



July-August 2016
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K & K Daytona Heads Back to Bonneville



45 years ago this month, the K & K Insurance team led by Harry Hyde with driver Bobby Isaac set 28 world speed records, some of which still stand. Over the summer NASCAR's media group approached Tim Wellborn about bringing the #71 team Daytona back to the salt for some exhibition runs in September.

With no small amount of concern about how the salt gets everywhere on these cars once they run, this is an unrepeatable opportunity and at the right time. Tim really wanted to do this project and began his homework on how to get the car cleaned up by talking to folks who have raced there in the past. Once Tim has a plan, a fresh set of Goodyear tires went on the K & K. Tim's mechanic Daniel who maintains the car gave it fresh tune and on September 14th, the car was loaded on the Reliable Carriers semi for the trip west to Utah.

The plan is to film the car over the weekend of September 17th with some moderate speed passes and interviews. Kenny Troutt and Buddy Parrott, two of the surviving team members will be there to see it go down. I am sure there will not be a dry eye as the car remains very important to these guys.

I expect we will see the edited footage air during Speedweeks 2017 before the Daytona 500



At left is a great low shot of Harry, Bobby and the #71 ready to run at Bonneville in 1971.

The Daytona is all slicked up and ready for action. Check out Harry's radio with the huge antenna.

The small decal on the door with the map of the United States is a USAC tech inspection decal from the 1971 season. USAC sanctioned and officiated the K & K speed runs.

(photo: Kwiatkowski collection)

This original letter was written by K & K Insurance team owner Nord Krauskopf to crew chief Harry Hyde in appreciation of their all out effort to set records at Bonneville in September 1971. A similar letter along with a check was sent from Nord to Bobby Isaac. This letter is from Harry Hyde's personal satchel and papers. A treasure that can be seen in person at the Wellborn Musclemar Museum in Alabama.

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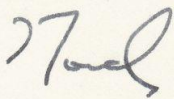
DRIVER INSURANCE

September 18, 1971

Mr. Harry Hyde and Crew
Charlotte Airport
P. O. Box 27132
Charlotte, North Carolina 28201

Dear Harry and Crew:

I do want to take a moment this morning for a sincere
Thank You for your all out efforts this week in giving
me one of the happiest weeks I have known.



Nord

NWK:rt



At right: Buddy Parrott (far left) Harry Hyde (far right) and the crew congratulate Bobby Isaac after one of the record setting runs in 1971.

Photo: Kwiatkowski collection

Jo-Han Model History

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The story of Jo-Han models, their decline and disappearance from the hobby industry is often discussed. Many original kits from AMT/MPC and Revell have been resurrected in recent years as a boon to the model car builder. But there are no Jo-Han kits today, including the popular Superbird, Petty 64 Plymouth, Sox Cuda and Turbine cars, among others. Why is this? What happened to the tooling?



To begin with: Jo-Han was quite a small company, compared to the really big operation that AMT Corporation became in the 1960's. In those days, AMT was producing millions of model car kits. John Haenle, the founder (shown at left) whose name makes up Jo-Han, was from all I have been told, very much a "one man band" much of the time. The plant located at 17255 Moran Ave was in the Hamtramck area of metro Detroit.

John Haenle's primary business was plastic parts for the auto industry. The "Plastic Products" company at that address probably is his old company. Legend was that in later years, JoHan wasn't a full time concern. When ever production was needed, John would move employees from his main business over to the JoHan building to crank out a run. That also explains the inconsistent and sometimes odd colors of the plastics used. You can find Jo-Han kits molded in various colors other than white: turquoise,

orange and of course Petty Blue.

A highly talented modeler, Jo-Han was founded in 1947. Haenle did work on a lot of the mastering for the model cars bearing his name. Initially, Jo-Han produced promotional models for Pontiac, DeSoto and Plymouth under the name of Ideal Models. Oldsmobile followed in 1956 and Chrysler in 1957 and later Studebaker. Jo-Han Chrysler models ultimately featured a clever working torsion bar system made of plastic. These were all assembled models. While promotional models would continue for years, the new ready to be assembled kits followed in 1959.

