

i
STANDARD
and
DE LUXE
Models.

The

"Air-Glide" DODGE



DODGE

"Twenty-one Years of Leadership"

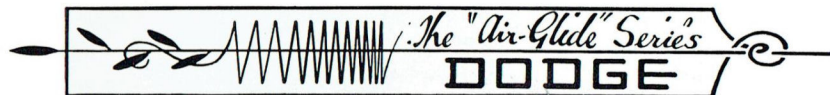
For *twenty-one* years "Dodge" has meant "Satisfaction" in Motoring—the kind of Satisfaction which has induced many people to own many Dodges.

Every resource available to Dodge engineers has been devoted during this long period to the adherence and improvement of the world-famous characteristic of Dodge—"Dependability," the ability to serve well and to stand the test of time.

To-day, in introducing this new series we find, added to Dodge Dependability, the advantages of the most modern streamlined design, a new utterly relaxed driving comfort and almost effortless driving ease.

**"Air Glide" ride— "Ride Stabiliser"— "Floating Power"— Larger Brakes
Roomier and Safer Bodies — Wider Doors — New Streamlines
Air Wheels — Synchronomatic Control — Directed Cooling
New Engine Design New Cross Steering**

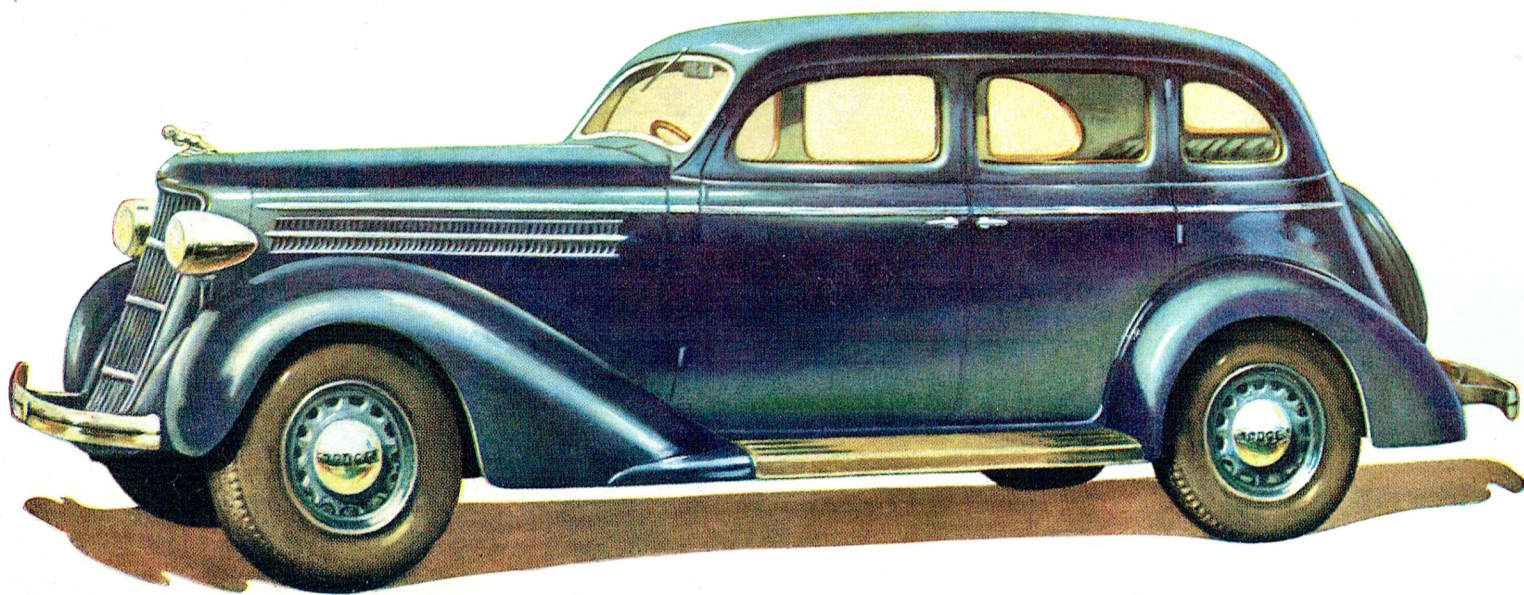


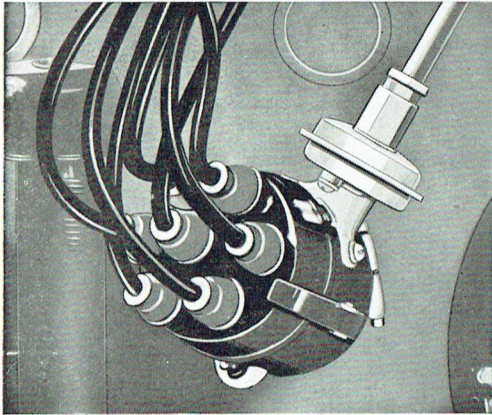


"Air-Glide" Ride.	The "Air-Glide Ride" represents entirely new chassis engineering. Moving the engine 8in. forward has effected a redistribution of chassis weight, completely changing the performance of the car. To achieve this result, new chassis design was necessary, replacing the independent front wheel springing previously used with a new tubular front axle of great strength.	All-Helical Gears.	This new Dodge series features a "Synchro-Silent" transmission of new design. The gears are Helical in all speeds. Gear clash is eliminated by a synchronising cone, which equalises gear speed before the teeth mesh, while the new "Feather Pressure" Clutch requires only 26 pounds pressure, instead of 42. Gear shifting and clutch operation are so easy that the free-wheeling unit and automatic mechanism used and previously incorporated are no longer necessary. This shifting ease, combined with larger, more powerful hydraulic brakes and re-designed cross steering, constitute "Synchromatic Control." Performance has been improved and a host of new mechanical features are the result of advanced Dodge engineering. Dodge engineers have perfected the new calibrated ignition in which the new vacuum control supplements the conventional speed advance. The result is a substantial increase in fuel economy brought about through a great increase in spark advance when the car is driven under partial throttle.
New Chassis.		"Feather Pressure" Clutch.	
Cradle-Action Seating.	By moving the engine forward additional body space was created, making it possible to move the rear seat forward 6in., placing it ahead of the rear axle, and providing both front and rear seats with a cradled action.	"Synchromatic Control."	
