



DODGE

for

1940

DODGE

presents

MORE THAN A DEPENDABLE CAR *with* FULL-FLOATING-RIDE *and* GREATER ECONOMY

Beginning in 1914 Dodge Cars have established a world-wide reputation for dependability—To-day Dodge is *more* than dependable. Intensive research continuously provides the latest scientific developments. One of the chief reasons for Dodge Leadership is the constant effort to provide more and more operating economy—low Petrol and Oil consumption, high Tyre mileages—and freedom from mechanical replacements, overhauls, etc., even over distances in excess of 100,000 miles.

Dodge brings you roomier, luxurious Richards bodies with the Safety of All-Steel construction, the positive control of Equal-action Hydraulic Brakes—and the extraordinary performance of its “Scotch dynamite” Engine.

and - 'SUPERFINISH'....

The life of a Dodge Car is well known to be far in excess of that usually attributed to Motor Cars, but in attaining new bearing surfaces—the ambition of Motor Engineers for years—Dodge ensure that moving parts of Engine and Chassis retain their original perfect fit over much longer periods.

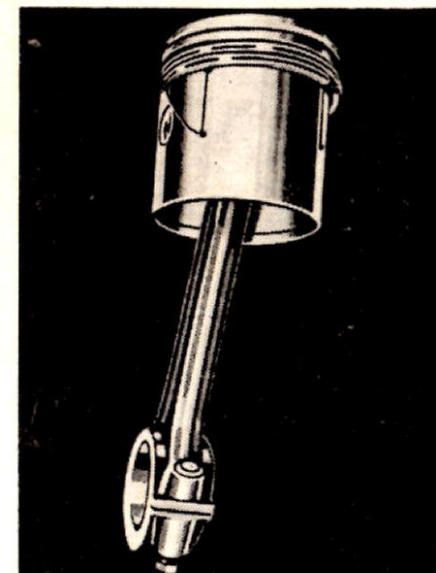
Diminutive metal projections of even one-millionth of an inch occurring on the surface of adjacent moving parts will penetrate oil film and thus break down lubrication. “Superfinish” surfaces are literally *glass-smooth* and have no micro-

scopic projections above the surface to interfere with the oil film, while below surface variations merely act as oil reservoirs.

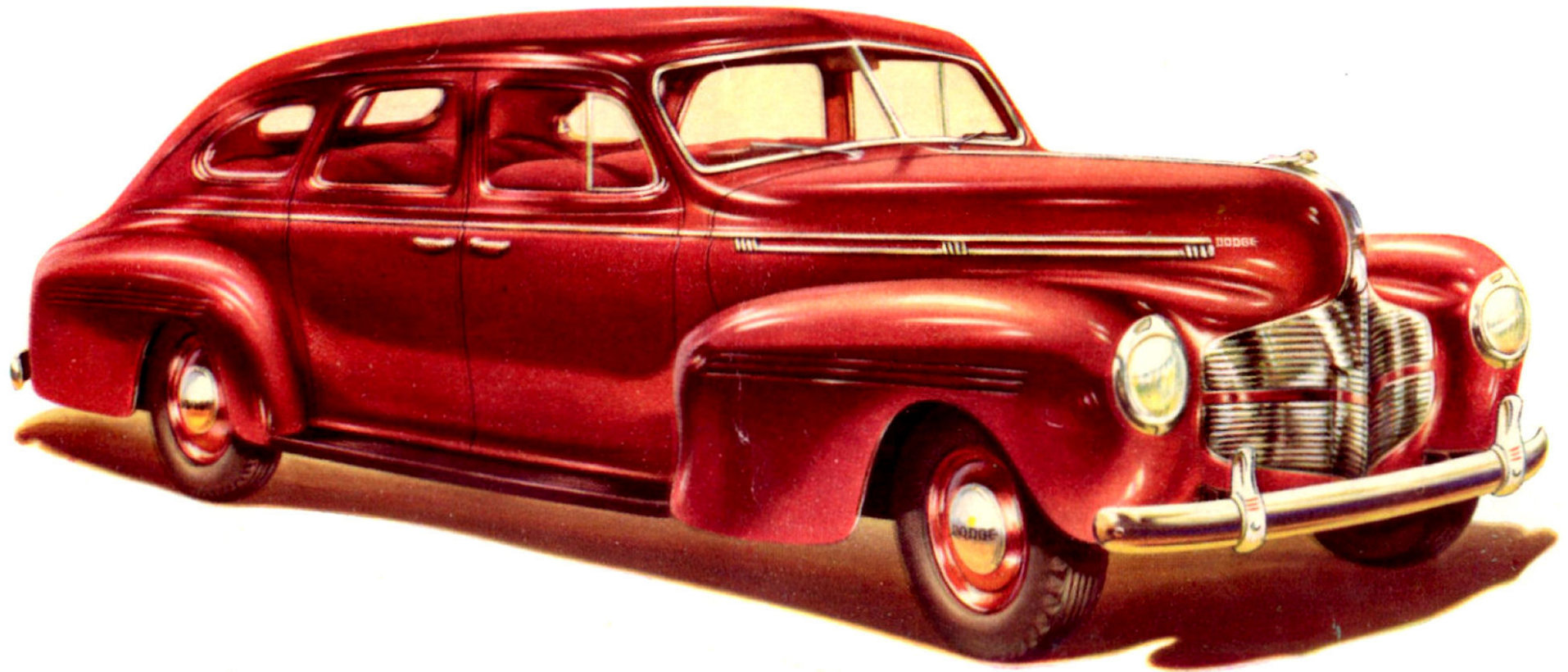
Many moving parts which are “Superfinished” include Crankshafts—Main and Connecting Rod Bearings, Cam Contours, Bearing Journals, Cylinder Bores, Pistons and Piston Pins (see illustration), Valve Tappet Heads and Stems, Fly Wheel Clutch Faces and Brake Drums and Tubes—virtually, every metallic moving part where friction is present.

