

WILD MAN on the LOOSE

FEW PEOPLE would argue the fact that funny cars have become the major crowd pleasers on today's dragstrips, and they don't make 'em much funnier than Bill Flynn's ultra-light Barracuda, "The Yankee Peddler."

The car weighs in at under 1800 pounds and is designed to take on all comers, including such ominous competitors as Dick Landy's Dart and the Schartman & Steffey super light Comet. Flynn is sponsored by Bardahl Racing Oil and is known to be one of the top Northeastern drivers.

Last year, Flynn was known for

his wheelstanding antics, a reputation he is eager to relinquish. Special care has been taken in the engineering of the new car to try and eliminate any wheelie tendencies.

The front wheels have been moved up 12" and the back wheels 4" for better weight distribution. The front springs are completely reworked Dodge A-100 truck units. Four leaves have been removed from each, and they have been shortened 12", re-arched, and the eyes turned over. Dragster-type spoke wheels, mounted on early Ford spindles, are on the front of the car. The tires are French-made Klebers on which the treads have been shaved to lessen rolling resistance.

Both front and rear wheels are

American Mags. The rears are offset to the inside for a narrower rear track, improving handling and insuring better axle durability. Front shocks are Cure-Ride 90-10 and the rear shocks are MoPar 50-50's. An early Ford-type solid front axle completes the suspension changes.

The rear end is a stock, non-slip Plymouth unit with a 4.56 to 1 ratio. Special Bardahl racing lubricants are used in both the differential and the TorqueFlite transmission.

Stopping is done by stock MoPar rear brakes and a 16-foot Deist parachute.

The "Peddler" power plant consists of a '65 426" hemi engine. The pistons, rods, and valves are aluminum and the heads are aluminum and a Crane nitro grind flat lifter cam has been installed. The compression ratio is 12.5 to 1. The pan has been redesigned to prevent windage in the crank case at high revs and has been lengthened 8" for an 8 qt. capacity. Special Bardahl racing oil is also used in the engine.

The headers, built by Automotive Specialties of Milford, Connecticut, are 2 1/4" in diameter. They are patterned, basically, after a Chrysler design, the only modifications having been made

in order to clear the steering mechanism and the specially built sub-frame. Total length of the headers is 30", with an 11-inch dump tube and a 6-inch transition tube.

A Vertex magneto eliminates the need for a battery. Flynn has a special battery connector which plugs into battery cables for a crank start. Once running, the magneto, which Flynn sets at anywhere from 24° for alcohol to 31° for nitro, handles ignition needs.

The special design Hilborn fuel injection system has 6" higher injection stacks and a 1/2" larger diameter injector tube than

standard, and features flexible couplings between the butterflies to prevent linkage jam ups. This fuel injection unit has been designed to use with a TorqueFlite trans, which Flynn has reworked. The shift linkage was also engineered by Flynn and consists of parts from an A-100 truck, a stock MoPar sedan, and a Hurst 4-speed shifter.

The transmission has a special pan, 2" deeper than stock, which holds two additional quarts of fluid. This aids fluid cooling and allows for a more durable, better shifting setup.

