




DODGE BROTHERS SIX

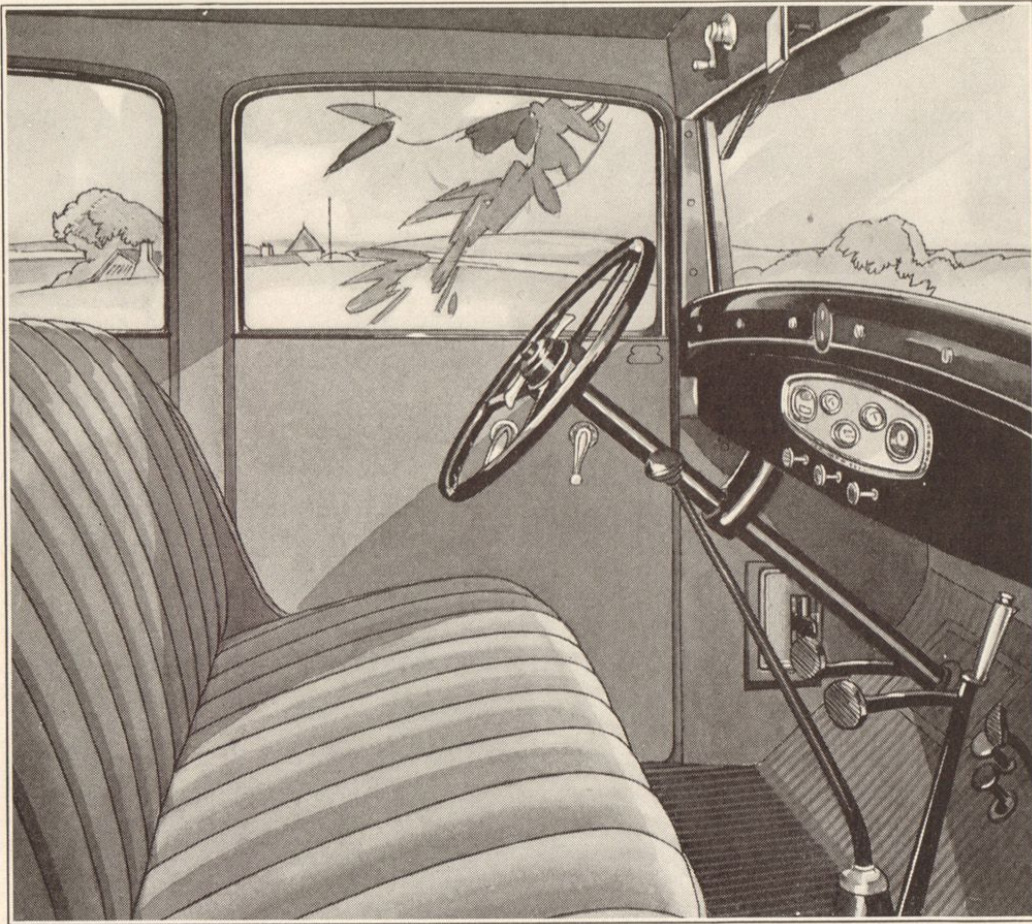


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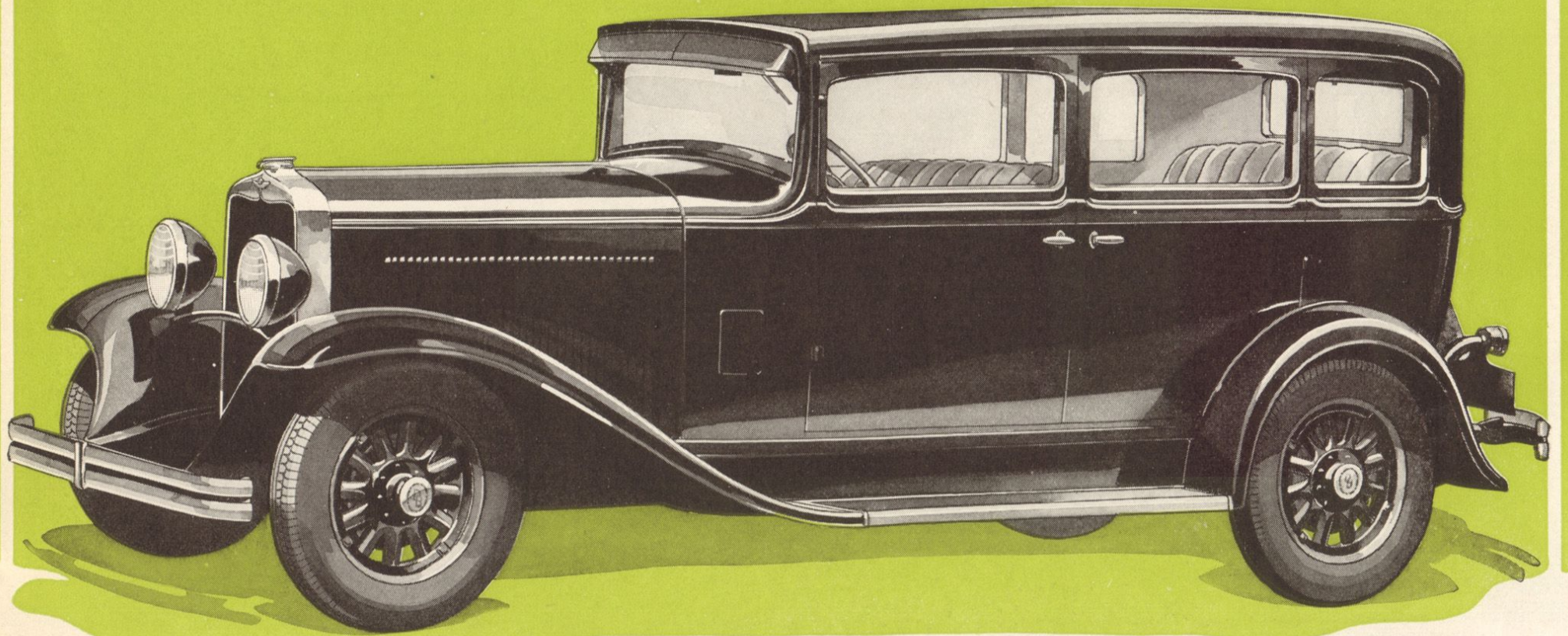
FOR over fifteen years dependable! — That is the enviable reputation of Dodge Brothers Motor Cars, fairly won on the highways and byways of the world. Such is the heritage of our latest achievement — a new Six — upholding every tradition of Dodge Brothers dependability + This distinction commands your serious consideration when you are ready to purchase a new car + All cars are good — a few are better — BUT THERE IS ALWAYS AN OUTSTANDING VALUE IN EACH PRICE CLASS + In the new Dodge Brothers Six we offer you the day-in-and-day-out dependability that guarantees every buyer his money's worth, but—we prefer to let you be the judge. See for yourself how it fulfills your most critical demands. Test it — drive it — make any comparisons you wish. Dodge Brothers New Six will give you the highest standard of measurement by which to make a choice.



