

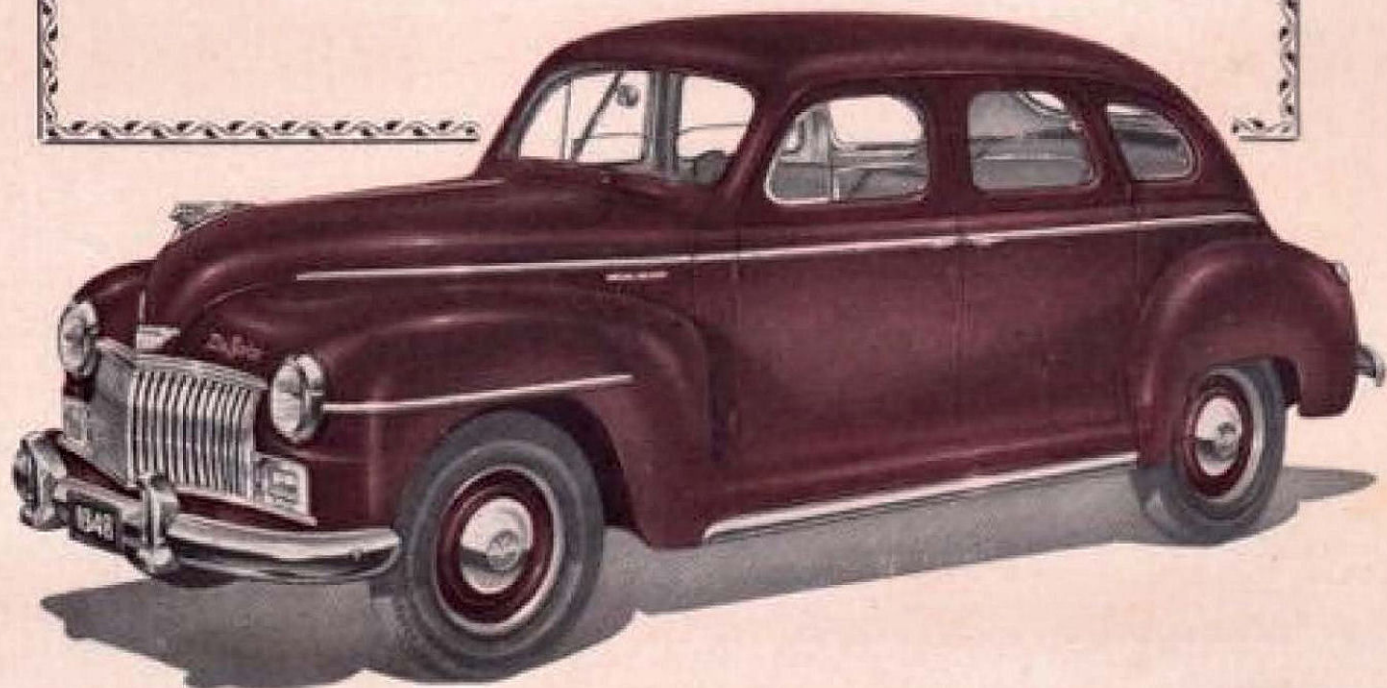


DE SOTO

“Diplomat”

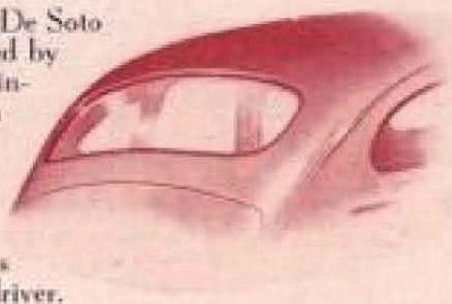
B *BRILLIANT STYLING and mechanical perfection lift De Soto above the ordinary. Safety glass and safety steel add extra protection to its superior comfort and performance. The De Soto Diplomat belongs in the best motoring circles—it's a fitting addition to a long line of fine cars.*

DE SOTO
“DIPLOMAT”
special De-Luxe 6-Cylinder Sedan



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.

