

Chrysler Products in Canada, Eh. 1957- 1961

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As the inscription on the top of the Peace Arch at the Blaine Washington / White Rock, British Columbia, International Border crossing states, and through which I have traveled many times, we are together, as citizens of Canada, and the United States, “ Children of a Common Mother “. The iron gates inside the arch carry the inscription “May these gates never be closed”.



The Peace Arch, situated exactly on the international boundary between Canada and the United States, at the Blaine, WA / White Rock, BC Border crossing.

To the casual observer not familiar with automobile details, it would seem that Chrysler products built in the Dominion were virtually identical to their USA built counterparts, however this was not, and never has been the case, and indeed, this still is true for all of the Domestic North American automakers.

Canada, with its larger landmass than the USA, but with only one tenth the population, simply has had, and continues to have different needs in the way of automobiles than has its southern neighbor, albeit the model differences between both countries are shrinking. While the two countries and their inhabitants are similar in a great many ways, they are however, *different*, in small ways in culture, the political system, and even the way Canadians spell and pronounce some words of the “*Queen’s*” English. *As a Canadian myself*, I have always been fascinated by these differences in culture, speech and accent and ultimately the differences in automobile production between our two great countries. These differences came to light to me as a nuts-over-cars kid, prior to my Chrysler era, when I noticed that Pontiacs in Canada were a little bit different from the American models. My parents once owned a 1959 Pontiac Laurentian, which looked similar to the US Pontiac, but it had a Chevy chassis, a six cylinder engine and a Powerglide transmission. After seeing the wide-track Star Chiefs and Bonneville’s from the USA, I wondered what, and why we were missing out on, and since then have been determined to find

out as much as I can on production differences between the two countries within Chrysler, specifically the *Forward Look* era.

The Chrysler Corp. of Canada Ltd, was incorporated on June 17, 1925, succeeding Maxwell-Chalmers of Canada and within a few weeks the plant was producing Canadian built Chrysler cars. Chrysler has always been relatively successful in Canada, and in 1976 surpassed Ford as the #2 Automaker in Canada, with nearly 27% of the market share. This - while Chrysler Corp. in the USA was beginning to flounder, to be saved in the early eighties by Lee Iacocca.

Now I know the *Forward Look* era officially starts with the 1955 models but we will herein focus on Chrysler Products built in Canada between 1957 and 1961, and Chrysler itself for 1962, the models of which I am most familiar, having owned seven of them over the last 34 years, acquiring my first car, a 1958 Dodge Custom Royal (CDN production) in 1974. The others were a 1960 Dodge Polara (CDN) 4 door hardtop, 1960 DeSoto (CDN) 4 door sedan, 1960 Dodge Matador (US) four door hardtop, 1959 Chrysler Windsor (CDN) 2 door hardtop, a 1962 Chrysler 300-Sport (US) two door hardtop, and currently a 1960 Chrysler Saratoga (US) two door hardtop.

As in the USA, the sensational new for '57 *Forward Look* styling by Virgil Exner debuted in Canada. While the styling accolades generally are not disputed, as well as the engineering advances, especially in the area of suspension and transmission of power, the general opinion was, and is, that the cars were rushed into production, with the result that quality control on the body design, construction and assembly suffered badly – not that the other 2 major manufacturers did not have their body and rust issues – the overall opinion is that Chrysler Products suffered the worst in these areas. It may be somewhat of a disputable item to mention here, but there has been more than one opinion shared with me that the 1957-1959 Canadian built Chrysler Products were built with *more* quality control than their US built counterparts, experiencing less water-leakage and less general early rust-out, and having better fitted body panels, than their US built counterparts.

PLYMOUTH

The 1957 Plymouth lineup in Canada featured the Plaza, Savoy and Belvedere. Standard V-8 engine in the Canadian models was a 302.5 (referred to as the 303) CID, which was the same engine used on the US built Fury the year before. The standard six cylinder engine was a 251 CID L-head engine, standard on all models but the Belvedere. It's interesting to note that both these engines were of a larger displacement than the standard six and eight cylinder engines on the US built 1957 Plymouths. Models missing from the 57 Canadian Plymouth line up, but available Stateside were the Fury, the Savoy four door hardtop and the Plaza business coupe.

1958 saw a new engine added to the line up, the 313 CID V-8. This new engine, of the polyspherical head design, was an under-bored version of the US built 318 unit, and remained on the Canadian scene in Plymouth and Dodge for many years. The Fury was added to the Canadian line-up for 1958, and used the new wedge-head 350 CID engine as did the US built counterparts.

