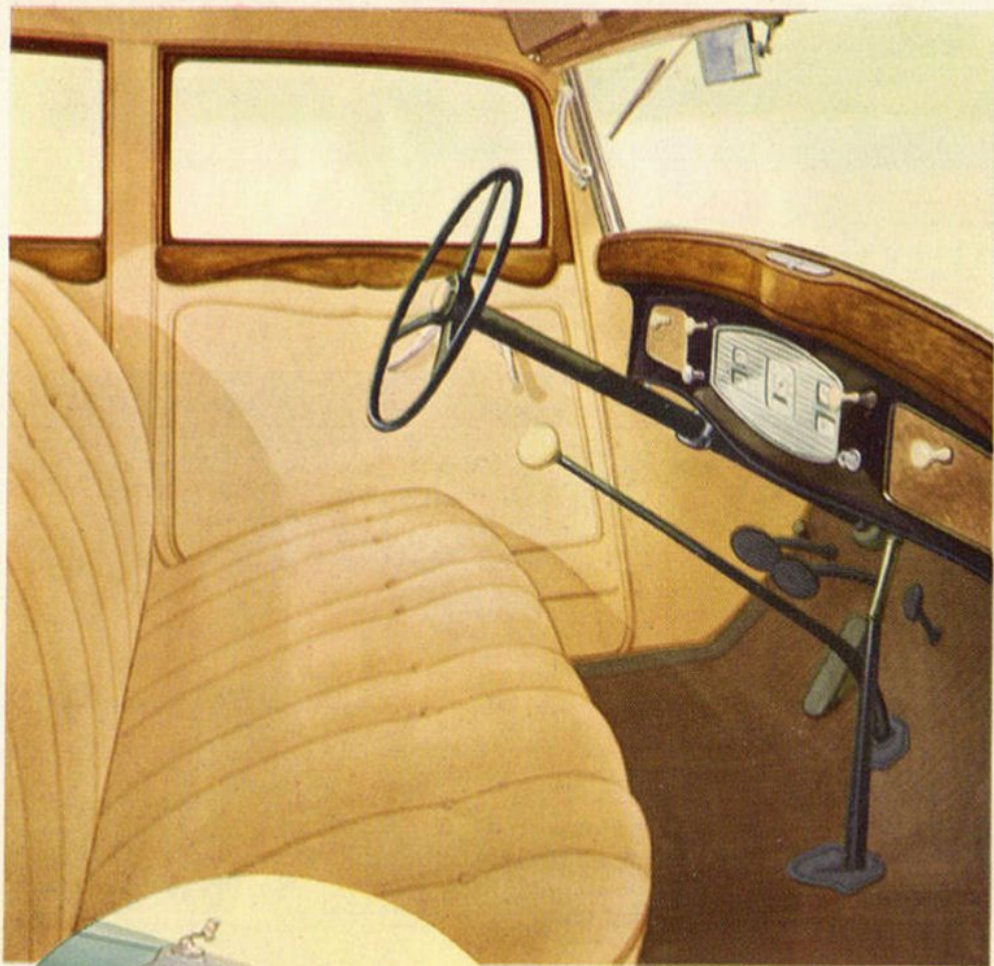
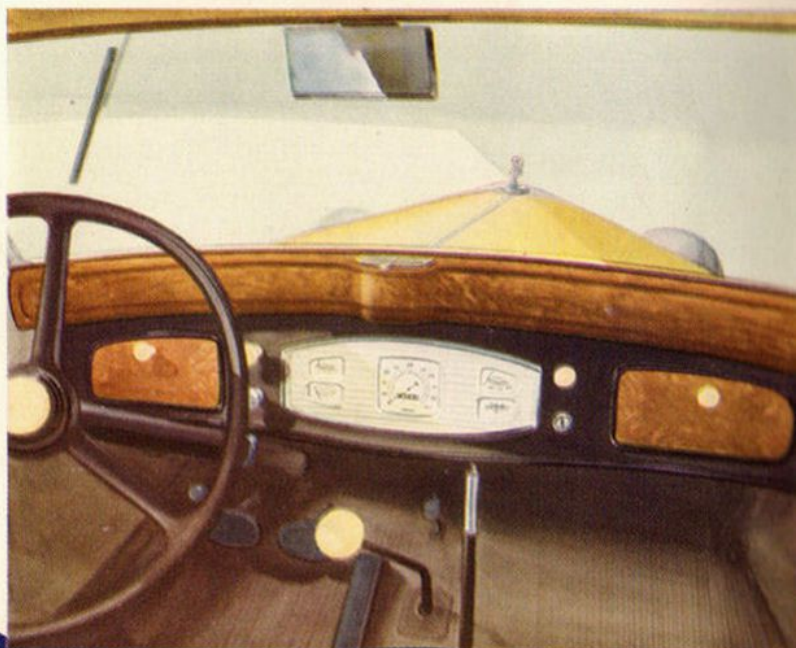
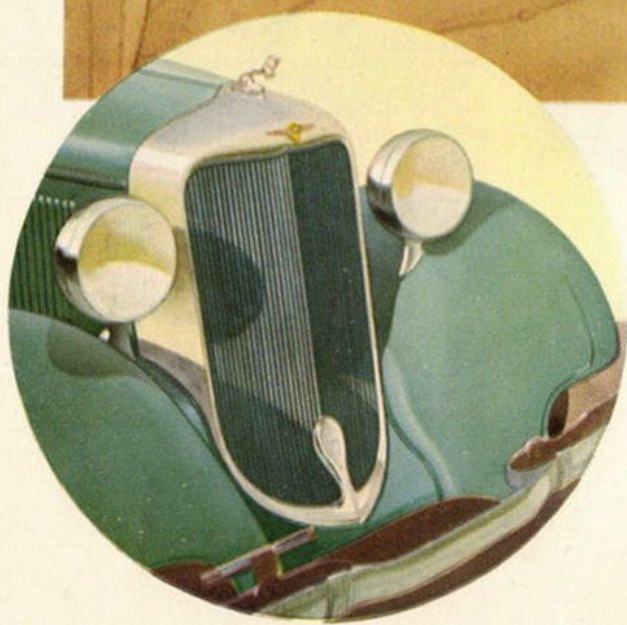


