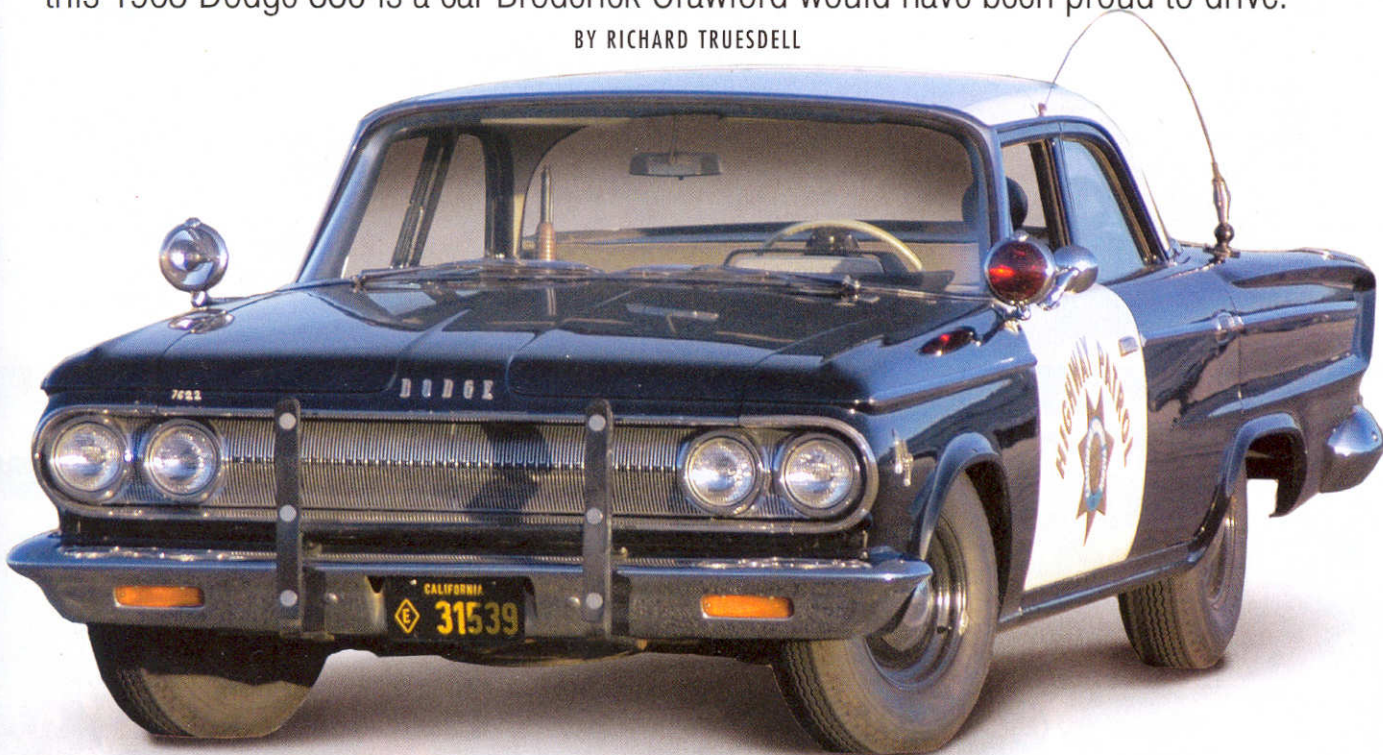


Black And White Muscle Car

With its 413 cubic-inch big-block backed by a bulletproof, TorqueFlite automatic, this 1963 Dodge 880 is a car Broderick Crawford would have been proud to drive.

BY RICHARD TRUESDELL



ALMOST ALL OF US HAVE EXPERIENCED THAT SINKING FEELING IN THE PIT OF OUR STOMACH THAT COMES FROM SEEING A BLACK AND WHITE IN OUR REAR-VIEW MIRROR WITH ITS LIGHTS FLASHING, INSTRUCTING US TO PULL OVER. THE UNPLEASANT CONVERSATION ALONG THE SIDE OF THE ROAD RESULTS IN A COSTLY CITATION AND A NEGATIVE IMPACT ON THE FOLLOWING YEAR'S INSURANCE PREMIUM.

