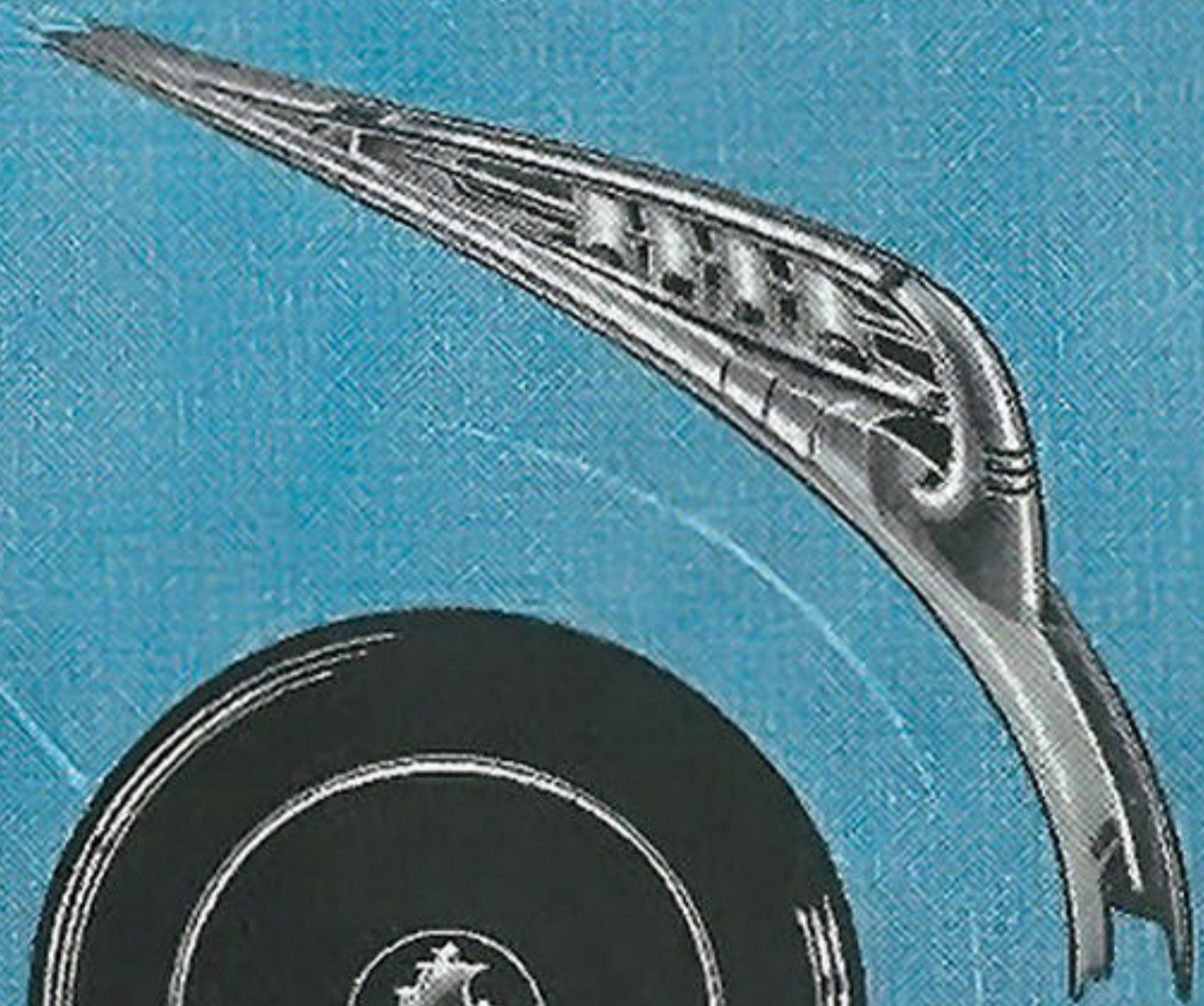
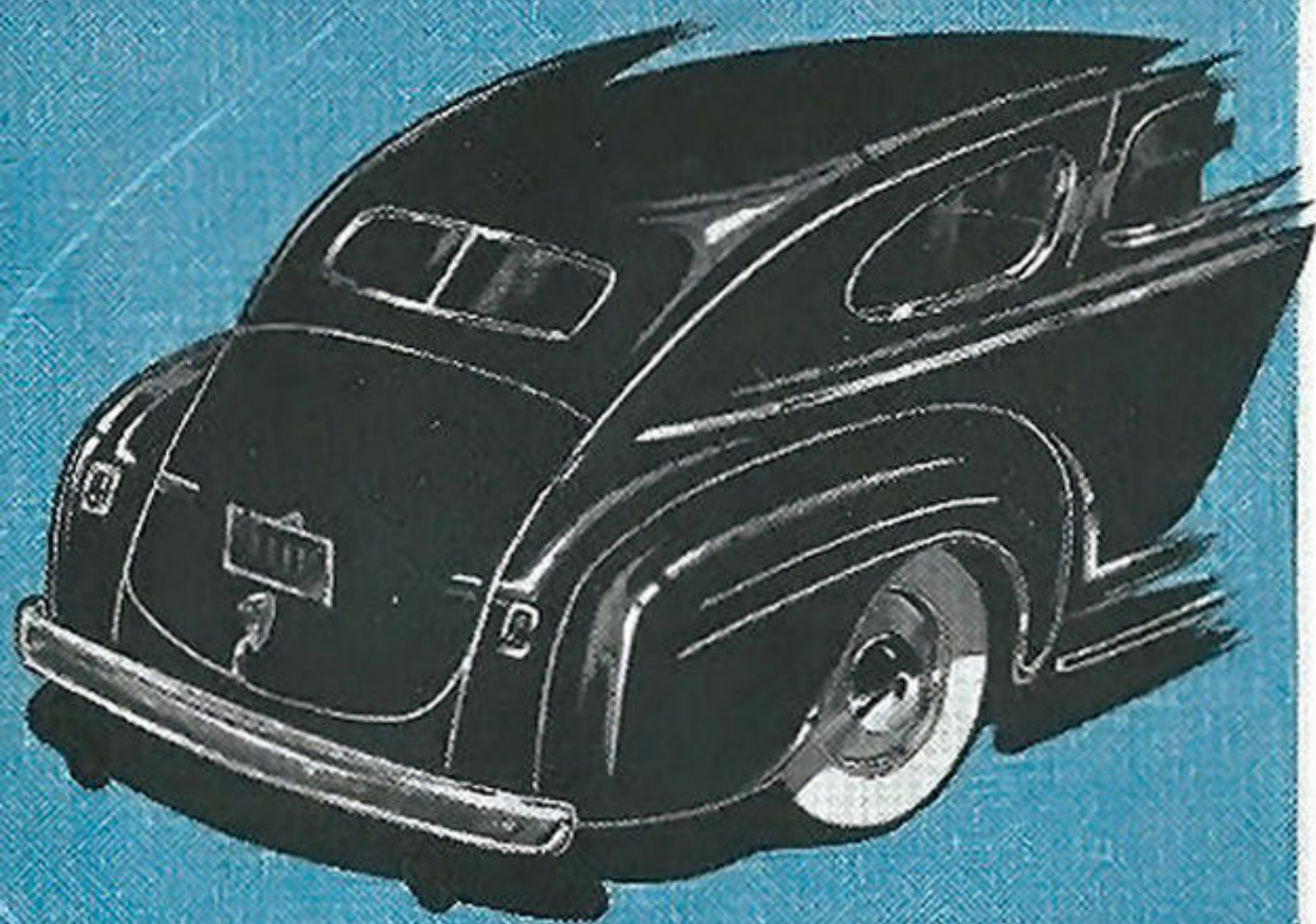


