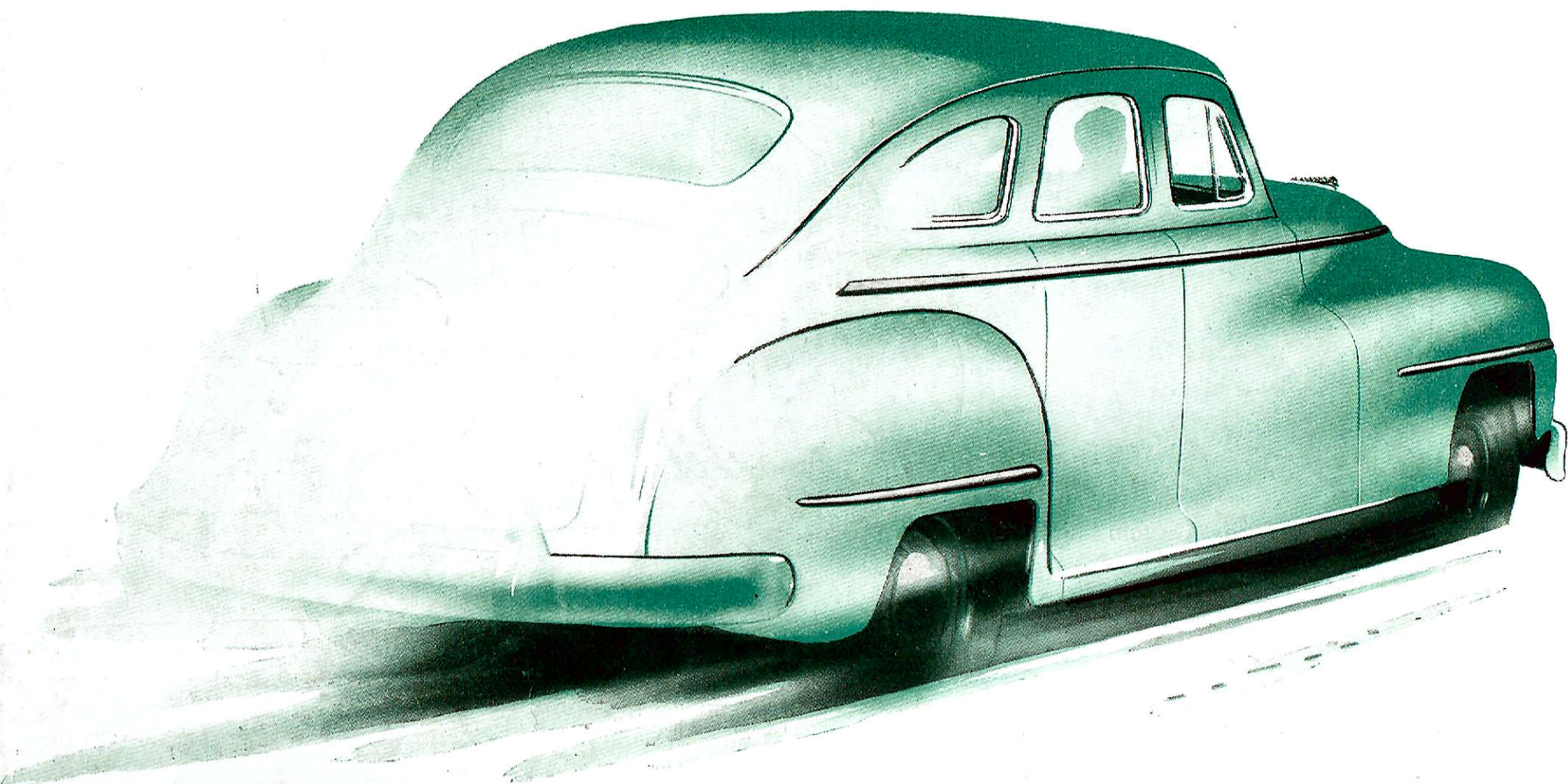


The Newest

New Car in Australia!



