

Second in a Series

It Takes a Sharp Eye to Distinguish the Full Classics™ and Non-Classics for Some Years of Cadillac and Chrysler

In 1999, the *Arizona Roadrunner* began a series of articles about the Full Classics® and non-classics, as it is not always possible to tell them apart without a close look. So far we have covered Auburn, Blackhawk, Brewster, Buick and Packard. (Only American cars are included in this series and we do not include “please apply” and custom models.)

By Les Jackson

The Cadillac Story: The early classic years are easy to distinguish in Cadillac as all 1925 through 1935's qualify as Full Classics™. In later years, the Series 60 and 61 Cadillacs were non-classics. In 1936 Cadillac produced a Series 60 for the first time and this is a non-classic as are the Series 60 Cadillacs in 1937 and 1938. The other Cadillacs in those three years are Full Classics™.

In 1939 there was no longer a Series 60 Cadillac as it was replaced by the Series 61, a non-classic.

The next year, 1940 was another change as Cadillac temporarily dropped the Series 61 and thus all 1940 Cadillacs qualify as Full Classics™.

Series 61 Cadillacs were back again in 1941, 1942, 1946 and 1947 as non-classics.

The Chrysler Story: Chrysler produced many non-classics during the Classic era and relatively few Full Classics™, and the Chrysler story can be confusing.

From 1926 through 1930 the Chrysler Imperial 80, 80L and for 1929 the Imperial L qualify. For 1930 the Imperial is a Full Classic™. All the Chrysler Full Classics™ through 1930 were six cylinder cars. After that they were eight cylinders.

In 1931 and 1932 Full Classics™ for both years were Imperial CG eight cylinder, and for 1932 Imperial CH and Custom Imperial CL. For 1933 the Custom Imperial CI qualifies and for 1934 the Custom Imperial Airflow CX and CW models are Full Classics™.

In 1935 Chrysler Full Classics™ are Imperial Custom Airflow C3 and Custom Imperial Airflow CW. For 1936 they are the Custom Imperial Airflow C11 and CW. The next year, 1937 was the last year of the Airflow and the CW's of that year were three updated cars from the prior year with some new features. The 1937 Imperial Custom C15 was also a Full Classic™.

The Custom Imperial C20 for 1938 and the C24 for 1939 are Full Classics™.

Terminology changed in 1940 through 1942 and the Full Classics™ were the Crown Imperial C27, C33, C30 and C37. Post war the Crown Imperial C40s for 1946 through 1948 were Full Classics™.

Non classic Chryslers were: for the period 1926 through 1930: Series 50, 52, 58, 60,62, 65, 66, 70, 72, 75,77 and CJ. For 1931 through 1933 the non-classics were Series 66, 70, CD, DeLuxe CD, CI, CJ, CM, CO, CP, CQ, and CT.

For 1934 through 1936 non-classics were Series CA, CB, CU, CV, CY, C6, CZ, DeLuxe Airstream C1, Airflow C-1, Imperial Airflow C2, C7, C8, C9 and C10.

In 1937 non-classics were Royal C16, Imperial C145, Airflow C17, Royal C18. For the rest of the pre-war years the non-classics were Imperial, New Yorker, Royal, Windsor, Saratoga, Highlander, and Traveler.



Cadillac produced almost “look-alikes” in 1936 with their new Series 60 (non-classic) and the Series 70 Full Classic®. On the left is the Series 60 taken from a sepia (inexpensive) catalog of the period, at right the Series 70 from a prestige color portfolio. The Series 70 was more than 50% more expensive than the Series 60 and was 135 horsepower versus 125 horsepower.