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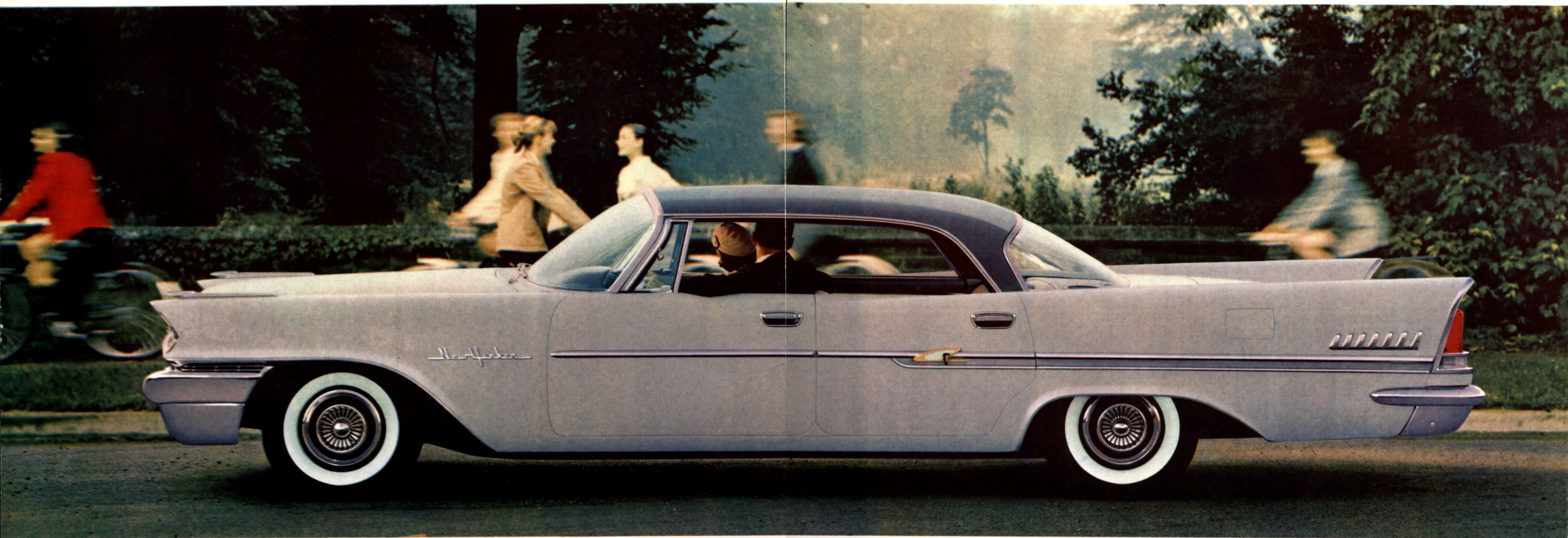
CHRYSLER FOR 1958

Cool beauty
with a fiery spirit

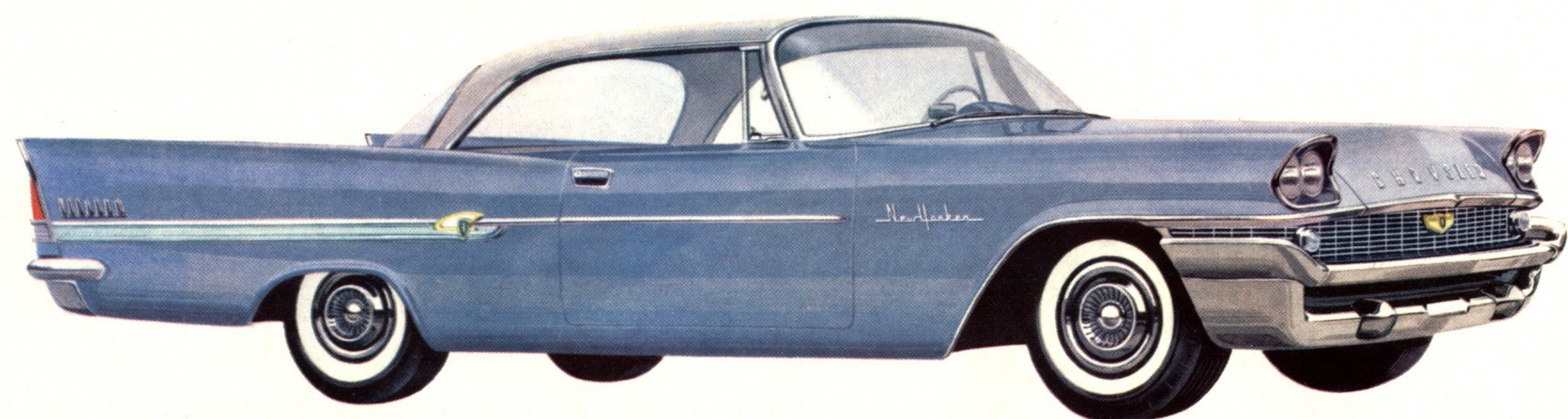


NEW YORKER 4-DOOR HARDTOP—LONG, LOW, LIVELIEST HARDTOP OF THEM ALL!

Watch your spirits rise as you slip behind the wheel of this mightiest-of-all Chryslers and head for the open road. Its long, low (barely over 4½ feet), Flight-Sweep styling and its 392-cu.-in.-displacement V-8 with 10 to 1 compression ratio performance and economy, put you in full command of everything on the road. Anyone who likes to drive owes it to himself to test-drive the long, low, liveliest hardtop of them all!