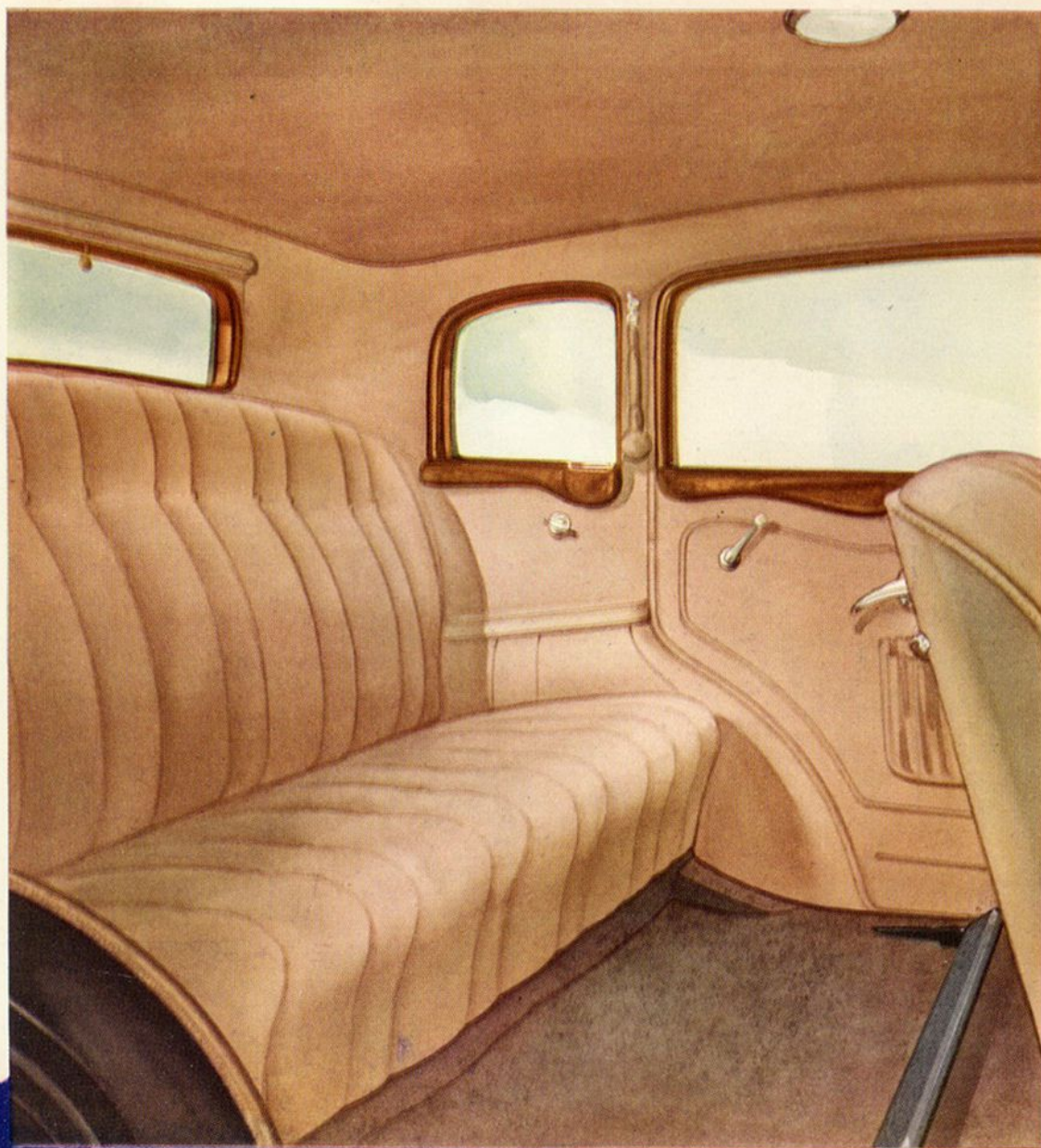
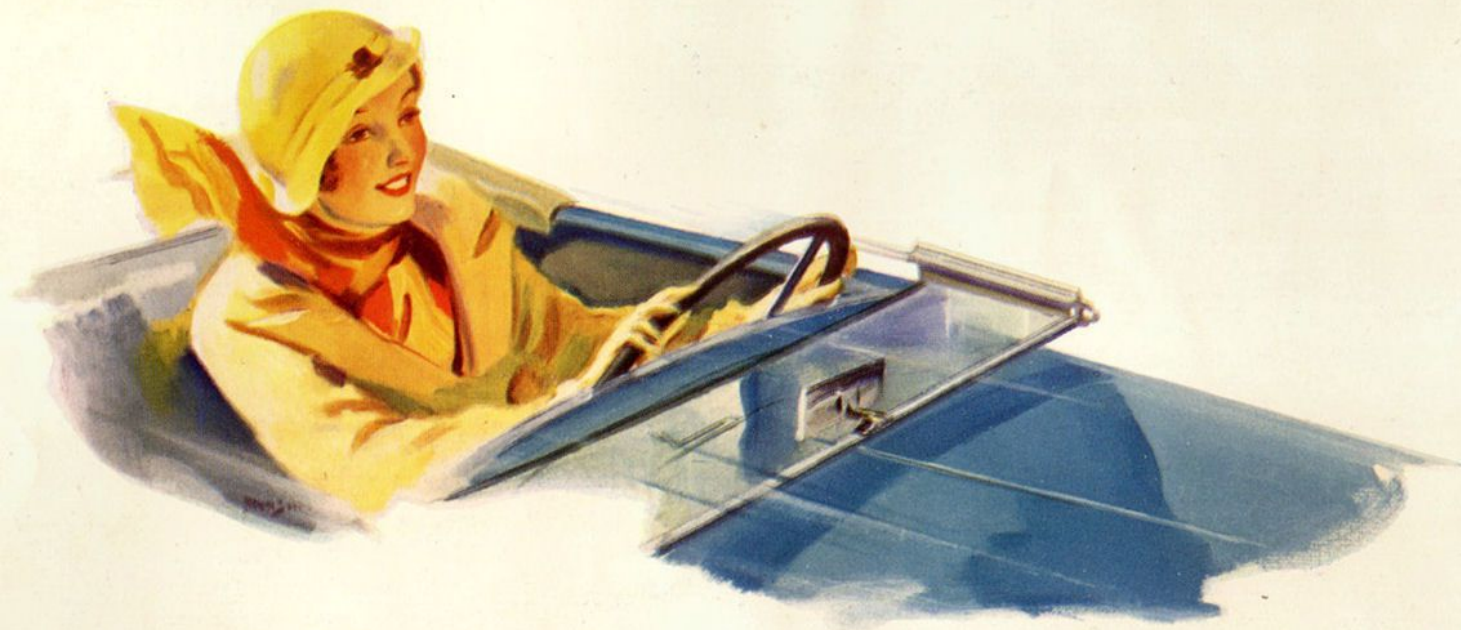


New
DODGE SIX
with
Floating Power

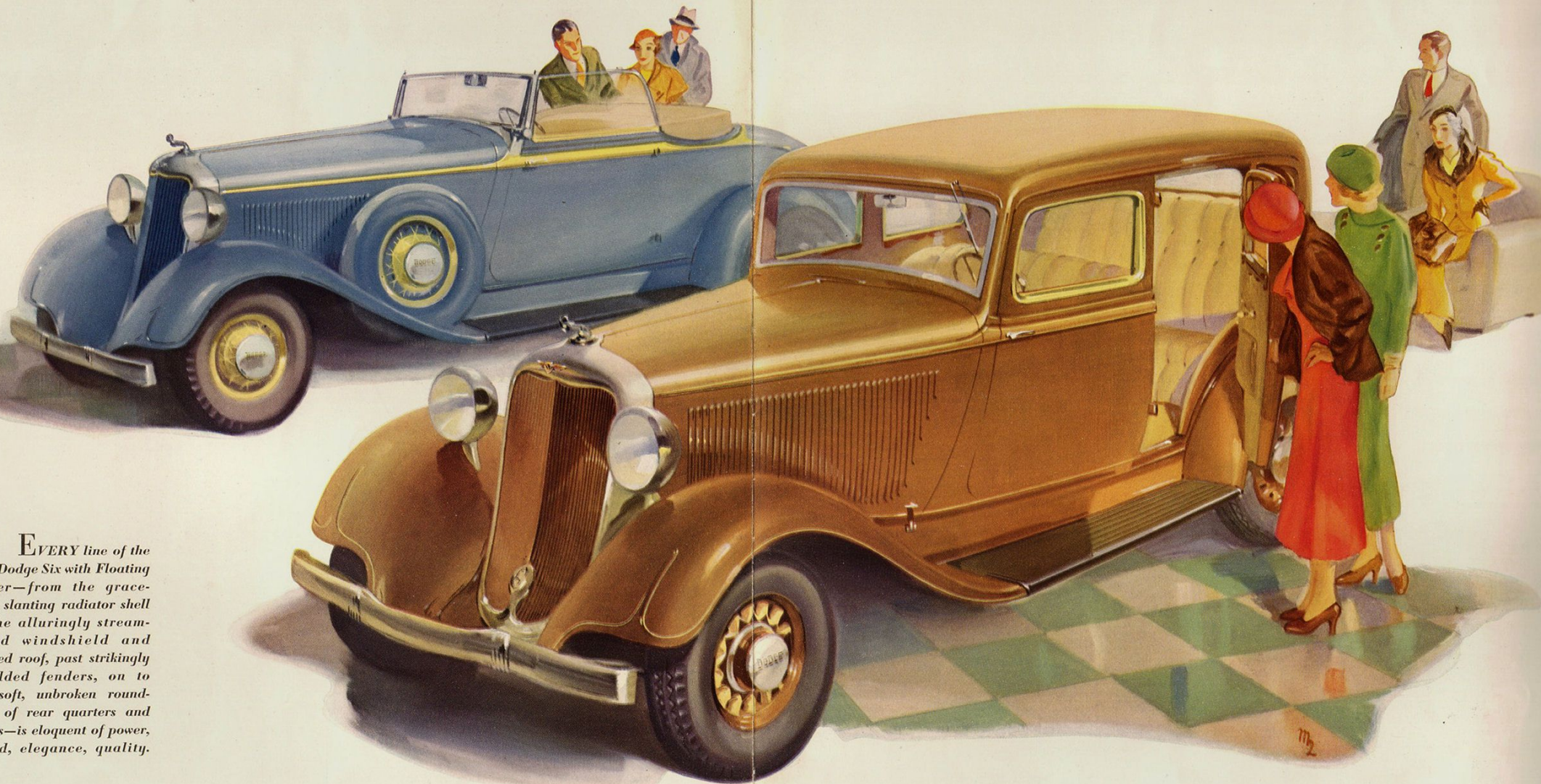


THE instrument panel, artistic in motif, fully visible, provided with indirect illumination, includes: speedometer, ammeter, oil-pressure gauge, electric gasoline supply gauge, engine temperature indicator, and a spacious compartment for gloves, glasses and other travel accessories. The antique ivory gear shift knob and control buttons lend an added air of distinction.

