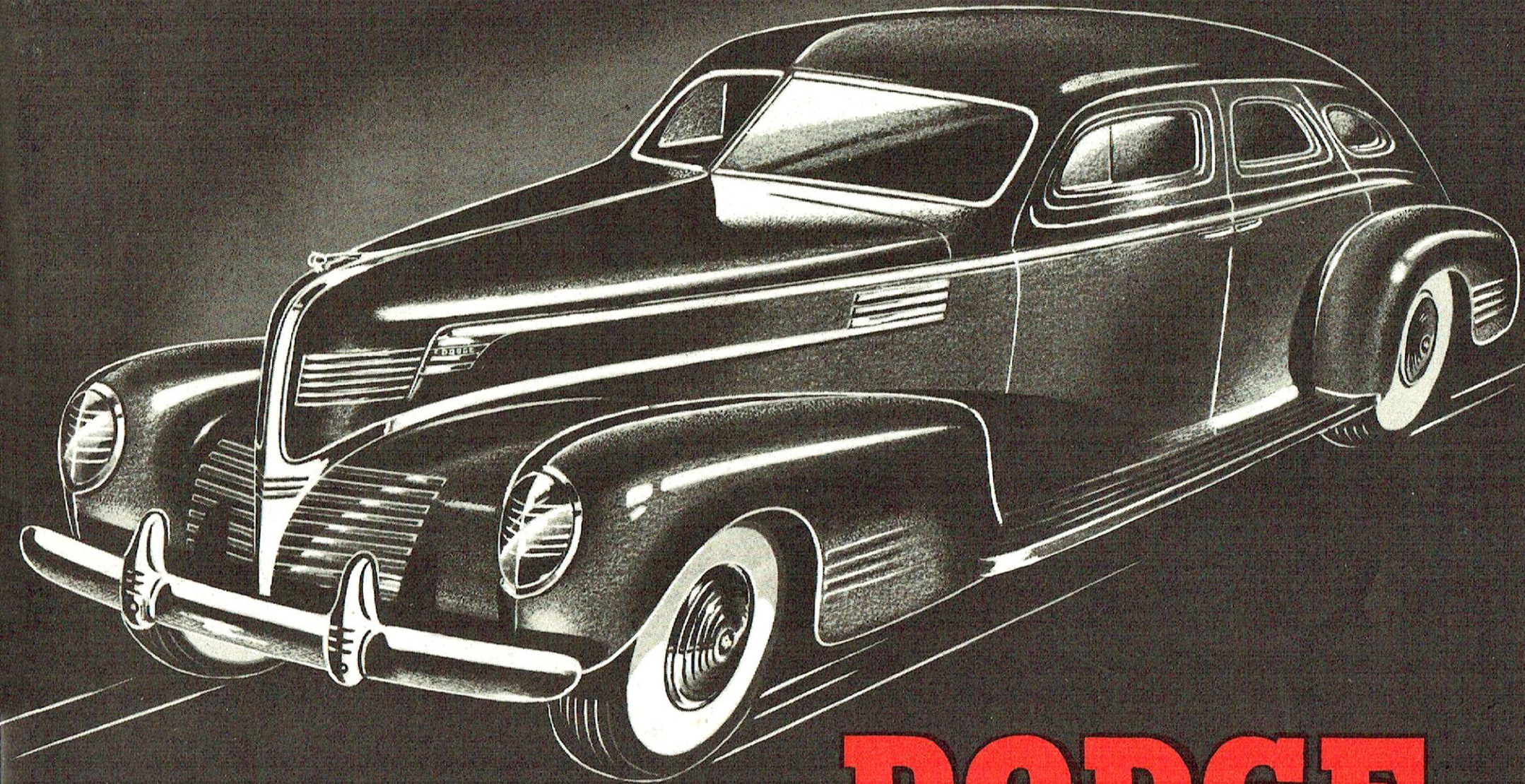
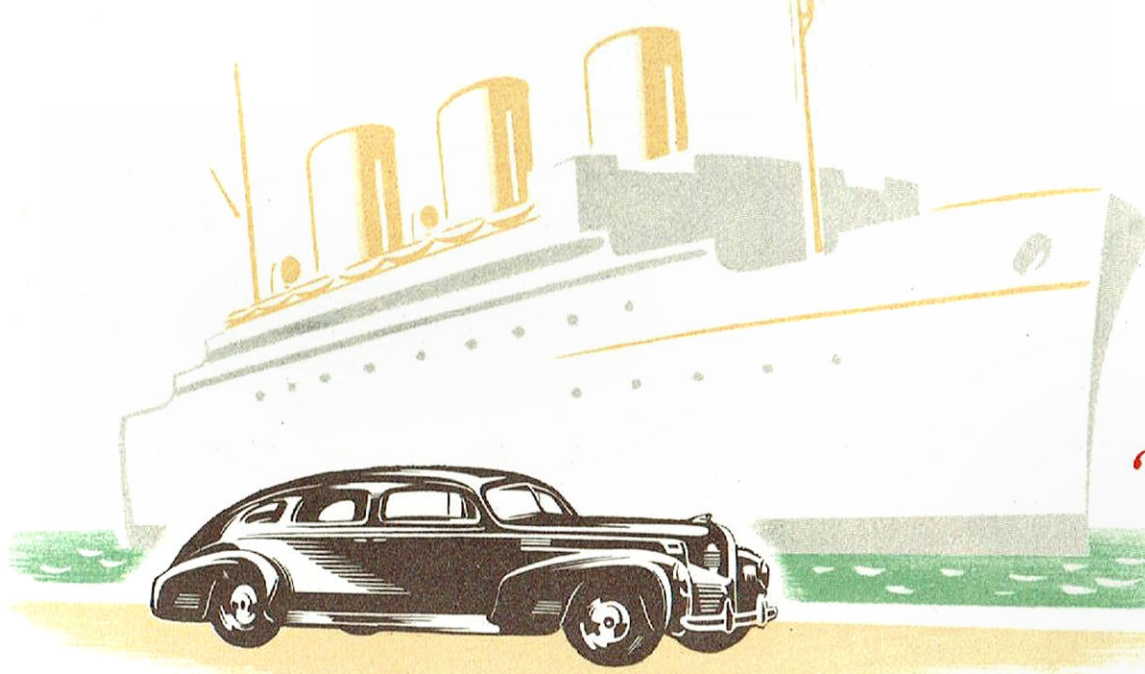


Distinguished by its Beauty



DODGE



**Dodge presents
these two magnificent
“SILVER ANNIVERSARY”
series that are more
dependable than ever**

AS DODGE approached its Silver Anniversary the engineers at the Dodge Factory assembled to discuss their plans for the new car. All were inspired by a great desire to surpass their previous achievements—all were determined to make a superhuman effort to build the “Silver Anniversary” Dodge to the highest standards of motor car craftsmanship. What they have succeeded in producing for 1939 will make history.