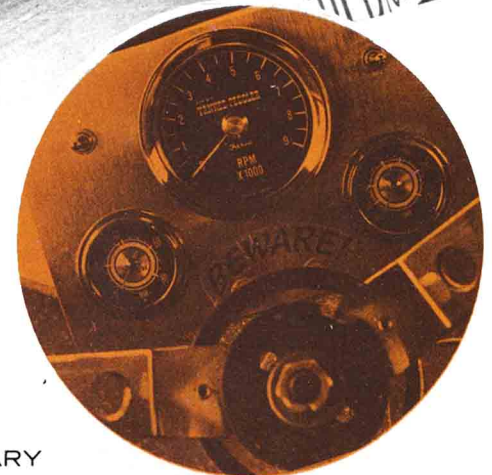
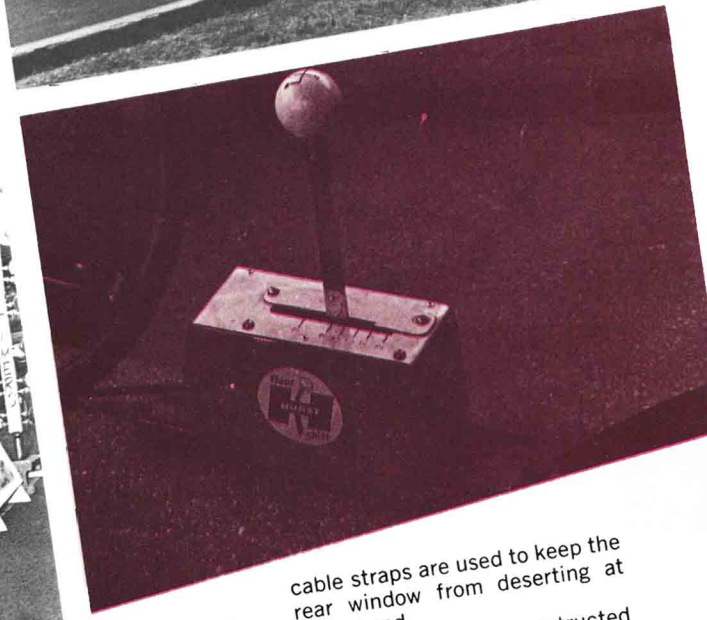
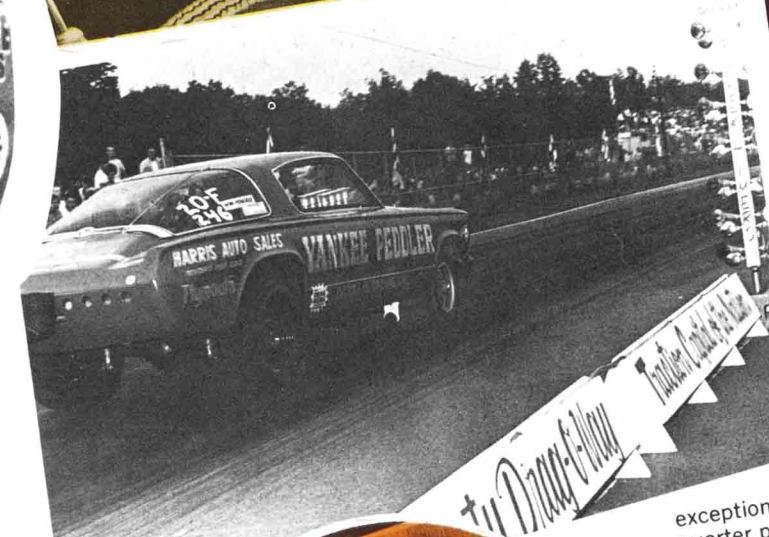