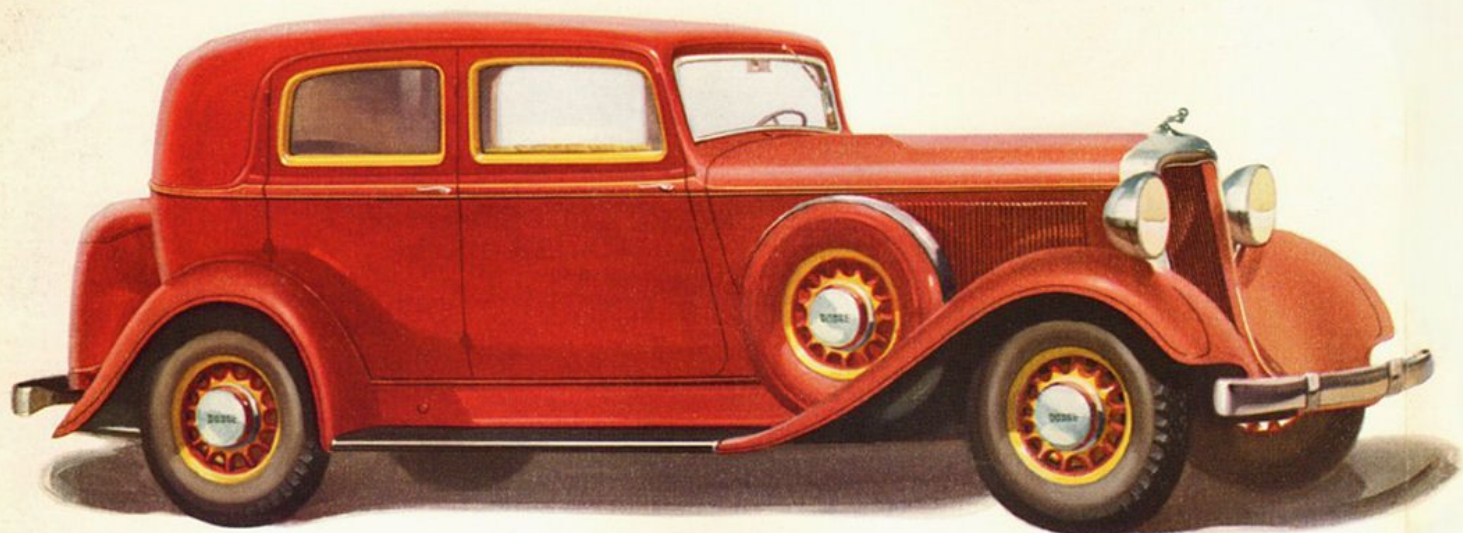




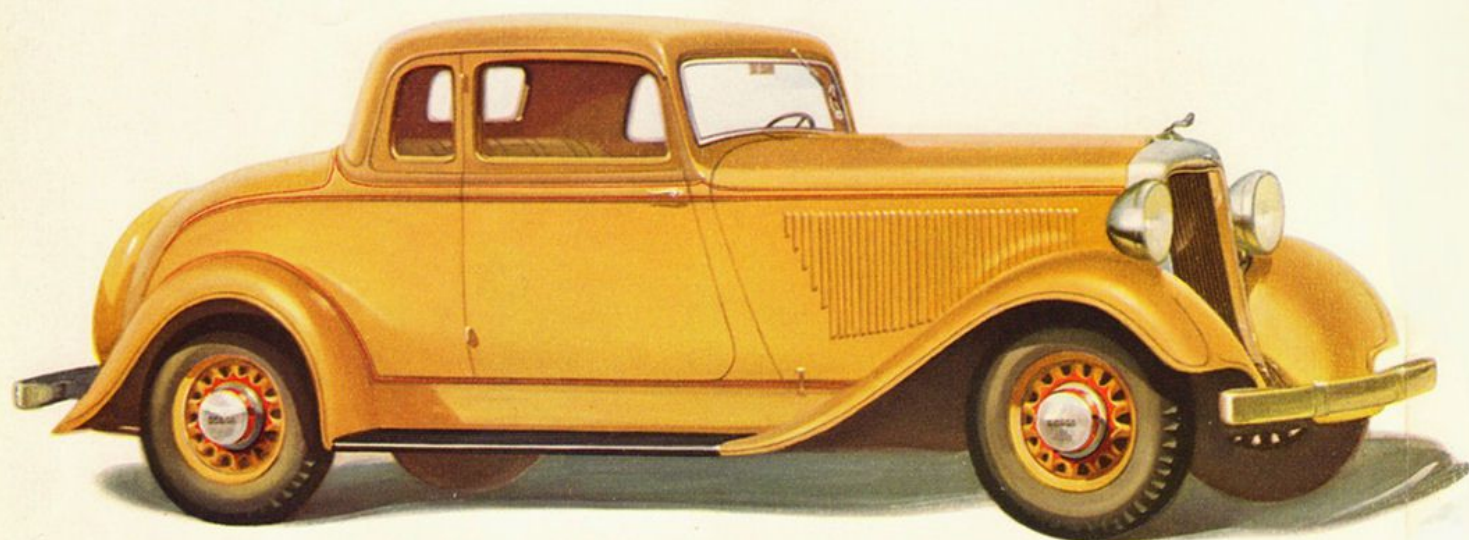
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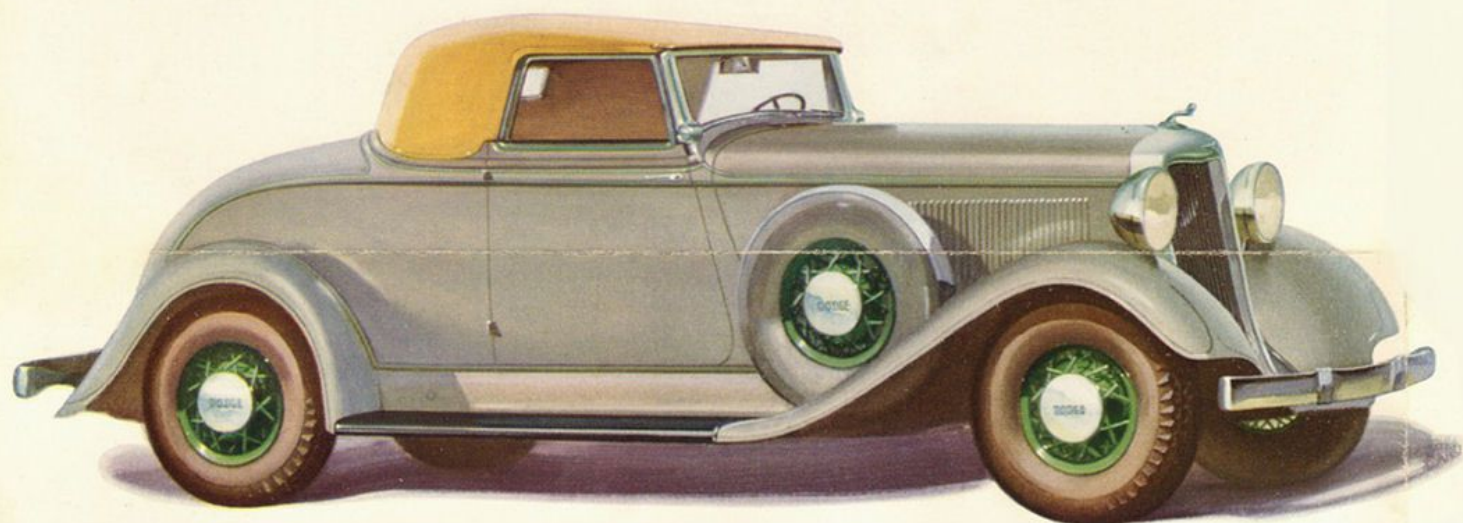
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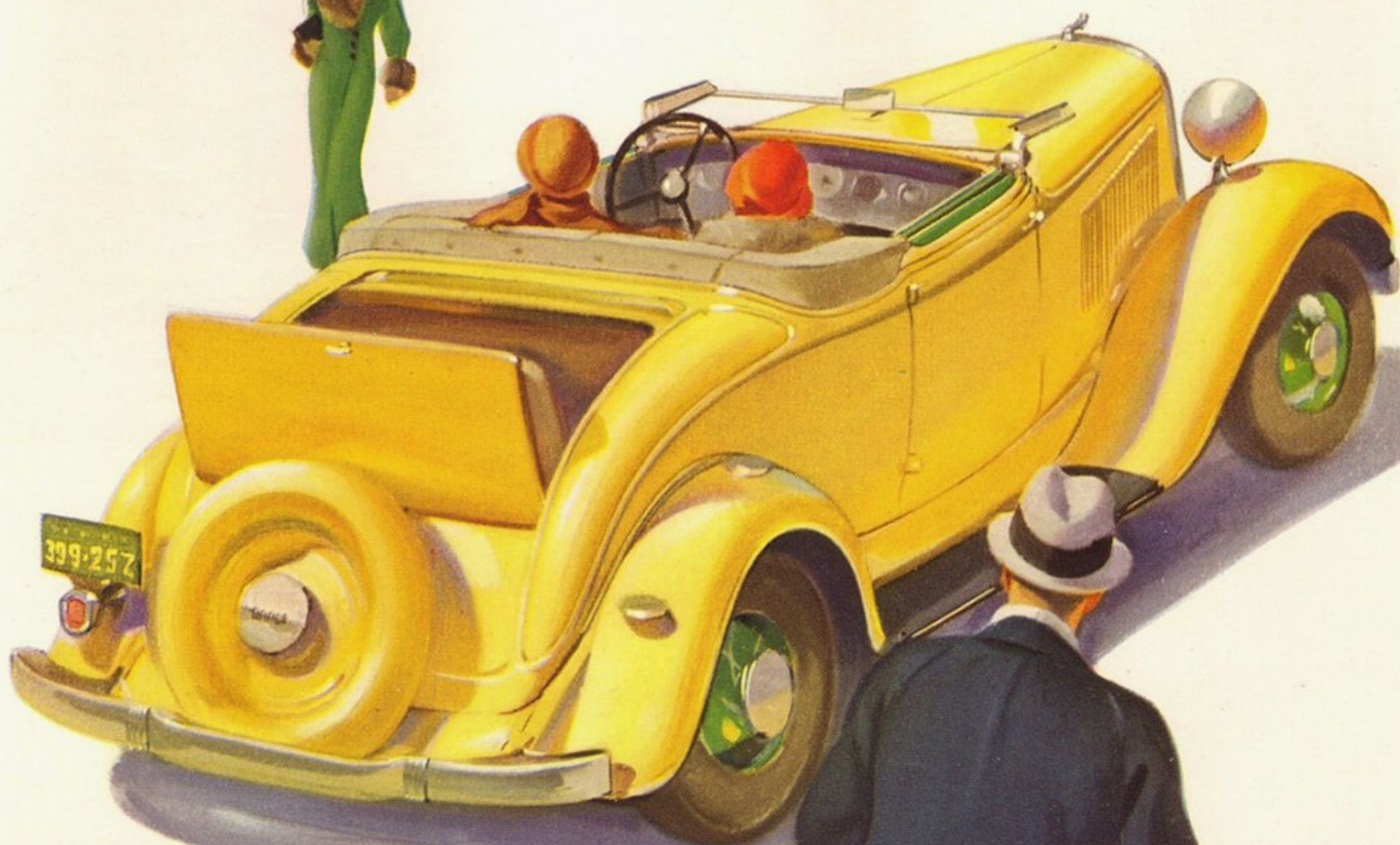
THE SALON BROUGHAM

