CHRYSLER 300 CLUB
DEDICATED TO THE 300 LETTER SERIES AUTOMOBILES
P.O. Box 264
NorthRidge, Calif. 91324

Hi Ernest + Patricia

Just a few lines to welcome you into the Club, and hope you enjoy it as much as I.

We have just finished having national elections, and we (the new officers) are still trying to get it all together.

There will be a new Newsletter out around the first of April which will bring everybody up to date. By the way it will have a great story on the G.

We have alot of members in your area, and they seem to be really working for there Club + Cars. I hope you can make some of their meets.

I am enclosing the names + address of a few members in your Area.

**********MEETING NOTICE!**********

ALL CHRYSLER 300 CLUB NORTHERN CALIF. REGION MEMBERS, THEIR FAMILIES, AND GUESTS ARE INVITED TO ATTEND A JOINT MEETING OF THE NORTHERN AND SOUTHERN CALIF. REGIONS TO BE HELD AT FRESNO, CALIF. ON SUNDAY, APRIL 28, 1974 AT 2 PM. THE JOINT MEETING WILL BE HOSTED BY MR. BEN GOSTANIAN, 5811 EAST BUTLER, FEESNO, CALIF. (209-255-4460). THIS MEETING WILL HAVE A TWOFOLD PURPOSE:

1-TO GET THE TWO REGIONS IN A JOINT MEETING

2-TO GET THE BOARD OF DIRECTORS TOGETHER FOR THEIR APRIL MEETING

THERE WILL BE SEVERAL PERSONS DRIVING CARS FROM THE BAY AREA WHO CAN TAKE ADDITIONAL PASSENGERS. IF YOU'D RATHER RIDE THAN DRIVE CONTACT ONE OF THE FOLLOWING FOR ARRANGEMENTS:

GORDON FOTH (415-237-1658)

RAY MOORE (415-235-0196)

BILL POLSTON (415-524-8584)

BUZ EDIE (415-283-1876)

I HOPE TO SEE MANY OF YOU AT FRESNO. A PARTICULAR TREAT TO THOSE ATTENDING WILL BE TO SEE BEN GOSTANIAN'S IMPRESSIVE STABLE OF FINE AUTOMOBILES.

REGARDS,

GORDON FOTH, PRES.
NO. CALIF. REGION
514 WESTERN DRIVE
PT. RICHMOND, CALIF.

Moore Business Forms, Inc. f

CHRYSLER 300 CLUB
DEDICATED TO THE 300 LETTER SERIES AUTOMOBILES

P.O. Box 264,
Northridge, Calif. 91324

Oct. 7, 1974

Dear Pat;

Enclosed is "G" Owners Manual, you requested. I'm sorry it took so long to get it out but there has been a lot going on. Namely trying to coordinate entries and room reservations for the Fresno Meet this coming weekend. I hope you will be there and bring your "G". I also have a "G" and look forward to swapping info about the cars.

Til Fresno or whenever, keep the 300 running.

Sincerely,

Barry Stanley

TREASURER

CHRYSLER 300 CLUB
NEWSLETTER

Volume 4 Number 2
January 1974

Dedicated to the preservation and restoration of the Letter Series Chrysler 300 (1955-1965). Dues are $7.50 for any twelve month period beginning with the month you join. Back issues of our quarterly newsletter are $1.00 each, post paid, when available. Club decals (stickers) are $1.50 each for the 5 inch size, and 75¢ each for the 3 inch size. Jacket patches are $7.00 each (10 inch) and license frames are $5.00 for the first set, and $3.00 for each additional set. Owners manuals for the 300-B,C,E,F,G,H are $4.00 each. Send all corres. to:

CHRYSLER 300 CLUB
5418 S. E. 108th.
Portland, Oregon 97266

CHRYSLER 300 CLUB OFFICERS

President Western Division	Ray Doern	5418 S.E. 108th. Portland, Oregon
Vice President Western Division	Allen Heisel	615 River Ave. Eugene, Oregon
Secretary/Tres. Western Division	Lee Zittenfield	3018 N.E. 15th. Portland, Oregon
President Eastern Division	Eric Sorensen	1880 Columbia Rd. N.W. Washington, D.C.
Vice President Eastern Division	George Reihl	19 Donegal Ct. Ann Arbor, Michigan
Secretary/Tres. Eastern Division	Bob Dupin	3033 Curran Rd. Louisville, Kentucky
President Kelso/Longview Ch.	Arlen LaBeau	1208 Kessler Blvd. Longview, Washington
Vice President Kelso/Longview Ch.	Lowell Milliman	805 N. Pacific Kelso, Washington
Secretary/Tres. Kelso/Longview Ch.	Ray Pennel	1610 Kinnear St. Kelso, Washington
President Portland Chapter	Dave Brown	5828 S.E. Mall Portland, Oregon
Vice President Portland Chapter	Ron Brouhard	8525 S.E. Schiller Portland, Oregon
Secretary/Tres. Portland Chapter	Merle Wolfer	3121 S.E. Silver Springs Rd. Milwaukie, Oregon
President No. Calif. Region	Gordon Foth	514 Western Dr. Point Richmond, California
Vice President No. Calif. Region	Ray Moore	11446 San Pablo Ave. El Cerrito, California
Secretary/Tres. No. Calif. Region	Bill Polston	1728 Mendocino St. Richmond, California
President Los Angeles Ch.	Bill Arnold	22856 Leonora Dr. Woodland Hills, California
Vice President Los Angeles Ch.	Bill Fulford	20507 Oxnard St. Woodland Hills, California

P R E S I D E N T ' S M E S S A G E

Well here it is, my last message to you as your president. You should have all received your ballots by now and I sincerely hope you will all vote. January 5th. is the cutoff - your ballot must be postmarked by then to be valid. All eleven people on the ballot are active and hard working members in the club. While only four offices are open, we may decide to expand in this area to include the following:

Vice President in charge of Meets
Vice President in charge of Judging
Advertising and Membership Secretary
Newsletter Editor
Club Librarian and Technical Advisor

I just received a letter from John Bunnell of Chrysler Corporation concerning the 16mm film "The 300 Idea". The company John originally received a price quote from goofed in their cost estimates. Rather than costing about $25.00 each (20 order minimum), they will now cost $55.70 (30 order minimum). Talk about galloping inflation! Well, nothing good comes cheap. I myself am willing to pay $55.70 for this film. We will need a minimum order of 30 copies, however. We currently have orders (at the $25.00 price) from the following members:

Ray Doern - 1
Steve Albu - 1
Dan McFall - 1
Glenn Grell - 1
Ray Baranoski - 1
Burt Tyler - 1
Norm Frey - 1
Bill Roberson - 1
Ken Kiesler - 1
Chrysler 300 Club - 2
John Gardner - 1
Bob Wilkins - 1
Steve Shafer - 1
Steve Hunt - 1
Bill Arnold - 1
Dave Brown - 1
Nick Mayer - 1
Walt Bottjer - 1
Steve Josma - 1

The above people must let me know if they still want a copy of the film at $55.70 each. This is a <u>firm price</u>! Only 10 more orders and we'll be able to go ahead with this project. Send your orders to Ray Doern.