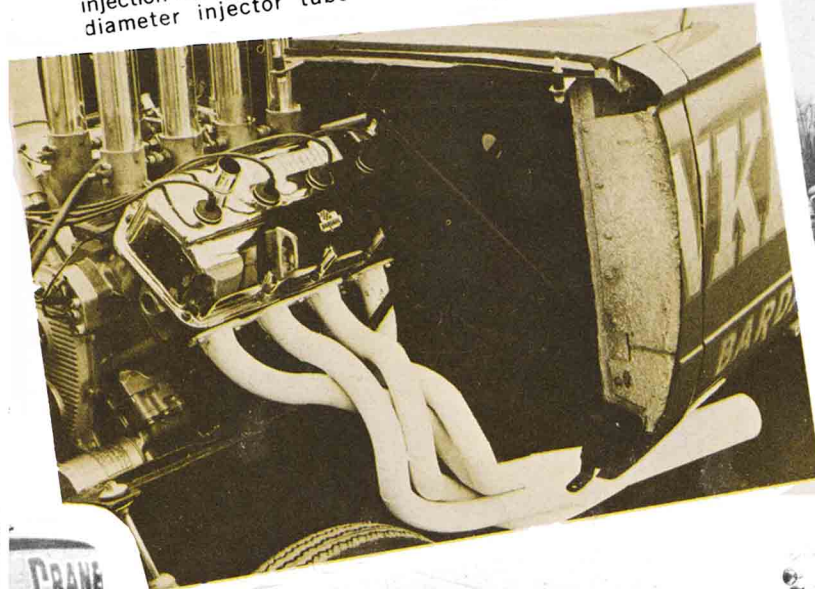
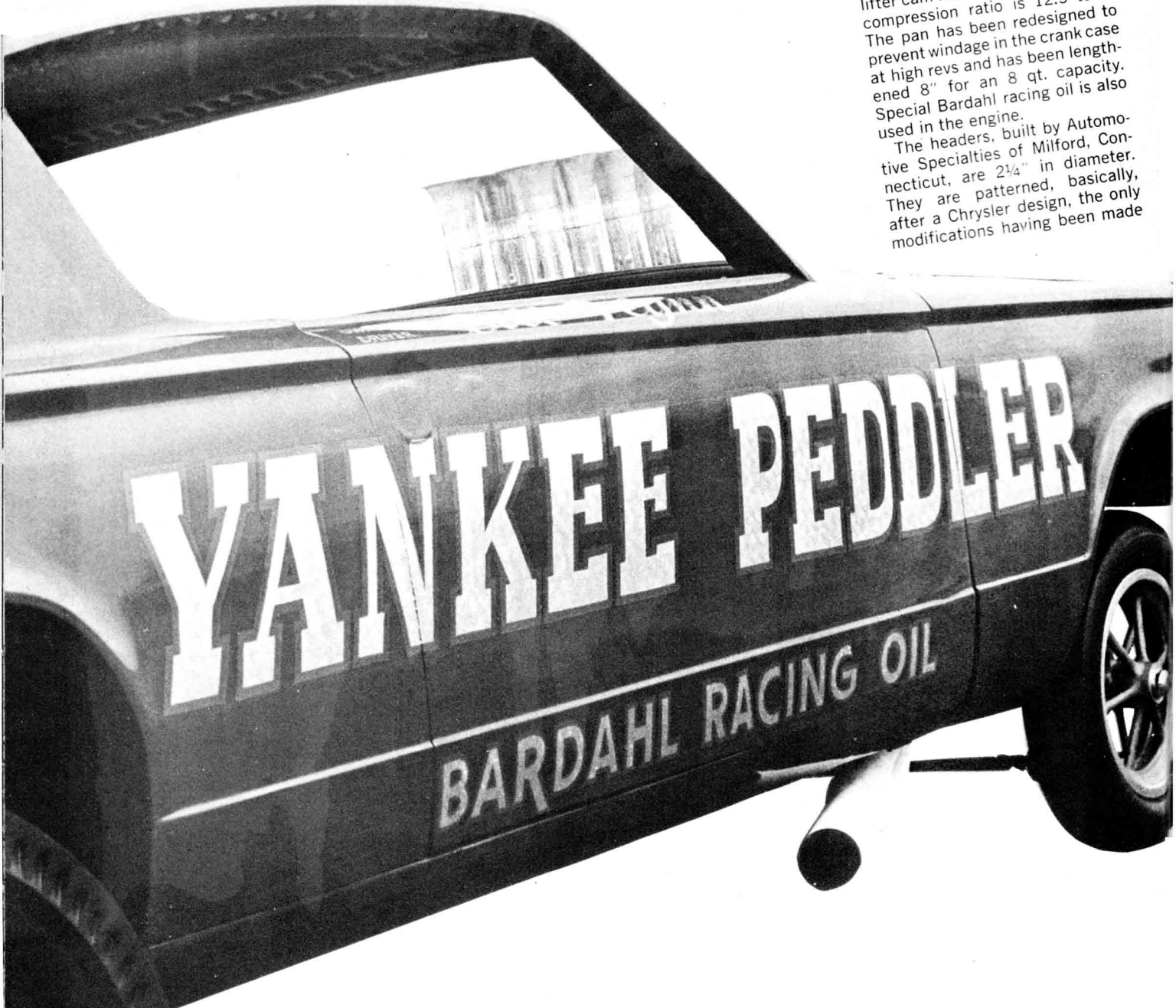
The engine is set back 18" from

