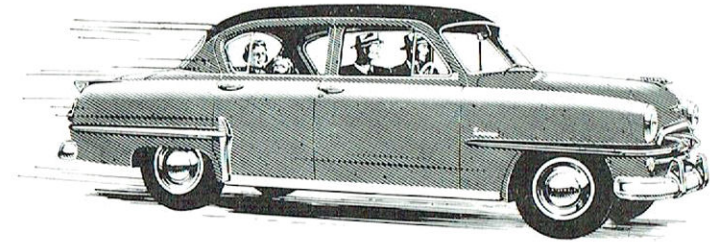
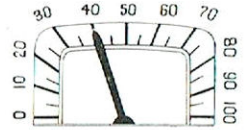


You can cruise along at sixty



. . . yet your engine is doing only



*Yes - that's what actually happens
with the NEW*

PLYMOUTH SAVOY

equipped with

AUTOMATIC OVERDRIVE



OVERDRIVE EQUIPPED

Plymouth

BLAZES TRAIL FOR 1954
10,000-MILE REDEX TRIAL

To survey the 1954 Redex Trial route, the Vacuum Oil Company chose ace drivers Peter Antill and George Reed, their vehicles a Plymouth Sedan and Fargo Utility. To test the new automatic overdrive under the roughest Australian conditions, Chrysler-Australia engineers specially fitted a prototype overdrive to Antill's Plymouth. Although the Redex route has mastered many cars, it did not master the Plymouth and the overdrive passed this big test with flying colours.



A new driving thrill New Flexibility New economy

● HOW THE OVERDRIVE GOES INTO OPERATION

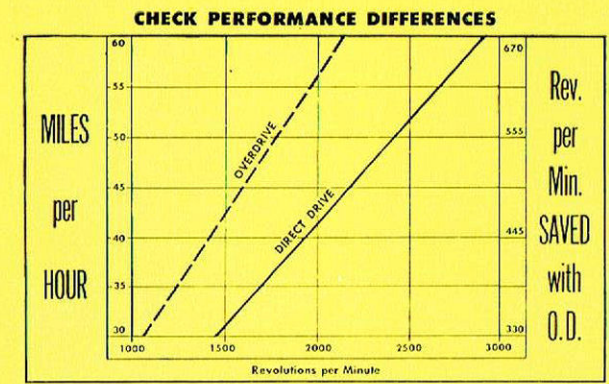
A manual control is set under the instrument panel. In "Engaged" position and car speed above 25 m.p.h. a quick lift of the foot off the accelerator automatically brings the overdrive into operation. Pressing the accelerator right to the floor automatically shifts overdrive back to third gear. The car also automatically returns to direct drive when road speed drops below 21 m.p.h.

● AUTOMATICALLY REDUCES ENGINE REVOLUTIONS

Plymouth overdrive gives a reduction in engine speed of approximately 30%—although the road speed remains the same. This means that you can cruise along at 60—yet your engine is only "working" at the equivalent of about 40 m.p.h.

● GREATER ECONOMY

Fuel savings of up to 10% can result when speeds exceed 25 m.p.h. Overdrive saves on oil, too, because the engine, turning fewer r.p.m. is not working so hard to drive the car. Stresses and wear are also reduced on bearings, crankshaft and connecting rods.



The self-shifting, two-speed auxiliary transmission mounts directly behind the standard gearbox. The gearing transmits power to the rear wheels either directly or through the overdrive.

● EASY UPHILL PULLS

For long, up-hill pulls, second gear in overdrive gives an over-all gear ratio virtually the same as conventional "top," yet there is no engine lagging.

