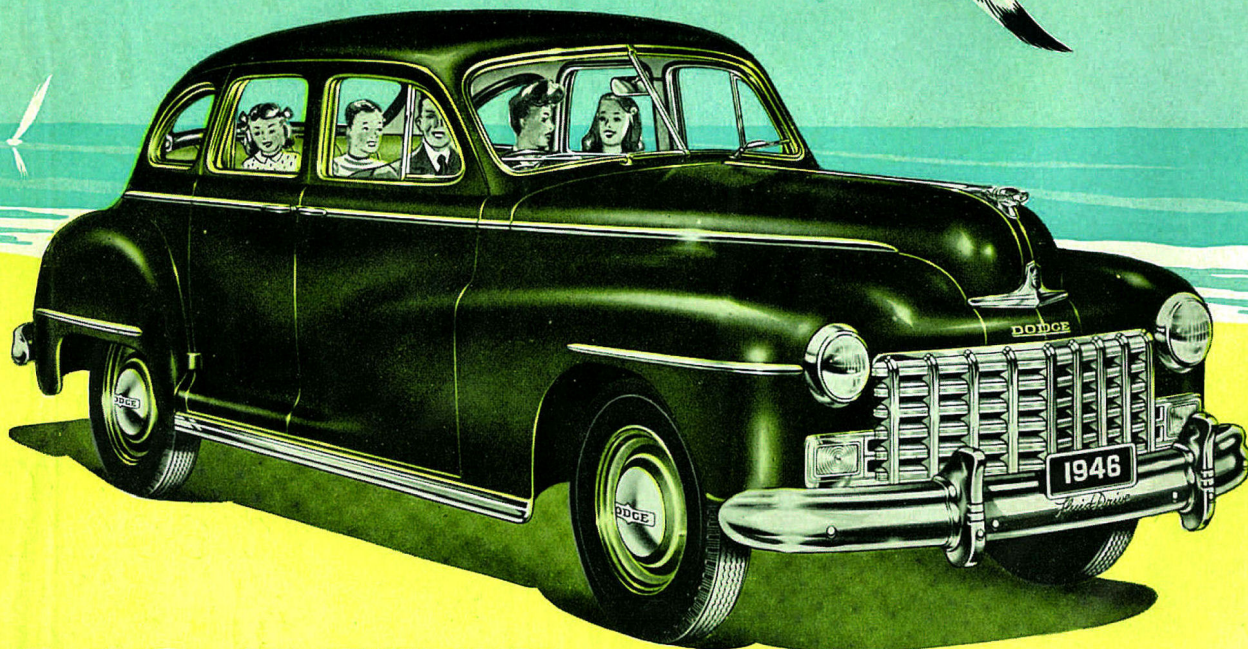


SMOOTHEST RIDE

IN MOTORING HISTORY

MADE SMOOTHER STILL



1946 DODGE

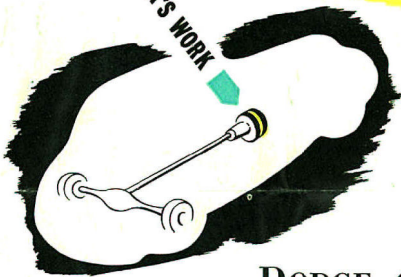
AHEAD OF TIME IN DEPENDABILITY

DODGE

PRESENTS

ALL-FLUID DRIVE

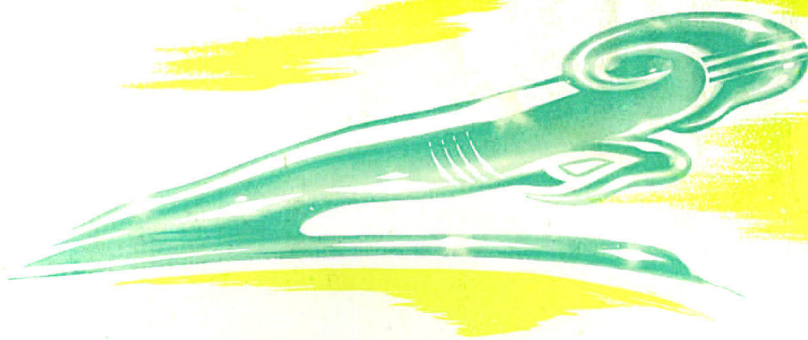
THE DRIVE THAT DOES THE DRIVER'S WORK



DODGE Custom All-Fluid Drive provides the complete fluid transfer of engine power to the drive line—a life-preserving cushion of oil that protects vital mechanical parts from shock and strain.