Jo-Han used injection molding machines dating from the WW II era. While JoHan produced a lot of subjects that would be quite popular today, it's wise to remember that in the 1960's, kids were not enamored with model kits of AMC Ramblers, Rambler Americans, Cadillacs, full-sized Oldsmobiles, Studebaker Larks. Likewise, while HARD to believe today, Plymouths, Chryslers and DeSoto's were pretty low on the popularity scale with the kids who were the 1960's primary market for model car kits. Add to this that JoHan never displayed at any of the Hobby Industry Association of America trade shows back then. Jo-Han was always conspicuous by their absence. Again, more reason why Jo-Han never achieved the level of visibility, of marketability that the "biggies" such as AMT, Revell, Monogram and even Aurora enjoyed back then.

Jo-Han's injection molding presses, being as obsolete as they were by 1960's standards, also were much smaller machines than those in use at Revell, Monogram and AMT, which presses could handle injection molds that were approximately 24 x 48 x about 18 inches; all solid blocks of steel (with just a few "inserts" which were the tooling for wheels and of course the sliding cores for molding one-piece body shells). JoHan also insisted on using a fairly valuable alloy for tooling inserts in their molds, beryllium copper. While a fairly hazardous metal, beryllium is in the range of semi-precious metals, and as such, those inserts had a pretty high scrap value.

It is said that Haenle could be a rather difficult person to work for, which apparently lead to a lot of dissatisfaction and hard feelings among his employees. Allegedly, many of his production workers didn't come from the best side of the tracks either. As the story goes, apparently a number of fairly small tooling inserts (those beryllium copper inserts had to be press fitted into steel mold frames or blocks, and could be quickly changed out) disappeared and found their way to scrap dealers in the area. This would seem to explain the missing tooling parts that have been mentioned many times whenever Jo-Han is discussed.

In the 1980's, Seville Enterprises leased the JoHan tooling from John Haenle. Haenle apparently misrepresented the condition of the tooling, what actually existed as to complete tooling. Seville also found out that the Jo-Han molds only fit in Jo-Han's ancient molding machines, (a rumor at the time was that AMT had passed on the tooling for just that reason) This was a major blow to

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Seville's plans, as they wanted to use the Jo-Han molds to reduce down time in their own molding machines. From all the information that has been given, a lot of the tooling had already "disappeared" when Haenle still owned it.

Seville sued Haenle over the misrepresentation. This was a long & drawn out lawsuit eventually settled in Seville's favor, giving them sole ownership of Jo-Han, but it was rumored that the punitive damages amounted to \$1.00, which didn't cover lawyer's fees for Seville. During all of this, even more tooling "disappeared", leaving many tools forever gone or missing so many vital parts that they couldn't be brought back. There are reports of Haenle sleeping in his office either to try to thwart theft, or because he was reduced to that due to financial issues.

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C-3372
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Apparently Seville was unable to do any injection molding due to tooling being missing, and what few Jo-Han kits that were released during their ownership of Jo-Han were pieced together from test shots, existing stock & the like.

Seville eventually looked for someone to buy what few remaining assets there were. An enthusiast by the name of Okey Spaulding from Kentucky secured financing to purchase what is left. Okey ran Accucast which was doing resin casting of interiors for old Jo-Han promos & the like and was privy to the fact it was up for sale. Somehow after a physical inventory is done, more tooling "disappears" before it can be moved from Detroit to Okey's place Kentucky.

Mr. Spaulding reportedly wound up with a large quantity of Jo-Han spare parts and was seen at various model car swap meets in the early 2000's selling glass, trim and misc parts. He managed to get a reissue of the 68 Plymouth police car kit out. But it does not appear that he has tooling for the most popular muscle car kits.

The JoHan building today in Hamtramck is long gone. By the 1980's, tales of armed guards at the local Burger King and barbed wire around businesses did not inspire confidence in the neighborhood.