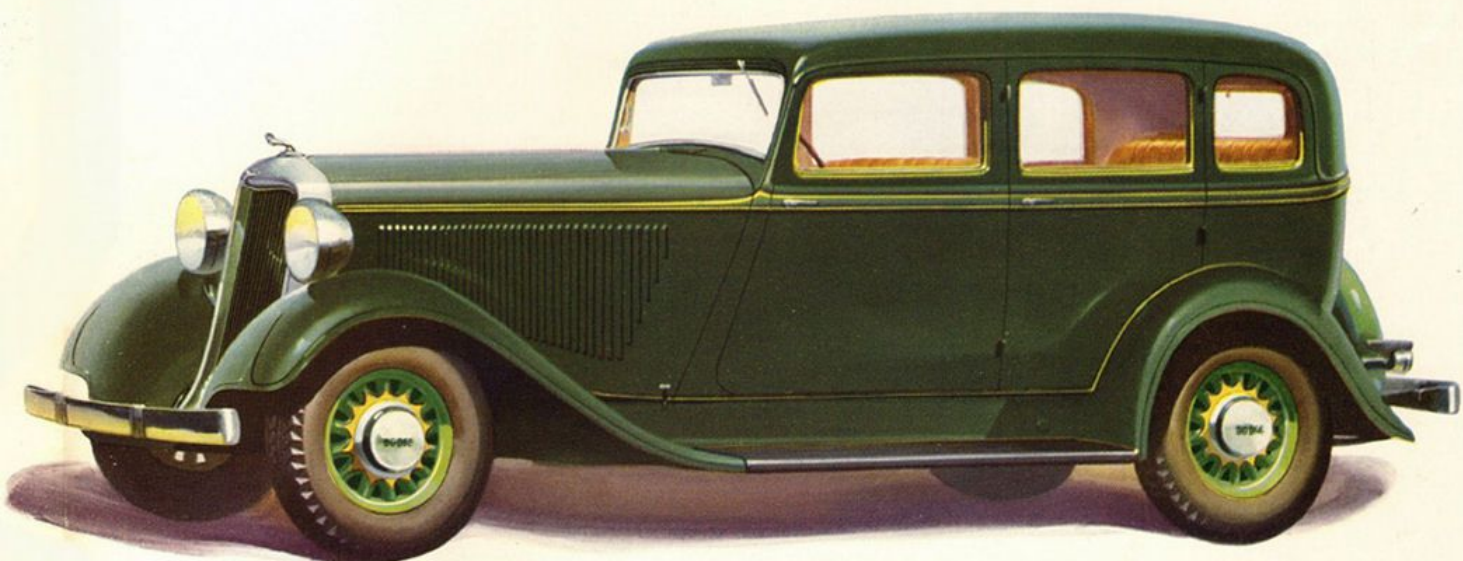


THE COUPE

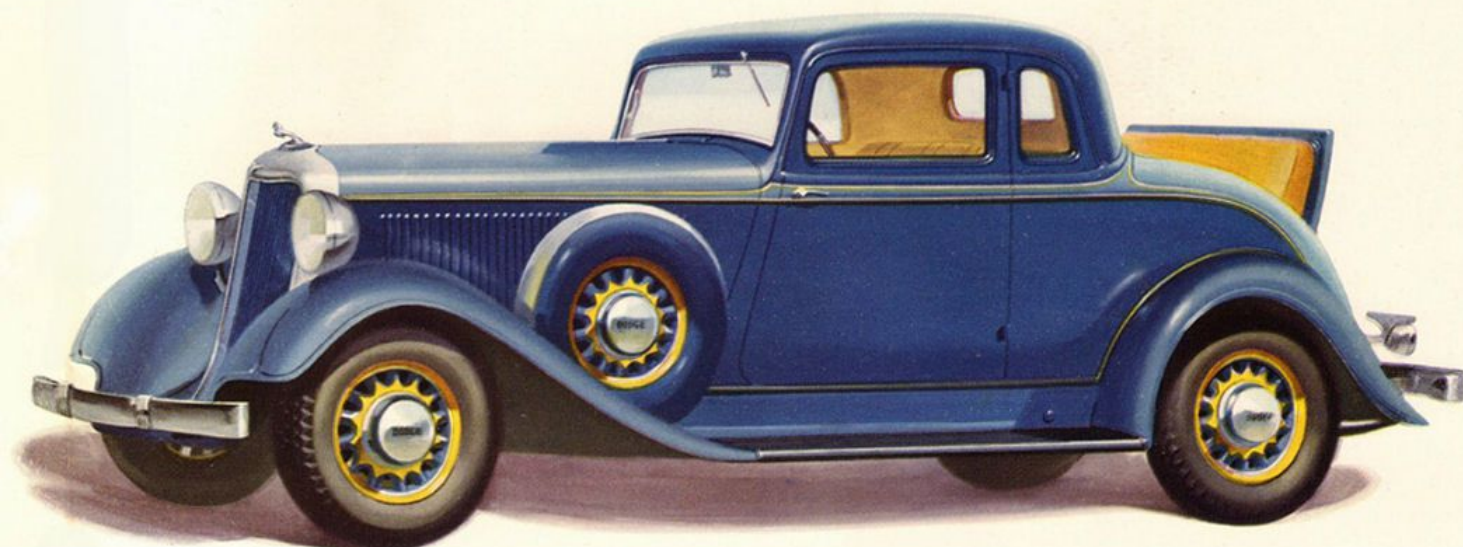


THE CONVERTIBLE COUPE

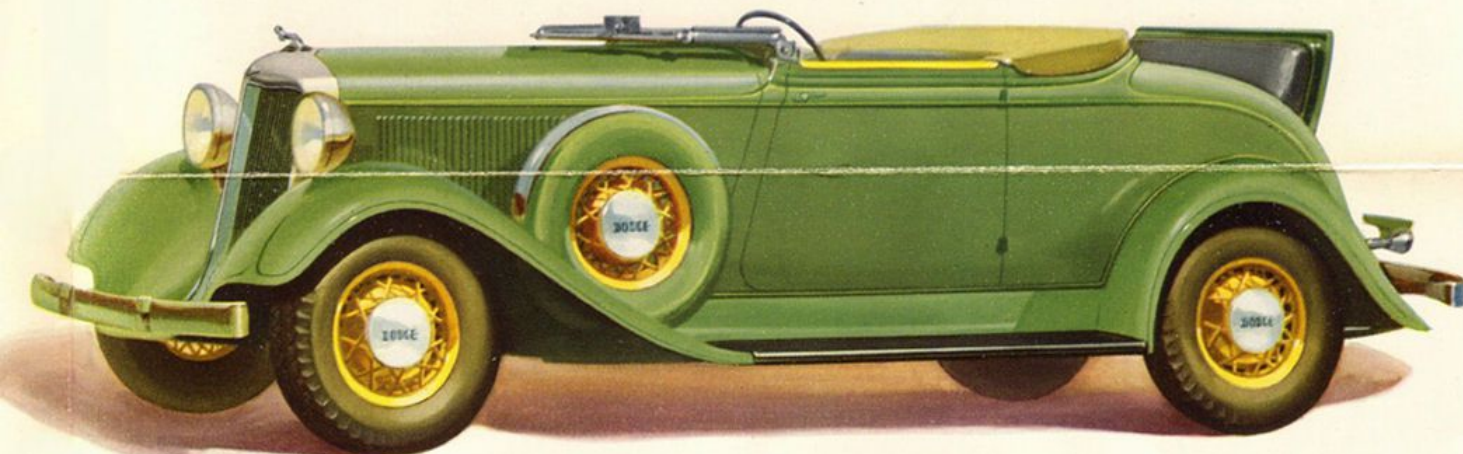




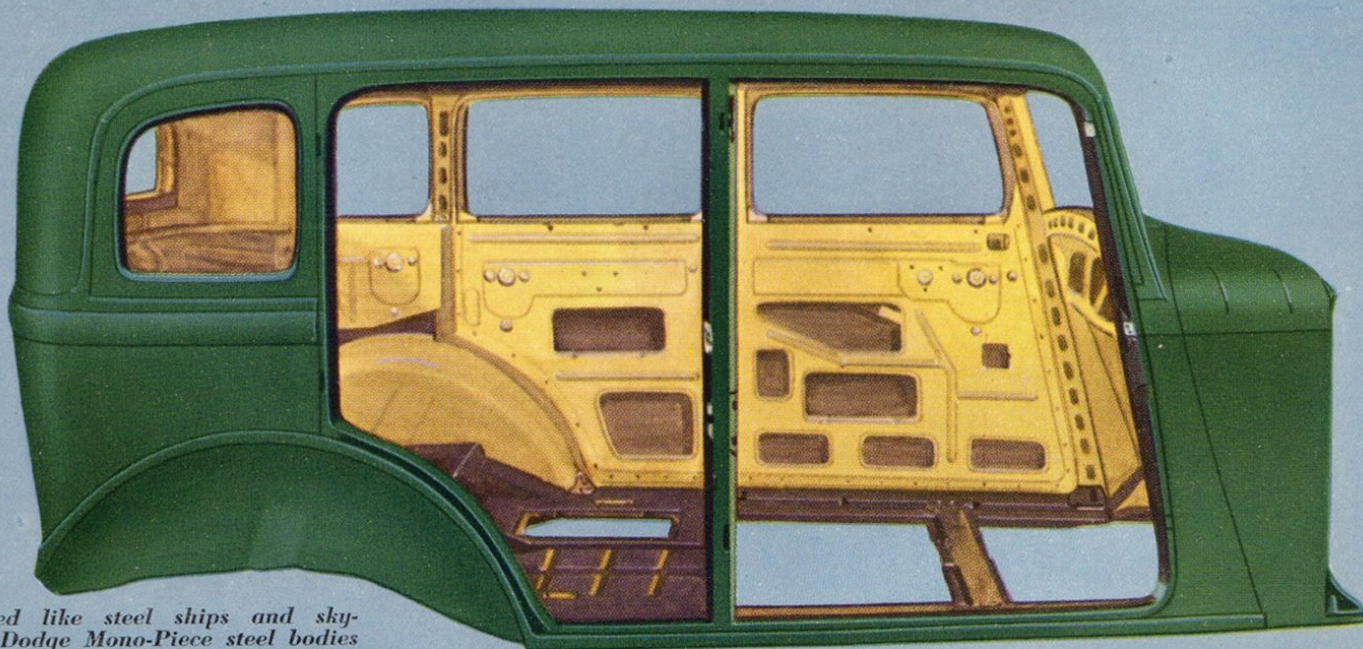
THE SEDAN



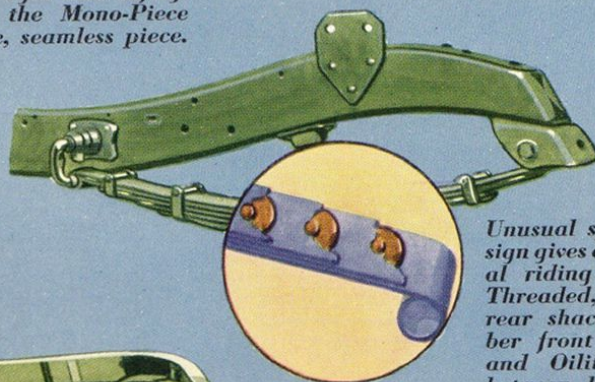
THE COUPE *with* RUMBLE SEAT



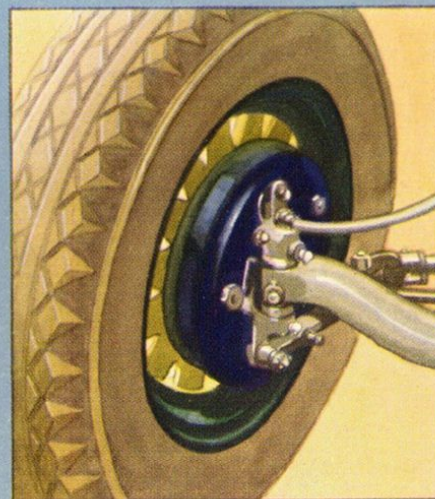
THE CONVERTIBLE COUPE



Constructed like steel ships and skyscrapers, Dodge Mono-Piece steel bodies have utmost rigidity, strength and safety. Electric welding makes the Mono-Piece body virtually one single, seamless piece.

