

July-August 2017  
www.superbirdclub.com  
email: superbirdclub@yahoo.com

TALLADEGA  
CYCLONE SPOILER  
*Registry*

## DAYTONA – SUPERBIRD AUTO CLUB

13717 W GREEN MEADOW DRIVE NEW BERLIN, WISCONSIN 53151 (262) 786-8413

### Last Call for the 2017 Club National Meet - Elkhart Lake Wisconsin – Sept 14-17

We now have over 40 cars registered for the big event coming up in a couple weeks. The dates are September 14-17 which is Thursday through Sunday. Our event will be in conjunction with the Elkhart Lake Vintage Festival at the legendary Road America, located one hour north of Milwaukee Wisconsin and three hours from the Chicago / Indiana border.

**Grand Marshal: Ramo Stott** – We are pleased that 1970-71 ARCA and 1975 USAC series champion Ramo Stott will join us this weekend with his sons Corrie and Lance. We will honor Ramo as our Grand Marshal for the weekend.

**At this writing, there are still a few rooms available** at the Holiday Inn Express, 55 Holiday Ln, Fond du Lac, WI 920-322-0460 Call the hotel directly for reservations. The Room block is under "Daytona-Superbird Auto Club" \$109 double or king, includes hot breakfast.

**Discount Road America event tickets are \$40 each. Kids 16 and under are admitted to Road America FREE with an adult. Other than your admission ticket to the track, all other track related activities are optional .**

#### Updated Event Schedule:

**Wednesday September 13<sup>th</sup>** – Afternoon and evening check in at the Holiday Inn Express in Fond du Lac.

**Thursday, Sept 14<sup>th</sup>**. Trip to the Experimental Aircraft Association museum in Oshkosh Wisconsin. Lunch at Ardy and Ed's Drive In. Afternoon driving tour to the historic Fond du Lac lighthouse on Lake Winnebago. Then back to the hotel.

**Friday, Sept 15<sup>th</sup>** – Morning Kettle Moraine driving tour to the Ice Age Visitors Center. Then on to Road America on the back roads of the Kettle Moraine State Forest. Arrive at Road America to get checked in and settled. Lunch will be on your own at the track. The food variety is excellent. Group photo in the afternoon.

**Saturday, Sept 16<sup>th</sup>** - Arrive Road America at 9 AM. Race cars will be on track continuously, all day, every day. There are several events you choose to participate in detailed below.

**Optional Event – 12 PM Track Touring.** A 30 minute paced session on track at highway speeds allows you to experience the challenging four mile Road America circuit. It is not a crawl like at Talladega. Passengers are allowed. Pickups and SUV's are not allowed on track. **Touring runs rain or shine .**

**Optional Event – 2:45 PM Street Course Reenactment.** A police escorted tour of the original Elkhart Lake street race circuit from 1950-1952. Race cars and Aero Cars are invited. Discounted cost is \$15. It includes the Lake Street car show following. Once in town, there are a variety of activities to enjoy. Check out the local shops and restaurants in the downtown area.

**4:30 PM - Gather on the Green (Saturday 4 PM):** An informal concours event benefitting Camp Anokijig held late Saturday afternoon on the grounds of The Osthoff Resort. We have 23 cars signed up out of the 120 car field which is now completely full. This event located within walking distance to the Lake Street event described directly above. Cars not participating in the concours can stay parked on Lake Street.

**Optional Event - 7 PM - VSCDA Banquet at the Oshoff Resort.** This is a very nice sit down buffet dinner. After dinner, there will be an informal talk with Porsche racing legend Vic Elford. Mr. Elford is a man who has "been there and done that". As Ramo Stott has raced with Vic a few times at Daytona, we hope to be able to ask both of them some questions. Dinner cost is \$40 per person. The food is good and it is a very pleasant way to wind down the night.

**Sunday Sept 17<sup>th</sup>** – Arrive Road America at 9 AM. Feature races will be running. **Track touring** will once again be available at a discounted rate of \$40. Parade Lap of Aero Cars approximately 12:45 PM which will conclude the meet. Track activities continue into the afternoon.

**Rig Parking:** The distance to Road America from the hotel is 30 miles. There will be trailer parking available at the race track if you wish to leave your trailer and car there Friday or Saturday night. There is 24 hour security at the race track.

**Registration and Event contact:** Doug Schellinger 414-687-2489 or [superbirdclub@yahoo.com](mailto:superbirdclub@yahoo.com) Call if you are decide to attend.