Longer wheelbases with larger luggage compartments, new “Tell Tale” Instruments and a new “floating ride,” are outstanding new features. Other improvements include a re-designed gear box with the control head side mounted, providing a lower floor in the driving compartment. Brakes are larger and the steering box is mounted on a new rubber insulation.

Many “time proven” Dodge developments are retained, among them being the Safety Signal Speedometer, Independent Front Wheel Suspension, Remote Control Gearshift, Hypoid Rear Axle, 6-Cylinder “L” Head High Compression Engine with Floating Power mountings.

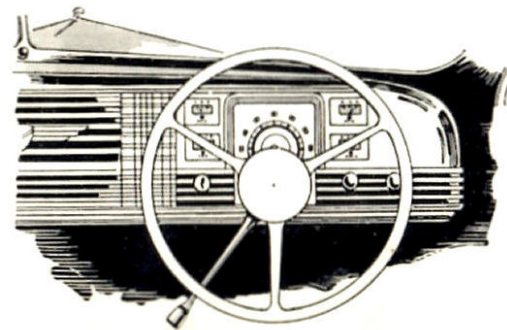


DODGE — THE 'FULL SIZE' ECONOMY CAR OF 1940



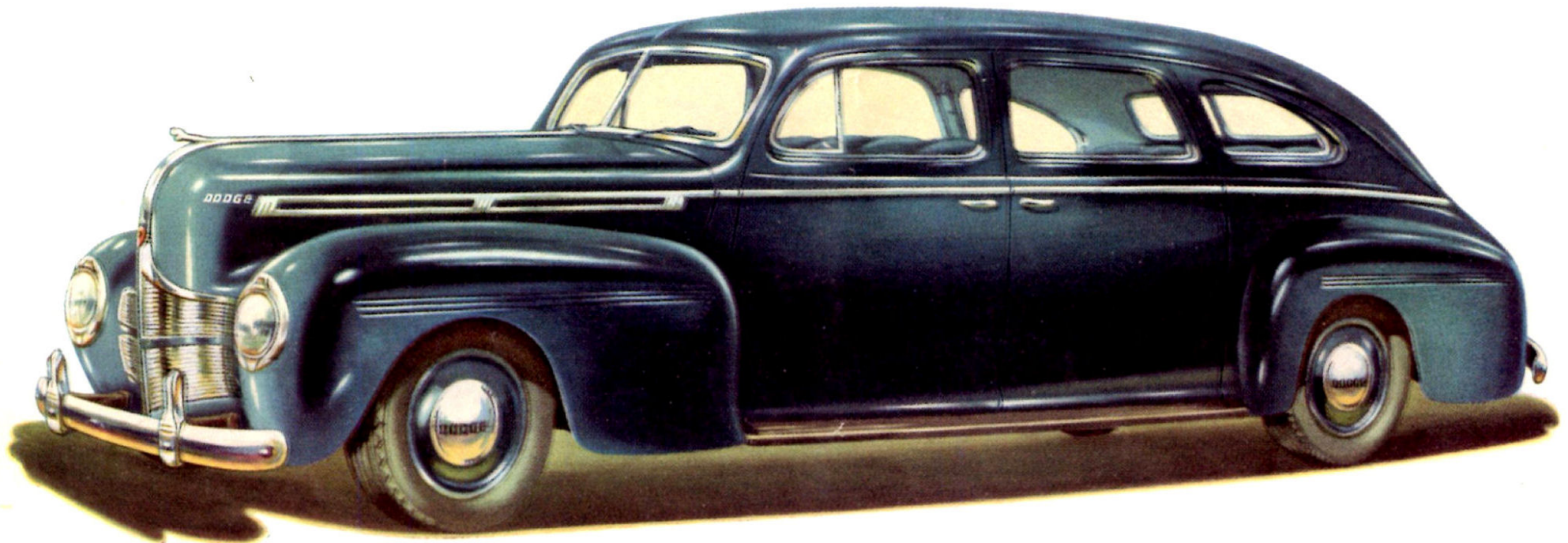
D-14 LUXURY SEDAN

D-14 Luxury equipment includes 3 interior lights with Courtesy switch—a Centre Arm Rest for rear seat passengers—adjustable leather-covered Front Arm Rests—Dual Visors and Windscreen Wipers—Ash Receivers in each compartment, whilst the general effect of the front compartment is enhanced by a richly carpeted floor toned to harmonise with the general colour scheme.



The 'Safety' grouping of the instruments through the design of the slender steering wheel permits instant reading.