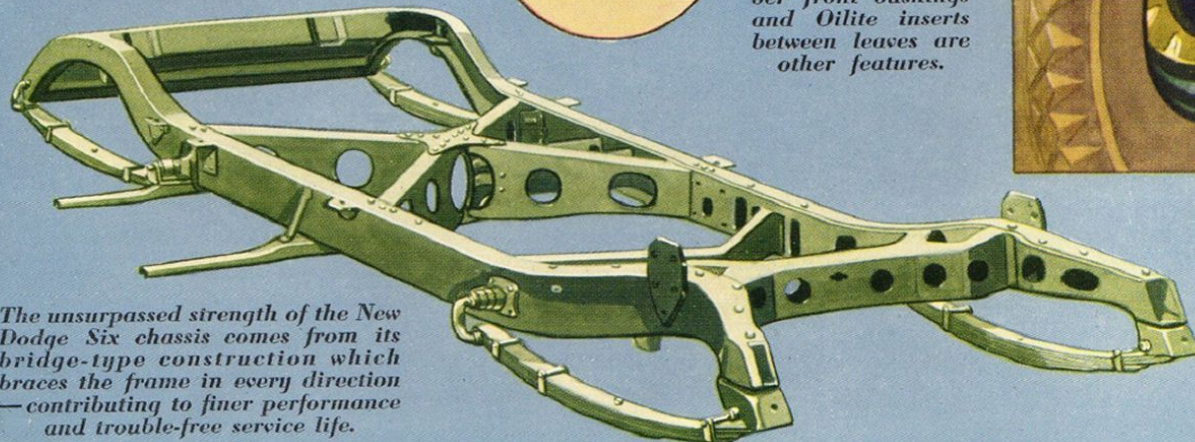


Unusual spring design gives exceptional riding comfort. Threaded, U-shaped rear shackles, rubber front bushings and Oilite inserts between leaves are other features.



Efficient, convenient and safe—the 4-wheel hydraulic brakes are self-equalizing. Their application is soft yet quick and positive. Brake drums are Centrifuse type.

The unsurpassed strength of the New Dodge Six chassis comes from its bridge-type construction which braces the frame in every direction—contributing to finer performance and trouble-free service life.



NEW!