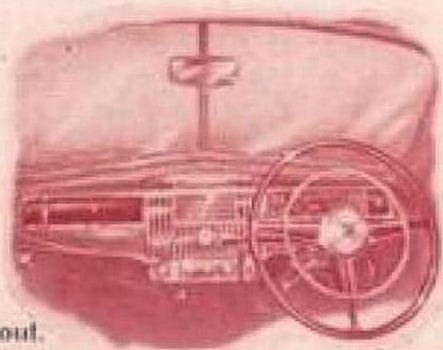


Streamlined Smartness

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.

SPECIFICATIONS

AXLE FRONT—Independently sprung from wheels.

AXLE REAR—offset hypoid type, non-fluencing, with drive gears of "Annals" and nickel-molybdenum steel. Roller bearings. Standard gear ratio, 4.1:1. Lubricant capacity, 2½ pints.

WHEELS—Richard's Safe-Ed steel with stainless steel top. Body reinforced and braced with steel. Armoured safety glass fitted to windshield and all side windows.

BRAKE—New improved type hydraulic, four-wheel internal expanding, utilizing an individual cylinder for each shoe in the front wheel brakes, self-adjusting and weatherproofed. Steel backed, cast iron surface brake drums, diameter 10 inches. Welded asbestos brake lining 2 inches wide. Separate external connecting handbrake 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. Fan-chute 17 in. fan.

CRANKSHAFT—Four mainshaft gearshift type main bearings.

CAMSHAFT—offset chain drive.

PISTON—aluminum, driving torque and thrust taken through rear springs. Tabular propeller shaft, 2½ in. diameter. Cross type universal joint front and rear, with self-aligning roller bearings.

ELECTRICAL SYSTEM—Aluminum type generator, with full voltage and current regulation, 32 ampere capacity. Hand operated gear-chamber starter on instrument panel. Vacuum controlled distributor. Safety signal speed indicator and instruments. Sealed beam type headlights. Dual tail lamps. Front parking light. Signal and license lamp. Six-volt 18-plate battery, capacity 90 ampere hours. Antenna horn.

ENGINE—high torque six-cylinder "V" head type. Floating power mounting. Bore, 5½ in. Stroke, 4½ in. Piston displacement, 218.06 cu. in. S.A.E. horsepower, 27.54. Developed brake horsepower,

21 at 3,600 r.p.m. Compression ratio, 8.5:1. Cycles, cast-iron, plated aluminum pistons with lead 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-center type side members rigidly braced with four cross members.

FUEL SYSTEM—Fuel tank draws through carburettor with lift 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 alloy manganese steel. Semi-elliptic rear springs; length, 58½ in.; width, 1½ in.; ten alloy manganese steel leaves. Front sway stabilizer.

SHOCK ABSORBERS—Discs double-acting hydrohydraulic type front and rear.

STEERING—Ball-bearing-aided 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—Synchromesh sliding transmission with helical gear through-out. Three speeds forward and reverse. Lubricant capacity, 2½ pints.

WHEELBASE—117½ in. Car overall length, 190½ in. Overall width, 79½ in.

WHEELS AND TYRES—Five demountable steel disc wheels with safety studs; 16 x 6.00 four-ply low pressure tyres. Spare wheel and tyre mounted in luggage compartment.