One other project that has been in the mill a long time are our side medallions. We currently have a little over $300 in orders and are awaiting a final price before going ahead with this. I've written the company and will have a final quote soon. If it's too much for the orders on hand, refunds will be made.

Thanks to Art Iverson and Tom King, we now have 57 Chrysler 300-C owners manuals available. We also have 62 Chrysler 300-H owners manuals available <u>in color</u>, just like the originals. To date, we have the following owners manuals (reprints just like the originals) for sale to members for $4.00 each, post paid: 300-B,C,E,F,G and H. Order yours today through the club while the limited supply lasts. The B through G are in black and white, and the H is in color.

Does anyone have a 1958 Chrysler 300-D owners manual they could loan the club? This is the only one we lack. CAN SOMEONE HELP?

Our Los Angeles Chapter Vice President, Bill Fulford, recently acquired a company that makes buttons out of your favorite photos. They are only $1.00 each, with Bill donating 50¢ for each one sold to the club. This is really a fine gesture on Bill's part and a terrific offer to all club members. See Bill's ad in this newsletter.

Charles Hill in Anaheim, California turned up a very rare and interesting 57 Chrysler 300-C. See "Letters to the Editor" for details. Bob Wilkins of Shokan, New York has become a distributor for Thixo-Tex, a unique way of rust proofing cars! Write to Bob for details.

Walt Bottjer of Camden, New Jersey, and a four year club member, recently wrote me concerning our Eastern Division. He is planning a meeting with the Eastern Division President, Eric Sorensen, to get the ball rolling. Walt will represent the Western Division and will concentrate on our unification. Walt's letter appears in "Letters to the Editor". I just want Walt to know we greatly appreciate this significant step forward towards club unification.

A number of members living in the East that belong to the Western Division wrote me wondering why we didn't announce our Eastern Division's meet at Hershey recently. Apparently the meet was secret as I received no word about it from Eric. If I had, you can bet it would have been in the newsletter. See "Letters to the Editor".

I talked with Bob Wilkins (whose 4-speed 60 300-F was a sensation at the Hershey meet) from Shokan, New York recently and received some good suggestions for the club. He felt a club roster would benefit all members in that they would have a reference file at their disposal while travelling whereby they could visit members from other cities and states and would also have a contact should their 300 breakdown enroute. Attached to this newsletter you will find a current roster of club members; their addresses, phone numbers, and years of 300's owned. Bob also suggested we look into the possibility of having Chrysler 300 calendars made; which we certainly will look into.

A WPC Club member in the Los Angeles area sells Firestone 8:25 X 14 inch wide white wall tires for only $38.95 each. If we can get orders for 100 sets, Firestone will make a bigger tire. For further information, write to:

Frank Criscione, Manager
Firestone Store
10141 Balboa Blvd.
Northridge, California 91324
213-349-0273

You may have noticed just inside our front cover a new Northern California Region. Gordon Foth recently organized the Region and has, and is doing, an outstanding job getting the Region moving and growing. They have Chapters in San Francisco, Sacramento, San Jose, and possibly Fresno. Read the "Club Meets" area in this issue for further details.

Before I close, I want to leave everyone with one thought in mind: Club unification. We need it and I hope everyone who can will do their part in helping to bring this about. Perhaps Walt Bottjer will be our connecting link with the East: I certainly hope so. I've tried unsuccessfully for the last four years to bring this about. I hope our new officers can close the gap between West and East and bring together one, big, happy family of 300 lovers. Then perhaps we can rotate our National meets: West Coast one year, Mid-West the next, and East Coast the following year.

I wish to thank all club officers for their time and work to help make the club mean a little more to others. I wish to thank in particular John Bunnell of Chrysler Corporation; Bill Fulford of our Los Angeles Chapter; Eric Baltzar of our Los Angeles Chapter; Monty Mountsier of our Northern California Region; and Frank Nickolson of our Club, for their special help over the last four years. Without their help we wouldn't be able to offer club members a lot of the things we have today.

Ray Doern

N E W M E M B E R S

We would like to welcome the following new members to the club:

Arnold Holmes	- Prince Albert, Saskatchewan, Canada
Steve Albu	- Sierra Madre, California
Curt Von	- BelAir, California
Bill Burchett	- San Mateo, California
John Smithson	- Chino, California
Gerry Steinberg	- Canyon Country, California
Dan Forney	- Signal Hill, California
Vern Flora	- Redwood City, California
Steve Kuk	- Huntington Beach, California
Harry Ewert	- Elmhurst, Illinois
John Buie	- Lexington, Kentucky
Paul Huber	- New Orleans, Louisiana
Bob Wilkins	- Shokan, New York
William Roth	- Centerport, New York
Ed Gable	- F.P.O., New York
Robert Horton	- New York, New York
James Powers	- Cavalier, North Dakota
David Stell	- Norman, Oklahoma
Bob Benton	- Portland, Oregon
Alan Matthews	- Portland, Oregon
Dean Miller	- Saxonburg, Pennsylvania
Robert Brass	- Cowanesque, Pennsylvania
Ray Seidel	- Spokane, Washington
Alan Olson	- Seattle, Washington

F A M I L Y A L B U M

Due to the number of pictures of the feature 300, we will not have a "Family Album" this issue. To get your Brute's picture in the club newsletter, send a good black and white or color photo of your 300 to the club address. Your picture will not be returned unless you request it.

L E T T E R S T O T H E E D I T O R

Hi Ray;

Well it seems everytime I write to you I am complaining about the Eastern 300 Club. They had a meet at Hershey, Pa. that no one knew about except Eastern Region Members. They have their own jacket patches, etc. Are they, Gil Cunningham and friends, a part of the National Club or not? They want to collect dues and so on, and publish their own paper; if they are Eastern Region, how can they do this? I am 100% behind a unifying of this club. The fellow Art Iverson is very simply the truth. Nobody knows anything except Eastern Region Members - no this club should be a Naional thing, not a separated thing at all.

Also, I'd like to complain about 1974 Meet being in Oregon. How about some place like Denver or maybe even Detroit, Michigan.

