

LOCAL LANDMARK DESIGNATION REPORT

Petty Enterprises, ca. 1949

311 Branson Mill Road, Randleman, N.C.

Level Cross Township, Randolph County, N.C.

LOCAL LANDMARK SIGNIFICANCE SUMMARY

Petty Enterprises is the historic name associated with the Petty NASCAR racing team and family heritage. Founded by family patriarch Lee Petty, driving a car built by his brother Julius, Petty Enterprises (originally “Petty Engineering”) was a tight family organization. Lee’s son Richard eventually took over the team’s driving spotlight, while his brother Maurice grew into one of the sport’s greatest engine technicians and his cousin Dale Inman invented the modern organization and operation of a NASCAR pit crew. Lee, Richard, Maurice and Dale are recognized pioneers of stock car racing, and all are now in the NASCAR or International Motorsports “Hall of Fame”. The numbers and drivers of the family care are immediately recognized by fans: the 42 car driven by Lee; the 43 car by Richard; the 44 car by Kyle, and the 45 car by Kyle’s son Adam. Even the team colors became a trademark: “Petty Blue” is as well known in North Carolina as UNC Blue and Duke Blue.

“Petty Enterprises” is also the historic name for the complex of buildings in Level Cross, N.C., where the Lee Petty family began building its legacy in NASCAR racing. It includes not only the former homes of both Lee and Richard Petty, but the racing workshops and fabrication facilities built by the Petty family from 1949 to 2007. Beginning in a dirt-floored, gable-roofed pole barn, the Petty family team collected 288 wins and 10 championships in a rambling assemblage on Branson Mill Road that finally totaled 16 buildings and 65,000 square feet of space.

A special proclamation presented by the Randolph County Board of Commissioners on December 3, 2007, best summarizes the significance of Petty Enterprises by stating that Petty Enterprises has been a distinctive landmark in Randolph County since its inception in 1949 and that the racing accomplishments of the Petty family are unprecedented in the racing industry. Petty Enterprises and Richard Petty have brought honor and recognition to Randolph County through the role of goodwill ambassador for racing fans around the world. The Petty name is synonymous with commitment, family, community, dedication, innovation and leadership.

HISTORICAL CONTEXT AND FIELD DOCUMENTATION

L. McKay Whatley, Historian/Attorney, 19 S. Fayetteville St., Asheboro, N.C. as prepared from oral history interviews with **Richard Lee Petty**; **Rebecca Petty Moffitt**; **Rose Toomes Luck**; **Larry Laney**; and **Bonnie Davis**.

http://www.nascar.com/en_us/news-media/articles/2013/mobil-1-technology-hub/richard-petty-garage-series-nascar-mobil1-technology.html

<http://sports.espn.go.com/rpm/news/story?seriesId=2&id=3098662>

<http://sports.espn.go.com/rpm/columns/story?id=31916>

<http://hamptonroads.com/node/42>

<http://sports.espn.go.com/rpm/nascar/cup/news/story?id=3819892>

<http://www.superbirdclub.com/pettyjunk.html>

Records of Clerk to the Board, Randolph County Board of Commissioners, McDowell Rd., Asheboro, N.C.

MAPS, PLANS, & PHOTOS



Key to the Petty's Garage buildings shown above and Buildings #1,2,3,4,5 comprise the site of Local Historic Landmark designation:

1. The Toomes-Petty House, which began construction circa 1923 with final completion circa 1927, is the house where Richard and Maurice were raised. **(Local Landmark)**
2. Beneath this roof lies the original A-frame reaper shed that started what would eventually become known as Petty Enterprises. Built in the early 1920's, this building was a simple wooden structure with a dirt floor. This farm building was constructed during the same circa 1923 time period as the R.V. Toomes house. It was first used as a race shop in 1951. **(Local Landmark)**
3. First addition to the race shop. Richard and Maurice poured the concrete floor in 1956. **(Local Landmark)**
4. Built in 1957 and 1958, this building housed the original engine room. **(Local Landmark)**
5. Constructed in several phases between 1958 and 1964. **(Local Landmark)**
6. Dyno rooms and expanded engine room built in 1966. Currently houses two engine dynamometers
7. #43 car set-up and offices. (1969)
8. Originally the parts department, now the fab shop for 43 & 44 cars. (1970)
9. The "Chrysler Barn". Originally built as a distribution center for all Chrysler racing parts. (1970)
10. Paint and body shop. (1973)
11. Storage. (1973)
12. The Richard Petty Museum. Used as a race shop for Kyle from 1979 to 1984. (1973)
13. Maurice Petty and Associates offices. (1974)
14. Marketing offices. (1998)
15. Maurice Petty and Associates. Engines for Richard Petty Motorsports #43 Dodge currently built at this location. (1999)
16. Expanded paint and body shop. (1999)

The junk yard was located directly behind building 9, which was the Chrysler parts distribution warehouse, built in 1970. Buildings 13 and 15 were built later and caused the permanent clearing and paving of what was the junkyard.

From the fan website: <http://www.superbirdclub.com/pettyjunk.html>

A Geographical Information System (GIS) aerial photograph, produced by the Randolph County Planning Department, reflecting the site of Petty Enterprises and its relation to nearby structures and streets is included as part of this report. Digital photographs are provided.

Landmark designation is more specifically described as the **exteriors** of the original Petty race shop and related buildings as reflected on the site map as buildings **#2,3,4, 5**, which total approximately **11,000 square feet** out of a 30.46 acre tract, PIN# 7768217086, and the **exterior** of the Toomes-Petty House home place, ca. 1925, (reflected on site map as **#1**) consisting of approximately **1700 square feet** out of a 3.4 acre tract, PIN # 7767295719, at 311 Branson Mill Road, Randleman, N.C., Level Cross Township, Randolph County, N.C.

PETTY ENTERPRISES, ca 1949, Level Cross Township, Randolph County, N.C

Petty Enterprises Historic Site

Historical Report for Randolph County Landmark Designation

By: Mac Whatley

Petty Enterprises is the historic name associated with the Petty NASCAR racing team. Founded by family patriarch Lee Petty, driving a car built by his brother Julius, Petty Enterprises (originally “Petty Engineering”) was a tight family organization. Lee’s son Richard eventually took over the team’s driving spotlight, while his brother Maurice grew into one of the sport’s greatest engine technicians and his cousin Dale Inman invented the modern organization and operation of a NASCAR pit crew. Lee, Richard, Maurice and Dale are recognized pioneers of stock car racing, and all are now in the NASCAR or International Motorsports “Hall of Fame”. The numbers and drivers of the family cars are immediately recognized by fans: the 42 car was driven by Lee; the 43 car by Richard; the 44 car by Kyle, and the 45 car by Kyle’s son Adam. Even the team colors became a trademark: “Petty Blue” is as well known in North Carolina as Carolina Blue and Duke Blue.ⁱ

“Petty Enterprises” is also the historic name for the complex of buildings in Level Cross, NC, where the Lee Petty family began and built its legacy in NASCAR racing. It includes not only the former homes of both Lee and Richard Petty, but the racing workshops and fabrication facilities built by the family from 1949 to 2007. Beginning in a dirt-floored, gable-roofed pole barn, the Petty team collected 268 wins and 10 championships in a rambling assemblage on Branson Mill Road that finally totaled 16 buildings and 65,000 square feet of space.