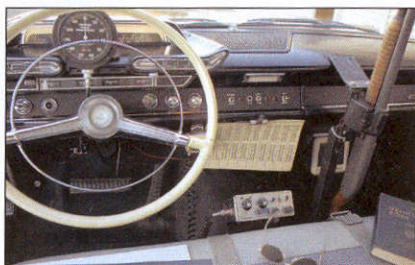
In the mid-Sixties, if you were so unfortunate as to get pulled over in California, chances are the highway patrolman writing your ticket would be driving something very similar to this 413-powered Dodge 880 four-door sedan. From 1956, when the first official MOPAR police cars appeared to the demise of Chrysler's last conventional volume rear-wheel-drive platform in 1989 (the last big-block MOPAR cop car was manufactured in 1978), Chrysler ruled the police car roost, some years capturing as many as two out of every three police cars sold in North America.

Dodge enthusiasts know that the Custom

880 series is often seen as a stepchild, of sorts, born in late 1961 out of the demise of De Soto just 47 days into the 1961 model run. This left Dodge/De Soto dealers without a proper full-sized car for 1962. This was an especially difficult situation for Dodge in 1962 as the mainstream Polara line was downsized to a 116-inch wheelbase and was to most peoples' eyes, styling-challenged. The result was the evaporation of Dodge dealer sales prospects coast-to-coast. The 1962 880, which appeared in the middle of the 1962 model year, was the result of a crash development program and was nothing more than a 1962 Chrysler

Newport mated with the front clip from a 1961 Dodge. (This is reportedly the fastest model program in Chrysler history and in a half-year, the 880 outsold the downsized Polara lineup.) The 1963 model was mostly carryover with additional models and a fresh front grille.

That's the history lesson behind Mark Galoustian's fully restored 1963 Dodge 880, which has an interesting history all its own. If you're into the restored police car scene, you might be familiar with unit number 7622 as it was featured in Edwin J. Sanow and John L. Bellah's definitive book on MOPAR police cars, *Dodge, Plymouth*





DODGE POLICE PURSUITS GO WITH AUTHORITY

& Chrysler Police Cars 1956-1978. In fact, Galoustian's 880 was the subject of Chapter 31, documenting the original acquisition and restoration of this closet MOPAR muscle car.

And yes, by any definition, classic, purist or otherwise, this is a muscle car. Sharing its 413 cubic-inch V-8 with the Chrysler Newport Enforcer, and not used in any civilian Chrysler passenger cars, the police-spec 413s sported a special cam grind specified by the California Highway Patrol that resulted in an estimated 20-horsepower bump over the regular four-barrel 413, yielding output in the 380-390-horsepower range. On the car's underhood are red and aqua paint dots on the firewall above the master cylinder. Galoustian says that this was a common marking method used by CHP mechanics to indicate where cars were modified or updated.

This particular car was assigned to the Los Angeles region for patrol duty from 1963 until it was retired and sold at

an auction to a Mr. Webster on June 16, 1965. The winning bid was \$788, which would translate to about \$4,800 today, adjusted for inflation. It's certainly a lot less than a two-year-old CHP would sell for today.

The next owner was police car book author John L. Bellah who saw the car advertised in the *Los Angeles Times* on January 19, 1992, for a paltry \$1,000. It was Bellah who performed most of the restoration that returned the car to its current condition. Finally Galoustian, who commutes daily from Costa Mesa in Orange County to his "office" in Hawthorne, purchased the car from third owner Kevin McLaughlin in September 2002. Galoustian, who is a helicopter technician for the Hawthorne, California Police Department, has been working on the department's chopper for the last six years. Hawthorne is probably best known as the original home of the Wilson and Jardine families, whose progeny later rose to fame and fortune as the Beach Boys. In fact, the



the first time, every one of them is backed by a revolutionary 5-year/50,000-mile warranty (see page 7).

STANDARD-SIZE DODGE 4-DOOR SEDAN. Here's a 119-inch wheelbase pursuit that offers an ideal blend of police comfort and performance. It doesn't

Wheel track 59.5" front, 57.5" rear. Overall length 208.1". Overall width 76.5".

Recommended engines for highway patrol: 361 cu in V8 with 2-bbl carb, 265 hp; 383 cu in V8 with 2-bbl carb, 305 hp; 383 cu in V8 with 4-bbl carb, 330 hp.