Ride Stabiliser.	The new front-end "ride stabiliser" completely eliminates sway or body roll. This round steel bar, extending across the front-end of the chassis, is connected to the front spring seats, to which the shock absorber arms are also attached through links. When one side of the car rises faster than the other, the lever attached to the shock absorber of that side causes the movement to be transferred to the stabiliser bar, which in turn reacts to keep the body on an even plane.	Automatic Spark.	
New Cross Steering.	Other factors contributing to Dodge riding ease are the new improved Cross Steering, Airwheel tyres which, through redistribution of chassis weight and improved springing, provide, not only greater riding comfort, but give longer wear.	New Cooling System.	A new cooling system with full length water jackets has been incorporated, circulating cooling water round the entire length of the cylinder barrels. A system of directional cooling effectively cools each cylinder to the same degree.
Airwheels.		Automatic Choke.	The choke button is no more. Choking of the carburettor intake passage prior to starting is now done by an automatic device working part thermostatically and part electrically.
"Floating Power."	Everyone to-day knows what "Floating Power" is and how it absorbs engine vibrations at the source. The new "Floating Power" engine mountings in this series are even smoother and better.	"Quality" DODGE Features.	Among many other features in the series are the following: Automatic manifold heat control, greater capacity air-cooled generator, heavier rear axle housing, greater capacity muffler, improved pistons and piston rings, larger cooling system, larger diameter propeller shaft, greater anti-friction bearing surface, precision type main bearings, oil bath air cleaner, crankcase ventilator, exhaust valve seat inserts, hydraulic shock absorbers.
Ventilation.	A new full-vision ventilation system is introduced, providing fresh air without complicated mechanism, and without obstructing vision. A larger cowl ventilator and passages under the front seats ensure uniform inside temperature.	Value.	Appearance, comfort, greater performance and safety, and the traditional Dependability guaranteed by Dodge, make this new series of cars the paramount value in their price class.
Steel Bodies.	The new Steel Australian Bodies are roomier, safer and stronger and completely streamlined, giving finer appearance and less wind resistance.		
Wider Doors.	Both front and rear seats have been widened, while both doors are also wider, providing easier access.		



*The Standard Model:
"DV"—113in. Sedan.*

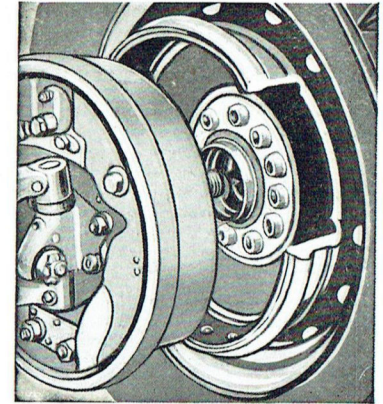




Spark Control.