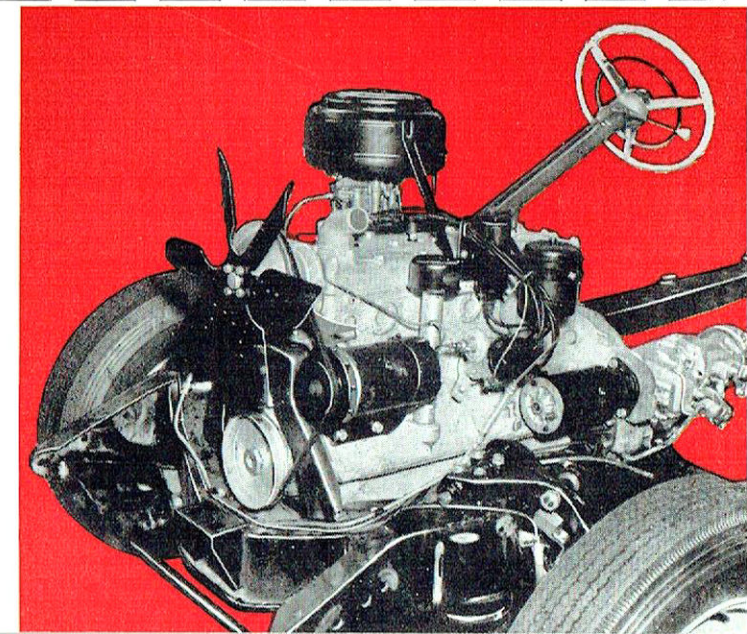
● MORE FLEXIBILITY

Providing the control lever is in the "Engaged" position, downshifts or upshifts between third and second, when travelling at speeds between 10 and 20 m.p.h., can be made without using the clutch. Just release the accelerator pedal fully and move the gearshift lever to the gear desired. Second gear can be used almost exclusively for "get-away" because of the advantageous ratio used when the car is equipped with overdrive.

Thrilling Power in the NEW 112 b.h.p. ENGINE

Head for the open road and put your foot down on the accelerator—find the steepest hill you know, Plymouth's greater power takes you along effortlessly, smoothly, silently. With the new 112 b.h.p. engine, the "Savoy" is a grand car to drive—you've got command of the road at all times—yet you'll be amazed that a car of this power and size can give you such low cost running.

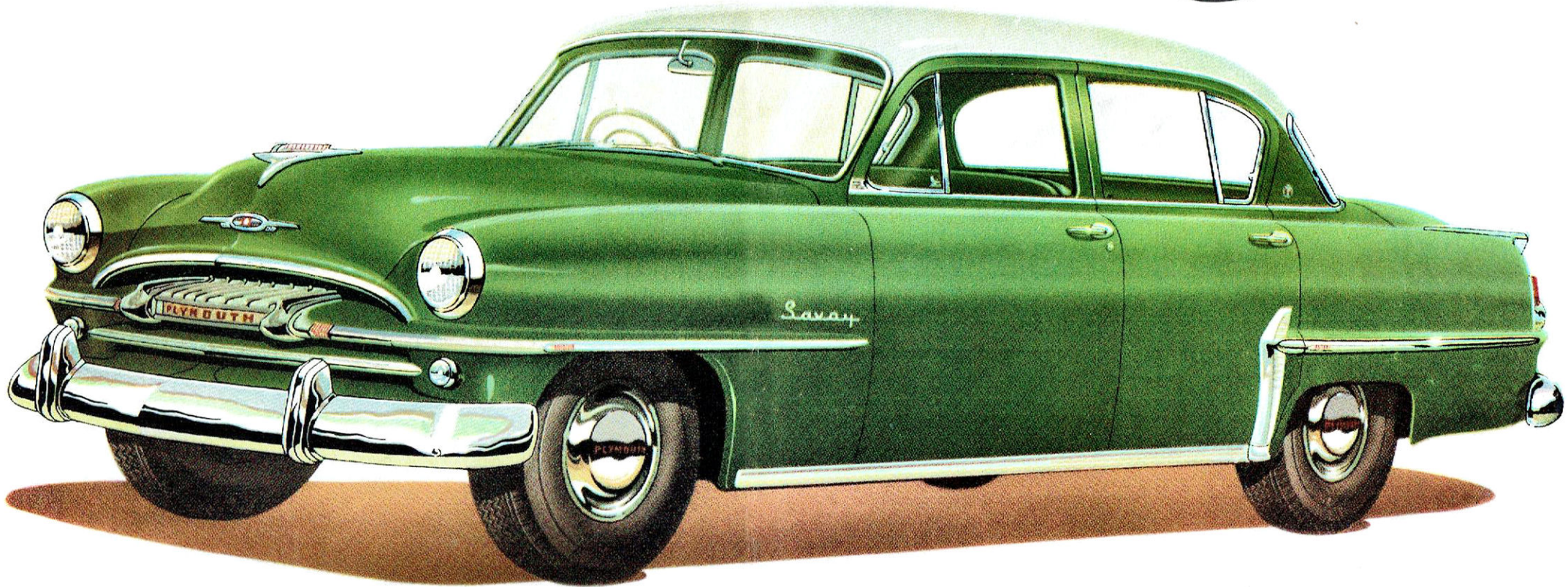
While brilliant performance and economical running are outstanding qualities of the "Savoy," this car, as with all Plymouths, is designed firstly for the safety of driver and passengers. The "Savoy" holds the road, steers surely, brakes safely, and has Safety-rim wheels to hold a tyre if a blow-out occurs.