Well enough of this and that. Hope you are well and getting many more 300's. See you some time.

300-ly yours
Chic Kramer
Smithfield, Rhode Island

Dear Ray,

I recently had the rear bumper rechromed on my 1962 Chrysler 300 by the same people who do the chrome work for Chrysler's "New Car Prep" center in Los Angeles - because they did an excellent job at a reasonable cost ($35). I thought I would pass along the firm's name so that club members in the Los Angeles area would have at least one possibility for chrome work if they should be thinking of sharpening up the appearance of their 300's.

I talked to the owner and while he could not give a price list, he did indicate he would give special consideration to members of the 300 Club. So, if any of the club members wish, they could take a few pieces over and give them a try - just tell them that you're a 300 club member. The address is:

Washington Plating Inc.
7060 South Elmer Ave.
Whittier, California 90602
213-696-8201 or 714-523-7877
See Bill Lemire

As you may recall, I work with Chrysler at our Emission Development Laboratory in the L.A. area - and I therefore have contact with people involved with the fuel industry; with their reduction in octane and removal of lead (a serious damaging effect on valves) I am looking into possible additives available to safely and efficiently operate our high compression engines on a limited basis. It seems that use of the 300's as everyday cars, however, seems less desirable with the energy shortage and rising cost of fuel. I'll let you know what I can find out.

Yours Very Truly,
Steven Albu
Sierra Madre, California

Ray:

Count me in on the film "The 300 Idea". Just let me know when to send a check.

Would like to state that I am for unification of the two 300 Club Divisions into one club - I am also for raising dues if necessary to cover costs. It seems that those putting the letters together may have expenses that need covering: ie, secretary time, etc. I am also for establishing a system for honesty in dealing (if possible). I, as others, have had misrepresentations that have caused a lot of needless waste of time. I think one way to help would be to establish a series of eight CLOSE IN standard shots of cars (Polaroid) and shots for parts. If all members had a camera to take shots (or could get hold of one), I think it would be fair for perspectives to pay for same before receiving the pictures. Any ideas or comments?

Best Regards,
John Gardner
Roanoke, Virginia

Ed note: John has hit upon a subject I'm sure all of us who have dealt in cars and parts through the mail have experienced. We agree with John's basic picture proposal and welcome any ideas or comments from other club members on this subject. Let's see if we can develop standards and even set a standard amongst clubs in general!

Dear Ray,

Please change your records to show that I have sold my 300-C convert to John Adrain of Anaheim.

It didn't seem like home without a 300-C in the garage so I now have a 300-C hardtop, #3n572863, with a special convert frame and Imperial bol pattern 15" wheels that was sold or delivered new to Kiekhaefer Corp. It is the best handling 300 I've driven and is rumored to be 1 of 6 built. The original color seems to be British racing green metallic.

If you have any information, pictures or anything, on specials built for Kiekhaefer racing effort in "57", I certainly would appreciate a copy synopsis, or rumor, as I wish to bring it back, if in fact it did race or was a back up car. Do you know who I should contact at Chrysler, Kiekhaefer, or Daytona Beach Speed Museum?

For proper size exhaust and tail pipes, contact H & L Metals, 2757 St. Louis Ave., Long Beach, California 213-426-7388. They will bend any tube any way but they must have a pattern with proper bends though not the correct tube.

The junk yard at 9038 E. Artesia in Bellflower has a 300-K (no carbs

Sincerely,
Charles Hill
Anaheim, California

Ed note: if anyone can help Charles out on his mystery 300-C, please wri

Dear Ray:

Perhaps you may recall that I have long been an advocate of merging East and West. I have a letter of yours where you stated that anything I could do to assist would be appreciated. Well, I think I now can help. I would like to know if you still feel the same.

I am currently arranging a meeting with Eric Sorensen to assist in gaining better organization as well as a set of By-Laws for the coming year. While we are making By-Laws, it would be no more difficult to make them for a National organization. Naturally, these would be a rough cut with changes possible by club officers and membership in general. They couldn't become final until the membership voted in favor of them.

Actually, what I am asking is your permission to speak as a representative of the Western Division and without the ability to make commitments, but of general intent. Also, would you be willing to stay as publisher of the newsletter of the combined club? I'll let you know the results of our discussion.

Well, that about covers it. Let me know what your thoughts are.

Yours truly,
Walter D. Bottjer
Camden, New Jersey

P.S. I'd like to order a copy of John Bunnell's film but I can't find his address anywhere. Please send it to me.

Any member may have their suggestions, complaints, or information in general published in "Letters to the Editor". It will be typewritten to show up more clearly in the newsletter.

60 CHRYSLER 300-F By Ray Doern

Although the 56 Chrysler 300-B will always be my favorite year of Chrysler 300, I must admit the 60 Chrysler 300-F has a lot to offer. Consider these features: 4 bucket seats, full length console, panelescent (no glare) instrument panel lighting, dash mounted turn indicators, cable driven tach, swivel seats, unit body construction, torsion bar suspension, ram-induction - all standard equipment! If the 375 horse engine with torqueflite trans. wasn't enough for you, an optional 400 horse engine with imported Pont-a-Mousson 4-speed box was available.

While ram induction has been around for a good number of years, Chrysler Corporation scored a notable first by making it available to the public for passenger cars. You might well ask yourself what ram induction is. Let's take a look.

When you hang a supercharger on an engine, all you're doing is increasing the pressure that the air/fuel mixture is rammed into the cylinders, with a resultant boost in performance. Ram induction achieves the results of supercharging without any moving parts, and it doesn't rob your engine of power for its operation.

The column of air/fuel mixture in one of the long ram intake manifolds keeps moving into the combustion chamber until the intake valve closes. Once the valve is closed it creates a compression wave in the manifold, that travels back and forth within the tube at hundreds of feet per second. The length of each tube is tailored so that, at the engine speed range where we wish to increase performance, the compression wave arrives at the valve at the instant it begins to open. It is the great pressure of this compression wave, pulsating back and forth within the tube, that rams the air/fuel mixture into the combustion chamber to give you the effect of supercharging.

Chrysler had been experimenting with the ram effect on engines since 1952. They knew that they could calculate basic effective intake lengths for different rpm's and that the ram tube could either be before or between the carburetor and intake port. They wanted a combination that would provide more power in the passing ranges (1800 to 3600 rpm's).