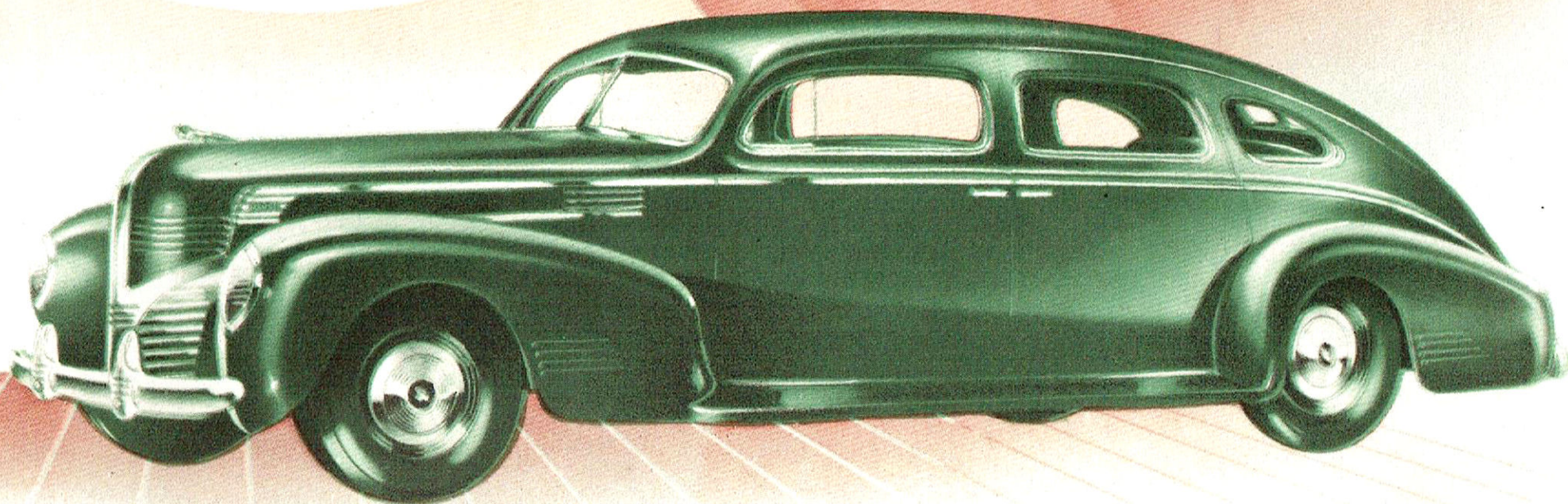
It is no exaggeration—just a simple statement of fact—that in 1939 you cannot buy better value than Dodge. You can spend more money, but you will not get better engineering, better performance, more comfort, more safety or more real economy than you get in Dodge. During the past twenty-five years, Dodge has built a reputation for Dependability unequalled by any other motor car—a wonderful reputation that, this year, is not merely maintained but rather is greatly enhanced.

All motorists who have owned Dodge cars have learned from actual experience of the wonderful Dependability of Dodge engineering, construction and operation. Possibly the reason for that Dependability lies in the fact that Dodge engineers never incorporate new features or improvements until satisfied by long, practical tests that such features or improvements are perfected to such an extent that they will contribute not only to the car’s performance but also to its splendid reputation. Consequently the important engineering refinements which have been effected in the 1939 Dodge are as fine and foolproof as human ingenuity and skill can make them.

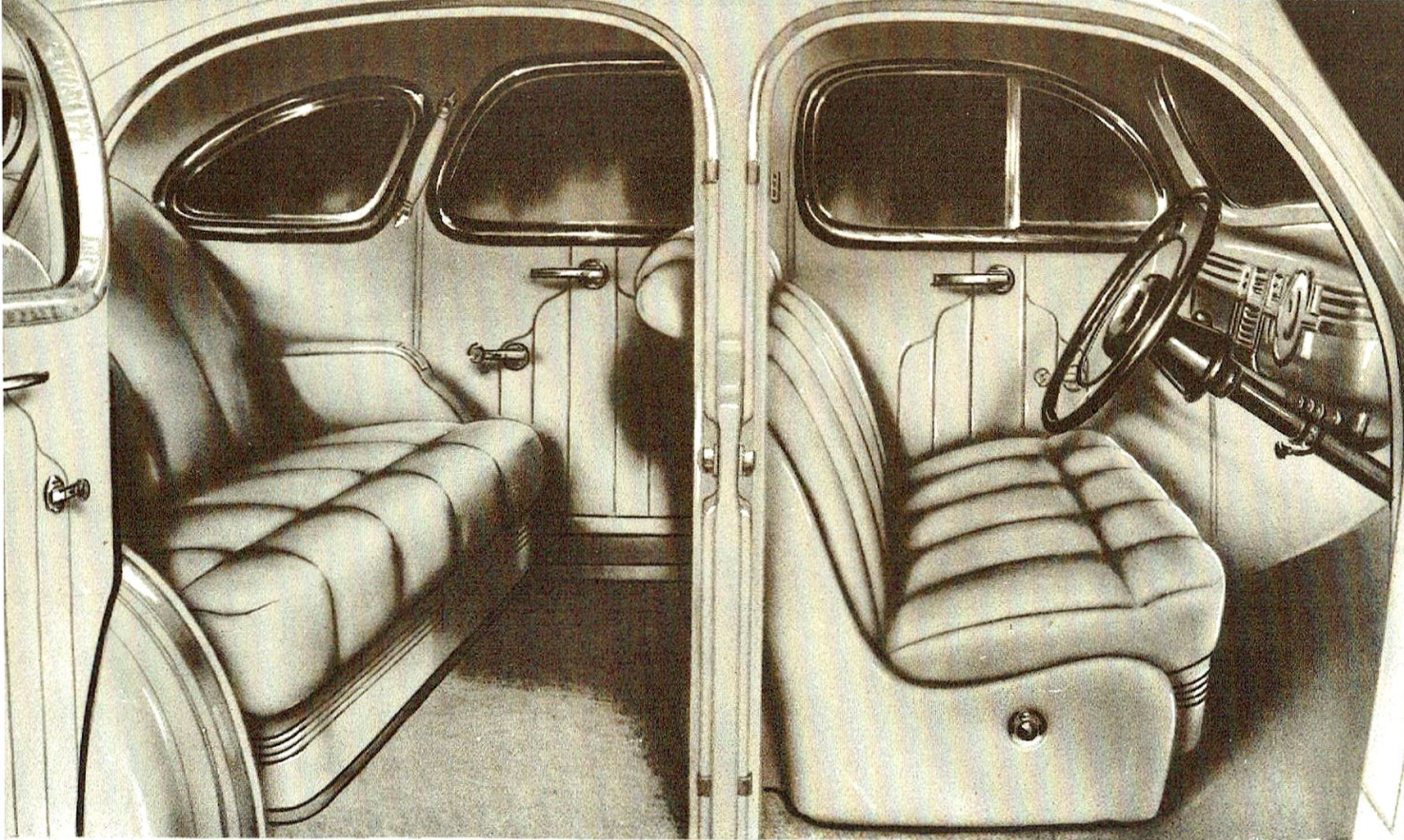
One glance at a 1939 Dodge will impress you with its unusual beauty of design, but to appreciate fully its engineering qualities, you must take a demonstration drive. Do not deprive yourself of that great pleasure.

DODGE CELEBRATES ITS SILVER ANNIVERSARY WITH A TRIUMPH OF ENGINEERING AND DESIGN

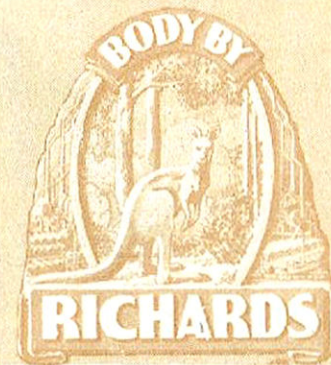
*The Dodge D11
6-passenger
"Luxury Liner"*



PROUDLY DODGE PRESENTS the new "Luxury Liner"—the most distinguished car of the year and the finest example of the beautiful "Silver Anniversary" series. Its equipment is De Luxe throughout. The lavish interior, described on the following page, is the very essence of good taste and artistic expression. Every detail has been perfectly planned even to the extent of concealing the upper hinge of the front door. It is the greatest car ever to bear the Dodge name. Remote Control Gear Shift is standard equipment.

