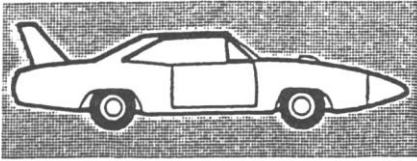


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CYCLONE SPOILER  
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October-November 2015  
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## DAYTONA – SUPERBIRD AUTO CLUB

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### Talladega Event Recap –

Holy cow! What an event it was. There have been a total of eight reunion events at Talladega since 1975. This one was right up there at the top.

The media coverage of the event was unlike any of the others. Many photos and blog articles have been posted at HotRod.com. They have generated over 1.4 million hits on the internet.

The photo you see at right could have been taken in 1970. But it was shot at Atlanta Motor Speedway on the opening day of the reunion. About 40 cars, double the amount expected showed up to participate in the track laps. The people at AMS did not disappoint.



We got to the track just before the sun came up. Got our cars unloaded outside by the gift shop and held a brief drivers meeting. Speeds would be about 70 mph. You need to have some speed to be up on the banking. A ten dollar donation, sign the waiver and off we went to the infield and the pit lane. Pictures, and more pictures being snapped.

Soon the pace car was ready, and off we went. After a couple of warm up laps, the speeds picked up with two lanes of aero cars running the banking. Tim Wellborn and Todd Werner were driving the #71 and #43 race cars. It was a thrill to watch those cars flash by on the high side at close to 100 mph. We did about ten laps and came to a stop two by two on the front straight. We all thought, "Well, that was pretty sweet. I'm about ready for a cigarette". Then the word came back through the crowd that everyone had played well, and we were going to get another session at a little more speed. I heard a no BS top speed of 120 on the backstretch. I have to say, everyone did really well and drove responsibly. We did about 17 laps in total. My understanding is the track President was very pleased with how it all turned out. We will be invited back again. What a fantastic experience it was. Our thanks to Chris Street for organizing this part of the event. Everyone who participated was blown away by it.





The white Bird at right was our ceremonial pace car for the Atlanta track session. Pretty cool.



Early morning at Atlanta. The tall building in the background are the Tara Place condos at the track. At right is Mark Tiffany's F5 green Daytona with Bill Rossi's #12 Bobby Allison replica stock car. Bill had a good time with the car at Atlanta. Someone liked Bill's car so much, he bought it just after the meet. Bottom: in car shot from the #7 race Superbird as the cars flash by on the banking.



**The Big Reveal at Atlanta** on Thursday was Todd Werner's #43 Petty Superbird. This is some news we have had to keep under our hat for over a year. About five years ago, Todd's car was originally restored by Petty's Garage as the #40 Pete Hamilton Superbird. This was based on the information available at the time.



After the car was completed as the #40, some questions began to be raised by “rivet counters” about whether this car was really the Hamilton car or actually Richard's #43. This independent discussion actually started out on a vintage NASCAR model car message board where photos of cars are often shared and compared. These people are pretty good at figuring out some things as far as where the actual cars went and what they turned into.

Both of the Petty team Superbirds were converted to conventional Road Runners in 1971 and sold on the west coast. Herschel McGriff claimed in some old Stock Car Racing magazines to have received the Hamilton #40. Doc Faustina got the other car. Faustina last raced his car as a 1974 Charger. Years later when acquired by Todd, the Charger body was eventually removed by Petty's Garage and backdated to the Superbird skin. There is no doubt that Todd's car was one of these two.

So how did Todd and the model car people figure it out? In short, eventually a fish eye lens photo showed up of Richard and Pete sitting in their cars at Michigan in 1970. The photo showed the floors of the cars and their custom touches and stick welds by the fabricators. Additional photos showed how the roll bars went through the rear firewall and their differences. Additional research proved that Todd's car was actually Richard's #43. Pete's #40 car is still missing in action and very well may be lost to time. The other #43 Superbirds that exist appear to have origins as short track 1970 cars. They are real Petty cars for sure.

