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1967



383

FOUR BARREL



Restored Glory!

1967 DART GT - 383
owner - Joe Derosier



1967 DODGE DART GT 383 - Owner Joe Derosier

1967



383

FOUR BARREL

1967 DODGE DART GT

LOW MILEAGE SOUTHERN U.S. CAR WITH 270 TRM PACKAGE

383 CUBIC INCHES
EDELBROCK DUAL-PLANE INTAKE WITH 750 CFM CARB
MISD 6AL IGNITION
2.3" EXHAUST

727 TORQUEFLITE AUTOMATIC
SHIFT KIT - 2300 STALL

8 1/4 3.55 SURE GRIP REAR AXLE

POWER WILWOOD FRONT DISC BRAKES WITH 11" REAR DRUMS

SWAY BARS FRONT AND REAR
FACTORY AIR - AM-FM RADIO - TINTED GLASS
BUCKET SEATS / CONSOLE SHIFT

Joe Derosier
CALGARY

Restored Glory!

In my youth I had a Dodge Dart Swinger and spent many hours fixing, modifying and enjoying this car. When I got older and had some money to allocate to a car project I found a 1967 Dart to rebuild.



1967 DODGE DART GT 383 - Owner Joe Derosier



The production Dart was introduced as a lower-priced, full-size Dodge in 1960 and 1961, became a mid-size car for 1962, and then was a compact from 1963 to 1976.

It was during the year 1967 the Dodge Dart received a new look. The newer body was trimmer and proved extremely popular, causing sales of the Dart to surpass compacts from Ford and GM. The restyled Dart for 1967 featured a rear window with compound inverse curves. Curved side glass was used for the first time on a Chrysler compact. The front featured a new dual-plane front-end contour: the center section of the grille, bumper, and leading edge of the hood were recessed from the front plane of the car. The single headlamps were placed forward of the recessed center section, defining the front end. Park/turn lamps were recessed into the grille.

The base 170 model was now badged simply as "Dart". The 270 and GT versions carried on unchanged for the most part. In late 1967, this A Body joined the muscle car race with options for a 340 and a 383. In the fourth quarter this was the birth of the GT to GTS model in a small block 340 and a big block 383. This Dart is a low mileage southern Missouri car with the 270 trim packages equated to the same options as the GT designation. (Tinted glass, sport buckets and console shift).

The car ended up in Canada on the east coast. There it sat after the owner died and was purchased and then it sat





1967 DODGE DART GT 383 - Owner Joe Derosier



again in a garage. I purchased the car in the fall of 2014 and began a 4 year rebuild process with my son. The car was stripped, painted, new interior including dash, instrument panel, center console and radio. The seats were redone, and fresh seatbelts added. The motor and transmission were rebuilt and installed complete with a new cooling system. It currently has a 383 big block with a Edelbrock dual plane intake and 750 cfm carburetor. MSD 6 AL ignition and 2.5" custom fit exhaust. The transmission is a 727 with a stage two shift kit and a 2300 stall converter.

The braking power is after market Power Wilwood 11 disks up front and 11 "drums in the rear on a large bolt 8 3/4 sure grip axle with a gear ratio of 3:55.

The car has front and rear sway bars and for looks added traction bars. The car also has period correct Coker redlines on chromed standard 15 "rims with chrome dog dish caps.

All of the chrome on the car was either re chromed or replaced with new pieces. Fresh black paint with 3 coats of clear completes the restoration.

When the car was completed, it was entered in the world of wheels in 2018 through sponsorship with JB Auto. In 2019 I reentered the car and was awarded a CLASS award in the conservative "Hardtop Category" for the period 1960 to 1969. It also finished 6th place in the overall muscle car category for the show.

