Pat Baer with daughter Laura. I watched with horror the events of September 11th from inside this hauler.

About Patrick Baer

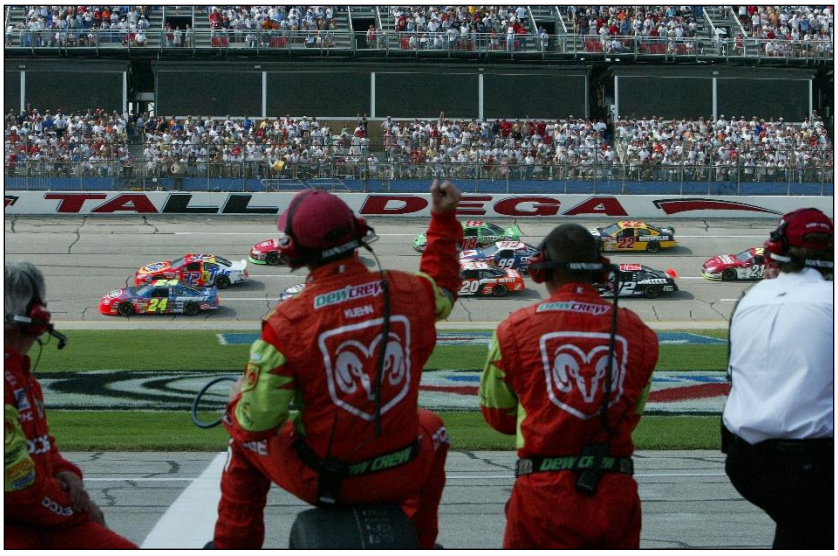
I am not a Racer. I was a Powertrain Engineer (now retired) for FCA. I was lucky to work on many of our production and race engine programs. Most notably, the ports for the Lamborghini F1 V-10, the NATCC 2.0L Touring Car, and all of the "P-series" engines for NASCAR/NHRA/USAC. I also did the upper end of the most powerful Viper V-10. Besides being an engine performance Engineer, I also was the Cylinder Head Flow Room Supervisor for many years. This association, along with FCA's involvement in the US Car Consortium, allowed me to meet and work on Industry issues with Engineers from other Manufactures. Thus, I got to meet famous Engineers like Ken and Ron Sperry of GM, Tom Kinney at Ford, and many of the guys at Ricardo Consulting. Check out the Engine Air Flow video series thru SuperFlow, produced by Technical Insights to see (a young) Ken Sperry and myself discuss cylinder head development.

I was lucky to be selected as part of the Engineering Team for Dodge/SRT Motorsports. I worked on the Engine Programs that support the NASCAR Cup, Nationwide, and Truck, NHRA Pro Stock, WoO Sprint Car and USAC Midget racing series from 1999 - 2010. Then I managed the Engine Group from 2010 – 2015. We also became involved in SCCA TA2 during this time, plus launched a NHRA Drag Pak Challenger for Mopar. This unique span during my career allowed me to work closely with many Race Teams. I've never met such a hard working group of innovative people in my life. They dedicate their lives to the sport, which leaves little time for leisure. While I was supporting our Teams, I had little time for slot car racing.

I was asked to join the Advanced Powertrain group in 2015. SRT Motorsports was a great job, but it was in a remote building (Featherstone Road Engineering Center, FREC) relative to the rest of FCA Engineering which was in the Chrysler Technology Center, (or the big house, as we referred to it). I had been "out of sight" at FREC for a number of years, and figured it would be good to focus on fuel saving technologies for a while. (Fuel economy has more relevance to FCA, and bigger budgets than Motorsports.)

Working in Advanced Powertrain was like getting 10 hours of my life/week back. Plus I sat next to the SRT Production (not Motorsports) Powertrain Engineers, so I became involved in some of their projects as well. Was a principle on the Advanced Shell Oil projects, which I was very impressed with all of the Shell Chemical and Application Engineers. I have had a very blessed career at FCA!

Now I have a consulting business called "Motorsports Engineering, LLC". If you have high efficiency engine needs, I may be able to help. I am currently working to improve aircraft engines.



I never thought, as a kid growing up in Minnesota, that I'd get paid to work on race engines and travel to *exotic* locations like Talladega, Alabama.

Disclaimer

A feeble attempt has been made to ensure the accuracy of presented information. The Author is not responsible for you following through on a bad idea. Like removing body parts with a Skill saw, tearing down a load bearing wall in your home to fit a longer straight, or loss of brain cells from locking yourself in a small room sniffing glue. In particular, let others use power saws, grinders, soldering irons, epoxy and the like if you have no experience with them!

If you don't agree with everything on this website, that's OK. Don't hunt me down to tell me I'm an idiot, my Wife and Daughters remind me of this on a daily basis. Instead, publish your own webpage, stinking book or YouTube video and let others throw darts at your ideas!

Ray Evernham (White shirt at left) dedicating the first 2001 Dodge NASCAR Cup engine to the Walter P. Chrysler museum. Dodge personnel from L-R Floyd Allan, Ted Flack, Rudy Sayn, Dave Eovaldi, Patrick Baer, Ed Poplawski. Missing from Engine Group photo; Neil Loughlin, David James, Rick Talbot, Roger Doll and Alona 'Princess' Pehrson.

Special thanks to all of my Co-Workers, Team Members, Motor-Heads, supplier contacts, friends and most of all family who have taken the time to teach me how to become a better Engineer. I carry a little bit from each of you with me each day! The Dodge R5P7 NASCAR Engine Group, (Left to Right), Edward Poplawski (Procurement), Rudy Sayn (Cylinder Head & Water Flow) Patrick Baer (Performance), Barbara McNeil (Secretary), Alona 'Princess' Pehrson (Block & Recip) Neil Loughlin (Supervisor), Dave Eovaldi (Valvetrain), Roger Doll (Components), David James (Design Lead), Ted Flack (Manager), not shown – Rick Talbot (Development). Photo coincided with 2001 Daytona debut. A wise man (DCX "Skunk Works Manager" Joe Goulart) once said, "It only takes as many people that can fit standing around an engine to design one." We are living proof that he was right. The group was even smaller when we designed the R6P8!

Here is the entire Dodge Motorsports group, including Aero, Chassis, Engine and Test Teams. I believe this photo was taken around 2005. Some brilliant people!

Here is the Engineering Team that supported Alan Johnson on his 2012 NHRA Pro Stock Championship.


Racing can be a thrash. Here we are putting a TA2 Challenger back together for Cameron Lawrence after an engine failure, hours before we had to transport the car to Mid-Ohio. I think I am the one with my head stuck in the wheel well, probably attaching oil lines to the pump or tightening up the headers. I drove the transporter down to Mid-Ohio after working something like 40 hours straight. The Miller Team guys had it even worse… Cameron won the 2014 SCCA TA2 Championship though, so times like this did pay off. Most of the time I was working months ahead on engine systems/packages before their debut on the track.