After uncovering the real history of the car, the next challenge was to get Richard to give it his blessing; that it really was one of “his” cars. This was not a fast process as Richard is still very busy. Going back after the fact to tell the people who restored the car, that more information had been uncovered, was no doubt, a bit awkward. It took over a year to get a sit down with Richard and for Todd to explain that he did not simply want to just “change the number”. Todd wanted the car to be “whatever it really was, either way”. After looking over the evidence presented as well as some details in the torsion bar crossmember area, Richard agreed that it was his car that he had driven. As it has been explained to me, Richard's car was always his, and Pete's was always Pete's.

When the car came out of the NASCAR Hall of Fame last year, it went back to Level Cross and was converted to the #43 to make its debut at Atlanta and Talladega meet. Todd ran the car at Atlanta up in the high groove. Given the historical value, he said that he probably would not be doing that again anytime soon. I'm sure it was a thrill. The car is the real deal.



#### Friday at the House 4

On a beautiful Friday morning, things kicked off over at the Wellborn house. The cars began filtering in about 9 AM through the back driveway to the front of the house. And they just kept coming throughout the day to be parked around the tree shaded grounds in fall colors. Over 100 cars were there on Friday. The place was packed. If you looked around the grounds on Saturday morning, there was not a piece of trash left anywhere. What a great group of fans.

The whole event is more of a happening, than a car show. I overheard one veteran car show promoter say on Friday, that this was the best car event he had ever been to. I also heard him say it at the Muscle Car and Corvette Nationals a couple weeks ago in November. He still had not come down. It is difficult to express what Tim and Pam Wellborn do for us as a group. But I can tell you that everyone at the meet was on a bit of a high.



The house is called Russwood and was built in the mid-1930's for Mr and Mrs Russell, who started what we now know as the Russell Athletic apparel company. The house is designed as a replica of George Washington's Mount Vernon. Folks in attendance enjoyed tours of the house and some afternoon wine tasting as well as lunch. The evening Cajun seafood boil was served by Paul and Cindy Reynolds and the North Georgia Mopar Club.



Backing up a second, in 45 years, we've been to Alabama for these shows a total of eight times. Getting to the event itself is something of a road to the past for me. Without fail, it is a trip that I associate with my father who has long since passed away. But we did the first trip to Talladega in 1975. Back then, we drove the Superbird everywhere. The biggest worry was that it would turn 10,000 miles on that run! I certainly admired the west coast folks who made the trip driving their cars over the week prior to the event. I certainly wished I was back with my dad on one of those early trips. He certainly would have enjoyed seeing all the cars at the house on Friday. It was a spectacle.



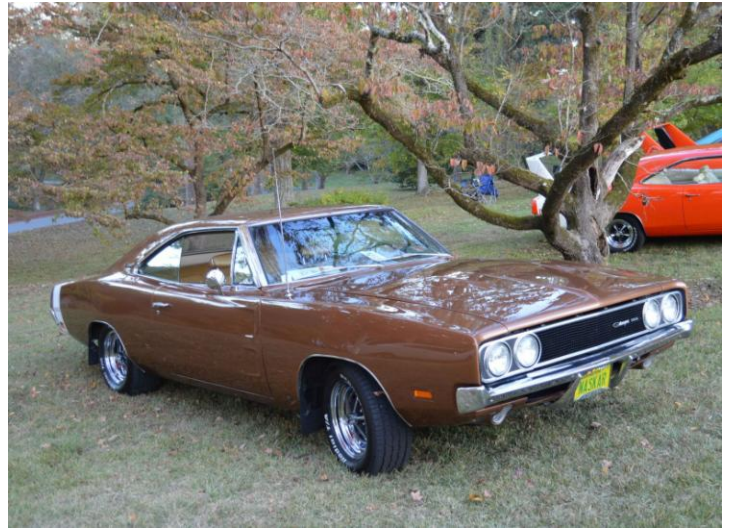
Don Amadio's Cale Spoiler II was not running a week before the event. With a brand new engine, a big oil leak to sort and no exhaust it was a very stressful thrash. Don got it on the road and made the event with a close call solved by a bungee cords. The car made it both ways. At right is Larry Cate's Alpine white Bird that he purchased directly from Richard Petty a couple years ago.