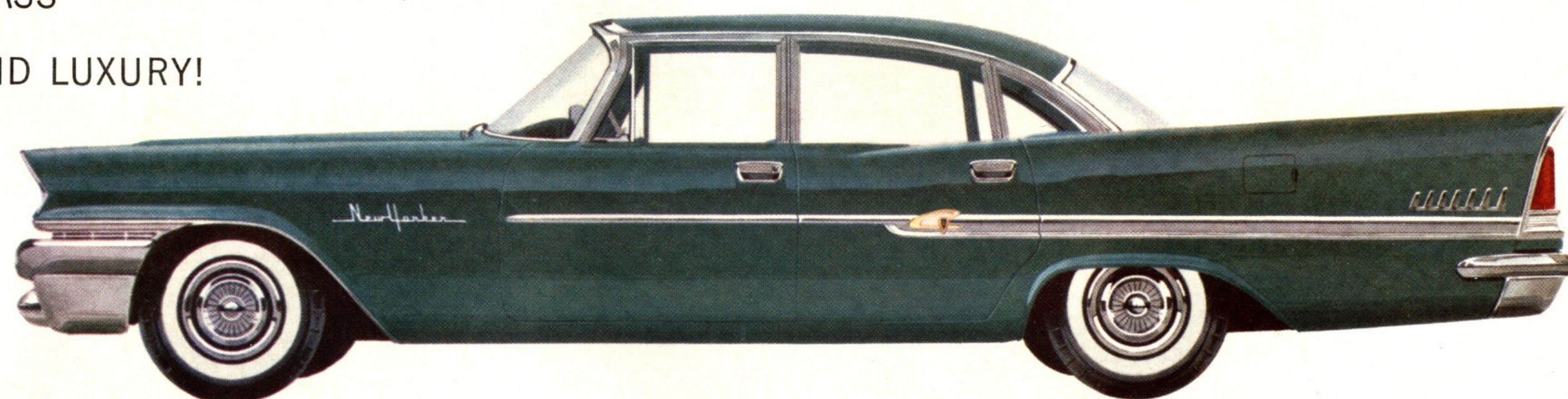


1958 CHRYSLER NEW YORKER 4-DOOR HARDTOP, TWO-TONE SATIN GREY AND WINCHESTER GREY

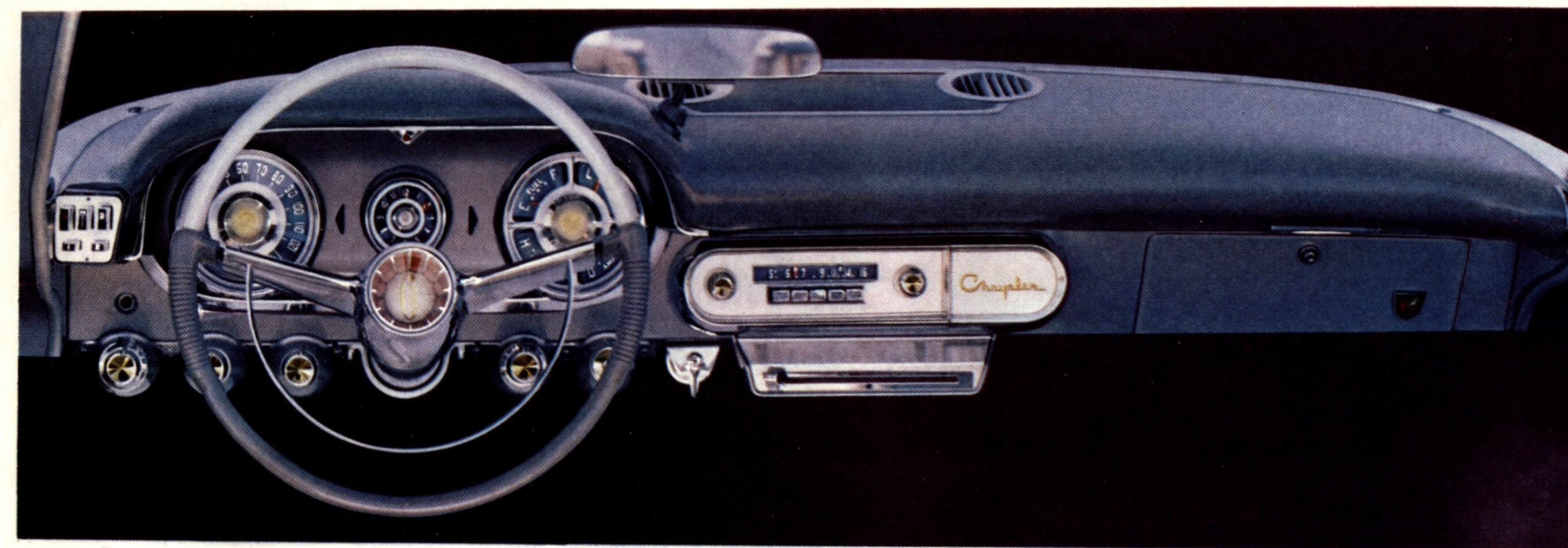


'58 CHRYSLER NEW YORKER MODELS
HEAD THEIR CLASS
IN GLAMOUR AND LUXURY!

