

NOW..

IN ADDITION TO AUSTRALIA'S
MOST DEPENDABLE

"6"

CHRYSLER ROYAL

BRINGING YOU **V-8** PERFORMANCE THAT
OBSOLETE ALL PREVIOUS AUSTRALIAN STANDARDS

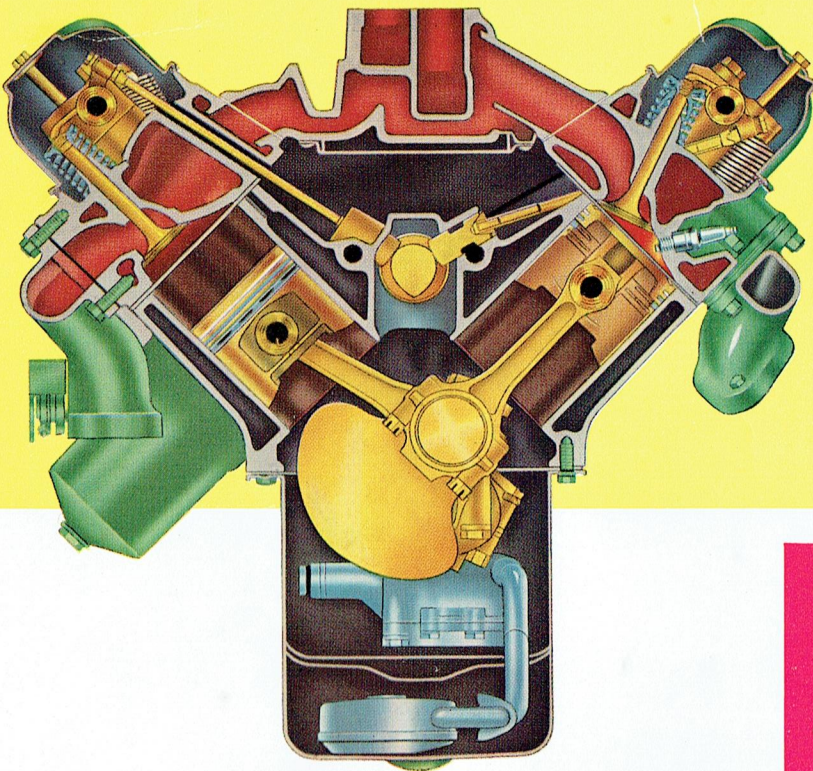
Chrysler Royal was first with Automatic Driving . . . Now, a new member of the Chrysler family, the Royal V-8, sweeps you into the thrilling, new world of Autodynamics. Here is V-8 performance that obsoletes all previous Australian standards. Brilliant Chrysler engineering has given to V-8 engine design the performance "boost" that comes to a high flying 'plane when it catches the magic jet-stream — surges ahead with silent, silky smoothness; no added strain on the engine, no extra use of fuel . . . Action over 100 m.p.h. if you want it . . . blistering acceleration . . . confident command of the road always are yours in Royal V-8. But why not get the thrill first hand. — Pilot one today. — There's a car waiting for you on your Distributor's "tarmac".

O.H.V. V8



AUSTRALIA'S CAR OF DISTINCTION WITH **THE FORWARD LOOK**





AUSTRALIA'S MOST POWERFUL MOST ECONOMICAL O.H.V. V-8

Abridged Specifications

Bore 3 13/16"; Stroke 3 5/16"; Displacement 303 cu. ins. Taxable H.P. 46.45. Max. B.H.P. 178 @ 4,400 r.p.m. Max. torque 260 lbs. ft. @ 2,400 r.p.m. Compression ratio 8 : 1.

The Royal V-8 has the same chassis and body dimensions as Royal "6". Wheelbase 115", Overall length 200 7/16", Height 64", Luggage compartment capacity 35 cu. ft. Magnificent all round vision with a total glass area of 3,263 sq. ins. The trim designs, the interior and exterior colour ensembles set brilliant new fashion notes. They are available in a wide range to satisfy every taste.

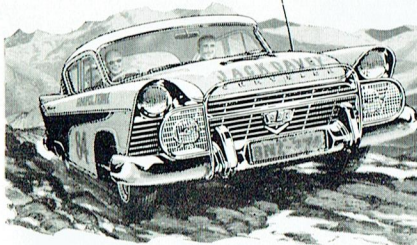
Longer, stronger crankshaft with big main and connecting rod bearings mean less wear and longer bearing life.

Oversquare design of cylinders — (big bore, short stroke) adds to performance, cylinder wall and piston life. 2 compression rings, 1 oil control.

8 : 1 compression ratio squeezes more power out of every drop of fuel.