Presenting...the better - than - ever

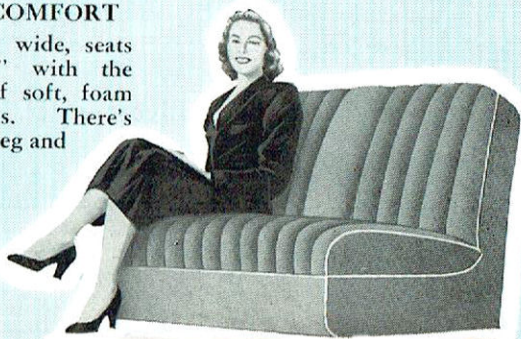
Plymouth

Savoy



BALANCED COMFORT

Doors are extra wide, seats are "chair-high" with the extra comfort of soft, foam rubber cushions. There's plenty of head, leg and elbow room. Each window has its individual adjustable vent.



A TRULY BALANCED RIDE

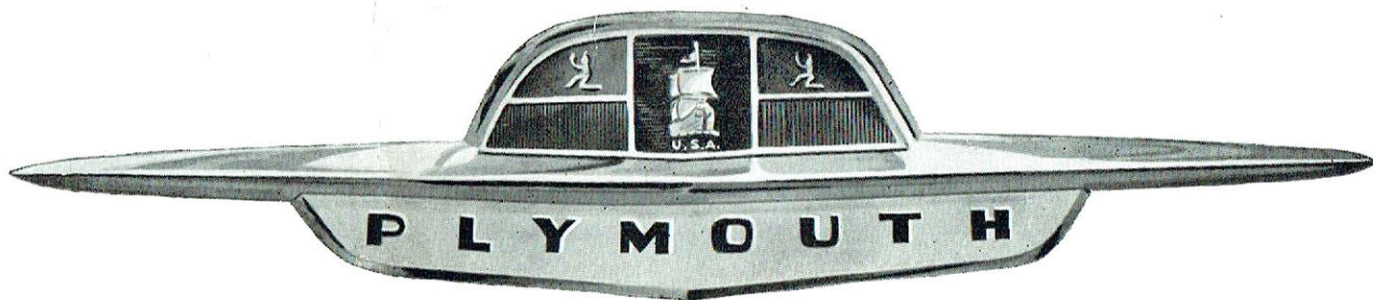
Rear springs are synchronised to act a split second faster than fronts, catch up with the rebound of the front springs and keep the ride level. Oriflow shock absorbers automatically adjust their action according to the degree of road shock . . . a front ride stabiliser helps keep the car from leaning on curves.



BALANCED SAFETY

Big windscreen, rear windows and wide side windows give clear vision all around you. Safeguard hydraulic brakes have two leading shoes with individual braking cylinders on the front wheels. The foundation of this car is a husky, safe chassis frame in which two channel members are overlapped to form side members of tremendous strength.

"SAVOY" Specifications



DIMENSIONS:

Wheelbase 114 in. Car overall length, 191½ ins. Height 62½ ins. Width across front fenders, 74 ins.

AXLE FRONT:

Independently sprung wheels. Reversed Elliott steering knuckle support.

AXLE REAR:

Semi-floating type with hypoid drive gears. Rear axle ratio, 4.1 to 1. Oil capacity, 3 imperial pints.

BRAKES:

Parking brake operates on propeller shaft at rear of transmission. External contracting type, woven asbestos lining material. Frictional area 33½ sq. ins. Parking brake operated by "T" handle release located under instrument panel on right hand of driver. Service brakes:—Lockhead hydraulic, internal expanding type. Drum diameter 10 inches. Lining area, 2 in. x 21 in. (front), 2 in. x 18½ in. (rear). Total contact area, 158 sq. ins.