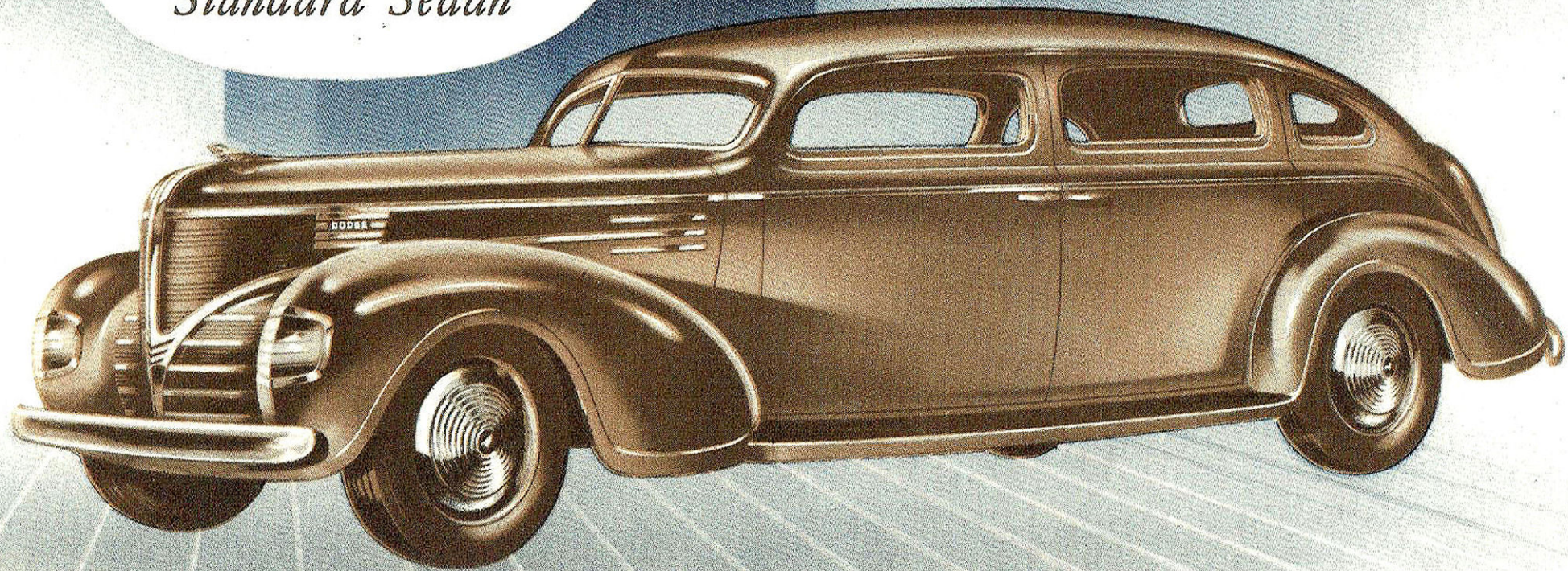


RICHARDS SafeTsteel Bodies not only look better and wear longer. They're safer and stronger because they are constructed of steel, reinforced with steel and welded into one solid, rigid unit of tremendous strength. The highly efficient and well-equipped Richards Plant is 100% Australian in control, policy and capital. Look for the Richards symbol on the body of the car you buy.



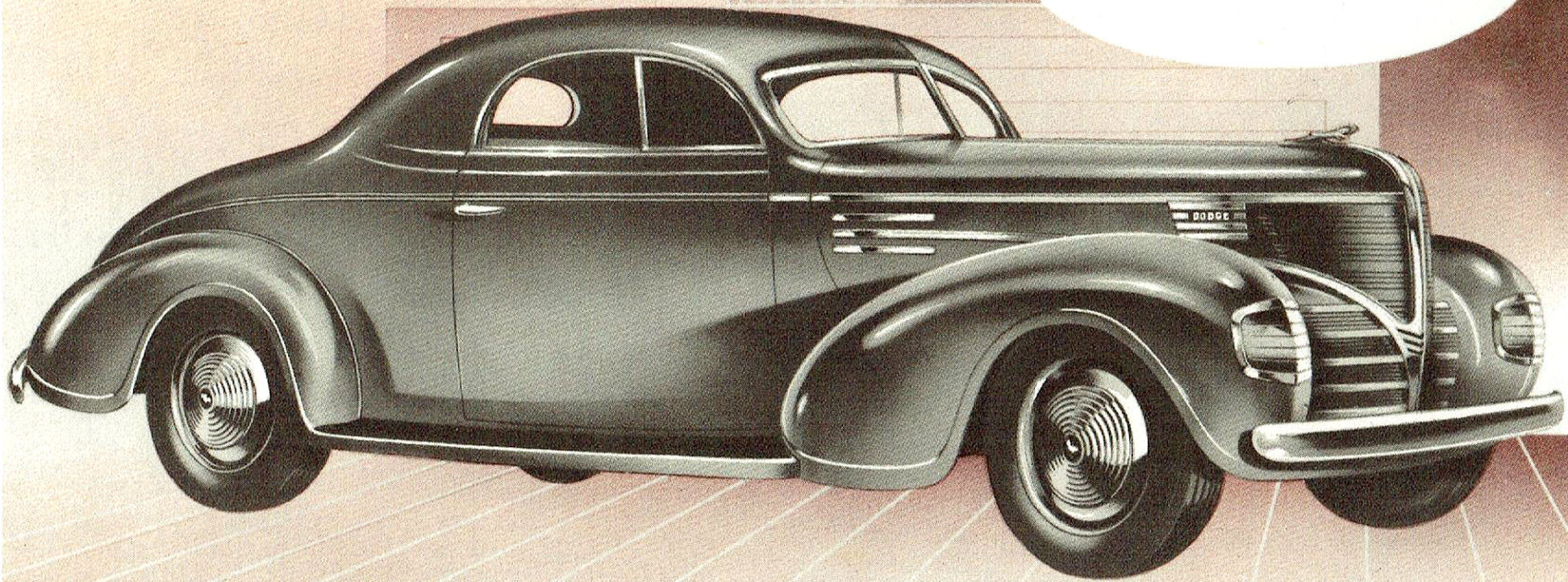
THE DODGE INTERIOR: Determined that the coachwork for the "Silver Anniversary" Dodge should do justice to the superlative engineering of this year's models, body-building craftsmen at the Richards plant have spared nothing in designing and constructing these beautiful SafeTsteel Bodies. There are new, Chair-height Seats with form-fitting contours, soft, Centre-Armrests in the rear seat, improved Sliding Seat Mechanism, Spring-loaded Robe Cords, New Pivot-Type No-draught Ventilation in front doors and quarter windows, Courtesy Switch operating with the curb-side rear door, Chromium Scuff Plates with Integral Weather Seals, new Low-level Flat Floors of Reinforced Steel, All-Weather Roof Insulation, improved Sun-Visors, Two-toned Sycamore Grained Instrument Panel and Garnish Mouldings, and smartly-toned, high-quality Appointments and Hardware throughout.