DODGE 880 4-DOOR SEDAN. Built for the open road, this 122-inch wheelbase pursuit thrives on rapid intake and continuous high-speed operation. The seats set you upright. There's big room and big power for a big job. Wheel track 61.0" front, 59.7" rear. Overall length 214.8". Overall width 79.0".

1963 DODGE CUSTOM 880 SPECIFICATIONS

- (California Highway Patrol)
- Body style: 4-door sedan
- Original price: \$2,813
- Wheelbase: 122 inches
- Overall length: 214.8 inches
- Weight: 3,790 (shipping weight)
- Engine: 413 cubic inch overhead-valve V-8 with dual exhaust
- Bore & stroke: 4.18 x 3.75
- Fuel delivery: Carter four-barrel
- Compression: 10.0:1
- Output: 360-horsepower (gross)
- Transmission: 3-speed TorqueFlite, aluminum case, pushbutton controlled
- Brakes: manual 11-inch drums, 287 square inches lining area
- Suspension: Torsion bar front, leaf springs rear
- Tires: 8.00 x 14 bias ply blackwalls
- Production: 7,197
- (880 4-door sedans; no breakout available for police pursuit versions)

CAPACITIES

- Fuel tank: 23 gallons
- Engine oil: 5 quarts
- Cooling: 16 quarts
- Transmission: 18.5 pints
- Rear axle: 3.55:1

CALCULATED DATA

- HP/CID: .87hp/cu. in.
- LBS/CID: 10.1 lbs/cu. in.
- LBS/HP: 11.7 lbs/cu. in.

PERFORMANCE:

FROM CONTEMPORARY (1963) ROAD TEST

- 0 to 60 mph: 8.0 seconds
- ¼ mile: 15.0 seconds @ 86.1 mph
- Top speed: 130 mph

Foster's Freeze hamburger stand, which inspired Brian Wilson to write "Fun, Fun, Fun" still stands at the corner of Hawthorne Blvd. and 120th Street.

Galoustian was fortunate in that the accumulated paperwork from each purchase came with the car. The second owner, Bellah, who bought the car at an estate sale, was able to enter the actual owner's house and recover almost every document Mr. Webster had saved, including a copy of his original and official California state bid form in the amount of \$788.

The police version of the famed (and feared) Max Wedge could be mated to either a heavy-duty three-speed manual transmission, or a heavy-duty three-speed pushbutton TorqueFlite automatic with an aluminum case. Other equipment included a 10.5 x 6.5-inch single plate clutch (on the manual-equipped units), heavy-duty torsion bars up front, off-center leaf springs in the rear, front anti-sway bar, heavy-duty Oriflow