AUTOMATIC SPARK CONTROL

Dodge engineers have perfected a new Automatic Spark Control, which unerringly advances or retards the Spark to obtain the greatest possible amount of power from the fuel at all engine speeds, and, without the slightest trace of Spark knock.

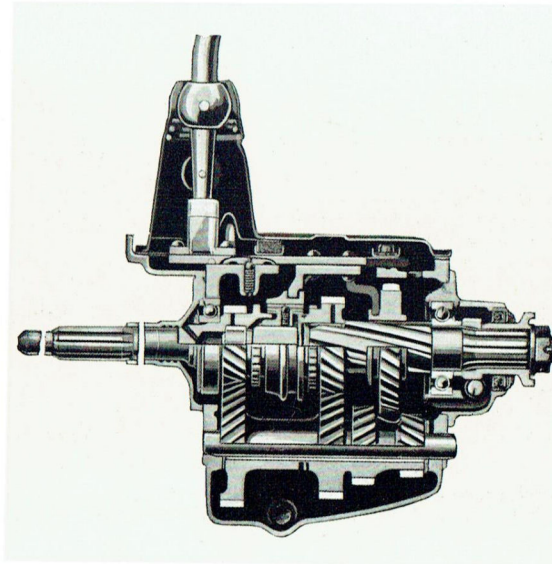


Hydraulic Brakes.

SYNCHROMATIC CONTROL

The New Dodge features a transmission of new synchronizing design. Helical Gears in all speeds move **effortlessly** into place at any speed and all gear clash is **eliminated** by the synchronizing cone that equalises gear speed before the teeth mesh.

The perfect counterpart of this transmission is the new "Feather Pressure" clutch, in which the pressure is reduced from 42 to 26 pounds.



"Synchro-Silent" Transmission.

RE-DESIGNED BRAKES

Re-designed Hydraulic Brakes assure Dodge owners of the ability to stop quickly and smoothly at all times without skidding, contributing still further to the safety factor.

The brake cylinders on each wheel are **one-eighth** of an inch larger, and are of new design to **equalise** the wear on the brake linings.



SPECIFICATIONS

Engine: Dodge 6-cylinder L-head with patented improved "Floating Power" mountings. Bore, 3 $\frac{1}{8}$ in.; stroke, 4 $\frac{3}{8}$ in.; displacement, 201.3 cu. ins.; developed brake horsepower, 82 with 6.07:1 compression ratio; taxable horsepower, 23.44; automatic manifold heat control; special alloy inserted exhaust valve seats.

Crankshaft Assembly: Crankshaft length, 28 $\frac{1}{8}$ in., drop-forged from special high carbon steel, balanced at rest and in motion; counterweighted; 4 interchangeable steel-back bearings; aluminium alloy pistons with T-slot expansion control, 4 rings per piston, full floating pins. Connecting rods of forged Manganese steel, removable bearings, rods and pistons matched in weight for each engine.

Camshaft: Driven by silent chain. Four bearings.

Engine Lubrication: Forced-feed lubrication from gear-type oil pump through rifle-drilled passages to each main, connecting rod and camshaft bearing and to front-end drive. Pressure spray to cylinder walls, pistons, cams, valves and tappets. Oil purifier and pump screen. Crankcase ventilator. Copper mesh type air cleaner for oil breather and ventilating tube.

Chassis Lubrication: Zerk high-pressure grease system.

Engine Cooling: Directional circulation with centrifugal pump. By-pass thermostatic control. Cellular type radiator. Capacity of cooling system, 3 Imp. gallons.

Fuel System: Plain-tube down-draft carburettor. Oil bath air cleaner for carburettor. Accelerator pump. Positive pump feed from 12 Imp. gallon supply tank located at rear.

Electrical System: New heavy-duty ignition system with specially wound coil. High speed breaker arms and non-pitting points. Positive shift starter. Balanced armature generator with voltage control. Automatic speed and vacuum-operated advance. 115 ampere hour battery.

Clutch: 9 $\frac{1}{2}$ in. dry single-plate clutch with shock-absorbing spring centre. Ball-bearing release.

Transmission: Dodge Synchro-mesh, finger-tip shift. Three speeds forward and one reverse. Silent in all gears, including reverse.

Drive: Hotchkiss, 2 $\frac{1}{2}$ in. tubular steel propeller shaft. Two universal joints with roller bearings.

