

# The beautiful Chrysler

**TOWN** *and* **COUNTRY**



A T R I U M P H I N S M A R T M O T O R C A R S

## 4-Door Sedan



LOOKING back through the records you will find that it was not until 1941 that the utility of the Station Wagon was blended with the *beauty* of the custom body creations to produce a smart, ultra-modern vehicle—a car that was at once a *sensation*—a style leader that could easily stand the gaff of rough going in the country, up in the mountains, or in the wilds with the same

swank and smartness as on a jaunt down the avenue to the club.

This 1941 sensation was the Chrysler Town & Country—so named because it was so utterly *different*—so much more *beautiful* and *stylish*—and so obviously *smarter* than any of its predecessors.

On this now-famous 1941 model, Chrysler Engineers and Designers were credited with another “Chrysler First” by that

## Convertible

Chrysler



select group of persons throughout the country who know and appreciate *fine possessions* that look the part.

With the success of the first Town & Country, Chrysler planned a complete line of these smart, utilitarian cars. But they were put aside to make implements of war and it was not until late '44, when the Government permitted development work on

new designs, that the pilot models were started. Work was again held up, but with V-J Day, the Chrysler Town & Country Line became a reality—another Chrysler Triumph in Smart Motor Cars.

In this folder are illustrated the five Body Styles of the Chrysler Town & Country Model—the *first* and only complete Line of station wagon type bodies to be offered by any manufacturer.

## Custom Club Coupe



The Town & Country Line includes—the 4-Door Sedan; the Brougham (2-Door Sedan); the Custom Club Coupe; the Convertible Coupe; and the Roadster—five distinctive body types of rare beauty and smartness. All easily and comfortably accommodate six passengers, except the Roadster, which has seating capacity for three and tremendous luggage space behind the seat

and in the rear deck. The Sedans, too, each have an exceptionally large storage compartment in the rear deck and additional space on the smart luggage rack on the top of the car.

All body styles, with the exception of the Convertible Coupe and Custom Club Coupe are on the Windsor chassis of 121½ inches wheelbase, powered by the famous 114-horsepower Chry-

## Roadster



ler Spitfire engine. The Convertible and the Custom Club Coupe are on the New Yorker chassis of 127½ inches wheelbase, with 135 horsepower under the long, sleek, beautifully designed hood.

The chassis, which embodies all of the fine engineering and mechanical features of the current Models; the beautiful and distinctive front end; and the long, graceful Chrysler Newport

front fenders are exactly the same as those on the Beautiful Chrysler Standard Models. The chief difference in the Town & Country is in the design and construction of the body itself, where rich, beautiful ornamental woods in their natural colors are skillfully used instead of the conventional steel.

The panels on the sides and rear deck are Mahogany-bonded

## Brougham



to steel—and the frame is ruggedly made of heavy, solid White Ash, expertly fashioned, with a superlative quality of fine coachwork which is reminiscent of the craftsmanship of the famous custom coach builders of former generations.

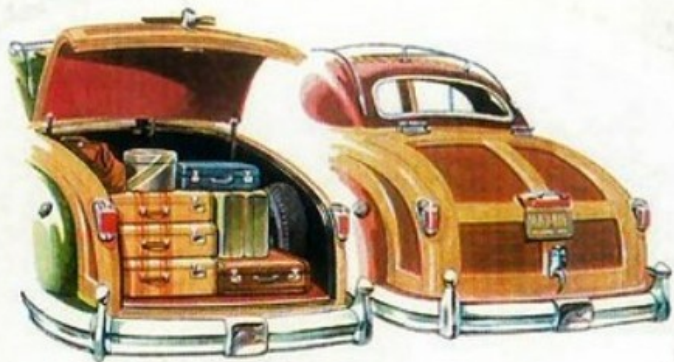
On the Sedans and the Custom Club Coupe the tops are of one-piece steel which gives them great strength. The Convert-

ible and Roadster have cloth tops, expertly tailored over strong steel bow construction, and the tops are raised or lowered electrically. Interiors are spacious and beautifully appointed.

From the standpoint of design, engineering excellence, and quality craftsmanship, Chrysler Town & Country cars are incomparably *beautiful*, so entirely *different*, so completely *desirable*.



*The interiors are beautifully finished with rich-grained wood panelling and harmonizing cloth headlining and carpets. The seats are spacious, designed for comfort. A choice of fine Bedford Cord and rich Leather, or Savan (a smart, new Woven Plastic) and Leather is available.*



*The rear deck is beautifully rounded to complement the long, flowing lines of the body. Deck-lid is counterbalanced and can be easily raised or lowered.*

*Operated electrically, the top on the Convertible Coupe or Roadster can be raised or lowered by merely turning a knob to unlock the top and pressing a lever.*



# Specifications

## THE WINDSOR

**ENGINE**—Spitfire High Compression, L-head, 6 cylinders, 114 H.P., at 3600 R.P.M., Bore 3-7/16"; Stroke 4 1/2"; Piston Displacement 250.6 cu. in.; Taxable Horsepower 28.36. Floating Power Engine Suspension; Full Pressure Lubrication with Chrysler Full-Flow Oil Filter; Superfinished Engine Parts; Exhaust Valve Seat Inserts; Aluminum Alloy Pistons; Ventilated clutch housing; centrifugal water pump; oil bath air cleaner; rotary type oil pump; crankcase ventilator; full length water jackets; and other engineering improvements and refinements.

**CHASSIS**—Wheelbase—121 1/2 inches. Tires—6.50 x 15 inches. Safety Rim Wheels. Improved Safety Hydraulic Brakes. Chrysler glycol Fluid Drive with Hydraulically Operated Transmission; Double Channel Box Type Frame; Airplane Type Hydraulic Shock Absorbers; Ride Stabilizers, front and rear; Independent Front Wheel Springing. Battery—17 plate, 6 volt, 120 ampere hour capacity. Fuel tank capacity—17 gallons. Lubrication capacity (engine) 5 quarts. Cooling system capacity, 4 1/4 gallons. All specifications subject to change without notice.

## THE NEW YORKER

**ENGINE**—Spitfire High Compression, L-head, 8 cylinder, 135 H.P., at 3400 R.P.M., Bore 3 1/4"—Stroke 4 3/4". Piston Displacement 323.5 cu. in.; Taxable Horsepower 33.80. Floating Power Engine Suspension; Full Pressure Lubrication; Chrysler Full-Flow Oil Filter; Superfinished Engine Parts; Exhaust Valve Seat Inserts; Aluminum Alloy Pistons; Ventilated clutch housing; centrifugal water pump; oil bath air cleaner; rotary type oil pump; crankcase ventilator; full length water jackets; and other engineering improvements and refinements.

**CHASSIS**—Wheelbase—127 1/2 inches. Tires—7:00 x 15 inches. Safety Rim Wheels. Improved Safety Hydraulic Brakes. Chrysler glycol Fluid Drive with Hydraulically Operated Transmission; Double Channel Box Type Frame; Airplane Type Hydraulic Shock Absorbers; Ride Stabilizers, front and rear; Independent Front Wheel Springing. Battery—19 plate, 6 volt, 135 ampere hour capacity. Fuel tank capacity—20 gallons. Lubrication capacity (engine) 6 quarts. Cooling system capacity, 6 1/2 gallons. All specifications subject to change without notice.

CHRYSLER SALES DIVISION

• DETROIT, MICHIGAN