The Toomes-Petty House.

The nucleus of the Petty complex is the original bungalow home of R.V. and Allie Toomes, where the newlyweds Lee and Elizabeth Toomes Petty lived with her parents and where their children Maurice and Richard Petty were born.

R.V. ("Bob") Toomes (1886-1945) was one of ten children born to William Franklin Toomes (1838-1913) and wife Annie Elizabeth Davis (1857-1924), the prosperous owners of a large farm on the Branson Mill Road in Level Cross. On November 7, 1919 Bob and Allie Toomes purchased 12 acres of land from W.R. Rich adjoining the western side of his father's farm [DB 187, Pg 211]. According to family tradition, R.V. Toomes took as much as 5 years to build the house himself, cutting the timber, letting it cure so as to avoid twisting and splitting the lumber; preparing the site and letting it settle, so as to avoid cracks in the plaster; and generally taking his time to do the job carefully and right. When it was complete it is said that people came from miles around to see it, the fanciest house in the area.

Toomes used the bungalow style with broad front porch that was popular in the post-WWI period, and built a surprisingly large house with five rooms on the first floor and five rooms on the second. The interior was fully plastered, an expensive and unusual technique at the time, which probably required workmen from High Point or Greensboro. The house had no indoor plumbing and was heated with fireplaces and wood stoves; meals were prepared on a wood cook stove in the kitchen. As with any local farmhouse, there was a smokehouse and outhouse in the back yard. But in another unusual feature, the house was built with electric lights, powered from a home generator in a shed out back.

The house is normally entered from the west, the side entrance into the kitchen that also provided direct access to the Petty garage complex to the East. An aluminum carport sized for two cars was built by Lee Petty over the porch entrance in 1986 (according to a signature in the concrete). The porch originally was built around a well, which over the years was replaced by an outdoor sink where the family could clean up before entering the house. The kitchen is approximately 14-foot square, and originally had a "large" woodstove in the southeast corner and a wooden "Hoosier" cabinet on the north wall. A small pantry is also entered on the North wall.

From the kitchen, a door on the South Side entered the Stair Hall, and another beside the wood stove entered the Dining Room; one on the west side went directly into a screened-in porch. That porch was the family's summer living room, with dining table, chairs and Elizabeth Petty's sewing machine. The porch also had a door into the stair hall, and an outside door with steps leading to the smoke house and out-house. The screened porch has been altered over the years more than any other part of the house, first having a bathroom added to the west end (circa 1955) and then being enclosed and turned into a laundry room. The final alteration to the house was another bathroom added for Lee Petty in the 1980s to the north side. Closets though the house as well as these additions were built by Lynda Owens Petty's father, a contractor.

The downstairs features two large bedrooms on the west side; the rear one (14x16) was that of Bob and Allie Toomes. All of the other bedrooms, both upstairs and down, were used by various family members over the years, both as children and young adults, and as married couples, sometimes with children.

The stair hall opens directly into the front living room, but was usually portioned from the rest of the house with a red velvet curtain. The living room was almost 20 feet long and 14 feet wide, with a large fireplace faced with white quartz (locally called "white flint"). The same stone

was used to face the fireplace in the front west bedroom, as well as the front porch plinths and house foundations. The west end of the living room was paneled in pine when the original plaster started to deteriorate; pine shelving was added at the same time to house Lee Petty's trophy collection.

The upstairs portion of the house has three bedrooms ranging in size from 11x14 (the one on the west side), to 11x12' (the one facing due south in the central gable) to 10x11' (the one on the east side). Both the east and west bedrooms have large closets built under the eaves of the front gable. One of the most interesting and unique features of the house is that the east bedroom also has a secret room under the eaves of the North side, entered from a small closet above the kitchen.

That secret store room is a very specific and unique reminder of the Toomes' family avocation: they were not only farmers, they were bootleggers, well known in the area for making illegal moonshine whiskey and fruit brandy in their private stills in the woods. The pond on Richard Petty's home place today was originally used, he remembers, as a place to dump and dilute the mash left over after one of his uncles finished a run of liquor.

The secret room was entered through a moveable wall in the eastern bedroom closet that could only be opened by a rope pulled from another first-floor closet under the stairs. Richard Petty himself remembers seeing that closet full of contraband moonshine when he was a boy, and confirms the legend that his father, like so many other NASCAR pioneer drivers, often delivered liquor in a fast car late at night. He also remembers times when the smokehouse out back was also full of moonshine, and when trailer loads of sugar were delivered during World War II to keep the family business in operation.

Moonshining has a long and colorful tradition in Randolph County, from Black Ankle on the Montgomery County border, through Seagrove and Millboro all the way north to Level Cross. The federal government established a system of licensed distilleries after the civil war in which Treasury Agents would collect a tax on each gallon of whiskey produced. There were many "Government Stills" established across Randolph, but for each legal still there were at least two illegal producers. Though glass "Mason" jars were invented before the Civil War (many were produced up into the 1900s with the mark "Patent Nov 30th 1858"), moonshiners kept many a Randolph and Moore county potter in business making stoneware jugs up until World War II. And transporting those containers to the ultimate buyers was the province of the "Blockade Runner," or "Blockaders," a very conscious reference to the Civil War "greyhounds of the sea" which ran the federal blockade of southern ports to supply the Confederate war effort.

The Toomes-Petty House was not only the home of their grandparents, it was the birthplace of both Richard Petty and his brother Maurice. The newly-weds Elizabeth and Lee Petty moved in with her parents after their marriage, using the bedroom on the west side of the second floor for at least the next four years. Both of their children were born in that room.

Lee Arnold Petty (1914-2000) was born in the Sumner community of Guilford County. He was a star athlete in high school, and in 1935 one of his first paying jobs was as a professional

baseball player with the St. Louis Cardinals' minor league team in Gastonia. While attending King's Business College in Greensboro, Lee was recruited to play in a Randleman minor league baseball team- part of the old Deep River League featuring semi-pro players from the textile mills in Randleman, Worthville, Cedar Falls, Franklinville, Ramseur and Coleridge. At one of those games he met Elizabeth Toomes of nearby Level Cross; they married in 1936 and the couple set up housekeeping in an upstairs room of her parent's house. There their boys were born in 1937 and 1939- two more in a house that was already home to seven other Toomes siblings, their parents and the Petty's.