Chrysler - **PLYMOUTH**

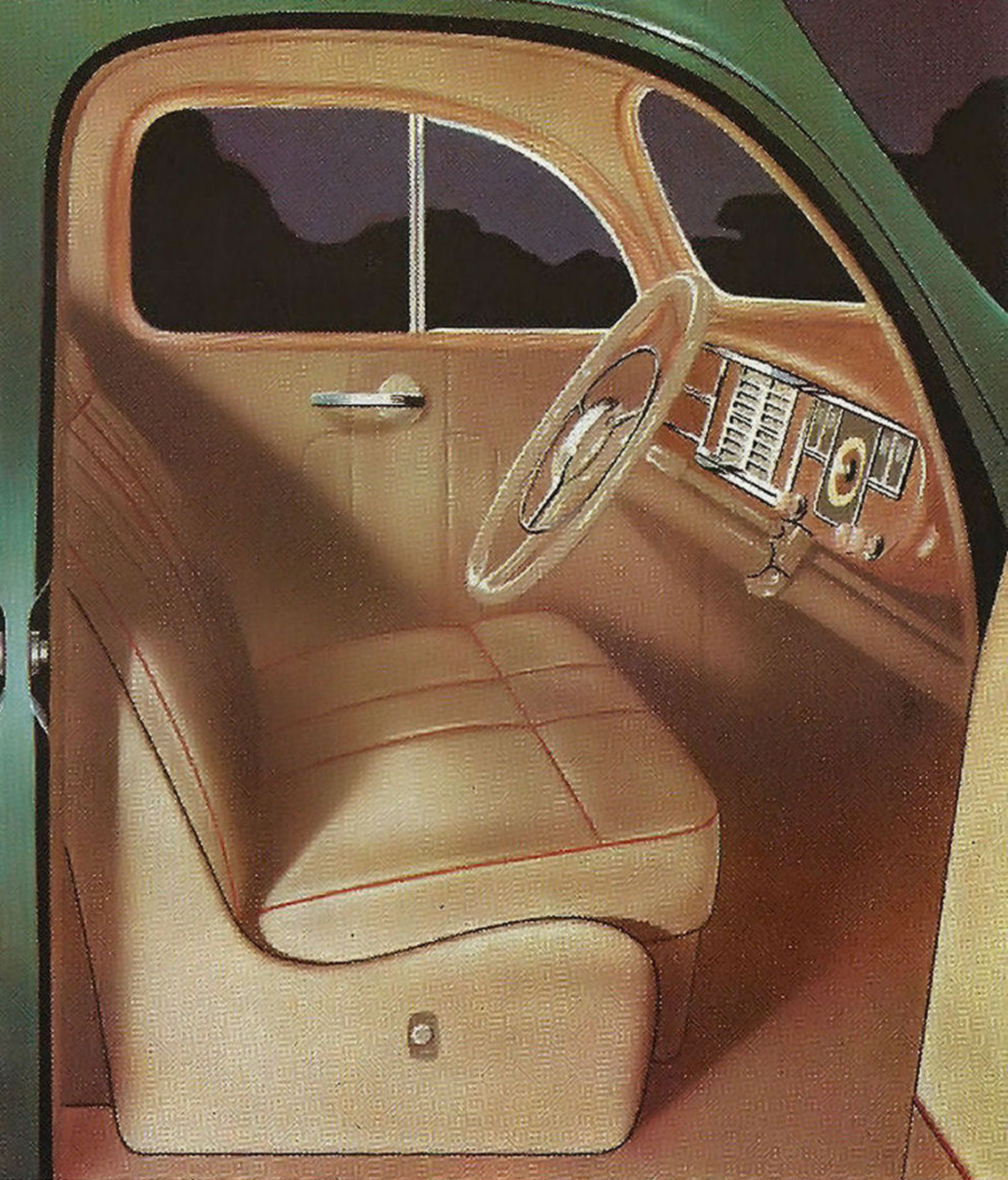


Chrysler-Plymouth is the year's **BIG** *Surprise*

Your ideas of what a low priced car can offer—are in for a big surprise when you see these spanking new Chrysler-Plymouths. Because this year Chrysler-Plymouth is a roomy, 117" wheelbase car—substantially roomier than any car in its price class. Every feature has been generously conceived and carried out. The low, sweeping, streamlined body is impressively beautiful. The smooth curving rear panel encloses 30% more luggage space than last year.

Surprise number two comes when you open the wide doors. Chrysler Corporation body stylists have succeeded in eliminating interference from the rear mudguard, allowing wider doors for easier entrance and exit. Step inside and once again you have that sense of roominess—big wide seats and plenty of leg and elbow room. Spacious windows allow unobstructed vision. But to really appreciate Chrysler-Plymouth you must experience the thrill of a test on the open road. Immediately the six-cylinder engine throbs into life you can feel the eager power—in a flash you are away—swiftly, silently. On the rough country road comes the greatest surprise of all. Chrysler-Plymouth's "Luxury Ride" due to an entirely new method of weight distribution, is a dreamlike ride that seems to float you along despite the roughness of the road.

Your big surprise is in our showroom awaiting your inspection—why not see it today?



THE INTERIOR OF THE NEW CHRYSLER-PLYMOUTH

has been completely redesigned—with new instrument panel, new hardware and smart new two-tone upholstery. The instrument panel features the safety signal speedometer. In addition each indicator on the panel has a red warning signal to indicate a condition requiring attention. All instruments are grouped directly in front of the driver.

Bodies are wider—longer and roomier. Rear seats are considerably wider—allowing more hip room to seat three big people in perfect comfort. Floors are flat and richly carpeted. The wide doors, almost straight, make it possible to open the rear windows all the way down and, in addition, allow easy entrance and exit. New door latches close with a gentle push and stay closed more securely than car doors ever have before.