While most of the JoHan kits will not be capable of being reissued, many of the kits like the Superbird, 69 Road Runner and 72 Torino stocker were made in such substantial numbers, that prices are still affordable. That an aging group of buyers mean that some kits will continue to be affordable. I remember my dad buying three full cases of Superbird models

in the mid 1970's. I think they were under three dollars each wholesale. But some of the harder to find kits like the plain 1970 Road Runner will remain pricey. Happy Collecting.

SUPERBIRD BY **JO-HAN**
by Plymouth STOCK OR NASCAR



RICHARD PETTY



PETE HAMILTON

C-102

PLYMOUTH SUPERBIRD

\$2.00

Followers of this exciting sport have thrilled many times this season to the spectacular finishes of Richard Petty and Pete Hamilton in their aerodynamically-designed Plymouth Superbirds. Re-construct this excitement with all of the authentic race equipment of the original including 426 C.I. engine, roll bars, seat belts and pads, rear axle cooler, fire extinguisher, fuel tank shield, taillight covers, etc. Decals are included to re-produce the cars of either of these NASCAR super personalities. You may also choose to build it as a stock.



The exterior of the Jo-Han offices in October 1992. The neighborhood was a bit of a rough go for Hans from Sweden to make a visit. At right is the original large format box art for the Petty 1964 Plymouth. Where is it today? .



Top this: here is the original wood pattern for the Superbird. These were created in large scale, then reduced for creating the molds. Another item you hope survived somehow. At right is the office reception area with current offered kits.



Boxes of the molds are shown on the shelves in the left hand photo. At right are test shots of the Superbird parts trees for the engine and roll cage. The chrome parts tree is also from the Superbird.

We had a great time at the Keeneland Concours in Kentucky July 16th. Held at the famous Keeneland horse racing facility, the show is 170 cars selected by invitation benefitting Kentucky Children's Hospital. There is no entry fee for participants to attend, but you typically make a donation of your choice to the show and its charity. Where Talladegas and Spoilers were featured at Keeneland in 2014, this year, winged cars were invited for their own class along with many Chrysler 1950's Exner fin cars. The seven cars were grouped in a race grid two by two. The weather was cloudy and a little wet the first couple of hours, but turned into a beautiful and warm Saturday afternoon.



At top left is the beautiful Hemi 4-speed Superbird of Mike and Stephanie Fitzgerald. Mike bought this car for \$1000 when he was a wee lad. Even with the resto costs, I'll still take that deal. Mike's car won the second place award in a very tough judged class. At right is the F5 green Daytona of Mark and Sandra Tiffany. Mark's dad bought this car new. It has about 12,000 miles on the clock. The chrome wheels are the same ones Mark's dad put on the car when new.



Mike and Darlene Charles brought their Hemi Orange Daytona from Pennsylvania. It's a 440 automatic that Darlene's father bought new in August 1969. Darlene drove it to Senior Day at school in 1974 and did a great job working the period apparel at the show. The car has only 9100 miles and was off the road for 37 years before being restored. Above, Mike is driving the car to the podium to pick up the first place class award. A gorgeous machine.



In the movie and TV car class were the cars of Professor Fate and the Leslie Special from the 1965 movie, *The Great Race*. I remember this movie from when I was a kid. At right are the youth judges working their way through the winged cars. The actual judging process with the adults was very comprehensive.