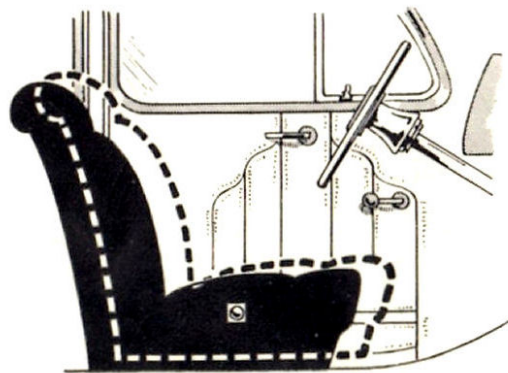
DODGE — THE PROUDEST NAME IN MOTORDOM



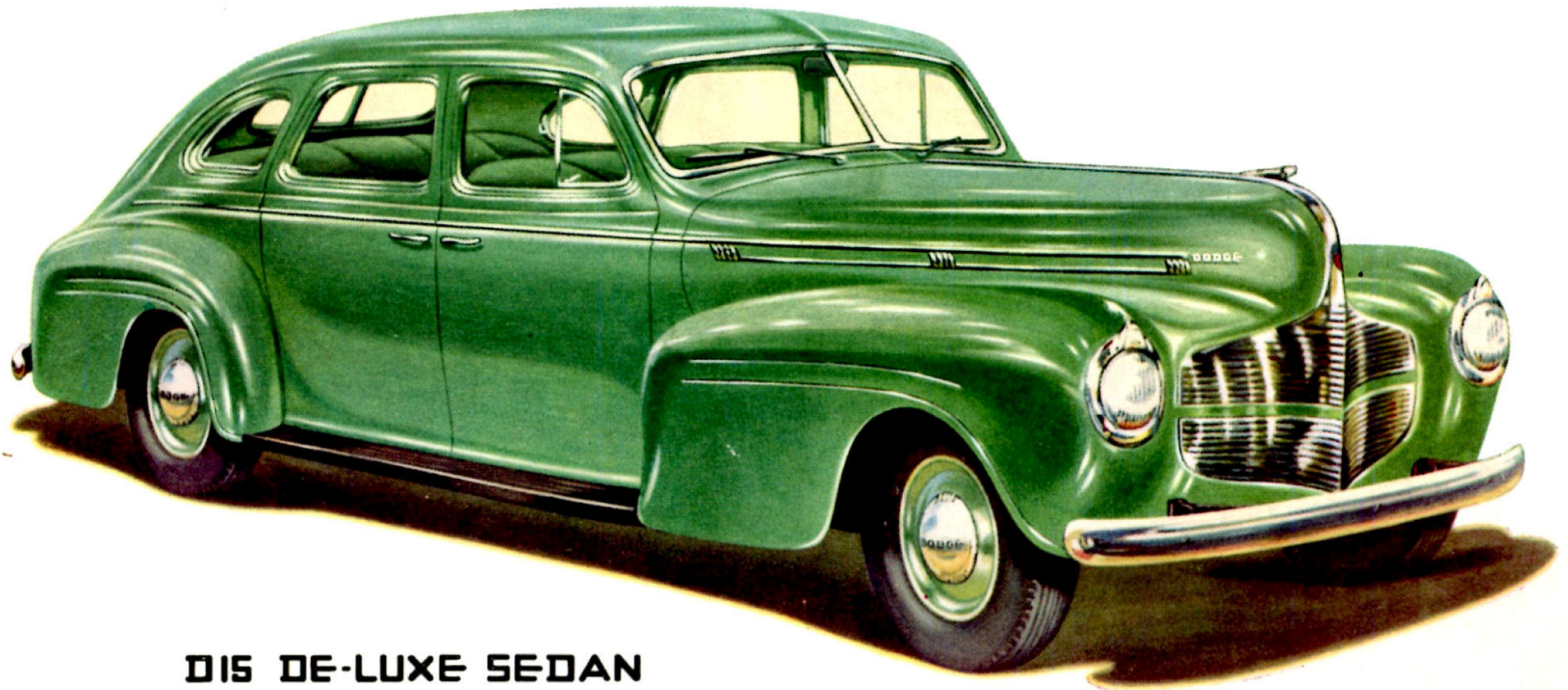
7-PASSENGER SEDAN

The auxiliary Seats are built on exceptionally sturdy chrome plated frames. They are Spring upholstered, whilst their width is a special feature. When in the upright position they extend the full width of the body, thus providing seating space for three additional people when necessary. This model has proved to be increasingly popular over recent years. Its unusually long wheelbase gives ample leg room for nine people.

Adjust the front seat forward and up or backward and down, to secure comfortable driving position.

