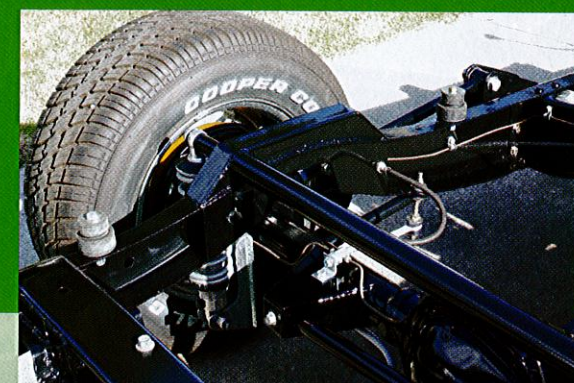


HQ rotors, HZ callipers and a boosted HQ master cylinder make up the braking system. Richardran the fuel lines.



Above and above right > Richard fabricated the four-link rear. Lee had already c-notched the chassis.

Below > Fabtech built the gas tank.

ALL GO ON GREEN

Story and pics by Alistair Davidson

If there's one downside to featuring finished hot rods in NZ Rodder, it's that readers rarely get to see what lies under the skin. We have arranged to photograph Richard Borthwick's cool '56 Dodge C3B8 pick-up when it's finished, but when the opportunity arose to shoot the completed chassis we just had to bring you a sneak preview...

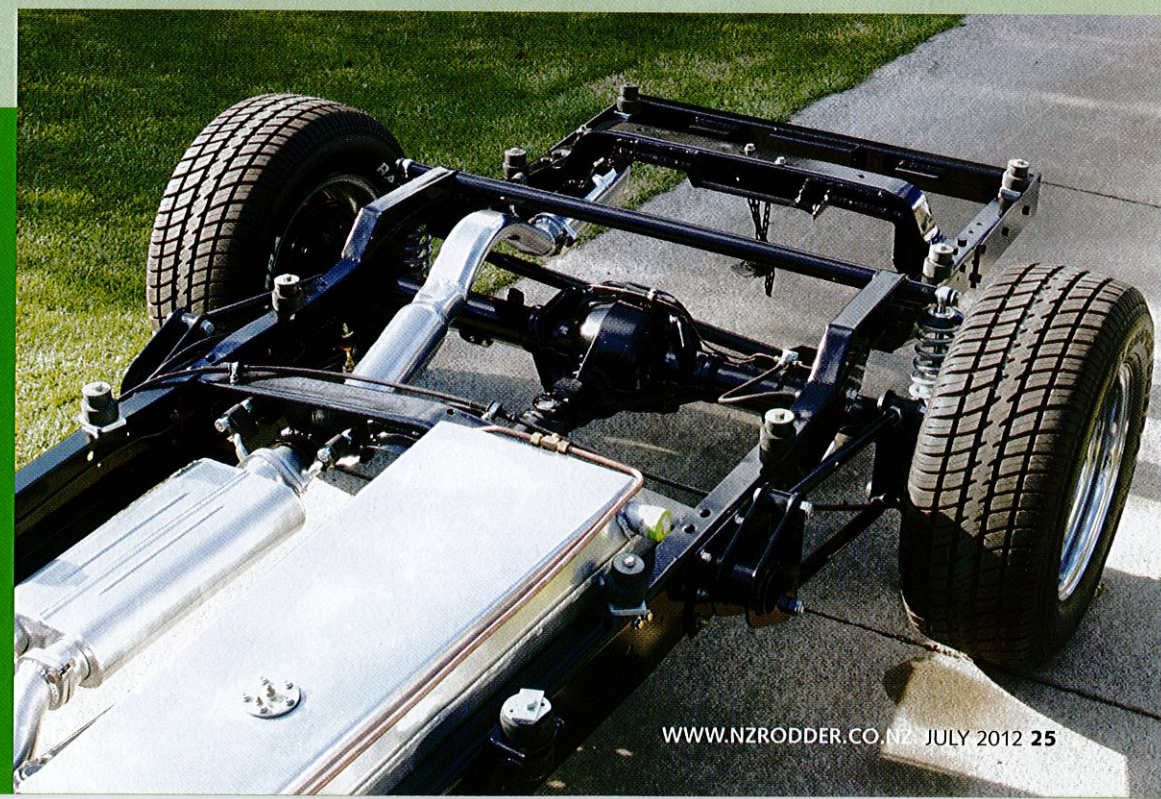
Although Richard grew up around hot rods during his early years when he lived in Tokoroa, he stuck with motor-bikes "because they were faster". It was only six or seven years ago that Richard thought about building a car: "I'd taken a Ford 400M out of a jet boat (Richard owns and operates Borthwick Marine), and thought that it'd be good to build a hot rod around it. I landed a C6 ridgeback ex the USA, and tracked down a '39 Willys four-door sedan that'd make a cool,

rough and ready, but legal hot rod." However, with his marine business and his own jet boat to tow to events, he started thinking that maybe a truck would be a better idea. He looked at Chevys and Fords but nothing tickled his fancy, then his son Todd (aka 'Toddy B') found this '56 Dodge. The pick-up was owned by Kristy Marriner, which her dad Lee had started building at the family's Diff's R Us business in Otahuhu, Auckland. But, as often happens, Kristy fell for

a running '62 Chevy so the pick-up project had to go. Lee had done a lot of work on the Dodge, from installing the HQ Holden front end, steering, brakes and a one-tonne Holden leaf-sprung rear end, to setting the chassis up for a small-block Chevy and auto. Richard blew it all to bits, and changed the rear end to a four-link arrangement. Looking at the drivetrain, the more he thought about it, the more he realised that the Dodge "really deserved a Mopar V8".



