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Fact Sheet

Hot Rods and Cool Mods: Exhibition Vehicles

During its eleven-month run, *Hot Rods and Cool Mods* will feature a changing lineup of vehicles spanning more than 70 years, including:

1932 Chrysler Coupe

An auto body specialist makes his business his pleasure

In this 1932 Chrysler coupe, professional auto body man John Fehan found a striking design that contrasted favorably with the stubby bodies typically used for hot rods. The original design featured an aristocratic grille capping a long, low hood complimented by sculpted front fenders.

Fehan's reinterpretation of the 1932 Chrysler produced a cruiser of classic proportions updated with modern features. The original flathead six-cylinder engine was replaced with a 1989 Chrysler 318-cubic inch V-8 coupled to a Torqueflite transmission, appropriate for the car's new role as a cruising vehicle.

Body man Fehan then applied contemporary tools of his trade to his vintage vehicle, filling the fabric roof insert and cowl vents with steel, shaving the body, fabricating a new, one-piece hood center panel, widening the fenders and running boards to attractively surround the wider modern tires and wheels, and converting the doors to rear-hinged "suicide" operation. He also installed air conditioning, power windows, power locks, remote entry and power steering – features unknown to the original owner in 1932.

Wheelbase: 116 in. (295 cm)
Engine: 318 cu. in. (5.2 L) V-8
Displacement: 318 cu. in. (5.2L)
Bore/Stroke: 3.91 in. x 3.31 in. (9.9 cm x 8.4 cm)
Compression ratio: 9.1:1
Horsepower: 140 hp @ 3600 rpm (104 kw)
Transmission: Torqueflite 727 3-speed automatic

Lent by John Fehan

1933 Plymouth Street Coupe / Hot Rod

Fine detailing in this Depression-era Plymouth lifts the spirits of onlookers

Produced in the depths of the Great Depression using the same mechanical components as its predecessor, the 1933 Plymouth Model PD was nevertheless a success in the marketplace. With prices beginning as low as \$495, sales of this car set new records for Plymouth and placed the four-year-old brand solidly in third place in national car sales.

In smoothing the running boards, filling the top, and adding a custom fabricated stainless steel grille, independent front suspension, a tinted glass flush windshield and other details, owner Bob Ford converted this car to a street rod in 14 months. The interior features Jeep Cherokee seats, a cherry hardwood dashboard, air conditioning, a tilt steering column and an AM-FM radio/CD player.

Wheelbase: 108 in. (274 cm)
Engine: 340 cu. in. (5.6 L) V8
Bore/Stroke: 4.04 in. X 3.31 in. (10.3 cm X 8.4)
Compression ratio: 10.5:1
Horsepower: 275 (205 kw)
Transmission: A-904 Torqueflite 3-speed automatic

Lent by Bob Ford

1934 Dodge Coupe

Stylish Then, Cool Now

Dodge completely redesigned its line for 1934, reflecting a bit of the streamlined style used in Chrysler's new Airflows. The brand boasted of a number of new mechanical innovations that year as well, including the first automotive overdrive, synchronized front and rear springs and a new form of independent front wheel suspension.

Viewed six decades later, this 1934 Dodge's low-slung body, with its raked grille and windshield, has almost perfect hot rod proportions. V-8 power, an updated suspension, a spectacular paint scheme and a modern interior have transformed this Dodge into a thoroughly capable modern ride.

Owner Jon Rasbach bought the Dodge already rodged in 1998 and, in usual rodger fashion, has continued to update and modify it since.

