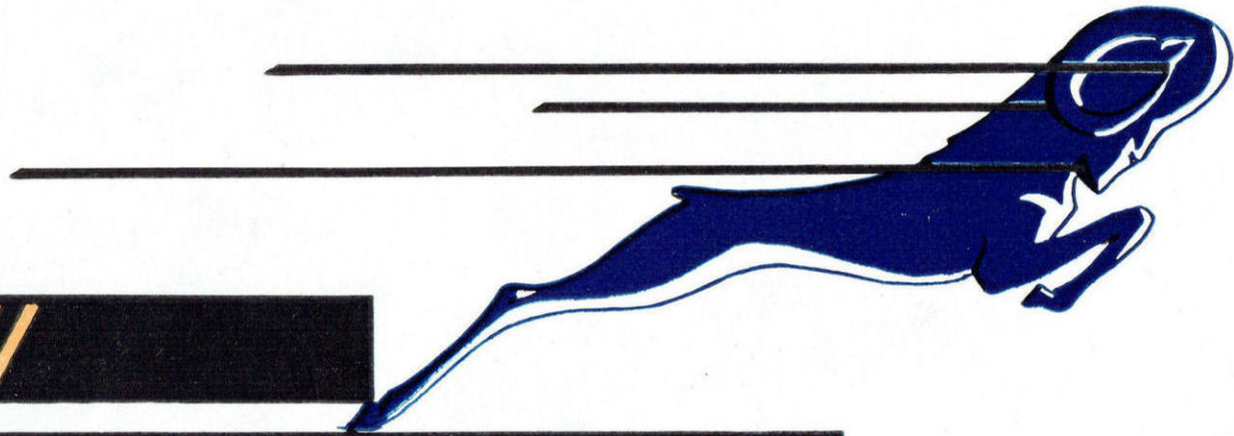


NEW
DODGE

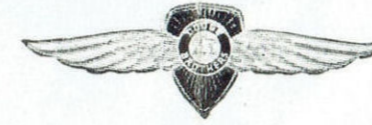


6

STANDARD
MODEL

DODGE SIX

(STANDARD MODEL)



● THE story of Dodge is the story of Twenty years of continual research and development and the production of cars which have set the world a standard for "Dependability." Only the finest materials and the highest quality and workmanship are found in 'Dodge' and, to-day, in this new Six—replete with ultra-modern features—'Dodge' quality and performance are introduced to you in the low price field.

● Free Wheeling
'Floating Power'
Hydraulic Brakes
Flexible Steering
Roller Bearings
Silent 'U' Shackles
All Silent Gears

Features:

Valve Seat Inserts
Deep Cross-braced Frame
Oil-Bath Air Cleaner
By-Pass Thermostat
Roomy, Comfortable Bodies
Low Centre of Gravity
Modern Styling

● **DODGE** — *Builders of Good Cars since 1914*

— SPECIFICATIONS —

ENGINE: Dodge 6-cylinder L-head with patented Floating Power mountings. Bore, $3\frac{1}{2}$ ins.; Stroke, $4\frac{1}{2}$ ins.; Displacement, 201.3 cu. ins. Developed brake horsepower, 71 at 3,000 r.p.m. Taxable horsepower, 23.44. Compression ratio, 5.8:1. Manifold heat control. Special alloy inserted exhaust valve seats.

CRANKSHAFT ASSEMBLY: Crankshaft drop-forged from special high carbon steel, balanced at rest and in motion; counterweights and 4 interchangeable steel back bearings; aluminium alloy pistons with T-slot expansion control, 4 rings per piston, full floating pins. Connecting rods of forged Manganese steel, removable bearings, rods and pistons selected and matched in weight for each engine.

CAMSHAFT: Driven by silent chain from crankshaft. Four bearings.

ENGINE LUBRICATION: Force-feed lubrication from gear-type oil pump through rifle-drilled passages to each main, connecting rod and camshaft bearing and to front end drive. Pressure spray to cylinder walls, pistons, cams, valves and tappets. Oil purifier and pump screen. Crankcase ventilator.

CHASSIS LUBRICATION: Zerk high-pressure grease system.

ENGINE COOLING: Water-cooled by centrifugal water pump with leak-proof glands. 17-inch four-blade fan. By-Pass Thermostat circulation control. Cellular-type radiator. Capacity of cooling system, 3 imp. gallons.

FUEL SYSTEM: Single-tube down-draft carburettor. Duplex oil bath air cleaner for carburettor and copper mesh type for breather cap and ventilating tube. Accelerator pump. Pump feed from 12 imp. gallon supply tank located at rear.