The Toomes-Petty House, like most of its neighbors, was the visible center of an agricultural landscape. The stills were safely hidden deep in the woods and ravines off the roads, but they required a regular supply of the corn or wheat grown in the fields lining the roads. Richard Petty himself remembers tending a field of corn in front of the Toomes-Petty House in order to fulfill the membership requirements of the FFA (Future Farmers of America). The yard around the house, he remembers, was neither planted nor tended, but regularly swept clean to the dirt with brush brooms. Flocks of chickens kept the yard clean, and a smokehouse in the back yard allowed the family to cure and smoke hams after hog-killing time each winter. To the east of the house was a barn and barnyard, which included a gable-roofed "Reaper Shed," where the neighborhood's travelling reaper could be parked when it arrived for harvest time; otherwise it was home to the family's Minneapolis-Moline tractor.

As his boys grew older Lee and Elizabeth bought property on Providence Church Road about a mile south of the Toomes-Petty House, and moved there into their own house (really little more than a tar-paper shack). It was on that property that Richard and Maurice Petty grew up, and from there Lee supported the family by driving an Autocar road tractor and a trailer modified to haul and dump sand, gravel and dirt- using the legitimate trucking business as camouflage ["a front"] for his profitable midnight business running moonshine.

Petty Engineering.

Lee and his brother Julius (1916-1986) were the youngest of the eleven children of Judson Ellsworth Petty (1865-1948) and wife Jessie of the Sumner neighborhood, about 5 miles northwest of Level Cross in southern Guilford County. Before World War II the brothers helped "soup up" the cars of friends who were involved in midnight "outlaw" races on the dirt roads of the Piedmont backcountry. Lee grew to love the raw competitive rivalry of these races—not to mention the money changing hands as impromptu bets were won and lost. The brothers decided to build their own car, modifying a 1937 Plymouth coupe to boast a huge inline straight-8 Chrysler engine. Lee won his first race with that car, as well as a share of other contests- a better pay check than most days running the blockade.

The end of World War II also saw the end of an era for the Toomes family, when R.V. died in 1945 and Allie in 1947. Not until February, 1951 was an agreement reached where Elizabeth purchased the 12-acre family farm from her seven brothers and sisters. [DB 726, Pg 170] Lee and

Elizabeth and their boys may have been living there again since 1943, when a woodstove accident burned down their house on Providence Church Road.

As Elizabeth settled her family back into the Toomes-Petty House, Lee was preparing to make stock car racing his primary business. His first real foray into professional racing came at a dirt track on June 19, 1948, when he was already 35 years old. While jockeying for the lead, Petty lost control of his huge new Buick Roadmaster; the car flipped and crashed but Lee was unharmed. He bounced back immediately to become a vital part of a plan to legitimize and revolutionize racing.

At a race in Florida in 1947, Petty first heard a promoter named Bill France peddle a proposal to clean up the shady side of stock car racing and establish it as a “family entertainment” business. In 1949 Petty agreed to be one of the 33 drivers in France’s inaugural “Strictly Stock” NASCAR event on a ¾-mile dirt track at the old Charlotte fairgrounds. The Petty Enterprises ride that season was a lighter, more maneuverable ’49 Plymouth coupe with a flat-head 6-cylinder engine rebuilt by Lee and Julie Petty.ⁱⁱ Petty didn’t win that first race (in fact, the original winner was ultimately disqualified for having illegal springs). The team’s first win came in Lee’s 5th start at Heidelberg Raceway in Pennsylvania. Petty and the team started in six out of the eight races of the season, and finished second overall in points.

Petty’s 1949 car was the first in a long line of the family’s “Petty Special” Plymouths built by “Lee Petty Engineering” and driven by Lee to finish third or fourth in points in 1950, 1951 and 1952. 1953 saw him grab five wins and finish second in points for the season, before winning the first of his three (and Petty Enterprise’s ten) NASCAR championships in 1954. Six wins in 1955 and two more the following year made Lee Petty one of the most dominating drivers in the Grand National series. In 1957, Petty won 4 races as the team began running additional teams, which in 1958 first included the 43 car driven by his son Richard.

Some of these first cars were built on the Providence Church Road property, but by 1951 they were being built in that “Reaper Shed” at the Toomes-Petty House- its tin roof held aloft on cedar posts, with a concrete floor poured by Lee and his sons Richard and Maurice. Success enabled Lee to expand the shed to the north in 1956, and with concrete block extensions to the east and west in 1957. Some of his racing profits went into modernizing the Toomes-Petty House with a gas stove and indoor plumbing; the rest went into building more cars. That was the Petty Engineering garage and workshop when 21-year-old Richard Petty went from building race cars to driving race cars in 1958.

Expanded once more in ’58 and then again in 1966, the Reaper Shed was the seed that grew into Petty Enterprises. It housed the successful career of Lee Petty, but was too small to contain the big business that grew up around his son Richard.

Lee Petty’s best career year was 1959, when he finished 41 of 49 races and won 12 times. And the highlight of that year was his dramatic win of the inaugural 500-lap race named for the Daytona International Speedway. Before this Daytona had hosted races on the sandy beach course during Speed Weeks, but no one had ever seen a race that ended with a thrilling side-by-side photo

finish like the one between Petty and Johnny Beauchamp. It took NASCAR three days' study of newsreel camera footage before Petty was officially declared the winner- by two feet.

In 1961 Petty crashed in qualifying at Daytona and was gravely injured, spending four months in the hospital. In his comeback appearance at Martinsville on April 22, 1962, he finished an impressive fifth "just to prove I wasn't scared." But his time behind the wheel was almost over; he started in just five more races.

By the time he retired in 1964, Petty had run well enough to become NASCAR's most prolific race winner. In his career, he won 54 times, and finished in the top 10 an incredible 332 times in 427 career NASCAR Grand National starts. Petty won the NASCAR championship three times, in 1954, '58, and '59. He finished in the Top 5 in season points for NASCAR's first eleven seasons. It is a record of consistency that may never be approached.

In his post-driving career as the owner and manager of Petty Enterprises, Lee Petty continued to build the brand of stock car racing. His unabashed support for Bill France and NASCAR transformed racing, building a loyal fan base that grew the sport into a mainstay of 20th-century Southern culture and identity. It became a way of life not only for the Petty family, but for hundreds of thousands of families across America.

Petty built a team at Petty Enterprises that focused on winning. "I have to finish in the top three cars to make money," Petty said in a 1954 interview. "I have to finish among the first five to break even. After that, I'm going in the red." "We were not like some of the others," Petty said several years after his retirement. "Some of the other boys, they drove and... spent their money for pleasure. We spent ours to build. Everything we've done has been aimed at racing. We started under an ol' reaper shed with no floor in it and we built it up. That was probably what I was most proud of."

Petty Enterprises.