All-Fluid Drive means greatly increased driving comfort, safety and control. The necessity for clutch operation and gear changing has been greatly reduced. On the infrequent occasions when a gear change is necessary, it is done swiftly and silently, with a flick of the finger.

In principle and practice, the Dodge Custom Sedan is propeller driven. The engine turns a many-bladed propellor in an oil-filled housing amidships in the car. This whirls oil against the blades of the drive shaft propellor. There is no rigid, metal-to-metal contact. That is why, from stop to cruising speed there is neither jolt nor jar . . . just the smooth, effortless acceleration of a yacht in a freshening breeze. The 1946 Dodge Custom Sedan has been well described as the “smoothest car afloat.”



SPECIFICATIONS

DODGE "KINGSWAY" SPECIAL DELUXE 6 CYLINDER

- AXLE, FRONT**—Independently sprung front wheels. Front-sway eliminator.
- AXLE, REAR**—Silent hypoid type semi-floating with drive gears of "Amola" and nickel molybdenum steel. Roller bearings. Standard gear ratio 4:1. Lub. capacity 2½ pints.
- BODIES**—Richards' Safe-T-Steel with seamless steel top. Body welded, reinforced and braced with steel. Armourplate safety glass fitted to windshield and all side windows.
- BRAKES**—4-wheel Dodge hydraulic type, internal expanding, 10" drums, brake lining contact area 158 sq. in. Trigger release handbrake of external contracting type, operates independently of service brake.
- CLUTCH**—Single plate, dry, fully ventilated. 9½" diameter. Ball thrust release bearing, lubricant sealed in.
- COOLING SYSTEM**—Centrifugal water pump. By-pass thermostat. Full length water jackets. 4 blade 17" fan.
- DRIVE**—Hotchkiss, driving torque and thrust taken through rear springs. Tubular propeller shaft, 2½" diameter. Cross type universal joints, 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, 6 volt 15 plate battery, capacity 95 ampere hours. Aertone horn.
- ENGINE**—High torque, 6 cylinder "L" head type. Floating power mountings. Bore 3¾". Stroke 4 1/16". Piston displacement 218.06 cub. in. S.A.E. horsepower 27.34. Developed brake horsepower 95 at 3,600 r.p.m. Compression ratio 6.5:1. 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". 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. 14-gall. supply tank. Electric fuel gauge. Manual choke control.
- SPRINGS**—Independent front wheel springing with coil springs of silico manganese steel. Semi-elliptic rear springs, length 53¾", width 1¾", 10 silico manganese steel leaves.
- 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". 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 pts.
- WHEELBASE**—117½". Car overall length 198¾". Overall width 73 5/16".
- WHEELS AND TYRES**—Five demountable steel disc wheels with safety rims. 16 x 6.00. 4-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 Dodge development of Superfinishing. When reading these specifications, it is important to remember that every vital moving part is "Super-Finished." "Superfinish" is literally the greatest protection that can be given your motor car investment.