Steve Honnell talks with Chrysler aerodynamics expert Gary Romberg at the Wellborn house. No doubt talking about the features of his King Cobra and Mercury Spoiler. At right is the NASCAR-ized Daytona of Troy Hawkes from Houston. It has been Hemified and has some real NASCAR style wheels on it.



Talladega Superspeedway provided the neat Buddy Baker tribute decals. They were supposed to go on the cars. A lot made it into collector albums once folks got home. At right is the Daytona of Tim Wellborn. Born a 440 car, it was the first one he bought and put in a Hemi in the 1970's. He sold it once and bought it back many years later. It's a super cool day two car.



John McCloud brought this nifty Cale Yarborough Ranchero. One of my favorites from the meet. swung up to Washington state to guest drive this bronze on tan Charger 500 all the way to the meet. made quite the trip with about two weeks of driving.

Sean Machado from So-Cal The Washington group of cars



Tim Hunter brought his Superbird track car, now sporting a Hemi. At right is Charlie Glotzbach in the checkered shirt swapping stories with fans. Charlie came in, sat down in a rocker and had a steady stream of visitors and old friends all day on Friday.



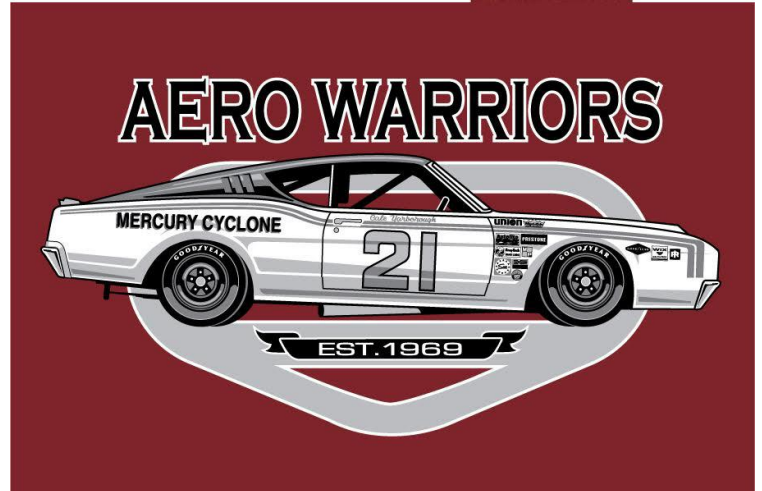
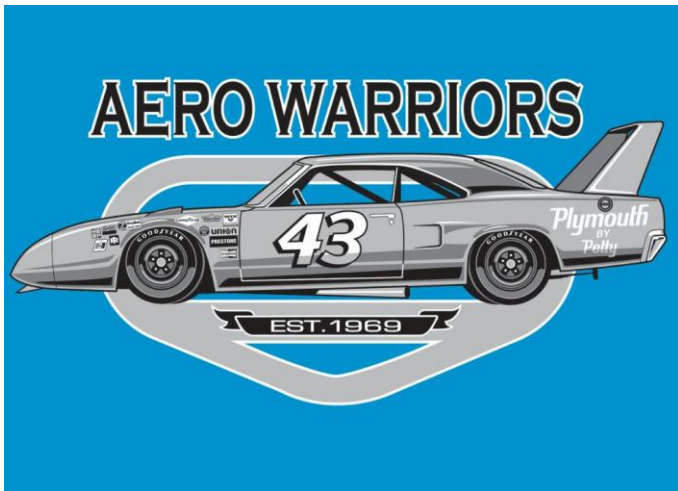
Joe Machado brought the original scale wind tunnel model for the Charger 500 and Daytona. The model has recently been refurbished with a new nose cone which had been lost to time. The model was displayed in the beautiful carriage house garage.



Early, Saturday morning, the first order of business for me was to help get the race cars over to the Wellborn Museum just up the street from the house. Here are all five of the beasts rolling through the neighborhood on the way to the main road. By 9 AM, things were rocking over at the museum and the main parking lots were close to overflowing.