Wheelbase: 117 in. (297 cm)
Engine: Mopar LA OHV V-8 with Six Pak induction, Blue Racer cam, Sanderson headers
Displacement: 360 cu.in. (5.9 L)
Bore/Stroke: 4.0 in. x 3.58 in. (10 cm x 9 cm)
Compression ratio: 8.5:1

Horsepower: 300 hp, approximately (224 kw)
Transmission: TorqueFlite 3-speed automatic
Suspension: Mustang II independent front suspension; wheels (f) 14-inch, (r) 15-inch

Lent by Jon Rasbach

1936 Plymouth Sedan

A much-modified vintage Plymouth makes a modern-day statement

The 1936 Plymouth DeLuxe Model P2, advertised as “The Most Economical Car in America,” came in a wide variety of models and colors, including two- and four-door sedans in both trunkless and “humpback” styles. Regardless of model or color, the fenders were painted black – unless the customer paid more for a single body color.

With its replacement 340-cubic inch Dodge V-8 engine, this rebuilt Deluxe may no longer hold “most economical” status, and the flames of its rainbow paint scheme have done away with any concerns about the cost of extra colors. Builders Bob Ford and Greg Parker filled the top of the car, flush-mounted the windshield, added a front bumper from a 1934 Plymouth and built a custom rear bumper, smoothed the running boards and lowered the tail lights. The interior now incorporates such modern-day comforts as air conditioning, power windows and leather seats from a recent Chrysler Sebring.

Wheelbase: 113 in. (287 cm)
Engine: 1969 340 cu. in. V-8 (3.6 L)
Compression ratio: 10.5:1
Horsepower: 275 @ 4,000 rpm (205 kw)
Transmission: A-904 Torqueflite 3-speed automatic

Lent by Vicki Ford

1933 DeSoto Four-Door Sedan

A modern-day reflection of hot rodding’s origins

The last DeSotos reflecting conventional car design theories of the early 1930s were the 1933 models; all 1934 DeSotos were built to Chrysler’s radical new Airflow design. Little remains of the original 1933 DeSoto in this “rat rod” project, which began when the builder purchased the body and chassis in Indiana, without drivetrain or wheels, for \$600. His investment was effectively refunded when he later sold the fenders, hood, running board and grille for \$700.

Today this eclectic vehicle incorporates such diverse components as a grille from a 1935 International truck, seats from a 1963 Ford Fairlane, a steering wheel from a 1948 Dodge and a speedometer from a 1947 Chevrolet. The powertrain, however, remains true to the car’s Mopar roots – a 1956 Hemi engine connected to a Torqueflite transmission with push-button drive.

Builder Cooper represents the third of four generations of his family to work at DaimlerChrysler's Windsor (Ont.) Assembly Plant.

Wheelbase: 114 3/8 in. (290.5 cm)
Engine: 1956 Chrysler Hemi with a GMC 671 supercharger
Displacement: 354 cu.in. (5.8 L)
Stroke: 3.94 in. x 3.63 in. (10 cm x 9.22 cm)
Compression ratio: 9.0:1
Horsepower: 280+ (208 kw)
Transmission: TorqueFlite 3-speed automatic

Lent by Ralph Cooper

1940 Plymouth Coupe

Tracing the history of hot rodding through a twice-distinctive vehicle

Hot rodding began in the 1930s, when young men discovered that buying an inexpensive old car, pulling off its fenders and hopping up its engine could produce a unique – and fast – vehicle that reflected their personal tastes and traits like no other. The sport ballooned after World War Two, when a flood of new cars, built to meet pent-up consumer demand, made thousands of well-worn prewar cars available for rebuilding at the right price. Half a century later, “rat rods” represent a back-to-basics reaction to the evolution of ever-more sophisticated and cosmetically-detailed hot rods.

Through its initial use of sealed-beam headlamps and other innovative features in an all-new body shorn of the running boards and rumble seat of earlier times, this 1940 Plymouth was originally a very up-to-date family vehicle. Rebuilt as a “rat rod,” it is now a throwback to a time when hot rods were simply fast, wild and crazy cars.