ELECTRICAL SYSTEM: New heavy-duty ignition system with special wound coil. High-speed breaker arms and non-pitting points. Theft-proof ignition lock. Positive shift starter. Third-brush regulated generator. Automatic spark advance, 85 ampere hour battery.

CLUTCH: 9-inch dry single-plate clutch with shock-absorbing spring centre. Ball-bearing release. Oilite pilot bearing.

TRANSMISSION: Dodge constant mesh easy-shift type, three speeds forward and one reverse. Silent gears. Six ball and roller bearings.

FREE WHEELING: Selective cam and roller type, located in rear of transmission, operates in all forward speeds, automatically locks out in reverse.

DRIVE: Hotchkiss, 2-inch tubular steel propeller shaft. Two universal joints with needle roller bearings.

FRONT AXLE: Reverse Elliott type. I beam. Double tapered roller bearings at each wheel. Ball thrust bearings at king pins.

REAR AXLE: Semi-floating type enclosed in steel-stamped banjo housing, $\frac{5}{8}$ -in. thick. All gears are made of chrome-nickel-vanadium steel with spiral bevel teeth. Chrome-nickel steel axle shafts. Eight roller bearings with double tapered bearings at each wheel. Ratio, 4.1:1.

STEERING: Semi-irreversible worm and worm wheel gear, with roller thrust and worm wheel shaft bearings. Cross-mounted drag link eliminates road shocks to steering gear and wheel. 17 $\frac{1}{2}$ -in. three-spoke steering wheel, adjustable for height.

FRAME: Double-drop rigid box type construction with X-trussed centre. Side channels, 5 ins. maximum depth, with 2-in. flanges.

SPRINGS: Semi-elliptic type, mounted outside of frame side channels giving greater stability. Length, front, 36 inches; rear, 53 $\frac{1}{2}$ inches. Silent "U" non-sway shackles at rear of springs. Rubber-bushed joints at front. Shock absorbers standard equipment.

BRAKES: Dodge hydraulic 4-wheel internal expanding. Self-equalising and weatherproof. Centrifuge drums, 10 inches in diameter. 1 $\frac{1}{2}$ -inch lining. Independent hand-brake operating on propeller shaft.

WHEELS: Five demountable wire wheels with drop-centre rims. Spare mounted in fender well at side.

TYRES: Five 5.50/17 non-skid balloon type on Sedans; 5.25/17, other types. WHEELBASE: 111 $\frac{1}{2}$ inches; overall length, 178 $\frac{1}{2}$ inches (with bumpers).

INSTRUMENT PANEL: Indirectly lighted. Contains ammeter, speedometer, fuel gauge, oil-pressure gauge and engine temperature indicator.

CONTROLS: Chokey, throttle, light switch and ignition switch on instrument panel. Gearshift and hand brake levers in centre of front compartment, well forward to permit easy entrance from either side. Clutch, brake, accelerator and starter pedals padded with rubber. Foot-operated headlamp dimmer.

Prices are subject to alteration without notice, and orders are booked subject to revision if any alteration should be made in the Customs Tariff. We reserve the right to alter the Specification without notice.

HARDEN AND JOHNSTON, LIMITED

PHONE FL 3031 (5 LINES)

PHONE FL 3031 (5 LINES)

117-131 FLINDERS STREET, SYDNEY, N. S. W.

G. P. O. BOX 3889 T. T.

DODGE - Builders of Good Cars since 1914

THE story of Dodge is the story of Twenty years of continual research and development and the production of cars which have set the world a standard for "Dependability." Only the finest materials and the highest quality and workmanship are found in 'Dodge' and, to-day, in this new Six—replete with ultra-modern features—'Dodge' quality and performance are introduced to you in the low price field.



DODGE SIX (STANDARD MODEL)

- Features:
- Free Wheeling
 - Floating Power
 - Hydraulic Brakes
 - Flexible Steering
 - Roller Bearings
 - Silent 'U' Shackles
 - All Silent Gears
 - Valve Seat Inserts
 - Deep Cross-braced Frame
 - Oil-Bath Air Cleaner
 - By-Pass Thermostat
 - Roomy, Comfortable Bodies
 - Low Centre of Gravity
 - Modern Styling

SPECIFICATIONS

ENGINE: Dodge 6-cylinder L-head with patented Floating Power mountings. Bore, 3 1/8 ins.; Stroke, 4 1/8 ins.; Displacement, 201.3 cu. ins. Developed brake horsepower, 71 at 3,000 r.p.m. Taxable horsepower, 23.44. Compression ratio, 5.8:1. Manifold heat control. Special alloy inserted exhaust valve seats.