## (Junk) Reproduction Parts Quality

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The article below appeared on Moparts.com posted by Jim of JS Restorations. He specializes in small component restoration of switch gear. He makes some excellent points about the quality of reproduction parts that look close to original but lack the performance of same.

The following is only my opinion. However, I do feel the need to let my findings be known to the community. You know the old adage, "You get what you pay for." Well, sometimes you don't even get that much...

New to hit the market is a reproduction for the Cuda and Challenger E body 2947713 dash dimmer switch.

As many who have already purchased, installed and now understand that repro electrical parts can have a lot to be desired. There seems to be a disconnect with trying to market something that appears to be the same but without the understanding of electrical tolerances, stock materials chosen for a specific reasons and assembly procedures for which the original engineers were tasked with. Also, these products can be driven by one even more important requirement. Keep the cost down! (Money) With this part, even the mounting nut .095" is slightly over half the thickness of the original mounting nut .148".

The original engineers developed these electrical parts knowing full and well the demands that would be required to meet or exceed the project requirements, circuit loads, circuit breaker tolerances, etc., all with the technology available at that time.

When a part is copied only with appearance of the original part being the requirement, the manufacturer does not necessarily have all of the information as to why a particular type of material was required in the first place. So, for example, the usage of tempered or annealed 410 or 420 spring stainless steel strips and 302 stainless steel wire can be overlooked and sheet metal and steel wire are used instead. Sometimes copper clad and brass clad steel are used instead of solid nonferrous metals.

This concept is nothing new and not just isolated to electrical car parts. How many of us have purchased some off brand cheap power tool that worked for a couple of weeks and blew up that was made overseas?

I recently acquired two of these E body repop dash dimmer switches for this reason. One for show and one as a test mule. In under three hours, the test mule failed. First, the dimming circuit portion of the switch was tested and failed due to the wiper arm warping away from the resistor coil tray. After that occurred, next was testing the dome light circuit. Without the pressure of the now warped wiper arm pressing down, the tray now was not sitting level. You can see in the pictures on the opposite side of the switch, with the tray tab pushed down on the arm to make a ground connection, does not even touch the rivet head. You can be the judge of whether this would be an acceptable part to install into your car.

*Editor's Note: I don't have room for all the photos, but you can access the original topic on Moparts.com. I have posted the link with all the photos up of the failed Chinese reproduction part on the "What's New" page of the club site, [www.superbirdclub.com](http://www.superbirdclub.com)*



More from Jim:

I have been restoring Mopar parts for some friends on mine locally when they realized I was a Mopar guy and not afraid of solving electrical issues. I took it a step further looking into what made these parts "tick". I began to see a trend that is was almost a given that the dash dimmer switches didn't work properly or at all. That lead to having 302 stainless steel resistor coils produced, MADE IN USA, for the E body, and both B body thumbwheel versions of their dash dimmer switches.

I have since turned this into a business servicing and restoring many different Mopar electrical parts. I am a sponsor of this Moparts forum and have a thread in the Moparts Hot Deals and New Products section that showcases many of the items that I restore.

To contact Jim, his email is [jsrestorations@rocketmail.com](mailto:jsrestorations@rocketmail.com) Phone is 412-295-1333.

*Here are latest car counts we have on winged cars "accounted for" in our club registry. These figures have been compiled since formation of the club in 1975. Since this time, it is possible some cars are no longer with us. But you can see the percentage of overall cars discovered and some basic information about engine, transmission and color combinations.*

### **Charger Daytonas::**

397 known cars of apx 503 built about 79% of production accounted for

357 known 440 4 bbl cars

192 known 440 w/ automatic trans

74 known 440 w/ 4-speed

39 known 426 Hemi cars

21 known 426 w/ automatic trans

12 known 426 w/ 4-speed

Fun Fact: 54% of known Daytona colors reported are either R4 red or V2 Hemi Orange

The rarest color seems to be Y4 gold with only one documented known car.

B7 blue, Q5 turquoise, A4 silver and X9 black are not far behind, all in the single digits

F6 is more common than I thought at 41 cars.