1958 CHRYSLER NEW YORKER 2-DOOR HARDTOP
IN TWO-TONE STARDUST BLUE AND ERMINE

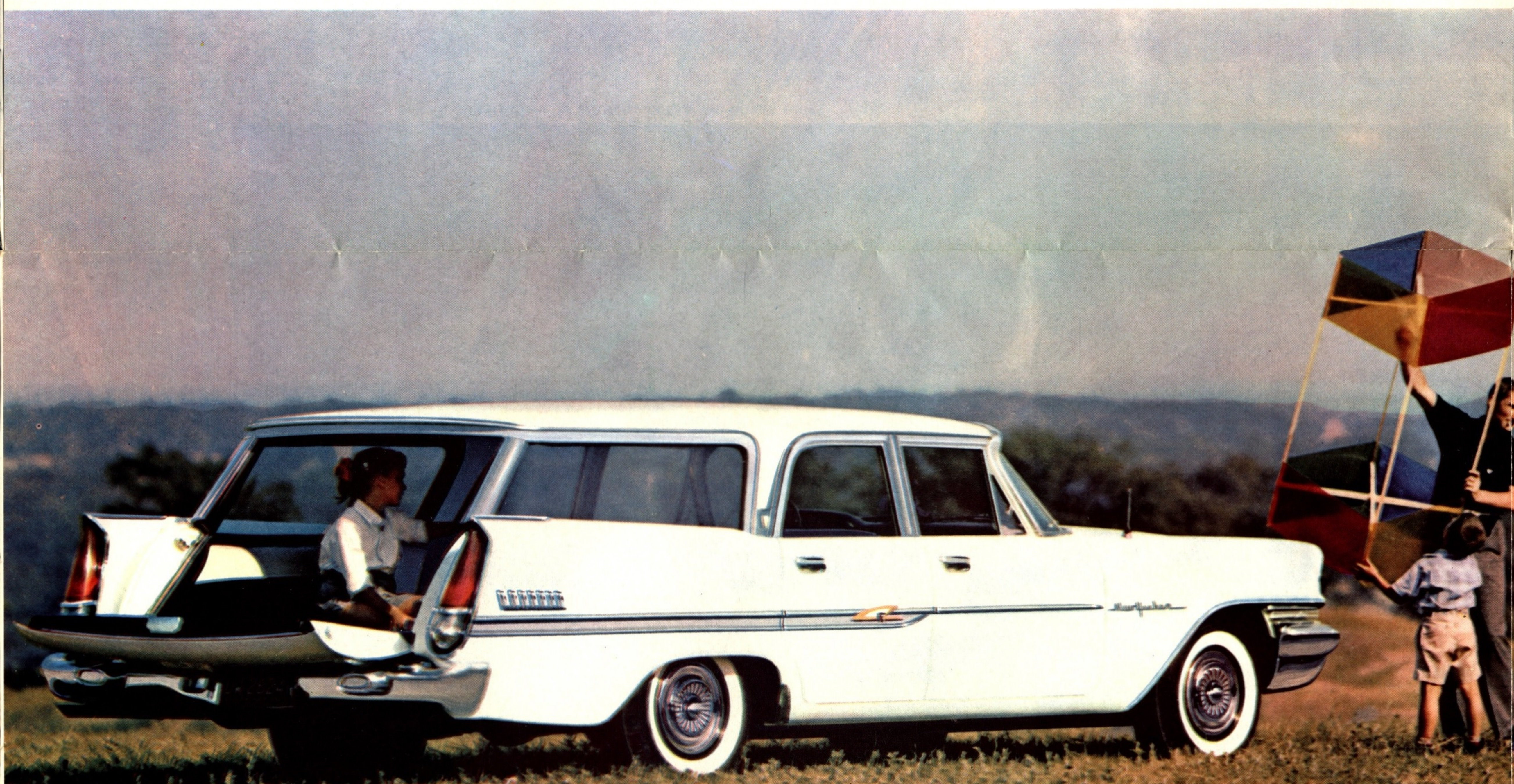


1958 CHRYSLER NEW YORKER 4-DOOR SEDAN
IN SOLID CYPRESS GREEN

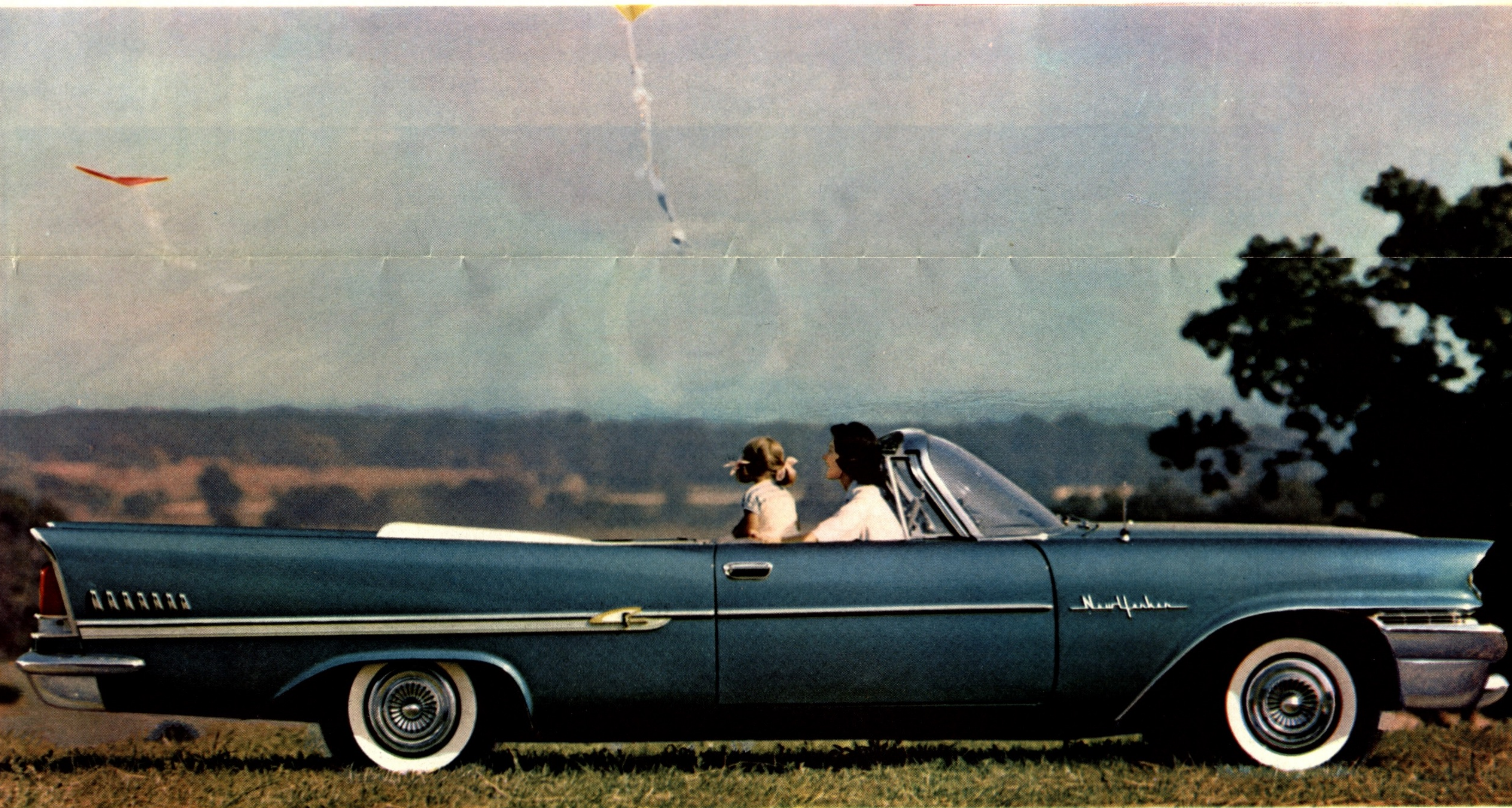


Stylists call the 1958 Chrysler instrument panel the most beautiful ever designed. Others call it the most practical they've ever seen . . . at a glance you can read your gas, oil, temperature and battery gauges as well as the speedometer without "hunting". All this is coupled with the ideal central location of the radio controls and ash tray. Perfectly positioned,

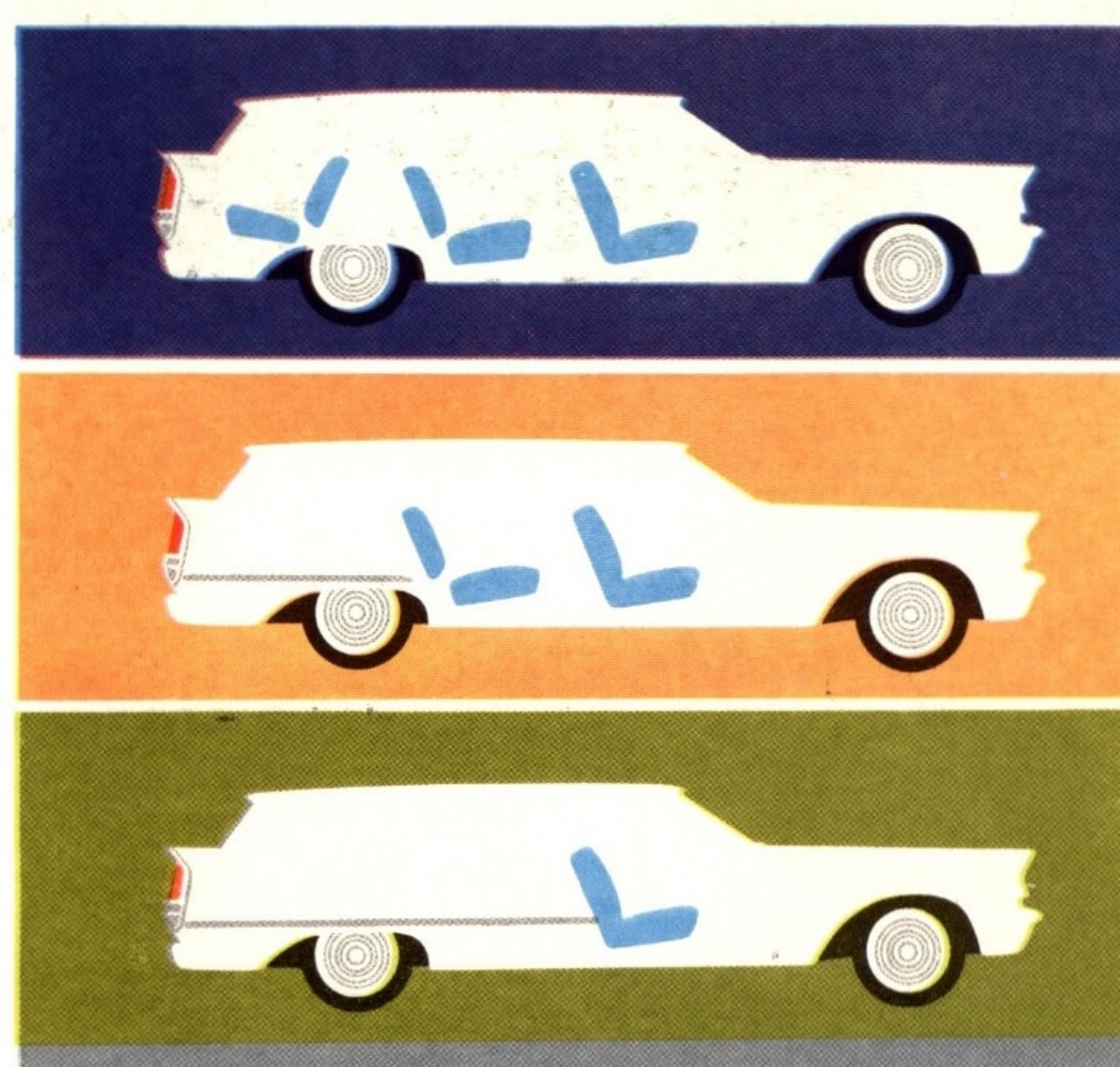
too, is the Push-button Torque-Flite Control Panel (to the left of the steering wheel away from children's busy fingers) making driving the 1958 Chrysler the most relaxing motoring you've ever known! One test drive will convince you . . . Chrysler gives you more of everything you want for deep-down driving pleasure!



1958 CHRYSLER NEW YORKER TOWN & COUNTRY WAGON IN SOLID ERMINE



1958 CHRYSLER NEW YORKER CONVERTIBLE IN SOLID SPRUCE



With three seats up and observation seat in position, you can seat nine people easily and comfortably. The five luxurious interiors are of "Fontainebleau" Jacquard cloth and durable vinyl. The New Yorker Town & Country Wagon has the same luxurious interior upholstery as the New Yorker 4-door hardtops. Five all-vinyl interiors are optional at extra cost.