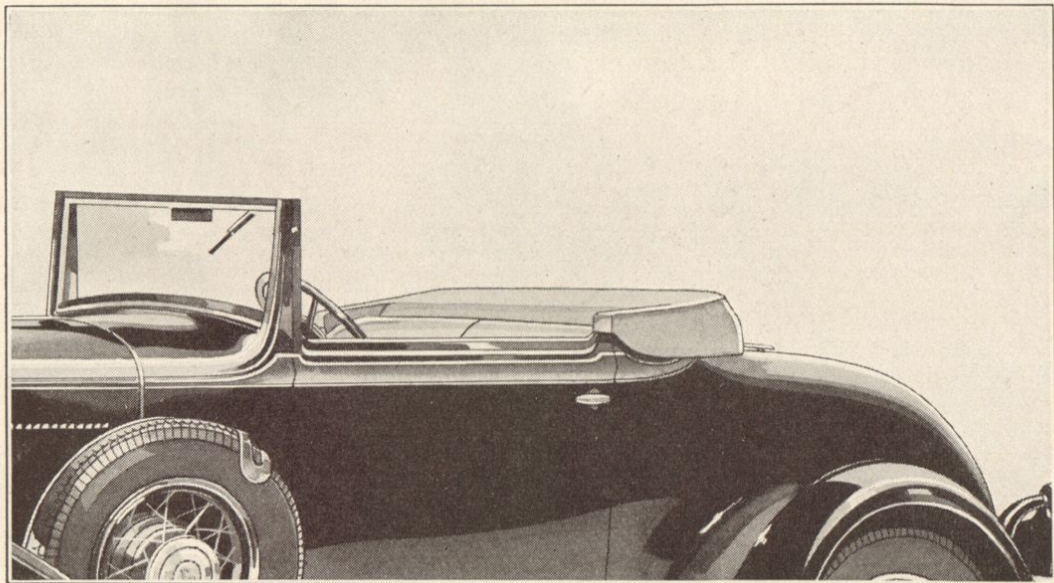
DODGE BROTHERS CORPORATION • DETROIT



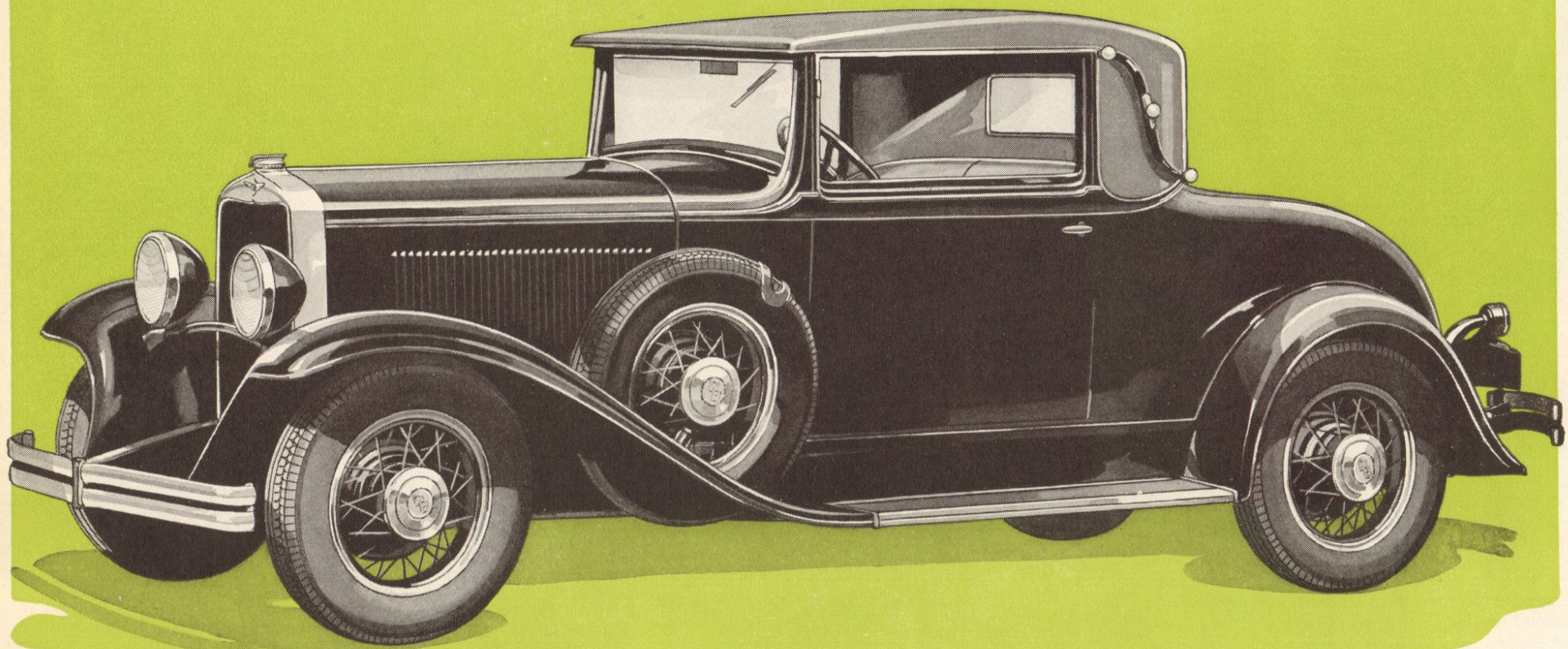
SPACIOUS interiors with ample head-room and generous leg-room result from skillful designing and appreciation of those things upon which driver and passenger comfort depend + Beautiful, durable and softly cushioned upholstery, dome light, vision and ventilating windshield and foot rest provide you with the motoring comforts you desire + The deep, form-fitting