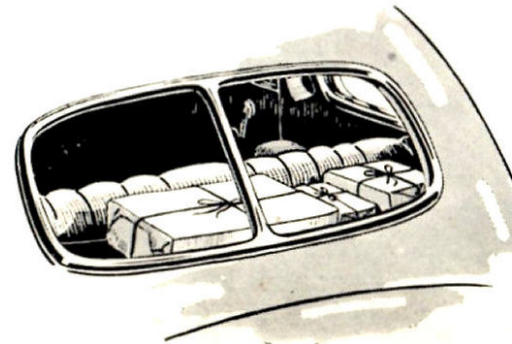


THINK OF DEPENDABILITY, YOU THINK OF DODGE



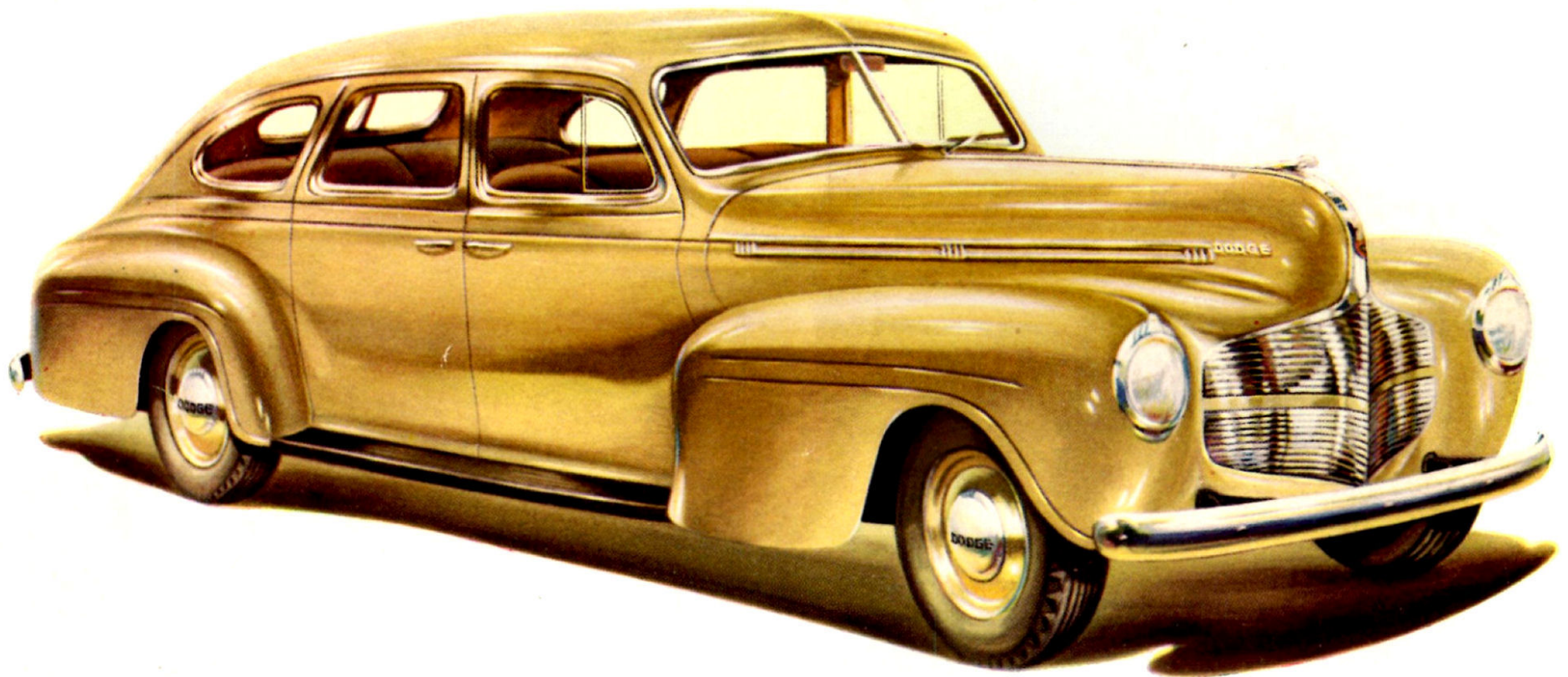
D15 DE-LUXE SEDAN

A longer wheelbase, combined with 'Slow-Motion' Spring Action results in riding comfort being even better. This has been achieved through the locating of the rear seat passengers well ahead of the rear axle. "Friction-Swivel" Assist loops—Prismatic Glass interior lighting—Non-Slam Door Latches with improved locking—"Rain-foil" front and "Pivot" rear, locking ventilating windows—full "Hand-grip" window knobs for easier winding, are a few of the refinements in the 1940 Dodge body work.



A commodious and useful parcels rack is provided behind the rear seat under the rear windows.

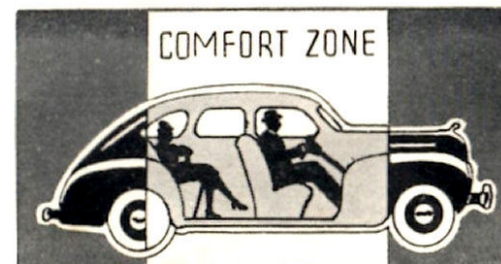
SOLD AND SERVICED BY AN ALL-AUSTRALIAN ORGANISATION