Fold the observation seat flush with the floor and you have over five feet of carrying space stretching back from the rear of the second seat (almost seven feet with the tailgate down).

Fold the second seat down flush with the floor and you have over eight feet of space (over 10 feet with the tailgate down). A new, optional locked luggage compartment located in the regular spare tire compartment helps you keep valuables out of sight.

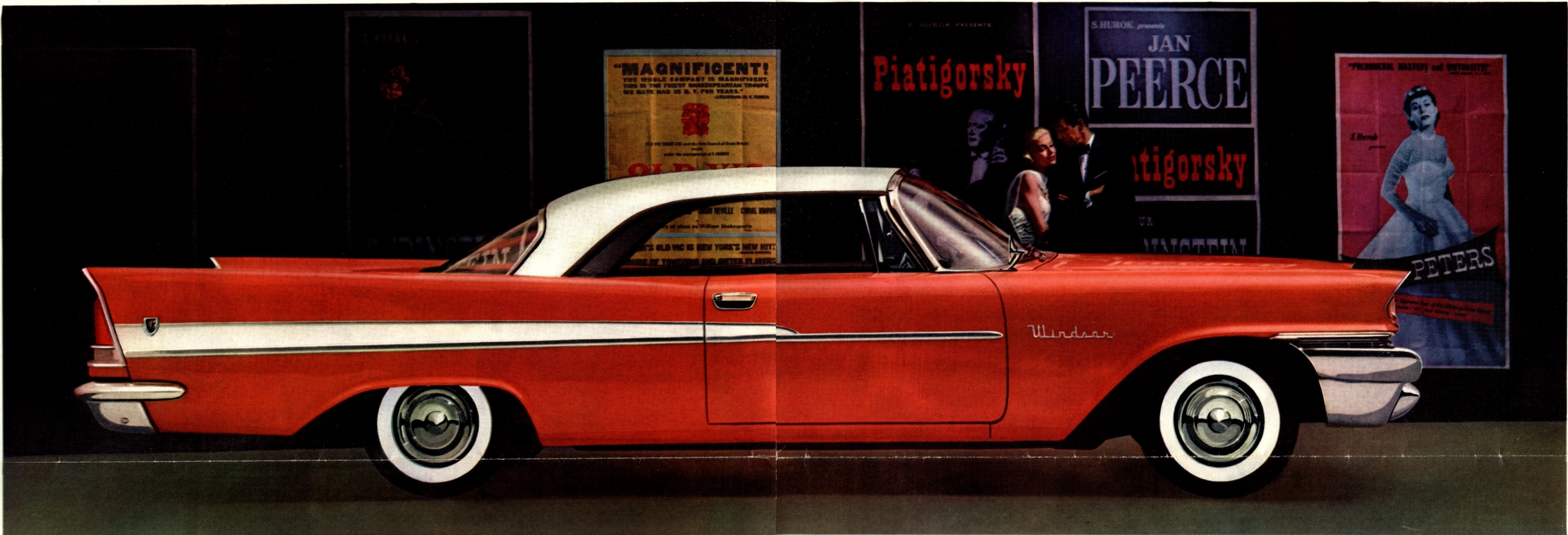
FUN IS STANDARD EQUIPMENT WITH THESE TWO MIGHTY '58 CHRYSLERS!

If you've never tried vacationing in a New Yorker Town & Country Wagon, you're missing the real fun of a motor trip. It's such a wonderful way to travel . . . one minute you're winging your way to your favourite sun and fun spot . . . all your vacation gear is neatly tucked away (with room to spare) behind the second seat. Or at home, you can be off to the country club dinner-dance arrayed in your finest attire (the rear-facing observation seat carries extra guests in an exciting new way). See and drive the most glamorous of all wagons . . . the New Yorker Town & Country . . . a more versatile car has never been built. (Both two- and three-seat versions available . . . all 4-door models.)

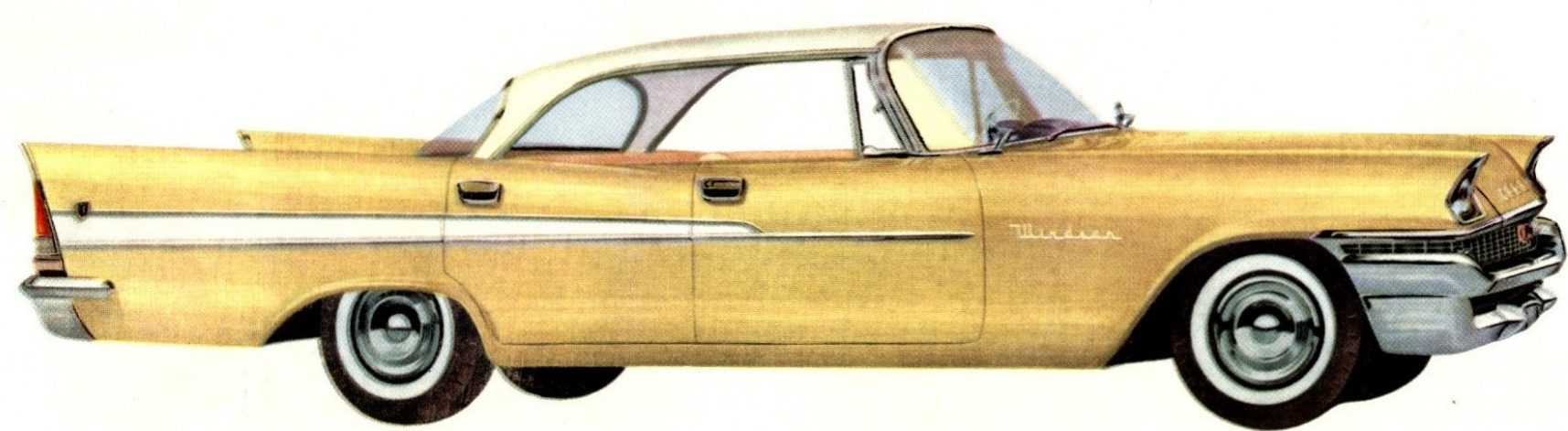
Do you think convertibles are strictly for the younger set? Not Chrysler! You'd be surprised at the number of young-at-heart of all ages who are switching to these secure, yet fun-loving cars. When you see and drive a convertible like this sleek new Chrysler New Yorker shown above you'll understand why. For only the 1958 Chrysler convertible can offer you such lowness (barely over 4½ feet), length and airiness. Try a Torsion-AIRE Ride in the 1958 Chrysler New Yorker Convertible with the top down . . . then with the top up to see how snug and airtight it is. Then you'll know why people are switching to convertibles by Chrysler!

CHRYSLER WINDSOR TWO-DOOR HARDTOP—GETTING RAVE NOTICES WHEREVER IT GOES!