SPECIFICATIONS

DODGE "CUSTOM"—6 CYLINDER

- AXLE, FRONT**—Independently sprung front wheels. Front-sway eliminator.
- AXLE, REAR**—Silent hypoid type semi-floating with drive gears of "Amola" and nickel molybdenum steel. Roller bearings. Standard gear ratio 3.9:1. Lub. capacity 2½ pints.
- BODIES**—Dodge safety all-steel with seamless steel top. Body welded, reinforced, and braced with steel to form a unit steel structure. Safety glass windshield and all windows.
- BRAKES**—4-wheel Dodge hydraulic type, internal expanding 11" drums, brake lining contact area 173½ sq. in. Trigger release handbrake of external contracting type operates independently of service brake.
- CLUTCH**—Single plate, dry, fully ventilated. 9½" diameter (for fluid drive). Ball thrust release bearing, lubricant sealed in.
- COOLING SYSTEM**—Centrifugal water pump. By-pass thermostat. Full length water jackets. 4 blade 17½" fan.
- DRIVE**—Hotchkiss, driving torque and thrust taken through rear springs. Tubular propeller shaft. 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 and speed indicator instruments. Sealed beam type headlamps. Dual tail lamps. Front parking lights. Signal and licence lamps. 6 volt 15 plate battery, capacity 105 ampere hours. Dual Aertone horns.
- ENGINE**—High torque, 6 cylinder "L" head type. Floating power mountings. Bore 3¾". Stroke 4½". Piston displacement 228.12 cub. in. S.A.E. horsepower 27.34. Developed brake horsepower 105 at 3,600 r.p.m. Compression ratio 6.8:1. Full pressure lubrication to all crankshaft, camshaft, and connecting rod bearings. Crankcase oil capacity, 4 quarts. Filtered crankcase ventilation. Oil filter.
- FLUID DRIVE**—All-fluid drive. 13" diameter fluid coupling cushions power flow, 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.
- FRAME**—Rugged double-channel box section type frame. Side member depth 6". 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, intake silencer. Fuel filter. 14-gall. supply tank. Electric fuel gauge. Automatic electric choke control.
- SPRINGS**—Independent front wheel springing with coil springs of silico manganese steel. Semi-elliptic rear springs, length 53¾", width 1¾", 10 silico manganese steel leaves.
- 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". Remote control gearshift lever on steering column.
- TRANSMISSION**—Synchro silent transmission with helical gears throughout. Three speeds forward and reverse. Lubricant capacity 2½ pts.
- WHEELBASE**—119½". Car overall length 204½". Overall width 75¾".
- WHEELS AND TYRES**—Five demountable steel disc wheels with safety rims. 16 x 6.25 4-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

Distributor for Victoria:

CANADA CYCLE & MOTOR CO. (VIC.) PTY. LTD.

352-358 LATROBE STREET, MELBOURNE

(A Member Company of C.D.D. (Aust.) Pty. Ltd.—a Company wholly owned and controlled in Australia)

SPECIFICATIONS

DODGE "KINGSWAY" SPECIAL DELUXE 6 CYLINDER

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AXLE, REAR—Silent hypoid type semi-floating with drive gears of "Amala" and nickel molybdenum steel. Roller bearings. Standard gear ratio 4:1. Lub. capacity 2½ pints.

BODIES—Richards' Safe-T-Steel with seamless steel top. Body welded, reinforced and braced with steel. Armourplate safety glass fitted to windshield and all side windows.

BRAKES—4-wheel Dodge hydraulic type, internal expanding, 10" drums, brake lining contact area 158 sq. in. Trigger release handbrake of external contracting type, operates independently of service brake.

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

COOLING SYSTEM—Centrifugal water pump. By-pass thermostat. Full length water jackets. 4 blade 17" fan.

DRIVE—Hotchkiss, driving torque and thrust taken through rear springs. Tubular propeller shaft, 2½" diameter. Cross type universal joints, 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, 6 volt 15 plate battery, capacity 95 ampere hours. Aertone horn.

ENGINE—High torque, 6 cylinder "L" head type. Floating power mountings. Bore 3½". Stroke 4 1/16". Piston displacement 218.06 cub. in. S.A.E. horsepower 27.34. Developed brake horsepower 95 at 3,600 r.p.m. Compression ratio 6.5:1. 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". 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. 14-gall. supply tank. Electric fuel gauge. Manual choke control.

SPRINGS—Independent front wheel springing with coil springs of silico manganese steel. Semi-elliptic rear springs, length 53½", width 1½", 10 silico manganese steel leaves.

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". 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 pts.

WHEELBASE—117½". Car overall length 198½". Overall width 73 5/16".