Front Axle: Reverse Elliott type. Tubular. Double tapered roller bearings at each wheel. Ball thrust bearings at king pins.

Rear Axle: Semi-floating type enclosed in steel-stamped banjo housing, $\frac{3}{8}$ in. thick. All gears are made of chrome-nickel vanadium steel with spiral bevel teeth. Molybdenum alloy steel axle shafts, 1 $\frac{3}{8}$ in. diameter at bearings. Eight roller bearings including double tapered bearings at each wheel. Ratio, 4.125 to 1.

Steering: Worm and sector. Special export type. Cross-mounted drag link eliminates road shocks to steering gear and wheel. 17 $\frac{1}{2}$ in. three-spoke steering wheel, adjustable for height.

Frame: Double-drop rigid box type construction with X-trussed centre. Side channels, 5in. maximum depth, with 2in. flanges.

Suspension: Dodge Synchromatic front suspension with "Ride Stabiliser"; giving greater stability.

Springs: Semi-elliptic type. Length, front, 37 $\frac{1}{4}$ in.; rear, 53 $\frac{3}{8}$ in. Silent "U" non-sway shackles at rear of springs. Rubber-bushed joints at front of rear springs. Hydraulic shock absorbers: front, double acting; rear, single acting.

Brakes: Dodge hydraulic 4-wheel internal expanding. Self-equalising and weatherproof. Drums, 10in. in diameter; lining, 2in. wide: length per brake, 19 $\frac{1}{8}$ in. Independent handbrake operating on propeller shaft.

Wheels: Five demountable 16in. steel wheels with drop-centre rims.

Tyres: 600/16 Airwheel, low pressure type.

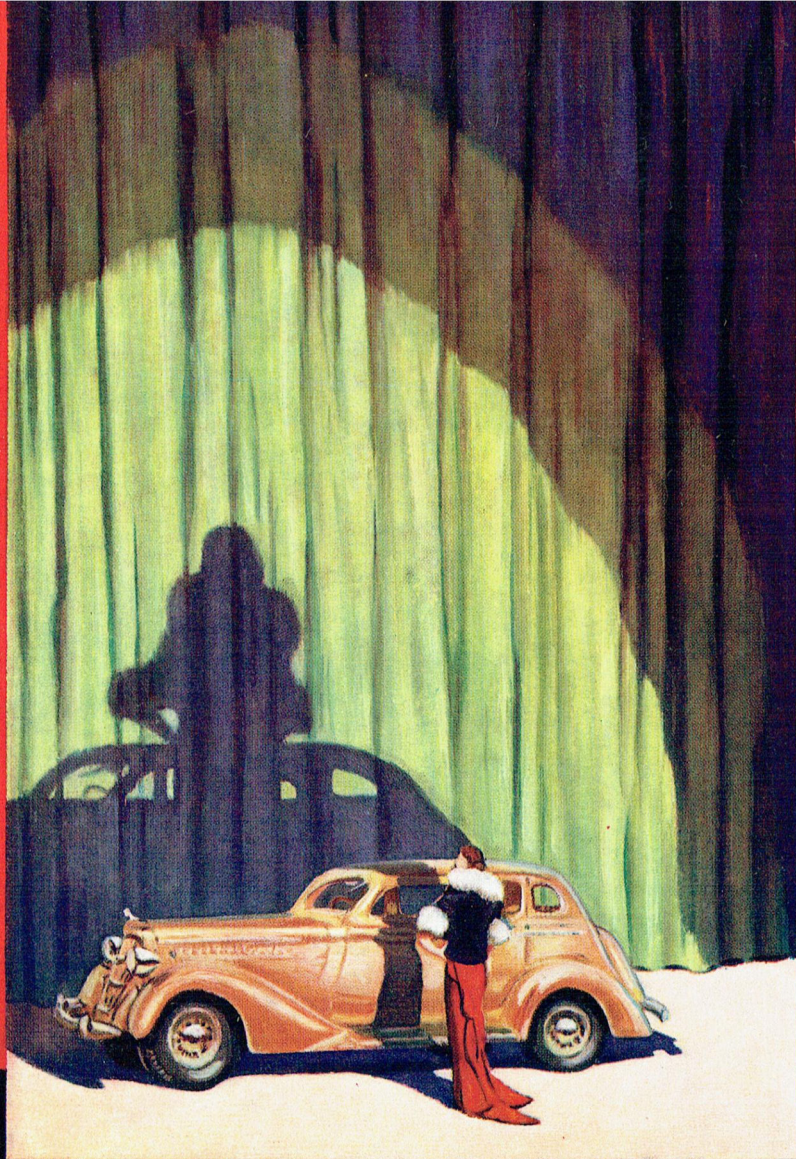
Wheelbase: 113in.; overall length, 189 inches with bumpers.