### **Superbirds::**

1310 known cars of apx 1935 built about 68% of production accounted for

732 known 440 4-bbl cars

413 known 440 4V w/ automatic trans

237 known 440-4V w/ 4-speed

495 known 440 6-bbl cars

208 known 6pk w/ automatic trans

200 known 6pk w/ 4-speed

83 known 426 Hemi cars

37 known 426 w/ automatic trans

40 known 426 w/ 4-speed

### **Superbird colors by known cars in order of rarity:**

Lemon Twist 251 cars or 19%

Tor-Red 233 cars or 18%

Alpine White 192 cars or 15%

Blue Metallic 162 cars or 12%

Limelight 132 cars or 10%

Vitamin C Orange 119 cars or 9%

Corporation Blue 32 cars or 2%

Burnt Orange 2 cars or .<1%

***We may not have your VIN or codes recorded as there are cars changing hands frequently. If you haven't sent us your VIN or fender tag numbers, please do so and we will add it to the tally. Enclosed in this issue is registration form. We do not publish or sell personal information. The only purpose is to document survivors, and fill in the blanks on cars that we may only have a VIN on. We do have extensive archives of correspondence, photos, etc on old cars since 1975. We may be able to help you with chain of ownership, or what your car looked like a long time ago.***

## ERTL Diecast Paint Blems

I have a lot of ERTL 1/18 diecast cars. Almost all are still new in the boxes. They are all in a climate controlled environment. I recently took one of my extra green Superbirds in to our local consignment shop to sell. Upon examining the car, the paint is starting to micro-blister ever so slightly over the sides of the car.

I am told that this is fairly common on ERTL diecast. Some particular cars are worse than others. Some colors are worse than others. I have been told of cars that were removed from the box and one of the doors literally exploding into pieces. But the paint is the worst problem to contend with on these.



Some of these cars sell in the \$50-\$70 range. So you will want to be careful if you are buying one online. Or you may want to examine it very closely if buying in person. The blistering can be hard to see, but it maybe there.

## 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.**

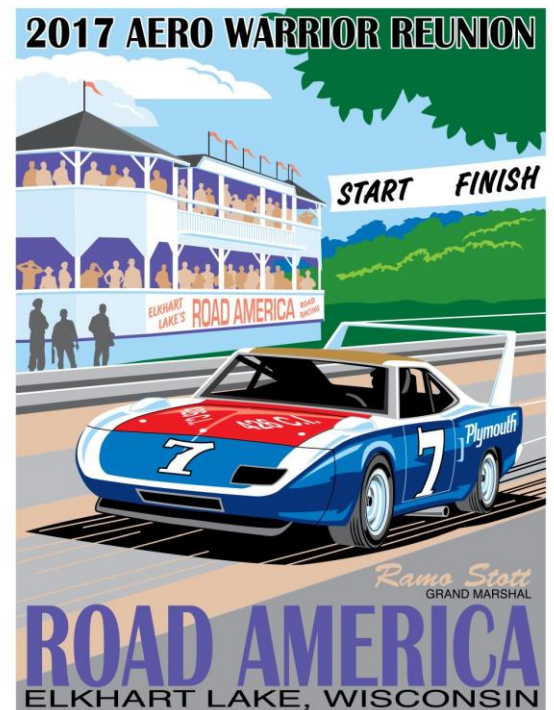
**Shirts are available in sizes S, M, L, XL, and 2XL, 3XL and are Gildan 50/50 pre-shrunk.**

**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](mailto:paydsac@hotmail.com)**

**PS: Don Amadio has event posters of this design available suitable for framing. Email him at [amadrods@Gmail.com](mailto:amadrods@Gmail.com) Or call Don at 856-745-0795.**







Of interest to almost all of us who follow this era of racing is the year that Richard Petty left Chrysler and moved to Ford for 1969. Richard is asked about this every so often and issues a statement that the move involved him wanting to drive a Dodge Daytona for 1969. He also says that the reason he came back was because of the Superbird. In my view, this is sort of a simplistic answer which is easy to accept by the public at large. It is not that it is untrue. But it is not exactly what really happened. It came down to the Dodge and money.

It is factually true that Richard wanted and asked to drive a Dodge in 1969. The answer was that he was a "Plymouth man" and Chrysler wanted him to continue in that regard.

It's also true that when Petty Enterprises left, there was no such thing as a Dodge Daytona in the pipeline. The Charger 500 was going to come on

stream and had been announced in the fall of 1968. The first concept sketch of the Daytona was done by John Pointer in late 1968. But it was just a "what if?" doodle and I am sure it had not been shared with anyone. Certainly not shared with a team. So in terms of Richard explaining the decision to leave predicated on the Daytona, it's really the Charger 500. But I believe Richard explains it in simple terms without going into the messiness of the whole Charger 500 story. Or he has forgotten.