CLUTCH:

Single plate, dry disc; dimensions, 7 in. (inside), 10 in. (outside). Total contact area, 80.2 sq. ins.

COOLING SYSTEM:

Centrifugal water pump, 6 blade fan, cellular radiator core, pressure vent cap. Thermostat circulation control, cylinder block water distribution tube, full length water jackets. Total cooling system capacity, 3 gallons.

ENGINE:

High torque, six cylinder "L" head type. Bore 3 7/16 in., stroke 4½ in., piston displacement 250.6 cub. in. Taxable horsepower 28.3, maximum b.h.p. 112 at 3600 r.p.m. Maximum torque, 198 lbs. ft. at 1400 r.p.m. Compression ratio, 6.6 to 1, cast iron cylinder heads.

CAMSHAFT:

Cast iron, distributor and oil pump drive integral, silent chain drive, 4 bearings.

CRANKSHAFT:

Drop forged steel, 9 counter weights, vibration damper 4 removable precision bearings.

CONNECTING RODS:

Drop forged, I beam section, removable, precision big-end bearings.

CARBURETTOR:

Ball and Ball, single down draught, fitted with accelerating pump. Oilbath aircleaner with integral intake silencer. Automatic choke. Automatic manifold heat control.

PISTONS:

U-slot, camground, aluminium alloy tin plated. Floating type piston pins of high manganese steel. Two compression, two oil control rings.

VALVES:

Poppet type, removable guides, special alloy exhaust valve seat inserts. Mushroom type tappets with self-locking adjusting screw.

FUEL SYSTEM:

Mechanical diaphragm pump, sintered bronze screen unit in fuel tank. Tank capacity, 12.5 imperial gallons.

ENGINE LUBRICATION:

Pressure to mains, lower connecting rod bearings, piston pin bearings and camshaft bearings. Floating type oil intake, sealed type oil filter.

ELECTRICAL:

12 volt, 9 plate MoPar battery, capacity 70 ampere hours. Distributor single breaker type with centrifugal and vacuum advance control. 12 volt, shunt wound generator, fan cooled. Charging control, vibrator type current and voltage regulator, maximum charging rate, 22 amps. Starter motor solenoid actuated by turning ignition key beyond "on" position.

PROPELLOR SHAFT:

Tubular shaft, drive taken through rear springs, front and rear universal joint cross and trunnion type with needle roller bearings.

SUSPENSION:

Springs: Coil springs at front, sway eliminator mounted on frame and connected to lower control arm. Heavy duty springs optional equipment. Rear springs non-parallel, longitudinal leaf, with moulded Polyethylene interliners. Heavy duty rear springs optional. Shock absorbers hydraulic, direct double acting telescopic Oriflow. Heavy duty shock absorbers available with heavy duty springs.

STEERING:

Symmetrical control linkage. Worm and two tooth roller gears. Ratio, 18.2 to 1. Steering wheel has horn rim.

WHEELS AND TYRES:

Five demountable steel disc wheels with safety rims. Standard type equipment, 6.70 x 15 4 ply. Optional 6.70 x 15 6 ply, 6.50 x 16 4 ply, 6.50 x 16 6 ply.

TRANSMISSION:

Three speed, all helical gears, synchromesh second and third. Remote control gearshift.

Overdrive: Automatic overdrive unit fitted in place of transmission extension. Epicyclic type of gearing, electrical operation, manual lock-out. Up and down shift controlled by accelerator. Minimum cut-in speed, above 25 m.p.h. Gear ratio overdrive, 0.7 to 1.

THE BODY:

All steel construction rigidly braced, reinforced and welded in single unit design. Safety glass throughout with curved windscreen and rear light, clear vision vent system with swing type vents on doors.

EQUIPMENT:

Dual sun visors, anti-glare rear view mirror, ash trays front and rear compartments, cigarette lighter, wrap around bumpers, toolkit and tyre pump. Back-up light, dual air-tone horn.

PRODUCT OF CHRYSLER AUSTRALIA LIMITED, ADELAIDE, SOUTH AUSTRALIA

Distributors for Queensland, Northern Territory and Northern Rivers of N.S.W.:

STRADBROKE MOTORS PTY. LIMITED

BOUNDARY STREET

BRISBANE