Report

for the year ended December 31, 1983

CHRYSLER CANADA LTD.

Shipments to car and truck assembly plants increased by 15 percent in 1983 and included 575,414 sets of covers and backs, 1,032,386 sets of door trim panels, 109,000 vinyl roofs, and in excess of 2,000,000 miscellaneous parts.

The Etobicoke Casting Plant achieved a 53 percent increase in production and shipped 14,420 tonnes of castings during 1983. For 1984 die casting capacity is being increased by approximately 25 percent with an investment of $2.7 million.

Government support for alternate fuels has improved the economics of propane, particularly for fuel-intensive fleet operations. Chrysler Canada Ltd. is now producing propane-powered Ram vans, wagons and pickups; Caravelle/Diplomat sedans and Reliant/Aries sedans and wagons. Engineering developments have improved fuel efficiency, engine durability, low temperature operation, corrosion protection, safety, and production efficiency — to provide an attractive alternative to their gasoline-powered counterparts.

Perth Metal Industries' 1983 sales of powdered metal bearings and other structural shapes were $5.3 million, an increase of 42.8 percent over 1982 sales of $3.7 million.

A Canadian supplier development office was established to develop and promote sourcing opportunities from Canadian original equipment manufacturers. In 1983, purchases by Chrysler Corporation and Chrysler Canada Ltd. from Canadian suppliers increased by 52 percent over 1982 to almost $800 million.

On September 6, 1983, the Company's master agreement with the United Auto Workers was extended to October 15, 1985. Substantial compensation increases were provided to all employees. This action was in keeping with Chrysler Corporation's desire to share its economic success with its employees.

During the past year, ten sons and daughters of employees, dealers, and dealership personnel, received scholarships under the Chrysler Canada Scholarship Program. Since 1964, 413 young people have participated in this program.

Chrysler's year-end employment in Canada reached a four-year high of 12,028. With the addition of a second shift at the Windsor Assembly Plant in early January 1984, all laid-off production employees were recalled, and an additional 574 new employees were hired.

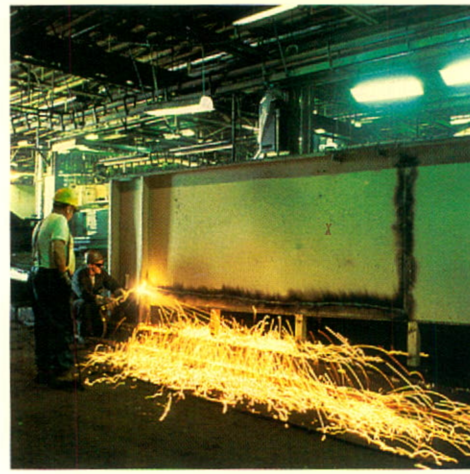
The Company's improved performance in the last three years is due to many factors, but it is strongly based on the continuing introduction of new ways of doing business. While the automotive industry has a great future, the competitive environment in North America is experiencing many changes. In these times, more than ever, we are working to establish creative and improved relationships with all our employees, suppliers, dealers and many other constituent groups. Our determined efforts to improve product quality, increase productivity and control costs are directed toward ensuring that we stay competitive. The achievement of these business goals will cause Chrysler Canada Ltd. to be a viable long-term employer and a positive contributor to Canada's economy.

We look forward to 1984 with confidence.

M. J. Closs
President and Chief Executive Officer

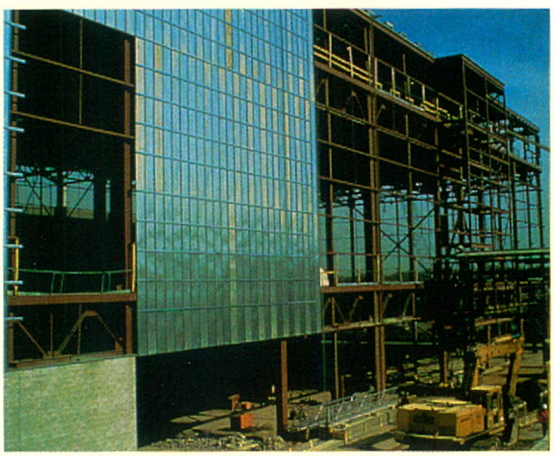
High Technology Transformation

June 10, 1983 — the last of more than five million rear-wheel-drive passenger cars built since 1928 in Chrysler Canada's Windsor Assembly Plant came off of the line.