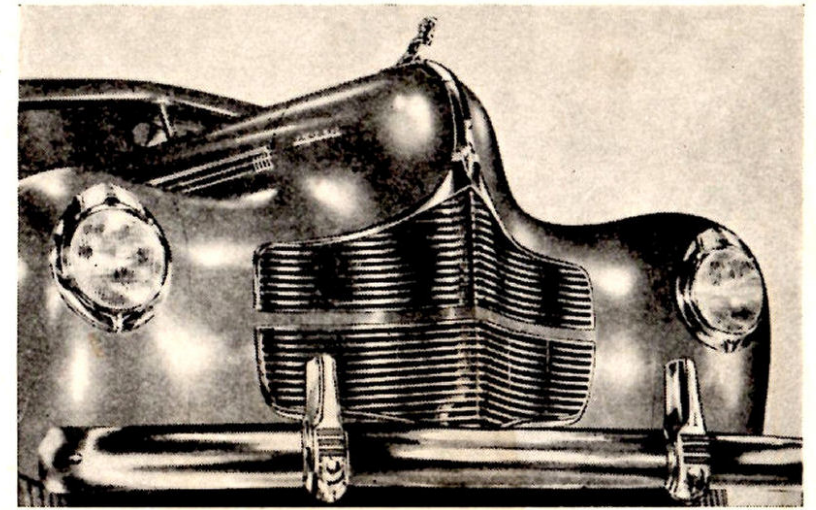
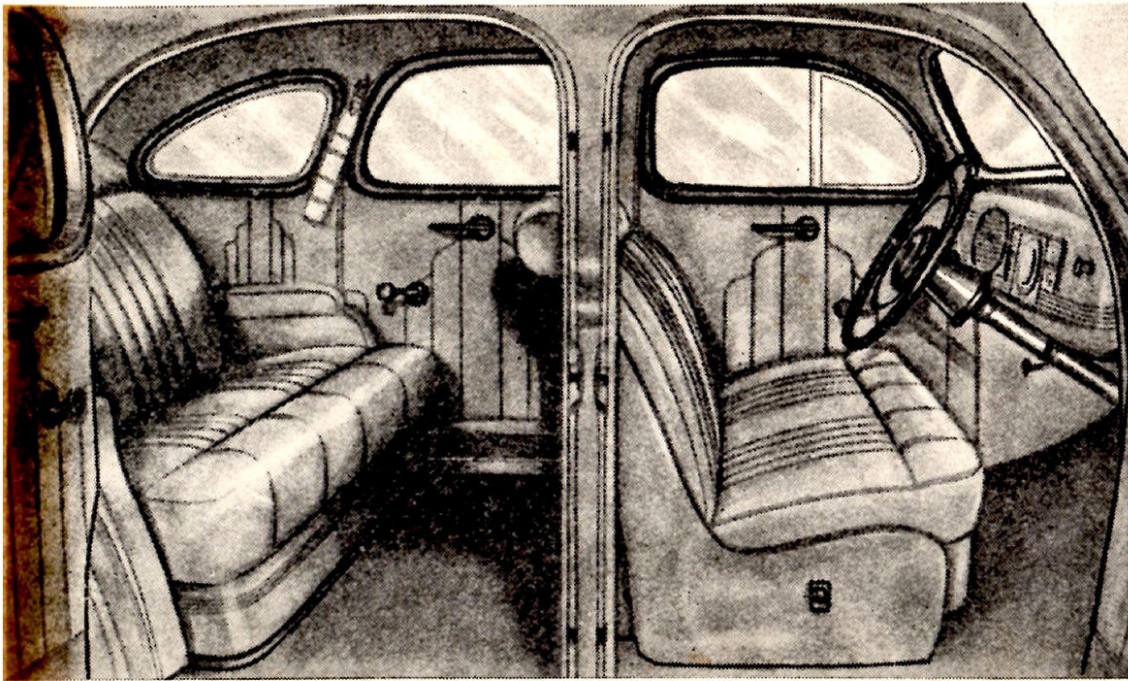
DODGE 515 SPECIAL SEDAN

This model is much more streamlined than previously and the sides of the body flatter—being flared slightly at the bottom, and the rear panel flared towards the bumper, providing the kind of styling found on highest price cars.

The body is mounted on rubber spools to dampen chassis vibrations. Hardware and appointments are of the highest standard—convenience and comfort of passengers being studied to the last detail.