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820-15		4"	134.00		tbls.	
600-16		3 ^{7/8} "	101.00	86.00	12.95	
650-16		4"	108.00		12.95	
700-16		4 ^{1/2} "	124.00		12.95	
750-16		5"	141.00		12.95	
825-16		5 ^{3/8} "	208.00		12.95	
525/550-17		3 ^{3/4} "	103.00	85.00	12.95	24.95
600/650-17		4"	147.00	106.00	12.95	24.95
700-17		4 ^{7/8} "	182.00	131.00	24.95	Inquire
750-17		5"	203.00		24.95	Inquire
525/550-18		3 ^{1/4} "	104.00	86.00	12.95	24.95
600/650-18		4"	154.00	109.00	12.95	24.95
700-18		4 ^{7/8} "	186.00	133.00	24.95	Inquire
750-18		5"	217.00		24.95	Inquire
475/500-19		3"	100.00	78.00	12.95	24.95
525/550-19		3 ^{7/8} "	117.00	96.00	12.95	24.95
600-19		4"	173.00	125.00	24.95	Inquire
650-19		4 ^{3/8} "	182.00	130.00	24.95	Inquire
700-19		4 ^{7/8} "	187.00	134.00	24.95	Inquire
750-19		5"	227.00		24.95	Inquire
475/500-20		3"	126.00	93.00	12.95	24.95
525/550-20		3 ^{7/8} "	148.00	103.00	12.95	24.95
600/650-20		4"	177.00	107.00	24.95	Inquire
700-20		4 ^{5/8} "	213.00	142.00	24.95	Inquire
440/450-21		2 ^{3/8} "	101.00	81.00	12.95	24.95
525/550-21		3 ^{7/8} "	148.00	106.00	12.95	24.95
600-21		3 ^{3/4} "	177.00	131.00	24.95	Inquire
700-21		4 ^{5/8} "	214.00	153.00	24.95	Inquire
600-22		3 ^{3/4} "	213.00	140.00	24.95	29.95
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33x4 ^{1/2}	24"	2 ^{3/4} "	177.00	154.00	24.95	29.95
34x4	26"	2 ^{1/2} "	178.00	158.00	24.95	29.95
34x4 ^{1/2}	25"	2 ^{7/8} "	187.00	164.00	24.95	29.95
35x5	25"	4"	199.00	178.00	24.95	29.95
36x4	28"	2 ^{1/2} "	198.00	168.00	35.00	40.00
36x4 ^{1/2}	27"	3"	195.00	165.00	35.00	40.00
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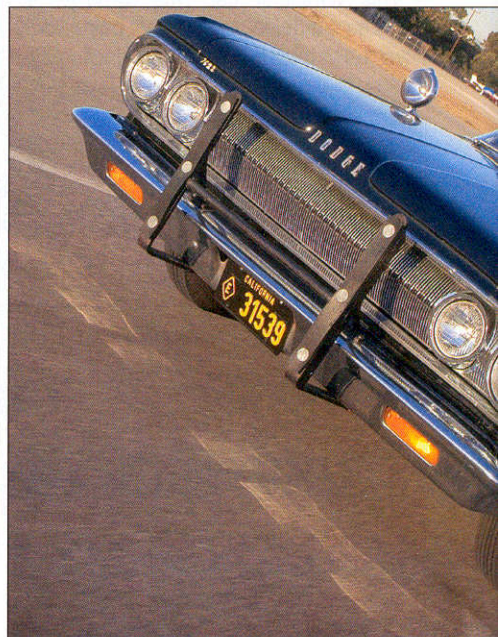
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shocks (front and rear), heavy-duty drum brakes with special bonded police linings, heavy-duty alternator, specially reinforced seats (always appreciated by the men in blue), and black rubber floor mats that on Galoustian's car appear to be almost brand new. Back in 1963, what made these cars especially attractive to fleet buyers was that Chrysler chose to extend its then-revolutionary 5 year, 50,000-mile powertrain warranty, much as they do today offering the same warranty on specialty vehicles like the Jeep Wrangler Rubicon and the new 2005 Dodge Power Wagon, vehicles that are expected to see extreme duty cycles off-road.

Making Galoustian's cruiser exceptionally rare is the fact that only about 50 CHP cars, in 1963, were equipped with both the front push bar and interior gun rack. At the time, only supervisors' cars were typically equipped with a gun rack; it was unusual for patrol and pursuit cars to have them until years later. While not equipped with air conditioning, many CHP cars assigned to desert duty had a Chrysler Airtemp factory-installed unit. (At one time Galoustian's car was equipped with an aftermarket underdash unit, probably installed by the car's first non-CHP owner.)

In an effort to make his CHP cruiser as authentic and period correct as possible, Galoustian convinced the local Goodyear distributor in Long Beach to have a run of correct 8.50 x 14-inch Power Cushion bias-ply blackwall tires run off — these are not the more common whitewalls turned inside out — the same that were offered optionally by Dodge in 1963. Galoustian is always on the lookout on eBay and in



collector car and police magazines for CHP-related memorabilia from this era. As you can see in the interior photograph, his car is equipped with a period-correct Motorola radio, a stolen vehicle log from Thursday, June 6, 1963 and a copy of the *State of California Vehicle Code* book from 1963. While in great condition overall, the car is virtually 100 percent original and stands in the same condition as when it was retired from service in 1965.

In addition to his 880, Galoustian has several additional police car projects in various states of progress. He is currently working on a 1955 Buick Century, just like Broderick Crawford drove on the long-running hit TV show *Highway Patrol*, and a 1972 440 Dodge Polara – one of the fastest police cars of all time.

While the apex of full-sized police performance was reached when the 880's successor, the 440-powered 1969 Dodge Polara in CHP-spec was clocked at 147 mph at Chrysler's Chelsea Proving Grounds west of Detroit, this car remains one of the fastest to have ever been produced by Chrysler. With Dodge now officially back in the cop-car game, it will be interesting to see how the HEMI-powered Magnum will stack up. It has some pretty big shoes to fill, as for almost 30 years, Chrysler Corporation, the Dodge Division in particular, set the standard for police car performance. ■

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