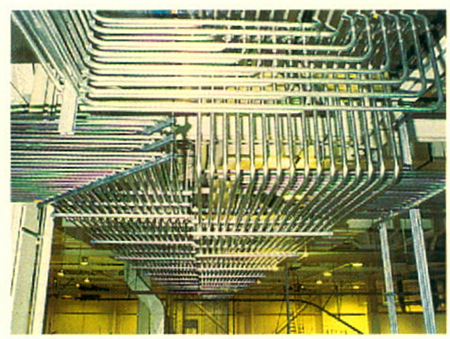


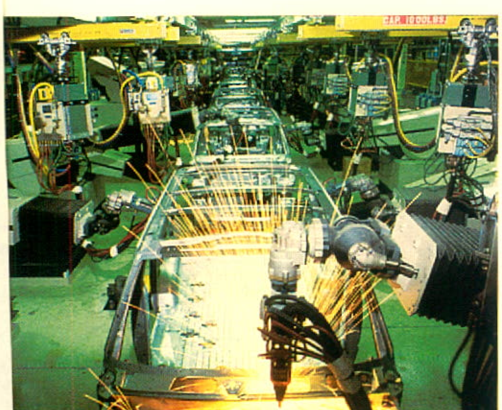
June 11, 1983 — a critical 10 day demolition phase began. An army of demolition experts armed with acetylene cutters removed 18,350 cubic metres of scrap which filled 325 railway gondola cars and 420 tandem-axle dump trucks.

In the initial construction phase of the largest plant conversion project in Chrysler Canada's 58-year history, a 20,438 square metres paint shop addition was made to the south end of the Windsor Assembly Plant.



One hundred and seventy-seven kilometres of stainless steel piping carries paint from the major mix area to the ultra-modern paint booths.

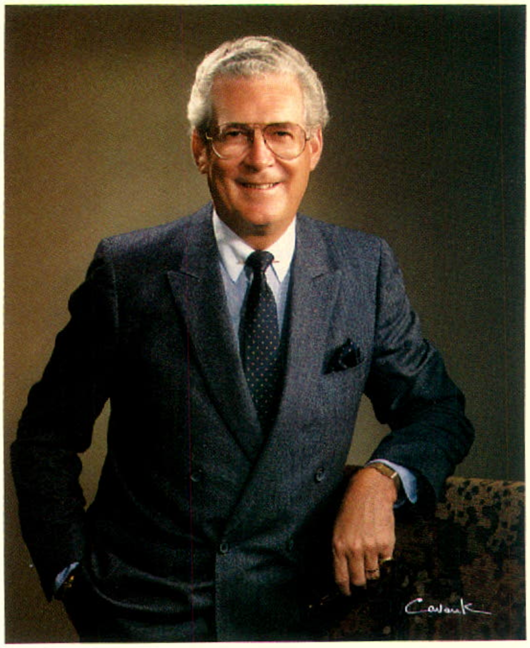




ployees in the state-of-the art Windsor Assembly nt are now assisted by a new work force of 123 robots. robots perform such tasks as welding, painting and erial handling. Here, 58 robots apply more than 00 welds to the MagicWagon body shells on the omatic Respot Line.

Right on schedule, October 7, 1983, the first front-wheel-drive MagicWagon came off the new assembly line, only 17 weeks after the last rear-wheel-drive car was built. The $400 million expansion and conversion program for this plant wrote a new chapter in industrial history.

President's Comments



M. J. CLOSS

Chrysler Canada Ltd. completed a third consecutive year of operating performance improvement with record earnings. Net earnings for the year ended December 31, 1983 were $118.8 million compared with $16.8 million in 1982 and a loss of $54.8 million in 1981.