THE CHRYSLER-PLYMOUTH ROYAL SEDAN

THE CHRYSLER - PLYMOUTH SIX SERIES

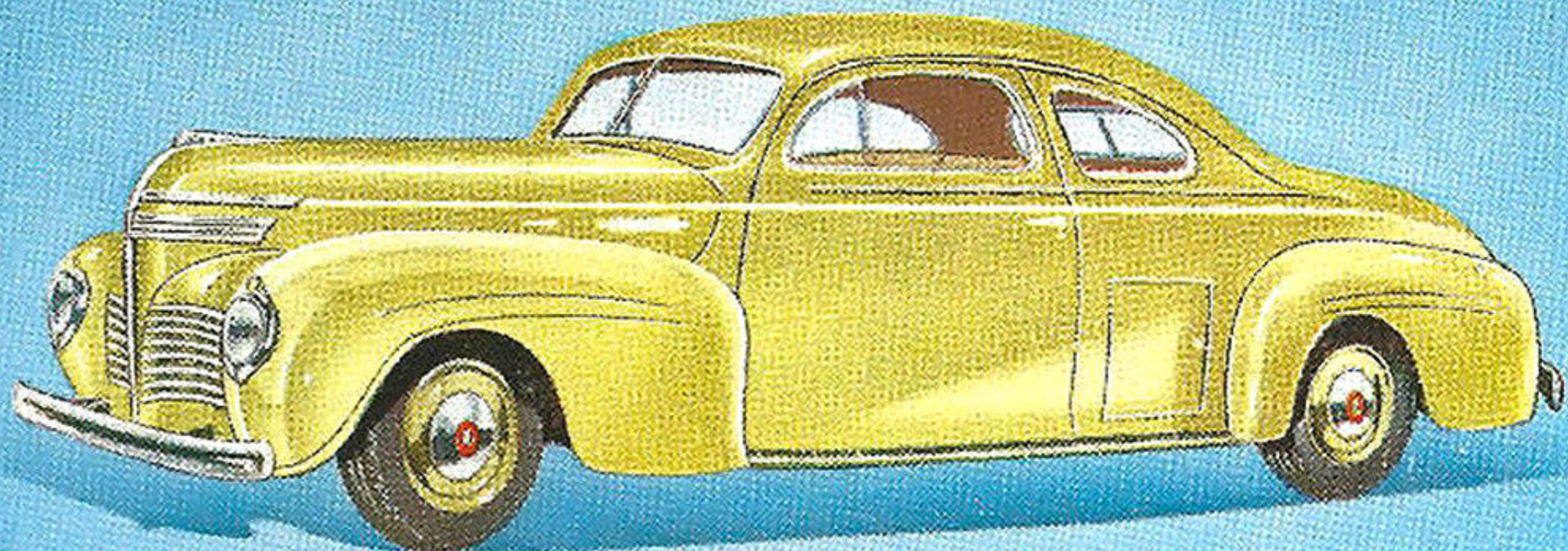
Glamorous new distinction in styling—long, low, sweeping lines that express a lithe eager beauty—set Chrysler-Plymouth Six apart as the most beautifully designed car of the year. The new radiator grille with horizontal louvres is an impressively beautiful feature. The hood is sleek and smooth, unbroken by cross seams. The large fenders add to the appearance of stability. And from the back Chrysler-Plymouth is equally attractive—the smooth curving rear panel encloses adequate space for luggage.

THE CHRYSLER - PLYMOUTH "DE LUXE SIX" SERIES

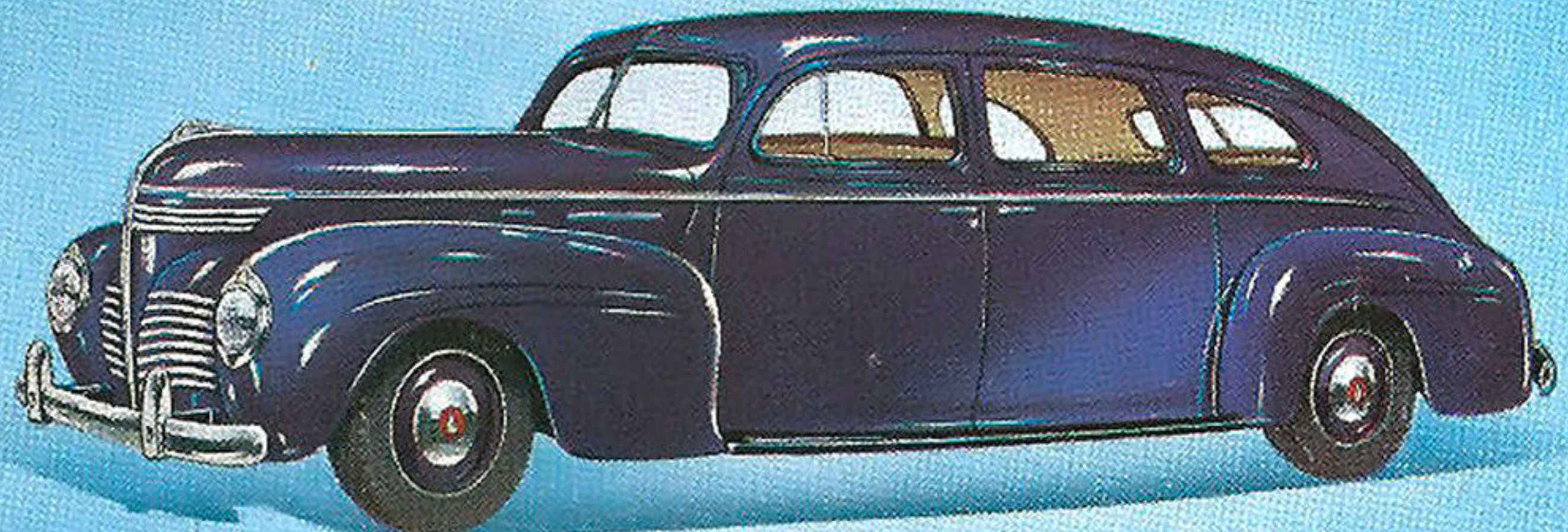
In the "De Luxe Six" you will find typical Chrysler-Plymouth good looks combined with a performance-ability such as you have never before experienced. Settle in behind the wheel and thrill to Chrysler-Plymouth's eagerness to obey your slightest command. A touch of the starter and the powerful six-cylinder engine throbs into silent life—a smooth, easy gear change and you're away—never have you dreamed that a car could offer you so much.