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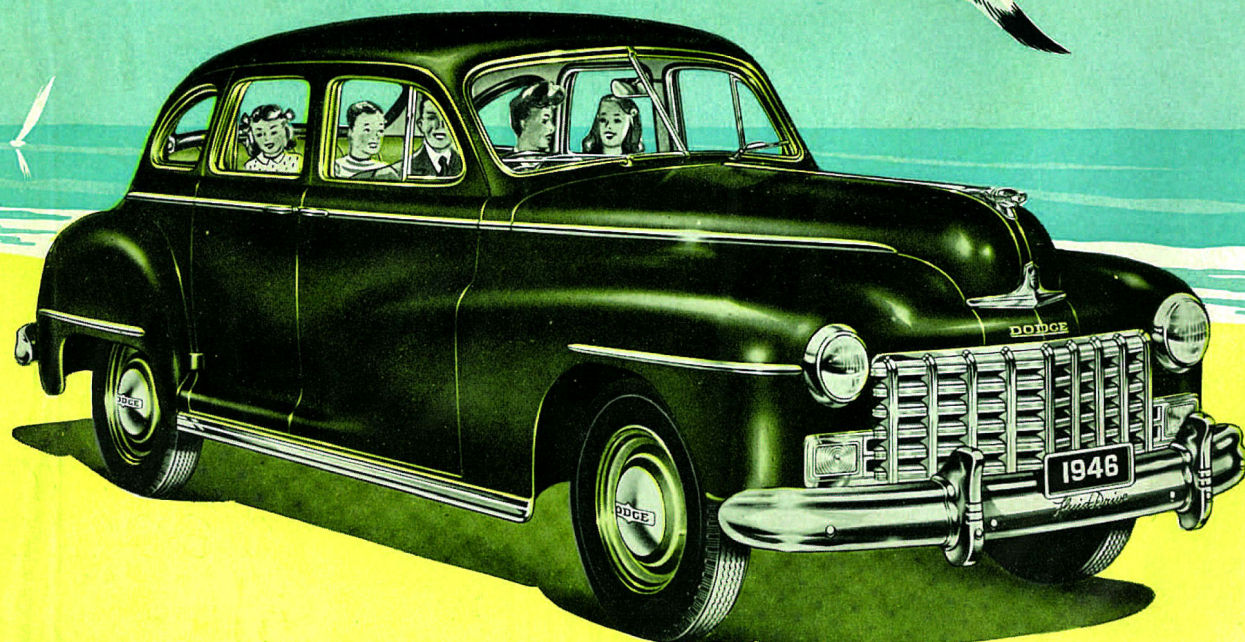
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R & Mc

SMOOTHEST RIDE IN MOTORING HISTORY MADE SMOOTHER STILL



1946 DODGE

AHEAD OF TIME IN DEPENDABILITY

SPECIFICATIONS

DODGE "CUSTOM" — 6 CYLINDER

AXLE, FRONT—Independently sprung front wheels. Front-sway eliminator.

AXLE, REAR—Silent hypoid type semi-floating with drive gears of "Amala" and nickel molybdenum steel. Roller bearings. Standard gear ratio 8.9:1. Lub. capacity 2½ pints.

BODIES—Dodge safety all-steel with seamless steel top. Body welded, reinforced, and braced with steel to form a unit steel structure. Safety glass windshield and all windows.

BRAKES—4-wheel Dodge hydraulic type, internal expanding 11" drums, brake lining contact area 173½ sq. in. Trigger release handbrake of external contracting type operates independently of service brake.

CLUTCH—Single plate, dry, fully ventilated. 9½" diameter (for fluid drive). Ball thrust release bearing, lubricant sealed in.

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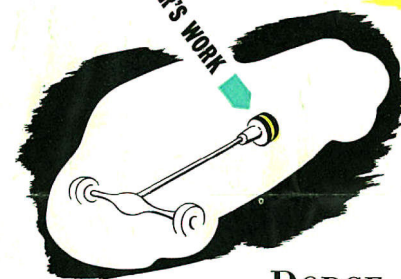
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DODGE

