

J. Ellis

Via Airmail

Letter No. 101u-154-449
December 9, 1969

Mr. W. K. McPherson
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ENGINEERING DIRECTOR'S
OFFICE

Subject: PRODUCTION CAR RACING

Reference: Your letter #430 of November 28, 1969

Dear Walt:

This letter will bring you up to the minute on the recent developments in the racing project and clarify the telexes with admittedly sketchy information. Since my letter #393, the Barracuda was secured pending your 'go ahead', and I went about checking into the numerous possible complications. Satisfactory shipment of the car seems to be impossible. To airfreight the car would have cost \$7,000, and it would have gone through England. The possibilities of a shipping catastrophe and mostly the cost eliminated this possibility. West coast shipment would have been more reasonably priced, but even with the best of luck, meeting schedules, at least 45 days would have been wasted between Detroit and Adelaide. I cannot see how this program can tolerate a 45 day hold at this critical stage. With the \$7,000 figure on one hand and 45 days on the other, I decided to strip parts off the Barracuda and spend the extra effort constructing an identical car in Australia. This obviously involves much more actual labor, but aside from the economic benefits, your people will profit from living with the car from the ground up.

The biggest problem now is whether to build this first car up as a right or left hand drive. A left hand drive would be infinitely simpler, but I don't know if a suitable Valiant or Dart would be available in Australia. In case one is not, I am determining exactly which parts would be required. The steering linkage will require at least special tid rod ends.

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A modified left hand drive 340 clutch housing must be made. In any event, I expect to know this week exactly what is required and will commence procurement and fabrication. At this writing, the CWO is not yet approved. Therefore, I cannot spend money yet, but virtually everything is poised awaiting the green light. Everything here will, of course, slow down between Christmas and New Years, but with luck I expect to have everything crated at Metro Airport by the middle of January.

As my recent telex indicated, I have not secured funds or made preparations to order parts for a second and third car. The reason is that we surely will change some of the specifications after the first assault on the test track. Also, possibly some of these parts such as the oil pan, springs, sway bar, fuel tank, and wheels could be made quicker and cheaper in Australia. In any event, I don't want to jeopardize timing on the first car by chasing parts.

After the car tests are well underway and we have written a specification, I can devote full time to procurement.

Sincerely,

J. C. KERBY
Mgr., Int'l. Engrg.
Far East and Africa

HHB/sam

cc: D. H. Brown