



Intra Company

Product Development Group

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FEB 20 '67 AM

W/C
[Signature]



U.P.F. [unclear]

To: Mr. John H. Cowley
cc: Mr. B. Barr
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Subject: NERA Winterinternationale Stock and Super Stock Competition

Exhibit I outlines the modifications made to the 413 Cobra Jet Mustangs for the NERA internationals. Vehicle preparation was made at Holman-Moody-Stratton, Long Beach, California, including engine blueprinting and chassis modifications for the C/SA and SS/E class cars.

Stock and Super Stock Classes (A through F) are outlined in Exhibit II with the class winners of each event for the 1968 NERA internationals.

C. R. Foulger

1pt
Attachments

428 CORRA JET DRAG SUMP MODIFICATIONS

PRODUCTION

ENGINE

Head - C8CZ6049-H
- C8AE6090-J

Manifold Intake -
C7AE9424-F

Carburetor (725 CFM)
C8CF9510-AA (Man.)
C8CF9510-AB (Auto.)

Crankshaft Hydraulic
C7CE6250-B

Valve Spring
C8AE6A551-B

Rocker Arm-Non Adj. 1.73:1
C4AEC564-AL

Valve-Exhaust
C3AEC505E

Valve-Intake
C8AE6507K

Lifter Hydraulic
C4DE6500DA1

Piston Cast Aluminum
C8CQ6110AE

Rings

Rod-P.I. type
C8AE6600F

Crankshaft - C8CE6303B

Cil Pan

STOCK CLASS - (C/SA)

Same
Same

Same

Hydraulic
C8AX6250C
(270°-290°-46°-481 & 490)

427 Type
C5AZ6513A

Adjustable 1.76:1
B8A6564A

C3AEC505E

C8AE6507-K

C4TE6500A

Versilia-Forged
Dished/Eyebrows 11.0:1 C.R.

Ramco-Moly

427 Type
C5AZ6600D

Same

Deep Sump-9 qt. C5AE6675N

SUPER STOCK - (SS/E)

Same

Same

Solid Lifter
C8AX6250-D
(330°-330°-116°-.600)

Crane Spring/Retainer/ Pushrod & Tappet

Adjustable 1.76:1
B8A6564B

Lightweight-Sodium filled C6FE6505-B

Lightweight-Hollow Stem C6FE6507-B

Crane-Lightweight & C4AZ6500B

Versilia-Forged
Flat/Eyebrows 11.6:1 C.R.

Ramco-Moly

427 Type
C5AZ6600D

Same

Deep sump-9 qt. C5AE6675H

PROPOSITION

STOCK CLASS - (C/SA)

SUPER STOCK - SS/E)

ENGINE

Oil Pickup

Oil Filter

Distributor - C60F1-127D

Fuel-Air System

Vibration Damper

Compression Ratio 10.7:1

VEHICLE

Clutch

Transmission

2.32 - 1.69 - 1.29 Ratios

Rear End - 3.89:1 - no locker

Suspension

Shocks

Tires - F70 Firestone

WEIGHTING WEIGHT

SEA's 3167#

Actual 3100# approx.

PERFORMANCE 1/4 MILE

13.5-13.6 sec. ET

100-107 MPH

C5AE6222C

Low Restriction -C8AE6714B

Dual Point 427 Type 70° @ 3000 RPM
38° Total - C5A21212E

Jarline & Dow's Headers
2" I.D. -40"-44" Pipes
3-1/2" collector 16" long

Heavy Duty 427 Type

11.0:1 C.R.

Production P.I. C-6 GTA Conv.

Save/Blocker

Three cut-Hurst Shifter & Lane lock.

4.44:1/242L Detroit Auto. Locker

Logghe Mfg. - 32" traction bar - right side. Single link bar - left side.

GDP-Heavy Duty/Special valving 50-50 front and rear

Goodyear - 8.50 x 14 (7" Tread) 28-30 psi.

3624#/Roll bar

WHA Internationals

12.46 Sec. ET - 115.6 mph

C5AE6222C

L w Restriction - C8AE6714B

Dual Point 427 Type 10° @ 3000 RPM - 38° Total - C5A21212E

Same

Same

11.4:1 C.R.

Long Mfg., double disc. 1500#-48# asst.