The 1983 results reflect historic highs for both the number of motor vehicles sold and net sales income. The Company sold 404,724 vehicles, an increase of 15.1 percent over 351,596 vehicles in 1982. Vehicle volume in 1983 was 53.7 percent higher than 1981. Net sales income was $4,298.4 million in 1983, an increase of 18.5 percent over $3,628.4 million in 1982.

The Canadian retail vehicle market began to recover in 1983 after three successive years of sales declines. At 841,553 units, the car industry had an increase of 18.0 percent over the 713,042 units in 1982. The truck industry was 236,886 units up 15.7 percent over its 1982 level.

The Company's dealers sold 142,747 cars in Canada during 1983 compared with 110,129 cars in 1982, an increase of 29.6 percent. The Company's share of the car market improved from 15.4 percent to 17.0 percent. One result of this strong performance was that the Company captured second place in the car industry. In addition, Plymouth Reliant was the best selling car in Canada for all of 1983, and the Dodge Aries, held down third place of all nameplates available across the nation.

Sales of Dodge trucks in Canada increased from 24,750 to 26,216, an improvement of 5.9 percent. Market share fell slightly from 12.1 percent to 11.1 percent. With the successful introduction of a new line of products for 1984, market share is expected to improve substantially.

The Company's continuing investments in advanced technology and efficient production facilities took a major jump in 1983. Expenditures for property, plant and equipment were $214.9 million in 1983 compared with $33.9 million in 1982. Expenditures for special tools were $107.3 million compared with $66.2 million in the prior year.

The Windsor Assembly Plant produced 122,497 vehicles in 1983 despite a 17-week shutdown for plant conversion. The last rear-wheel-drive car was built at the plant on June 10, 1983, and on October 3rd production of a totally new and unique vehicle began. This product combines all the attributes of a family sedan and a conventional station wagon in a vehicle lower than a conventional van and no longer than the average car. Three versions were designed and are being marketed as the Dodge Caravan, Plymouth Voyager, and Dodge Mini Ram Van. Sales introduction of these new vehicles proved an instant success, and customer response in early 1984 assures a sustained production run throughout the year and on into the future.

The Pillette Road Truck Assembly Plant produced 123,117 vehicles in 1983 by maintaining capacity production, including a considerable amount of overtime work, throughout the year. International demand for this plant's vans and wagons has been very strong and is expected to continue at a high level during 1984.

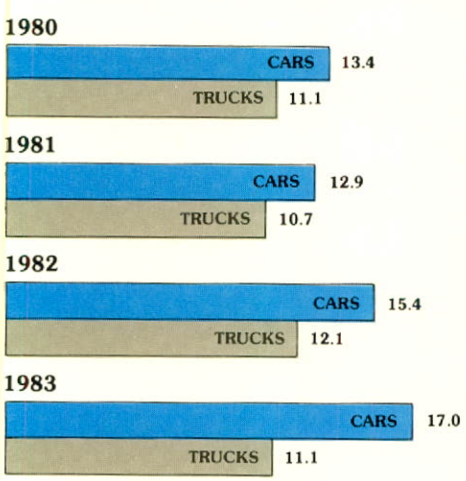
Many achievements in the areas of product quality, productivity and employee involvement were realized during 1983 at the Ajax Trim Plant.

CHRYSLER
CANADA LTD.