CRANKSHAFT ASSEMBLY: Crankshaft drop-forged from special high carbon steel, balanced at rest and in motion; counterweights and 4 interchangeable steel back bearings; aluminium alloy pistons with T-slot expansion control, 4 rings per piston, full floating pins. Connecting rods of forged Manganese steel, removable bearings, rods and pistons selected and matched in weight for each engine.

CAMSHAFT: Driven by silent chain from crankshaft. Four bearings.

ENGINE LUBRICATION: Force-feed lubrication from gear-type oil pump through rifle-drilled passages to each main, connecting rod and camshaft bearing and to front end drive. Pressure spray to cylinder walls, pistons, cams, valves and tappets. Oil purifier and pump screen. Crankcase ventilator.

CHASSIS LUBRICATION: Zerk high-pressure grease system.

ENGINE COOLING: Water-cooled by centrifugal water pump with leak-proof glands. 17-inch four-blade fan. By-Pass Thermostat circulation control. Cellular-type radiator. Capacity of cooling system, 3 imp. gallons.

FUEL SYSTEM: Single-tube down-draft carburettor. Duplex oil bath air cleaner for carburettor and copper mesh type for breather cap and ventilating tube. Accelerator pump. Pump feed from 12 imp. gallon supply tank located at rear.

ELECTRICAL SYSTEM: New heavy-duty ignition system with special wound coil. High-speed breaker arms and non-pitting points. Theft-proof ignition lock. Positive shift starter. Third-brush regulated generator. Automatic spark advance, 85 ampere hour battery.

CLUTCH: 9-inch dry single-plate clutch with shock-absorbing spring centre. Ball-bearing release. Oilite pilot bearing.

TRANSMISSION: Dodge constant mesh easy-shift type, three speeds forward and one reverse. Silent gears. Six ball and roller bearings.

FREE WHEELING: Selective cam and roller type, located in rear of transmission, operates in all forward speeds, automatically locks out in reverse.

DRIVE: Hotchkiss, 2-inch tubular steel propeller shaft. Two universal joints with needle roller bearings.

FRONT AXLE: Reverse Elliott type. I beam. Double tapered roller bearings at each wheel. Ball thrust bearings at king pins.

REAR AXLE: Semi-floating type enclosed in steel-stamped banjo housing, 3/8-in. thick. All gears are made of chrome-nickel-vanadium steel with spiral bevel teeth. Chrome-nickel steel axle shafts. Eight roller bearings with double tapered bearings at each wheel. Ratio, 4.1:1.

STEERING: Semi-irreversible worm and worm wheel gear, with roller thrust and worm wheel shaft bearings. Cross-mounted drag link eliminates road shocks to steering gear and wheel. 17 1/2-in. three-spoke steering wheel, adjustable for height.

FRAME: Double-drop rigid box type construction with X-trussed centre. Side channels, 5 ins. maximum depth, with 2-in. flanges.

SPRINGS: Semi-elliptic type, mounted outside of frame side channels giving greater stability. Length, front, 36 inches; rear, 53 1/2 inches. Silent "U" non-sway shackles at rear of springs. Rubber-bushed joints at front. Shock absorbers standard equipment.

BRAKES: Dodge hydraulic 4-wheel internal expanding. Self-equalising and weatherproof. Centrifuge drums, 10 inches in diameter. 1 1/2-inch lining. Independent hand-brake operating on propeller shaft.

WHEELS: Five demountable wire wheels with drop-centre rims. Spare mounted in fender well at side.

TYRES: Five 5.50/17 non-skid balloon type on Sedans; 5.25/17, other types.

WHEELBASE: 111 1/2 inches; overall length, 178 3/8 inches (with bumpers).

INSTRUMENT PANEL: Indirectly lighted. Contains ammeter, speedometer, fuel gauge, oil-pressure gauge and engine temperature indicator.

CONTROLS: Choke, throttle, light switch and ignition switch on instrument panel. Gearshift and hand brake levers in centre of front compartment, well forward to permit easy entrance from either side. Clutch, brake, accelerator and starter pedals padded with rubber. Foot-operated headlamp dimmer.

Prices are subject to alteration without notice, and orders are booked subject to revision if any alteration should be made in the Customs Tariff. We reserve the right to alter the Specification without notice.