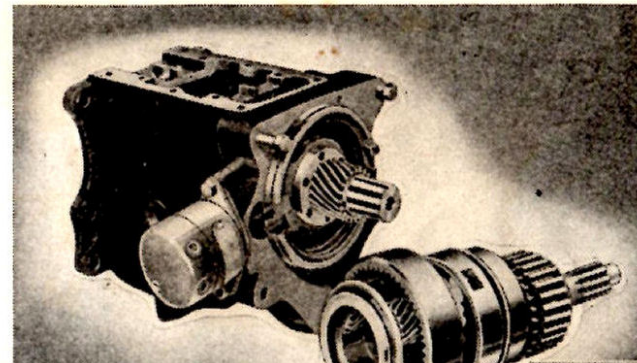


New Dodge "Full-Floating Ride." All passengers ride in the buoyant "comfort-zone" between the axles!



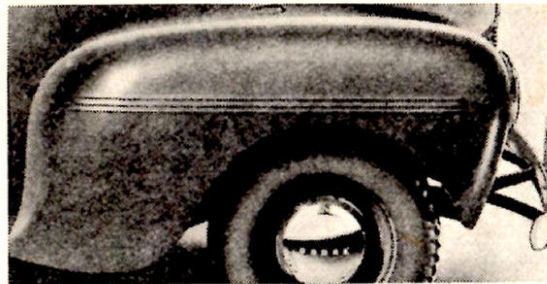
↑ **NEW FRONTAL DESIGN** incorporates a seamless hood sweeping down to the new, wide, horizontal grille which suggests the flashing speed and exciting performance Dodge now provides. Headlamps, wide spaced to delineate the width of the car, are again in the guards at "Safety" height.

↑ **THE BODIES** designed by Dodge, and built by the largest all-Australian Motor Organisation, have invitingly attractive interiors . . . Wider rear doors provide a feature of exceptional appeal. The "Dog-leg" has been practically eliminated, thus avoiding interference with the rear mudguard and making for easy entrance and exit for rear seat passengers.

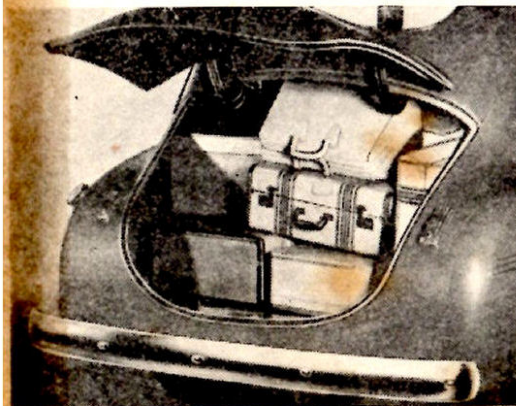


REMOTE CONTROL GEARSHIFT is standard equipment on all 1940 Dodge Cars. It is a direct all-mechanical manual shift with the same sequence of positions as conventional gears.

NEW FRONT MUDGUARDS → add to Dodge appearance with massive streamline design sweeping straight back horizontally from front to rear. New chromium hub caps enhance wheels.

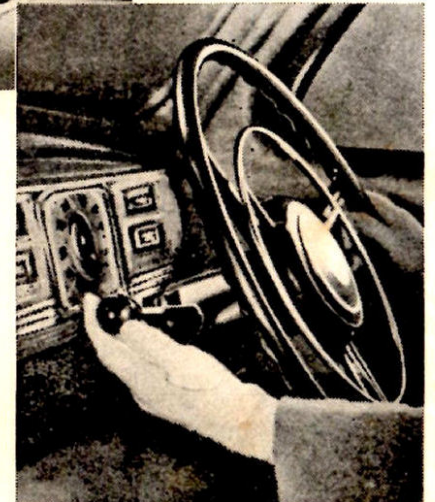


EXHAUST VALVES → have specially hardened seat inserts which resist wear, saving fuel and postponing valve grinding.



← **DODGE LUGGAGE COMPARTMENT** is completely concealed in the body design achieving smooth, sweeping body lines with no bulge. The gross capacity of the compartment is 23½ cubic feet. Dual tail lights are provided.