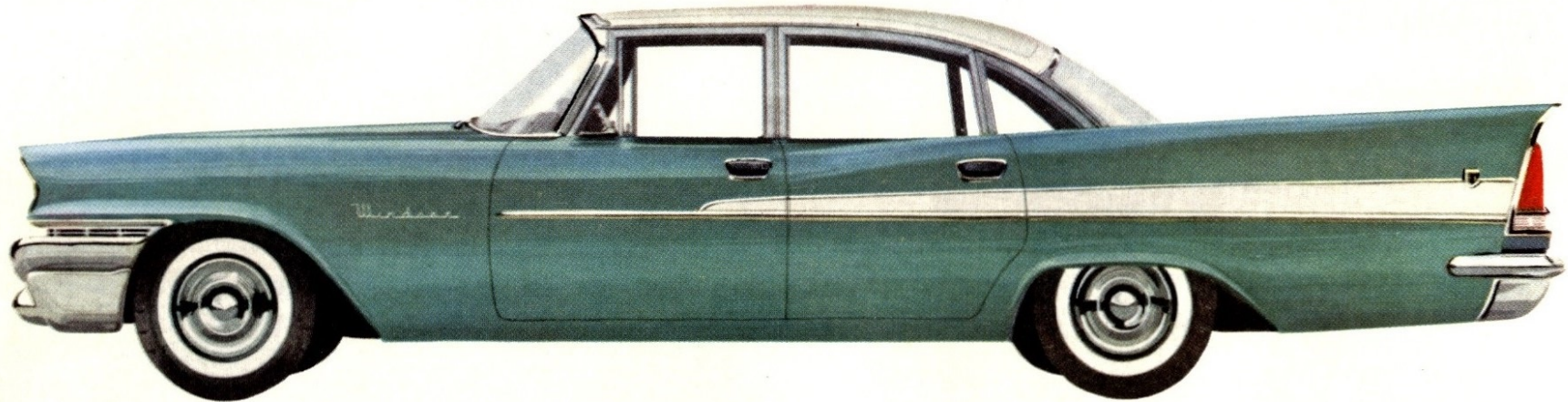
As new and exciting as the opening night of a play, this glamorous 1958 Chrysler Windsor! No wonder! For its Flight-Sweep styling, new compound windshield and distinctive new grille catch admiring eyes wherever it goes. Designed to be the glamour leader of its field, the Windsor leads, too, with the superior handling characteristics of Torsion-AIRE Ride, the solid comfort of its extra-long 126-inch wheelbase.



1958 CHRYSLER WINDSOR 2-DOOR HARDTOP IN BERMUDA CORAL AND DOVER WHITE



1958 CHRYSLER WINDSOR 4-DOOR HARDTOP IN TWO-TONE SUNSHINE YELLOW AND DOVER WHITE



1958 CHRYSLER WINDSOR 4-DOOR SEDAN IN SPRUCE TURQUOISE AND DOVER WHITE

Name the job . . . and the '58 Windsor Town & Country Wagon does it in a breeze!

A trip to the market to pick up the week's groceries or off to the beach for a swim, loaded with a troop of neighborhood children . . . whatever your errand or pleasure, the '58 Chrysler Windsor Town & Country Wagon answers all your motoring needs with the greatest of ease . . . and comfort! For king-sized totting jobs, fold down both rear seats and you have a carrying space of over 8 feet x 4 feet x 2½ feet . . . over 10 feet x 4 feet x 2½ feet with the tailgate down. But the real value-magic of the Windsor Town & Country Wagon comes when you swing the cleverly arranged rear seats into an upright position. Presto! You

have a luxurious nine-seat automobile with a rear-facing "observation" seat that the children will love! And, of course, with all this beauty and utility you have the smooth-as-silk comfort of Torsion-AIRE Ride. The five two-tone interiors are of a new "breathable" vinyl combined with durable metallic vinyl. (Available in both two- and three-seat versions . . . all 4-door models.)

Electric tailgate window lift . . . standard on three-seat Town and Country models, optional on two-seat models.



1958 CHRYSLER WINDSOR TOWN & COUNTRY WAGON IN CHAMPAGNE GOLD AND ERMINE

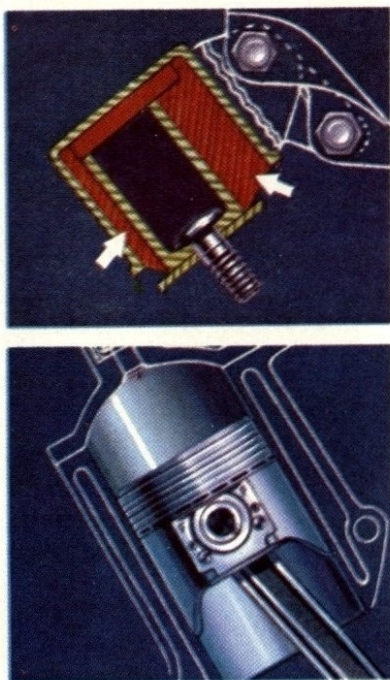
1958 CHRYSLER . . . NOW MORE THAN EVER

CANADA'S FINEST ENGINEERED CAR!

New Chrysler 392-cu.-in. and 354-cu.-in. V-8 Engines

Two of the industry's most efficient, economical engines! With new 10 to 1 compression ratio, 392-cubic-inch displacement on New Yorkers (354 cu. in. on Windsors) that deliver 345 maximum horsepower with New Yorkers (290 h.p. with Windsors), you can be sure of the top-notch performance you need for today's driving.

New spool-type engine mounts, completely insulated by rubber (indicated with arrows), effectively reduce engine vibrations to give you a smoother, quieter ride. And you get more power from every drop of gas, better engine economy and greater durability because of the Chrysler-designed combustion chamber (note illustration).

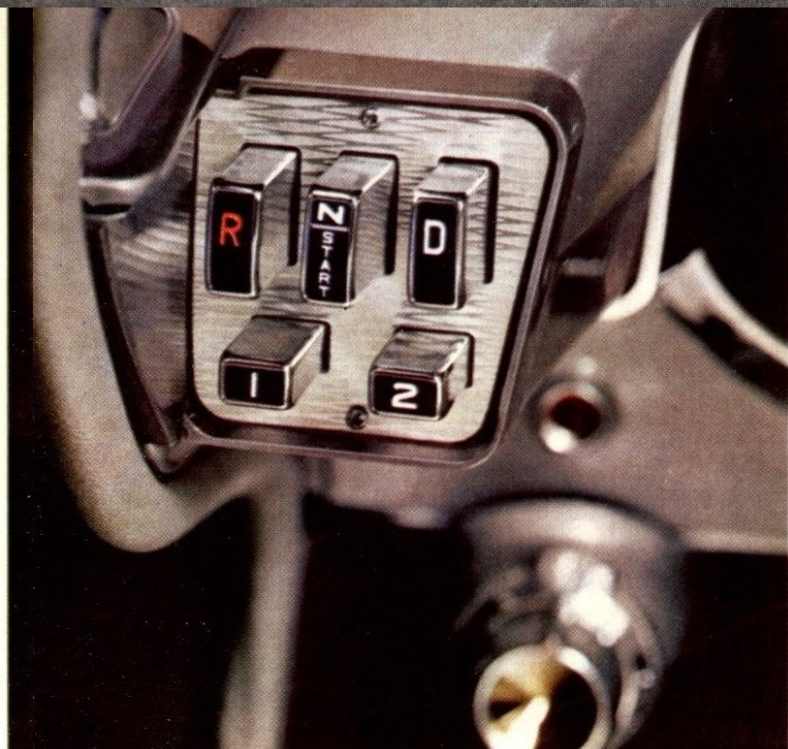


'58 Chrysler Push-button Torque-Flite Transmission

Just touch the button and off you go with one smooth, mighty flow of power—delivered by the simplest, most economical automatic transmission you can own! No more groping for awkward levers, the ideal location of the push-button controls, on the far left side of the instrument panel out of the reach of children, makes driving easier, safer! Push buttons control the transmission . . . "D" for normal motoring, "L" for extra power in low and engine braking, "2" for second and intermediate power, "R" for reverse and "N" for neutral.

New 1958 Chrysler Sure-Grip Differential

Ever been on icy pavement, in sand, snow or mud when one of your rear wheels has bogged down while the other wheel was still on solid, dry ground? It can be mighty frustrating if you just spin your wheels and get nowhere! But now with Chrysler's new Sure-Grip Differential (optional), situations like that can't happen, thanks to this ingenious new device which transfers power to the wheel that has traction—taking you quickly and smoothly out of trouble spots.