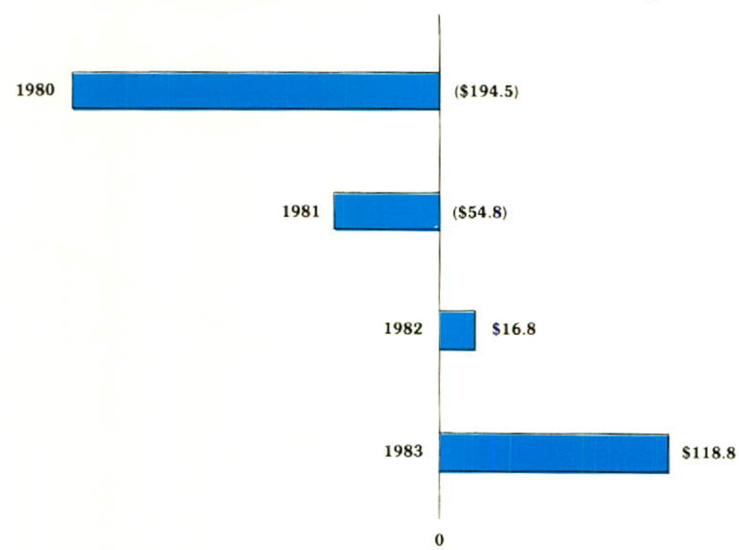
Financial Highlights

	1983	1982	1981
UNITS SOLD—MOTOR VEHICLES:			
In Canada	**178,485**	126,592	132,494
In the United States and other countries	**226,239**	225,004	130,913
TOTAL WORLDWIDE	**404,724**	351,596	263,407
NET SALES (in millions of dollars)	**$4,298.4**	$ 3,628.4	$ 2,452.0
NET EARNINGS (LOSS) (in millions of dollars)	**$ 118.8**	$ 16.8	$ (54.8)
EMPLOYMENT IN CANADA:			
Number of employees at year end	**12,028**	11,176	10,920
Total payroll (in millions of dollars)	**$ 300.8**	$ 234.9	$ 205.8
AT DECEMBER 31: (in millions of dollars):			
Net current assets	**$ 61.4**	$ 126.1	$ 123.1
Property, plant, and equipment net of accumulated depreciation and amortization	**$ 380.9**	$ 137.3	$ 106.6
Total assets	**$ 980.3**	$ 680.4	$ 759.9

Canadian Market Share (Percent)



Earnings (In Millions of Dollars)



Auditor's Report

The Shareholders
Chrysler Canada Ltd.

We have examined the consolidated balance sheet of Chrysler Canada Ltd. (wholly-owned subsidiary of the Chrysler Corporation) as at December 31, 1983 and the consolidated statements of operations and retained earnings and changes in financial position for the year ended. Our examination was made in accordance with generally accepted auditing standards, and accordingly included such tests and other procedures as we considered necessary in the circumstances.

In our opinion, these consolidated financial statements present fairly the financial position of the Company as at December 31, 1983 and the results of its operations and the changes in its financial position for the year then ended in accordance with generally accepted accounting principles applied on a basis consistent with that of the preceding year.

Windsor, Ontario
February 21, 1984

TOUCHE ROSS & CO.
Chartered Accountants

Consolidated Statement of Operations and Retained Earnings

	Year ended December 31		
	1983	1982	1981
	(In millions of dollars)		
Net sales	**$4,298.4**	$3,628.4	$2,452.0
Lease revenue	**7.4**	7.7	6.8
Interest income	**18.4**	21.3	21.7
Equity in net profit (loss) of subsidiaries	**1.3**	(7.0)	(5.4)
	4,325.5	3,650.4	2,475.1
Costs, other than items below	**4,087.1**	3,521.7	2,398.0
Depreciation of plant and equipment	**16.3**	11.4	11.9
Amortization of special tools	**56.5**	59.9	70.6
Pension and retirement plans (Note 5)	**8.4**	7.4	15.5
Interest (Note 4)	**38.1**	34.1	32.6
	4,206.4	3,634.5	2,528.6
Earnings (loss) from operations before taxes and extraordinary item	**119.1**	15.9	(53.5)
Taxes on income (recoverable) (Note 6)	**40.3**	(0.9)	1.3
Earnings (loss) before extraordinary item	**78.8**	16.8	(54.8)
Extraordinary item-utilization of tax loss carry-forwards (Note 6)	**40.0**	—	—
NET EARNINGS (LOSS)	**118.8**	16.8	(54.8)
Deficit at beginning of the year	**(38.3)**	(55.1)	(0.3)
RETAINED EARNINGS (DEFICIT) AT END OF THE YEAR	**$ 80.5**	$ (38.3)	$ (55.1)

