

A.C.Cars Limited.  
Thames Ditton,  
Surrey.

Attention, Mr R.G.Henderson.

1st October '63.

Dear Jock,

Our letters regarding the further supply of racing cars evidently crossed in the mail, so here are my further thoughts on these cars.

Two of them are to be built to the racing specification as laid down in your invoice 7349 and your accompanying letter of the 20th September. In regard to the wheel clearance, I have today despatched by air freight a pair of rear wheels of the latest type fitted with the tires that we intend to use. You should pay particular attention to tire clearance at the extreme upper position of the wheel travel. I have also sent a sufficient supply of drive pins for you to be able to convert all these five cars to our pin drive wheel. You will have to make up a drill jig to accurately locate the pins.

The remaining three cars, which should be given the utmost priority are to be manufactured to a "Daytona" specification, and my ideas are as follows.

In order to improve the airflow over the front of the car, and to counteract to some degree the tendency of the tail to lift at high speed, I would like to lower the radiator inlet so that the bottom edge is only about seven or eight inches from the ground, and extend it forward some eighteen inches to two feet. The brake cooling scoops would then be eliminated and cool air for the front brakes drawn from inside the radiator inlet.

The cowling over the Weber carburettors should be closed at the front and blended into the nose, an opening being left at the rear where it will pick up high pressure air from immediately in front of the windshield.

Since we are prepared to spend a reasonable amount of money to get what we want, I would suggest that you also examine the possibility of making the hard top an integral part of the body, increasing the windshield rake, extending the top back to the extreme tail of the car and squaring it off a la Ferrari GTO. If you do this it might make the petrol tank situation a little easier.

The present petrol tank situation is ridiculous, and, as I have mentioned before, I would like to see a normal size top tank retained, and a separate tank fitted in the boot to make up the capacity that we are allowed.

The result would be two tanks each of which would be stronger and give us less trouble than the single large tank.

We are experiencing a great deal of trouble with the rear wheel bearings, and I would like to see the carrier redesigned to accomodate a standard, readily available taper roller race.


I would also like to ask you to start packing the wheel bearings, front and rear, with a superior grade of high melting point bearing grease instead of the present stuff which we have to clean out and replace before we can use the cars.

With regard to the brakes, you will be able to tell from the wheels that I have sent you whether you can clear the very large calipers. I will send you front wheels as soon as we recieve them from the foundry, and as the cars become available for delivery I will send you enough wheels to completely equip them.

If you have any suggestions which you think might expediate the delivery of these cars or make them go faster or farther, please let me know.

Refer ng again to your letter of the 20th, we will not need the cars painting, nor will we need exhaust systems. We will need the front springs shortening.

Yours Sincerely,



K.H.Niles.  
Competition Manager.