The metal-framed building now known as the "Red Floor Shop" was built in 1969 as the set-up and fabrication shop for one of the best-known numbers in sports history, the "43" car of Richard Petty. With adjoining parts warehouses built in 1970, the 43 shop took over as the heart of the Petty Engineering complex in Level Cross as it assumed the name of Petty Enterprises.

NASCAR Hall of Famer Richard Lee Petty (b. 1937) is the most decorated driver in the history of racing. Known to many simply as "The King," the title refers to his incomparable winning record: 1,185 racing starts over 35 years; 513 consecutive starts from 1971-1989; more than 700 top-ten finishes; most wins in a single season (27 in 1967, including ten in a row); 200 career wins- the most of any driver; winner of the first "Winston Cup" (1971); the oldest Winston Cup champion (1979); first driver to win seven NASCAR championships (an honor he now shares with Dale Earnhardt); seven Daytona 500 wins ('64, '66, '71, '73, '79, '81); the first driver to break the \$100,000 barrier in single season earnings; the first driver earn more than \$1 million in career earnings; one of the first five inductees in the inaugural class of the NASCAR Hall of Fame. Retired

from behind the wheel since 1992, Petty today oversees the operations of Richard Petty Motorsports, a two-car team competing in NASCAR's highest levels.

Richard Petty started in racing working with his brother Maurice as pit crew for their father Lee's 42 car. Lee's youngest son spent many hours on the road driving cars and parts to the county fair dirt track races that NASCAR was sponsoring at that time. When Richard Petty turned 21 years old on July 2, 1958, his father allowed him to race a 1957 Olds convertible that Petty Enterprises had retired. On July 12, 1958, Richard and Maurice towed the Oldsmobile behind Richard's 1956 Dodge to a dirt track in Columbia, South Carolina, where in his first race Richard finished 6th for a pay day of \$200. A week later he began his NASCAR career at a race held in Toronto, Canada. He competed in 8 more races in 1958, and finished 36th in points. (Lee, on the other hand, competed in all 51 races sponsored by NASCAR and won his second Grand National Championship in that 1957 Oldsmobile!).

1959 found Richard still racing that trusty 1957 Oldsmobile, as Petty Enterprises fielded two full time drivers. Richard was finally racing under his own number, adding one to his father to come up with what would become his legendary "43;" and for the first time that season the team vehicles began to feature its "Petty Blue" paint scheme. The 1959 Daytona 500 found Richard starting in 6th place and racing just 8 laps before the engine in the 57 Olds finally died. He finished 57th in a 59 car field, but still won \$100 for his first Daytona race. Some consolation was that his 9 top 10 finishes, including six top 5 finishes in 1959 resulted in his being named NASCAR Rookie of the Year.

The horrendous crash in the 1961 Daytona 500 that put Lee Petty into hospital rehab for months put Richard Petty squarely in charge of keeping the Petty Enterprises team in business. Richard came in second place for the Grand National title in both 1962 and 1963. Using the new 426 Hemi racing engine, Richard won the 1964 Daytona 500 in the Petty Enterprises Plymouth. His overall win of the NASCAR points championship that year made him the undisputed leader of the Petty team.

Petty spent 1965 competing in drag races, a consequence of the Chrysler boycott of NASCAR due to its decision to ban the powerful Hemi engine. At his return on February 27, 1966 Petty overcame a 2-lap deficit to win his second Daytona 500, becoming the first driver to win the event twice. His milestone year was 1967, when he won 27 of the 48 races he entered, including a record 10 wins in a row (between August 12 and October 1, 1967) and his second Grand National Championship. His dominance in that season earned him the nickname "King Richard". After one season with Ford in 1969, Petty returned to Plymouth for the 1970 season, driving Plymouth's new shark-nosed "Superbird"- the ride that became so identified with "The King" that it served as his cartoon persona in the 2006 Pixar film *Cars*.

On February 14, 1971, Petty, driving a Plymouth Road-Runner, won his third Daytona 500-making him the first driver to win the event three times. He won 20 more races and claimed his third Grand National Championship. In 1972 STP motor oil company began a successful 28 year sponsorship arrangement with Petty, and Richard with 28 top-10 finishes (including 25 top-5 finishes) and 8 victories, won his 4th Winston Cup Championship. From 1972 to 1977 Petty

preferred driving the Dodge Charger body style, in which he won his fourth and fifth Daytona 500s (1973 and 1974), and his fifth Winston Cup Championship. After a 1978 season filled with mechanical breakdowns, Petty rebounded in 1979 when he won the NASCAR championship for the seventh and last time.

Petty would win two more Daytona 500s in 1979 and 1981. The 1979 win broke a 45-race drought and was his sixth Daytona 500 victory. The race was the first to be televised live flag-to-flag and cementing NASCAR into popular culture, as an East Coast blizzard gave CBS a captive audience of millions. Richard was able to hold off Darrell Waltrip to win his seventh and last NASCAR Winston Cup Championship title in 1979. In the 1981 Daytona 500, Petty outfoxed Bobby Allison and grabbed his seventh and final Daytona 500 win.

1979 saw the introduction of another driver in the family business, Richard Petty's only son Kyle. Kyle Eugene Petty (born June 2, 1960) won his major-league stock car debut at the age of 18 in the 1979 Daytona ARCA 200. He was the youngest driver to win a major-league stock car race up to that time. Later that season he made his Winston Cup Series debut; driving a Dodge Magnum numbered with his grandfather's historic #42. He ran five races and had a ninth-place finish in his first series race at Talladega. He made fifteen starts in 1980 and had six top-ten finishes, then ran a full schedule for Petty Enterprises in 1981, finishing in the top-ten ten times and twelfth in points. For the 1982, 1983 and 1984 seasons Kyle had numerous top-ten finishes and always fifteenth or higher in the points standings.

The Eighties saw several seasons of disappointment and major change for Petty Enterprises. First Richard's cousin and the team's longtime crew chief, Dale Inman, left for another pit crew. Then after a controversial win at Charlotte in October 1983 (win No. 198), Maurice Petty was accused of running an illegal oversize engine and both brothers left the team. Richard Petty spent '84 and '85 driving for Mike Curb before returning to Petty Enterprises in 1986. Kyle Petty took over driving duties for Petty Enterprises cars during that period.

On July 4, 1984, Richard Petty won his 200th (and what would turn to be his final victory) race at the Firecracker 400 at Daytona International Speedway. President Ronald Reagan was in attendance, the first sitting president to attend a NASCAR race. Reagan celebrated the milestone with Petty and his family in victory lane.

Kyle Petty took his Seven-Eleven #7 car to Wood Brothers Racing in 1985, where he scored seven top-five finishes and his first top-ten points finish. He won his first career race at Richmond the next year and finished tenth in the final standings. In 1987 he drove the #21 under sponsorship from Citgo and picked up a big win at Charlotte. He was released from that ride in 1988 when he fell to thirteenth in points, and began the 1989 season unsponsored. Driving part-time he competed in nineteen races that season, with a 4th place finish at Atlanta.