Hallett Bros in Puhoi bought the truck new, and its signage stayed on the truck until Richard had the doors reskinned.



▶ ALL GO ON GREEN

The LT1 was shoved under a bench for a rainy day, and Richard found a 'rebuilder' 318 out of a '70 'Cuda in Kaiwaka in the Far North. The 904 auto came out of a '75 Valiant in Te Puke. Richard fabricated a new crossmember to clear the driveshaft, and set the chassis up for the Chrysler engine and box. B&G Automotive in Tauranga gave the 318's heads a work-over and took care of all the machining, then Richard handled the assembly, installing a 340 6-pack cam while he was at it.

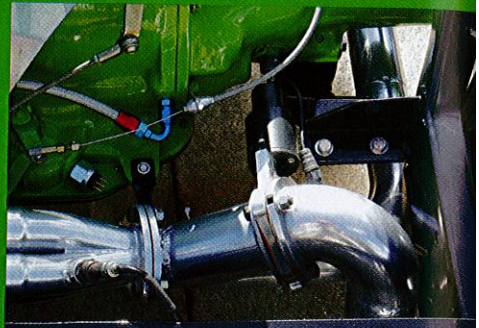
The attention to detail is obvious. 'Meticulous' doesn't begin to describe Richard's workmanship, be it the remote oil filter and cooler or the exhaust system that he fabricated. Everything bar the diff housing has had the Pro Coat treat-

ment, including the powdercoated frame. The build has been going on for six steady years, however it's only in the last 12 months or so that the momentum has snowballed. The bodywork was handled by Custom Metalshapers, then Michelle Laidlaw took care of the prep and paint in Richard's home shed. As you read this the body's on the chassis; the tray, fenders and doors are mounted; the wiring's done; and the floor is being Dynamatted. "It's so close I can taste it," laughs Richard.

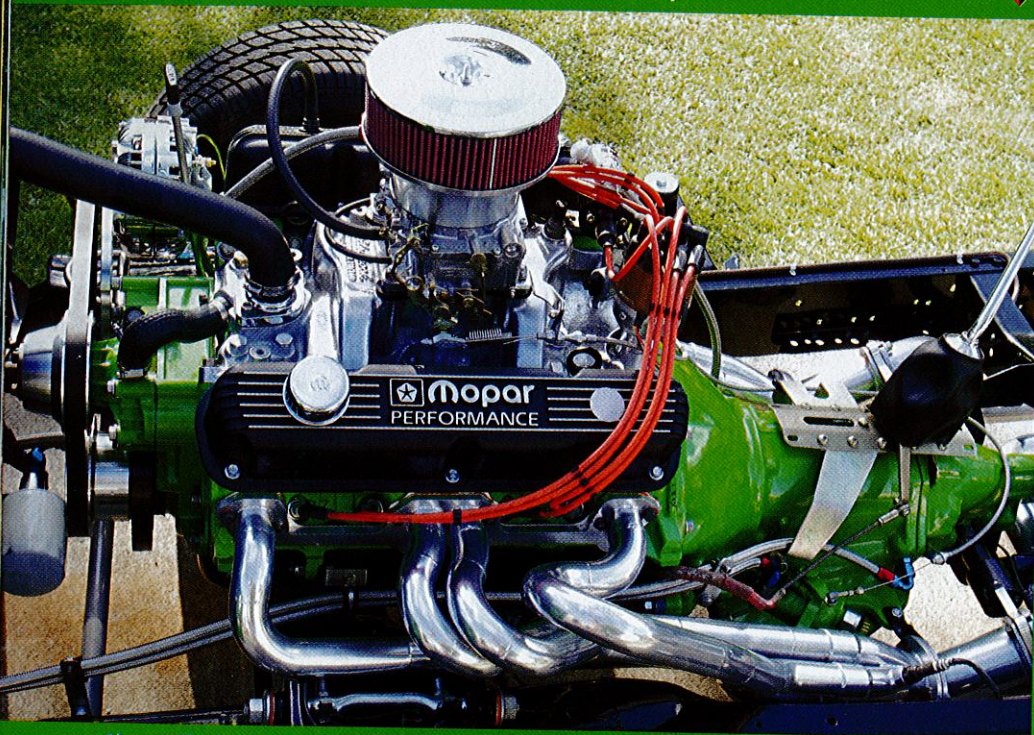
We'll bring you a full feature on this cool truck as soon as it hits the road, and at the speed Richard's getting it done that shouldn't be too far away.



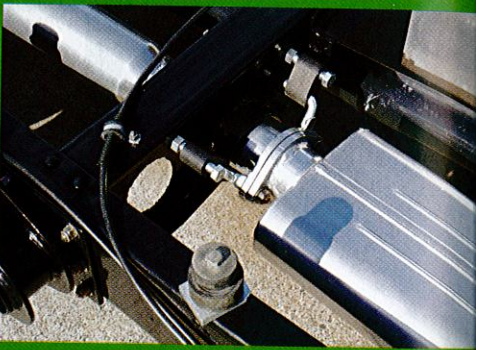
Richard fabricated a remote oil filter and cooler system to solve clearance issues.



Above and below > Richard fabricated the exhaust, which is a two into one system due to the fuel tank taking up loads of space. It has electric cut-outs, cool.



Above > The 318 has been bored out 60 thou. Intake is an Edelbrock Performer, with same-brand carb. Below > Kerry Holland built the headers, which have been ProCoated.



Above > In six weeks the project went from a rolling chassis and bare cab to an almost fully assembled pick-up truck.

Below > Chrome fuel pump adds more bling.