Another factor often not credited, is that in 1968, Richard was an employee of Petty Enterprises. He was not the decision maker. Lee Petty was his boss. Richard and Maurice carried weight in the organization. But the shot-caller was Lee. Even in later years, it was still Lee. When Chrysler left in 1978 abandoning the Dodge Magnum, Lee was the man who signed the "Dear John" letter sent to Chrysler. Lee was always the negotiator with Chrysler and made the call to leave for Ford.

A funny story about Lee. When Lee's grandson Adam Petty was coming up and began driving race cars in the late 1990's, he was known as a bit of a pistol. Adam was doing something that irritated Lee. Lee let Adam know about it. Adam replied to the effect of, "Hey old man, why don't you go back inside and watch Days of Our Lives?" Lee had the local sheriff escort his grandson off the property. The point is, Lee Boy was still a force to be reckoned with.

Back to 1968 - the Nichels Engineering factor: the relationship between Petty Enterprises and Nichels Engineering the Chrysler house car builder was not necessarily a rosy one. Ray Nichels was not allowed inside the Petty shop. As part of the agreement with Chrysler Corp, Nichels supplied components and parts for race cars to Petty. The Pettys built their own cars from the ground up. This was unlike almost all other Chrysler teams who got their cars from Nichels complete or in partially completed form. Lee Petty was often on the phone complaining to the Nichels parts man about this, that and the other thing. Although Nichels did not field a full time team in NASCAR, because they raced, they also were seen as a competitor. It is not surprising that the Pettys felt they could do a better job and should have been awarded the contract.

Lee made no secret that he felt that Petty Enterprises should have the car building deal that Nichels enjoyed. The problem was that with Ronney Householder in charge of racing at Chrysler, this was not likely to happen. Ray Nichels and Mr. Householder were friends from their time racing midgets in late 1930's and after World War II. Householder was a driver. Nichels was always an owner/mechanic. This was an old alliance that was not going to be easy to break. Exactly how much it played into the decision to leave Chrysler is not known. But the Nichels deal certainly became a major "on the table" item when it came time to negotiate Richard's return to Plymouth.

Money: Petty Enterprises received considerably more in cash than any other Chrysler team in 1968. Part of this is due to the fact that they ran the entire schedule. Most contracted Chrysler teams did not, only running 16-20 races of a nearly 50 race season. However, the budgeted financial contribution to Petty Enterprises was well over and above what was given to Ray Fox for running a Dodge full time on the NASCAR tour.

Richard was "the man" at Chrysler. The Petty's probably did more for Chrysler in the southeast than any Plymouth salesman possibly could. Lee Petty raced Chrysler products for years. Speaking of Chrysler before and after the Hemi become the hot combination, Lee said, "I ran these things when they wouldn't outrun a fast dog", he said. Now we got a good engine, and look, it's like noses. Everybody's got one."

After introduction in 1964, the Hemi was good enough to not require significant change. But the Ford engine constantly evolved and eventually leading to the all new Boss 429 for 1969. The Hemi was now “old”. There was performance potential on the other side of the grass with Ford.

Ford Motor Company: People in the garage area talk to each other. The Pettys and Ford had spoken to each other long before the events leading to 1969. In 1967, a Ford memo written by stock car director Charlie Gray outlined the pros and cons of hiring the Petty organization. Among the positives of bringing Petty into the fold, Mr. Gray felt that bringing on the Petty team would create a negative impression through the sport that “money rules all”. You will see this comment in the letters to the editor page included in this issue from Southern Motorsports Journal, December 1968.

Negotiations with Petty Enterprises in 1968 proceeded in normal fashion as they had in previous years. It was not uncommon to wrap things up at what seemed to be the eleventh hour or occasionally after the first of the year.. It was always considered by Chrysler that the Petty’s would be with them in 1968. This time, things slipped away in a hurry.

Chrysler would fund their teams in a combination of cash, race cars and parts. Every deal was different with some teams taking cash up front and less in the way of cars and parts. In general, outside of the Petty organization, many these deals were less money than you might think. Still, if you were on the program, it was a big step up from having to race completely out of pocket.

Lee Petty wanted Chrysler to fund at \$175,000 in cash plus all cars and parts to operate during the season. Chrysler matched those terms, but at \$150,000 cash – an increase over the previous year. The memo details the conversations with Richard saying that he wanted to drive the more aerodynamic Dodge Charger. A few weeks later with negotiations at a stalemate, Lee stated that he no longer wanted \$175,000, but would now only accept \$250,000 plus cars and parts included. The Chrysler response was that he was being unreasonable. A week later, the Petty’s signed with Ford. We don’t know the terms of that agreement, but Lee stated, that they got a “much better” deal from Ford. Whether that really happened or not, I guess it is not a surprising statement to make. That left Plymouth out in the cold for 1969.