1959 saw the Fury in both countries graduate to a full-line model, with the Sport Fury now being the top line performance model. Sport Furies sold in Canada were imported from the USA. They V-8 equipped Fury, Belvedere and Savoy continued to use the 313 CID unit while the six cylinder models continued to use the 251 CID L-head unit.

1960 saw the introduction of the 225 CID Slant Six engine, as in the USA, for all six cylinder Plymouths, and these were identical to the US built Slant Six. The V-8 models continued to use the 313 CID unit. The Ram Induction, dual four barrel, 361 CID V-8, called Golden Commando, and available as an option on all US built Plymouths was not offered on the Canadian built cars. 1961 Plymouth models continued in the same vein. All 1961 Canadian Plymouth station

wagons, however used Dodge Dart upholstery, opposite to the norm where Darts in 1960 used Plymouth upholstery. The compact Valiant, also introduced in Canada in 1960, was not marketed as a Plymouth in Canada until 1967, but simply "Valiant" and was sold by the entire dealer network in Canada, as the Dodge Lancer was never built or marketed in Canada. *As an aside*, Dodge Darts were not built in Canada until 1967, and from 1963 through 1966, Canadian Valiants were of Dodge Dart design from the cowl rearward, with Valiant front clips bolted on.

DODGE

Dodge Brothers founded their presence in Canada in 1917, and when WPC bought out the Dodge Brothers Company in 1928, it also included the Canadian presence. For many years Dodge in Canada built junior models, many of them based on the Plymouth, featuring some Plymouth sheet metal with Dodge badges attached. This was still true in 1957. These cars are sometimes amusingly referred to as "Plodges" by Americans, because of their hybrid nature. The 1957 Canadian Dodge line-up consisted of the Plymouth based Crusader, Regent, & Mayfair. These cars were of the Plymouth design / sheet metal from the cowl backward, but with Dodge front fenders, hood and grille bolted on to the Plymouth bodies. Dashboards were of Plymouth design with Dodge identification on them. These three Dodge models corresponded to Plymouth's Plaza, Savoy and Belvedere and were trimmed the same as them, but on the exterior, Dodge badging was attached to give the cars their identity. US style Custom Royals were also built and sold in Canada; however no Coronets or Royals were available. The six cylinder engine used was the 251 CID unit, and the standard V-8 was again the 303 unit used in the Canadian Plymouth. The Custom Royals built in Windsor, Ontario used a 313 CID unit rated at 235 HP. For 1957 Dodge was in 4th Place in Canadian automobile sales. There were NO D-500 Hemi powered Dodges built in Canada during this time period.

For 1958 the Dodge model line-up continued as per 1957, with Crusader, Regent, Mayfair and Custom Royal, but the standard V-8 was now the 313 CID unit formerly reserved for the Custom Royal. The Six cylinder engine was still the 251CID unit but with a HP rating increased to 135. The Canadian Custom Royal V-8 engine for 1958 now was the 354 CID Poly head unit used by the 1957-58 Chrysler Windsor and Saratoga. The upholstery used in the Canadian Custom Royal was the same as the upholstery used in the US Built 1958 Royal. Here is where a little bit of an interesting discrepancy comes in. My very first car was a 1958 Dodge Custom Royal 2 door hardtop, which I owned for 4 months in the summer of 1974. To this day I don't know if this car was built in the USA or Canada but I wish I could go back and look at the VIN #. Here is wherein an anomaly lies: The car was identical in every way to a US built Custom Royal, except for one small item which I will explain in a moment. It was a solid color black "Spring Special" Custom Royal, upholstery was identical to the US built Custom Royal, all trim was identical to the US built CR, and the car had a 350, or maybe a 361 CID "B" block wedge engine as per the US Custom Royal. This new "B" engine family was introduced in 1958 and was produced for many years in various displacements and 2 iterations. The one difference was that my car had a 2-barrel carburetor, and I am told that all US built 350 CID engine Custom Royals had a 4-barrel AFB unit. This car was original when I acquired it. It also had a Canadian Chrysler Dealer's name in chrome script on the deck lid. And to make matters even more disturbing, I had a neighbor in the next block up on my street who also owned exactly the same car, (albeit a Gold and white Custom Royal, non Spring Special version) with the same upholstery, a Wedge Head B-block V-8 engine, and 2 barrel carburetor. I don't know where his car was sold new. As for the actual displacement of the V-8 engines, I now assume they were both 350, but at the time we were told by a mechanic they were 361 units. They could very well be. Both of these cars were well optioned 2 door hardtops with power steering and brakes, dual rear antennae, and the optional front bumper "teeth". These 2 cars will remain a mystery to me unless I can find someone knowledgeable that can explain this anomaly.

