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Letter No. 101u-154-452

December 15, 1969

Mr. W. K. McPherson  
 Director of Engineering  
 Chrysler Australia Ltd.  
 G.P.O. Box 1320 F  
 Adelaide, South Australia

22 DEC

Subject: PRODUCTION CAR RACING

Reference: Phone Conversation of December 9, 1969  
 Your letter #435 of December 2, 1969

Dear Walt:

Your statement about limiting V-8 racing to the "25" project is the first I have heard about this, so at least a few comments are in order. Having just reviewed the concepts of this car with Bill Dayton, I do not see many reasons to be enthusiastic. The big problem is going to be unfavorable weight distribution. Certainly shortening the wheelbase helps, but removing much of the rear overhand is going to lighten the rear considerably. The CG of the fuel tank and spare tire will also move forward. To offset these conditions, the race cars can have the battery in the trunk, and an oversize fuel tank. With luck, ballast will not be required. In any case, the car will not present any significant advantage over the Valiant. I realize that you want this car to hit the performance market with a bang, so we will have to work around this problem. Consideration could also be given to have the front wheels 'slip' ahead some. This utility mentioned as a test car would, I assume, be a shortened car. Be careful not to shorten the rear excessively, as rear suspension from a 108 wheelbase Valiant must fit under it for testing.

As to your interest in the Barracuda for improved production racing, I don't think this car will really be missed. For one half the shipping cost the body features could be installed in one of your cars, and all the suspension goodies would be improved anyway. A special engine would be required because



W. K. McPherson  
Letter No. 101u-154-452, Page 2  
December 15, 1969

the competition in a modified class should have enough power to blow the doors off a car equipped with only one carburetor. The plan to really get into this kind of racing would be to buy and import one of the Dan Gurney prepared Trans-Am Barracuda's or Challengers. These cars will be available in April or May. The only change required would be to build the good parts into a 340 engine, instead of the 304 required by the Trans-Am rules.

Since you will be directing quite an effort at six cylinder racing this year, we should start helping this engine. Since the valve gear is historically the troublesome area, immediate steps should be taken to improve the situation. You may or may not know that Racer Brown Racing Cams have been very helpful in the past on various racing projects. He has several streetable high performance, hydraulic lifter profiles, which have exhibited excellent dynamics characteristics. I suggest that he grind some cams on your castings for evaluation in Australia. Other improvements possible for the 245 must be considered after its high speed durability characteristics are determined by car and dynamometer tests.

Sincerely,

*J. C. Kerby*  
for

J. C. KERBY  
Mgr., Int'l. Engrg.  
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HHB/sam

cc: D. H. Brown