*The Dodge D12
4-door
Standard Sedan*



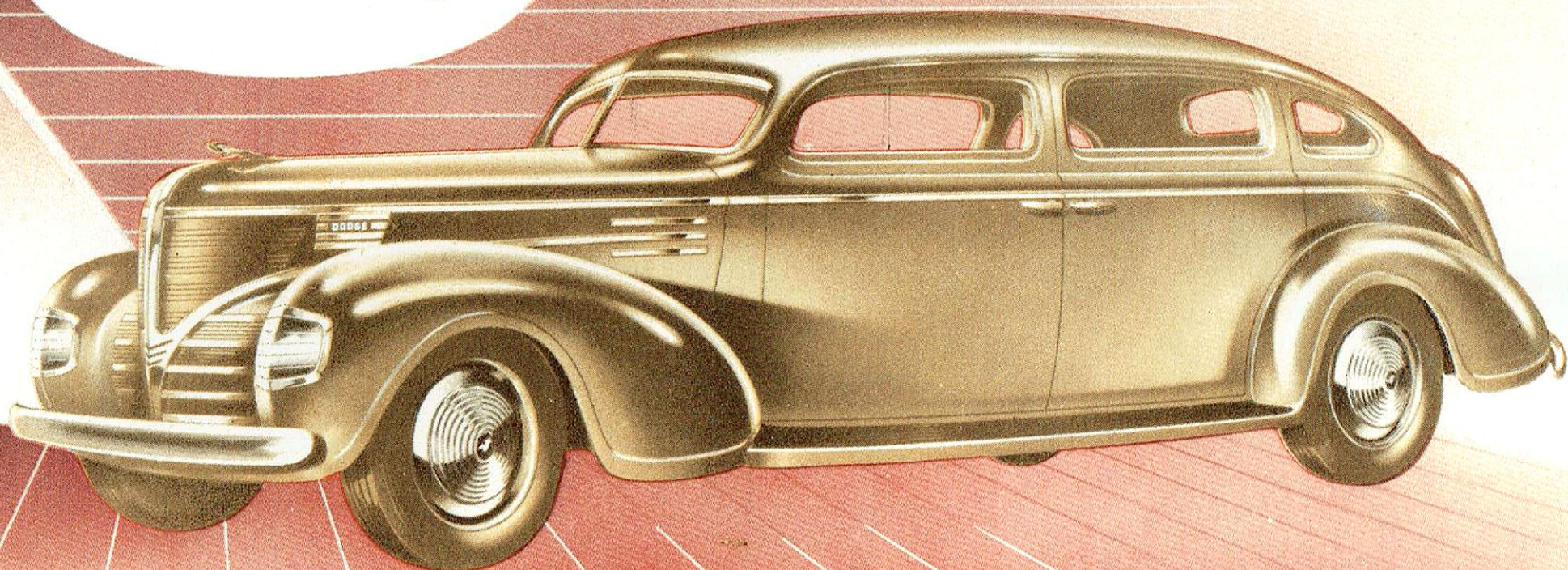
THE IMPRESSIVE STYLE of this Dodge "Silver Anniversary" model makes it eminently suitable for the business man who desires a car of outstanding character and quality. Beneath its smart contours is a chassis robustly built to assure many years of dependable and troublefree motoring. Its Richards SafeTsteel Body is braced and gusseted with steel girders to give the strength necessary for hard service. The seats which are upholstered in real leather, provide exceptional comfort for long-distance travelling.

*The Dodge D12
Business Coupe*



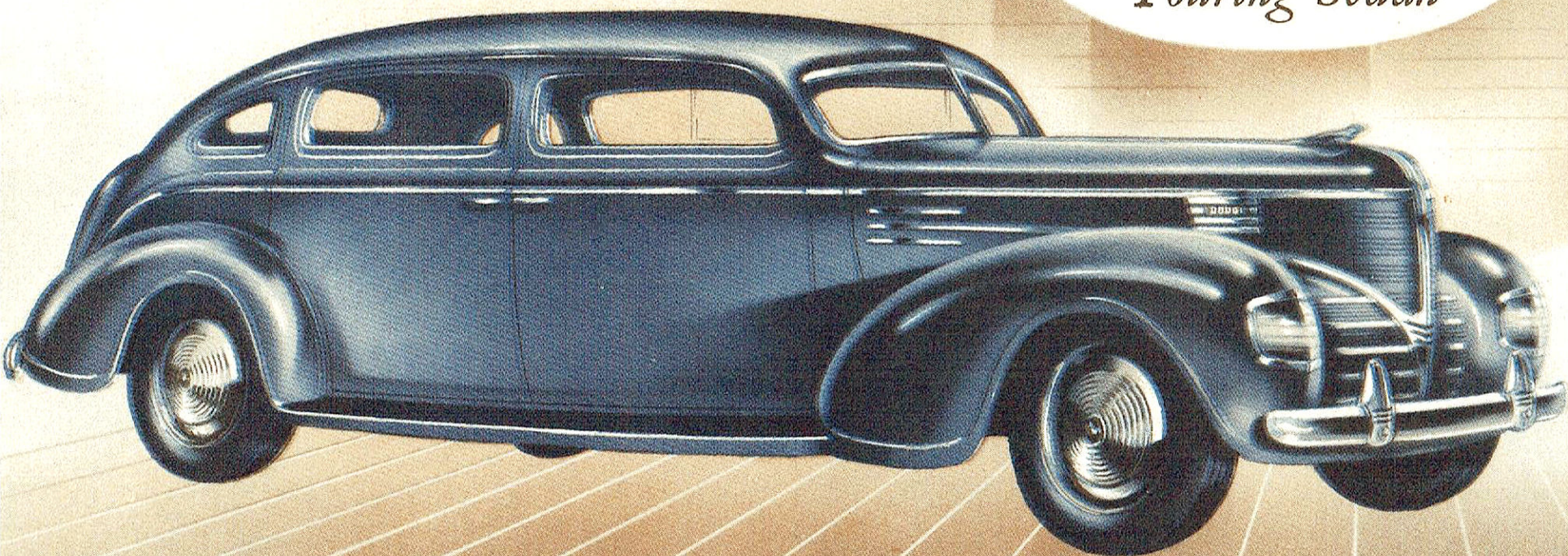
THIS "SILVER ANNIVERSARY" Dodge has been specially designed, and priced particularly low to meet the requirements of business houses who wish to provide their representatives with a car of sparkling performance and known dependability. It is roomy enough to hold three adults comfortably. Behind the fully-adjustable seat there is a wide shelf for parcels. The Spare Wheel rests behind the Seat Squab leaving the floor clear for easy and low loading of luggage. A Rumble Seat is available at extra cost.