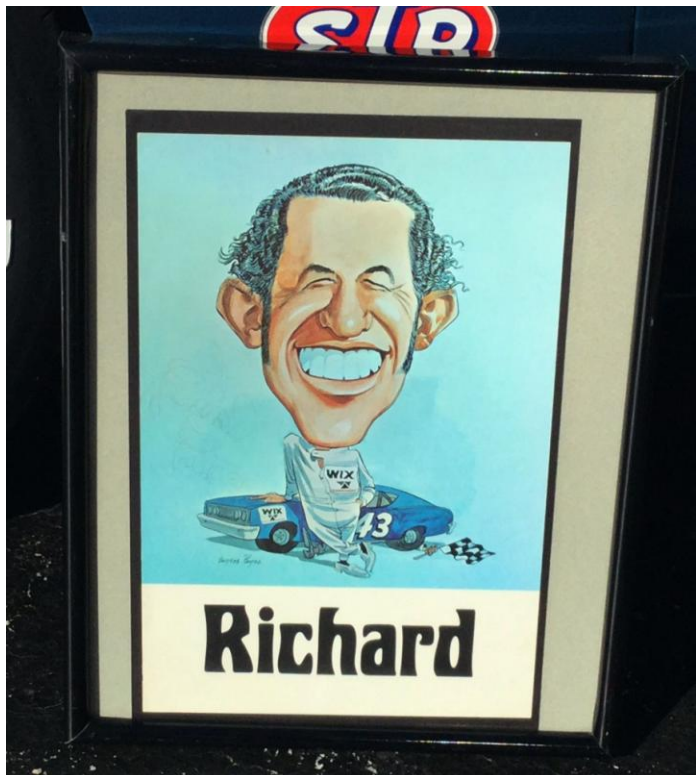
At left is the T7 bronze Daytona of Richard and Katrina Fleener. This car won an award selected by show Chairman Tom Jones. At right is the the head of of our NASCAR style grid and our class sign.



Mike Fitzgerald had a really good time playing stock car driver. Mike has the bug and I think he wants a race car now. At right is the 440 Daytona of Leon Jasper and the 6-pack Tor-Red Superbird of Roy Byrd.



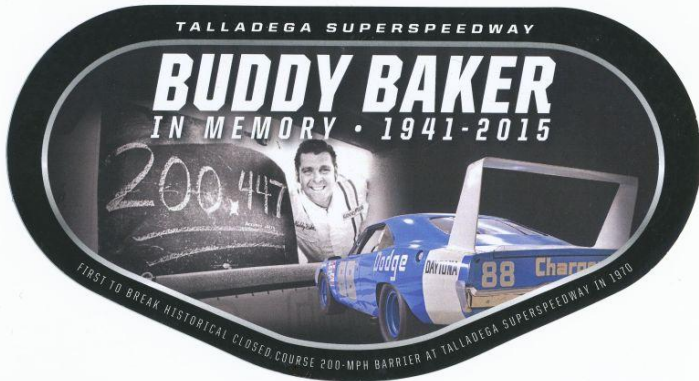
The way things used to be. Donnie Allison makes a pit stop at Daytona in the Banjo Matthews Talladega. Today, the over the wall guys in NASCAR are usually pro level athletes who have adapted to racing. Their only job is to pit the car on race day. Back in 1970 of course, the guys pitting were the same ones doing all the work in the garage. Team owner Banjo Matthews is the man on the air gun. Joe Warren is carrying the 70 pound all steel jack. But the “holy cow” is Chester Hunnicutt with the two right side tires and lug nuts in his mouth. Now I can barely pick up two bare race wheels without the tires, let alone run with them. The wheels are double center, meaning an entire extra center section is welded to the hoop to reinforce them. Then you add the tire and inner liner and you are talking about some serious weight. Chester was a mountain of a man.



Cool Stuff – Petty Torino Poster

I was delighted to find this 1969 Wix oil filters Petty poster when I was in Daytona this past February. I did a double take when I realized it was not the more familiar Superbird poster, which took me quite a few years to find. I never knew there was a Torino version. It cost about \$60 in the frame, and like I said, I was thrilled to get it.

I found it at a retail walk-in souvenir store near the Daytona speedway. Normally, I think all those places are really picked over. But with people starting to sell off their racing collections or items being available through estates, you never know what will come though the door on consignment or will be available



Buddy Baker Memorial Decals from Talladega

Due to requests from members, we have had a small number of the commemorative decals honoring Buddy Baker at Talladega made. They are available directly from the club. They are in stock right now and very nice.