Wheelbase: 117 in. (297 cm)
Engine: 318 cu. in. V-8 (5.2 L)
Bore/Stroke: 3.91 in x 3.31 in. (9.9 cm x 8.4 cm)
Compression ratio: 8.5:1
Horsepower: 135 @ 4000 rpm (100 kw)
Transmission: Torqueflite 727 3-speed automatic

Lent by Dave Telfer

1948 New Yorker Convertible

The “Beautiful Chrysler” returns – with a HEMI®

While Chrysler touted its entire postwar series as “The Beautiful Chrysler,” the wood-bodied Town & Country convertible proved to be the most memorable and collectable – even though the plain-sided Windsor and New Yorker convertibles were built in far

greater numbers. This New Yorker survived, in steadily deteriorating condition, long enough for builder Nicol to undertake a three-year rebuilding which returned the car to service with a slightly modified appearance and many accessories unknown to Chrysler customers of the 1940s.

The completed hotrod features frenched head lights and tail lights, shaved rear fenders molded into the body, an all-new interior, and power steering, power brakes, power windows and air conditioning. A 426 HEMI engine from the mid-1960s provides performance far beyond the car's original capabilities, and the late-model PT Cruiser emblem on the trunk summarizes its encapsulation of several eras of Chrysler history.

Wheelbase: 127.5 in. (324 cm)

Engine: 426 HEMI with Mopar intake manifold and 750 cfm Edlebrock carburetor

Displacement: 426 cu.in. (7 L)

Bore/Stroke: 4.25 in. x 3.75 in. (10.8 cm x 9.53 cm)

Compression ratio: 10.25:1

Horsepower: 425 (317 kw)

Transmission: 727 TorqueFlite 3-speed automatic

Lent by Ed Nicol

The “High and Mighty” Plymouth Business Coupe

A replica of the unlikely drag racer that sparked Chrysler's high-performance vehicle program

The original “High and Mighty,” built as a \$375 project car in 1959 by a group of young Chrysler engineering employees with a common interest in drag racing, became a working laboratory for the application of advanced engineering ideas. The name, borrowed from a 1954 John Wayne movie, also reflected the car's rebuilding for drag racing and the output of its modified 354 Hemi engine.

The builders, known as the “Ram Chargers,” met the challenge of reduced rear wheel traction by moving the rear axle ten inches forward, shifting vehicle mass to the rear under acceleration. The eight exhaust headers, each 48 inches in length, were engineered for optimal backpressure and efficiency. The ram air intake manifold, first used in this car, became the prototype for the cross ram manifold used on production Chrysler vehicles.

The success of these and other passionate tinkering of the young Ram Chargers prompted Chrysler to make major investments in racing and performance car programs in the 1960s.

Wheelbase: 111 in. (282 cm), shortened to 101 in. (256 cm)

Engine: 354 cu. in. (5.8 L) Hemi V-8 (for 1959 racing season)

Bore/Stroke: 3.94 in. x 3.63 in. (10 cm x 9.22 cm)

Compression ratio: 9.9:1

Horsepower: Changed weekly
Transmission: M-85 3-speed manual

Lent by Bob Lees / Chrysler Employees Motorsport Association

1965 Plymouth Sport Fury

A high-performance rebuild of a full-sized hardtop

Typically offered with standard bucket seats, center console, distinctive trim package and a V-8 engine, the Sport Fury was Plymouth's premium large car throughout the 1960s. The 1965 model featured a new, long and high look, accented by stacked dual headlights and Plymouth's first use of curved side window glass, plus an optional 383-cu. in. or 426-cu. in. V-8 engine and a four-speed manual transmission. Like its predecessors in the 1963 and 1964 model years, the 1965 Sport Fury became an attractive car for customizers.

In this example—a six-year father-and-son project—the builders Dellasandro have replaced the original engine with a 440 cu. in V-8 with .030" overbore, Keith Black pistons, Edelbrock aluminum heads, Weiand tunnel ram intake manifold, two Holley 600 cpm carburetors, DIS electronic ignition and TTI headers. While the exterior is now handsomely painted in black and a shade of gold used on new Chrysler products in the 1980s, the interior retains its original 1965 appearance.