1959 Dodge models in Canada again were much the same except for a new top end Plymouth based model, the Viscount (pronunciation of the i as in "eye" and the "s" is silent). The low end

Crusader was dropped, leaving the Regent as the low end Canadian Dodge and the Mayfair as the mid line model. The standard V-8 engine was again the 313 unit, while the 251 Six was upped to 135 HP. The top end Canadian Custom Royal now featured a 361 CID "B" engine as per the US model, but the optional high-performance 383 D-500 engines were again not available in Canada. The convertible this year stayed with the Mayfair series, now relegated to the mid line model whereas prior to this the Mayfair had been the top end Canadian convertible. Sales of the 1959 Dodge plummeted to only 6.5 % of the market share, the lowest for Dodge thus far, since WW-2.

1960 saw the introduction, as in the USA, of the new Unibody Dodges in Canada. The model line up had all new names for 1960, as follows: Dart Seneca, Pioneer, and Phoenix, on the shorter 118" WB and full sized Dodge Polara on the 122" WB. The US built low line Matador was not built or imported into Canada. The standard six cylinder engine was the new 225 CID Slant Six on the Darts, with the 313 Poly V-8 and 361 wedge V-8 engines being optional. The D-500 cross ram engine, either in 361 or 383 displacements, was not offered. The Canadian Darts all used Plymouth dash boards, door panels and upholstery corresponding to the equivalent Plymouth models. The single series big Dodge Polara was available in 4 door sedans, and 2 and four door hardtops built in the Windsor, Ontario plant. Polaras came equipped with the 361 2 barrel V-8 engine instead of the 383 as in the USA, but a Carter AFB four barrel and dual exhausts was the optional "Power Pak". All exterior trim was identical to the US built Polara, including the tail fin lights (not found on the Matador), but the interior upholstery and door panels were lifted from the cheaper US built Matador. The standard Dodge dash board, one of the most amazing looking dash board / steering wheel combinations ever designed, was used in contrast to the Plymouth dash used on the Canadian Darts. It is interesting to know that the introduction of the shorter wheelbase Darts in the USA in 1960 started a new price niche for the Dodge in that country, competing directly with Plymouth, but of course Canada had marketed the smaller Plymouth based Dodges all along. Now however, the smaller versions had Dodge sheet metal from front to rear, – no more Plymouth sheet metal from the cowl rearward. It is also interesting to note that 1960 Polara Convertibles and Station Wagons were also sold in Canada, but were imported from the USA, and so as such, they had the 383 engines and standard Polara upholstery. Total Polara production in Canada was a miniscule 1,276. I owned one of these fantastic 1960 Polaras from 1974 through 1995, which is now in the hands of WPC member Ron Wenzel. One of the most unusual 1960 Dodges, another anomaly, built in Canada for the Canadian market was a Dart Phoenix Wagon, (called the Phoenix Sport Suburban) which was *not* available in the USA. This model carried a Stamped aluminum Dart Grille, but side trim and tail lights were lifted from the Polara / Matador. Upholstery and dash boards were purely Plymouth. The reason this car did not use the typical Phoenix side trim is the simple fact that all 1960 Dodge Wagons were built on the long 122" WB, and as such, the rear fender openings on all 1960 Dodge Wagons were higher up the body side than the fender openings on the Dart sedans, making it so that the double-molding Phoenix body side trim would not fit on the wagons' quarter panels above the fender, which is why the Canadian models used the Polara type mouldings. If any of these have survived it would be somewhat of a miracle. I have only ever seen pictures of them in the factory brochure.

1961 Dodges continued in Canada much the same way as 1960, except that there were no 1961 Polaras built at all in Windsor, and in the USA the Matador was dropped for 1961. All Canadian built 1961 Dodges were, therefore, Darts; series names were the usual Seneca, Pioneer, and Phoenix with the same engine line up as in 1960, and carrying Plymouth upholstery and dash boards.