*The Dodge D12
4-door Touring Sedan
with De Luxe Body*

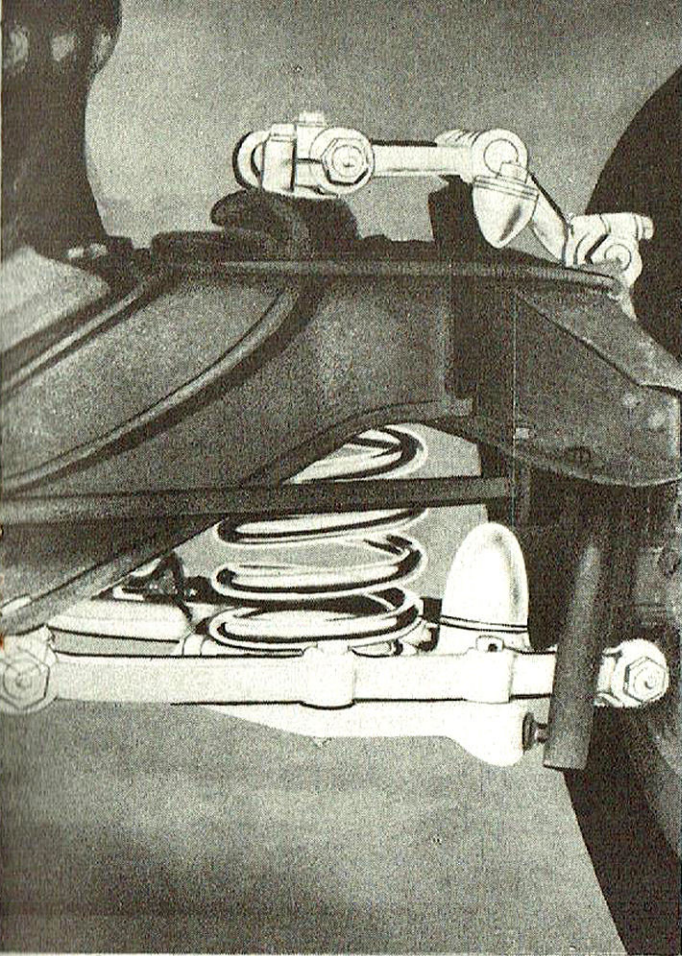


THE LUXURY of this "Silver Anniversary" Dodge is positively sumptuous. Its De Luxe Body by Richards includes deeply-sprung, Soft Chrome Leather Upholstery, Side Arm Rests in Front and Rear, a Centre Arm Rest in the rear seat, Dual Visors and Wipers, an Ash Receiver in the front seat back, easy-operation Ventilating Windows, extra Interior Lights with Integral Assist Loops, and outside it is enhanced by smart Chromium Body Beads the full length of the car. Its comfort is well matched by its brilliant road behaviour.

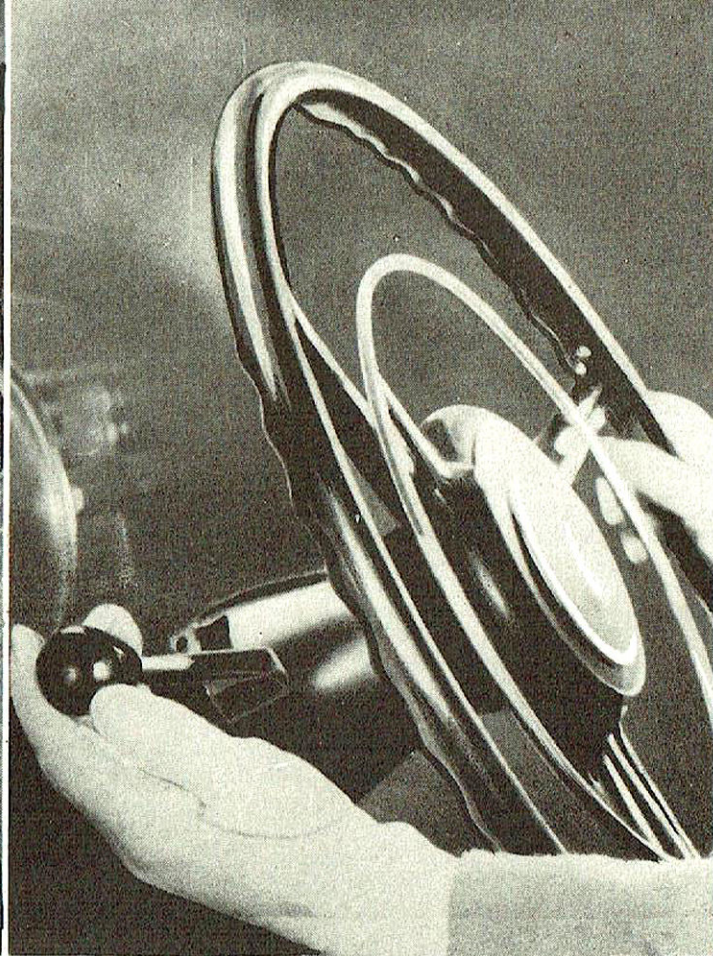
*The Dodge 7-passenger
4-door
Touring Sedan*



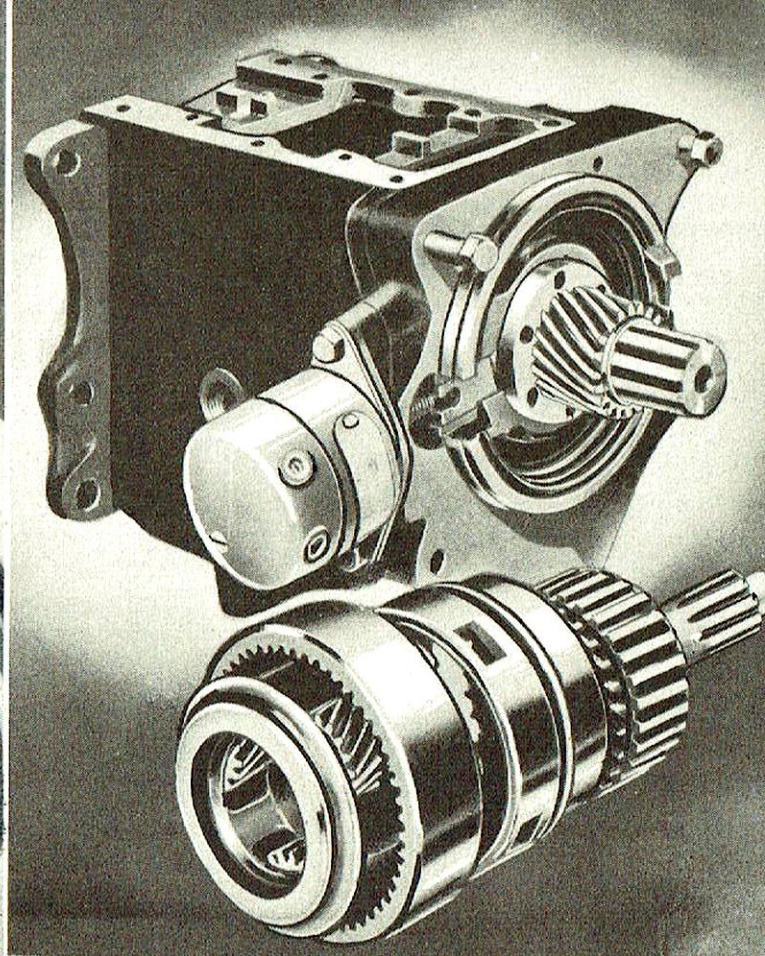
BUILT SPECIALLY for the family man, this big, roomy "Silver Anniversary" Dodge will carry nine passengers in comfort. The folding Auxiliary Seats hold three adults. There are full-sized Foot Rests, Arm Rests front and rear and No-Draught Ventilation in front and rear quarter windows. In the exceptionally large luggage compartment there is ample room for the family's cases. The Richards SafeTsteel Body is braced with steel girders to stand the strain of excessive weight. The deep windows provide clear vision for all.



