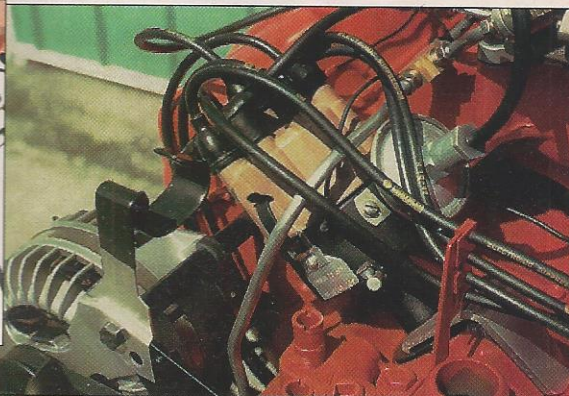
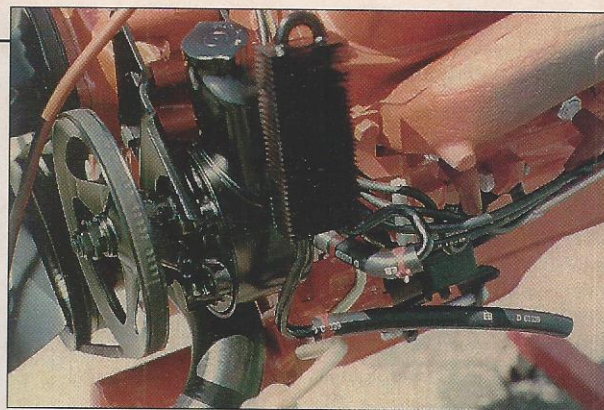
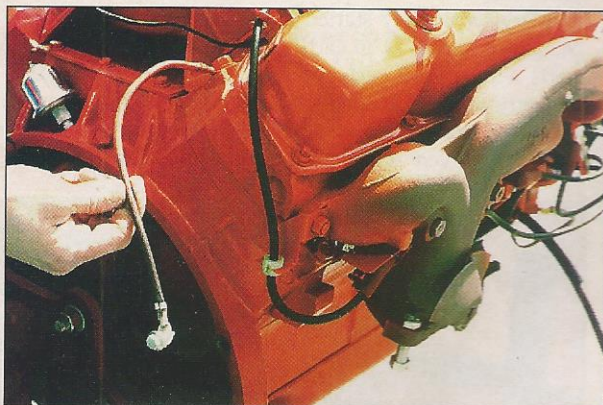


by Robert Oskiera

PHOTOGRAPHY FROM THE CHRYSLER CAR ENTHUSIAST ARCHIVES

Normal people spend half their life collecting things and the other half getting rid of them. While car enthusiasts spend half their life getting rid of things and the other half they will end up collecting what they got rid of in the first place to restore a car. This is self evident by the boom of the automotive swap meets in



the mid to late 1980s. What started the ball rolling is our fixation to try and better what Chrysler built in the first place with hop-ups, trashing parts to save weight for more speed and the old street racer's line... "If you can't make it go, then chrome it".

Little did anyone know that body and paint work was just the tip of the iceberg when restoring a vehicle. Since then we have discovered other



## Deciphering What The Hieroglyphics Mean

# HOW TO READ *Factory Date Codes* PART ONE: ENGINE COMPARTMENT

ways to separate a vehicle's *true* worth. Next on the list was "Data Plate" option codes that explained what original equipment the car came with when new.

This was followed by the *Numbers Matching* philosophy, whereas the engine and transmission matches the vehicle's VIN. Either the full or last eight digits of the VIN are stamped on these components. Depending on the year of the car, Chrysler placed the VIN tag on either the driver's A-pillar door post or on the dash-pad at the base of the windshield on the driver's side. They should match up with the VIN.

As our restorations became an object of art rather than a dependable means of traveling from one distance to another, the focus was again narrowed to separate even further a hardcore restoration from an occasional driver to a street driven one. This has taken both the enthusiast and the hobby into its final phase - OE (Original Equipment) parts that have correct *Manufacturing Date Codes*.

Date Coded parts takes the restoration into a whole new field of dreams. Because not only do you have to have the correct *part number* on the OE part, you need to have the "Date Code" of that part

coincide with the vehicle's manufacturing date. Most parts have a "Date Code" in case the part is defective, the manufacture can tell which batch needs to be recalled.

What the *Manufacturing Date* means to a "correctly" restored car is the part even though it has the correct part number, needs to be within the period when the car was assembled at the factory. It needs to coincide with any manufacturing changes made during the cycle of the model year.

Car production is equated into seasons of the model year. As an example: Although the car is a 1970 model it is