PRESENTS

ALL-FLUID DRIVE

THE DRIVE THAT DOES THE DRIVER'S WORK

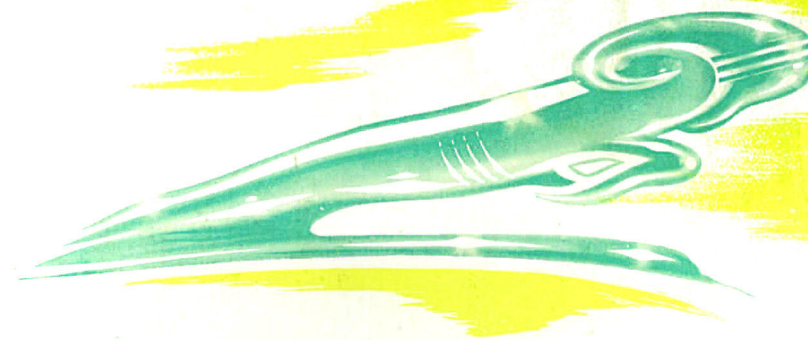


DODGE Custom All-Fluid

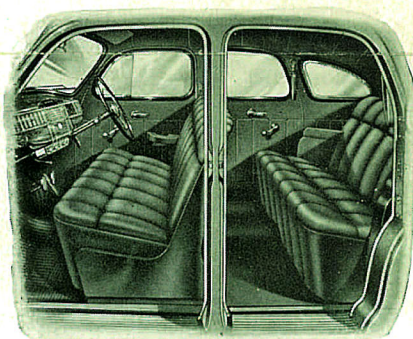
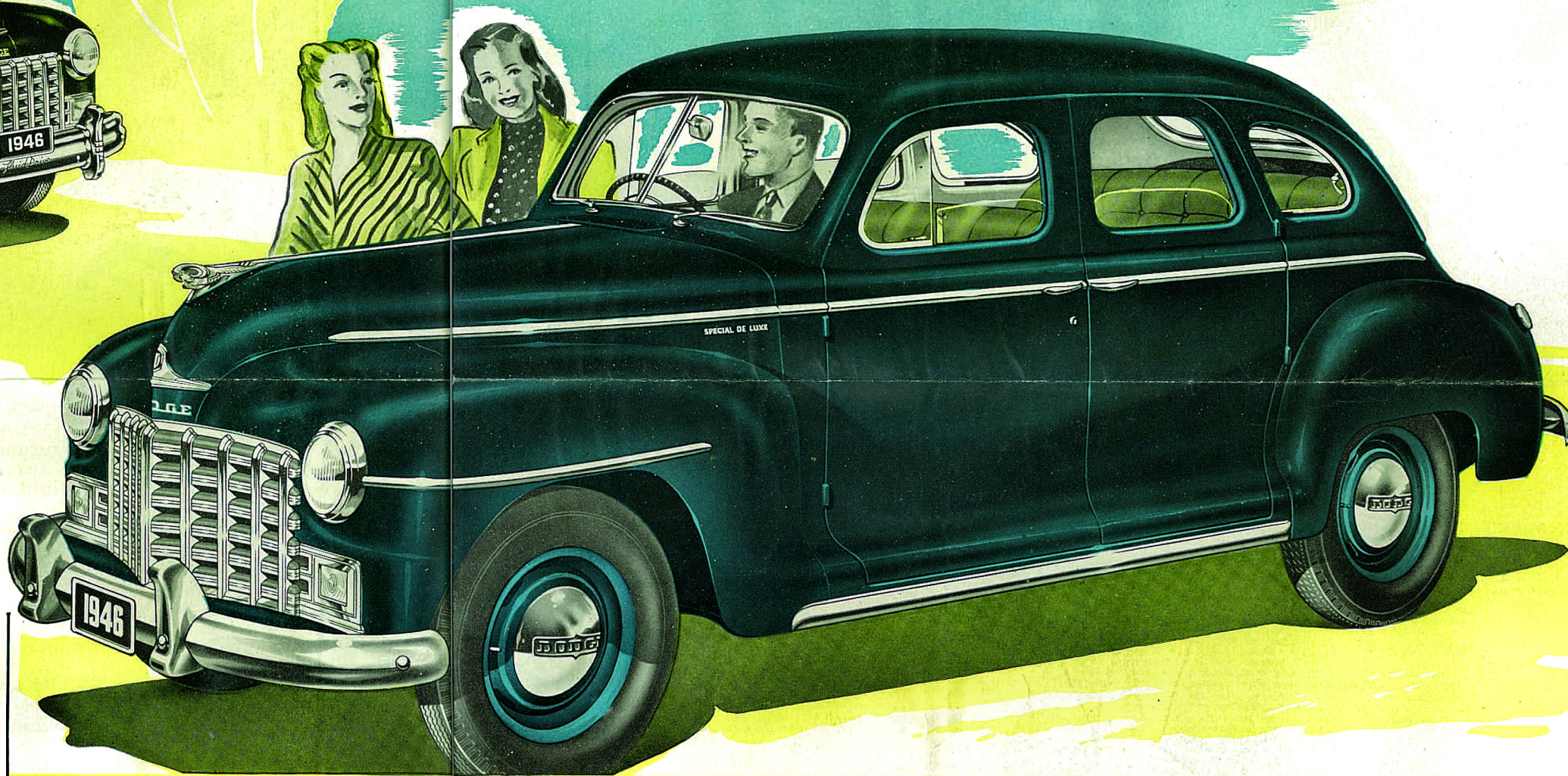
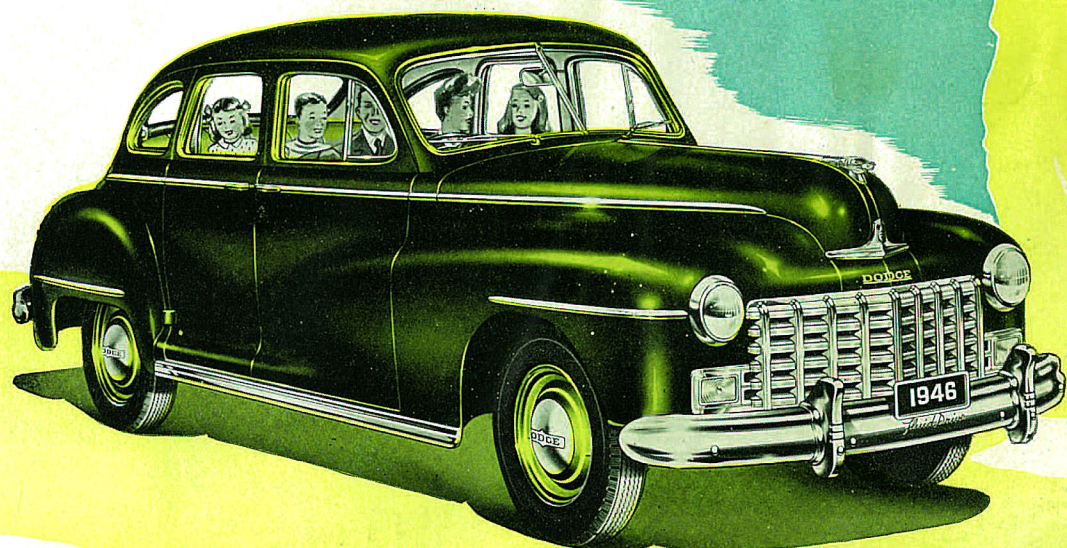
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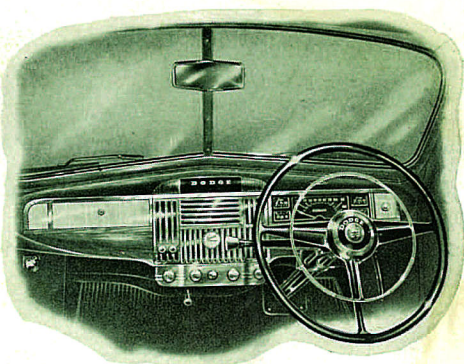
In principle and practice, the Dodge Custom Sedan is propeller driven. The engine turns a many-bladed propeller in an oil-filled housing amidships in the car. This whirls oil against the blades of the drive shaft propeller. There is no rigid, metal-to-metal contact. That is why, from stop to cruising speed there is neither jolt nor jar . . . just the smooth, effortless acceleration of a yacht in a freshening breeze. The 1946 Dodge Custom Sedan has been well described as the "smoothest car afloat."