You get one regular adhesive decal and one that is a static cling version to put on the inside of your glass. Price is \$10 for the pair with shipping included. Send your order to the club address or use Pay Pal at paydsac@hotmail.com

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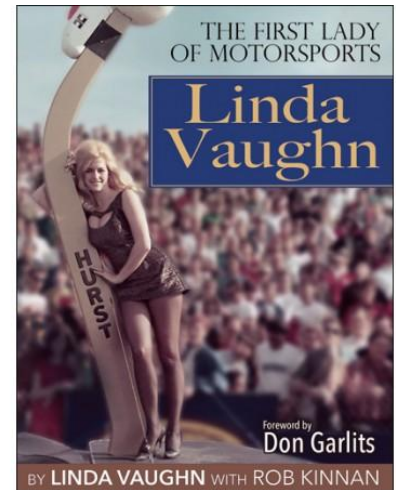
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For the first time ever, Linda Vaughn allows her fans a behind-the-scenes look at her career through her personal photographic archive and other photos. Linda tells the story of individual images recounting countless stories from her amazing memory, with no detail left unshared. She recounts events with racing personalities and automotive icons from George Hurst to Richard Petty to Mario Andretti to Don Garlits. Nobody is left out as Linda tells stories about the photos chronicling her career in Motorsports.

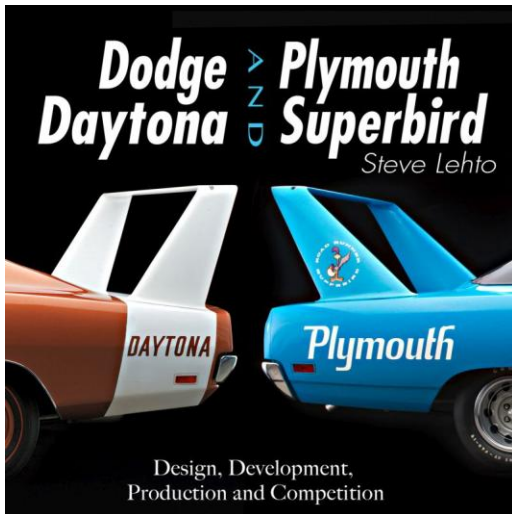
Linda Vaughn: The First Lady of Motorsports is the most comprehensive gathering of photos ever assembled on Linda Vaughn. Through her years in motorsports, Linda has lived it all, been everywhere, and met everyone. This book is a must have!



Dodge Daytona & Plymouth Superbird – by Steve Lehto

204 pages, 360 color photos.

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Steve Lehto who previously wrote the book on the Chrysler Turbine car has turned his attention to the Daytona and Superbird, their development and racing history. Lehto gives a thorough and detailed account of the history of this battle that culminated with the final wars between the Ford Talladega/Mercury Cyclone and the Dodge Daytona/Plymouth Superbird. The story of Richard Petty's defection from Plymouth, the mighty Hemi, and the creation of the street version of these cars all come to light. The book delivers a blow by-blow account of the biggest races between FoMoCo and Chrysler, along with telling the rich stories of the development of these cars. Steve has done a nice job telling the story with many unpublished photos that were not in the Supercars book twenty years ago. And hey, I got to write a little piece in it too.

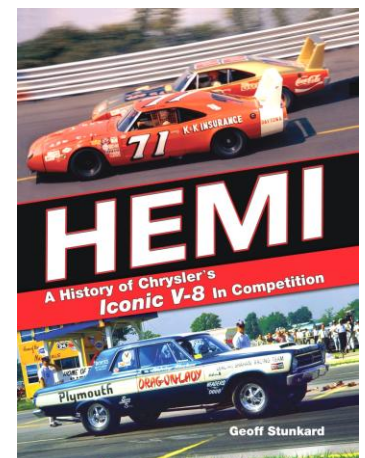
HEMI – A history of Chrysler's Iconic V8 in Competition – by Geoff Stunkard

192 pages, 424 black and white / photos. Send order to the club address.

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Max shipping cost for any order is \$10. If you order all three, your ship cost is still \$10.