↑ **DUAL POWER TRANSMISSION** is again available at extra cost. Providing two extra speeds, Dodge Dual-Power uses the overdrive principle. The performance-ability of the car is doubled while engine life is prolonged and operating cost substantially reduced.



SPECIFICATIONS

DI4 and DI5 Models

Bodies :	Richards Australian Built "Unitop" SafeSteel designed by Dodge. Fully insulated against sound, heat and dust. Safety glass in wind-screen and side windows. "Rain Foil" ventilating windows front and rear. "V" Windscreen. Large Cowl Ventilator. Leather upholstery standard. Cloth upholstery available. Spacious built-in luggage compartment, 23½ cu. ft. All doors have self-tightening door latches.	Engine DI5 :	6-cylinder L-head. Developed H.P., 82 with 6.7 to 1 compression ratio. Bore and stroke, 79.4 mm. x 111.1 mm. Piston displacement, 3.3 litres. Inserted special alloy exhaust valve seats. Force feed lubrication. Oil purifier.
Wheelbase :	DI4 119 ins.; 7-Passenger 139 ins. (On DI4). DI5 117 ins.; 7-Passenger 137 ins. (On DI5).	Crank-shaft :	Drop-forged from special high carbon steel. Counterweighted. Four main bearings. Aluminium alloy pistons, surface coated. Four rings per piston.
Overall Length :	DI4 196¼ ins.; 7 Passenger 216¼ ins. DI5 194¼ ins.; 7 Passenger 214¼ ins.	Engine Cooling and Heat Control :	Quick warm-up is covered by thermostatic control, water cooling by centrifugal pump and 17 ins. 4-bladed fan. Water circulation full length of cylinder bores. Valve seats cooled by special water header in cylinder block. Cellular special export radiator core.
Chasses :	X type, double drop, bridge construction. Independently sprung front wheels.	Electrical System :	6-volt. Fully automatic spark advance with vacuum control. Air-cooled generator. Full voltage and generator control.
Rear Axle :	Hypoid. Semi-floating. DI4 Ratio, 4.3 to 1. DI5 Ratio, 4.1 to 1. 7-Passenger, 4.3 to 1. Roller bearings throughout.	Fuel System :	Positive pump from 14 Imp. Gallon Tank, with special sump for collection of water or foreign matter. Down-draught carburettor. Oil bath air cleaner.
Brakes :	Service. Dodge equal-action, hydraulic. Cast-iron steel backed drums. Parking. Fully independent hand brake pistol grip type, located below the instrument panel at the right of the steering column.	Transmission :	Three speeds forward. All-silent helical gears. Auto-mesh. Roller Bearings in reverse idler gear. Centre cushioned ventilated clutch. Remote control gear shift lever.
Wheels and Tyres :	Five Steel Aero Disc Wheels. DI4—five 16 x 6.25 air wheel tyres. DI5—five 16 x 6.00 air wheel tyres. 7-Passenger—five 16 x 6.50 air wheel tyres. Spare tyre housed within luggage compartment.	Springs :	Front. Individual action, rust-proofed coil springs. Rear. Semi-elliptic. DI4 has metal spring gaiters.
Steering :	Direct double tie rod type, with worm and roller gear.	Instrument Group :	The Speed Indicator takes the form of a bead, which in moving over the dial glows green at speeds up to 30 m.p.h., amber from 30 to 50 m.p.h., and red for speeds over 50 m.p.h. Fuel, Oil, Engine temperature, and Ammeter Gauges have warning lights to draw driver's attention to any incorrect operating condition.
Engine DI4 :	6-cylinder L-head. Developed H.P., 87 with 6.5 to 1 compression ratio. Bore and stroke, 82.55 mm. x 111.1 mm. Piston displacement, 3.57 litres. Inserted special alloy exhaust valve seats. Force feed lubrication. Oil purifier.		

CONDITIONS—Prices are subject to alteration without notice and orders are booked subject to revision if any alteration should be made in the Customs Tariff. We reserve the right to alter the specifications without notice.

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

352-358 LATROBE ST., MELBOURNE, VICTORIA

F 3155 (8 lines)