standard position and is lowered 2", to help assure the front wheels of staying down.

Flynn sits well back in the interior of the car in a fiberglass seat, supplied by Anderson Industries, upholstered in black pleated naugahyde. He is protected by a sturdy cage roll bar. Engine operation is monitored by a Faria tach and gauges.

The front half of the frame is constructed of square tubing and provides the bracing for the aluminum floor. There is almost no steel used in the car, with the

This Yankee goes huntin' anywhere . . . North AND South!



exception of the roof and the rear quarter panels. As mentioned before, the entire car weighs under 1800 lbs., with weight distribution at 35% in front and 65% in the rear.

Access to any part of the car is excellent. The front end lifts off after removal of three or four bolts, and also tilts forward, allowing for quick, last minute repairs.

The Eelco fuel tank holds 3 gallons, and the Hilborn fuel pump has stainless steel bellows, instead of the usual brass bellows, for use with nitro. A Moon hydraulic gas pedal actuates the injector controls.

The windshield and all of the windows are plastic. Strong nylon

cable straps are used to keep the rear window from deserting at high speed.

The body is mainly constructed of fiberglass. The passenger side of the car has been molded, eliminating the door on that side. Automotive Specialties of Milford, Connecticut, performed the body work.

A Valiant grille has been installed. A Barracuda grille is 24 lbs. heavier than the Valiant, and the saving in front end weight caused Flynn to make the decision to install the lighter part, even though it altered the look of a "stock" Barracuda. The car has a brilliant red paint job with silver leaf lettering, and features careful attention to every detail. It is, without a doubt, one of the most sanitary cars of its type to appear on a dragstrip.