We will finish up the Saturday and Sunday coverage in the December issue which I will have out very shortly.

**New Aero Warrior T-Shirts:** Don Amadio has designed these killer Aero Warrior shirts. He had some of the Ford shirts at Talladega, and I can tell you they are really nice looking and of high quality. Don is a professional free lance artist. The shirts are \$20 each. All sizes available. Shipping is \$6 for one, \$8.55 for two, or \$14 for all four. If you would like to order, please call Don at 856-745-0795 or email him at [amadrods@gmail.com](mailto:amadrods@gmail.com) Don also has a selection of Aero Warrior event posters available as well.





Just in the past 15 years or so, people have been adding this 1971 decal to the lid of their 1969-1970 B & E-Bodies. I would really like to know who is giving bad information. Sure, it looks very cool. But it is not correct. Show me an untouched 1970-71 Hemi car from back in the day like this. The same goes for the valve cover breather on a 1970 426 Hemi, 440-4 and 440+6 engine. One, two or three nipples? It is one or three. Three is for California emissions N95. One is for the other 49 states. Two is for a 1970 6-Cylinder with N95 or a 1971 6-Cylinder. Both of these photos are incorrect for a 1970.



### Petty Bird at Goodwood Festival of Speed

The King and his personal Superbird made an appearance at the Goodwood Festival of Speed over in England this past June. The FOS is a happening of great proportions over there, drawing many thousands of spectators to see all kinds of different race cars old and new exhibited at speed on a one mile course. That one mile course happens to be the driveway of Lord March's estate.

After over a decade of dormancy, the Petty Museum Superbird is back up and running. Larry Laney of the museum told me they got it going pretty easily. You may have seen a video online of the car being driven on the public road around the shops near Level Cross. As a side note, this is not the same car that was at Talladega in October. Richard's car is the one that has been in the trophy room since 1976. It is not the same car as Todd Werner's on page 3.

To the delight of the crowd, the Bird made several thundering runs up the hill over the weekend. At age 77, Richard himself made a run in the car. He remains immensely popular over there and was surrounded by fans the entire weekend.

The Petty Museum Superbird has been on the road quite a bit of late. It was at the Sema show in Las Vegas in November and was also seen at the Muscle Car and Corvette Nationals in Chicago the weekend before Thanksgiving. It's a beautiful car and it is great to see it running again.







Superman and Superbird: Spotted in Metropolis Illinois (where else), we made a special detour on the way to Talladega to visit Superman in the downtown square. Chuck Porter's Limelight Superbird is the other model.

Bottom: Now THAT's a heck of a toy box. Kevin Hurd's Petty Blue Superbird just made a special trip out to SoCal for a quick photo shoot. We can't say too much about it, other than, yada, yada, yada. More details to follow...



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For Sale 1970 Challenger RT 440+6, 4 spd, Go Mango, Dana 60, non vinyl top, no rust, Ralph, 559-268-6721

"Wing Car Wanted" Daytona or Superbird call Greg 360 941-3545.

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

For Sale: 1963 Plymouth Belvedere, real 426 Super Stock, correct dated engine, T-85 3-speed, Brown Metallic, Tan Interior. Car was restored apx two years ago using mostly original or NOS parts. Very correct down to the NOS wheel covers. Decoded by Galen Govier and documented in Darrell Davis' 1963 Plymouth Super Stock Book. Have documentation including a copy of 1964 title and some racing history. Asking \$59,900. Call Tom Shields at (850)528-9114 or e-mail at [duster2340@aol.com](mailto:duster2340@aol.com).

Wanted: 1968-69-70 Plymouth Satellite in restorable condition. 507-553-5331 or email to: [j.hassing@mchsi.com](mailto:j.hassing@mchsi.com) 06/15

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](mailto:barry.kanick@volvo.com)

For Sale: 1970 Mercury Cyclone GT, 351C 2 bbl, yellow with black console interior, needs resto, \$4500, Len 815-325-1964.