THE CHRYSLER - PLYMOUTH "ROYAL" SERIES

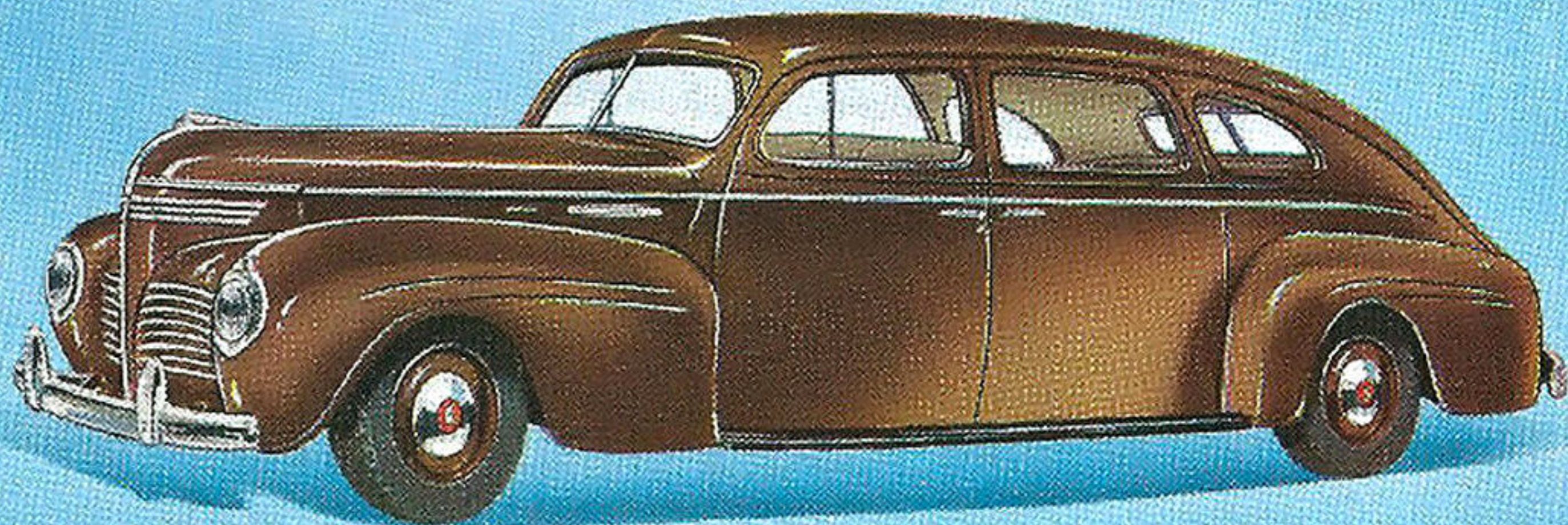
Open the big wide doors and inspect the luxurious interior of the new Chrysler-Plymouth Royal. Every detail indicates the thought which Chrysler-Plymouth body stylists have given to your personal comfort. The two-tone upholstery is tastefully modern . . . the comfortable seats are wide and deep. From the inside, looking out, the vision is excellent—there is nothing to obstruct your view. The almost straight rear doors—a new Chrysler-Plymouth development—have made it possible to lower the back windows all the way down, and in addition give you unobstructed entrance and exit.



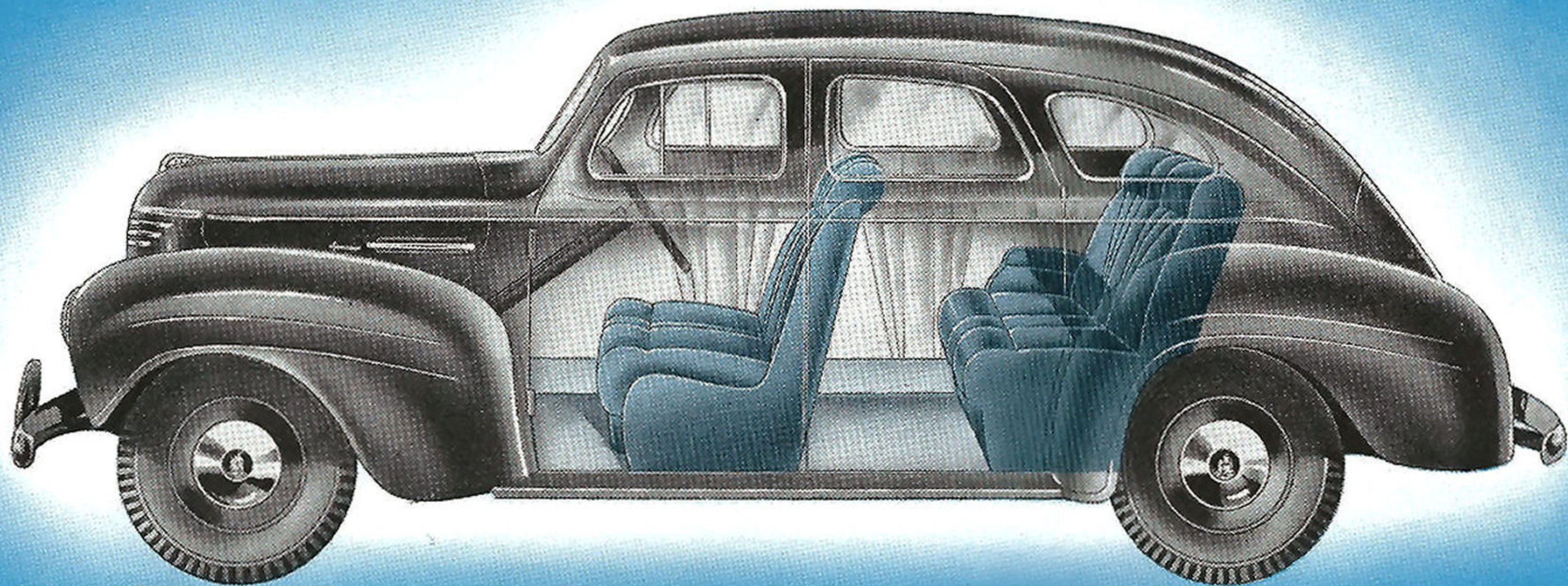
CHRYSLER-PLYMOUTH SIX COUPE, W.B. 117 inches