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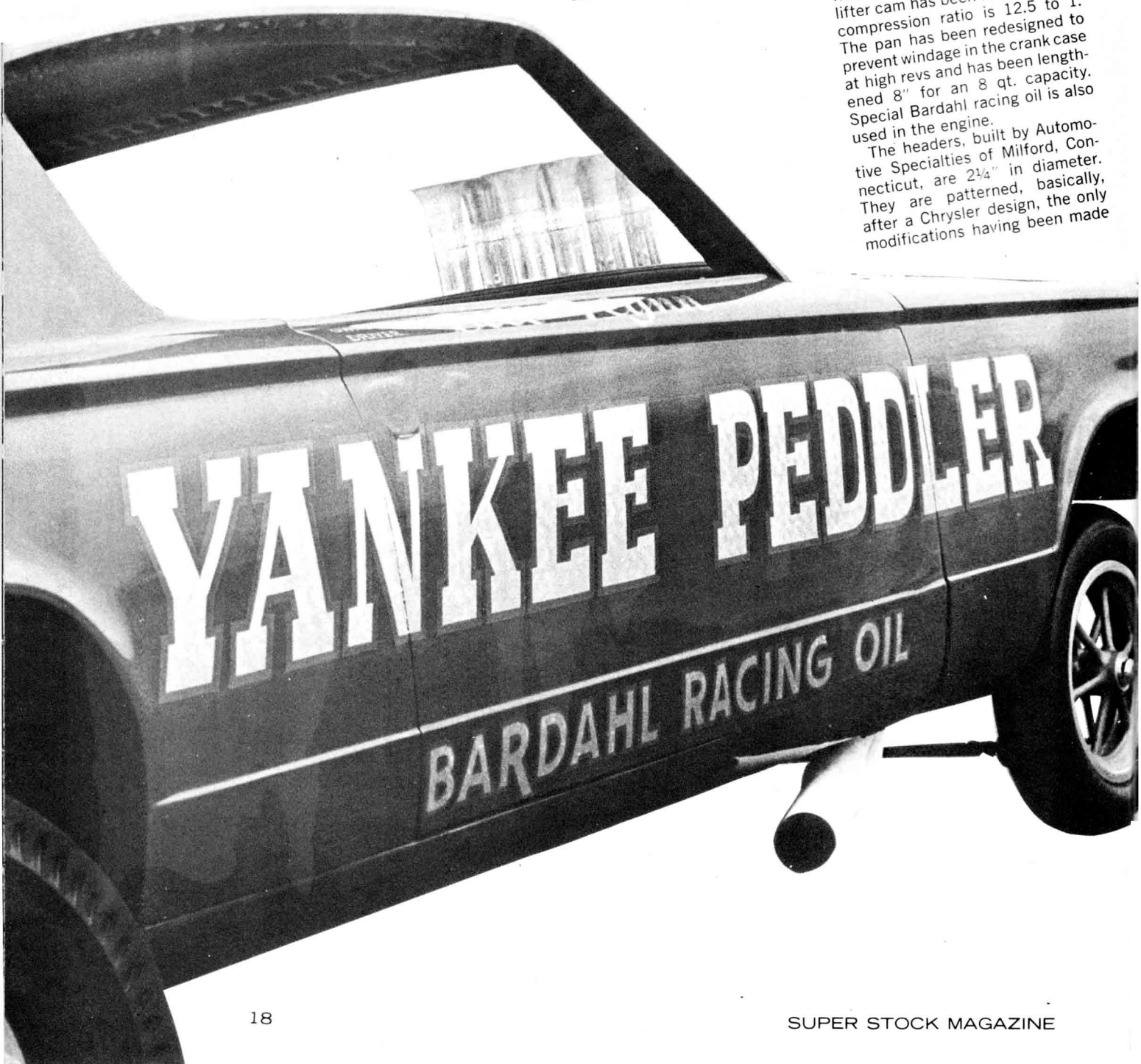
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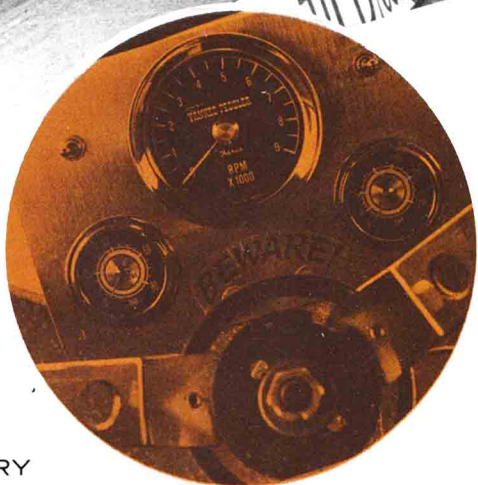