I don’t believe there were any hard feelings between Richard and Chrysler about this deal. He was a cog in the family business and although personally, he hated to leave, it was business. Aside from a decent year with Ford, he was happy to return to Chrysler in 1970 with “his car”, the Superbird. Although it all worked out in the end, returning to Chrysler in 1970 was not a guarantee.

From the Plymouth perspective, the Superbird was a on/off/on proposition in 1969. There was genuine concern as to what it would take to get the Pettys back. It was a given that signing them would be “expensive”, and perhaps a car dealership would be involved. As it was, the deal for the parts and car building was seen as the plum, and was awarded to Petty Enterprises for 1971.

1970 would be a transitional year with the Petty team coming back and getting ready to take over building all the Chrysler stock cars for 1971 and beyond. At this point, it was not known that Ford would completely pull out at the end of 1970 and Chrysler would follow suit with a major cut back. But that is another story.

In the media, speaking of the switch to Ford, Richard said, “ Well, I hope most of these people who have been pulling for me are Petty fans, not Plymouth fans. I’ve been battling Fords all my life. Only car I ever drove outside of a Plymouth was an Oldsmobile when I first started. Still, I always felt like I was battling the other Chrysler products as well as the Fords. The way we operate, it’s us against everyone else. Only one car and one man can win the race.”

About the fans, Lee Petty said, “ A lot of them might object for a while. But a lot of people who knew us and liked us will still pull for us. And there’s more Ford drivers around here than Plymouth drivers too.”

One fan summed it up by saying, “Yeah, but can you get used to a Petty Blue Torino? Better get used to the idea, because that looks like what you’ll be seeing.”

My thanks to L.J. Rathgeb, retired from Chrysler Corporation for research help in this story.

**On the next page, the following memo initialed by Bob Rodger detail the back and forth negotiations with Petty Enterprises in the fall of 1968. (Although Mr. Rodger initialed it, the letters FRH in the margin indicate the memo was drafted by Ronney Householder.)**

PETTY ENGINEERING NEGOTIATIONS - 1969 CONTRACT

- Fri. Oct 11 - Charlotte Motor Speedway - Discussed 1969 contract with Lee Petty. He stated Petty Engineering wanted \$175,000 cash and Chrysler to furnish at no charge to Petty all cars and parts required to operate one race car at all NASCAR '69 events.
- Wed. Oct. 16 - Contacted Lee Petty on phone with 1969 contract offer of \$150,000 cash and Chrysler would furnish cars and Chrysler produced parts at no charge to Petty. This offer amounted to approximately \$50,000 increase over the 1968 Petty budget. Lee stated he would discuss offer with Richard and Maurice and get back to me.
- Fri. Oct. 25 - Rockingham Speedway - Richard Petty stated very strongly that he wanted to switch from Plymouth to a Dodge Charger because of the Charger's better aerodynamics. I explained Chrysler's position of not being able to switch car lines in the Petty stable, which he wasn't about to buy.
- Sun. Oct. 27 - Rockingham - Discussed with Lee Petty the conversation I had with Richard two days before. Lee stated he understood, but that both Richard and Maurice weren't buying Chrysler's viewpoint. Nothing was mentioned about the basic contract at this time.
- Mon. Nov. 4 - Talked with Richard about his Tuesday N. Y. trip with PR reps Jarrett and Peck. Richard again stated he wanted to drive a Charger.
- Fri. Nov. 15 - Lee Petty informed via phone that Chrysler was holding the line as stated 30 days ago, of \$150,000 cash and parts produced by Chrysler. He stated this wasn't enough and that they were looking around but would talk with Maurice and Richard again and that if they won Macon it might help.
- Mon. Nov. 18 - Lee Petty called and stated he and the boys had discussed our offer and had decided they wanted \$250,000 cash and Chrysler to furnish all parts and cars the Petty's would require. I told him I thought his demand was unreasonable but would get back to him Tuesday. He stated he would call Glenn White. I immediately called G. White to keep him informed.
- Tues. Nov. 19 - Called Lee Petty and stated Chrysler might up cash payment slightly if they would also compete at Riverside. Lee said they were not interested and were going to look around.
- Mon. Nov. 25 - Pettys signed Ford contract.
- Tues. Nov. 26 - Called Lee and he confirmed they had a deal with Ford. Stated their contract was much better than their demand of Chrysler.
- The entire proceeding had followed a normal yearly contract negotiation trend as in past years. Previous negotiations have taken several months; in fact several years ago we didn't finalize a contract 'til in April. Also, we considered Petty's were under contract 'til December 31, 1968.