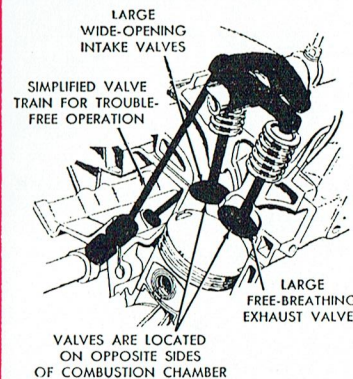
Silent cushion vertical type engine front mounts, give superior absorption of engine pulsations, resulting in smooth, quiet operation.

CHRYSLER ROYAL V-8 TOP OF ITS CLASS IN FIRST COMPETITIVE TEST



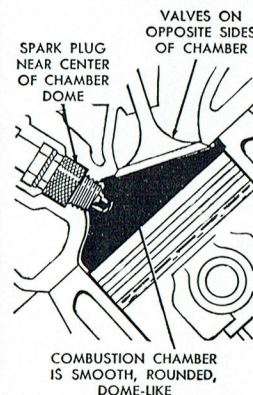
"If this car had wings, I feel sure it would fly — It's V-8 performance is out of this world," said Jack Davey at the end of the 7,000 mile trial. Jack Davey, with Bill Murray and Bill Murison as crew, drove the only Chrysler Royal V-8 entered in the big field of 161 cars. The fact that the V-8 is also a new addition to the Chrysler Royal family and was making its first appearance in open competition gives added point to the win in the over 3,000 c.c. class.

Jack Davey has competed in every round Australia Trial and knows cars. — It is a tribute indeed when he stated that the Royal V-8 made this the easiest trial from the point of view of driving fatigue.



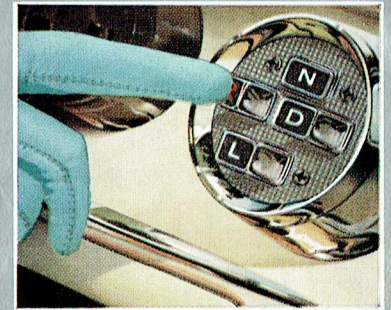
INTAKE MANIFOLD DESIGNED FOR EASY BREATHING. Fuel-air mixture is equal in all combustion chambers and none are "starved" because all sections of the intake manifold are of equal length and each cylinder is supplied with fuel-air mixture from separate manifold section.

FREE FLOWING EXHAUST SYSTEM. Each cylinder has its own large exhaust port and the exhaust manifold on each bank of cylinders has a large pipe leading downwards in a smooth curve, joining behind and well below the engine. The size and smooth curve of the pipes allows free, fast flow of the exhaust gases, contributing to better engine breathing.



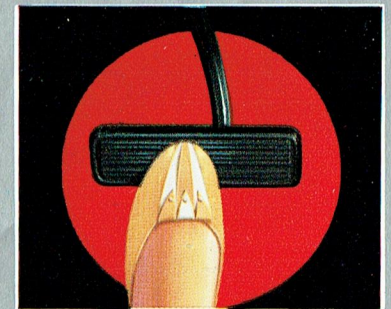
VALVES OPPOSITE EACH OTHER FOR BETTER BREATHING. Exhaust and inlet valves are set opposite each other instead of being squeezed alongside each other on one side of the chamber. As a result, larger valves can be used and they can open wide for more efficient intake of the fuel-air mixture and fast, full exhaust of burned gases.

DOME-SHAPED COMBUSTION CHAMBERS, positioned directly over the piston mean that there are no corners or pockets where carbon can collect. Chrysler V-8 engines retain their like-new performance far longer.

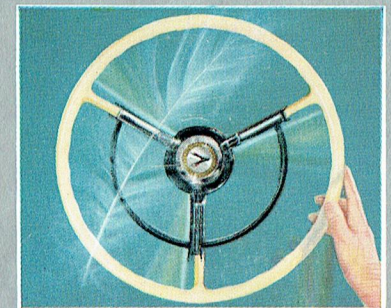


THE MAGIC OF PUSH-BUTTON DRIVING. PowerFlite, the most thoroughly proven, the simplest, safest of all self-shifting, no-clutch transmissions, and with push-button control. Driving is as easy as flicking a light switch. Push-buttons illuminated for night driving.

Other automatic features optional at moderate extra cost.



SAFETY-SURE POWER BRAKES. Another Chrysler first. Hydraulic power takes over 60 per cent. of the effort, yet keeps the familiar sensation of braking that you like to feel at the tip of your toe. Makes stop and go driving so effortless, provides smooth, instant response.



FULL TIME POWER STEERING. Hydraulic power does 80 per cent. of the work, you just steer with fingertip touch, park with a twist of the wrist. No more wheel fight in crosswinds or on rough roads. Perfect command of the road. Extra safety, too! Normal steering control instantly resumed if the hydraulic system ever did fail.

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VICTORIAN & RIVERINA DISTRIBUTORS OF CHRYSLER & DODGE VEHICLES