Consolidated Balance Sheet

	December 31 1983	1982
ASSETS	(In millions of dollars)	
Current assets:		
Cash and time deposits	**$103.7**	$ 84.4
Accounts receivable	**26.2**	23.1
Due from parent and affiliated companies	**267.7**	176.0
Inventories	**181.9**	156.3
Prepaid expenses	**7.0**	5.1
TOTAL CURRENT ASSETS	**586.5**	444.9
Investments and other assets:		
Revenue vehicles, at cost or less accumulated depreciation of $.9 (1982-$.8)	**3.5**	5.3
Equity in subsidiaries (Note 2)	**8.6**	6.1
Restricted funds	**—**	86.0
Other non-current assets	**0.8**	0.8
TOTAL INVESTMENTS AND OTHER ASSETS	**12.9**	98.2
Property, plant and equipment:		
Net of accumulated depreciation and amortization (Note 3)	**380.9**	137.3
TOTAL ASSETS (Note 4)	**$980.3**	$680.4

LIABILITIES AND SHAREHOLDERS' INVESTMENT	**1983**	1982
Current liabilities:		
Accounts payable and accrued expenses	**$272.3**	$181.3
Due to parent and affiliated companies	**215.5**	129.6
Sales and use taxes	**22.7**	5.9
Current portion of long-term debt	**14.6**	2.0
TOTAL CURRENT LIABILITIES	**525.1**	318.8
Other liabilities:		
Employee benefit plans	**13.5**	13.5
Due to parent and affiliated companies	**2.3**	2.9
Unrealized profits on sales to dealership subsidiaries	**1.7**	2.5
Other non-current liabilities	**48.4**	34.6
Deferred taxes on income	**4.1**	3.8
Long-term debt (Note 4)	**271.2**	268.6
TOTAL OTHER LIABILITIES	**341.2**	325.9
Contingent liability (Note 7)		
Deferred income	**31.5**	35.7
Shareholder's equity loan	**—**	36.3
Shareholders' investment (deficit):		
Capital stock: Authorized and issued 200,000 common shares	**2.0**	2.0
Retained earnings (deficit)	**80.5**	(38.3)
TOTAL SHAREHOLDERS' INVESTMENT (DEFICIT)	**82.5**	(36.3)
TOTAL LIABILITIES AND SHAREHOLDERS' INVESTMENT	**$980.3**	$680.4

Approved by the Board

M. J. Closs, Director
C. A. Struve, Director

Consolidated Statement of Changes in Financial Position

	Year ended December 31		
	1983	1982	1981
	(In millions of dollars)		
Funds provided by (used in) operations:			
From operations:			
Earnings (loss) before extraordinary item	**$ 78.8**	$16.8	$(54.8)
Depreciation of plant and equipment	**16.3**	11.4	11.9
Equity in net (profit) loss of subsidiaries	**(1.3)**	7.0	5.4
Amortization of deferred income	**(4.2)**	(5.1)	(5.0)
Interest on restricted funds	**(4.3)**	(12.7)	(12.3)
Extraordinary item	**40.0**	—	—
Other	**4.0**	(0.9)	(0.1)
	129.3	16.5	(54.9)
Other changes in funds related to operations:			
(Increase) decrease in accounts receivable	**(3.1)**	(1.3)	8.4
(Increase) decrease in inventories	**(25.6)**	20.5	(4.6)
(Increase) decrease in net amounts due from parent and affiliated companies	**(5.8)**	14.7	(25.1)
(Decrease) increase in accounts payable and accrued expenses	**91.0**	10.3	(18.1)
Increase in current portion of long-term debt	**12.6**	2.0	—
Other	**14.9**	(0.8)	(1.9)
	84.0	45.4	(41.3)
Net increase in other non-current accounts	**12.4**	17.6	7.2
FUNDS PROVIDED BY OPERATIONS	**225.7**	79.5	(89.0)
Funds provided by (used in) investment activities:			
Net expenditures on revenue vehicles	**(0.5)**	(2.2)	(1.8)
Advances to subsidiaries	**(1.2)**	(9.5)	(3.8)
Net additions to property, plant and equipment	**(261.3)**	(40.0)	10.7
Use of restricted funds	**90.3**	12.1	(12.9)
FUNDS USED IN INVESTMENT ACTIVITIES	**(172.7)**	(39.6)	(7.8)
Funds provided by (used in) financing activities:			
Increase in long-term debt	**2.6**	25.5	17.4
Equity loan from shareholder	**(36.3)**	(16.8)	43.1
FUNDS USED IN FINANCING ACTIVITIES	**(33.7)**	8.7	60.5
Funds:			
Increase (decrease) during year	**19.3**	48.6	(36.3)
Cash and time deposits at beginning of year	**84.4**	35.8	72.1
CASH AND TIME DEPOSITS AT END OF YEAR	**$103.7**	$84.4	$35.8