Wheelbase: 119 in. (302 cm)
Engine: 440 cu. in. V-8 (7.2 liter)
Horsepower: 600 (447 kw)
Compression ratio: 10.5: 1
Transmission: Torqueflite 727 with 5,000-rpm Stall converter and B&M shifter

Lent by Tim Dellasandro, Sr. and Tim Dellasandro II

1968 Dodge Dart

From personal transportation to pure performance machine

As the smallest vehicle in Dodge's mid-Sixties product line, the compact Dart would seem the most unlikely recipient of the division's largest powerplants. But, during 1968 – in the midst of the muscle car era – Dodge offered performance options in each of its product lines, including the "Hemi Dart," a stripped version of the compact with lightweight body parts that qualified for Super Stock drag racing classes.

With its modified 426 Hemi engine and straightforward appearance, this vehicle recreates the spirit of the original Hemi Dart. Rebuilt from a stock Dart that once housed a 340-cubic inch V-8, its prime mover now features aluminum Mopar heads, an Indy aluminum tunnel ram intake manifold, 750 Holley Dominator carburetors, 2" headers and 4" exhaust pipes. Combined with a 727 Torqueflite transmission with a reverse valve

body, this Dart traverses an arrow-straight path in considerably less time than its original peers.

Wheelbase: 111 in. (282 cm)
Engine: 426 Hemi (7L)
Horsepower: 425 @ 5600 rpm (329 kw)
Compression ratio: 11.5:1
Transmission: Torqueflite 3-speed automatic

Lent by Richard Hodges

AMC AMX 400

The creator of the Batmobile builds a car for Banacek

Customizer George Barris, who built the original Batmobile, Fred Flintstone's Flintmobile and other Hollywood show cars, created another one-of-a-kind vehicle in 1972 for the television series "Banacek." During the series' second season, Detroit-born actor George Peppard's character, an insurance investigator, was called upon to find this "stolen experimental car," reportedly worth \$5 million.

Barris' rebuild of a 1969 AMC AMX two-seater presumably cost less, but its transformation rivaled any other in detail and complexity. Four-and-a-half inches of the roofline was chopped, the windshield pillars slanted two inches, the nose lengthened, the suspension lowered and the body sculpted. Streamlined louvers extending from the roofline complimented the louvered grille.

For 33 years following its cameo appearance on Banacek, the car was shuttled between auto show appearances, private collections and storage. Collector Mike Geary purchased the car in 2003, repaired minor damage, and restored the car to its original appearance.

Wheelbase: 98 in. (249 cm)
Transmission: Borg Warner "shift command" 3-speed automatic
Engine: AMC 390 V-8 (6.4L)
Bore/Stroke: 4.04 in. x 3.28 in. (10.3 cm x 8.33 cm)
Body modifications [1972]: Barris Kustom Industries, Los Angeles, CA
Compression ratio: 10.5:1
Paint restoration [2004]: Tabz Toyz, Lancaster, NY
Horsepower: 315 hp (235 kw)
Pinstriping restoration [2004]: Ron Lasker, Buffalo, NY

Lent by Mike Geary

1967 Dodge Coronet

A do-it-yourselfer executes a four-wheeled "home remodeling project"

The Coronet was Dodge's high volume, mid-sized passenger car model during the 1965-1976 model years. Coronet configurations ranged from entry-level sedans and station wagons to well-equipped convertibles and sport coupes. This 1967 Coronet two-door hardtop had fallen from functional vehicle to "basket case" status when builder Dave Cordova acquired it in 2000.

After planning the rebuilding project, Cordova did all the work in his home garage. The stock interior was supplemented with a ten-point roll cage and fiberglass bucket seats. The Chrysler 383 V-8, with its mild cam, aluminum intake manifold and four-barrel Holly carburetor, is linked to a Torqueflite 727 transmission with an aftermarket manual shifter. All four wheels were converted to disc brakes, and Mickey Thompson tires now carry the car on Center Line Pro Star wheels. The body features a shaved hood and decklid and a Hemi-style hood scoop.