On October 1, 1991, Richard Petty announced he would retire after the 1992 season. His year-long Fan Appreciation Tour took him around the country, where he managed to qualify for all 29 races. On his final visit to each track, Petty would lead the field on the pace lap to salute the fans. His final race was the season-ending Atlanta 500, where a crash and fire almost ended his race

early. Heroic efforts by the Petty Enterprises crew allowed Richard to get back on the track in time to finish in his final race, finishing in 35th position. After the race Petty circled the track one final time in his trademark STP Pontiac to salute his many fans.

Kyle Petty found full-time sponsors again in 1990 and finished eleventh in points. He was again running eleventh in points in 1991 when he suffered a broken leg at a crash at Talladega and missed the next eleven races. He won two races in the 1992 season, a career milestone. Kyle saw his career-best fifth place finish in points in both 1992 and 1993, but dropped ten points in 1994. What would be his last career win came in 1995 at Dover.

As a full-time team owner, Richard Petty's Petty Enterprises drivers won races in 1996, 1997 and 1999. Kyle Petty made his 500th Cup start at Phoenix in 1997 with his own team, PE2 Motorsports, and driving the #44 Hot Wheels Pontiac Grand Prix. He had two top-five finishes and finished 15th in points, but only had two top-tens in 1998, causing him to return to Petty Enterprises and run his team from their shop.

The fourth generation of Petty drivers began working for Petty Enterprises in 1998. Adam Kyler Petty (July 10, 1980 – May 12, 2000) was the first fourth-generation driver in NASCAR history. The son of Kyle Petty, he from childhood wanted to follow in the footsteps of his father, grandfather Richard, and great-grandfather Lee.

Petty began his career in 1998, shortly after he turned 18. Like his father Kyle, he won his first ARCA series race, in the #45 Pontiac at Lowe's Motor Speedway in Charlotte. Petty drove a #45 Chevrolet in the Busch series full-time in 1999 after a successful season in the Midwestern short track season in the #45 Pontiac. He also finished sixth in his first Busch Series race at Daytona and had a best finish of fourth place that year.

Petty Enterprises planned to give Adam seven starts in Winston Cup races in 2000, with both a Cup ride and a Busch campaign planned in 2001. He managed to qualify in his first attempt at Winston Cup at Texas Motor Speedway on April 2, 2000, but finished 40th when his engine blew. Adam's great-grandfather Lee Petty died just three days later.

On May 12, 2000, Petty was practicing for the Busch 200 NASCAR race^[1] at the New Hampshire International Speedway in Loudon, New Hampshire. While entering turn three, his car lost traction and crashed head-on into the wall; Adam was killed instantly.

Kyle Petty drove Adam's #45 car in the Busch Series for the remainder of 2000, and then used the #45 in the NASCAR Sprint Cup series throughout the rest of his driving career. Kyle qualified in 19 races in that year, finishing 41st in the points standings in the 2000 Winston Cup Series.

In 2001 Kyle Petty brought Adam's #45 to the Winston Cup Series full-time, but didn't see a top-ten finish until Talladega in 2002. In 2005 he competed in every race for the first time in three years and finished in the top ten twice both that year and the next. At the 2007 Coca-Cola 600 Kyle had his first top-five finish in ten years, but took several races off to work as a color commentator

for TNT, replacing Benny Parsons. He had begun his TV career in 1999, commenting for ESPN on NASCAR Busch Series races.

Kyle's final racing starts came in 2008, his best finish in fourteen races being 24th at Richmond. When Petty Enterprises was purchased by Boston Ventures early in the 2008 season, Kyle stepped aside as the team's CEO finished and concentrated on his broadcasting duties.

Petty is active in many charitable causes, such as the Victory Junction Gang Camp for terminally-ill children, which he established to honor his son Adam, and an annual charity motorcycle ride called the Kyle Petty Charity Ride Across America.

The 2007 season saw the team move into the old Robert Yates racing facility in Mooresville, NC- the first time since the founding of the company that it had left Level Cross. Then in 2008 a lack of sponsorship forced the team to merge with Gillett-Evernham Motorsports and assume a new name, "Richard Petty Motorsports." In November 2010 George Gillett sold his stake in the racing team back to Petty and a group of investment partners and the team moved to its modern headquarters in Concord.

Present Day.

Richard Petty now leads a three-car NASCAR Sprint Cup team and a Nationwide Series team with drivers Marcos Ambrose, Aric Almirola and Michael Annett. Since 2010 the team has earned two wins, 34 top-10 and 10 top-five finishes, and three pole positions. The current Richard Petty Motorsports race team operates out of 7065 Zephyr Place, Concord, N.C. 28027. [<http://www.richardpettymotorsports.com/>] The present tenants of the historic Petty Enterprises site are (1) the Richard Petty Museum [<http://rpmuseum.com/>] and (2) "Petty's Garage," a "high performance speed shop" founded by Richard Petty in 2008 to customize, rebuild and restore vehicles for private customers. [<http://www.pettys-garage.com/>].

The "Engineering" building was built in 1973 and became a race shop for Kyle Petty's #44 car. In 1988 the Richard Petty Museum opened in half of the building, allowing the general public to see and admire the team's winning achievements. The Richard Petty Museum was founded in 1988 as a public window into a private business, the manifestation of Lynda Petty's original vision to share the Petty racing legacy and history with the world. The museum was incorporated separately from the race team in 1993, and in 2003, as Petty Enterprises expanded, the museum moved to the former Shaw Furniture showroom in Randleman and the Marketing Department took over the space after 2003. The building is presently being renovated to serve as the Visitor's Center of the Richard Petty Museum and Petty Enterprises Historic Site.

What is known as the "Red Floor" Shop, built in 1969 for the construction and set-up of the #43 car, is now used as a display area for Petty Museum exhibits and changing gallery for "show cars." The Petty business offices today are housed in the south end of that space, originally used as the machine shop for the 43 cars.

Attached to the north end of the Red Floor Shop in 1970 was the fabrication shop for the 43 and 44 cars, now used as the parts department and machine shop. Petty's Garage is the tenant of the adjoining "Gray Floor" Shop, built in 1999 as an expanded engine room and as the set-up shop for #44 cars. The paint and body shop (1973) and the Maurice Petty Engine Shop (1974, 1999) are located just north of the Lee Petty House. Only portions of many of these structures are currently used on a daily basis; several (like the "Dodge Barn" or "Chrysler Barn," built 1970 for parts storage when the team was affiliated with the Dodge brand of Chrysler) are now solely used for storage.

Ownership.