FRH:jl

RMR  
R. M. ROBER



To The Editor:

Although I am a regular reader, this is my first letter to your fine paper. It continues to be the best of all for racing news.

It looks as though Richard finally got his wish and will be driving an electric blue Ford for 1969. A recent photo showed his famous smile covering his whole face. His change to Ford is not too surprising, however, in view of his strong desire to win more big ones and to run out front more, both of which escaped him 1968. Someone wrote that the king is dead. Wrong! He has just started to live!! No one knows better than Richard that FORD stands for First On Race Day.

It seems that Petty is now being bad mouthed by some of his former, "fans." These are probably the same ones who have always tried to rate anybody who beats them (Lorenzen, Allison, etc.), and are always making excuses for losing. Now these "loyal Petty fans of the past are preparing to give him the old smear job too.

A rumor is that GM will have an openly backed factory team in 1969. I am certain it will prove wrong, however, because the only way GM will openly back their cars is for Ford and Chrysler to pull out. After spending millions to avoid further embarrassment over blowing engines. After spending millions of dollars developing the totally non-stock Yunick Chevelle, it still blew in competition. GM would like to be in racing (openly), but only if they had the only factory cars running like they had in the late 1950's and early 1960's. But under real pressure (Ford and Chrysler), they have yet to build an engine which will stay together.

B. T. & Sarah Adams  
Qualla, N. C.

To The Editor:

In regard to some of the letters in (The Readers Speak Out) column. I do not agree with some of them.

It is just as I thought it would be, the people that pulled for Richard in the Plymouth, would not like him in a Ford. The Ford fans that put him down before, will be for him in a Ford.

Ford had a better idea, but he was always driving a Plymouth before. I was a Petty fan before the switch and I will be one now. I guess I would be a Petty fan if he pulled out on the track in a Volkswagen. He is still the same person as he was before the switch.

To me Richard and Petty Engineering are the greatest. One

correction in regard to Dave Davenport's letter, Petty didn't see the light, Ford saw the light and went Petty.

To all the Ford and Chrysler fans, I say the Randleman Rocket is the greatest in every point of view.

Keep up the good coverage of the stock car racing sport and you will always have the greatest racing newspaper.

George E. Miller, Jr.  
New Market, Va.

To The Editor:

Enclosed please find check for \$7.00 for another years subscription to Southern Motorsports Journal. I think it is the best racing paper on the newsstand today.

I am a Ford and Mercury fan and I have enjoyed seeing them have a good year. I like to try and attend all the major superspeedway races, but I like to keep up with the racing news through your paper. Keep up with the good coverage of all types of racing.

Good luck to Cale Yarborough and David Pearson and all the other Ford and Mercury drivers.

J.C. Benfield  
Morganton, N.C.

To The Editor:

For some 10 years now I've pulled for Petty and Plymouth. I think he's the number one driver in NASCAR and the best sportsman on the track. No doubt, in a Ford he'll still be the same.

On many occasions I've driven several hundred miles hoping only to see Petty outrun the Fords and pull into victory lane. Now drive several hundred miles to see Petty in a Ford. Ha Ha Ha

W. D. Hays  
Norfolk, Va.

To The Editor:

We read some of the letters in your December 5, 1968 issue of the "Southern Motor Sports Journal" expressing opinions about Richard Petty switching to a Ford. We would like to express our opinion now, and hope that you will publish our letter.

We are Richard Petty fans and have been for a long time. We attended most of the races last season and we always cheered for the Pettys, win or lose. We are still Petty fans no matter if he did switch to a Ford. To put it mildly, we would still root for Richard Petty no matter if he were driving a team of mules. We are not Ford fans, and we will not be pulling for the

To The Editor:

I have just learned of Petty's change to a Ford, the smartest move he has ever made. Some people were surprised, but like Pearson, Fireball and all of the other great drivers, he rightly decided that if you can not beat them, then join them. I am also sure that he realized that the only chance he would ever have to match or beat Lorenzen's 12 superspeedway wins and Cale's money records would be in a Ford. No doubt he also knew about Ford's newly approved semi-hemi engine for 1969 which is more powerful than the Ford sohc engine and certainly more so than the Chrysler hemi.