Continued testing proved out an optimum length for each tube of 30 inches (a separate one for each port). Rather than opening your hood and looking at a can of worms, Chrysler developed an ingenious arrangement whereby the intake tubes for the left cylinder bank curved over the top of the engine and was fed by a 4 barrel carb. hanging low and outboard of the right valve cover. The right bank is similarly supplied by a left mounted carb., the tubes intermeshing as they cross over the top of the engine. They are rectangular in shape with rounded corners with inside dimensions of 1 7/8 by 1 1/8 inches.

Chrysler engineers found that by reversing the normal method of carb. and ram tube placement (tube before the carb.) they could eliminate the pulsations in the power curve they got with their early experimental engines. With the tubes extending from the carbs at the engine, they got a torque increase at various rpm's from 2400 on up to 4500. They wanted instead a "steady" power increase all along the torque curve. The placement of the carbs at the ends of the tubes, along with the proper length for the tubes, gave them exactly what they wanted: plus a few extras. With the carbs mounted to the sides, they stay cooler while the engine is running and also conduct less heat from the engine while the car is parked. They are easier to service, and allow a lower

hood design since the carbs and air cleaners don't sit on top of the mill.

Chrysler engineers found that by varying the length of the inner runners of the ram tubes, they could tune the ram effect to come in at any desired rpm. The standard 375 horse engines ram tubes were tuned to reach maximum torque at 2800 rpm's. This was great for normal driving and passing, however Chrysler engineers also found that the long ram tubes on the 375 horse engines were actually cutting down on performance above 4,000 rpm's. By cutting down the inner length of the ram tubes to 16 inches, the engine reaches maximum torque at 3600 rpm's and hangs in there up to 5000 rpms.

Two engines with ram induction were available on the 300-F's. Let's compare them:

375 horse		400 horse
4.18	bore	4.18
3.75	stroke	3.75
413	cubic inch	413
375@5000	horsepower	400@5200
495@2800	torque	465@3600
.430	lift (intake)	.449
.430	(exhaust)	.454
258°	duration	284°
48°	overlap	55°
10.1 to 1	comp. ratio	10.1 to 1
Hydraulic	lifters	Solid
	manifolds	
Long Ram	(intake)	Short Ram
Standard	(exhaust)	Cast Iron Headers

The 375 horse version came with the 3-speed torqueflite and the optional 400 horse engine came with the imported French 4-speed box. With the 400 horse engine sporting short ram tubes, it was just right for racing. Daytona Beach, here we come!

You'll remember back in 1956 that Tim Flock not only won the Daytona Beach 160 mile Grand National Race in a 300-B, but also won the Flying Mile speed trials with a 2 way run of 139.549 mph. He had a one way screamer at 142.914 mph! Not bad for 1956. The car that finally broke this record was a 1960 Chrysler 300-F Special.

Special? You bet! It had it all together: 400 horse engine, short ram tubes, and the 4-speed Pont-a-Mousson box. As far as we know, only 7 of these cars were built. The best of the lot belonged to Gregg Ziegler who still resides in Elgin, Illinois.

I corresponded with Gregg about 3 years ago and he said the 4-speed F he had would go 60 in first, 90 in second, 120 in third, and 160 in fourth (speedometer reading). The only reason Gregg sold the car was to purchase a 61 300-G to run the next year at Daytona Beach.

Although only 7 400 horse 4-speed 300-F's were reportedly built, only 6 were entered for the Flying Mile Class 7 attempt at Daytona Beach. Here are the men who drove these brutes and the speeds they attained:

Larry Rouse
Chicago, Illinois
141.509 mph

Harry Faubel Jr.
Chambersburg, Pa.
143.198 mph

Warren Koechling
Miami Beach, Florida
142.687 mph

Brewster Shaw
Daytona Beach, Florida
143.369 mph

Danny Eames
Redondo Beach, Calif.
143.027 mph

Gregg Ziegler
Elgin, Illinois
144.927 mph
(one way run of 147.783)

Some pretty impressive speeds, right!

The 300-F Gregg raced now belongs to Bob McAtee of Bloomington, Illinois. Would you believe it only has 11,093 actual miles! Bob has been in the auto business as a salesman for a good number of years. He first became interested in the 300's when he sold a family a 55 C-300, and had access to driving it anytime he wanted to. Bob reports the 55 would outrun anything in McLean County, where he lived, by 25 mph. That's before Illinois had a speed law (1957).

When the family sold the 55 in the fall of 1958, Bob's intention was to buy a 59 300-E. As we all know, the 59 300's were somewhat of a sales failure and didn't perform quite like their predecessors. Bob decided to wait another year. He later learned from some reliable sources, that Chrysler was going to have a 4-speed gear box in the 1960 models, and a completely new car. He ordered a 4-speed 300-F only to get a letter from Chrysler saying none were available. Through the Daytona Beach Journal, Bob got the names and towns of the men who drove the 4-speed 300-F's at Daytona and on March 8, 1960 bought Gregg's car. The car has been in storage since January 16, 1961. As you can see from the pictures, courtesy of Bob McAtee, it is like new and is probably worth $10-12,000. The new car base price was $6,800.

Bob says his 300-F Special is the greatest car he has ever driven. I'm still partial to the 300-B's, although I have to admit Bob's F is one hell of a car. Don't you agree?

As far as other speed records attained by the Chrysler 300-F's, Brewster Shaw set a Class 7 Standing Start Mile record with a speed of 88.235 mph. Andy Granatelli set an experimental class record of 172.2 mph (with a one way run of 179.4 mph) at Daytona Beach. Andy reportedly had the 7th. 4-speed 300-F. At Bonneville, Andy set an average speed record at 184.049 mph with a one way blast at 189.990! Not bad . . . not bad.

Styling was completely new for the 60 Chrysler 300-F. It was introduced to the public on January 15, 1960 and papers from coast to coast had pictures of the 300-F convert with a lot of talk about the 400 horse engine and French 4-speed trans. It was quite a sensation.

You could order your 300-F either as a hardtop or convert. Only four colors were offered:

COLOR	CHRYSLER CODE	DITZLER #
Formal Black	BB-1	9000
Toreador Red	PP-1	71003
Alaskan White	WW-1	8218
Terra Cotta	ZZ-1	71053

While styling on the 300-F was new and refreshing, it could be easily identified as a 300 by the traditional red, white, and blue 300 side

medallions. These same medallions were used on all 57-61 300's, with only a change in letter suffix each year. Many grille emblems are missing on the 300-F's you find today. While these are no longer available, the grille emblems from any 62 Chrysler 300 will work nicely and are more easily found.

Wheel covers are identical to the 59 Chrysler 300-E except for the center color (red on F's and black on E's). The seats are similar to the 62 300-H, but are lighter in color. Consoles are the same from 60-62.