cushions just the right height from the floor are slanted at the proper angle so that you sink down into the seat in a restful position + In exterior design and interior appointments, driver and passenger comfort provide the utmost in mental and physical relaxation. + + + +



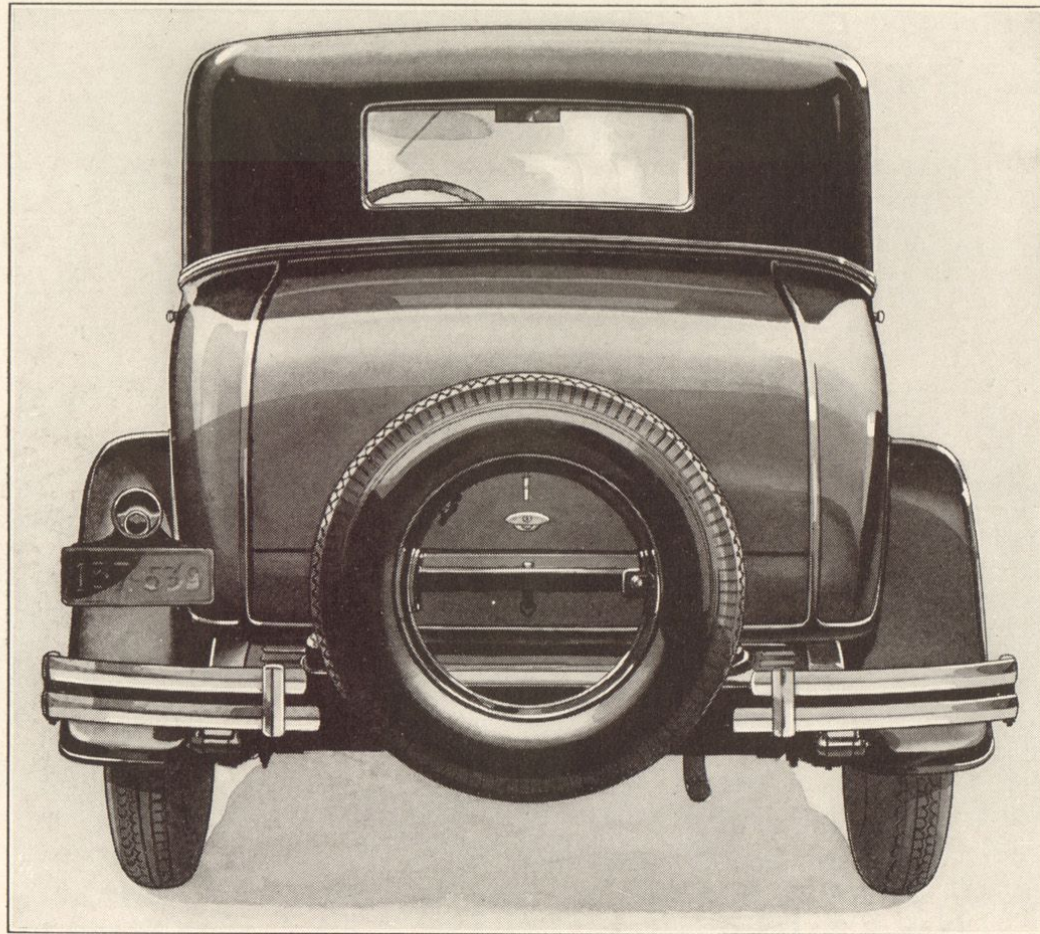
THE SEDAN



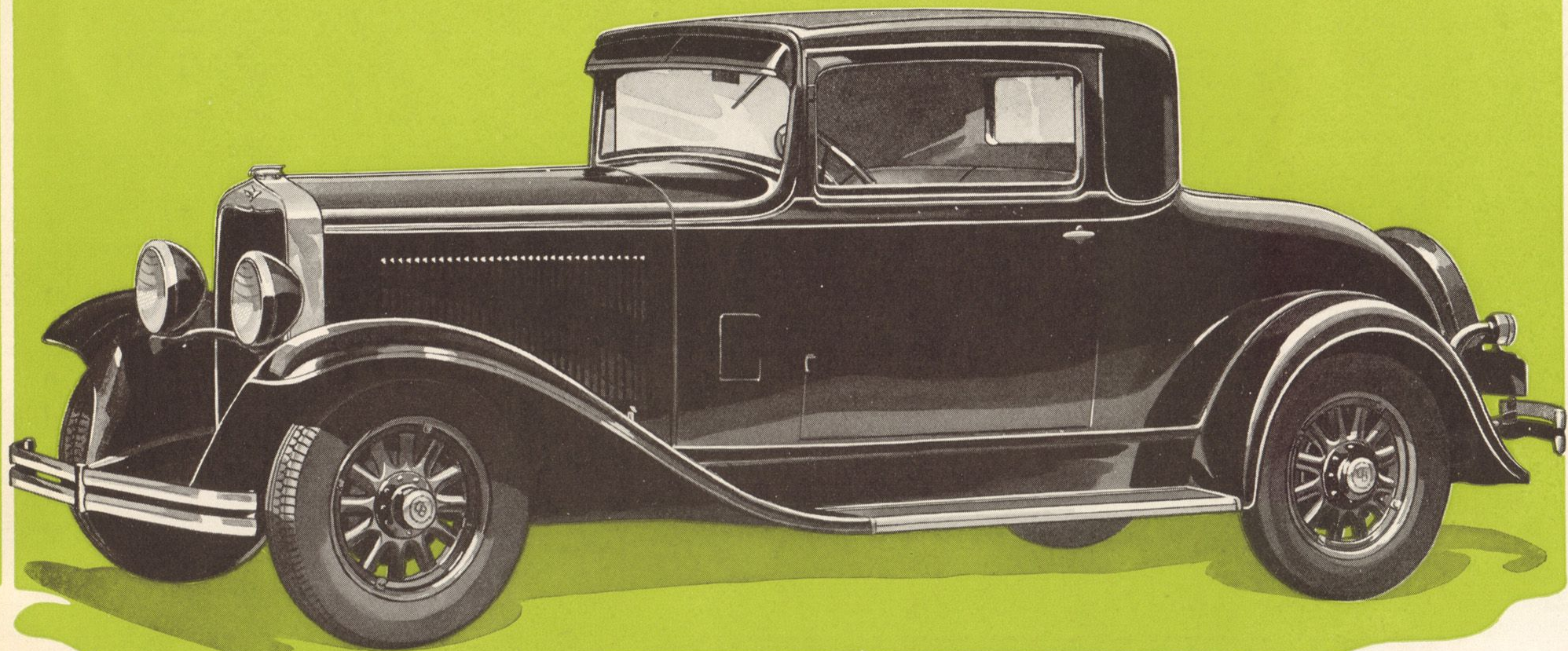
THE Dodge Six Convertible Coupe combines the features of two cars in one + Wherever weather is changeable — wherever the