Now . . . Dodge presents the ultra-modern motor car. A car new in appearance, new in style, and new in many notable mechanical improvements. Before you consider the purchase of any car at any price, learn about the features of this revolutionary masterpiece that Dodge has now created for you.

Many Revolutionary Features

LOWER PRICES

THAN EVER BEFORE

HERE is a car so lovely, so glowingly beautiful, that nine out of ten who see it are literally fascinated. Body lines are delightfully long, low and sweeping. Upholstery and fittings are unmistakably smart and modern. There is a complete range of breath-taking new color combinations. Inside and out, in even the smallest details, this luxurious new Dodge fully deserves the title of "Style Masterpiece."

Speed . . . Speed . . . More Speed

Imagine a car that will give you more speed than you will ever want even on the smoothest, straightest highway. And the pick-up of this new Dodge is as astonishing as its tremendous speed . . . puts you in front at traffic lights. Here at last is a car that combines power, speed and the flexibility you have always longed for . . . yet is modestly priced.

Easy to Drive

Incredible as it may sound, in comparison with old-style cars, this new Dodge almost drives itself. No longer is strength or dexterity needed to shift gears, to stop, or to steer. The Dodge Automatic Clutch banishes the need of ever touching your left foot to the clutch pedal while you drive. With a simple twist of your wrist you can shift from low to second, second to high, back to second and low, or into reverse. A gentle pressure of your right toe on the hydraulic brakes and your car comes to a smooth, positive stop. This new Dodge literally hugs the road because its center of gravity is so low. At a turn of the wheel it takes the sharpest corners without even a hint of side-

sway. You drive relaxed and at ease, on any road at any speed, even when dodging through the heaviest city traffic. No wonder people everywhere are talking of the new Dodge as an "utterly new experience in motoring."

Amazingly Easy Riding . . . Safe

When you ride in the new Dodge it literally seems to glide through the air. Because this car is equipped with Floating Power engine mountings, there is absolutely no engine vibration, no noise. It seems almost as though the engine is a giant magnet that draws the car ahead without sound or effort. Only patented Floating Power engine mountings can give you this entirely new sensation in motoring. You can sit at ease in the new Dodge, talk, relax, be comfortable. There is plenty of leg-room and head-room. The Hydraulic Brakes figuratively let you stop on a dime, quicker than you ever thought possible. The Double-Drop Frame makes this car more rigid, yet low to the ground so it hugs the road at any speed. The body is Mono-Piece Steel—all parts electrically welded together so it is like one single, solid piece of steel.

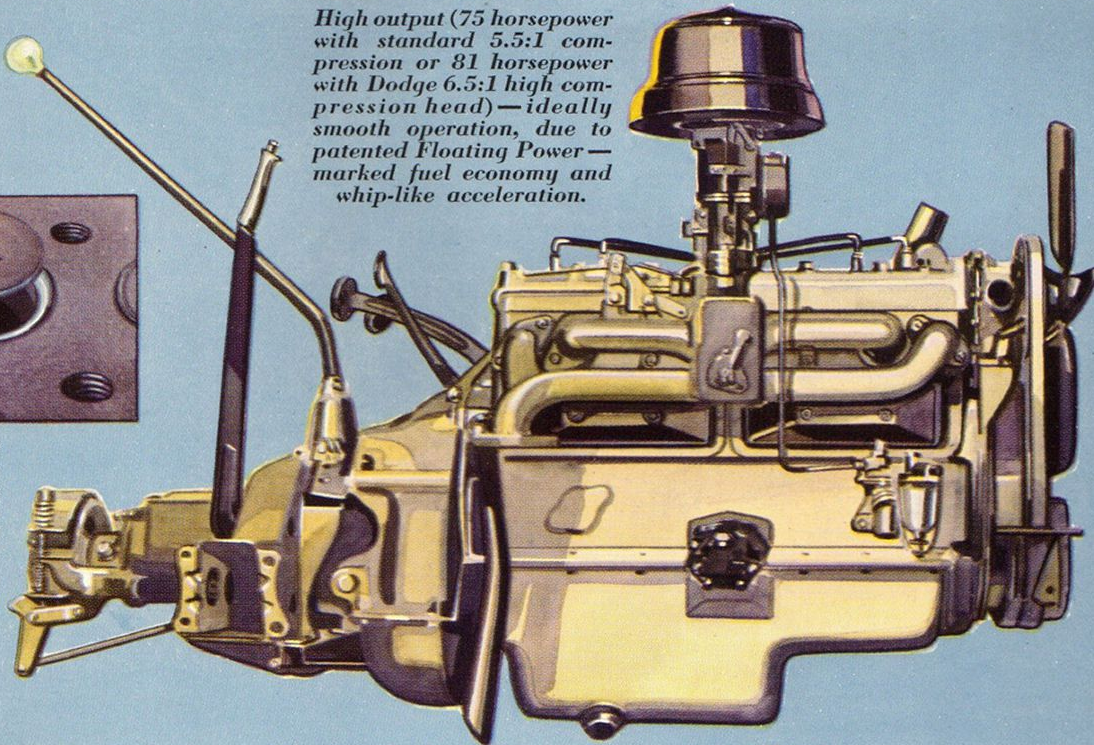
Read the Specifications

If you want a car with years of dependable service built into it . . . a car that simply romps through traffic, a beautiful big car, and a car you can be proud to own . . . this new Dodge exactly meets your requirements, at prices amazingly low! Before you buy any car, make sure that you know all the facts about this revolutionary new Dodge.

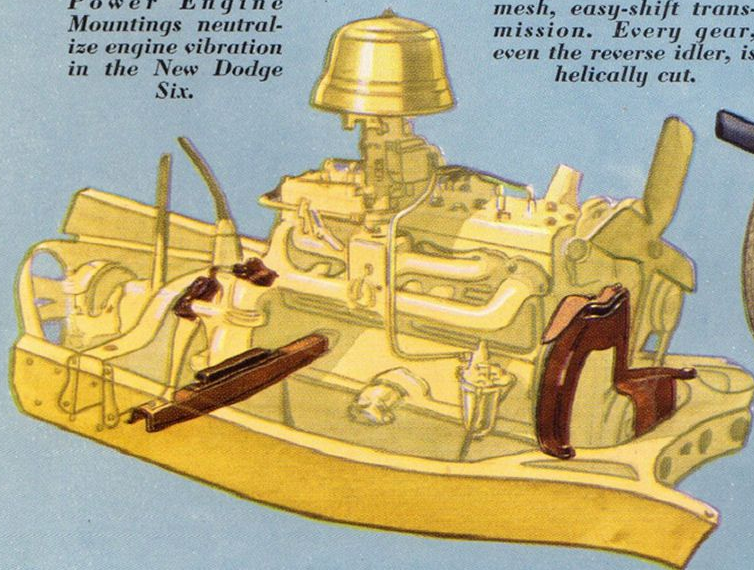
High output (75 horsepower with standard 5.5:1 compression or 81 horsepower with Dodge 6.5:1 high compression head)—ideally smooth operation, due to patented Floating Power—marked fuel economy and whip-like acceleration.



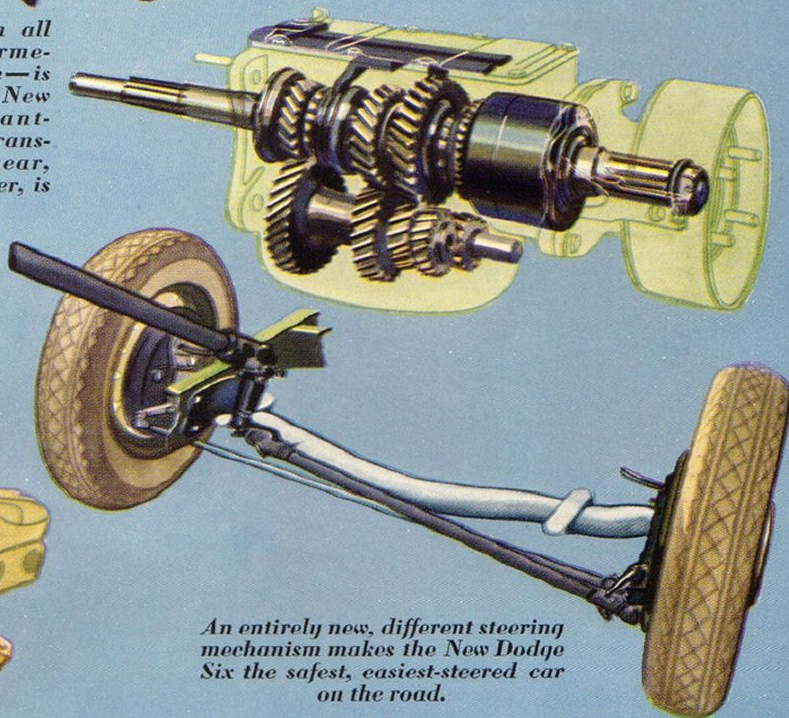
Because of heat resisting qualities the exhaust valve seat inserts do not pit. The need for valve grinding is reduced to a minimum.