Although the 60 300-F was a completely new 300, it couldn't top the sales figure established by the 57 300-C. 964 hardtops (936 US and 28 export) were built. Only 248 converts(8 export) were built, for a total production of 1212. Serial numbers began with 8403-100001 and ended with 8403-161678. The earliest known 300-F happens to belong to Bob McAtee. It is number 8403-110398. The latest one belongs to Bill McCloud of Johnson City, Tennessee. It is # 8403-158814.

As far as the 4-speed 300-F's, Andy Granatelli sold his to a fellow in Texas. Bob Wilkins of Shokan, New York has one as well as Bob McAtee. Bob Wilkins reports that 2 were wrecked and totaled - that leaves 2 to be found. Anyone know where they're at?

Articles, ads, pictures, etc. on the 300-F's can be found in the following magazines:

Car & Driver	- Oct. 61 - pg. 30
Car Life	- Mar. 60 - pg. 72
	- Sep. 60 - pg. 8&9
Cars	- May 60 - pg. 23
Hot Rod	- Apr. 60 - pg. 36
	- Dec. 60 - pg. 17
	- May 61 - pg. 46, 113
	- Dec. 61 - pg. 34
	- Feb. 62 - pg. 99
Mechanics Ill.	- May 60 - pg. 90
Motor Life	- Feb. 60 - pg. 68
	- Apr. 60 - pg. 48
	- Jun. 60 - pg. 48
	- Jul. 60 - pg. 42
Motor Trend	- Feb. 60 - pg. 22
	- May 60 - pg. 2
	- Jun. 60 - pg. 2
	- Jul. 60 - pg. 8&9
	- Dec. 61 - pg. 42
Sportscar Graphic	- Jun. 60 - pg. 64

Chrysler Corporation's advertising department made an 18 minute film on the Chrysler 300-F which included shots of it performing at Daytona Beach, Florida. If anyone knows the whereabouts of this film, please let the club know.

NEXT ISSUE - 1961 Chrysler 300-G

FOURTH ANNUAL NATIONAL MEET

Our fourth annual meet will be held jointly with the WPC Club at the Ramada Inn, Tualatin, Oregon. The Ramada is 12 minutes south of Portland on the Interstate 5 highway. Activities will be held on August 1st. and 2nd., with our car show and awards banquet on Saturday, August 3rd. A special and unique dinner is planned for August 2nd., Friday evening, at Damon's Hideaway. They feature fresh ocean salmon cooked over open-air charcoal pits, barbequed beef roast and spareribs, and more. The Hideaway has unique features like a San Francisco cable car, caboose and RR station, wishing well, frontier town, 1896 Steam threshing engine, "Weird Gears", outdoor dancing, and more. A picnic at close by Champoeg Park is planned for Thursday, August 1st.

Plan to make the best meet of them all, August 1st. thru the 4th., 1974. More details in the April newsletter and well as motel registration forms.

NORTHERN CALIFORNIA REGION

Gordon Foth organized and hosted the first meeting of this new region on September 9th. Bill Geyer, George Karahadian, Vince Finigan, Bill Polston, George Rhines, Jack Lusk, and Monty Mountsier attended. A ballot was drawn up to elect officers and the region was on its way.

In addition to the above members, James Daley, Craig Watrous, Buz Edie, and Ken Perry attended the second meeting on October 7th. Future activities were discussed and installation of officers took place. It was agreed meetings would be held the first Sunday of each month: to be rotated between the different Chapters in San Francisco, Sacramento, San Jose, and possibly Fresno.

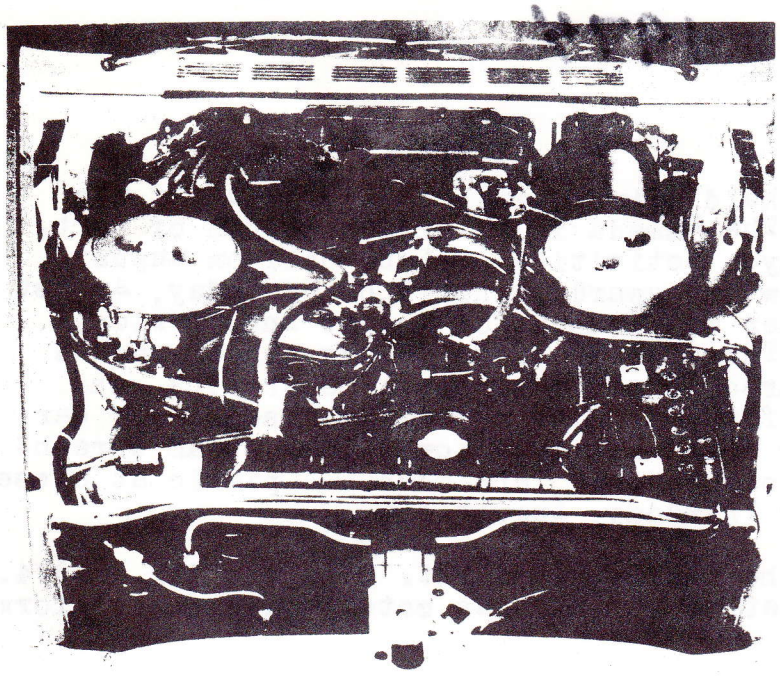
Meetings were held on November 4th. and December 9th. The December meeting was hosted by Buz and Diane Edie of Lafayette, California. A pot luck dinner was enjoyed by all. Nominations for National Officers were taken. The next meeting is scheduled for January 13th. in Sacramento. Contact Gordon Foth for further details.

LOS ANGELES CHAPTER

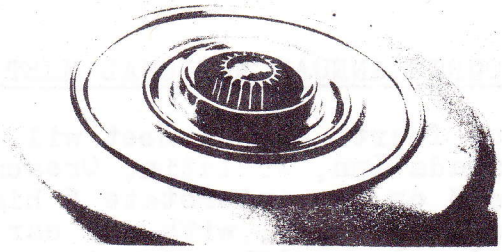
Several meets with the WPC Club and Airflow Club were held. One was a tour to Will Rogers Park with Bill Arnold, Bill Fulford, Gary Goers, and Bob Young attending with their 300's.

The combined participation by the WPC, Airflow, and 300 Clubs in the annual Hollywood Bowl Concours D'Elegance was quite impressive. Stationed right at the enterance, they caught the attention of most passers by. Bill Arnold, Bill Fulford, Richard Holmes, and Gary Goers attended.