CHRYSLER-PLYMOUTH DE LUXE SIX SEDAN (5-PASS.), W.B. 117 inches

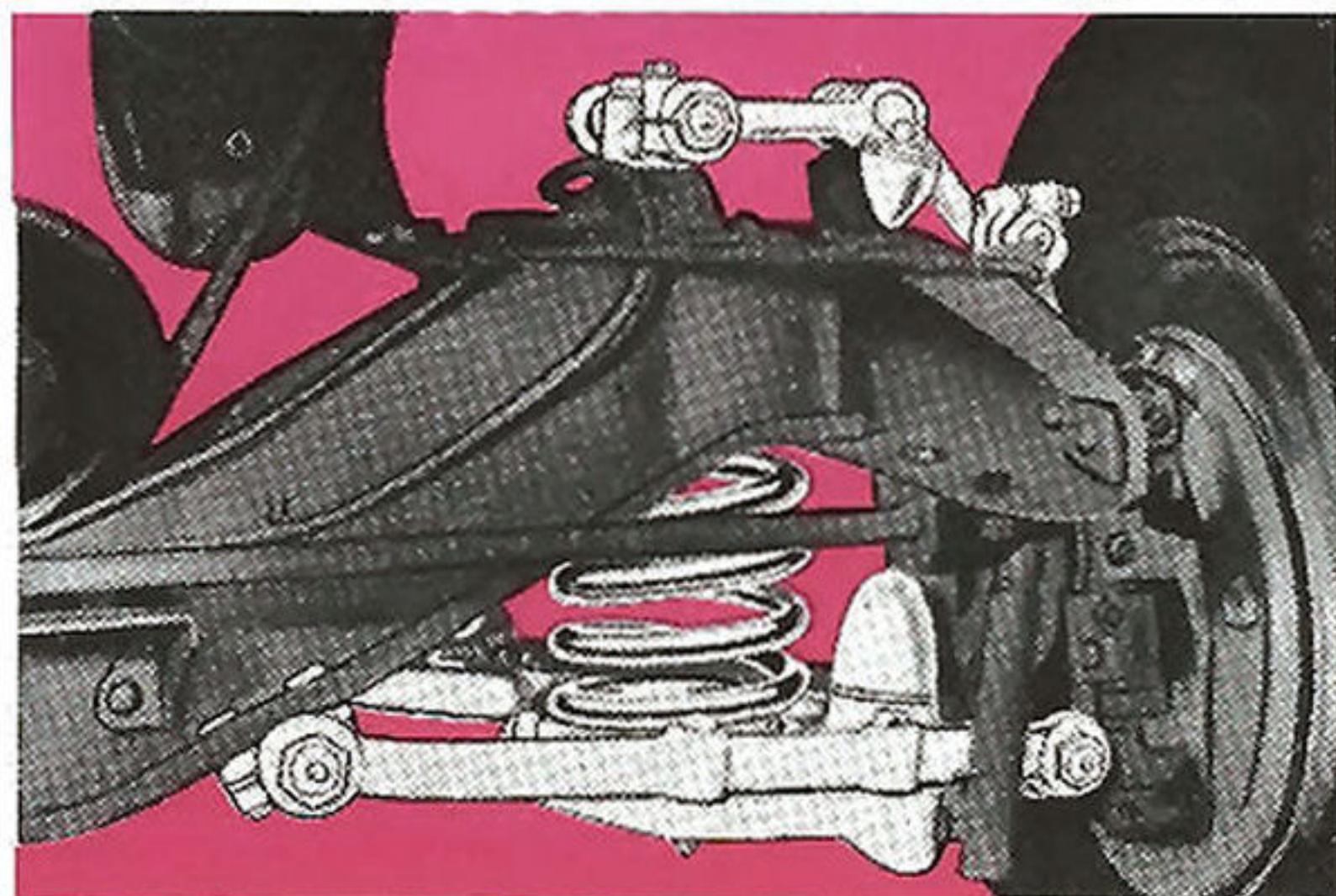


CHRYSLER-PLYMOUTH ROYAL SEDAN (7-PASS.), W.B. 137 inches



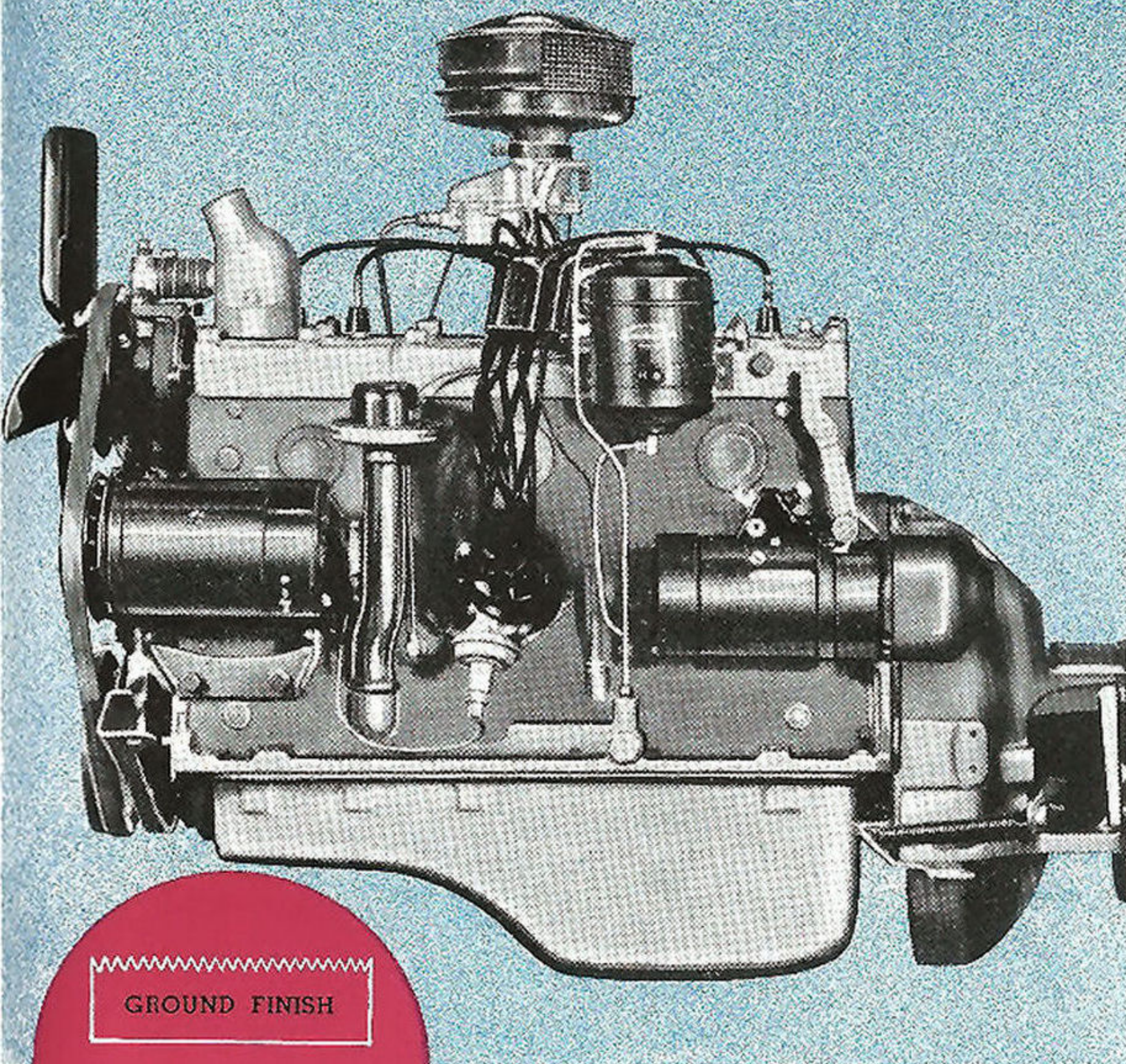
IMPROVED FRONT SUSPENSION

Chrysler-Plymouth's new and modified independent front wheel suspension contributes to the slow lazy ride that has been developed by the Chrysler Corporation engineers. Rugged and durable in design, they have been completely tested and proven over a period of years in the higher priced cars.



Chrysler-Plymouth's NEW "LUXURY RIDE"

The engine has been moved 4 inches forward and the rear axle has been moved 3 inches further to the rear. This is the result of a new method of weight distribution which has given Chrysler-Plymouth passengers a new type of cradled ride. Now all the passengers, and the bulk of the car's weight, are suspended between the springs and axles. Rear seat passengers ride forward of the rear axle. You ride much as you would rest in a hammock—cradled between the points of suspension. Consequently bumps are absorbed by the springs; there is a dreamlike ride that seems to float you along despite the roughness of the road.



GROUND FINISH

"SUPERFINISH"

**SUPERFINISH gives you
15,000 more miles of
engine efficiency**

Superfinish is a new engineering miracle. Briefly stated, it is a high polish mirror-like finish for important moving metal parts. So perfect is Superfinish that variations in superfinished surfaces can only be measured in a few millionths of an inch. Its importance in motor engineering cannot be over-emphasised. It permits moving parts to retain their perfect fit over longer periods of time. There is no excess or "dead" metal left on the surface. Consequently, there is no "dead" material to be worn off by friction; the parts retain their original perfect fit for an ADDED 15,000 miles. "Superfinish" is an exclusive Chrysler Corporation development.