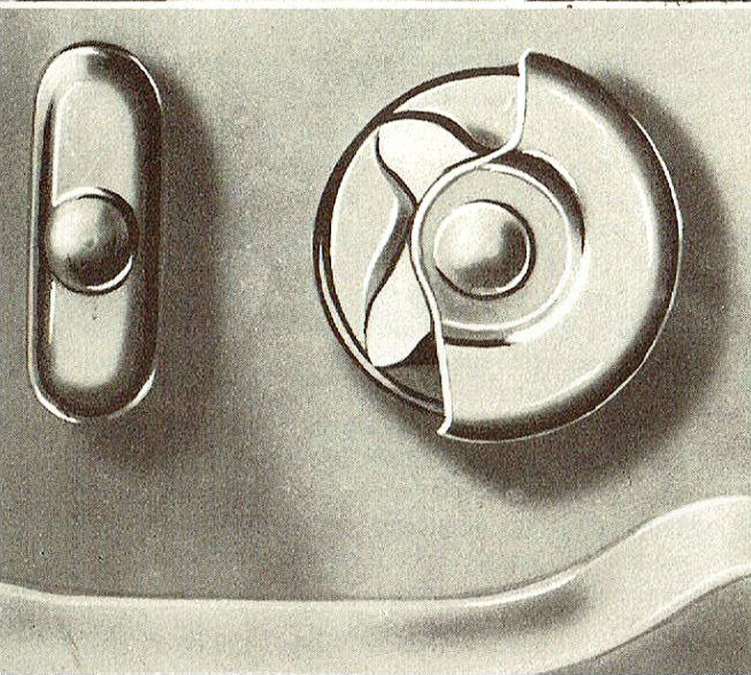
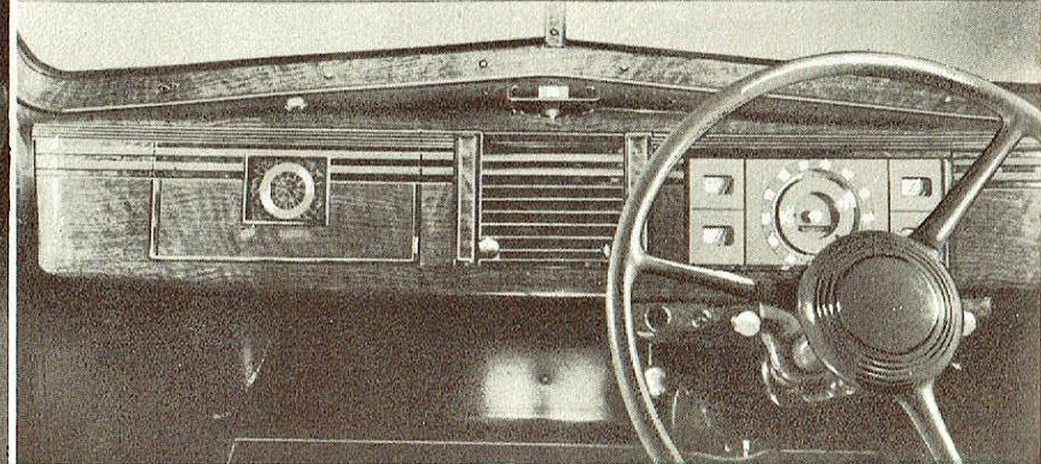
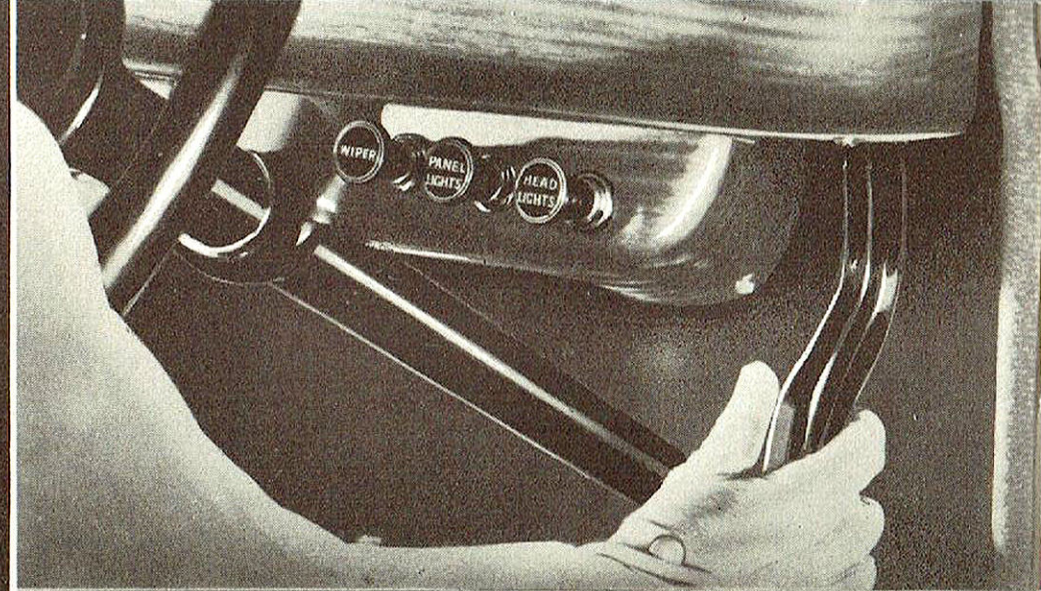
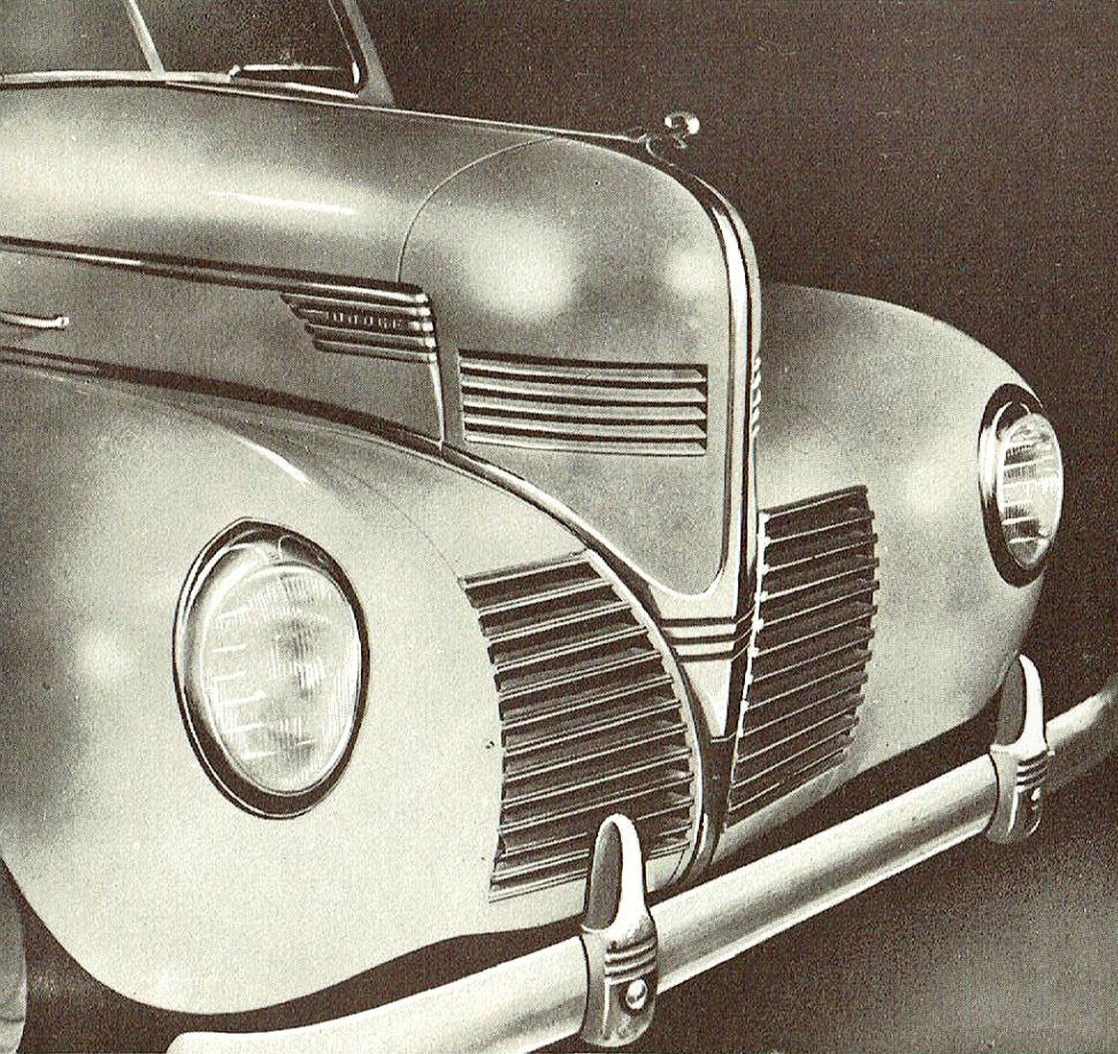
PERFECTED INDEPENDENT FRONT WHEEL SPRINGING. The Pantograph type of Independent Front Wheel Springing has been fitted as standard equipment to all models. Each front wheel is attached to sturdy supports connected to the ends of two V-shaped control arms which are mounted to the frame by a swivel connection. The whole linkage is thus free to move up and down and at the same time to maintain proper wheel alignment and steering geometry. Flexible coiled springs are used because they have no duty to perform other than to cushion the car. Every section of this feature has been completely tested and proven over a number of years and now that it has been adopted by Dodge, motorists can rest assured that it not only greatly improves riding comfort but considerably increases Dodge dependability.