seasons are well defined, this striking car will find instant approval + It provides open car features in summer and closed car features in winter + It appeals particularly to suburban residents who have more opportunity to take advantage of the out-of-doors, yet who must at times have closed car protection + Equipped with a large comfortable rumble seat, it offers you extra seat space for the occasional emergency + The door windows lower into the doors completely and are out of sight when not in use. +



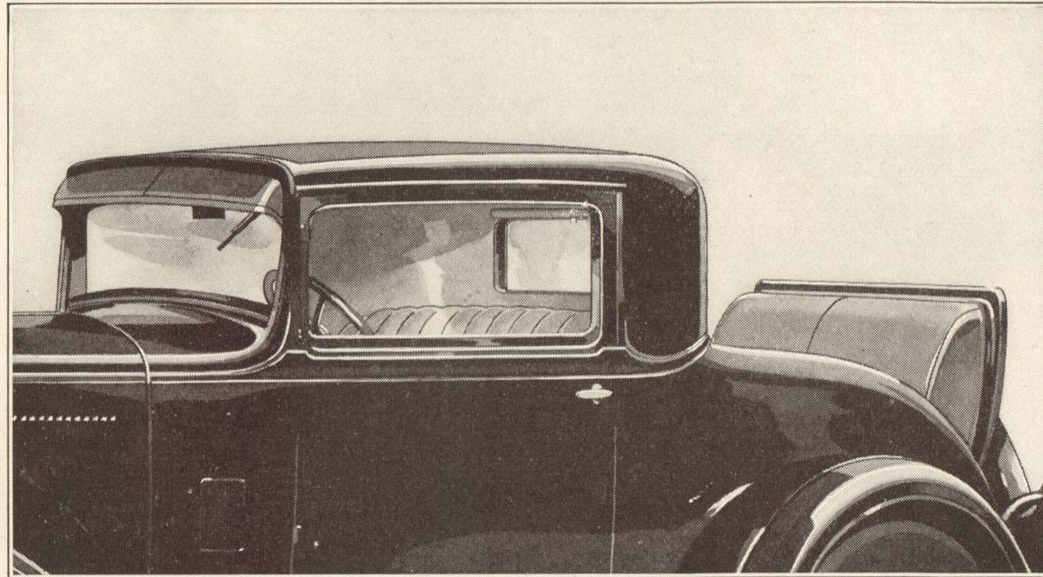
THE CONVERTIBLE COUPE
(Wire Wheels Extra)



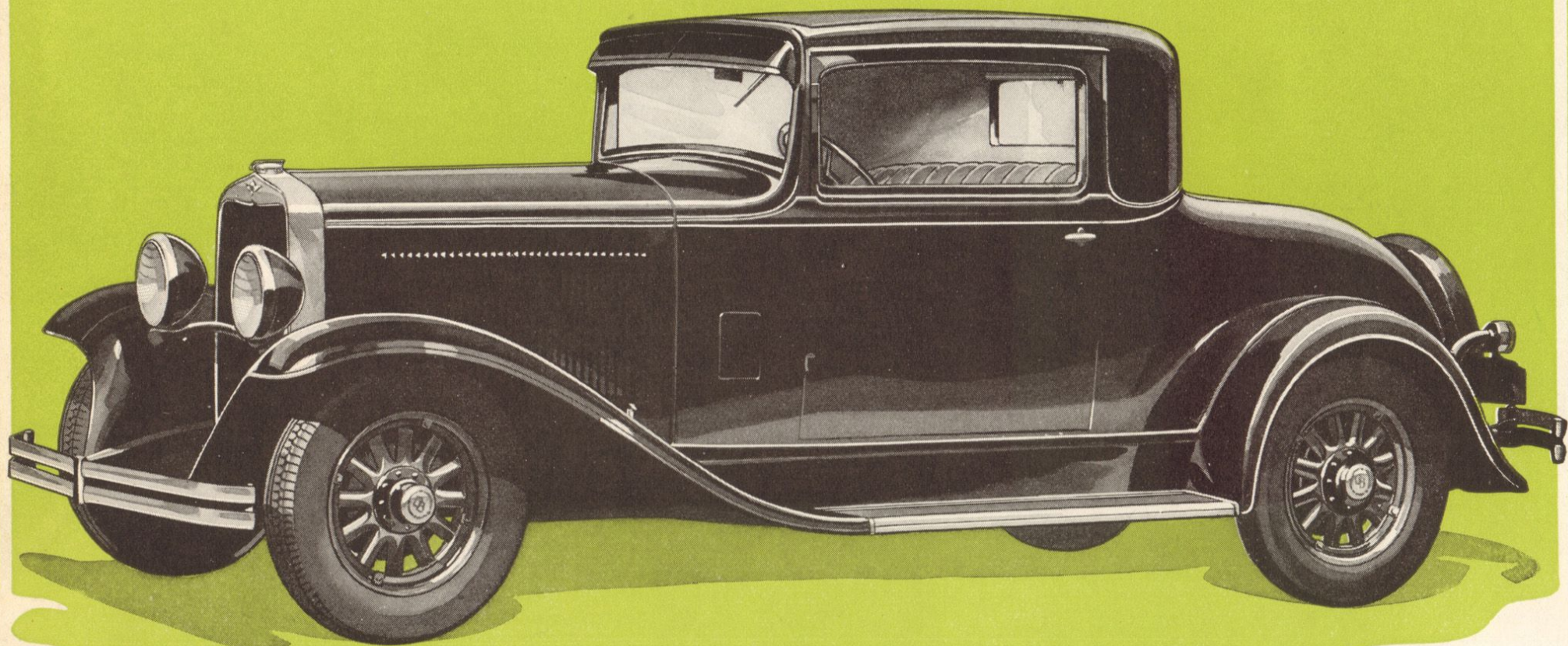
DODGE BROTHERS New Six Business Coupe is an ideal car for the business, professional man or woman who needs quick, safe, economical and dependable transportation. Particularly will the doctor, contractor and salesman appreciate the 23 cubic feet of carrying space under the rear deck + Business firms will be proud to have their representatives