Patented Floating Power Engine Mountings neutralize engine vibration in the New Dodge Six.



Quiet operation in all speeds—low, intermediate, high, reverse—is achieved in the New Dodge Six constant-mesh, easy-shift transmission. Every gear, even the reverse idler, is helically cut.



An entirely new, different steering mechanism makes the New Dodge Six the safest, easiest-steered car on the road.



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

ENGINE—Dodge 6-cylinder L-Head with patented Floating Power mountings; bore $3\frac{1}{8}$ ", stroke $4\frac{3}{8}$ "; piston displacement 201.3 cu. in.; taxable horsepower 23.44; developed brake horsepower, 75 at 3600 r.p.m. with 5.5:1 compression ratio; 81 at 3600 r.p.m. with Dodge High Compression Head (6.5:1 compression ratio for use with fuel of 72 octane rating) automatic manifold heat control; special alloy inserted exhaust valve seats.

CRANKSHAFT ASSEMBLY—Crankshaft drop-forged from special high carbon steel, balanced at rest and in motion; counterweights and impulse neutralizer, 4 steel backed main bearings; aluminum alloy steel-strut pistons, matched in weight with connecting rods; 4 rings per piston.

CAMSHAFT—Driven by silent chain from crankshaft; 4 bearings, 3 removable.

ENGINE LUBRICATION—Force feed from gear type oil pump through rifle-drilled passages to front end drive chain, all main, connecting rod and camshaft bearings; pressure spray to pistons, piston pins, valve stems, cams and tappets. Oil purifier and crankcase ventilator.

CHASSIS LUBRICATION—Zerk, high-pressure grease system.

ENGINE COOLING—Water cooled by centrifugal pump; 17", 4-blade fan; thermostatic water control; complete circulation around each cylinder and valve seat; cellular type radiator; capacity of cooling system $3\frac{3}{4}$ gallons.

FUEL SYSTEM—Single tube down-draft carburetor, air cleaner, carburetor silencer, and accelerating pump; pump feed from 15-gallon supply tank.

ELECTRICAL SYSTEM—6-volt battery ignition; full automatic spark advance; manual shift starter inter-connected with carburetor; third brush generator; special high tension coil; 84-ampere-hour battery.

AUTOMATIC CLUTCH (Optional)—9-inch dry, single plate, with shock absorbing center, ball bearing

release, Oilite pilot bearing. Automatically releases and engages with closing and opening of foot throttle, locks in or out with free-wheeling control from dash.

TRANSMISSION—Dodge constant mesh, easy shift, 3 speeds forward and 1 reverse; full helical gears, silent in all speeds, including reverse; 7 ball and roller bearings.

FREE WHEELING—Selective cam and roller type, located in rear of transmission, operates in all forward speeds, automatically locks out in reverse.

DRIVE—Hotchkiss drive, 2" tubular steel propeller shaft, statically and dynamically balanced, 2 ball and trunnion universal joints with roller bearings.

FRONT AXLE—Tubular steel, reverse Elliott type, double tapered roller bearings at wheels.

REAR AXLE—Semi-floating type enclosed in steel-stamped Banjo housing, $\frac{3}{8}$ " thick; spiral bevel gears made of nickel-chrome vanadium steel; 8 roller bearings with double tapered roller bearings at each wheel; ratio 4.37:1.

STEERING—Semi-irreversible, worm and sector gear with roller bearing; cross-mounted drag link eliminating road shocks to steering wheel; $17\frac{1}{4}$ ", 3-spoke steering wheel adjustable for height.

FRAME—Double-drop, bridge construction; side channels 5" deep with 2" flanges.

SPRINGS—Semi-elliptic, mounted outside of frame side channels. Squeak-proof Super Oilite inserts between leaves. Silent-U non-sway shackles; rubber bushings at front end of springs. Spring covers.

BRAKES—Dodge hydraulic, 4-wheel, internal-expanding; self-equalizing and weatherproof; Centri-

fuse brake drums 10" in diameter; $1\frac{1}{2}$ " lining. Hand brake, separate on propeller shaft.

SHOCK ABSORBERS—Hydraulic.

WHEELS—5 demountable wood or wire with drop center rim, balanced.

TIRES—6.00/16 non-skid air wheel type.

WHEELBASE—111 $\frac{1}{4}$ "; over-all length 178 $\frac{1}{8}$ " with bumpers.

BODIES—Mono-piece steel rust-proof bodies, insulated against sound, heat and cold; DuPlate safety plate glass in windshield, available at extra cost in side and rear windows; automatic windshield wiper, two inside adjustable sun visors, rear view mirror and cowl ventilator; one-piece rust-proof fenders; all sheet metal parts rust-proofed. All closed bodies wired for Philco Transitone Radio installation.

INSTRUMENT PANEL—Satin finished and indirectly lighted; contains ammeter, speedometer, fuel gauge, oil pressure gauge, engine temperature indicator and glove box.

CONTROLS—Light switch, throttle, choke, free-wheeling control and ignition switch on instrument panel; light dimmer switch, foot controlled; pedal type accelerator; rubber covered clutch and brake pedals; free-wheeling control button provides conventional drive, with free wheeling alone or with both free wheeling and automatic clutch. Horn button, gear shift handle, throttle, choke, light switch and glove box handle finished in antique ivory.

NOTE: Automatic clutch, bumpers, DuPlate safety plate glass in side and rear windows, auxiliary tail light and windshield wiper, outside trumpet horns, 6 wire or wood wheels in fender wells and a complete list of De Luxe accessories are available at extra cost.

Dodge Brothers reserve the right to change prices and make improvements in their cars without incurring obligations on cars previously sold.



A stylized, painterly illustration of a woman's face, tilted upside down. She has voluminous blonde hair, rosy cheeks, and bright red lips. She is wearing a green hat with a white band. The background is a deep, dark blue. In the upper right corner, a white sleeve and a brown curved object are partially visible. The signature 'K. SCHMIDT' is in the top left corner.

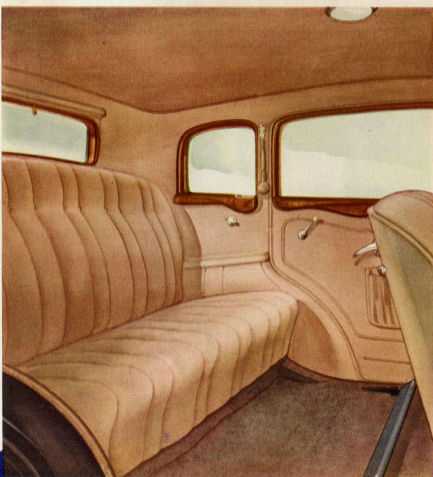
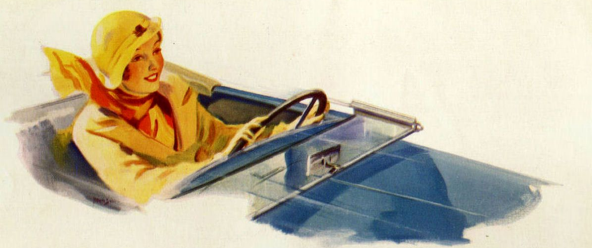
A photograph of the interior of a 1934 Ford. The image shows the dashboard with its wood-grain trim and the steering wheel. The front seats are upholstered in a light-colored material, possibly leather or vinyl, with a dark trim. The overall appearance is that of a well-maintained vintage car.

A photograph of the interior of a vintage car, showing the dashboard, steering wheel, and seats. The dashboard is dark wood with a speedometer and other gauges. The steering wheel is black with a silver center. The seats are upholstered in a light-colored, ribbed material. The car has large windows and a sunroof.