The Toomes-Petty House (circa-1925) is now owned by the Richard Lee Petty Revocable Trust (tax parcel ID# 7767295719). The house is not currently inhabited, and plans are to restore and refurnish it, and administer tours of it through the Richard Petty Museum. The adjacent Richard Lee Petty House (circa-1964) is currently owned by the Elizabeth Toomes Petty Revocable Trust, administered by Maurice Petty, Trustee, and is rented. That house is not currently part of this nomination, and is not the current home of Richard Petty, which is on Providence Church Road about a mile south of the Petty Enterprises Historic Site. The legal owner of the Petty Enterprises garage and fabrication complex (tax parcel ID# 7768217086) is RP Properties, LLC, a Richard Petty family entity.

Articles on the Team History since 2007

LEVEL CROSS, N.C. -- Nothing about the room seems remarkable.

No more than 800 square feet, it is fashioned out of block and wood and cement with an occasional strand of wiring exposed here and there.

Situated beneath a low ceiling, the room feels surprisingly small. It is small.

"When Daddy started, most of the people up here worked in the mill and farmed, too," Petty says. "Where these houses are now used to be big farms. ...Instead of going into the farming business, we grew a race car in the backyard."

"It was just a reaper shed," explains Richard Petty, "with cedar poles holding the tin roof up; just an open building when they put the first race car in there. That's all it was."

With success came expansion. Additions were made and new buildings rose up, 16 in all before the growth finally came to an end.

"It was sort of like a farmer," Petty says. "You plow this field and the next year you need a bigger field so you just went over and cleaned the woods out and made another field. Every time we needed something, or tried to expand the business, we built another building."

Roughly two-thirds of the teams of the day "were all doing the same thing, with the same thing," Petty says. "When you go back that far ... most of us got started in our own backyards.

"The deal then was the competition didn't have anything better than we had. But you weren't worried about that. All you worried about was what you had, so you could go and do as good as you could."

[http://www.nascar.com/en_us/news-media/articles/2013/mobil-1-technology-hub/richard-petty-garage-series-nascar-mobil1-technology.html]

When stock car racing was a sport centered in the Southeast, Randolph County was a logical and central location for a race team, and the county once hosted not just the Pettys at Level Cross but team shops in Liberty (Rousch) and Trinity (Labonte). But as NASCAR expanded, licensing tracks in western and northern states and closing the short tracks and dirt tracks that had nurtured the infant sport, the hub of NASCAR racing gradually became centered around Charlotte. High tech state-of-the-art engineering workshops and parts suppliers located in and around Mecklenburg County, with Richard Petty and Petty Enterprises being one of the last hold-outs.

Adam Petty's shop was first to leave Level Cross for a location in Thomasville; engine building shop took it over after Adam's death in a Busch Series accident during practice in May 2000 at New Hampshire Motor Speedway.

2007 became the final race season for the Petty Enterprises race shop at Level Cross. In December of that year the race team moved to the former Robert Yates Racing facility in Mooresville, NC,

signing a short-term lease for a facility emptied when the Yates team merged with Roush Fenway Racing.

“Since January 7, 2008, Petty Enterprises has been the newest resident of Race City, U.S.A., moving their race team into the vacated Yates Racing 115,000-square-foot (10,700 m²) facility in Mooresville, N.C. “

The move was traumatic for all concerned. "When you walked through the gates at Level Cross you walked into NASCAR history," Richard Petty said. "It's kind of hard for us and the people in the community to accept... We just feel for us to move forward and keep up with where NASCAR is going, we just felt we had to try to go somewhere else."

[<http://sports.espn.go.com/rpm/news/story?seriesId=2&id=3098662>]

NASCAR teams in general were under stress, with the costs of building engines and cars skyrocketing. Far removed from “stock” cars bought fresh from a showroom, each NASCAR race car is now purpose-built to exacting standards of engineering and safety at the cost of millions of dollars per team.

The Level Cross shop was one of the last great links to the NASCAR of old. Opened in 1949 by Petty's father, Lee, the 65,000-square-foot facility was an odd mix of buildings connected to buildings with more twists and turns than the road courses at Watkins Glen and Sonoma combined.

Rooms were cramped and some ceilings were barely high enough for "King" Richard to walk while wearing his signature cowboy hat. As for the old building's fate, plans call for turning it into a shop to house the team's Nationwide Series operation.

"Level Cross was so disjointed," Freeze said as he looked around the spacious new building big enough to host Arena Football. (Mooresville RYR facility is 88K SF) But the antiquated facility wasn't what made Petty uproot the family business that sits adjacent to the house in which he was raised to move to the heart of NASCAR. He still doesn't believe a big, shiny building will make a difference in how his cars perform.

What forced this split with tradition was the need to attract talented individuals who weren't willing to move to an area seemingly far from the civilized world, the need to keep sponsors from going to teams that offer the big, shiny buildings such as nearby Joe Gibbs Racing.

"In Level Cross, we couldn't get anybody with any credentials to pop in...

"We all seem to be chasing the same sponsors and employees," Freeze said. "Whoever we talked to they were off to talk to DEI or Gibbs or wherever. They would tour those places and then come to Level Cross and we'd be preaching the tradition and history.

"You're talking to some 35-year-old guy with an MBA that could care less how many races Richard Petty won. They would go through the Gibbs' showcase and we'd just look like backwoods guys."

Richie Barsz 65-year-old master fabricator has been working all but one year at Petty Enterprises since 1970. In Level Cross, Barsz worked in a small, somewhat dark room in the back of Petty Enterprises. The walls were covered with old signs, such as the original STP logo Richard ran under, which made it seem more like a museum than a work place. Barsz had a window, too.

"It's different," he said of the new shop. "It's a change. But I'm 65. I'm ready for a change. The history we made at Level Cross, it's still there. You can't take it away. It's like the pyramids." Barsz helped Richard Petty collect 126 of his 200 wins.

Jerry Freeze (Team Manager) and Robbie Loomis (VP of racing operations) wasted little time convincing the Pettys that leaving Level Cross now instead of waiting to build in Salisbury was the right thing to do after Yates offered a three-year lease in October.

[<http://sports.espn.go.com/rpm/columns/story?id=3191681>]

The Pettys are leaving a shop where they won 268 NASCAR races, 10 championships and nine Daytona 500s.

They are leaving because they last won a race in 1999, last won a title in 1979 and last won a Daytona 500 in 1981. Labonte ranks 19th in the driver standings and is attempting to give Petty Enterprises its first top-20 finish since John Andretti placed 17th in 1999.

Moving to the Charlotte area will make it easier to find employees and will ease the burden on those who have made the long drive daily. Petty estimated that only 20 of the team's 120 employees live in the Level Cross area.

"It's not the buildings as much as it is the personnel that we hope to be able to attract," Petty said. "Not that they wouldn't like to work at Petty Enterprises, they just can't uproot their families a lot of times and move. So, we said, OK, if this is where the core of people are, maybe we'll look to going where the core is at."