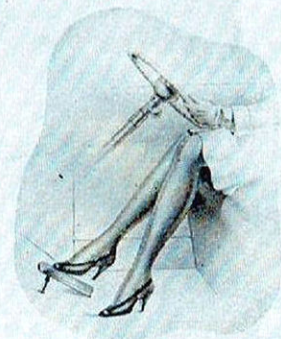
De Soto *brings you the*

Drive all day without changing gears

De Soto's outstanding contribution to post-war motoring is Simpli-Matic Transmission and the new, perfected Gyrol Fluid Drive. This feature means that for all normal driving, gear shifting is unnecessary. You can stop at traffic intersections, start again and reach cruising speed without touching clutch or gear lever, simply by using brake and accelerator. Only the accelerator is needed to hold the car on hills. Never before has a car been so easy and effortless to handle—never before has so much motor power been so tractable. It's stepping right into the future to drive the Custom De Soto.

Tip-Toe on the accelerator to go

With the gear lever in 'acceleration' position, tip-toe pressure on the accelerator starts the Custom De Soto moving and takes it to cruising speed. There is no need to engage or disengage clutch — no manual gear changing at all! And 'stop' to 'cruising' is accomplished without jerk, jolt or vibration.



Tip-Toe on the brake to stop

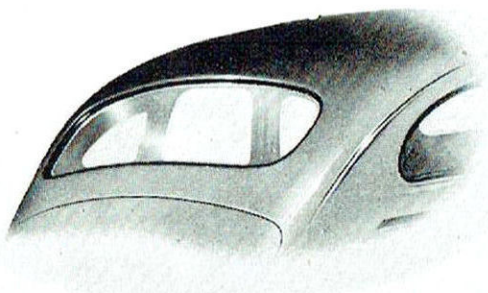
When a stop is required, the Custom De Soto responds quickly and smoothly to a light, steady pressure on the brake pedal. No need to de-clutch and slip into neutral—the brake alone brings the car to a stop. They are self-equalizing, and respond exactly to braking pressure without build-up or binding.



utmost in Craftsmanship

New, Full Vision Rear Window

The beautiful sweep of the De Soto rear-end styling is enhanced by the design of the rear window. The division bar has been eliminated, and the glass shaped to the body contour. Besides preserving harmony of line, this innovation ensures better rear vision for the driver.

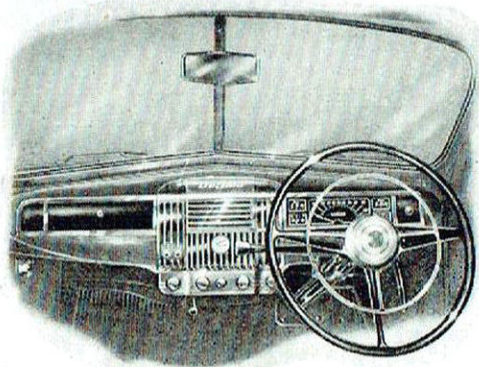


Streamlined Smartness

New, Dashing Front End Design makes the new De Soto the most beautiful car on the road. Massive bumpers, sparkling new grille, deep rear fenders and widely spaced headlights all contribute to the smooth harmony of line from front to rear and the roomy 'hug-the-road' appearance of this great new car.