**REMOTE CONTROL
GEARSHIFT**

Remote Control Gearshifts are now standard equipment on all Chrysler-Plymouths. This is a completely mechanical shift and is as foolproof as the conventional gear shift. The shifting is practically effortless and the sequence exactly the same as with the conventional gear shift lever except that the movements are made on a vertical instead of horizontal plane.

**DUAL POWER
TRANSMISSION**

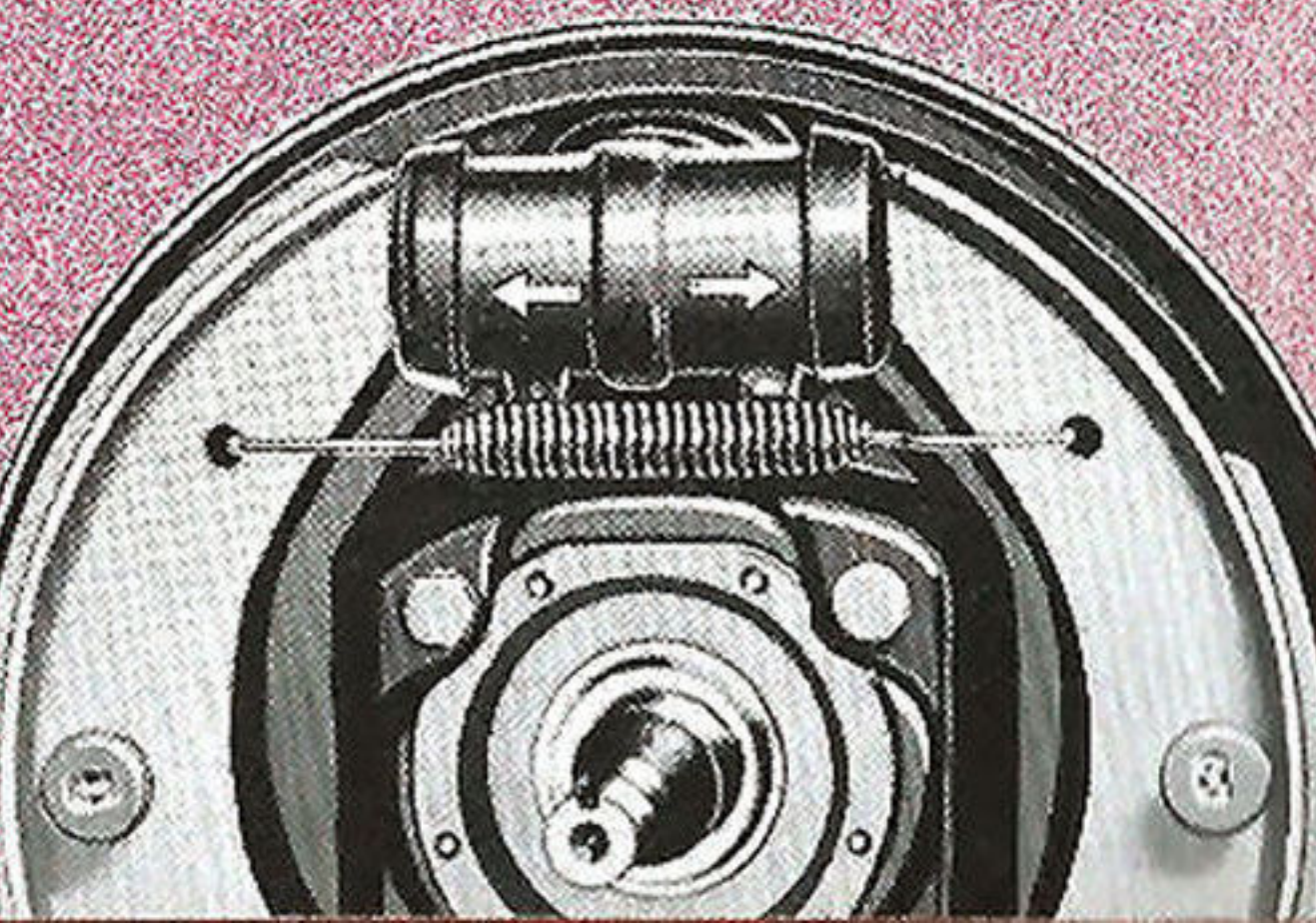
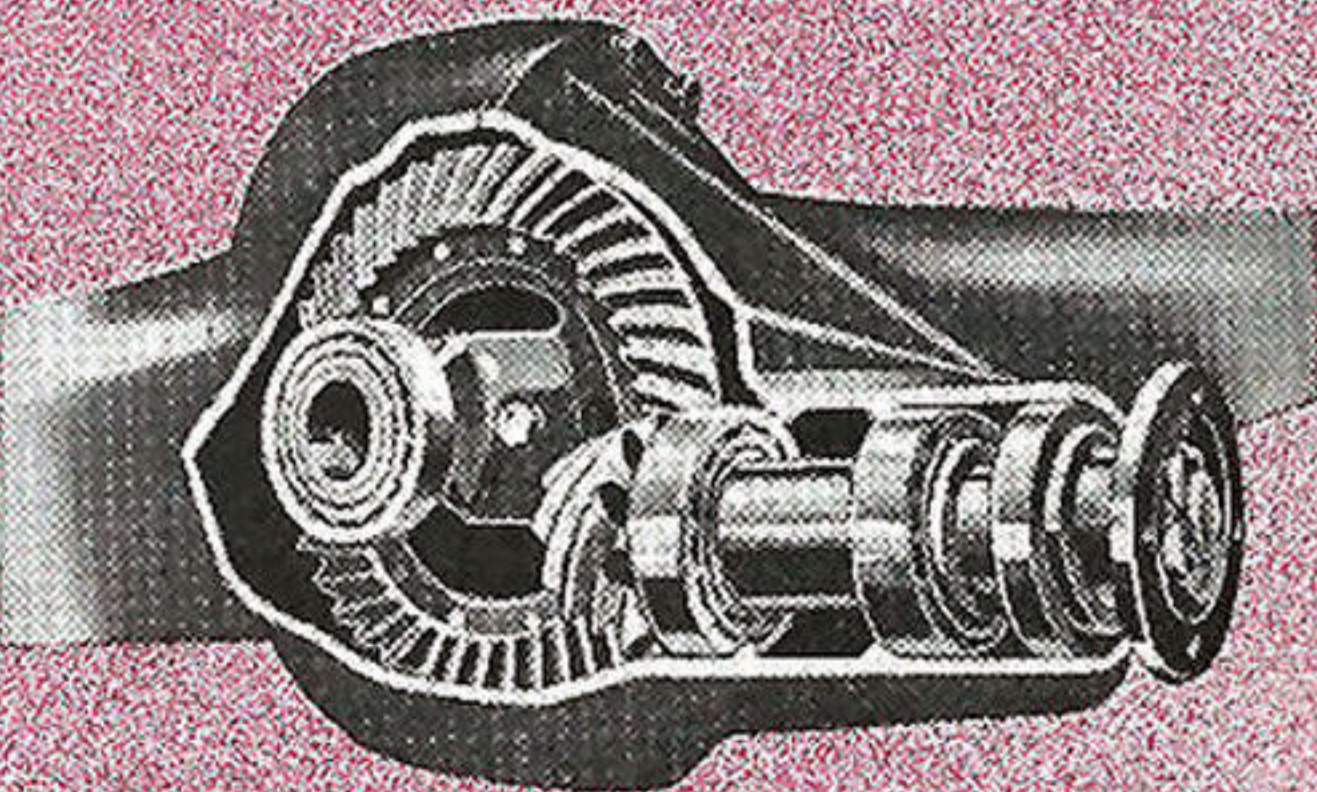