Notes to Consolidated Financial Statements
December 31, 1983

1. Summary of significant accounting policies

Principles of consolidation

The consolidated financial statements include the accounts of Chrysler Canada Ltd. and its wholly-owned subsidiaries. Dealership subsidiaries are reflected on the equity basis as they are subject to sale to dealer principals.

Foreign exchange

Current assets and liabilities of the Company in United States dollars are translated to Canadian dollars at the year-end exchange rate. Property, plant and equipment are translated at the rates in effect at the date the transaction occurred. Long-term debt is translated at the year-end exchange rate. Translation gains and losses are included in income for the year. Income and expenses are translated at rates in effect at the date of the transactions.

Property, plant and equipment

Property, plant and equipment are carried at cost less accumulated depreciation. Depreciation is generally provided on a diminishing balance basis over the following terms: buildings—50 years; machinery and equipment—12 years. Idle assets are not depreciated. The cost of special tools is amortized ratably on a basis designed to allocate the cost to operations during the years in which tools are used in the productive process.

Pension and other retirement benefits

Current service costs of pension plans are expensed and funded on a current basis. Prior service costs are amortized and funded over a period not exceeding fifteen years.

The cost of continuing life insurance provided upon retirement is accounted for in a manner similar to pension costs but is not funded. Health insurance cost for the retirees is charged to income as applicable premiums are paid.

Inventories

Inventories are stated at the lower of cost and net realizable value with cost determined substantially on a first-in, first-out basis.

Product warranty

Estimated lifetime costs of product warranty are accrued at the time of sale.

Deferred income

The gains realized on the sale and lease-back of assets (see Note 3) are deferred and taken into income over the initial lease term.

2. Equity in subsidiaries

For the year ended December 31, 1983, the Company's investment in dealership subsidiaries increased by the advance of funds of $1.2 million (1982 $9.5 million) and increased by its share of net profit (loss) totalling $1.3 million (1982 ($7.0) million). Approximately 17% of the Company's domestic sales are to these subsidiaries.

3. Property, plant and equipment

A summary by major classification of property, plant and equipment follows:

	1983	1982
	(in millions of dollars)	
Cost		
Land	$ 7.5	$ 7.5
Buildings	143.2	96.8
Machinery and equipment	328.5	159.2
Furniture	8.8	8.7
Construction in process	6.1	33.2
	494.1	305.4
Less accumulated depreciation	170.6	174.7
	323.5	130.7
Unamortized special tools	57.4	6.6
Net property, plant and equipment	$380.9	$137.3

The Company has discontinued manufacturing operations at its Windsor engine plant and reduced the value of plant and equipment at this location to $22.5 million. The parent has agreed to indemnify the Company for any loss incurred on the disposition of the engine plant assets.

The Company has an obligation for operating lease payments as a result of the sale and lease-back of facilities, including five service parts warehouses and fifty-three dealership locations. The majority of these leases have initial terms which expire in 1990 and contain options for additional five-year renewals. Payments for the next five years under all leases are as follows:

	(in millions of dollars)
1984	$13.9
1985	13.6
1986	13.2
1987	12.2
1988	11.9

4. Long term debt

Details of the long term debt at December 31, are as follows:

	1983	1982
	(in millions of dollars)	
Bank term loans repayable in quarterly installments over five years commencing September 30, 1985. Interest rates based upon bank prime plus one quarter of one percent.		
Payable in Canadian funds	$188.3	$188.3
Payable in U.S. funds ($24.6 million U.S.)	30.4	30.4
Bank term loans repayable in quarterly installments over five years commencing March 31, 1984 at a current interest rate of 15% moving to bank prime rates plus one quarter of one percent on April 1, 1984. (Note 9)		
Payable in Canadian funds	54.3	39.5
Payable in U.S. funds ($7.1 million U.S., 1982 $5.2 million)	8.8	6.4
11% Promissory notes repayable in four semi-annual installments ($3.3 million U.S., 1982 $4.9 million)	4.0	6.0
	285.8	270.6
Less current portion of long-term debt	14.6	2.0
	$271.2	$268.6

Amounts due within the next five years are as follows:

	(in millions of dollars)
1984	$14.6
1985	36.5
1986	56.4
1987	56.4
1988	56.4

Under the agreement, the bank term loans are secured by a first fixed charge on all fixed assets and a first floating charge on all other assets. This agreement also includes the following covenants:

- —restrictions on dividend payments
- —terms of settlement of trade accounts between the Company and its parent are subject to specified conditions.
- —an equity maintenance agreement with the parent company.

Included in interest expense is the amount of $34.8 million (1982 $32.4 million) on the long-term debt.

5. Pension and retirement plans cost

The Company has pension and retirement plans covering substantially all of its employees. At the date of the last actuarial report the plans were, on a net basis, fully funded. As a result of subsequent benefit improvements, management estimates that the fund currently has a deficit of approximately $25.0 million.

6. Extraordinary item — Taxes on income

The provision for taxes on income otherwise payable on current year's income has been recovered by the application of loss carry-forwards and various current permanent tax reductions available to the Company. At December 31, 1983 the Company has unused operating loss carry-forwards of approximately $243.0 million and investment tax credit carry-overs of approximately $11.0 million. Substantially all of these carry-forwards are available for use until their expiration dates which occur between 1984 and 1987.

7. Contingent liability

For the 1981 model year, the Company failed in its car lines to meet the production/sales ratio as required for each model year under the Canadian-United States automotive trade pact.

Subsequent car production has generated sufficient excesses to make up the 1981 deficit. The Company has requested that the Canadian Government allow this offset. No provision has been made in these accounts for this item, as management believes that the Government will agree with their request.

8. Related party transactions

The Company is economically dependent on its parent company as is illustrated by the following for 1983:

- —The parent purchased 92% of the vehicles produced by the Company
- —Approximately 83% of the vehicles sold by the Company in Canada were purchased from the parent
- —The parent supplies approximately 54% of the component parts used in the assembly process
- —The parent also provided the majority of the research and engineering services associated with the product sold by the Company.

9. Current Developments

Under the terms of the bank term loan agreements, the Company has the right to, and is considering, prepayment of loans aggregating $63.1 million which are otherwise repayable in quarterly installments over five years commencing March 31, 1984. These loans may be prepaid without penalty.

Financial Statistics

	1983	1982	1981	1980	1979
			(In millions of dollars)		
OPERATING DATA					
Motor Vehicles sold (units)	**404,724**	351,596	263,407	243,909	352,146
Net sales	**$4,298.4**	$3,628.4	$2,452.0	$1,992.3	$2,553.9
Interest expense	**38.1**	34.1	32.6	33.9	23.7
Maintenance and repairs	**11.2**	11.7	7.4	6.5	10.8
Taxes other than on income	**156.6**	116.8	105.7	103.7	134.1
Depreciation	**16.3**	11.4	11.9	19.6	23.7
Amortization of special tools	**56.5**	59.9	70.6	63.6	39.6
Taxes on income (credit)	**0.3**	(0.9)	1.3	(0.2)	1.6
Net earnings (loss)	**118.8**	16.8	(54.8)	(194.5)	(89.4)
Net earnings as a percent of sales	**2.76**	.46	(2.23)	(9.76)	(3.50)
Expenditures for facilities other than special tools	**214.9**	33.9	5.7	7.6	14.1
Expenditures for special tools	**107.3**	66.2	70.6	56.8	32.1
FINANCIAL POSITION—YEAR-END					
Current assets	**586.5**	444.9	558.4	453.6	627.2
Current liabilities	**525.1**	318.8	435.3	335.5	439.9
Net current assets	**61.4**	126.1	123.1	118.1	187.3
Net property, plant, equipment and tools	**380.9**	137.3	106.6	116.6	168.6
Total assets	**980.3**	680.4	759.9	646.0	821.2
Long-term debt	**271.2**	268.6	243.1	225.7	158.0
Shareholder's equity loan	**—**	36.3	53.1	10.0	—
Total shareholders' investment (deficit)	**82.5**	(36.3)	(53.1)	1.7	196.2