DESOTO

The 1957 DeSoto Lineup in Canada was limited to the Firedome and Fireflite. The low end Firesweep, built on the shorter 122" Dodge wheelbase, carrying a Dodge front clip with a DeSoto

grille fitted, was not built or imported into Canada. Engine offerings were identical to those used in the Stateside versions.

For 1958 and 1959, DeSoto in Canada carried on much the same way, again with no Firesweep models built or imported. The 1959 Adventurer was available as an import but its' unlikely many were brought in and sold.

By 1960 DeSoto was in its last year of production in Canada, as no 1961 DeSotos were built or sold in this country. The single 1960 DeSoto offered was the Adventurer, available in four door sedan, and four door and two door hardtop versions. The only available engine was the 383, standard 2-barrel, and optional 4 barrel / dual exhaust. The standard DeSoto dash board was used in this car (very similar to the 1960 Dodge dash board) but the upholstery and door panels were lifted directly from the 1960 Chrysler Saratoga, right down to the "castle", or "crown" type emblems attached to the seat backs. New for the year were swivel seats which were also available on the Canadian built versions. I also owned one of these cars, a 1960 Adventurer four door sedan, back in 1977 for a scant 3.5 weeks. I sold it to a friend who kept it until 1986.

CHRYSLER

Finally we get to WPC's namesake car. The 1957 Chrysler lineup in Canada was limited to the Windsor, and New Yorker. New Yorkers were imported from the USA so were in all respects, identical in both countries. Windsors, then were the only Canadian built Chryslers in 1957. These cars however, were more like the US mid line Saratoga, using that series' body side moldings but carrying Windsor script on the front fenders. The upholstery was somewhat of an interesting combination of DeSoto Firedome upholstery styled to look like that of the Saratoga. The engine used was a 285 HP 354 Poly, exactly the same as the Stateside Windsor.

1958 Chryslers in Canada were much the same as 1957, but with an important difference. **Stateside**, the 1958 Windsor was relegated to the shorter 122" wheelbase used on the Dodge, and also used on the 1957 DeSoto Firedome. These US built cars used DeSoto / Chrysler sheet metal from the cowl rearward, but had Dodge front fenders and hoods bolted on with a DeSoto or Chrysler grille mated to the Dodge front end. This made for a very unusual looking Chrysler or DeSoto, by using the Dodge front clips. In Canada, however, the 1958 Chrysler Windsor did *NOT* use the shorter wheelbase with the Dodge front clip. They were basically identical to the US built 1958 Saratoga, again with Saratoga side moldings, Saratoga styled upholstery, but carried Windsor script on the front fenders. The factory model number was the same as the US built Saratoga model number. The 354 Poly V-8 again powered these cars. Windsor Wagons were also sold in Canada, but were imported from the USA, and as such, they were built with the Dodge front fenders and hood assembly so they looked quite different from the standard Canadian Windsor sedans and hardtops.

1959 saw Chryslers in Canada with a full model line up of Windsor, Saratoga and New Yorker models. Body side moldings on all models were identical both sides of the border. The Windsor and Saratoga models were built in the Windsor, Ontario plant as usual, but New Yorkers were again imported from the USA. There was another important difference this year in the Canadian cars. In 1959, the RB "B" series engine was introduced in the USA, RB standing for " Raised Block " which was available in both 383 (Windsor and Saratoga) and 413 cubic inch (New Yorker) versions. For comparison, 1959 Dodge and DeSoto 383 engines were the standard "LB", or Low Block "B" engines and therefore had a completely different bore and stroke than the RB 383. In Canada, Windsor and Saratoga did not get the RB 383 used on the US versions, but instead used the LB engines; a 361 for the Windsor and 383 for the Saratoga. Windsors in the USA had a Golden Lion emblem on the front doors below the body side molding dip, but on Canadian versions, this area carried three small "castle" or "crown" crests. (I use these terms interchangeably for the same item as I am not sure what the factory called them). Wagons and convertibles were again imported from the USA, so therefore were identical in both countries.

Windsor upholstery was borrowed from the Dodge Custom Royal, with identical patterns but used a slightly different cloth insert, while the Saratoga upholstery was virtually identical to the US version. New Yorkers, being imported, were identical both sides of the border.