CHRYSLER POWER ASSIST FEATURES

heighten your enjoyment of this superb car

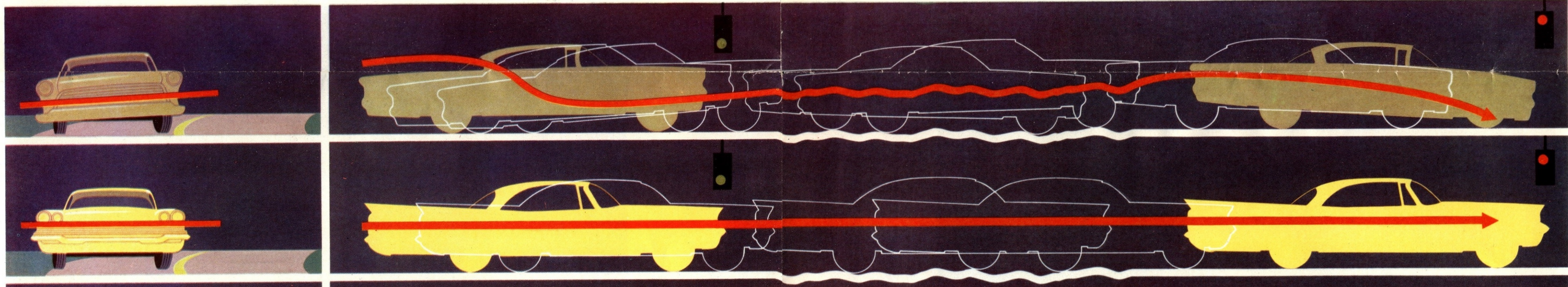
CONSTANT-CONTROL POWER STEERING brings you the ultimate in effort-free driving control. You get full-time assistance for completely effortless parking plus a new sense of security and control when driving at highway speeds. Optional on Windsor models, standard on New Yorker.

SIX-WAY POWER SEAT. There's no push, pull or tug with Chrysler's electrical operated front seat. Just a touch of the control and the seat moves up or down, forward or back, or tilts to the exact position you desire. Optional on all models.

POWER BRAKES let you stop quickly, safely, surely with only half the pedal pressure. Coupled with Chrysler Total-Contact brake design, power brakes give you the smoothest, easiest braking ever! Optional on Windsor models, standard on New Yorker.

POWER WINDOW LIFTS enable the driver to open or close any window at the touch of a button on a panel at his elbow. A separate push button at each window gives passengers individual control as well. Optional on all models.

STANDARD EQUIPMENT TORSION-AIRE RIDE PROVED THE SMOOTHEST OF THEM ALL!



NO SWAY on turns in a 1958 Chrysler Torsion-AIRE Ride (shown in lower illustration). Chrysler's torsion bars in combination with the outboard rear springs prevent annoying tipping action (shown at top).

NO REAR END DIP (like the car in the top picture) when you start in a 1958 Chrysler with Torsion-AIRE Ride. Just touch the accelerator and off you go in perfectly level Chrysler motion (lower picture).

NO DIVE when you stop in a 1958 Chrysler with Torsion-AIRE Ride . . . you come to a smooth, even stop (as in lower picture) without any annoying front end dip found in other cars (top picture).

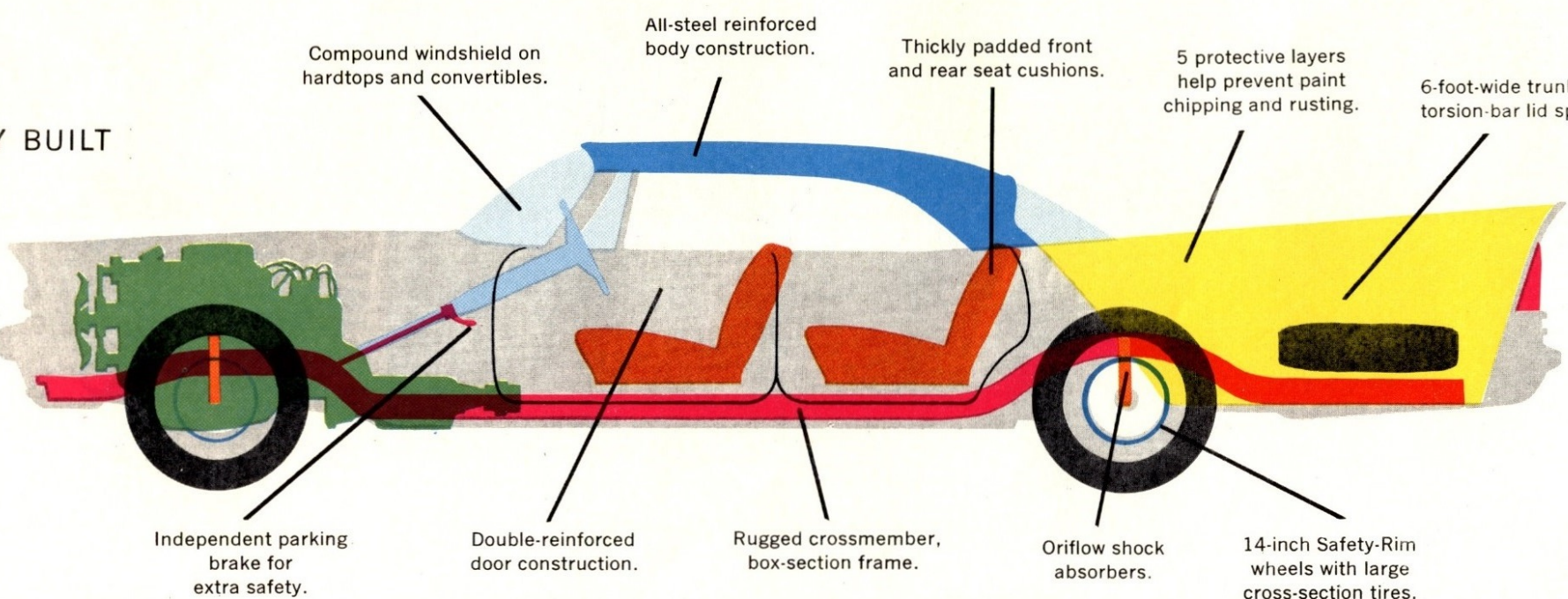
Compare Chrysler-developed Torsion-AIRE Ride with any other system on the road . . . you'll notice immediately how Chrysler's precision-engineered torsion-bar suspension literally smooths out rutty, choppy roads . . . keeps you and the car in perfectly level flight under every condition. Here's how it works: The torsion bars are securely anchored to the car frame on one end while being mounted to the ball-joint control arms on the other. Severe wheel action (as on bad roads) is completely absorbed by the twisting of the torsion bar itself. Shocks are taken up into the torsion bar and not passed on to the passengers by way of the frame and body. See the illustrations above that compare other suspensions with the 1958 Chrysler Torsion-AIRE Ride system.

'58 Chrysler Total-Contact Brakes

When you apply Chrysler's Total-Contact brakes every inch of the Cyclobond brake lining comes in contact with the drum to give you extra stopping power and extra long brake life. Most other brakes have only partial contact and are easily subject to brake "fade". Try the '58 Chrysler and feel the extra margin of safety you get with Total-Contact brakes. In addition, Total Contact brakes last longer, need fewer adjustments.

MOST RUGGED CHASSIS AND BODY BUILT

Beneath the tremendous popular Flight-Sweep styling of the 1958 Chrysler you'll find the most rugged car ever designed and built. The extra-sturdy box-section Chrysler frame is the foundation on which this dependable car is built. The all-steel reinforced body, carefully engineered to b weather and soundproof, affords you the greatest possible protection on the road. The body, both front and rear suspension, and the engine are mounted with cushioning rubber to provide you with the most comfortable motoring possible.



WINDSOR

BODY STYLES—Windsor 4-door Sedan; 2-door Hardtop; 4-door Hardtop; Town & Country Wagon.

