

Sound Off!

THE FORGOTTEN MOPAR

I was excited to see your choice of a '68 Plymouth Valiant for your next project car for the magazine. Attached is a photo of the '68 Valiant that my club, Inland Mopars Car Club, built as our 2008 charity project car to benefit California School For the Deaf in Riverside. We chose the Valiant as our project car since we believed it is one of the "forgotten" body styles and wanted to show what could be done with it. The car was built entirely with the labor of our club members except for the paint and installation of the interior. The Valiant featured a 400ci big-block, 727 transmission, 8¾-inch rearend, and complete Reilly Motorsports front AlterKtion and rear Street Lynx suspension. The completed package was a joy to drive and handled great.

Ken Hamer
Riverside, CA

We're still trying to figure out exactly what to do with our '68 Valiant. Yours is



certainly right in the wheelhouse of what we try to cover, and you made some great choices in equipment. At the moment, Mopars don't have many choices for suspension components. RMS, XV Motorsports, and Hotchkis seem to be the only ones stepping into the fray. We may just go old school with steelies, poverty caps, and redlines, and do a street sleeper with straight-line aspirations. We've got our ear to the ground in Mopar land, but the ground is kinda silent.

SUSPENSIONS DEMYSTIFIED

I liked the article that Stephen Kim wrote, and he gave some really good information on some terms, however,

I do take exception to a few points. Having been a sales rep for Hunter Engineering for 27 years I think I have a pretty good understanding of the subject. While he defines his paper as a glossary, it would have been more understandable had he placed the definitions in order of understanding starting with camber and caster, then toe, Ackerman, scrub radius and so on rather than alphabetically. In some cases you have to read ahead to get a definition of a word he uses in another definition. Basics first.

Regarding specific definitions, some thoughts. Ackerman: While he gives a good explanation, he fails to provide the answer that good, basic Ackerman is created by the angle of the steering arms intersecting at the center of the