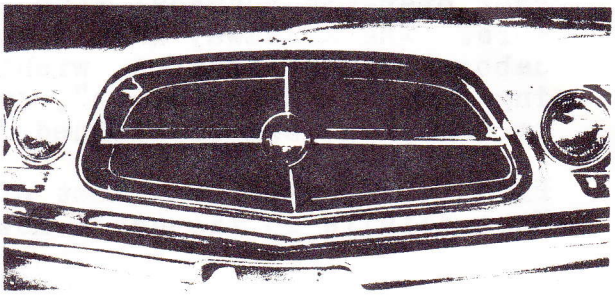
On October 28th. a general meeting was held at Griffith Park to nominate National Officers and enjoy a picnic lunch. Ben Devore, Roger Forgit, Bill Fulford, Roland Funk, Charles Hill, Richard Holmes, Ken Heagy, George Kreis, Don Leask, Dan McFall, Ken Nichols, Pat Newcomb, Luke Rutkowski, Ed Shilling, Gerry Steinberg, Dennis Clark, David Peters, Ken Carter, and Craig Carter attended the meet. Just about everyone had their families along and everyone had a great day. Future meets include the Bullock Fashion Square car show, and the March 10th. swap meet with the WPC Club.



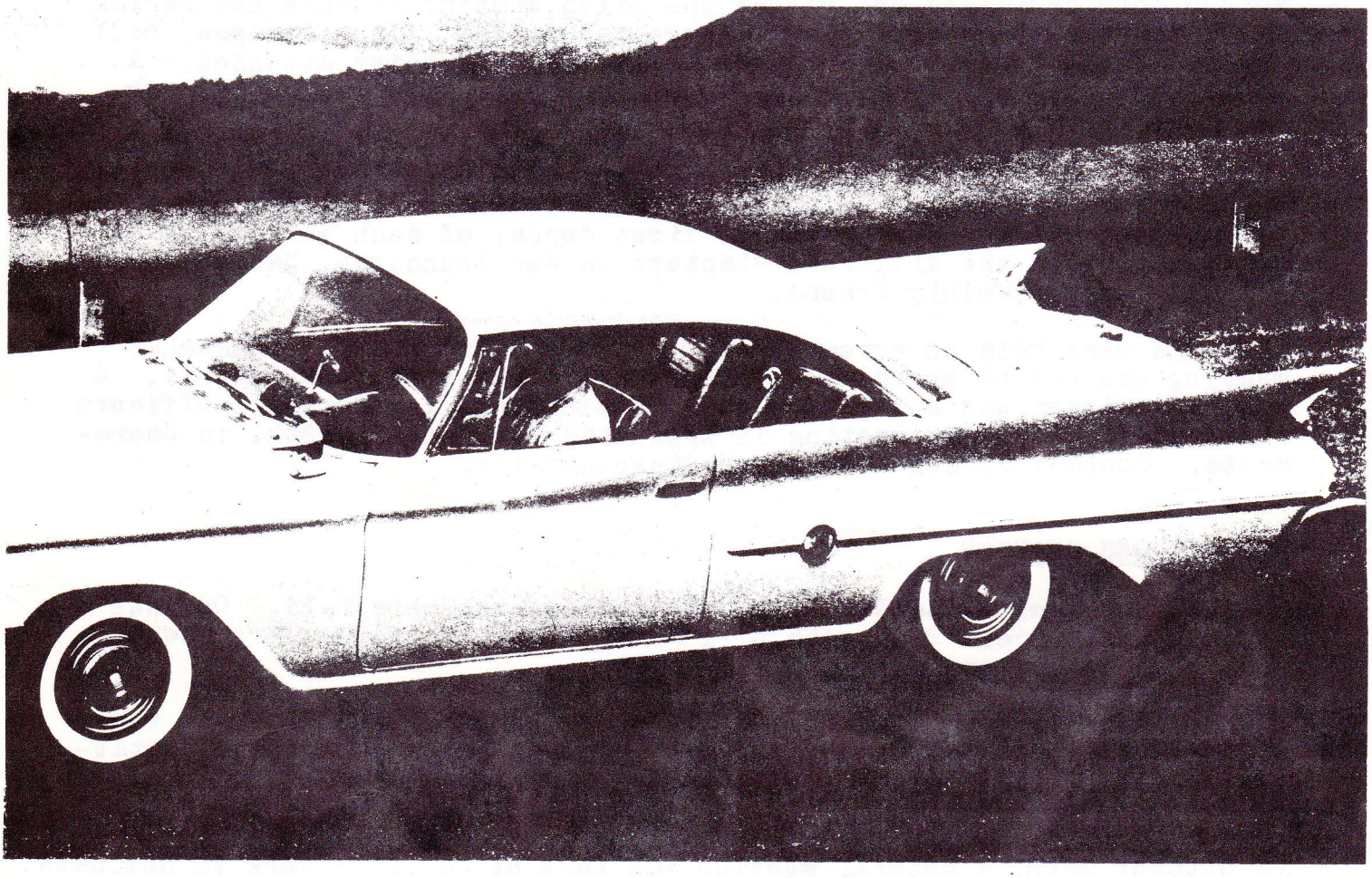
Here's what gives this car its remarkable performance. 375-horsepower Ram Induction engine with twin 4-barrel carburetors.

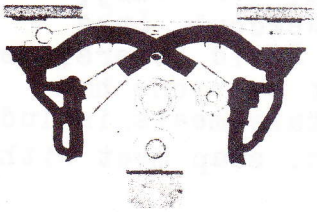


The 300F medallion is molded like a gear wheel to express the rugged spirit of the car.



The open grille gives the 300F a "Pure automobile" look.





