

May 9, 1969

Mr. R.M. Rodger,  
Special Car Manager,  
Product Planning & Chief Engineer,  
Product Planning Office,  
Chrysler Corporation,  
P.O. Box 1919,  
DETROIT  
MICHIGAN 48231 U.S.A.

Dear Buck,

You will perhaps remember in January 1967, Walt McPherson and I spent some time with you discussing the possibility of Chrysler Australia participating in saloon car racing here on Australian circuits. Nothing came from our meetings, primarily because of the lack of development with the 340 cu.in. engine which we feel would be the most suitable for the Trans-Am type of racing here in Australia.

On the assumption that development of the 340 cu.in. engine has materialised, either with your Competitions department or at other sources, perhaps you will be kind enough to check your inventory to determine if any of the following components are available for CAL to use on a Dodge Dart shell.

<u>Suspension:</u>	To compete with Trans-Am Mustangs etc.
<u>Brakes:</u>	4 wheel disc brakes (ventilated).
<u>Body:</u>	Lightweight where possible.
<u>Wheels:</u>	15" x 10" alloy.
<u>Differential:</u>	Limited slip with various ratios to accept 500 bhp.
<u>Fuel Tank Capacity:</u>	25 gallons.
<u>Steering Box:</u>	Highest ratio available for quicker steering.
<u>Seats:</u>	Lightweight competition bucket type.

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Gear Box: 4-speed, suitable for expected power.

All of the above are required because the all up-weight of the vehicle in racing trim will be not more than 2500 lbs. if possible. Here, in our market, it has become increasingly necessary for us to recognize that a winning effort must be made with Chrysler products on the racing circuits which are drawing increasing attention and crowds. From our market research we have determined that the Ford and G.M. entries have directly effected their improvement in sales, and we feel that we can no longer stay out of this area of sales promotion. We are currently negotiating with Ian Geoghegan, the leading saloon car driver in Australia, to become associated with our Competitions department for which we have just appointed a well qualified Competitions Manager.

My schedule is to arrive in Detroit on June 1, and during the next three weeks on a planned itinerary, I would like very much to be able to get together with you, and Scott Harvey if possible, to discuss this project of ours in more detail. Walt McPherson will also be in Detroit in the second week of June, and he also is directly involved with the program.

I would appreciate it, Buck, if you can arrange for someone to have the answers for us on the above questions when Walt and I arrive in Detroit, and in the meantime we have written to Keith Black in Los Angeles requesting what information he can give us on his development of the 340 cu.in. engine. When I arrive in Detroit I will call your office on June 2, in the hopes of making an appointment to see you as early as conveniently possible.

I send my very best regards, and look forward to seeing you and Scott.

Sincerely,

EDWARD S. CLYMER  
ASSISTANT TO MANAGING DIRECTOR

P.S. After discussing the situation further with Walt McPherson, we enclose the attached draft letter to Keith Black for your comments or additions. We feel the letter should best be sent from your office, even though Ian Geoghegan suggested that we write directly to Keith Black concerning 340 engine development.

c.c. Messrs. W.K. McPherson  
R.A. Perkins  
R.B. Butler

Memo

E.S. CLYMER

TO.....

Mr Keith Black

Los Angeles - 5642474

Keith Black Racing  
Engineers

10300 Atlantic Ave

South Gate

Los Angeles



TO: Mr. Keith Black,  
Keith Black Racing Engineers,  
10300 Atlantic Avenue,  
South Gate,  
LOS ANGELES U.S.A.

Dear Keith,

As you probably have heard, competitive saloon car racing here in Australia is growing in popularity each year. We feel, from a company standpoint, that it is necessary for Chrysler to be represented with it's products in this competition if we are to maintain our image for durability, power and performance. Accordingly, we are entertaining the prospect of securing the services of Australia's leading saloon car driver to be associated with our Competitions program which will be directed mainly into circuit racing of the Trans-Am type. Because of the nature of our circuits, and of our expected capability of providing a winning vehicle, we feel that the Chrysler 340 cu.in. engine will be the best power unit for our competitive vehicles.

As your shop is highly regarded in international circles of racing, I am coming to you with some basic questions on the 340 cu.in. engine in an effort to see if we can use this power unit for the above purposes.

- 1) What, if anything, have you been able to do as far as developing the 340 cu.in. engine into a racing power unit?
- 2) Can it be adaptable or suitable for circuit racing of the Trans-Am type of racing?
- 3) Can you get 500 or more brake-horsepower from the 340 cu.in. engine?
- 4) If modified to the above horsepower, how durable is the engine? Is it capable of sustained 500 miles endurance between overhaul?

- 5) If it is adaptable, is it on standard parts, or is it necessary to use special rods, pistons, etc.?
- 6) If the above can be achieved, what is your cost for a full race motor to be supplied to Chrysler Australia?
- 7) If we are disappointed in that the 340 cu.in. engine has not been fully developed by you, what alternative in Chrysler engines would you recommend, without going to a heavier weight than the 383 cu.in. engine, which in itself is suspect of being too heavy.

Next Wednesday I shall be leaving for the U.S.A. and I will be arriving in Detroit on June 1st. I would appreciate it if your reply could be directed to me c/o Mr. A.N. Cole, Vice-President & Group Executive, Far East & African Operations, Chrysler Corporation, P.O. Box 1919, Detroit, Michigan 48231, U.S.A., and a copy of your letter sent to our Special Programs Manager, Mr. R.B. Butler, Chrysler Australia Limited, 202-214 Milperra Road, Milperra, New South Wales, 2214, Australia.

Sincerely,

EDWARD S. CLYMER  
ASSISTANT TO MANAGING DIRECTOR