

1965 Chrysler 300 Convert. OWNER: PETER STOFFELS

Back in 2006 I was quite content with the 1969 Chrysler 300 convertible I had. It was a completed car, and suited our needs. While browsing one of the forums I frequent, another member had posted a 1965 Chrysler 300 convertible for sale. What caught my attention in the ad was the fact that this car was a 4 speed. That got me interested, but alas, no room or funds for a second car. We were interested enough that my wife and I made a short vacation of it and flew to Oakland, CA to inspect the car first hand. If this ever was to happen, then the current car had to go. As luck would have it, shortly after getting back I got a call out of the blue from



someone who saw my 69 at a car show, and tracked me down. He wanted to know if I ever would consider selling the 300, as it was much like the one he had years prior. He had found his old car, but the work involved to get it back into shape made him think it was better to take a car in better condition, and just enjoy it. As a matter of fact, I told him that his timing was impeccable, and if the 65 was still available, then he can bring his inspector and his cash and pick it up. The 65 had been sold, but the buyer backed out of the deal, and it was mine if I wanted it. Arrangements were made to have the car shipped to Calgary. That was a long 6 weeks until it arrived.



While the car was very nice, the original gold paint and black /gold interior did nothing for me. I knew it had to be changed, and the only thing set in stone was that the new interior would have to be white. The exterior would be decided on later.

After its arrival, I had a few minor issues resolved, got my out-of-province inspection done, and drove it for the summer. In the fall, I started to remove trim, and tended to all the little door dings, with good intentions to have it all ready to go in the spring. I was still doing a fair bit of out of town work, and my progress was slow, to say







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the least. Most of 2007 was a write-off. The car was put on the back burner, and then we ended up putting the house up for sale. That stopped what little progress I was making. My time (and money) was being spent renovating the new house.



At the end of summer 2009, we finally moved, and the car and all the boxes of parts were moved to the new home. The motivation just wasn't there yet. In the spring of 2010, I started on it again, bit by bit. Things started to get back on track, and then we decided to take a few months off in the winter and go south. What's a few more months delay, after 4 years? Things progressed ever so slowly in 2011. The original 383 in the car had been replaced early

in it's life with a '67 440. That in itself wasn't an issue, as it ran well, but it just wasn't right. The 65 requires a mounting boss on the front of the block for the driver's side mount, which this engine didn't have. Something had to be done to get the block firmly mounted in the engine bay. That solution is easy now, as Schumaker now has a retrofit mount for that application. That is now, but that option wasn't available then. I found a 1965 New Yorker which became an engine donor. The 413 was removed and rebuilt, and now resides in the 300. The Yorkie also donated it's clear tail light lenses to the cause.



Then came the push to complete the car, not from the very patient wife, but from two of my children. They were getting married in 2012, and both wanted to know if the car would be done for their weddings, one in July and one in 6 weeks later. Now I have a deadline, and what's a dad going to say to his kids? No, you can't use the car?

With motivation back on track, progress was being made. I already had my white Legendary interior, and it was time to pick a colour. 1965 spring special yellow? Mid 2000s deep lava red? Daytona orange? I was all set on the Daytona orange, when I came across a picture of a European C-body owners' turquoise 300 perched on a fresh blanket

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boot had already been ordered from Legendary, and I took the 3 hour drive to their warehouse to pick it up two days before the wedding. The day before, I sat at the picnic table in the campground installing the snaps into the convertible boot. The car did well in the photoshoots, the kids were happy, and now we could get on with enjoying the car after six years.

of snow. Sometimes when you see something, you know it's right. All other choices went by the way-side. Since the odds of these two cars ever being together was somewhere between slim and none, I went with it. Best of all, it was a period correct colour for the car, and looked great with a white interior.



I got the car back from paint at the end of April 2012, and reassembly had to begin. Everything was completed with the exception of the boot, for the first wedding in Red Deer. Shortly after that wedding, we put the car in the trailer and headed to Ontario for wedding number two. The missing