Instrument Panel: Contains ammeter, speedometer, fuel gauge, oil-pressure gauge and engine temperature indicator, glove box.

Controls: Throttle, light switch and ignition switch on instrument panel. Gearshift and hand brake levers in centre of front compartment, well forward to permit easy entrance from either side. Clutch, brake and accelerator pedals padded with rubber. Foot-operated headlamp dimmer.



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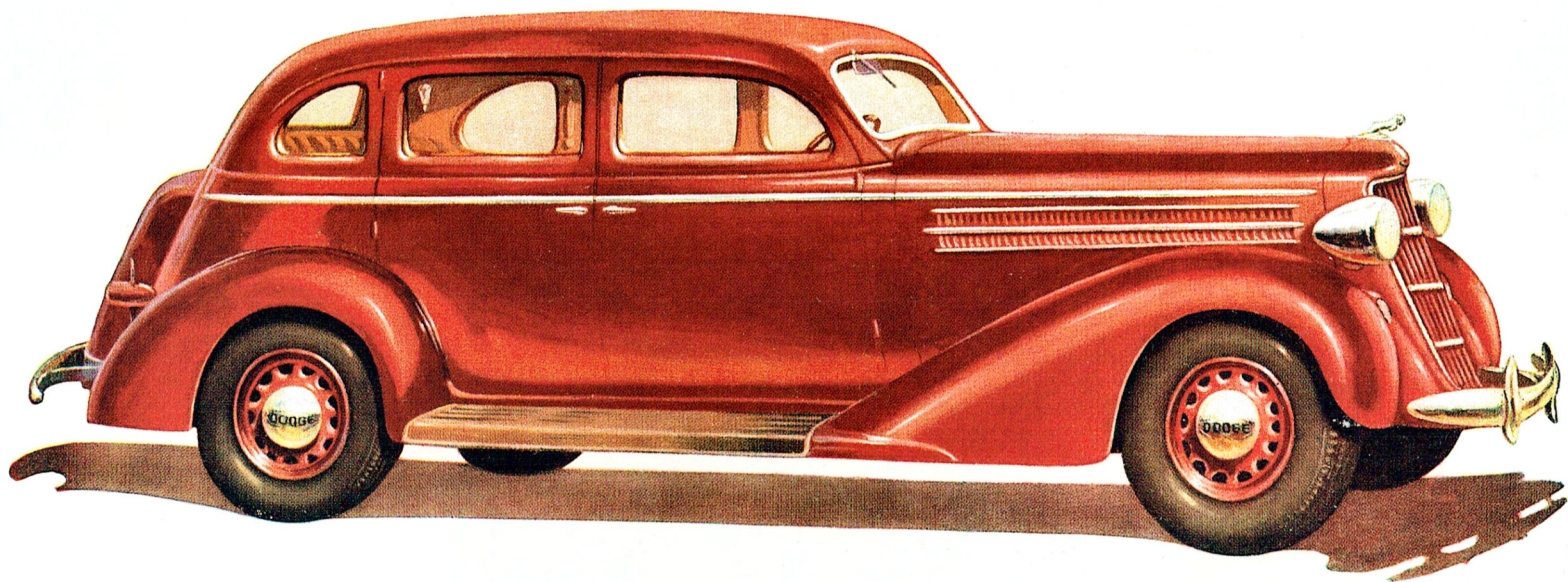
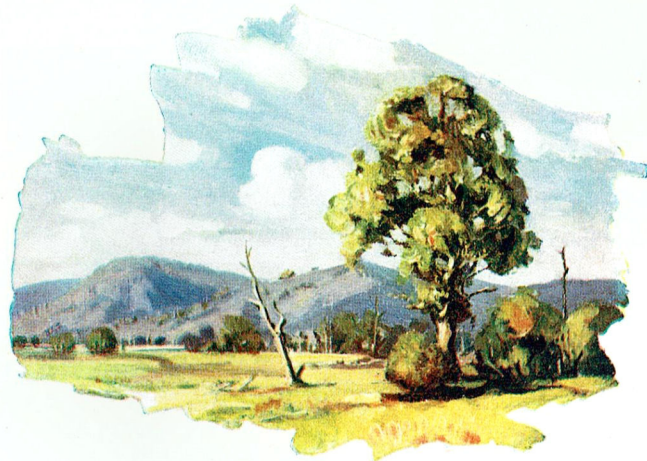
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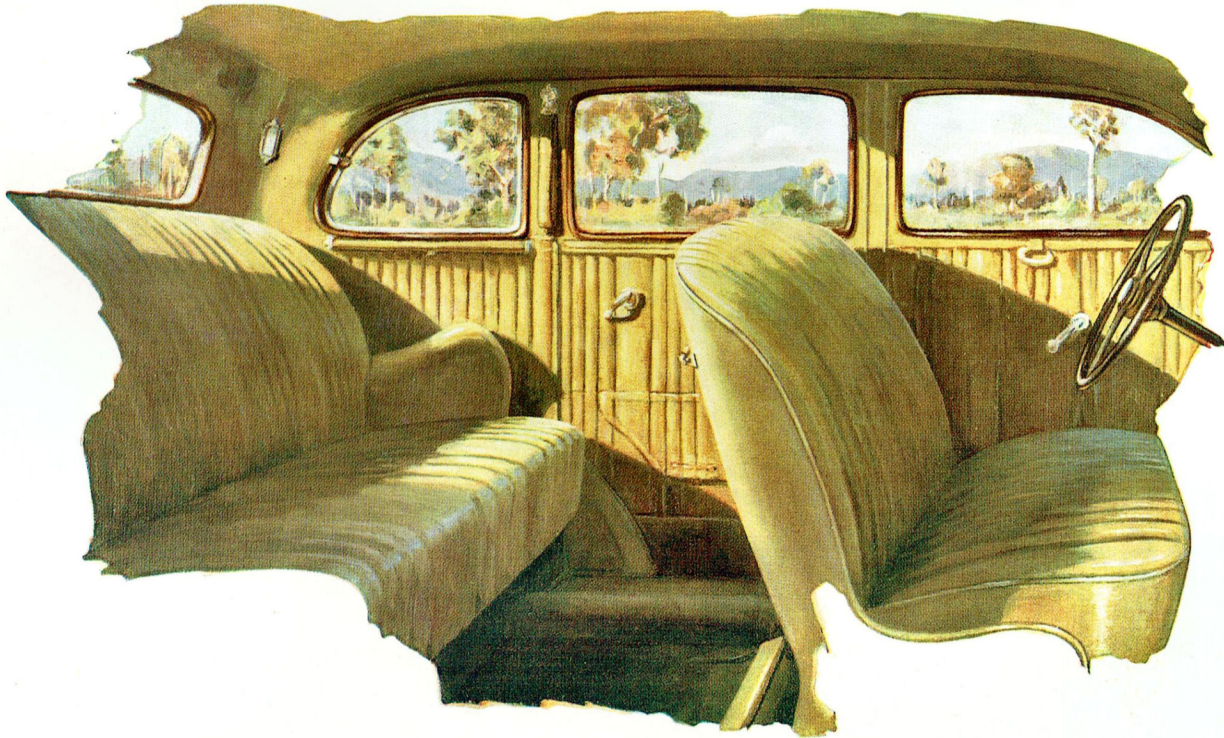
"Air-Glide"

