One of one, direct-><-connection neon sign used in the mid 80s catalogs. Asking \$5K or best offer. One of one, fully documented Holman Moody sign that was in the office of Charlie Gray, Ford Stock Car chief. Asking 8K or best offer. Will deal for parts I need - see my wanted/trade ads. Call 586-243-7029 . email: odcics2@comcast.net

For Sale: Superbird, B5 blue, V-code 440 6 bbl, fiberglass nose, needs restoration, Car in the UK and UK registered. Asking \$60,000 USD. Email to tonymopar@fsmail.net

For Sale: Four NOS full wheel covers W-15 style seen on 1969 Charger, typically SE type. \$3000. Also 1969 Daytona car cover \$75. Call Joe, 402-740-4813.

For Sale: Superbird nose cone, OEM Chrysler part, used, in primer, very good condition ready to mount on car \$9500, Steve Bricker 207-252-1807, email sbricker68@gmail.com

TRADE - I have a pair of NOS trunk hinges for a 500 or Daytona. The #88 requires drilled out hinges. I'd rather have used ones to drill out. So, I'd like to trade my NOS for used ones and parts I need. Also have a restored pair of Dave Marcis race Daytona "A" pillar moldings - will trade for original street 500-Daytona moldings, any condition ok. Call 586-243-7029 . email: odcics2@comcast.net

For Sale : Framed Artwork for Wing Car Collectors. Getting near retirement and losing wall space! Artist Dave Snyder " Flight Fuel For Birds & Bees" collector edition #531 of 590, signed by Dave Snyder, professionally framed & matted. Artist Garry Hill "Wing Warriors" collector edition #27 of 50, signed by Garry Hill, professionally framed & matted. Both are ideal for office or rec room walls, \$250 / ea, or both for \$400. Pano ramic print of Talladega 40 th reunion ,2009, unframed (styroboard) \$30. Panoramic print by Barry Kanick of all the Superbirds colors taken @ Pocono Raceway, framed \$50. "Wing Warriors" poster by Steve Mirabelli of all the original race cars with numerous autographs (Allison, Arrington ,Glotzbach, Petty, Brickhouse) with a list of racecar names & #'s, ticket stub from Talladega 1995 , 25th reunion, 2 pc.framed pkg. \$100. Will send pics if requested. Ron Penska, 267-975-6124, or email hystick93@aol.com

Wanted 69 1/2 A12 Runner or Bee. Must be 4-speed, color not important. Would consider well done clone. No proJects, no rust or heavy undercoating. RED99PROWLER@YAHOO.COM or 414-788-9423

For Sale: Charger 500, 440, 4-spd, R4 with black interior (original Y4 gold), 51k miles, #'s match, rust free, nice paint, shows and runs great. \$85000 or consider partial trade for 69 1/2 M Code Super Bee or 70 Six Pack Road Runner. T.J. Smith, 717-512-7882

For Sale: Daytona, A4 Silver, with R6 Red interior, Black Wing, one of one known built this way. Console Automatic, Power Steering, Power Brakes, Redlines, Build Sheet, Rotisserie restored, Beautiful Aero Car. Serious inquiries please. Not cheap. But worth it. (415) 728-8259 Looking for a Wing car driver. Prefer a Daytona or a four speed Superbird.. Call or text. Greg (360) 941-3545

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

Wanted: Pair of rear shock absorbers for Superbird, My broadcast sheet states part number 3400592 RR firm ride shock absorbers. Any referrals would be greatly appreciated. Call 484-795-2074 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, 811 Northview, Olathe KS, 66061, 913-764-1956 noon to 7:00 pm central time.

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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

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