Pure automobile...The Quick, the Strong, and the Quiet

CHRYSLER CORPORATION

VALIANT • PLYMOUTH • DODGE DART • DODGE • DE SOTO • CHRYSLER • IMPERIAL

PORTLAND CHAPTER

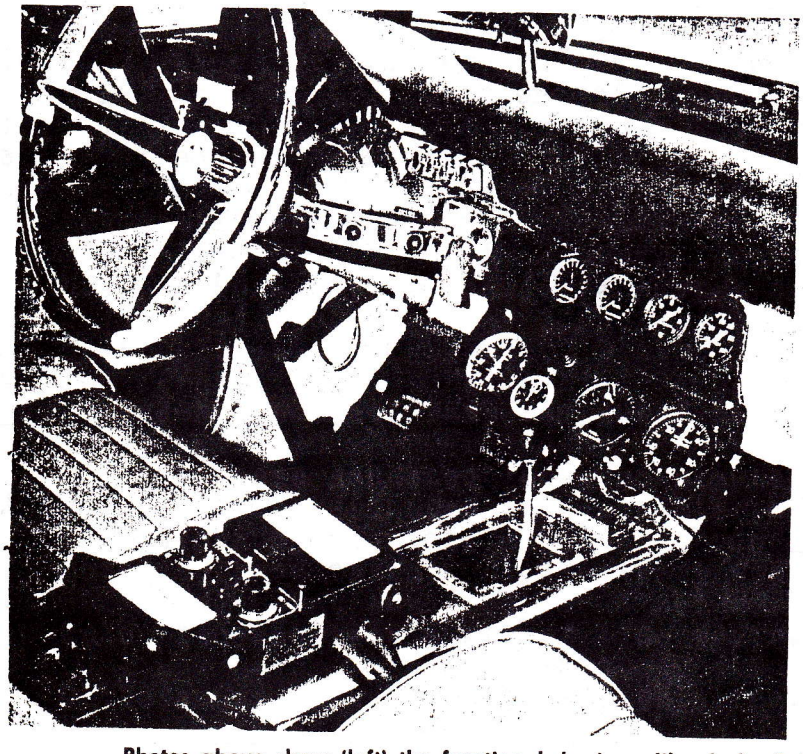
Members from both the Kelso/Longview and Portland Chapters joined for a car rally on September 30th. in Portland. The weather was nice, and the rally was a challenge. D'Arcy Harding, Dick Krismer, Dave Brown, Ray Pennel, Arlen LaBeau, Bill Gambell, Bill Moore, and Matt Rumbaugh attended the meet. Ray Doern was rallymaster.

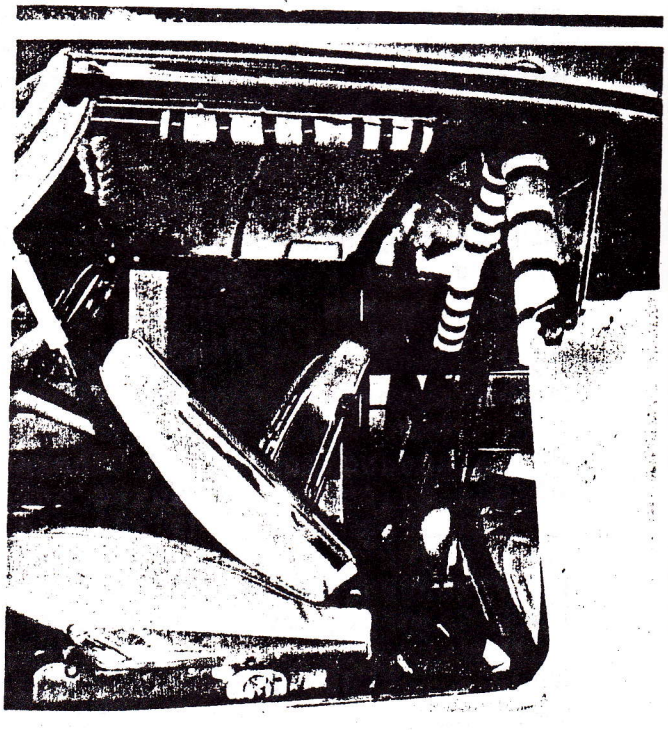
6 points were deducted for each minute behind or ahead of schedule, and 4 points were deducted for each mile off the target. The rally was 29.8 miles long and took 54 minutes to run - at least that's what it was supposed to have taken. Dick Krismer took first place at 54 minutes and 35 miles. That was good for a set of jacket patches. Ray Pennel took 2nd. place and won a set of license frames.

On November 25th., both Chapters joined the Chev Nomad Club for a meet which included a guest speaker, Ron Householder, from the Department of Environmental Quality. Ron spoke to us on air pollution and the auto. By next summer (in Oregon), the DEQ plans to have an inspection program going whereby your car will have to meet certain emission standards before you can get your license renewed.

Dale Yelovich, Dick Krismer, Bob Benton, Dave Brown, Jerry Schlegel, Jim Schlegel, Everett Merritt, John Chesnutt, Vic Herrling, and Ray Doern attended for the 300 Club. A total of 41 people were there.

The 5th. annual dinner meeting of the Portland Chapter will be held on Saturday, 7:00 PM on January 19th. It will be held at the beautiful Lakeside Gardens, 16211 S.E. Foster Road, in Portland (same location as last year).





Photos above show (left) the functional, business-like dash of the Granatelli 300, and (right) the effective safety modifications.

CARS FOR SALE 1974

55 Chrysler C-300 $450
White, 93rd. one built. Front end damage, parts to fix go with car (front sheet metal, grilles, medallion, bumper, windshield). Excellent engine, rebuilt trans. (slips in reverse). 88,000 miles. Perfect headliner, very nice rear seats, front ok but apart at seams.

64 Chrysler 300-K convert $995
White, with white interior and top. Minor body damage to left rear ¼ panel, no rust. Very nice interior, top good. 390 horse ram induction engine excellent as well as trans. Valve grind summer of 72. 86,000 mi.

65 Chrysler 300-L hardtop. $1495
Factory 4-speed trans. (rebuilt '72). Excellent engine (76,000 miles). Interior very nice, AM/FM, tilt wheel, PS, PB, Psts., Pantenna, Complete air cond. unit goes with car (not installed-factory unit). Black & tan interior with tan outside (needs paint).

53 Chrysler Town & Country wagon $495
Excellent interior, especially wood flooring in rear. Runs great but getting weak. Heads completely overhauled and shaved. 54 Chrysler Hemi (bored & rebuilt except heads) goes with wagon. Also many extra hard to find wagon parts (rear fenders, trim, etc.).

Have many body parts for 55-56 300.

Ray Doern, 5418 S.E. 108th., Portland, Oregon 97266 or call 503-761-5044.

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55 Chrysler 300 $500
Black, complete, restorable.

Ron Fortunate, 112 Cove Rd.
Stanford, Conn. 06902

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56 Chrysler 300-B $550
Red in color, overall good cond.

Erick Lieder, 9535 Blackwell Rd.,
Central Point, Oregon 97501
503-855-7146

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56 Chrysler 300-B Offer.
Completely rebuilt engine (not installed). Trans. excellent. Body & interior good. Needs paint, Chrome. Good overall shape.

60 Chrysler 300-F convert Offer.
Red with black top. Interior good except seats and rugs. Top good and body straight (needs paint). Excellent engine and trans. A very rare 300.

61 Chrysler 300-G Offer.
Runs strong, trans. good. Needs paint but body straight, no rust. Interior very nice except front seats a little worn but ok.

63 Chrysler 300-J Offer.
White in color, body good. Needs bumpers chromed. Interior excellent (maroon). New 440 short blk. with 300-J heads and ram induction still on car. Trans. completely rebuilt - a strong runner.