DODGE

*The De-luxe Model:
"DU"—116in. Touring Sedan with
Built-in Trunk.*



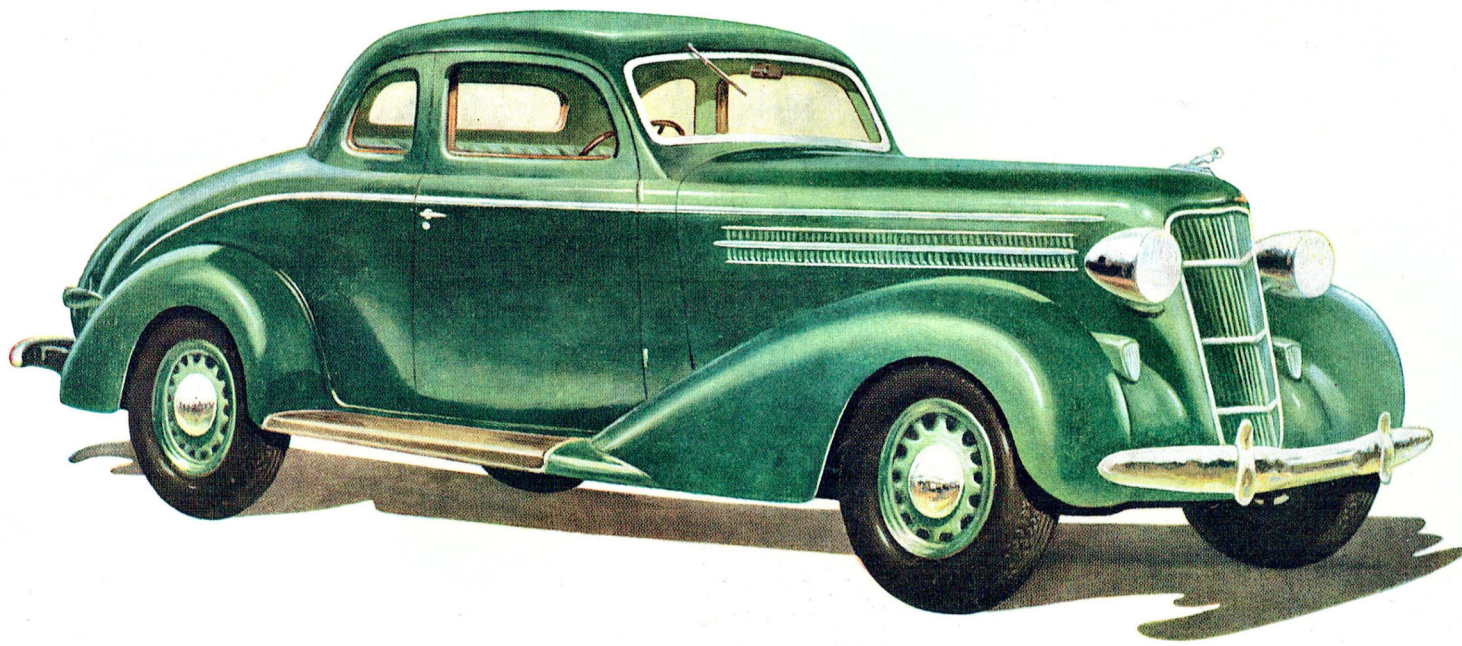
The De-Luxe Model
DODGE



The new Steel Australian Bodies for the 1935 Dodge "Airslide" Series are wider and longer, giving greater comfort. Door openings have been increased providing easier entrance and exit. The rear seat, conforming to the new chassis design, is now set in front of the rear axle, so that both front and rear passengers ride cradled between the axles.

Interior furnishings are luxurious yet quiet. Glove box, ash trays, robe rail and foot rests being provided. The rich upholstery harmonises both in color and style with the new streamlines of the car. The stronger construction of these 1935 Bodies considerably increase the *safety* factor.

*The De-luxe Model:
"DU"—116in. Coupe.*



The De-Luxe Model
DODGE

NEW PISTONS

The improved Aluminium alloy pistons are fitted with 4 rings per piston instead of the conventional 3 rings, giving better compression and less oil waste. Expansion of the piston is controlled by steel struts.

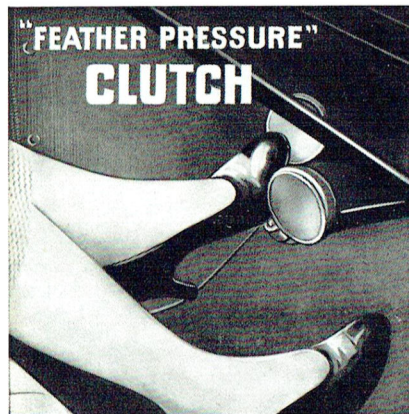
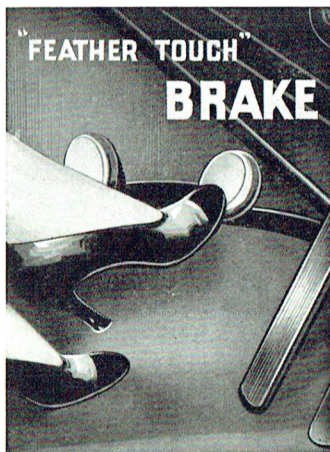
The circulation of water around the exhaust valves, the hottest part of the engine, is accentuated by a tube from the water pump.



Re-designed Pistons.

NEW "FEATHER TOUCH" BRAKES

Though the amount of pressure on the brake pedal is very small, application is quick, positive and smooth, with complete absence of skidding at all times. Centrifuse brake drums are fitted, while the cylinders are one-eighth of an inch larger.



New Clutch.