ENGINE—V-8 90° Overhead Laterally Staggered Valves, dome-type combustion chamber. Bore and Stroke, 3.94 in. x 3.63 in. Brake Horsepower (Windsor), 290 at 4400 r.p.m. Torque 385 ft. lbs. Compression Ratio, 10.0 to 1. Displacement, 354 cu. in. Full-Pressure Lubrication; Full-Flow Oil Filter standard; Air Cleaner and Silencer; Waterproof Ignition; Crankcase Ventilation; Oil Intake Strainer; Crankcase capacity, 4 Imp. qts. (5 including oil filter).

FUEL SYSTEM—Dual downdraft carburetor (standard). Both have Automatic Intake Manifold Heat Control and Integral Automatic Choke. Plastic fuel filter in gas tank, ceramic fuel filter with magnetic trap at carburetor. Tank capacity, 19.3 Imp. gal. (Town & Country 18.3 Imp. gal.)

ELECTRICAL SYSTEM—Battery—12-volt, 66-plate, 60 amp.-hr. Generator, 30 amp. Resistor-type, Power-Tip Spark Plugs; Neutral Push-button Starter Switch; Water-resistant Ignition; Electric variable-speed Windshield Wipers; Directional Signals; Hand Brake Warning Signal. Backup Lights. Dual Headlights.

COOLING SYSTEM—Thermostatic bypass control; 6-bladed fan; Pressure-Vent Radiator Cap; Radiator capacity, 4.6 Imp. gals. with heater.

TRANSMISSION—Torque-Flite fully automatic Torque Converter with 3-speed planetary gear set. Push-button Control on instrument panel.

DRIVE—Hotchkiss drive through rear springs. Hypoid rear axle. Rear Axle Ratio, 2.93 to 1 with Torque-Flite (3.18 on T&C).

STEERING—Symmetrical idler arm steering linkage. Full-time Constant-Control Power Steering available at extra cost.

SUSPENSION—Front—Chrysler's new Torsion-AIRE suspension system with 2 torsion bar springs, ball joint pivots, and Oriflow Shock Absorbers. Rear—Semi-elliptic, steel leaf spring mounted outboard of the frame. Straddle-mounted Oriflow Shock Absorbers.

BRAKES—Chrysler's new "Total-Contact" Braking System, hydraulic, internal, expanding with Cyclebond brake lining, 12" drum diameter. Fully independent parking brake with internal-expanding shoes applied to drum mounted at rear of transmission. Chrysler Power Brakes available at extra cost.

WHEELS AND TIRES—Safety-Rim Wheels, Super-Soft Cushion Rayon Tubeless Tires 8.50 x 14 in. White Sidewall and Nylon Tires available at extra cost. Captive-Air tires are available on Town and Country Wagons. Chrome Stainless Steel Wheel Covers. Front tread, 60.9 in.; rear tread, 59.8 in.

DIMENSIONS—Wheelbase, 126 in. Town and Country Wagon—122"; Over-all Length, 220.2 in. Town & Country Wagon—215.8 in.; width, 79.6 in.; height (loaded) 4-door sedan, 57.0 in.; 2- and 4-door Hardtops, 55.2 in.; Town & Country Wagon, 57.7 in.

NOTE: Constant improvement of its products requires Chrysler Corporation of Canada, Limited, to reserve the right to change prices, specifications and standard equipment without obligation, from time to time, and without notice. Certain special equipment is shown on the vehicles illustrated in this catalogue but your local dealer will gladly advise you of those items that are standard.

SPECIFICATIONS

NEW YORKER

BODY STYLES—4-door Sedan; 2-door Hardtop; 4-door Hardtop; Convertible Coupe; Town & Country Wagon.

ENGINE—V-8 90° Overhead laterally inclined Valves and Hemispherical Combustion Chamber. Bore and Stroke, 4.00" x 3.9". Compression Ratio, 10.0 to 1. Displacement, 392 cu. in. Brake Horsepower, 345. Torque 450 ft. lbs. Four-barrel carburetor; Full-pressure lubrication; Full-length water jackets; Air Cleaner and Silencer; Full-Flow Oil Filter; Oil Intake Strainer; Dual Exhaust System; Crankcase Capacity, 4 Imp. qts. (5 with oil filter).

FUEL SYSTEM—Four-barrel downdraft carburetor; Automatic Intake Manifold Heat Control and Integral Automatic Choke; Oilite Fuel Filter in gas tank; Tank Capacity, 19.3 Imp. gal. (Town & Country 18.3 Imp. gal.)

COOLING SYSTEM—Thermostatic bypass control; six-bladed fan; Pressure-Vent Radiator Cap; Radiator Capacity, 5 Imp. Gals.

ELECTRICAL SYSTEM—Battery 12-volt, 78-plate, 70 amp.-hr. Generator 30 amp. Resistor-type, Power-Tip. 14 mm Spark Plugs; Waterproof Ignition; Neutral Push-button Starter Switch; Electric variable-speed Windshield Wipers; Directional Signals; Hand Brake Warning Signal; Backup Lights. Dual Headlights standard.

TRANSMISSION—Torque-Flite, fully automatic Torque Converter with 3-speed planetary gear set. Push-button Control on instrument panel.

DRIVE—Hotchkiss Drive through Rear Springs. Hypoid rear axle. Rear Axle Ratio, 2.93 to 1 (3.18 for Town & Country Wagon).

STEERING—Symmetrical idler arm steering linkage. Chrysler Full-Time Constant-Control Power Steering is standard.

SUSPENSION—Front—Chrysler's new Torsion-AIRE suspension system with 2 torsion bar springs. Ball Joint pivots, and Oriflow Shock Absorbers. Rear—Semi-elliptic, steel leaf springs mounted outboard of the frame. Straddle-mounted Oriflow Shock Absorbers.

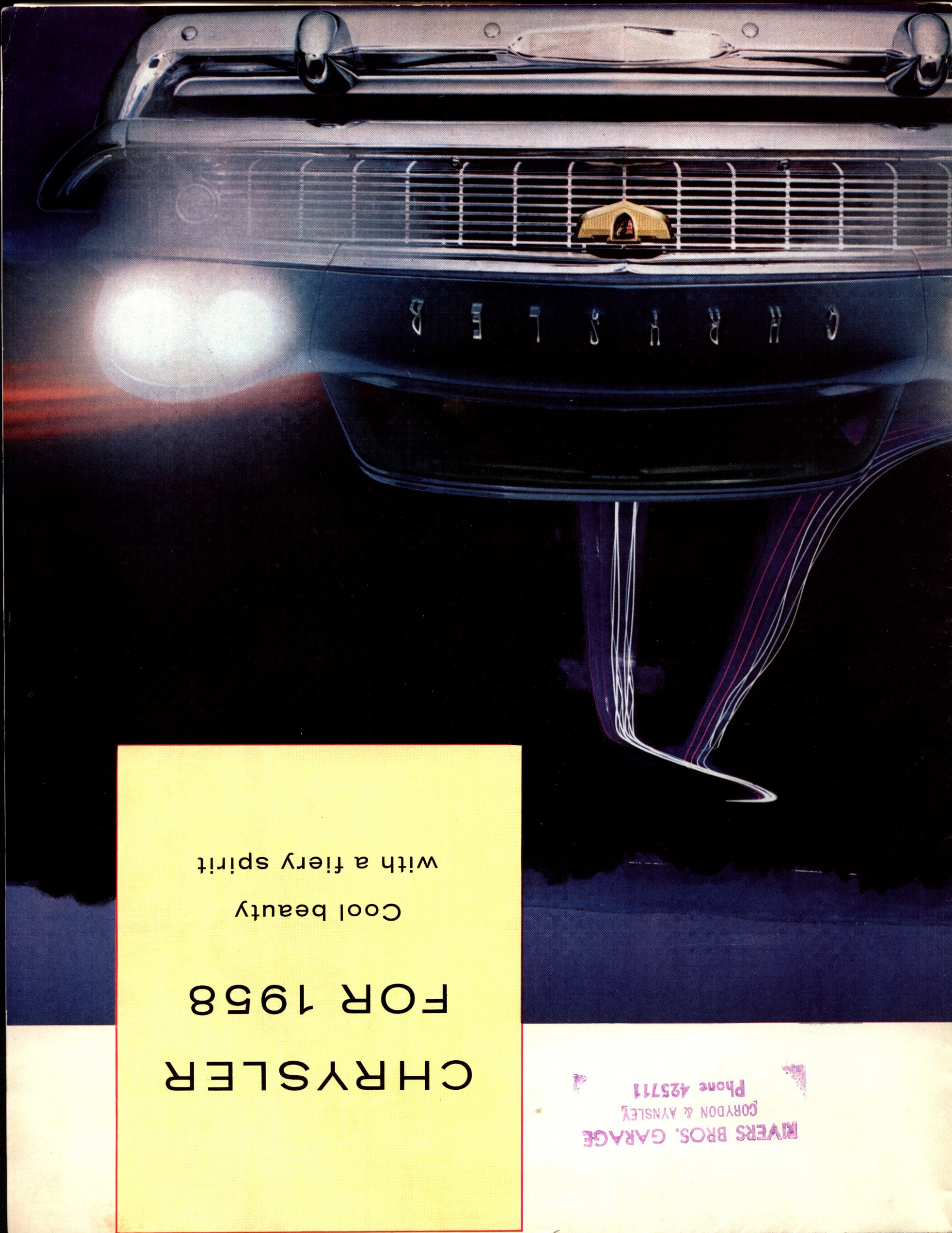
BRAKES—Chrysler's new "Total-Contact" Braking System, hydraulic, internal-expanding, with Cyclebond brake linings. 12-in. Drum diameter. Easi-Lock Parking Brake. Chrysler's famous Power Brakes are standard.