In one respect though, the change is sad...we will now suddenly see Richard become a bad guy for most of the Chrysler and especially GM people. Well, he is the same Richard, smile and all. He is no better nor no worse...just one of the five best drivers of all time. It has just taken Richard a little longer than most to be firmly convinced that F

stands for First-On-Race-Day.

Finally, GM and Chrysler will give the same excuses for the change as for losing...Ford money. But after seeing the Fords run away from the field in 1969, everyone will know that Petty finally had "a better idea", and wants the beat to go on, but in a Ford!

In closing I wish to compliment SMJ for continuing to be the best racing publication. Even though I was happy to see Richard change to a Ford, I hope the move does not upset the competitive balance between Chrysler, GM and Ford too badly. If Ford has gained much of an edge, France can always manipulate the rules again.

Bobby Owens  
Graham, N. C.

To The Editor:

It must be the end of an era. The Richard Petty era is over.

Yes, I know, they say Richard will be mean in the Ford, and he will probably win a few, but I don't think that he will ever have the success in a Ford he had in the Plymouth, and I

know for a fact that he will never again have the following he has enjoyed in the Chrysler. Petty was "King Richard" to at least half a million fans. Never more.

The Ford fans said for a long time that the Pettys were just money hungry, and that they don't care about the fans. I never believed it before, but now it looks as if they were right. During the 1968 season Petty had the largest following of any driver in the world. Today he has no following.

Oh, I guess some of the Plymouth fans will come over and pull for him in the Ford camp, but not many. Because regardless of what Bill France says, people go to see different makes of cars race, and not to see a lot of drivers in the same kind of car. Most of the Chrysler fans are Chrysler fans first, and Petty fans second. As for the GM fans that made up a large part of Petty's following, they are all gone. I know because I am one. We pulled for Johnson in '63, but we still could not pull for him in the Ford. So we came into the Petty camp. But a GM fan will never pull for a Ford.

In closing, I guess that we of the old Petty camp can take at least a small measure of satisfaction in that Ford couldn't catch him in the Plymouth, they had to buy him.

The king is dead!

Ken James  
Concord, N. C.

To The Editor:

This is my first letter to SMJ, and I must tell you how much my husband and I look forward to receiving your paper.

You print letters from fans, strictly Ford, who have constantly run Richard Petty in the ground and over the coals. Well, I guess now they will just eat him up. All those people who have run Petty down will lift him up and carry him on this season.

We are glad to say that here are two Petty fans who will no longer be "Petty Ford" fans, since we have never pulled for Ford we can't start now.

According to your 11-12 issue, Lee Petty said they had already talked to Chrysler about next season and they were not anticipating a switch to another brand of car.

I suppose that they had rather switch than fight.  
Charline Cornelson  
High Point, N. C.

Thursday, December 5, 1968

# The Readers Speak Out

SOUTHERN MOTORSPORTS JOURNAL



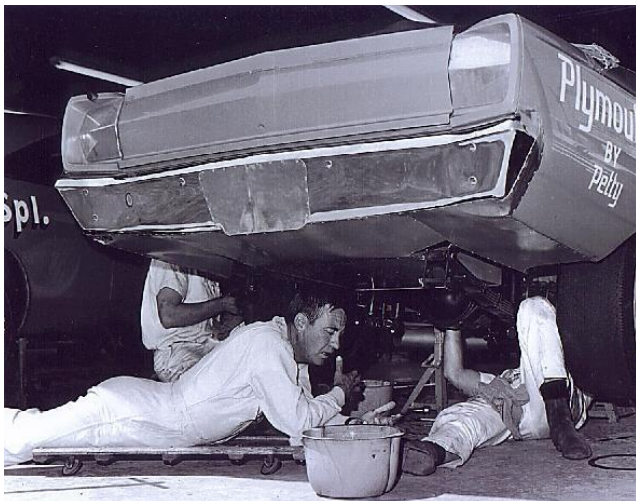
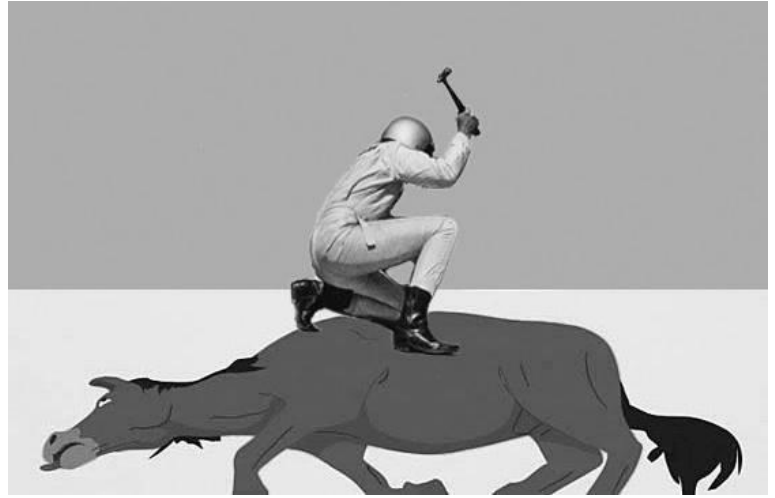
## Beating a Dead Horse – Petty Style