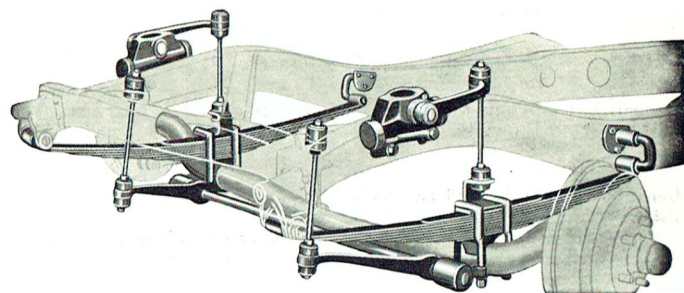
LARGER CLUTCH

In the new and larger clutch, pedal pressure is reduced from 42 to 26 pounds, resulting in less strain on the driver.

The counterpart to this improvement is found in the new "Synchro-Silent" Transmission with its effortless and soundproof gear shifting.

THE "RIDE STABILISER"

Sway or Body Roll has been completely eliminated by the use of the new front-end "Ride Stabiliser."



This round steel bar, extending across the front end of the chassis, is connected with the shock absorber arms to the front spring seats. All body sway is thus transferred to the Stabiliser Bar, which in turn reacts to keep the body in even plane.



SPECIALTIONS

Engine: Dodge 6-cylinder L-head with patented improved "Floating Power" engine mountings. Bore, 3 $\frac{1}{4}$ in.; stroke, 4 $\frac{3}{8}$ in.; piston displacement, 217.8 cu. in.; R.A.C. rated horsepower, 25.35; developed brake horsepower, 85 with 5.6:1 compression ratio; automatic manifold heat control; special alloy valve seat inserts.

Crankshaft Assembly: Crankshaft completely machined and counter-weight balanced. Steel, babbitt-lined removable main bearings; aluminium steel-strut pistons (4 rings per piston).

Camshaft: Driven by silent chain. Four bearings.

Engine Lubrication: Full force feed lubrication under pressure to all main connecting rod and camshaft bearings, pressure spray to pistons, piston pins, valves, cams and tappets. Oil filter and crankcase ventilation. Capacity, 4 quarts (Imp.).

Chassis Lubrication: Pressure gun.

Engine Cooling: Directional circulation with centrifugal pump. Thermostatic bypass control. Cylinder barrels completely water-jacketed.

Fuel System: Down-draft carburettor with combination oil bath air cleaner and silencer, acceleration pump, automatic choke. Pump feed from 12 imp. gallon supply tank at rear.

Electrical System: 6-volt 115 ampere hour battery. Vacuum and speed automatic spark control. Positive shift starter interlocked with ignition switch.

Clutch: Single plate, dry. 10in., spring cushioned, air-cooled.

Transmission: Dodge Synchro-mesh finger-tip shift, 3 speeds forward and 1 reverse. Full helical gears, silent in all speeds, including reverse.

Universal Joints: Spicer ball and trunnion type with roller bearings.

Front Suspension: Dodge Synchromatic with "Ride Stabiliser."

Front Axle: Reverse Elliott, tubular, double tapered roller bearings at each wheel.

Rear Axle: Semi-floating type enclosed in steel-stamped banjo housing. Spiral bevel gears made of nickel alloy steel. Double-tapered roller bearings at each wheel. Ratio 4.125:1.

Steering: Worm and sector, special export type. Three-spoke, thin grip steering wheel.

Frame: Double-drop bridge type construction with side channels 5in. deep with 2in. flanges.

Springs: Front, length, 37 $\frac{1}{4}$ in. Rear, semi-elliptic. Length, 53 $\frac{3}{4}$ in. Silent "U" non-sway shackles; rubber bushings at front of rear springs.

Brakes: Dodge hydraulic. Four-wheel internal expanding, self-equalising and weather-proof. 10in. drums 2ins. wide. Braking surface, cast-iron. Independent hand brake on propeller shaft.

Shock Absorbers: Hydraulic; front, double acting; rear, single acting.

Wheels: Steel artillery type, 16in.

Tyres: Five, 600/16 non-skid, air-wheel, low pressure type.

Wheelbase: 116in.; overall length, 196in.—with trunk, 199in.

Instrument Panel: Of new design, contains ammeter, speedometer, fuel gauge, oil pressure gauge, engine temperature indicator, glove box and ash tray, lighted by two telescopic type lamps.

Controls: Light switch, throttle and ignition switch on instrument panel, light dimmer switch foot controlled, pedal type accelerator, rubber-covered clutch and brake pedals, horn button, throttle, light switch and glove box handle finished in antique ivory.

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