DODGE presents two Magnificent New Models



The Dodge interior is roomier, more comfortable than ever before. Chair-high seats are wide and buoyant. Seat backs are "tailored" for passenger comfort. An improved ventilation system ensures a constant supply of draught-free fresh air.



Redesigned instrument panel is richly grained with chrome accessories. Instruments are grouped well within the driver's eye-line, and aircraft-type numerals — white on black ground—give easy visibility, day and night.

Dodge rear styling features an unbroken contour — no luggage compartment bulge or fender projections. Even the rear window is curved glass, with no central dividing bar. Bumper bars curve around fenders, giving greater protection with pleasing, harmonious appearance.

DODGE anticipates the future

Dodge—first in Dependability—opens the post-war period with the finest Dodge cars ever built. Magnificent new styling, remarkable new engine features and a host of improvements and refinements are incorporated to add fresh lustre to a reputation that has never faltered. Every new Dodge feature has been fully road-tested to make doubly sure that it will be a credit to Dependable Dodge—and every one of 60 improvements has passed with flying colours.

DODGE CUSTOM 4-DOOR SEDAN (top left) This truly magnificent All-Fluid Drive Dodge is designed to stand out in any car company as "the car that's really new". It is more than an eye-arrester. It incorporates precision engineering that's new to popular motoring.

DODGE "KINGSWAY" 4-DOOR SEDAN (above) Distinguished by their entirely new contour, these cars join the two million other Dodge cars now registered and running throughout the world, while their new features and interior appointments make them grand cars to live with!