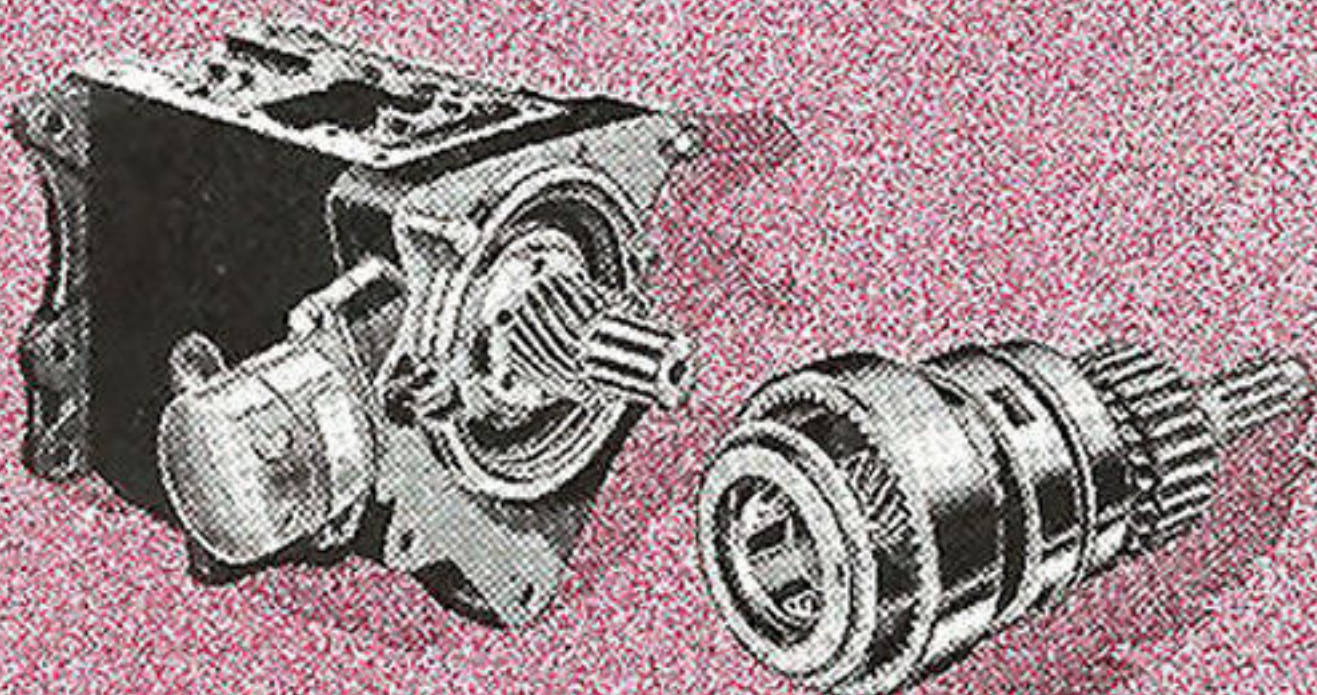
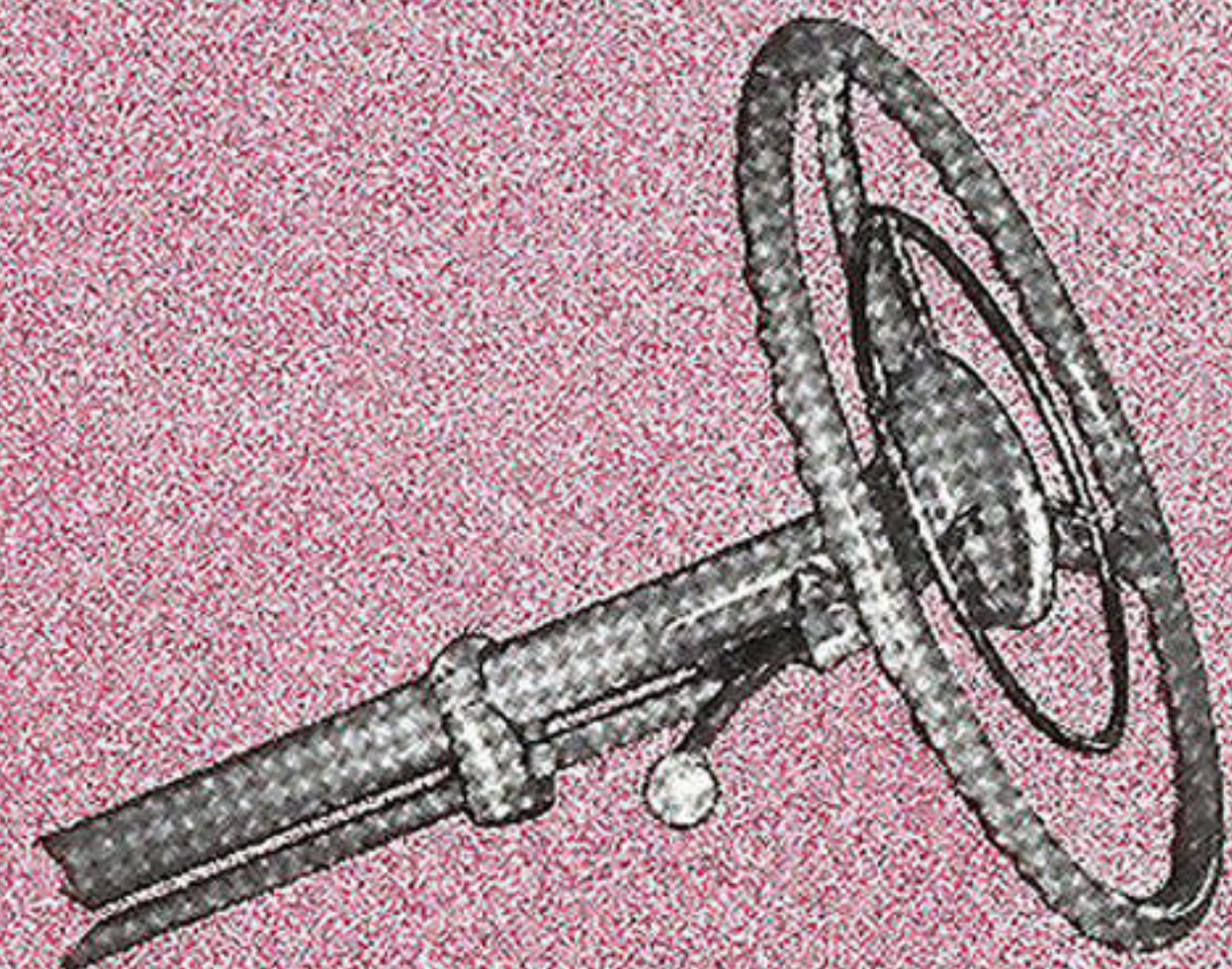
Dual Power gives the car greater driving flexibility for traffic. You can accelerate more with less shifting of gears. It provides more manoeuvrability also, with the economy of overdrive and the full power of normal gear speeds instantly available when desired. Dual power saves fuel and engine oil and reduces engine wear. Dual power practically doubles the performance-ability of your car.

