

1936 Plymouth Coupe

The 1935 Plymouths were a brand-new design; the 1936 versions had subtle styling changes and even more engineering advances, making them the smoothest, quietest, best-handling cars in their price class. By contrast, Ford offered facelifted models without seamless steel tops, without independent front suspension and without hydraulic brakes. Chevrolet finally got hydraulic brakes, but still used wood-framed bodies, and lacked full-pressure engine lubrication.

Engineering wasn't everything, however, and Plymouth finished 1936 in third place in total sales.

This coupe, with its dual sidemount spare tires, chromed horns and extra bumper trim, is a heavily-optioned version of the P1 Business Coupe.

1941 Plymouth Pickup

Truck production at Chrysler has a muddled history, beginning with the introduction of the Fargo in 1928, when the company was only four years old. The opportunity to acquire Dodge, which already had a line of trucks, left Chrysler competing with itself in the light-truck field, and the Fargo disappeared in 1930.



In 1937 Plymouth once again ventured in the truck field, producing light trucks through the 1941 model year. In 1941, 6,073 of these trucks, designated PT125, were produced, at a base price of \$625. The PT125 was not continued into 1942, and early in 1942, Chrysler switched to military production for the duration of World War II. After the war, Chrysler moved all truck production to the Dodge name plate. This 1941 pickup was the last Plymouth truck until Plymouth entered the commercial vehicle field in 1974 with the Trail Dusters and the Voyager van series.

1941 Chrysler Royal

Chrysler's entry-level model in 1941 was the Royal, a 6-cylinder model on a 122.5" wheelbase, available as 3- or 5-passenger coupes, and 5- and 7-window versions of the four-door sedan.

The Chrysler Royal competed in price with the Hudson Super, the Nash Ambassador, the Packard Clipper 6, and Oldsmobile's lower-priced 76 series. However, the rock-solid 251 cubic-inch inline 6 cylinder engine was bigger than the Buick Special's straight-8; and the standard Fluid Drive transmission with the "Vacamatic" option, made clutchless driving possible once the car was in motion. It was the only alternative to the spendy and unreliable HydraMatic offered in Oldsmobiles and Cadillacs, so the low-priced Chryslers made an attractive package for American car-buyers.



1949 Plymouth Special Deluxe Wagon

Plymouth released their all-steel Suburban wagon in 1949, and produced both metal and wooden wagons through 1950. The Suburban was built on the 111-inch wheelbase with the business coupe and fastback two-door sedan; the wooden wagons shared the 118.5-inch wheelbase with the Deluxe and Special Deluxe models.



This was next-to-the-last year for the Plymouth woody. Only 3,443 were produced; 26 are known to exist now. At \$2,372, it was the most expensive Plymouth of 1949; second-spendiest was the convertible, at \$1,982.