Same-Hurst Shifter & Lane lock.

4.86:1/242L Detroit Auto. Locker.

Logghe Mfg. - 32" traction bars both sides.

Same

Goodyear 10.50 x 15 - 810 psi.

3625#/Roll bar

WHA Internationals

1.49 sec. ET - 120.6 mph.

WINTERPROMOTIONS CLASS WINNERS

General Motors CID/HP Chrysler and American Motors CID/HP

Year Class	Lbs. Shipping wt./HP	Ford CID/HP	General Motors CID/HP	Chrysler and American Motors CID/HP
'65/A	0.00-5.99			
'65/B	6.00-6.99			
'67/C	7.00-7.69	'67 F/L (SS/CA) 427/425 (460)*	'68 Camaro 396/375 (425)*	'65 Dodge (SS/BA) 426/425 (500) '65 Plymouth (SS/B) 426/425 (500)*
'67/D	7.70-8.69	'67 F/L 427/410 '68 Mustang 427/390	'68 Chevelle 396/375 (425)	'68 Coronet 440 425/425 (500) '68 Roadrunner 425/425 (500)
'68/E	8.70-9.49	'68 Mustang C/J 428/335 (360)*	'68 Camaro 396/365 (360) '68 Firebird Ram Air 440/335 (360)	'68 Charger R/T 425/425 (500) '68 Coronet R/T 425/425 (500) '68 Plymouth GTX 425/425 (500)* '68 Plymouth (SS/TM) 425/425*
'68/F	9.50+More	'68 Torino C/J 428/335 (360) '68 Cougar C/J 428/335 (360) '68 Montego C/J 428/335 (360) '68 Mustang 390/325	'68 Chevelle 396/325 (360) '68 GTO 440/360 '68 Firebird 440/335 '68 442-425/360 '68 GS 400 -400/350	'68 Coronet R/T 440/325 '68 Charger R/T (SS/TA) 440/325* '68 AFX 390/215 '68 Javelin 390/315 '68 Roadrunner 387/335 '68 Plymouth GTX 440/275*

* Indicates class winners at NIRA Internationals - 1968.

WESTERN STATES CLASS WINNERS

Stock Class	Lbs. Shipping wt./HP	Ford CID/HP	General Motors CID/HP	Chrysler and American Motors CID/HP
A/S	6.00-8.49	'68 Mustang 427/370 '67 Mercury (A/SA) 427/410*	'68 Chevelle 396/375 (425) '68 Camaro 396/350 (380) '66 Chev. (B/S) 427/435 *	'68 Coronet 440 (st. wagon) 480/425 (500) '68 Dodge GTX 440/375
B/S	6.50-8.99		'67 Camaro 396/325 (360)* '68 Chevelle 396/350 (380) '68 Camaro 396/325 (360) '68 Firebird Ram-air 400/335 (360)	'68 Dodge GTX (conv.) 440/375 '62 Plymouth (C/SA) 383/343 *
C/S	9.00-9.49	'68 Torino 427/390 '68 Mustang C/J 428/335 (360)		
D/S	9.50-9.99	'68 Torino GT C/J 428/335 (360) '68 Cougar C/J 428/335 (360)	'68 Camaro Conv. 396/325 (360) '68 Chevelle 396/325 (360) '68 GTO 440/360 '68 Firebird 440/335* (D/S & D/SA) '68 442 - 400/360	'68 Charger R/T 440/375 '68 Coronet R/T 440/375 '68 Plymouth GTX 440/375
E/S	10.00-10.49	'68 Mustang GT 390/325 '68 Montego C/J 428/335 (360)	'68 Belair 427/385 '68 G2 400-400/350 '68 Camaro Conv. 396/325 (360) '68 GTO 400/350 '68 Olds 350/400	'68 Coronet 440 383/330 '68 AMX 390/315 '68 Javelin 390/315 '68 Roadrunner 383/335 '68 Barracuda (B/SA) 340/275 (210)*
F/S	10.50-10.99	'68 F/L 300 390/325 '67 Comet 390/320 * '67 Barracuda (F/SA) 390/320*	'68 Impala 396/325 (360)	'68 Charger 383/330 '68 Coronet 500 383/330 '68 Rebel 500 390/315 '68 Barracuda 383/325