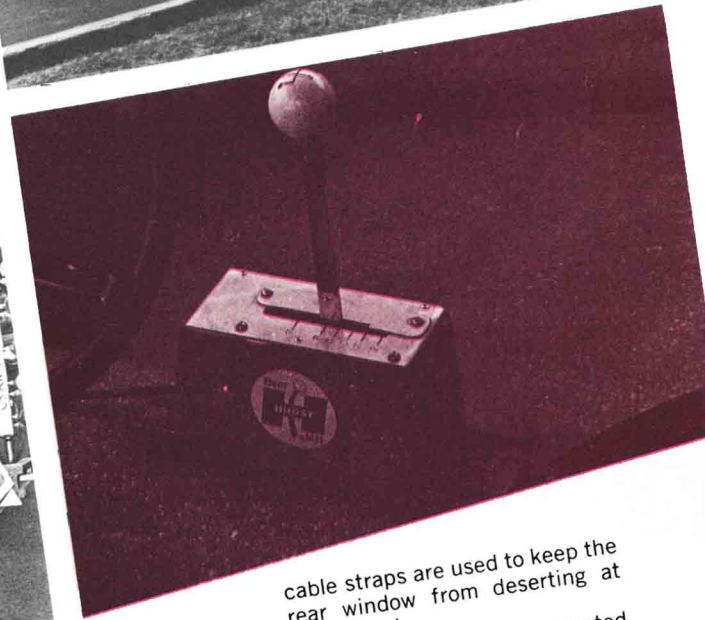
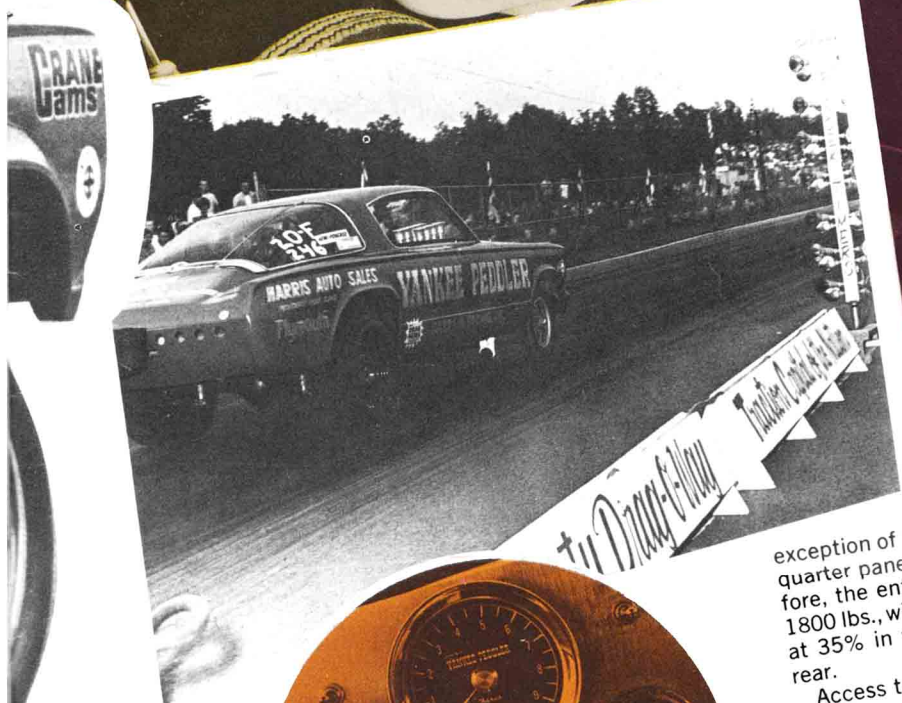
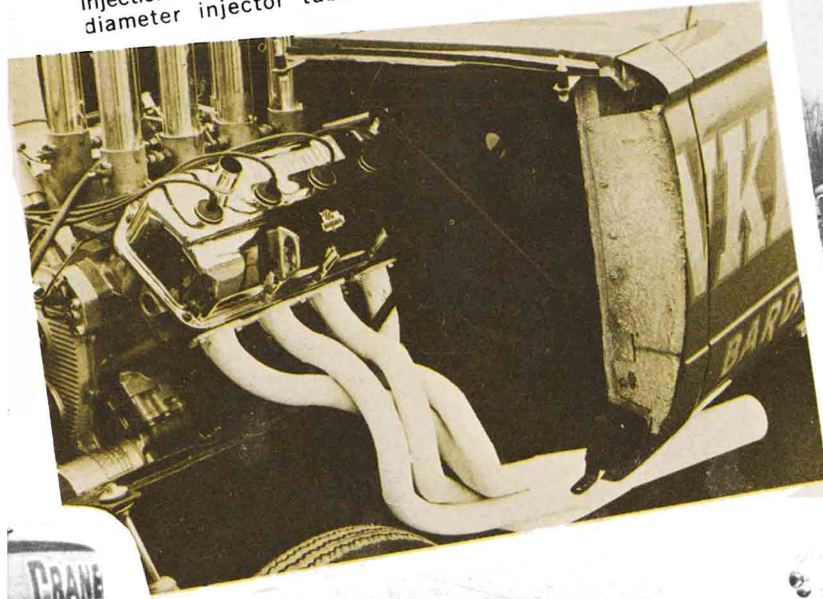
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