The Wood Brothers did the same thing after the 2003 season, leaving Stuart, Va., for many of the season reasons. The move, though, does not guarantee success. The Wood Brothers have not finished in the top 20 in the driver standings since.

[<http://hamptonroads.com/node/421351>]

Two seasons later the cash-strapped Petty Enterprises team merged with Gillett Evernham Motorsports to become "Richard Petty Motorsports," and the team took up residence at that team's shop in Statesville.

[<http://sports.espn.go.com/rpm/nascar/cup/news/story?id=3819892>]

"I want to get back to winning and together we will bring the resources, technology and infrastructure to do that," Petty said; while his new partner George Gillett (owner of the Montreal Canadiens hockey team) said "We plan to keep the Petty name in the forefront of NASCAR.... Our goal is to get the cowboy hat and sunglasses back in Victory Lane."

But Gillett was unable to keep his financial commitments to keep the team in top form. At the end of the 2010 season Richard Petty announced that he had formed a new group of investors to purchase the team from Gillett and venture capital firm "Boston Ventures". Gillett had suffered mounting debts after the deteriorating economy undermined the value of assets which he had purchased for top dollar, such as the English Premier League Liverpool soccer team. One ESPN

analyst made the bitter comment, "What the Gilletts did was basically run RPM into financial ruin and then slip out of town with their wallets between their legs."

[<http://espn.go.com/espn/print?id=5866390&type=story>]

Heritage Appendix

Lee Arnold Petty

Awards

- In 1990, Lee Petty was inducted into the International Motorsports Hall of Fame.
- He was inducted in the Motorsports Hall of Fame of America in 1996.
- He was elected to the North Carolina Sports Hall of Fame.
- He was selected as one of Nascar's 50 Greatest Drivers in 1998.
- He was inducted into the NASCAR Hall of Fame on May 23, 2011.

Lee Arnold Petty (1914-2000), son of

Judson Ellsworth Petty (6-16-1866/ 2-4-1948 bur Forest Lawn GSO)

and (md 1895) Jessie Maude Bell (1877-)

Children of Judson and Jessie:

Hal William Petty (1900 - 1943)

Violet Mae *Petty* Grubb (1903 - 1984)

Roy Houston Petty (1907 - 1933)

George Sterling Petty (1908 - 1979)

Guy Douglas Petty (1911 - 1970)

Lee Arnold Petty (1914 - 2000)

Julius Hilton Petty (1916 - 2003)

Dorothy F. Petty (1917 - 1996)

Infant Petty (1919 - 1919)

Rachel *Petty* Thompson (1921 - 1979)

1 sister, Laura, b. 1899?

brother Julius Hilton Petty (4-1-1916/ 2-4-2003 bur Forest Lawn, GSO)- chassis builder

Judson Ellsworth Petty was the son of George Watson Petty (7-21-1837/ 5-17-1930 bur Burnett's Chapel UMC, Pleasant Garden)

His Parents:

James R. Petty (4-10-1786 / 10-6-1862 bur Cool Springs Bapt. Ch., Sanford, Lee Co)

Mary Elizabeth *Bingham* Petty (6-24-1796 Pittsboro / 8-25-1875 bur Cool Springs Bapt.)

Their children-

Amy A *Petty* Temple (1816 - 1893)

William Bingham Petty (1821 - 1902)

Winship S. Petty (1830 - 1908)

George W Petty (1837 - 1930)

and Asenath Barnes (Sept 6 1826- June 28 1914, bur Ebenezer UMC)

Lee married Elizabeth Toomes (May 12, 1917- Jan 8 2006),

daughter of Robert Vernon Toomes (24 Feb 1886- July 8 1945 bur LC UMC)

and Mary Alvetta (Allie) Hodgin (10-7-1888 / 8-31-1947 bur LC)

Allie Hodgin was daughter of William Abijah Hodgin (1851- 1934)

and Velva or Verna Lamb (1859-1892).

Her parents were Thomas Chalkey Lamb and Sarah J. "Sally" Swaim Lamb (md 8-1-1855)

Marriage Bondsman Jesse W. Swaim

Children of Bob and Allie Toomes:

Robert Frank Toomes (4-21-1915 – 6-14-1992 bur. Rand Mem Pk); md. Grace Berry (1913-1999)

*Elizabeth Toomes Petty (1917 – 2006)

Ralph Vernon Toomes (10-18-1920/12-6-2006 bur LC UMC); m Ruth Mae Staley (2-13-1927/12-9-2009)

Olga Faye Toomes Fallenstein 1924 – 1991 md Frederick Pershing Fallenstein

6045 Winsom Rd, Kernersville, NC, 27284 (1986)

William Howard ("Bud") Toomes (5-3-1926 – 11-12-2004) (buried at Gilmore Memorial Park),

retired from Burlington Industries

son, William Howard Toomes Jr.;

Arnold Jay "Buck" Toomes (2-16-1928/ 6-10-2010 b Mt Lebanon UMC)

m Sarah Brown (8-24-1928- 1-24-1993);

her Parents John Richard Brown (1908 - 1957); Margaret *Lineberry* Brown Harrell (1906 - 1986)

Children: Richard Maurice Toomes (12-3-1957 – 8-30-1992; m Arlene Campbell)

Elizabeth M. Toomes

Jay Toomes and wife Donna of Randleman

John Toomes and wife Nickie of Mt. Pleasant

Gayle Toomes Millikan of Randleman (b 2-19-1930)

Dr. Erma Lea Toomes Scarlette of Salisbury (b2-13-1922); md Roy R. Scarlette
4010 Cauble Rd, Salisbury, NC, 28144

Parents of R.V. Toomes-

William Franklin Toomes (10-25-1838 – 2-21-1913)

Father: William F Toomes (b1808); Mother: Sarah Jenkins (b1812)

Annie Elizabeth *Davis* Toomes (1857 - 1924)

Children of William F. Toomes:

Emma A Toomes 1875 –

Alice Toombs 1876 –

Augusta C Toomes 1878 –

Adison Garfield Toomes 1880 – 1954

Donnie M Toomes 1883 – 1958

Robert V Toomes 1886 – 1945

Thaddeus A Toomes 1889 – 1954

Claud F Toomes 1892 – 1935

Joseph W Toomes 1895 – 1964

Orphus C Toomes 1897 – 1978

Richard Lee Petty

AWARDS

- 1959 Grand National Series Rookie of the Year
- NASCAR's Most Popular Driver (1962, 1964, 1968, 1974, 1975, 1976, 1977, 1978)
- 1989 Motorsports Hall of Fame of America Inductee
- 1992 Presidential Medal of Freedom
- 1997 International Motorsports Hall of Fame Inductee
- 1998 Named one of NASCAR's 50 Greatest Drivers
- 2010 NASCAR Hall of Fame Inductee

First race: July 18, 1958

Petty married his wife, **Lynda Owens**, July 22, 1958. Together, they have four children:

- **Kyle Eugene Petty** b. June 2, 1960 m. Pattie – (Adam 1980-2000; Austin, Montgomery Lee)
- **Sharon Petty** m. Terry Farlow (Maggie, Hannah, Kyle)
- **Lisa Petty** m. Charlie Luck (Sarah, Richard)
- **Rebecca Petty** m. Brian Moffitt (Thad, Harrison, daughter --)

Maurice Petty (b. March 27, 1939) is the oldest son of Hall of Fame Champion Lee Petty and the brother of the King of Racing Richard Petty. He is best known as the chief engine builder and innovative lead mechanic for Petty Enterprises. Along with crew chief Dale Inman, who invented the logistics of the modern NASCAR pit crew, Maurice Petty provided the behind-the-scenes horsepower and manpower that fueled 200 NASCAR victories during Maurice's career.