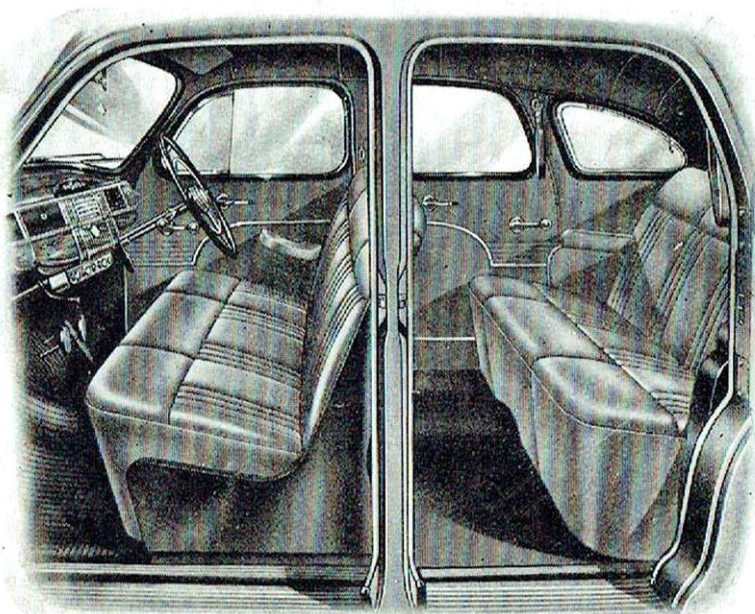
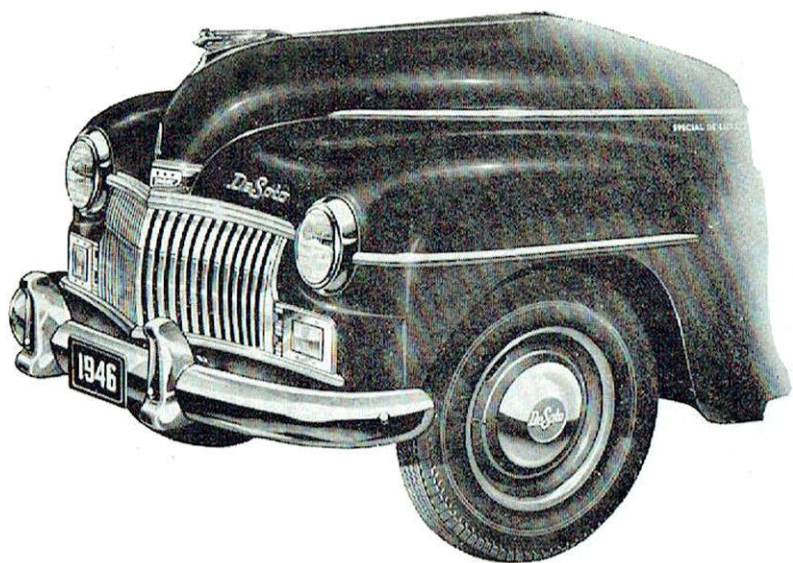
New, Distinctive Instrument Panel

Typical De Soto distinction is provided by the instrument panel and steering wheel. Speedometer numerals are white on a dark, non-glaring background. Heavy chrome trim is used lavishly throughout.



New, Roomier Interior Styling

Passenger comfort is seen at its best in De Soto. Deep, chair-high seats are luxuriously buoyant. Seat-backs are form-fitting and shoulder high. Leg-room is more than ample. Nine point ventilation ensures a free, draughtless circulation of air, and the celebrated 'De Soto' cushioned body suspension banishes vibration.





DeSoto
for
1946

SPECIFICATIONS:

De Soto "Custom" 6 Cylinder Sedan

- AXLE, FRONT**—Independently sprung front wheels.
- AXLE, REAR**—Silent hypoid type, semi-floating, with drive gears of "Amola" and nickel molybdenum steel. Gear ratio, 3.73:1. Roller Bearings. Lubricant capacity, 23 pints.
- BODIES**—De Soto safety all-steel, with seamless steel top. Body welded, reinforced, and braced with steel to form a unit steel structure. Safety glass fitted to windshield and all windows.
- BRAKES**—New improved type hydraulic, four-wheel internal expanding, utilizing an individual cylinder for each shoe in the front wheel brakes, self-equalized and weatherproofed. Cast iron brake drums, diameter 11 inches. Moulded asbestos brake lining 2 inches wide. Separate external contracting parking brake, located on rear of transmission.
- CLUTCH**—Single plate, dry, fully ventilated, 9½ in. diameter (with fluid drive). Ball thrust release bearing, lubricant sealed in.
- COOLING SYSTEM**—Centrifugal water pump. By-pass thermostat. Full length water jackets. Four-blade 17½-in. fan.
- CRANKSHAFT**—Four removeable precision type main bearings.
- CAMSHAFT**—Silent chain-driven.
- DRIVE**—Hotchkiss, driving torque and thrust taken through rear springs. Tubular propeller shaft, 3 in. diameter. Cross type universal joints front and rear, with self-aligning roller bearings.
- ELECTRICAL SYSTEM**—Shunt type generator, with full voltage and current regulation, 35 ampere capacity. Positive shift starter. Vacuum controlled distributor. Safety signal speed indicator and instruments. Sealed beam type headlamps. Dual tail lamps. Front parking lights. Signal and licence lamps. Map light. Six-volt 17-plate battery, capacity 110 ampere hours. Dual Aertone horns.
- ENGINE**—"Powermaster," six-cylinder "L" head type. Floating power mountings. Bore, 3 7/16 in. Stroke, 4½ in. Piston displacement, 236.6 cu. ins. S.A.E. horsepower, 28.36. Developed brake horsepower, 110 @ 3,600 r.p.m. Compression ratio, 6.8:1. U-slot, cam-ground, plated aluminium pistons with four coated piston rings each. Full pressure lubrication to all crankshaft, camshaft, and connecting rod bearings. Crankcase oil capacity, 4 quarts. Filtered crankcase ventilation. Oil filter.
- FLUID DRIVE AND TRANSMISSION**—"Gyrol" fluid drive, with Tip-Toe shift, 13 in. diameter fluid coupling, which cushions power flow and absorbs shocks and driving strains, located rear of engine between crankshaft and clutch. **Note:** Fluid coupling replaces flywheel and transmits power through the liquid in the coupling. No mechanical connection between engine and clutch. Tip-Toe shift incorporates four forward speeds transmission and reverse. Hydraulic shift actuated by accelerator pedal. All helical constant mesh gears, with synchronous meshing in all forward speeds. Anti-friction shaft bearings.
- FRAME**—Rugged double-channel box section type frame. Side member depth, 6 in. Drop-centre type side members rigidly braced with four cross members.
- FUEL SYSTEM**—Plain tube down-draft carburettor, with idle control and adjustable accelerating pump. Automatic manifold heat control. Heavy duty oil bath air cleaner with intake silencer. Fuel filter. Fourteen gallon supply tank. Electric fuel gauge on instrument panel. Automatic electric choke control.
- SPRINGS**—Independent front wheel springing, with coil springs of silico manganese steel. Semi-elliptic rear springs; length, 53½ in.; width, 1½ in.; 10 silico manganese steel leaves. Front sway eliminator.
- SHOCK ABSORBERS**—Direct double-acting Aero-hydraulic type front and rear.
- STEERING**—Rubber-cushioned shockless worm and roller type. Adjustable tapered roller worm thrust bearings. Steering gear ratio, 18.2:1. Wheel diameter, 18 in. Gear-shift lever on steering column under wheel.
- WHEELBASE**—121½ in. Car overall length, 207½ in. Overall width, 75½ in.
- WHEELS AND TYRES**—Five demountable steel disc wheels with safety rims; 15 x 6.50 four-ply low pressure tyres. Spare wheel and tyre mounted in luggage compartment.

IMPORTANT: SUPERFINISH—Finishing to closer tolerances and immeasurably lengthening the life of parts is made possible by the De Soto development of Superfinishing. When reading these specifications it is important to remember that every vital moving part is "Superfinished." "Superfinish" is literally the greatest protection that can be given your motor car investment.

SPECIFICATIONS:

De Soto "Diplomat" Special De Luxe 6 Cylinder Sedan

- AXLE, FRONT**—Independently sprung front wheels.
- AXLE, REAR**—Silent hypoid type, semi-floating, with drive gears of "Amola" and nickel molybdenum steel. Roller bearings. Standard gear ratio, 4.1:1. Lubricant capacity, 23 pints.
- BODIES**—Richards' Safe-T-Steel with seamless steel top. Body reinforced and braced with steel. Armourplate safety glass fitted to windshield and all side windows.
- BRAKES**—New improved type hydraulic, four-wheel internal expanding, utilizing an individual cylinder for each shoe in the front wheel brakes, self-equalized and weatherproofed. Steel backed, cast iron surface brake drums, diameter 10 inches. Moulded asbestos brake lining 2 inches wide. Separate external contracting hand-brake for parking, mounted at rear of transmission.
- CLUTCH**—Single plate, dry, fully ventilated, 9½ in. diameter. Ball thrust release bearing, lubricant sealed in.
- COOLING SYSTEM**—Centrifugal water pump. By-pass thermostat. Full length water jackets. Four-blade 17-in. fan.
- CRANKSHAFT**—Four removeable precision type main bearings.
- CAMSHAFT**—Silent chain driven.
- DRIVE**—Hotchkiss, driving torque and thrust taken through rear springs. Tubular propeller shaft, 2½ in. diameter. Cross type universal joints front and rear, with self-aligning roller bearings.
- ELECTRICAL SYSTEM**—Shunt type generator, with full voltage and current regulation, 35 ampere capacity. Hand operated push-button starter on instrument panel. Vacuum controlled distributor. Safety signal speed indicator and instruments. Sealed beam type headlamps. Dual tail lamps. Front parking lights. Signal and licence lamps. Six-volt 15-plate battery, capacity 95 ampere hours. Aertone horn.
- ENGINE**—High torque six-cylinder "L" head type. Floating power mountings. Bore, 3½ in. Stroke 4 1/16 in. Piston displacement, 218.06 cu. ins. S.A.E. horsepower, 27.34. Developed brake horsepower, 95 @ 3,600 r.p.m. Compression ratio, 6.5:1. U-slot, cam-ground, plated aluminium pistons with four coated piston rings each. Full pressure lubrication to all crankshaft, camshaft, and connecting rod bearings. Crankcase oil capacity, 4 quarts. Filtered crankcase ventilation. Oil filter.
- FRAME**—Rugged double-channel box section type frame. Side member depth, 6 in. Drop-centre type side members rigidly braced with four cross members.
- FUEL SYSTEM**—Plain tube down-draft carburettor, with idle control and adjustable accelerating pump. Automatic manifold heat control. Heavy duty oil bath air cleaner with intake silencer. Fuel filter. Fourteen-gallon supply tank. Electric fuel gauge on instrument panel. Manual choke control.
- SPRINGS**—Independent front wheel springing, with coil springs of silico manganese steel. Semi-elliptic rear springs; length, 53½ in.; width, 1½ in.; 10 silico manganese steel leaves. Front sway eliminator.
- SHOCK ABSORBERS**—Direct double-acting Aero-hydraulic type front and rear.
- STEERING**—Rubber-cushioned shockless worm and roller type. Adjustable tapered roller worm thrust bearings. Steering gear ratio, 18.2:1. Wheel diameter, 17 in. Remote control gearshift lever on steering column.
- TRANSMISSION**—Synchro Silent transmission, with helical gears throughout. Three speeds forward and reverse. Lubricant capacity, 2 1-3 pints.
- WHEELBASE**—117½ in. Car overall length, 198½ in. Overall width, 73 5/16 in.
- WHEELS AND TYRES**—Five demountable steel disc wheels with safety rims; 16 x 6.00 four-ply low pressure tyres. Spare wheel and tyre mounted in luggage compartment.

ALL SPECIFICATIONS AND ACCEPTANCE OF ORDERS SUBJECT TO CHANGE WITHOUT NOTICE AND WITHOUT RESPONSIBILITY TO DISTRIBUTOR

WAYMOUTH MOTOR CO. LIMITED

42 WAYMOUTH STREET, ADELAIDE

Distributor for South Australia



DeSoto for 1946

SPECIFICATIONS:

De Soto "Custom" 6 Cylinder Sedan

AXLE, FRONT—Independently sprung front wheels.
AXLE, REAR—Silent hypoid type, semi-floating, with drive gears of "Amola" and nickel molybdenum steel. Gear ratio, 3.73:1. Roller Bearings. Lubricant capacity, 23 pints.
BODIES—De Soto safety all-steel, with seamless steel top. Body welded, reinforced, and braced with steel to form a unit steel structure. Safety glass fitted to windshield and all windows.
BRAKES—New improved type hydraulic, four-wheel internal expanding, utilizing an individual cylinder for each shoe in the front wheel brakes, self-equalized and weatherproofed. Cast iron brake drums, diameter 11 inches. Moulded asbestos brake lining 2 inches wide. Separate external contracting parking brake, located on rear of transmission.
CLUTCH—Single plate, dry, fully ventilated, 9½ in. diameter (with fluid drive). Ball thrust release bearing, lubricant sealed in.
COOLING SYSTEM—Centrifugal water pump. By-pass thermostat. Full length water jackets. Four-blade 17½-in. fan.
CRANKSHAFT—Four removeable precision type main bearings.
CAMSHAFT—Silent chain-driven.
DRIVE—Hotchkiss, driving torque and thrust taken through rear springs. Tubular propeller shaft, 3 in. diameter. Cross type universal joints front and rear, with self-aligning roller bearings.
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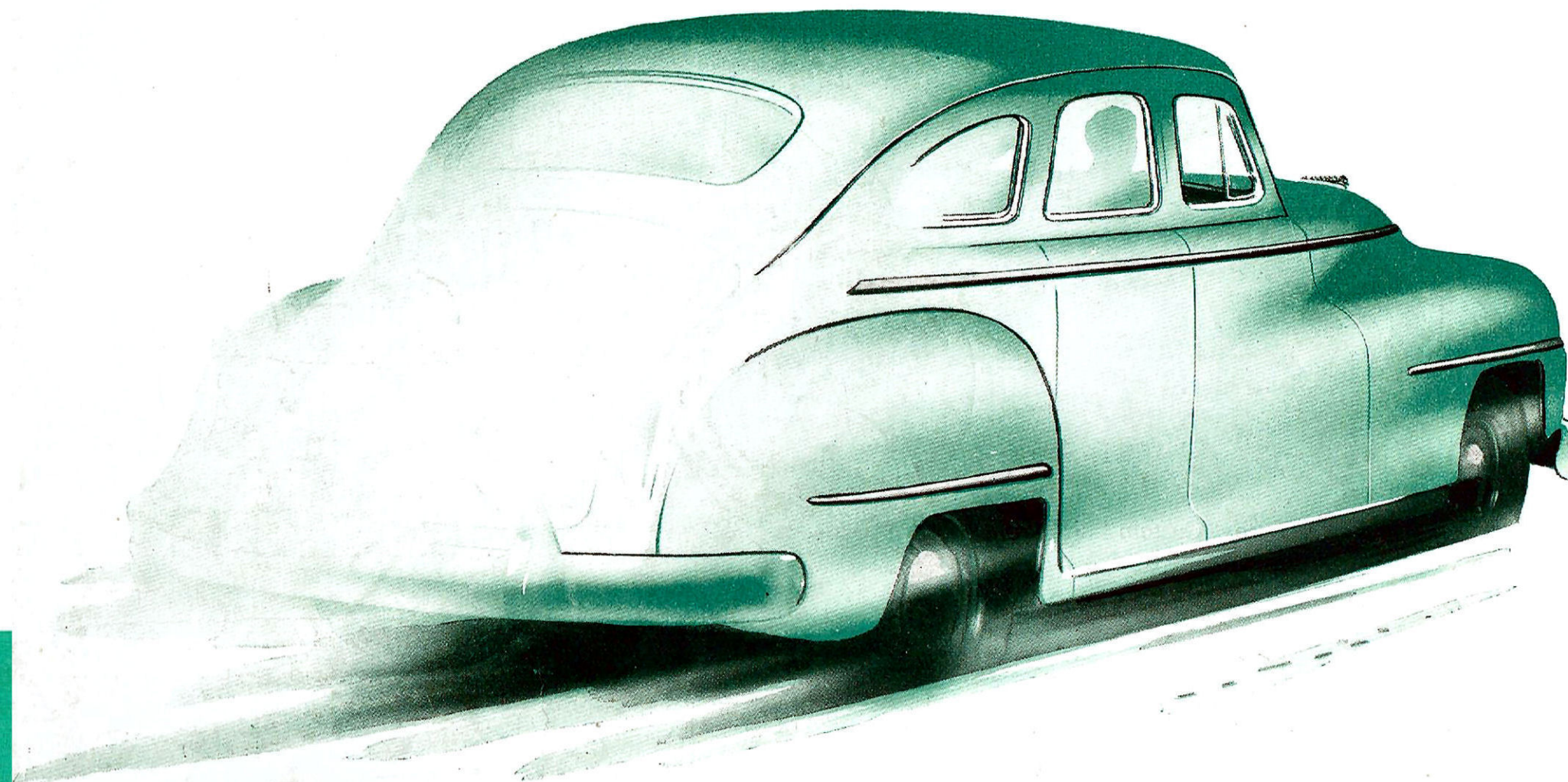
SPECIFICATIONS:

De Soto "Diplomat" Special De Luxe 6 Cylinder Sedan

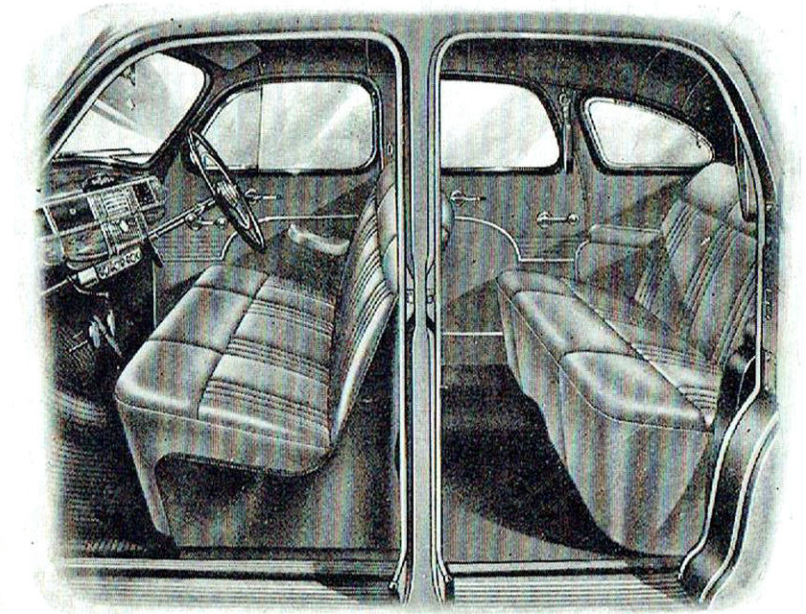
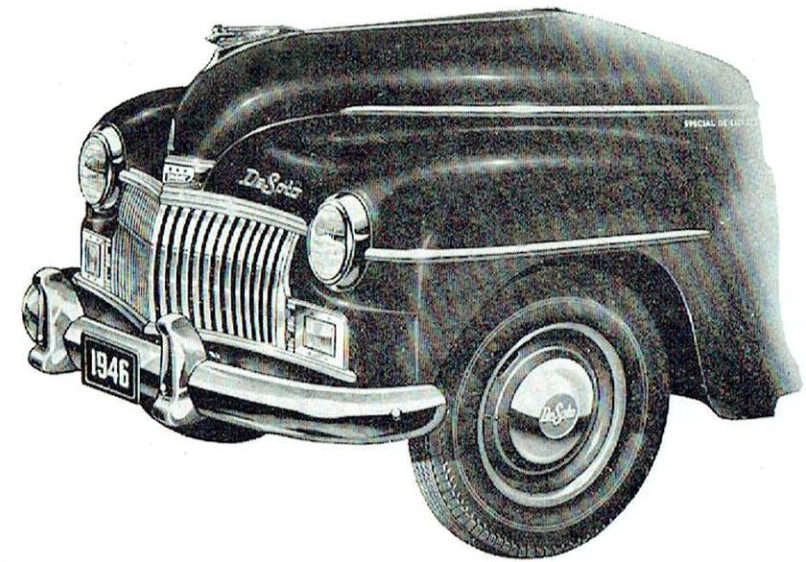
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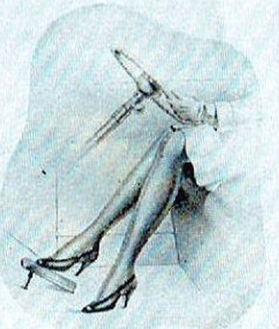


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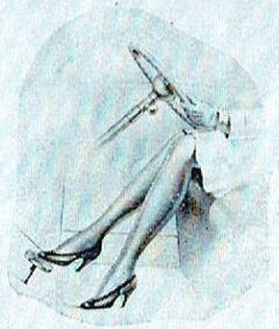
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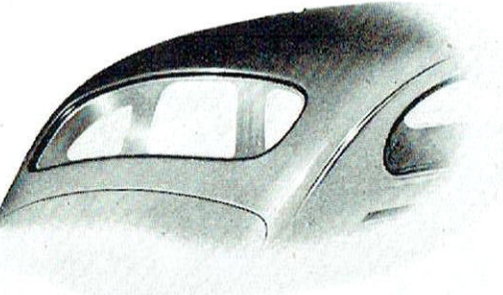
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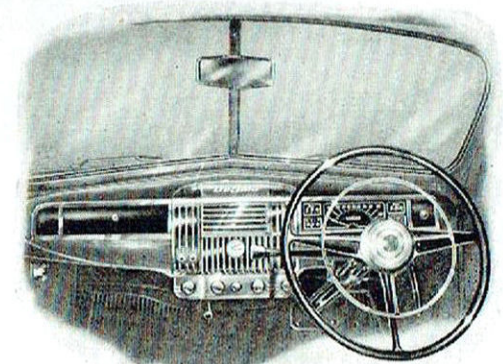
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