Wheels and Deals

10

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 4bbl, Tor Red, column auto, Museum quality resto of a numbers matching car. 67k miles, 1000 miles since resto in 2006. 3.55 Sure Grip, original black bench seat and interior, new carpet. Original vinyl top, 2 build sheets, both jacks, 14" Mag 500 with bias tires, includes one set 15: Mag 500 with BFG Radial T/A. Galen Govier decoded. Outstanding condition, Featured in Mopar Muscle magazine June 2011. Google "Gary Fairchild Superbird" to see pics. \$150,000. Call Gary, 570-412-2303 in PA

For Sale Giant stuffed Road Runner and Wile E Coyote. Road Runner is 50 inches tall and Wile E is 43 inches to the top of his ears. Great as passengers to ride along in your Superbird! Email with questions and to get pictures. \$199.00 for both plus UPS shipping. RT1970@cox.net.

For Sale: Talladega LH rocker panel, used Holman-Moody front hubs, mounted on C8AX HD spindles, used 68-69 Torino stock car hood from Holman-Moody, complete set Talladega front bumper brackets, NOS Talladega grille to rad support brackets, Will sell, but prefer to trade for Ford FE engine parts. Doug, 262-723-3276 or email kamperkatt79@charter.net

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

Wanted: Daytona Charger, really desire 4-speed car, but will consider automatic's, any condition ok. Please call Randy at (540) 812-4900, leave message if no answer, or email to randyobringer@Comcast.net

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

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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 610-351-8540 or email barry.kanick@volvo.com

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For Sale: Superbird jack hold down plates. Die stamped as original. \$125 ea. Mike Jobes, 860-424-6125 or email to: gilead222@comcast.net

For Sale: Daytona grille screen \$50 postage paid, Daytona fender screens \$50 pr. Postage paid. Or buy all three for \$75. Wayne Perkins, 811 Northview, Olathe KS, 66061, 913-764-1956 noon to 7:00 pm central time. 08/11

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

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

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 veightpete@gmail.com 860-350-6864 any time.

Services Offered: Complete restoration and performance services: frame off, ground up or rotisserie. Projects completed start to finish, or in cooperation with specialty shops. Work tailored to suit your goals: show, driver, performance or concours. Cost and progress reports offered. I am experienced with Mopar in all aspects: mechanical, body and paint and in particular Daytona and Superbird. Initial one hour consultation free. 25 year DSAC club member. Check out my website www.lincolnhighwayauto.com or on Facebook at "Lincoln Highway Auto" Located in Lisbon Iowa. Contact Glen Peters at 563-889-0889.

Tony's Parts, offering 67-70 B-Body console body \$250, 67-70 "070" fan clutch from \$200, 68-69 glove box catch bar \$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

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 \$5, small rubber hood bumpers at cowl panel \$8 ea. Prices include shipping. DSAC, 13717 W Green Meadow Dr. New Berlin, WI 53151 414-687-2489 email to superbirdclub@yahoo.com

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Lost Laps 11

We like getting things right. Last issue, I posted up this photo of the Cotton Owens Charger 500 going through inspection at the '69 Daytona 500. I mentioned that it was Buddy Baker's car. But I was wrong. It actually is Charlie Glotzbach's ride. Charlie drove the #6 car for Cotton until he decided to leave NASCAR for a little while. Buddy Baker took over the #6 after that. Charlie eventually got the ride in the Nichols #99 Daytona when Paul Goldsmith retired in the summer of 1969.

So who let us know about the

mistake? It was Charlie himself. Nice to know he reads the paper. Charlie is one of my favorite people.

Couple of things to see here. Note "the stick" at the left front tire. They shoved that under the car to check your ride height at the front K-frame. Of course you can see the side profile template. There is one more template that goes over the top of the roof. Unlike today, there was some "fudge factor" allowed in these templates.



Assault on the Salt – 2016

As we talked about on page 1, here are some early pics of the K & K Daytona out at Bonneville. I will have a full report in the next issue from Sean Machado who was there on site. It sounds like it was a crazy time with several miles of salt all the camera crew, Tim Wellborn and the spectators that made the trip. Tim said he felt like Bobby Isaac and Harry Hyde were looking down on the car from above. The car is back in Alabama and is being cleaned up as I write this on September 30th. More to come shortly...



Daytona-Superbird Auto Club
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Old Sally - The K & K Insurance Daytona awaits cleaning