For Sale: Superbird FJ5 Limelight, Numbers matching motor & trans, 440 4 bbl 4 spd. Dana A33 track pack, fender tag dash tag, all body numbers matching Black bench seat, Galen Govier visual report, before car was taken down, car has been blasted, and is on rotisserie, new metal nose, Motor and Trans are done, to many new or refurbished parts to list here, lots of original paper work from 1st owners, original bill of sale when car was first bought, offers over \$85,000. Maybe partial trade on Mopar. [cascadeclassiccars@yahoo.com](mailto:cascadeclassiccars@yahoo.com) 509 630 2494

For Sale: 1969 426 Hemi motor, Completely rebuilt and ready to go, no carbs or exhaust manifolds 1" of paper work that was done on motor. motor is in Washington state, \$ 15,000. [cascadeclassiccars@yahoo.com](mailto:cascadeclassiccars@yahoo.com) 509 630 2494

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Wanted: Superbird Parts. I need the rear window lower corner diamond Plates. I need originals. any condition considered. And a set of the fender extentions. Also original and any condition considered. contact ron adams (562) 531-1995 [guppypuppy2@yahoo.com](mailto:guppypuppy2@yahoo.com)

For Sale: Superbird jack hold down plates. Die stamped as original. \$75 ea. Mike Jobes, 860-424-6125 or email to: [gilead222@comcast.net](mailto:gilead222@comcast.net)

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

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](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

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](mailto:veightpete@gmail.com) 860-350-6864 any time.

Wanted: 1969-70 MoPar NASCAR Hemi "first gen" electronic Prestolite distributor, Cast iron with a wider housing above the tach drive. Will have a trigger wheel and magnetic pickup, along w/coupler on the shaft where it fits into the drive gear. Email Greg at: [odcics2@comcast.net](mailto:odcics2@comcast.net) or call Call 586-243-7029

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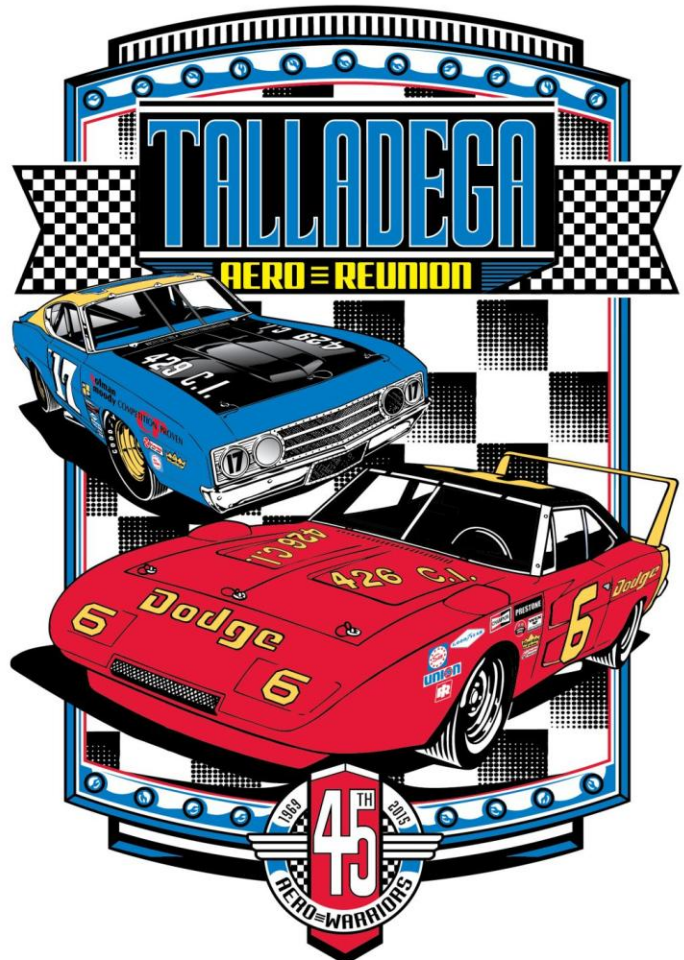
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