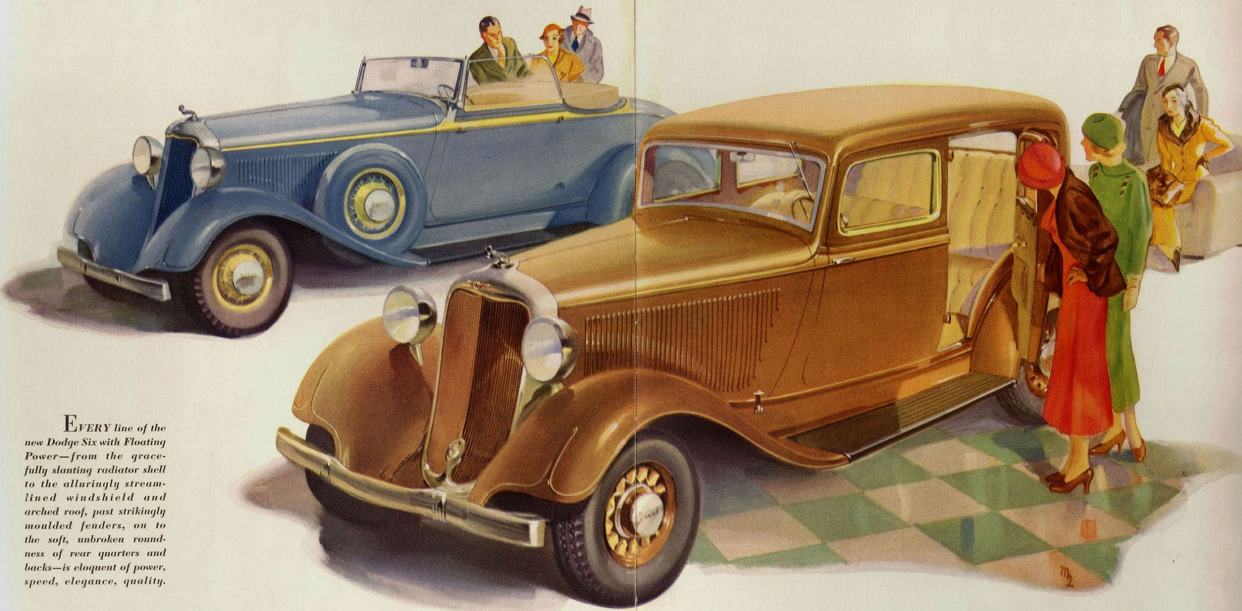
A close-up photograph of a red leather suitcase, showing its textured surface, metal latches, and a handle. The suitcase is positioned vertically, and the lighting highlights the grain of the leather and the metallic sheen of the hardware.

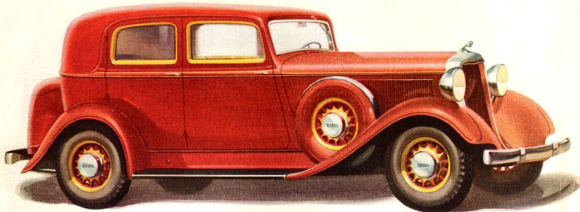
BODIES—Monopiece rust-nut fastener bodies, with
locking washers.
WHEELS—11H¹, 7 over-all length 12K¹, with
60-psi tires.
TIRES—6.00-16 non-skid air wheel type,
centerline balance.
WHEEL ASSEMBLIES—demountable wood or wire with drop
rim.
SHOCK ABSORBERS—hydraulic.
Brake drums 10" in diameter.
Rear brake drums 10¹/₂" flange, 11¹/₂" flange, 11¹/₂" flange.

C I F I C A T I O N S

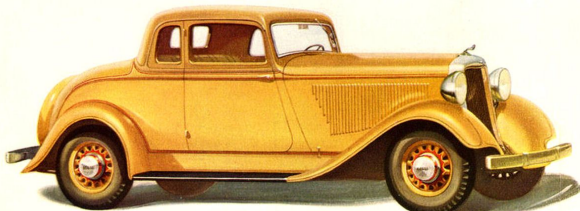


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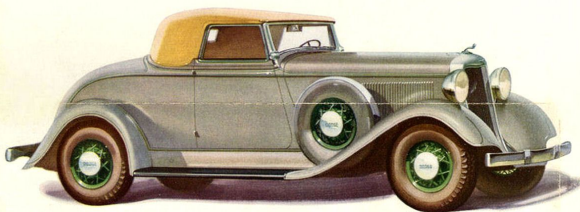




THE SALON BROUGHAM



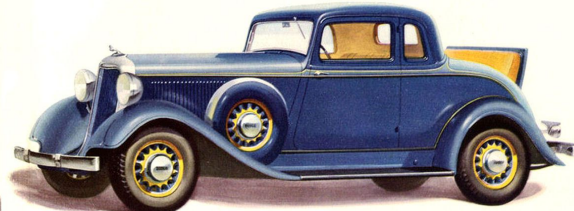
THE COUPE



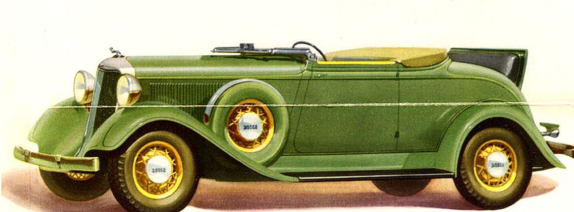
THE CONVERTIBLE COUPE



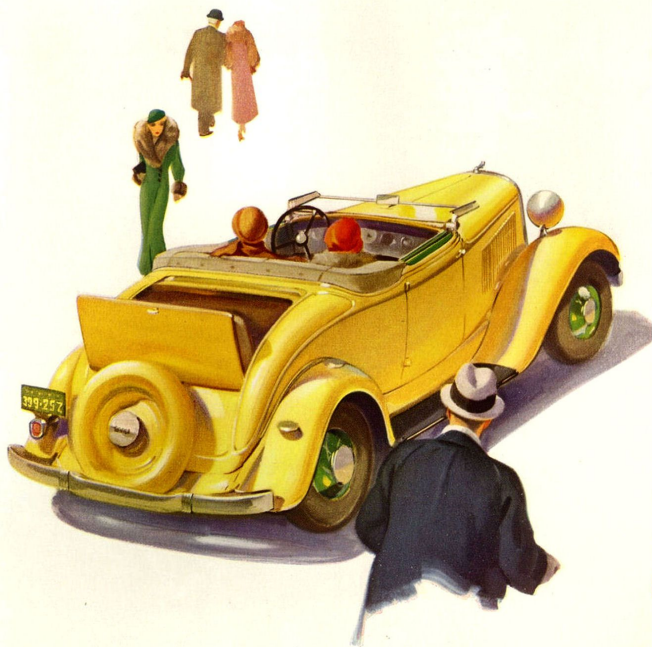
THE SEDAN



THE COUPE with RUMBLE SEAT



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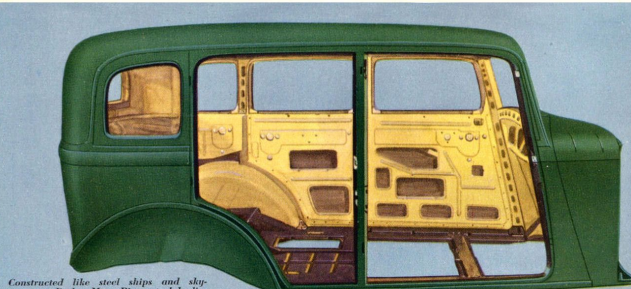
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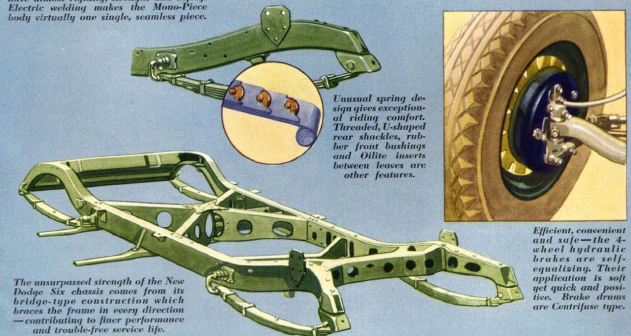
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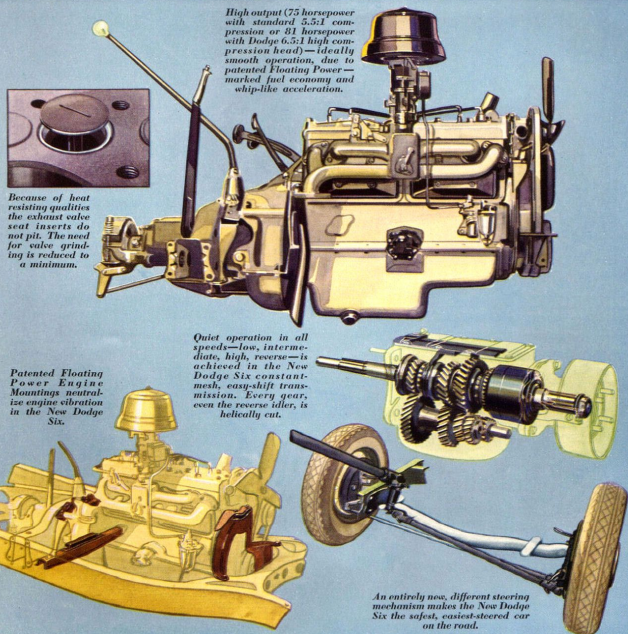
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