Dick Krismer, 7805 S.E. 13th. Ave., Portland, Oregon 97202 503-236-6278.

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55 Chrysler 300 $775
206th. one built, white in color. Engine fine, interior excellent, 99% complete (missing 2 nose letters No body damage, but some rust, needs paint. PS,PB. 215-15 Michelins. 55 Chry. shop manual incl. 9-piece original 300 wire wheelset, all but perfect. Nice overall car.

Rich Marschner, P. O. Box 10054,
Denver, Colorado 90210 303-733-9091

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56 Chrysler 300-B Offer
Factory air, full power, 1500 miles since restoration. Want 300-C or G hardtop or convert.

Bill Fulford, 20507 Oxnard St.,
Woodland Hills, Cal. 91364
213-346-2625

HTP 415-999-8646

56 Chrysler 300-B Offer
White, right door damage.

Harry Lawson, 806 N.E. 28th.,
Portland, Oregon
503-233-6917

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58 Chrysler 300-D $1,000
New Imperial Suspension, Engine,
4-speed trans. Needs paint.
Matt Rumbaugh, 1216 N.E. Meadow Dr.
Portland, Oregon 97211 503-289-8315

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58 DeSoto Adventurer

Tom King, Rt. 1, Fairfield, Mont.

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58 Chrysler 300-D and 59 Chrysler
300-E Parting out, write needs.

Chic Kramer, Box 313 Putnam Pike,
Smithfield, Rhode Island 02917

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59 Dodge 2dr. htp. $700
Red Ram V-8, good shape.

Craig Watrous, 4050 Warren Ave.,
Sacramento, Cal. 95822
916-443-2419

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59 Chrysler 300-E
Extra parts car goes with it.

16 Fife Hts. Dr. N.E.
Tacoma, Washington 98422

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60 Chrysler 300-F convert $850
Fair condition.

Craig Sinclair, Los Angeles, Cal.
213-786-1058

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60 Chrysler 300-F Offer
78,000 miles, completely orig.

David Hopkins, 741 Sancito Ave.,
Salinas, Calif. 93901
408-449-4003

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60 Chrysler 300-F

Ray Rambousek, 816 Elm, Mandan,
N. Dakota 58554 701-663-7673

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57 Chrysler 300-C
Parting out, write your needs.

C. W. Felker, 928 Victoria Dr.
Arcadia, Calif. 91006 213-447-5828

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56 DeSoto Convert $500
New front fenders on car.

56 Plymouth Fury $850
New Engine, trans., glass, suspension,
brakes, exhaust.

58 Chrysler 300-D $450
Rebuilt engine.

Mike Stunzi, 2227 2nd. Ave. N.W.,
Calgary T2NOH1, Alberta Canada

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58 Chrysler 300-D hardtop $500
Good mechanically, needs paint, some
interior work.

60 Chrysler 300-F convert Offer
Stored 7 years, 35,000 actual miles,
red in color.

62 Chrysler 300-H hardtop Offer
Black, mechanically sound. Good & solid.

64 Chrysler 300-K hardtop Offer
White, new tires, interior 96%.

58 Chrysler New Yorker 2dr.

Want 58 300-D convert or nice 41-58
Buick convert, 57-59 Imperial conv.

Carl Reierson, 6300 Ford St., Monona,
Wisconsin 53716 608-222-1831

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60 Chrysler 300-F Offer

Philip Asal, Box 544, Tahoe City, Cal.
916-525-7414

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60 Chrysler 300-F $450
Engine Disassembled, has std. crank,
PS,PB,Psts.,air. Sell complete or will
part out.

Hugh Raupe, P. O. Box 399, Granbury,
Texas 76048 817-573-1437

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62 Chrysler 300-H Offer

John Arndt, Box 131, St. John, Kansas

1974

60 Chrysler 300-F $6,000 firm
400 horse engine, Pont-a-Mousson 4-speed trans. One of 7 built. Built 413, rebuilt trans plus 2 extras, new paint, exc. condition.

Bob Wilkins, Shokan, New York 12481

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61 Chrysler 300-G $1675
29,000 miles, seats cracked and torn has air.

62 Chrysler 300-H $150 parts car.

Jim Kennedy, P. O. Box 163, Chelsea, Vermont 05038 802-685-4500 or 4522.

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61 Chrysler 300-G $3500
40,000 actual miles.

James S. Luhm, 1521 Jefferson St., Duluth, Minnesota 55812

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62 Chrysler 300-H $1200

Bill Gilson, 10649 Stalford Rd., LaGrange, Ill. 312-354-0896

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63 Chrysler 300-J $1200
84th one built. Rebuilt eng. bored to 440 specs. $700 in engine alone. 3 new tires, new battery, shocks, exhaust system, 67,000 actual miles. White with maroon interior. Needs paint and bumpers chromed.

Dick Jones, 2625 S. 359th., Federal Way, Washington 98002
209-927-7724

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65 Chrysler 300-L convert $1500
Factory 4-speed trans with posi.

Tom Welch, 1234 St. Louis Rd., Collinsville, Illinois 62234

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60 Chrysler 300-F $1,000
62,000 miles, new brakes, new exhaust, needs paint, leather ok but dry.

Rudy Tydrich, 1539 Prospect St., La Crosse, Wisconsin 54601
608-785-1852 after 7:00 PM

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61 Chrysler 300-G $4500

Clay McBain, 1032 S. Muskogee, Tahlequah, Oklahoma 74464
918-456-8520

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61 Chrysler 300-G $7500
New everything.

Robert Ames, RD 2, 368 Whitemack Rd., Far Hills, New Jersey 07931
201-766-1755

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61 Chrysler 300-G $1250
Full power, rebuilt eng. & trans.

Bill Gainey, 13 Castlemont Ave., Daly City, Calif. 94015
415-756-0271

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63 Chrysler 300 Pacesetter convert

Jim Grabmire, 609 N. Fountain, Springfield, Ohio 45504
513-322-2364

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64 Chrysler 300-K convert $350

Jerry Bowen, Rt. 1, Almond, Wisconsin
715-366-4741

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65 Chrysler 300-L $1200
Full power, new engine. Leather seats.

Donna Zettervall, 6246 S.W. 37th. Portland, Oregon 503-244-0877

NOTE: When writing people concerning cars for sale, you will get better service by providing a stamped self addressed return envelope. Some vendors will not reply unless a return envelope is provided! If you want pictures, offer to pay for them or you're likely not to get any at all. If a club member lives close by the vendor, it is usually a good idea to write him and have him give you an overall appraisel of the car. This way you have a better idea of what you are getting into. Most members are willing to help out.