While we are on the Subject about Richard Petty  
Let's talk about one more thing – the infamous vinyl top car.  
Yes, I know it is a little off-topic, but this is probably the  
biggest Petty urban legend that will never die. Why?  
Because the “vinyl top” was not vinyl at all. It was black  
textured paint.

The Petty '68 Road Runner was the fastest Mopar out of the  
box at Daytona (including the Dodge Chargers) and really the  
best car to run with the Fords. As I have mentioned in the  
past, Richard's car was built at the Petty shop and not built to  
the standard car plan that the others fabricated at Nichols  
Engineering had been completed.

Richard talked about the car whistling all through Speedweeks.  
The massaged Made in Level Cross inner and outer roof  
structure began to separate after the welds failed early in the Daytona 500. I bet we have all seen the famous photo of Richard  
hopping out of the car onto the hood beating the roof down with a hammer. If you watch the video on You Tube, you can see  
him beat on the roof with his boot and punches holes in it with a scratch awl to wire it shut. There in no vinyl. In addition, the  
color photo at bottom right shows no seams in the top and no close off trim at the A-pillar, or rear quarter panels. And those little  
Road Runner decals will not stick to vinyl. Without the close off trim, there is nothing but adhesive to hold the material down.  
Simply put, vinyl would not hold up at speeds approaching 190 mph.

Still, there are some veteran photographers who were there that swear it was vinyl. It wasn't. It was paint. Richard and Dale  
Inman have confirmed several times that the top was painted. There are theories that the textured surface was like a golf ball. I  
tend to believe it was a way to cover the massaged roof and a diversionary tactic to get people talking. Sometimes, the simple  
answer is the right one. But it was not vinyl.



Top left: Richard massages the wounded roof while  
NASCAR official Dick Beatty in the striped shirt supervises.

Above: The yellow circled areas indicate the missing close  
off trim required for a vinyl top. Without these, there's no  
way to lock the edge of the material down.

Left: Bobby Isaac rests underneath Richard's tricked up #43.  
Note the belly pan and aluminum fairing material added to the  
underside of the car. These were allowed at Daytona, but not  
after! Richard's car was 4 to 5 mph faster than most of the  
other Chrysler products at the Daytona 500 that year. One of  
only a couple Mopars able to match the fastback Ford at the  
Beach in '68.

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

For Sale: 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](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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 484-795-2072 or email [barry.kanick@volvo.com](mailto:barry.kanick@volvo.com)

Daytona and Superbird Body Parts from nose to tail. Specializing in Winged Car Reproduction Parts since 1978. We offer top show quality , personally manufactured parts at affordable prices. Call 281/379-2828 in the evenings or visit our website [www.wingedwarriorbodyparts.com](http://www.wingedwarriorbodyparts.com) Or send \$2.00 postage and SASE for catalog. Ted Janak, 6511 Elmgrove, Spring, TX 77389

For Sale: Superbird jack hold down plates. Die stamped as original. \$125 ea. Mike Jobs, 860-424-6125 or email to: [gilead222@comcast.net](mailto: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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## MORE ADS:

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

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

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](mailto:erikjohnnelson@hotmail.com) if you have questions, would like me to mail a brochure.

## Carl Long Motorsport Dodge Challenger Darlington Xfinity Series Throwback Scheme



Very cool Pete Hamilton tribute owned by Carl Long and driven by Timmy Hill.

Carl says on 8/31: I originally purchased this car (Penske #221) in 2013. Then sold it New owner changed it to a Toyota the following year and raced it some. Last year they started using Joe Gibbs chassis rotating this one out. I purchased the chassis back and put all my parts on it, including making it back into a Dodge. The little finish fab items small details take sooo much time to complete. We just put it on scales, beginning the setup now. Hopefully we get it adjusted close before practice is over at Darlington.



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*In This Issue - The Petty 1969 Story*