Resplendent in PPG "Intense Blue" – a color from the palette of the 1999 Dodge Dakota pickup truck – this Coronet bears little resemblance to its original form.

Wheelbase: 117 in. (297 cm)

Engine: 383 cu. in. (6.3L) V-8

Compression ratio: 10.5:1

Horsepower: 325-plus h.p. (242 kw)

Transmission: Torqueflite 727 3-speed automatic with aftermarket manual shifter

Lent by Dave Cordova

Plymouth Barracuda "Six-Shooter"

An already-wicked fish becomes "snakebit" by a Viper powertrain

The Plymouth Barracuda, one of the most memorable nameplates in Chrysler history, is also one of the most collectible of the company's vehicles – particularly those from the 1970-72 model years. Powerful cruisers in their time, some new Barracudas were offered with 383 cubic-inch V-8s, and even a limited edition 426 "Street Hemi" edition was briefly available.

Three decades later, builder Mike Staveski elected to take the concept to a new level by blending the timeless design of a period Barracuda with the modern drivetrain technology of the Dodge Viper. The resulting "Six Shooter" now features a six-speed Viper transmission and matching V-10 engine with a Paxton supercharger – sufficient power to match any standing Barracuda performance records.

Wheelbase: 108 in. (274 cm)

Engine: Viper V-10 – 488 cu. in. (7.99 L)

Horsepower: 450+ (336+ kw)

Compression ratio: 9.0:1

Transmission: 6-speed Viper manual

Lent by Mike Staveski

1970 Dodge Challenger

Upgrading a timeless Dodge with contemporary speed equipment

Convertible versions of the Dodge Challenger muscle car were only available for the first two of the vehicle's five years of production; a scant 6,408 were built before the model was discontinued. The Challenger combined handsome styling with a variety of engine options – including the limited edition 426 “Street Hemi” – but only two percent of buyers paid the \$779 extra charge for the Hemi. Those who did bought an exceptional driving experience and a future collector's car.

Thirty-five years after it left the factory, this Challenger convertible takes another approach to exhilarating performance. Builder Mike Staveski replaced the original drivetrain with all-new Dodge Viper components – including a V-10 engine with added nitrous oxide injection and a six-speed manual transmission. A coat of vintage lime green paint, perfect for a Florida car, links the two eras of Dodge performance cars honored by this rebuild.

Wheelbase: 108 in. (274 cm)
Engine: Viper V-10 – 488 cu. in. (7.99 L)
Compression ratio: 9.0:1
Horsepower: 450+ (336+ kw)
Transmission: 6-speed Viper manual

Lent by Mike Staveski

1970 Plymouth Road Runner

A familiar muscle car returns

With its colorful packaging and trademark “beep-beep” horn, the Road Runner was Plymouth's no-frills, high-performance muscle car between 1968 and 1974. Typically equipped with a large V-8, manual transmission, heavy-duty suspension and brakes and little else, the Road Runner was designed for fast forward movement rather than casual cruising.

Rescued from a field in Montana, this example has been thoroughly upgraded to 21st-century high-performance standards. Builder Steve Strobe began with a 1973 Dodge 400-cubic inch truck engine, bored it out to 500 cubic inches, then added Mopar Stage Six cylinder heads, a Paxton supercharger and F.A.S.T. electronic fuel ignition. Other alterations included installation of an Alterkation drop frame, Eaton Detroit custom springs, Mustang II rack-and-pinion steering, Kinesis K-19 wheels with Michelin Pilot tires and a custom fabricated instrument panel with redline gauges. An A-33 four-speed manual transmission affirmatively takes the car, now appropriately named “The Hammer,” through its impressive performance range.