A pioneer NASCAR driver in his own right, Maurice Petty competed in 26 races over five seasons between 1960 and 1964, with a high of nine starts in 1961. His first race was at the Dixie Speedway in August 1960, and his last was in April, 1964 at the Occoneechee Speedway in Hillsborough, NC. He scored seven top-five finishes and 16 top 10's, with his best showing being third place at Spartanburg in 1961. Occasionally Petty Enterprises fielded three Petty Blue Plymouths in one race: Maurice in #41, Lee in #42, and Richard in #43.

Lee's near-death experience at the '61 Daytona 500 was the catalyst for Maurice to focus more and more on the garage, especially with Chrysler providing newer and bigger engines purpose-built for racing. Maurice left Petty Enterprises in 1983 after being sanctioned by NASCAR for running an oversize engine in the Richard's 198th win at Charlotte. Retiring back home to Level Cross, Maurice served as team owner for his sons Mark and Ritchie, who drove several seasons in the Craftsman Truck and NASCAR Weekly Racing circuits.

Maurice md. Trisha ___

Sons Timmy; Richard (Richie, md --); Mark (md Sharon)- ch., Judson, daughter

Daughter T-Tan and _____

Kyle Eugene Petty (born June 2, 1960) is a former NASCAR driver, current TNT race commentator and co-host of *NASCAR RaceDay* on the SPEED cable channel. As the only son of Richard Petty, grandson of Lee Petty, and father of Adam Petty, Kyle is the vital link in four generations of racing history. He last drove the #45 Dodge Charger for Petty Enterprises, which he formerly served as CEO.

Petty Enterprises Complex, Level Cross, NC



Here is the key to the Petty's Garage buildings shown above:

1. The Lee Petty home where Richard and Maurice were raised.
2. Beneath this roof lies the original A-frame reaper shed that started it all. Built in the early 1920's, this building was a simple wooden structure with a dirt floor. It was first used as a race shop in 1951.
3. First addition to the race shop. Richard and Maurice poured the concrete floor in 1956.
4. Built in 1957 and 1958, this building housed the original engine room.
5. Constructed in several phases between 1958 and 1964
6. Dyno rooms and expanded engine room built in 1966. Currently houses two engine dynamometers
7. #43 car set-up and offices. (1969)
8. Originally the parts department, now the fab shop for 43 & 44 cars. (1970)
9. The "Chrysler Barn". Originally built as a distribution center for all Chrysler racing parts. (1970)

10. Paint and body shop. (1973)
11. Storage. (1973)
12. The Richard Petty Museum. Used as a race shop for Kyle from 1979 to 1984. (1973)
13. Maurice Petty and Associates offices. (1974)
14. Marketing offices. (1998)
15. Maurice Petty and Associates. Engines for Richard Petty Motorsports #43 Dodge currently built at this location. (1999)
16. Expanded paint and body shop. (1999)
17. Expanded engine room and #44 car set-up. (1999)

The junk yard was located directly behind building 9, which was the Chrysler parts distribution warehouse, built in 1970. Buildings 13 and 15 were built later and caused the permanent clearing and paving of what was the junkyard.

From the fan website: [**http://www.superbirdclub.com/pettyjunk.html**](http://www.superbirdclub.com/pettyjunk.html)

STATEMENT OF HISTORICAL SIGNIFICANCE

The site of Petty Enterprises, 311 Branson Mill Road, Randleman, N.C., Level Cross Township, Randolph County, N.C., as reflected by the ca. 1928 home place and original race shop buildings, meets Local Historic Landmark designation for the following reasons and criteria:

On December 3, 2007, the Randolph County Board of Commissioners adopted the following Proclamation Honoring Petty Enterprises as a special tribute to the site and the Petty family legacy:

***Whereas,** Petty Enterprises has been a distinctive Randolph County landmark since its inception in 1949; and*

***Whereas,** the racing accomplishments of the Petty's are unprecedented in the racing industry; and*

***Whereas,** Richard Petty has brought honor and recognition to Randolph County through his role of goodwill ambassador for racing fans everywhere; and*

***Whereas,** the Petty name is synonymous with commitment, family, community, dedication, innovation, and leadership; and*

***Whereas,** the Randolph County Board of Commissioners have proclaimed and recognized Petty Enterprises and, in particular, Richard and Linda Petty, for their ever-apparent love for their fellow Randolph County citizens, as evidenced in their community involvement in charitable and civic activities, including Lynda's 16 years as a Randolph County Board of Education member and Richard Petty's 13 years as a Randolph County Commissioner; and*

***Be It Further Proclaimed,** that the prestige and significant contributions that the Petty family legacy and Petty Enterprises have brought to Randolph County are, and will forever be, immeasurable.*

The designated site of Petty Enterprises meets the following specific criteria outlined in the adopting ordinance of the Randolph County Historic Landmark Preservation Commission" (1) The site of Petty Enterprises is a critical part of Randolph County's heritage by having value as an example of the cultural, economic, historic, and social heritage of Randolph County; and (2) the site of Petty Enterprises provides a unique and distinctive location, which represents an established and familiar visual presence in Randolph County; and (3) the site is associated with the Petty family and its special legacy, which has significantly contributed to the cultural, economic, social, and historic development of Randolph County.

Hal Johnson, Chairman

Randolph County Historic Landmark Commission

ⁱ According to Richard, the color was created by accident when they didn't have enough white or dark blue paint to cover the entire car. The mix was distinctive and very popular. When STP became a sponsor and wanted Petty's car to wear its trademark red, a compromise was reached to paint the car half Petty Blue and half STP Red, thus creating one of the most famous color schemes in racing history.

ⁱⁱ Julius Petty went on to become a car owner in NASCAR's defunct convertible series, and later was the leading chassis builder for the Hollman-Moody race team. His cars won championships in 1957, '58 and '59. In a Julie Petty-built Chevrolet, driver Bob Welborn of Denton won Grand National races in 1958 on short tracks at Fayetteville, Martinsville, Greensboro, Winston-Salem and Myrtle Beach.