HARDEN AND JOHNSTON, LIMITED

PHONE FL 3031 (5 LINES)

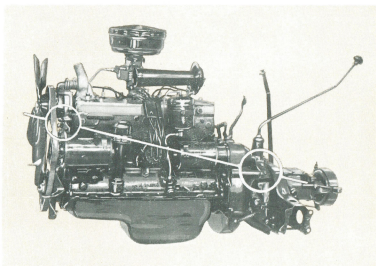
PHONE FL 3031 (5 LINES)

117-131 FLINDERS STREET, SYDNEY, N.S.W.

G. P. O. BOX 8889 T. T.

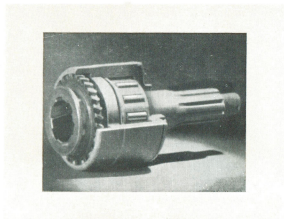
NEW
DODGE
6
STANDARD
MODEL

"TWENTY YEARS OF LEADERSHIP"

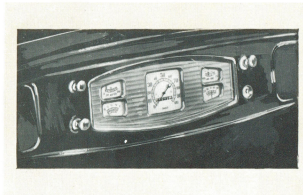


- The engine of the Dodge Six with latest type Floating Power. The vibration insulators shown in circles, carrying no load, give positive 2-point suspension, perfect natural balance.

A Duplex oil bath air cleaner is fitted to the down-draft carburettor, similar air cleaners being fitted to crankcase ventilator and filler pipes. Water circulated by centrifugal pump with By-Pass Thermostat control.

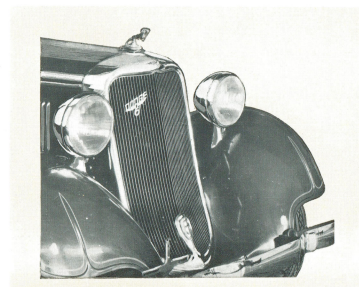


- Free wheeling is standard equipment on the new Dodge Six, adding considerably to driving comfort. Free wheeling permits easy Gear Shifting that can be obtained in no other way; it also greatly increases economy of operation.



- The instrument panel, indirectly lighted, contains ammeter, speedometer, fuel gauge, oil pressure gauge and engine temperature indicator, effectively grouped for quick reference.

The choke, throttle, light and ignition switches are also on instrument panel, while the head-lamp dimmer is foot operated. Clutch, brake and accelerator pedals are covered with rubber.



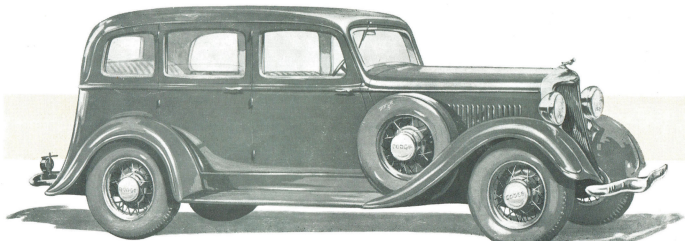
- To further enhance body lines of the Dodge Six, the radiator shell is designed with an ultra-modern sweep, sloping and with a "V" front. Full chromium head-lamps and new wide mudguards sloping to smart bumper complete a pleasing full-tailored effect.

— DEPENDABILITY — APPEARANCE — PERFORMANCE — VALUE —

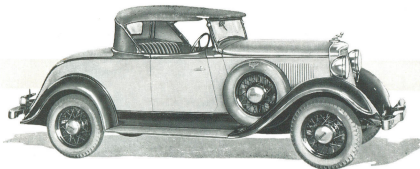
- Body lines of the Dodge Six Standard model Sedan are low and streamlined, with the rear panel sweeping away. Generous springs, shock absorbers and the elimination of all

vibration through Floating Power offer relaxation and comfort in the roomy body.

Here is a combination of flexibility, power and performance at low prices, offering the greatest value in Dodge history.



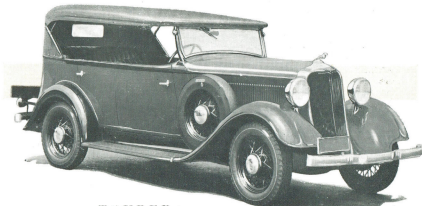
SEDAN



ROADSTER

- The undeniably smart appearance of the Standard model Roadster establishes it definitely as an asset whether in a business or a private capacity. Its roomy design is particularly suitable for travellers and sales representatives.

- Other models in this Dodge Six range include Coupes, Roadsters and Touring Cars. Here is a Touring model characteristically smart and fully equipped with every convenience. Upholstery and fittings will satisfy the most critical owner.



TOURER