Wheelbase: 116 in. (295 cm)
Engine: 1973 Dodge 400 cu. in. (6.6L) V-8, bored out to 500 cu.in. (8.2L)
Compression ratio: 8.5:1
Horsepower: 725 (541 kw)
Transmission: A-33 4-speed manual (prepared by Jamie Passon)

Lent by Steve Strobe

1970 Dodge Charger R/T

Period modifications for a period favorite

With its slender, race car-like styling and variety of performance package options, including the choice of a Hemi 426 or Magnum 440 V-8, the 1968-70 Dodge Charger quickly became one of the most popular models of the muscle-car era. The Magnum-equipped Charger R/T developed 375 horsepower, creating a distinctive beauty-and-the-beast combination that retailed for just \$3,700.

This 1970 Charger R/T is doubly significant, because it features modifications using only parts that were available when the car was new. Under the hood, the stock Edelbrock manifold displaying the Chrysler Pentastar logo and the chrome valve covers are all authentic, period parts, as are the American Racing Classic wheels, offered for only a limited time and highly prized today. With each of its components correctly matched and its exterior coated in genuine Dodge "Plum Crazy" paint, this car is an authentic throwback to 1970.

Wheelbase: 117 in. (297 cm)
Engine: 440 Magnum (7.2L)
Compression ratio: 10.0: 1
Horsepower: 375+ (280 kw)
Transmission: 727 Torqueflite 3-speed automatic

Lent by Tony Diesco

Dodge Challenger X

A stylish update of a memorable muscle-car

Introduced as a late entry in the muscle car market, the Dodge Challenger attracted a sizeable group of devotees during its brief, five- year production history. Two Challenger models, a base trim-level hardtop and the V-8-equipped Challenger Rallye, were offered in 1972; discontinuing the Challenger convertible that year meant the end of all Dodge convertible production for the next decade.

Builders Martin Weinreb and Steve Strobe retained the classic Challenger lines in this modern-day interpretation. The 360 cubic-inch V-8 is topped by a Hilborn injection

system modified for electronic fuel injection. The original 1972 suspension, modified only with upgraded torsion bars and sway bars, allows the vehicle to retain its classic stance, while an “updated attitude” is provided through a new interior and contemporary color scheme.

Wheelbase: 110 in. (279 cm)
Engine: 360 cu. in. V-8 (5.9 L)
Compression ratio: 8.5:1
Horsepower: 425 (317 kw)
Transmission: Richmond 6-speed manual

Lent by Martin Weinreb

1999 Dodge Neon R/T

A onetime company fleet vehicle becomes a one-of-a-kind ride

Created as an everyday subcompact car in 1999, this Dodge Neon was nearing the end of a wearing, 50,000-mile career as a test vehicle in the company fleet when DaimlerChrysler employees Bill Adams and Bob Soroka rescued it in 2002.

Adams, a Dodge Viper vehicle build specialist, fitted the stock 2.2-liter I4 engine with a turbocharger from a 2.4-liter Mitsubishi. Because the larger injectors made the fuel mixture too rich, several weeks were spent recalibrating the car’s fuel injection system. Goodyear 19-inch “Scorcher” tires on Avanti rims and Wildwood brakes were installed. Then came opportunities to incorporate a Xenon molded body kit and a 3,500-watt Infinity audio system. New fiberglass components included the instrument panel, door trim panels, consoles, rear trunk pieces and subwoofer boxes. Finally, the heart-stopping paint job was executed by Soroka, a product designer in DaimlerChrysler’s Performance Vehicle Operations and a freelance airbrush artist.

The completed vehicle appeared at the 2002 Specialty Equipment Market Association Show in Las Vegas and now travels the national auto show circuit.

Wheelbase: 104 in. (264 cm)
Engine: 2.2 L (134 cu. in.) with turbocharger from 2.4L engine
Horsepower: Estimated 300 hp (224 kw)
Transmission: 4-speed manual
Paint: Kustom Haus

Lent by Bob Soroka

1999 Dodge Neon R/T

A college student’s continuing “cool car” project

Michigan State sophomore Patrick O'Hara says his main interests are "cars, music and computers." Not surprisingly, the Computer Engineering major spends much of his time blending all three through his ongoing upgrades of this Dodge Neon.