WHEELS AND TIRES—Chrysler Safety-Rim Wheels New, Super-Soft Cushion Rayon Tubeless tires, 9.00 x 14 in. Chrome Stainless Steel Wheel Covers. White Sidewall and Nylon Tires available. Captive-Air tires available on Town and Country Wagon. Front tread, 61.2 in.; rear tread, 60.0 in.

DIMENSIONS—Wheelbase, 126 in. Over-all Length, 220.2 in. (219.9 for T&C); width, 79.6 in. Height (loaded), 57.2 in. for 4-door Sedan, 55.2 in. for 2- and 4-door Hardtops, 58.0 in. for T&C, 55.5 for Convertible.

CHRYSLER-PLYMOUTH-FARGO DIVISION

CHRYSLER CORPORATION OF CANADA, LIMITED • WINDSOR, ONTARIO



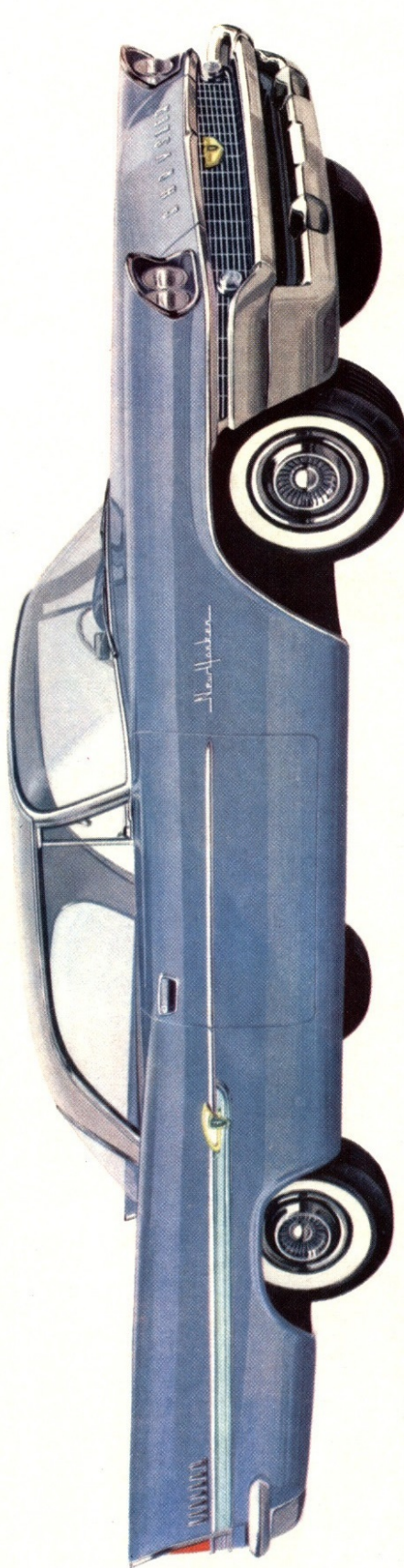
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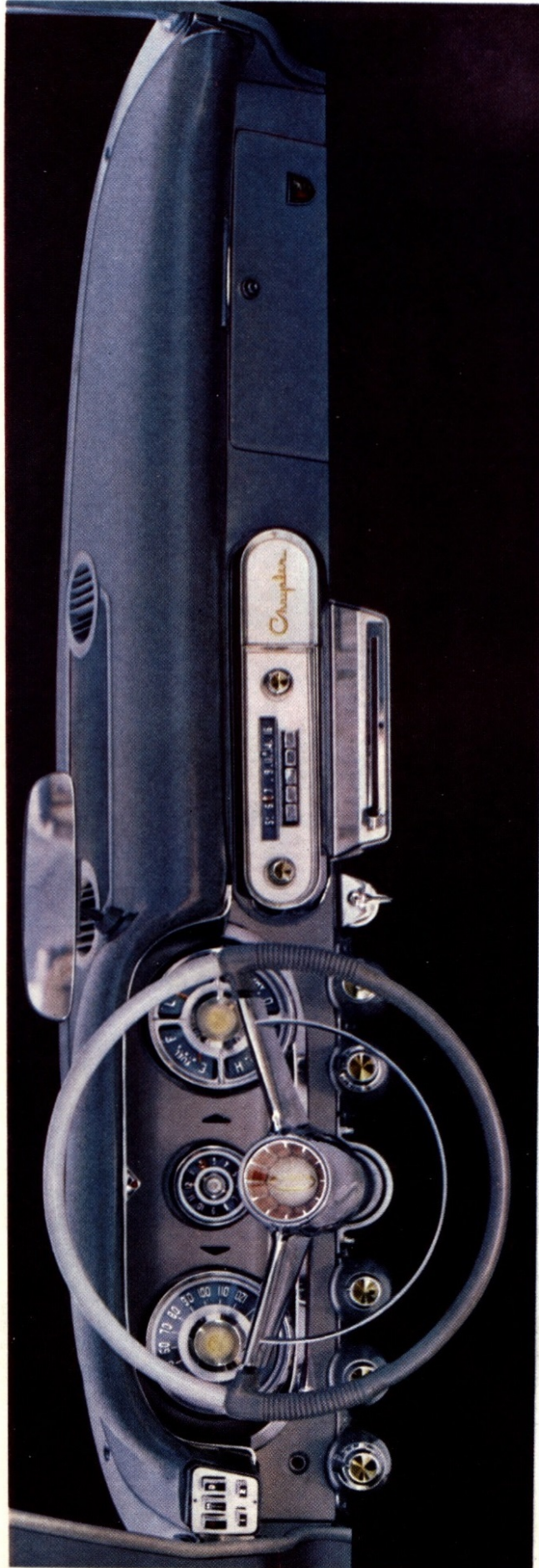
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1958 CHRYSLER NEW YORKER TOWN & COUNTRY WAGON IN SOLID ERMINE

1958 CHRYSLER NEW YORKER CONVERTIBLE IN SOLID SPRUCE