Unit Sales of Cars and Trucks

BY AREA OF MANUFACTURE:	1983	1982	1981	1980	1979
United States					
Passenger cars	**132,515**	82,366	79,071	91,303	124,986
Trucks	**15,552**	11,776	16,383	18,046	26,973
Canada					
Passenger cars	**104,420**	149,854	69,577	73,021	132,879
Trucks	**140,161**	96,007	86,096	53,332	60,643
TOTAL U.S. AND CANADA	**392,648**	340,003	251,127	235,702	345,481
Japan	**11,761**	11,593	12,280	8,207	6,665
France	**315**	—	—	—	—
TOTAL WORLDWIDE	**404,724**	351,596	263,407	243,909	352,146

BY AREA OF SALE:	1983	1982	1981	1980	1979
United States					
Passenger cars	**95,577**	134,375	53,804	57,282	105,731
Trucks	**127,912**	87,679	73,837	40,721	43,749
Canada					
Passenger cars	**149,240**	105,264	103,031	112,692	156,208
Trucks	**29,245**	21,328	29,463	31,489	44,514
TOTAL U.S. AND CANADA	**401,974**	348,646	260,135	242,184	350,202
Outside U.S. and Canada	**2,750**	2,950	3,272	1,725	1,944
TOTAL WORLDWIDE	**404,724**	351,596	263,407	243,909	352,146

PRODUCTION OTHER THAN CARS AND TRUCKS: (units in thousands)	1983	1982	1981	1980	1979
Aluminum die castings	**11,065**	7,050	5,777	4,219	7,266
Aluminum brake cylinders	**1,452**	994	998	—	—
Aluminum pistons	**6,065**	4,275	3,413	3,660	6,694
Cushion and back cover sets	**576**	500	375	341	574
Springs	**886**	1,347	1,455	1,618	2,007

DIRECTORS

FERNAND R. BIBEAU
President
Schokbeton Quebec Inc.

CLIFFORD R. BURNETT
Vice-President — Marketing,
Parts and Service
Chrysler Canada Ltd.

MAURICE J. CLOSS
President and Chief
Executive Officer
Chrysler Canada Ltd.

A. JEAN DE GRANDPRE, Q.C.
Chairman, President and
Chief Executive Officer, Bell Canada
Enterprises Inc.

ROBERT F. KIBORN, Q.C.
Vice-President — General
Counsel and Secretary
Chrysler Canada Ltd.

G. YVES LANDRY
Vice-President — General
Sales Manager
Chrysler Canada Ltd.

WILLIAM O. MORROW
President & Chief Executive
Officer, National Sea
Products Limited

FRANK J. O'REILLY
Vice-President — Manufacturing,
Procurement and Supply
Chrysler Canada Ltd.

CHARLES A. STRUVE
Vice-President and
Controller-Treasurer
Chrysler Canada Ltd.

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Vice Chairman
The Royal Bank of Canada

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Assistant Controller

PAUL J. McVITTIE
Assistant Controller

WILLIAM MENCHIONS
Assistant Secretary

RONALD G. WIGLE
Assistant Treasurer

HEAD OFFICE

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P.O. Box 1621
Windsor, Ontario
N9A 4H6

PLANTS

Windsor Assembly
Pillette Road Truck Assembly
Ajax Trim
Etobicoke Aluminum Casting
Perth Metal Industries

REGIONAL, PARTS, SALES AND SERVICE DEPOTS

Moncton, New Brunswick
Montreal, (Pointe Claire) Quebec
Toronto (Mississauga), Ontario
Winnipeg, Manitoba
Red Deer, Alberta
Vancouver, British Columbia

AUDITORS

Touche Ross & Co.
Windsor, Ontario

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