Patrick began the project while still in high school, funding it with earnings from a grocery-bagging job. Today, the car is considerably changed; the R/T DOHC four cylinder engine produces more horsepower, thanks to an Iceman cool-air intake feeding an MPx 60 mm throttle body through a custom-ported and polished intake manifold. A Mopar performance PCM (engine computer) allows the 2L engine to move the car at a more satisfying gait than in the past.

The most striking modification is the addition of vertical-opening "Lamborghini style" doors. Patrick has also installed a custom reverse opening hood and a Wings West full body kit. He modified the instrument panel to incorporate Viper-style molded-in gauges.

Wheelbase: 104 in. (264 cm)
Engine: DOHC I-4
Displacement: 2.0L (121 cu. in.)
Bore/Stroke: 3.44 in. x 3.27in (8.7 cm x 8.3 cm)
Horsepower: 170 estimated bhp (129.8 kw)
Transmission: 5-speed manual, B&M short shifter

Lent by Patrick O'Hara

1989 Dodge Viper Concept Car

The ultimate "factory hot rod"

Diluted by almost a decade of K-car product predominance, the Dodge brand's former high-performance image was dramatically rekindled by the unveiling of the Dodge Viper concept at the 1989 Detroit auto show. With the performance promise of its 8-liter, V-10 aluminum power plant and the messages of its one-of-a-kind design and take-no-prisoners attitude, the Viper concept quickly won the hearts of auto show visitors. Its success prompted early manufacture of the production Viper, a car that quickly became a modern American legend.

1999 Plymouth Howler

The eye-catching Plymouth Prowler taken to another level

Introduced as a concept car at the 1993 North American International Auto Show in Detroit, the Plymouth Prowler retro-hot rod generated such popular response that a production version was launched for the 1997 model year. Two years later, this "performance roadster pickup" variation was developed as a concept car for the Specialty Equipment Market Association show in Las Vegas. The design team replaced the standard Prowler V-6 with a PowerTech V-8 and exchanged the rear transaxle for an engine-mounted five-speed transmission.

Repositioning the rear transaxle provided an opportunity to enlarge and reposition the fuel tank, which in turn allowed the designers to open up the rear of the vehicle and create the pickup-like storage space capable of carrying large suitcases, golf clubs and other bulky items.

The completed vehicle can haul in more than one sense: its performance statistics include a sprint to 60 mph in 5.9 seconds and a top speed of 129 mph.

Wheelbase: 113.3 in. (288 cm)
Engine: 4.7 L (287 cu. in.) Jeep® PowerTech V-8
Bore/Stroke: 9.3 cm X 8.7 cm (3.66 in. X 3.41 in.)
Horsepower: 250 bhp @ 4800 rpm (191.5 kw)
Compression ratio: 9.0:1
Transmission: 5-speed manual

Lent by DaimlerChrysler Corporation

2001 Chrysler PT Panel Cruiser

A contemporary interpretation of a retro body style

Popular with retailers, tradesmen and utility companies from the 1930s through the 1950s, panel trucks filled a place in auto-makers' model lines between pickup trucks and larger commercial vehicles. The arrival of the retro-styled Chrysler PT Cruiser in the late 1990s prompted this concept vehicle for exhibition at the 2000 North American International Auto Show in Detroit.

With its rear windows and doors replaced by sheetmetal, the vehicle immediately assumes the traditional panel truck role of medium-duty cargo hauler. Lowering the body by one inch and widening its track by two inches gives it an athletic stance, while the distinct fender flares and integrated bumpers add to the beefier look. The rear interior space features a full wood floor with skid strips and cargo straps, ready to be loaded with flowers, plumbing supplies, baked goods or countless other cargoes.