REMOTE CONTROL GEAR SHIFT. As pioneers of wide seats and ample leg room for passengers, Dodge engineers recognise the advantages of removing the gear lever from the floor; however, they would not sacrifice the reliability of the all-mechanical gear shift for the automatic pre-selective type. The Remote Control Gear Shift, now located on the steering column immediately below the steering wheel is convenient, easy and quick to handle, and requires less energy to operate. It is still a direct, manual gear shift with the same sequence of positions as the conventional gears, and is entirely free from electrical, vacuum, or other automatic mechanisms that complicate operation and endanger the reliability of control. It is standard equipment on the D11 "Luxury Liner" and on the 7-passenger Sedan. Also available on D12 models at extra cost.



DUAL-POWER TRANSMISSION. This new Dodge feature has a three-fold purpose. It doubles the performance-ability of the car, lengthens engine life and reduces operating and maintenance costs. Dodge Dual-Power makes use of the Overdrive principle—the reduction of engine speed while the actual car speed is maintained. The overdrive comes into operation at approximately 25 miles an hour, but so as not to lose accelerating power, it is instantly changeable back into conventional gear. This is done merely by pressing the accelerator pedal to the floor for an instant. As soon as the need for this increased power is past the accelerator is released and the overdrive once more operates automatically. The principle applies to both 2nd and 3rd gears and in effect provides the driver with five gears. Dual Power equipment is available at extra cost.

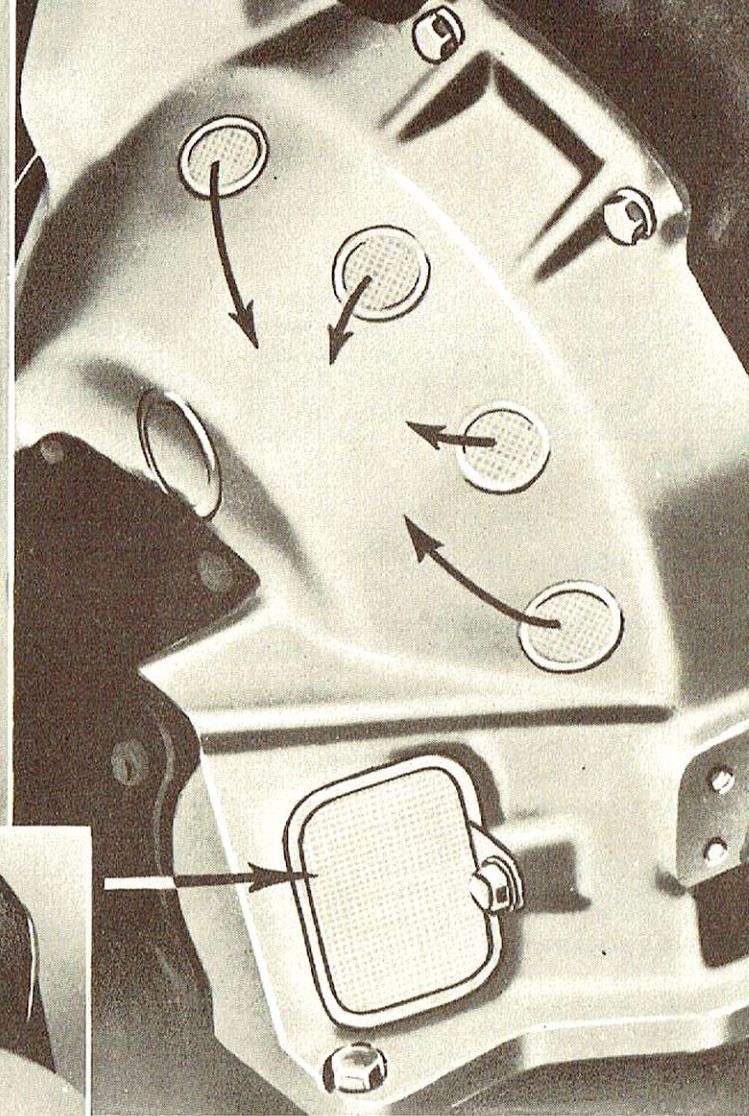
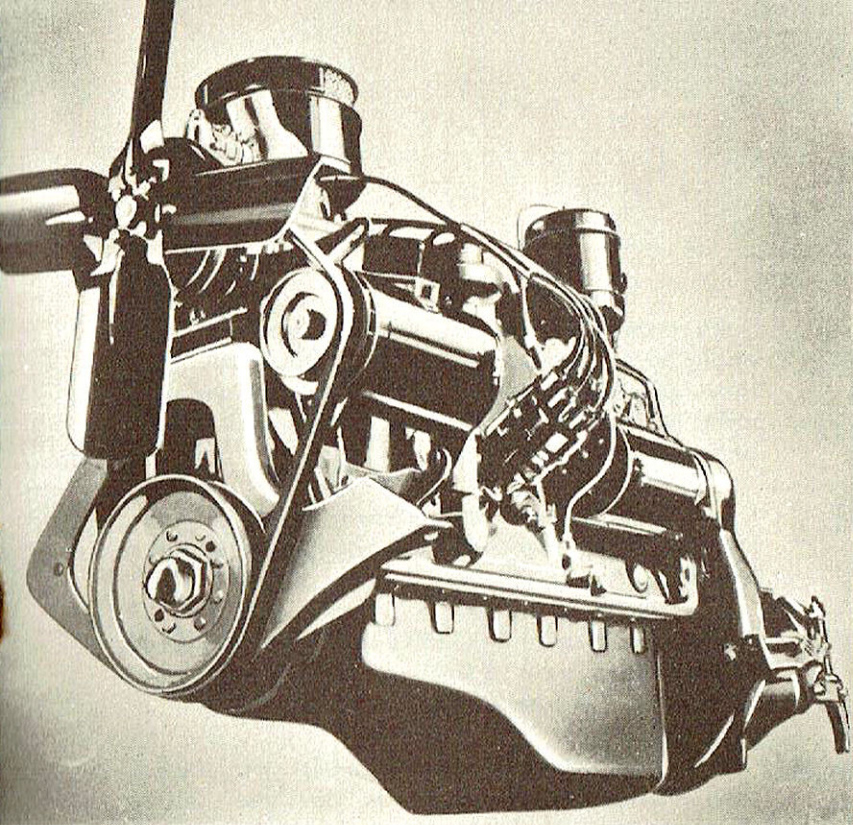


BEAUTIFUL FRONT END. (Top left.) Wide horizontal bands of Chromium are strikingly displayed on the front end of the new Dodge, making it the most distinguished looking car that has ever been built. To complete the symmetry of the front end, wide-spaced and low headlights have been built into the fenders for safety. Gracing the whole ensemble is the streamlined Dodge Ram-Mascot.