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

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

Sole New South Wales Distributors:

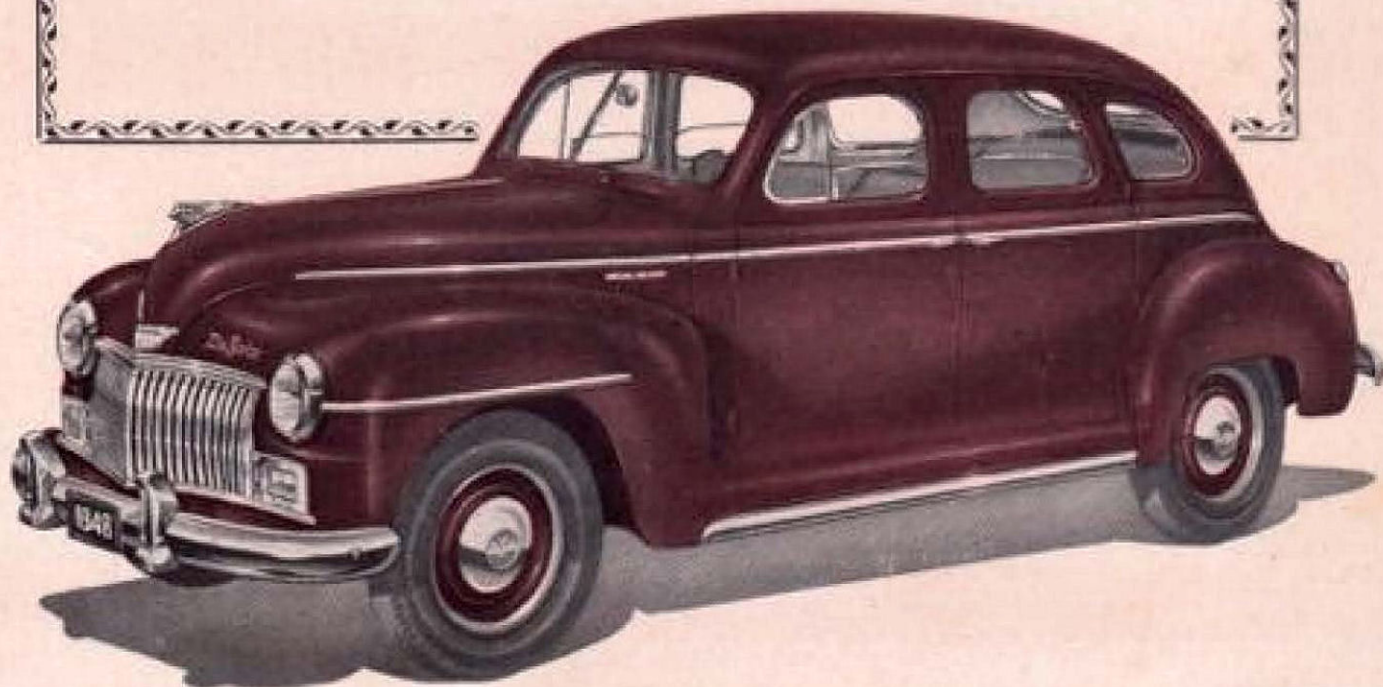
BUCKLE MOTORS

(TRADING COMPANY) PTY. LIMITED
119-129 WILLIAM STREET, SYDNEY

DE SOTO

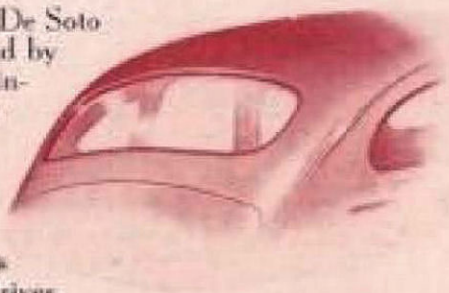
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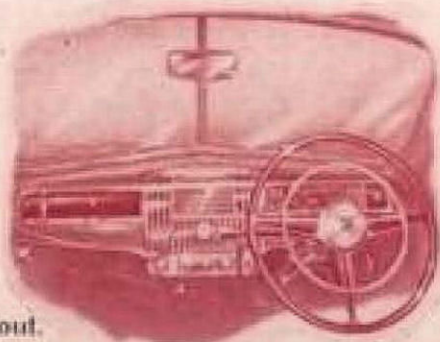


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