Like its predecessor panel vehicles, the PT Panel Cruiser invites a variety of imaginative uses and alterations.

Wheelbase: 103 in. (262 cm)
Engine: 2.4L (146 cu. in.) turbocharged I-4
Horsepower: 200 bhp @ 6000 rpm (149 kw)
Transmission: Front-wheel drive, ACR 5-speed manual

Lent by DaimlerChrysler Corporation

2001 Dodge Caravan

"Soccer Mom This!" A Dodge minivan like no other

Since creating the minivan segment 21 years ago, Chrysler Group has dominated the category. Placed end to end, the 11 million Chrysler Group minivans built to date would circle the earth one-and-a-half times.

Among those millions of family-friendly minivans, none stands out quite like Bob Soroka's Dodge Caravan. Fond of rebuilding everyday cars not typically customized, Soroka realized his next project had just begun the day he struck a deer with the family vehicle. Today his one-of-a-kind Caravan boasts "gullwinged" doors, welded steel in place of original windows, customized front fascia and side sills, shaved doors and taillights, an airlift suspension, fabric-coated door skins and four Dodge Viper bucket seats.

With a 7,000-watt audio system, Soroka's Caravan is as easily heard as it is seen. It also boasts a 22-inch plasma television for passengers in the second row of seats and another 10-inch plasma screen in the rear.

Wheelbase: 119.3 in. (303.2 cm)
Engine: 3.2-L (195 cu. in.) with nitrous kit
Horsepower: Unknown
Transmission: 3-speed automatic
Paint: Kustom Haus

Lent by Bob Soroka

2004 Dodge "Hot Rod" Magnum

A contemporary car receives an extra dose of excitement from DaimlerChrysler's doctors

With its combination of performance and versatility, the Hemi-equipped Dodge Magnum has already been hailed as the "modern muscle wagon." For this "tricked-out" example, engineers from Chrysler Group's Street and Racing Technology group made sure the vehicle would get even greater attention through its Hemi Orange paint and graphics – plus the addition of 22-inch wheels, a blackout hood treatment, 1970 Dodge Challenger exhaust tips and 1970 Dodge Charger Hemi medallions. The interior received quad seating, a full-length center console, a silver shifter and a powerful Kicker audio system.

One stock item on this vehicle required no alterations: the 5.7-liter Hemi engine, respectfully left untouched by the builders of the SRT team.

Wheelbase: 120 in. (304 cm)
Engine: 5.7-liter Hemi (348 cu. in.)
Bore/stroke: 3.92 in. x 3.58 in. (9.96 cm x 9.09 cm)
Compression ratio: 9.6:1

Horsepower: 345 (257 kw)
Transmission: 3-speed automatic

Lent by DaimlerChrysler Corporation / Mopar Speed Shops

2005 Chrysler 300

The definitive canvas for the bling artist

The trappings of the hip-hop generation – which spawned its own music, fashion and slang – have also shaped the latest trends in the sixty-year-plus history of hot rodding. Large custom rims carrying low-profile tires, aftermarket grilles and other accessories, scissor-style doors, tinted glass and custom audio systems with more power than many home systems typify such conversions. The 2005 Chrysler 300 met with immediate approval as the perfect palate for such 21st Century automotive artistry.

2005 Dodge Magnum

Not your grandparents' station wagon

In a world filled with look-alike sedans and coupes, the first stylish station wagons turned heads a half-century ago. Recreating that tradition today, this blinged Dodge Magnum bolsters its already-distinctive style with an aggressive stance and amplifies its unique rhythms with a powerful audio system. Like its stock counterpart, this Magnum provides a satisfying blend of performance and versatility. Deep-tinted glass and distinguishing accessories further assure that this vehicle will not be confused with any other, old or new.

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Additional information and news from the Walter P. Chrysler Museum is available on the Internet at www.chryslerheritage.com

Additional information and news from DaimlerChrysler is available on the Internet at www.media.daimlerchrysler.com