**RUGGED
REAR AXLE**

The rear axle is of the semi-floating type with Hypoid drive gears. Adjustable tapered roller bearings throughout ensure perfectly silent and trouble free operation.

**EQUAL PRESSURE
HYDRAULIC
BRAKES**

More durable and positive in action than ever before. Pedal pressure is lighter. Brake linings are greatly improved. They are internal expanding and are sealed against water and dirt.





S P E C I F I C A T I O N S

CHRYSLER-PLYMOUTH SIX AND DE LUXE SIX

AXLE, FRONT—Pantograph type, individually sprung front wheels.

AXLE, REAR—Semi-floating axle with Hypoid drive gears. Adjustable tapered roller bearings throughout.

BODIES—Richards' Safe-T-Steel, with seamless steel top. Trussed and braced with steel.

BRAKES—Pistol-grip type hand brake. Chrysler-Plymouth four-wheel equal-pressure hydraulic, internal expanding, sealed against water and dirt.

CLUTCH—Single plate, dry, fully ventilated. 9½" disc. Ball thrust release bearing, lubricant sealed in.

COOLING SYSTEM—Centrifugal water pump, by-pass thermostat. Full length water jackets and directional cooling.

DRIVE—Hotchkiss, rear springs take up driving torque and thrust. Tubular propeller shaft, 2½" diameter. Two ball and trunion type universal joints with roller bearings.

ELECTRICAL SYSTEM—Shunt type generator with full voltage and current regulation. Positive shift starter. Vacuum controlled distributor. Safety signal speed indicator and instruments.

ENGINE—High torque, six-cylinder, L-head type. Floating power mounted. Bore, 3½ inches. Stroke, 4½ inches. Piston displacement, 201.33 cu. in. S.A.E. horsepower, 23.44. Developed brake horsepower, 82 at 3,600 R.P.M. Compression ratio, 6.7 to 1. Full pressure lubrication to all crankshaft, camshaft and connecting rod bearings. Crankcase ventilation. Oil filter.

FRAME—Rigid double-drop X-girder truss frame with full-length box section side members; 6 inches deep.

FUEL SYSTEM—Plain tube down-draft carburettor with idle control and adjustable accelerating pump. Automatic manifold heat control. Oil-bath air cleaner and silencer. Fuel filter. 14-gallon supply tank. Fuel gauge on instrument panel.

SPRINGS—Front, independent coil springs. Semi-elliptic tapered leaf, rear.

SHOCK ABSORBERS—Direct double-acting aero-hydraulic type.

STEERING GEAR—Worm and roller type. Adjustable tapered roller worm thrust bearings. Perfected Remote Control Gear Shift on steering column.

TRANSMISSION—Synchro-silent transmission with helical gears throughout.

WHEELBASE—117 inches.

WHEELS AND TYRES—Five steel disc wheels. 16 x 6.00 low pressure tyres (4-ply). Spare tyre mounted in luggage compartment.

REGISTERED OFFICE

CHRYSLER-PLYMOUTH ROYAL

AXLE, FRONT—Pantograph type, individually sprung front wheels.

AXLE, REAR—Semi-floating axle with Hypoid drive gears. Adjustable tapered roller bearings throughout.

BODIES—Richards' Safe-T-Steel, with seamless steel top. Trussed and braced with steel.

BRAKES—Pistol-grip hand brake. Chrysler-Plymouth four-wheel, equal-pressure hydraulic, internal expanding, sealed against water and dirt.

CLUTCH—Single plate, dry, fully ventilated. 9½" disc. Ball thrust release bearing, lubricant sealed in.

COOLING SYSTEM—Centrifugal water pump, by-pass thermostat. Full length water jackets and directional cooling.

DRIVE—Hotchkiss, rear springs take up driving torque and thrust. Tubular propeller shaft, 2½" diameter. Two ball and trunion type universal joints with roller bearings.

ELECTRICAL SYSTEM—Shunt type generator with full voltage and current regulation. Positive shift starter. Vacuum controlled distributor. Safety signal speed indicator and instruments. Horn blowing ring.

ENGINE—High torque, six-cylinder, L-head type. Floating power mounted. Bore, 3½ inches. Stroke, 4½ inches. Piston displacement, 201.33 cu. in. S.A.E. horsepower, 23.44. Developed brake horsepower, 82 at 3,600 R.P.M. Compression ratio, 6.7 to 1. Full pressure lubrication to all crankshaft, camshaft and connecting rod bearings. Crankcase ventilation. Oil filter.

FRAME—Rigid double-drop X-girder truss frame with full-length box section side members; 6 inches deep.

FUEL SYSTEM—Plain tube down-draft carburettor with idle control and adjustable accelerating pump. Automatic manifold heat control. Oil-bath air cleaner and silencer. Fuel filter. 14-gallon supply tank. Fuel gauge on instrument panel.

SPRINGS—Front, coiled springs; rear, semi-elliptic with tapered leaf ends having silent threaded "U" shackles and rubber bushings. Sway eliminator. Metal spring covers on rear springs.

SHOCK ABSORBERS—Direct double-acting aero-hydraulic type.

STEERING GEAR—Worm and roller type. Adjustable tapered roller worm thrust bearings. Perfected Remote Control Gear Shift on steering column under wheel.

TRANSMISSION—Synchro-silent transmission with helical gears throughout. Dual power available as extra equipment.

WHEELBASE—117 inches; 7-Passenger Sedan, 137 inches.

WHEELS AND TYRES—Five steel disc wheels. 16 x 6.25 low pressure tyres (4-ply); 7-passenger, 16 x 6.50 low pressure tyres (6-ply). Spare tyre mounted in luggage compartment.

IMPORTANT!
NEW SUPERFINISH
When reading these specifications it is important to remember that every vital moving part from brake drum to crankshaft — is "superfinished." "Superfinish" is literally the greatest protection that can be given your motor car investment.

LANE'S MOTORS PTY. LTD., 89-105 Exhibition Street, Melbourne, Vic.

MCLAREN & CO. PTY. LTD., MELBOURNE