For 1960, as in the USA, the Unibody Chryslers debuted in Canada. Model line up was the same as 1959, with Windsor, Saratoga and New Yorker versions, identical to the US built models as far as styling and body side moldings. Again, the Canadian Windsor and Saratoga used the LB engines instead of the RB version, with Windsors again using the 361 and the Saratoga having the 383. New Yorkers were once more imported from the USA, so therefore were identical both sides of the border and carried the 413 engine. The Canadian Windsor, while being identical to the US version on the exterior, carried upholstery and door panels that were identical to the Canadian built Dodge Polara / US Dodge Matador for 1960, while using the fantastically styled Astra-Dome Dash Board as in the US models. The Saratoga however used identical upholstery to that supplied in the US built versions. Swivel seats were again optional on all models on both sides of the border. As before, all station wagons and convertibles were imported from the USA, as was the 300-F high performance series, and all 300 letter cars in previous years. One thing to note is that body tags were different on Canadian models, and were usually attached to the left side of the firewall just past the cowl.

1961 saw Chrysler cars in the USA with a new, and shuffled model lineup. While the Saratoga was dropped south of the border, and the line up became Newport, Windsor and New Yorker, in Canada the model line up remained identical to 1960, with Windsor, Saratoga and New Yorker. This can cause some real confusion when it comes to identifying these cars. Here is a comparison table for the model names and numbers for both countries:

USA 1961	Model RC1-L Newport	Model RC2-M Windsor	Model RC3-H New Yorker
Canada 1961	Model RC1-L Windsor	Model RC2-M Saratoga	Model RC3-H New Yorker

So you see from the table that the 1961 US built Newport was equivalent to the 1961 Canadian Windsor, while the 1961 US built Windsor was equivalent to the 1961 Canadian Saratoga. The Canadian Windsor again used the LB 361 engine, and upholstery was lifted from the US 1961 Dodge Polara (not even offered in Canada !) and the door panels were lifted from the 1960 Canadian Polara / US Matador, but with a different texture in the silver mylar inserts. Saratoga upholstery was similar to that used in the 1961 US built Windsors, and they carried the LB 383 engine. The New Yorkers, again imported were identical both sides of the border. Canadian built cars, that is Windsor and Saratoga in 1961, used 1960 wheel covers, and in that way also did not follow the US rules.

I have decided here to add in the 1962 Chryslers, but not the new Dodge or Plymouth, as the Chrysler was a carry-over from 1960 - 1961, whereas the standard 1962 Dodge and Plymouth were all new intermediate sized cars, on a completely new platform.

Again, in 1962, Chryslers in Canada deviated from the USA in the model nomenclature. In the USA, the lineup was Newport, 300-Sport and New Yorker; the 300-Sport taking the place of the mid priced Windsor from 1961. The 300 Sport was introduced to make the 300 line available to the masses at a reasonable price, compared to paying a premium for the 300 letter car, which cost about \$2000.00 more than the Sport series. However Chrysler Canada again chose not to follow this pattern and continued the lineup of Windsor, Saratoga and New Yorker, with the New Yorker again being an import from the States; thus New Yorkers again were identical both sides of the border. Below is another comparison table for 1962, showing the lineup comparing the models from Canada and the USA.

USA 1962	Model SC1-L Newport	Model SC2-M 300 Sport	Model SC3-H New Yorker
Canada 1962	Model SC1-L Windsor	Model SC2-M Saratoga	Model SC3-H New Yorker

The Canadian Windsor was equivalent to the US Newport, but used a 2/3 length body side spear similar to the 300, but *without* the round 300 emblem inserted at the rear of the car. In front of the spear, which ended part way onto the front door was a small gold crown. The US Newport on the other hand used a full length body side molding, front to rear. The Saratoga, equivalent model # to the 300-Sport series, used the same full length body side molding as the low-end US Newport. It also used carried the small chrome front fender ornaments, found on top of the fenders at the front leading edge, which were used on the New Yorker. The deck lid on both the Windsor and Saratoga also carried the large chrome plated key-hole surround found on the New Yorker, which did not appear on any US cars except the New Yorker. The Canadian Windsor and Saratoga models also chose not to use the same wheel covers found on the Newport and 300 Sport, but for some reason used the wheel covers found on the 1961 Dodge Dart and Polara. Canadian Windsor and Saratoga four door hardtops all used the high-back rear window, extending to the top of the roof as per the New Yorker, while the US Newport and 300-Sport four door hardtops all used the low rear window as per the four door sedans. Speaking of four door sedans, there were *1801 SC2-M four door sedans* built. This is total North American production, that is – *for both USA and Canada*. I was a member, for many years of the Chrysler 300 Club, and speaking with another member at a National Meet one time, we were speaking about these 1801, SC2-M / “300-Sport” four door sedans listed as being produced, but he also mentioned that he nor any one else he knew had EVER seen one of these elusive 300 Sedans. Four door hardtops, yes – but 300-Sport four door sedans, NO, NO and NO. So where were these 1801 elusive 300-Sport four door Sedans for 1962 ? Well they were *Canadian production Saratogas*. All 1801 of them. Remember that both models are given the factory model # SC2-M. The production tables list them as 300s. Mystery explained. The Canadian Saratoga, for the record used exactly the same upholstery and door panels as the US 300-Sport with the cloth and vinyl bench seats, but it was not available with the optional leather seats available in the 300-Sport. You can see how confusing this could be for someone trying to restore one of these cars. I personally owned a 1962 Chrysler 300 Sport for 26 years that was imported to Canada in 1980. The 300 Sports, and 300-H models were imported and sold to Canadians in small numbers when new.