NEW CONVENIENT HAND BRAKE. (Top right.) To clear the floor for more leg-and-feet room, Dodge has placed the hand brake conveniently under the dashboard in the right-hand corner. It is within quick and easy reach and as such adds to the safety and simplicity of driving.

STRIKING NEW INSTRUMENT PANEL. (Above.) This new, richly grained Dodge Instrument Panel is placed at an angle to make clearly discernible the petrol, oil, temperature and battery gauges, the safety signal speedometer, and the conveniently-placed dash-controls. There is a large, button-press Glove Box to hold accessories and small parcels.

NEW ROTARY LOCKS. (Bottom left.) This latest development in door locks has been adopted by Dodge for the D11 models, enabling the girder-braced steel doors to be opened and closed with the greatest of ease. Rotary Locks hold the doors firmly closed, preventing annoying rattles and squeaks from developing, and providing an extra margin of safety.

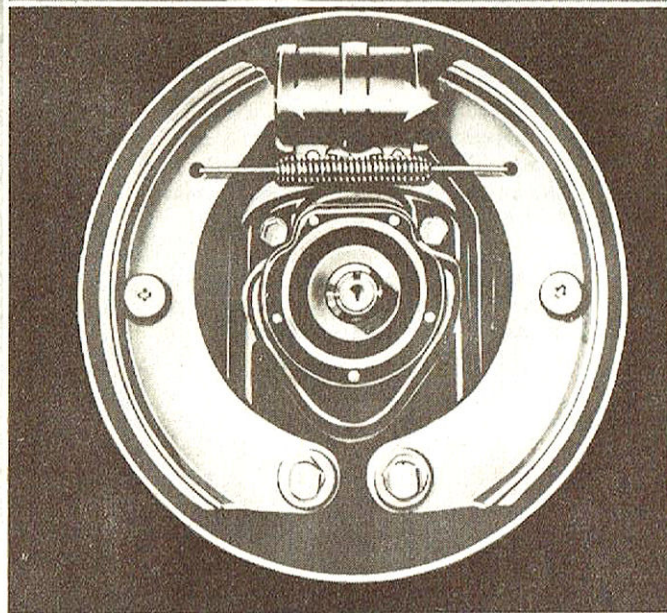


BRILLIANT NEW ENGINE. (Top left.) The new Dodge L-Head Engine has been designed for even greater dependability than ever before. Its efficiency has been increased and its economy improved. It has new Auto-thermic Pistons and every desirable feature that contributes to better performance, long life and minimum maintenance costs.

NEW VENTILATED CLUTCH (Top right.) To protect the Dodge Clutch from friction-heat, screened openings have been provided so that cool air can circulate continuously throughout the clutch chamber and around the bearings. This lengthens clutch life and keeps it functioning smoothly and silently. An over-centre spring gives lighter pedal operation for easier gear changing.

LARGE LUGGAGE SPACE. (Bottom left.) The new Richards SafeSteel Bodies specially built for Dodge have been so well planned that there is 27% more luggage space.

TIME-PROVEN HYDRAULIC BRAKES. (Bottom right.) This year Dodge Hydraulic Brakes have a double-action on the big, cast-iron, steel-backed Drums. They also are self-equalising and exert an even steady pressure on all four wheels.



A FEW DODGE ACHIEVEMENTS:

First Steel-body (1914), First Steel-body Sedan (1923), Hydraulic Brakes (1927), Aluminium Alloy-steel-strut Pistons, Silchrome Steel-exhaust Valves, Full Pressure Lubrication, Down-draught Carburettor, Floating Power, Cast Iron Brake Surfaces, X-bridge type Frame, Exhaust Valve Inserts, Airwheel Tyres, Synchronised Spring Action, High Compression Engine, Balanced Weight Distribution, Ride Stabiliser, Chair High Seats, Full-length Water Jackets, SafeSteel Body, Safety Glass, Hypoid Rear Axle, Remote Control, Dual Power, Safety Signal Speedometer.

DODGE D.11 AND D.12 SPECIFICATIONS

BODIES:	Dodge "Unitop" SafeSteel. Fully insulated against sound, heat and dust. Safety glass in windscreen and side windows. "V" Windscreen. Large Cowl Ventilator. Leather upholstery standard. Cloth upholstery available. Spacious built-in luggage compartment. D.11 has rotary self-tightening door latches.	ENGINE COOLING AND HEAT CONTROL:	Quick warm-up is covered by thermostatic control; water cooling by centrifugal pump and 17" 4-bladed fan. Water circulation full length of cylinder bores. Valve seats cooled by special water header in cylinder block. Cellular special export radiator core.
WHEELBASE:	D.11—117"; 7 Passenger—134"; D.12—114".	ELECTRICAL SYSTEM:	6-volt. Fully automatic spark advance with vacuum control. Air-cooled generator. Full voltage and generator control on D11.
CHASSES:	X type, double drop, bridge construction.	FUEL SYSTEM:	Positive pump from 15 Imp. gallon tank, with special sump for collection of water or foreign matter. Down-draught carburettor. Oil bath air cleaner.
REAR AXLE:	Hypoid. Semi-floating. D.11 Ratio: 4.1 to 1 and 4.3 to 1. D.12 Ratio: 4.1 to 1. 7-Passenger 4.3 to 1. Roller bearings throughout.	TRANSMISSION:	Three speeds forward. All-silent helical gears. Auto-mesh. Roller bearings in reverse idler gear. Centre cushioned ventilated clutch. Remote control gear shift lever on D11.
BRAKES:	Service. Dodge equal-action, hydraulic. Cast-iron steel backed drums. Parking: Fully independent hand brake. Pistol grip type, located below the instrument panel at the right of the steering column.	SPRINGS:	Front—Individual action, rust proofed coil springs. Rear—Semi-elliptic. D11 has metal spring gaiters.
WHEELS AND TYRES:	Five Steel Aero Disc Wheels. D.11—five 16 x 6.25 air wheel tyres. 7-Passenger—five 16 x 6.50 air wheel tyres. D.12—five 16 x 6.00 air wheel tyres. Spare tyre housed within luggage compartment.	EQUIPMENT:	Bumper Bars. Four hydraulic direct action shock absorbers. Radiator mascot. Licence brackets. Automatic stop light. Complete export kit of tools. D11 equipped with electric cigar lighter.
STEERING:	Direct double tie rod type, with worm and roller gear.	SAFETY SIGNAL SPEEDOMETER:	The new Speed Indicator takes the form of a bead, which in moving over the dial glows green at speeds up to 30 m.p.h., amber from 30 to 50 m.p.h., and red for speeds above 50 m.p.h.
ENGINE D.11:	6-Cylinder L-head. Developed horsepower—87, with 6.5 to 1 compression ratio. Bore and stroke—82.55mm x 111.1mm. Piston displacement—3.57 litres. Inserted vanadium alloy exhaust valve seats. Force feed lubrication. Oil purifier.	CONDITIONS:	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 specifications without notice.
ENGINE D.12:	6-cylinder L-head. Developed Horse Power 82 with 6.7 to 1 compression ratio. Developed Horse Power 78 with 6.07 to 1 compression ratio. Bore and stroke—79.4mm. x 111.1mm. Piston displacement—3.3 litres. Inserted vanadium alloy exhaust valve seats. Force feed lubrication.		
CRANKSHAFT:	Drop-forged from special high carbon steel. Counter weighted. Four main bearings. Aluminium alloy pistons, surface coated. Auto-thermic. Four rings per piston.		

HARDEN AND JOHNSTON LTD. 117-131 FLINDERS STREET, SYDNEY
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