As an aside here, there is one more 1962 “Chrysler“ that *didn't* make it to Canada, and that was the new 1962 Dodge 880 which was introduced a few months late because dealers were complaining that there was no full sized Dodge to compete with Pontiac etc. The engineers took a 1962 Chrysler Newport and installed a 1961 Dodge Polara front clip on the car, instantly creating the 1962 Dodge 880. Now, speaking of the 1962 Dodge 880 / 1962 Chrysler, that body from the cowl rearward was actually a re-tooled 1961 Dodge Polara body. The stylists simply removed the reverse slanted fins from the 1961 Polara, and re-worked the rear quarter contour lines slightly to create the rear quarters for the 1962 Chrysler, complete with new tail lights. The Chrysler / Dodge 880 deck lid, lower rear end body panel and rear bumper are lifted directly from the 1961 Dodge Polara.

Imperial

All Imperials since 1955 were marketed as a separate, upscale make, not as a Chrysler, to compete with Cadillac and Lincoln. All those sold in Canada in this era were imported from the USA and identical to those sold in the USA.

Other Items

Paint colour choices often varied between US and Canadian built cars varying from less of a choice to often more choices in colour. Vendors who supplied small parts were often different in Canada from the USA suppliers, and even in the USA Chrysler would have several vendors supplying the same items. This often leads to confusion in restoration, when a model built in one plant has a minor difference in a trim piece from a model built in another plant. For instance, on my 1960 Saratoga, the front interior kick panels are made of cardboard, with aluminum trim at the bottom, which is an extension of the aluminum door sill trim. I have seen the same cardboard panels on New Yorkers and Windsors, but have also seen painted / pressed steel panels, without the aluminum lower trim, on all three models. Another interesting tidbit on my particular car, (a 2 door hardtop) is that my interior front and rear window trim, and door panel top metal trim pieces are all painted, while my interior roof rail trim is stainless steel. A Saratoga hardtop I know of in Sweden has all these pieces painted. I have photos of another completely original Saratoga hardtop where all of these pieces are chrome and stainless steel, none being painted. Perhaps on the assembly line, one of the bins holding the painted pieces got emptied before the bin with the chrome plated pieces.... you get my point here. In Canada, Chrysler Product radios, while having the same faceplates as the US radios, were generally made by Philco, and had that name on the radio chassis, while the radios in the US built cars generally carried the name MoPar on the radio chassis. For many years, until some time in the eighties, the name Chryco was Chrysler Canada's parts division, as opposed to MoPar in the USA. The name Chryco appeared on many pieces, including under hood decals, instead of MoPar, which finally was phased into in Canada some time during the eighties.

Disclaimer

In as much as I have provided this information, I must make a disclaimer. There is obviously a huge amount of information that has been left out here, simply because I don't have all the information, and space and boredom wouldn't permit it all. Much of the information gathered has been provided here from personal observation over 34 years, *and* a couple of reference books. As such, there is no guarantee that this article is 100 % accurate. If anyone reading this has any information contradictory to what I have written here, so be it – you may be correct. I would not mind hearing from anyone who has any more information or contradictory information to what I have written here on these pages. Even so, contradictory information one way or the other may just be correct in either case, as the more I learn, the more I find that with Chrysler, ongoing production changes made during the model year run make for *a lot of Non-Absolutes*. I find this topic to be quite fascinating and as time passes I often learn some new bit of trivia. Please don't hesitate to contact me by email ian.smale@chryslerclub.org for comments.

19 Oct, 2008.

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