travel in a car of such distinctive grace and beauty + Upholstered in either cloth or genuine leather softly cushioned, this practical car offers a sound business investment for those who want a conservative car that will retain its style and performance for years. + +



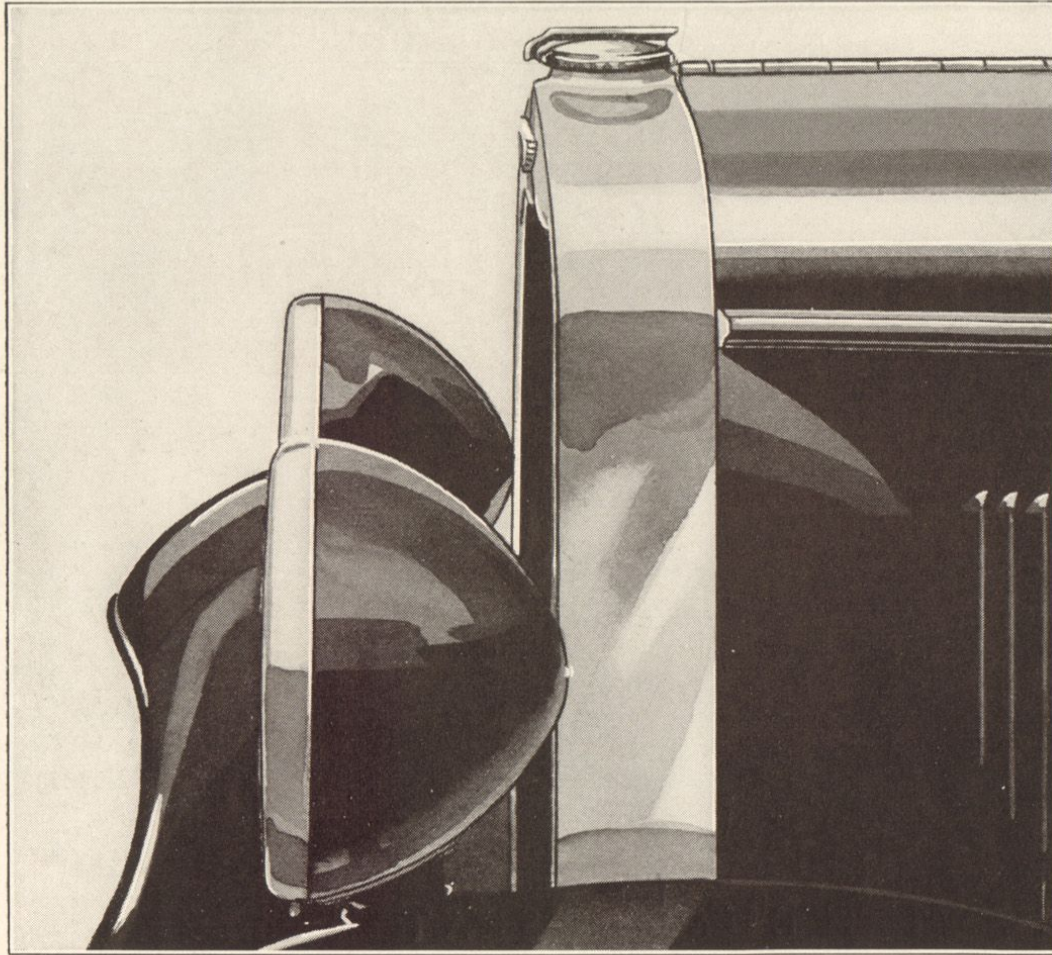
THE BUSINESS COUPE



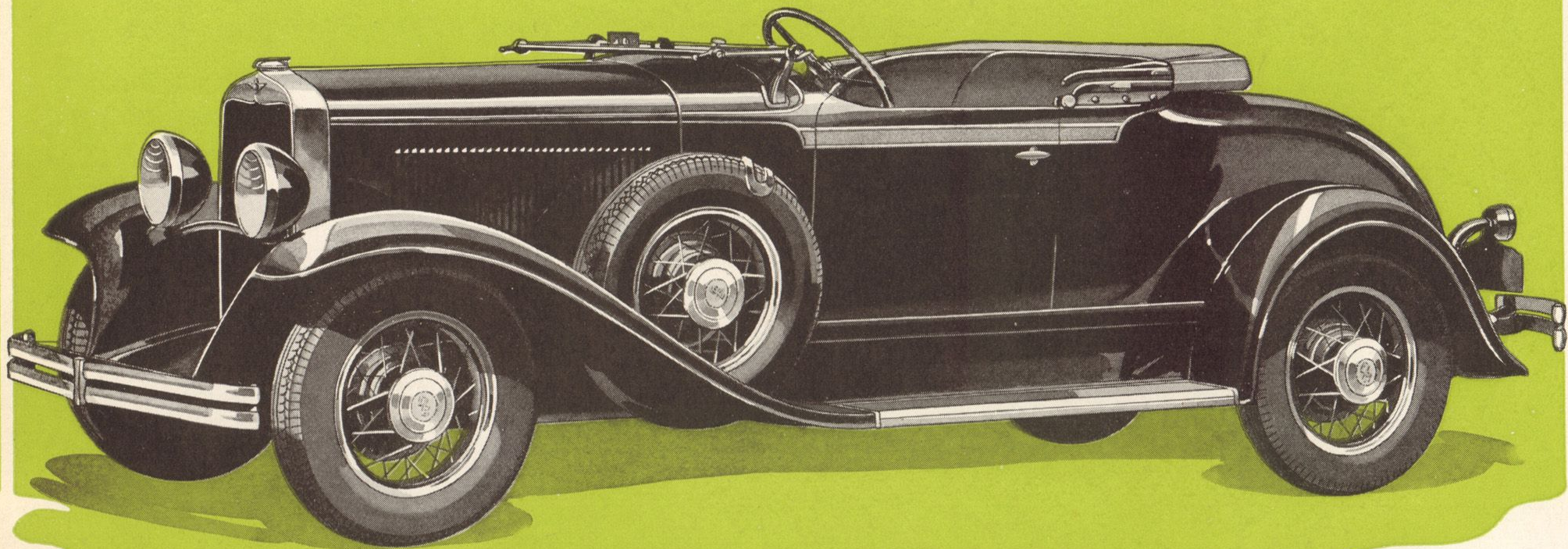
As a second car or companion to the large family Sedan, the Coupe with rumble seat is well adapted + Frequently an emergency requires additional space for one or two passengers and the small family will appreciate the added convenience of a comfortable rumble seat + Unexpected out-of-town guests can be accommodated in comfort + The rear window can be lowered to permit conversation with the occupants of the rumble seat + The smart lines of this Coupe add distinction to your presence at every social or business event. You can be proud to place it in the company of the most costly automobile made.



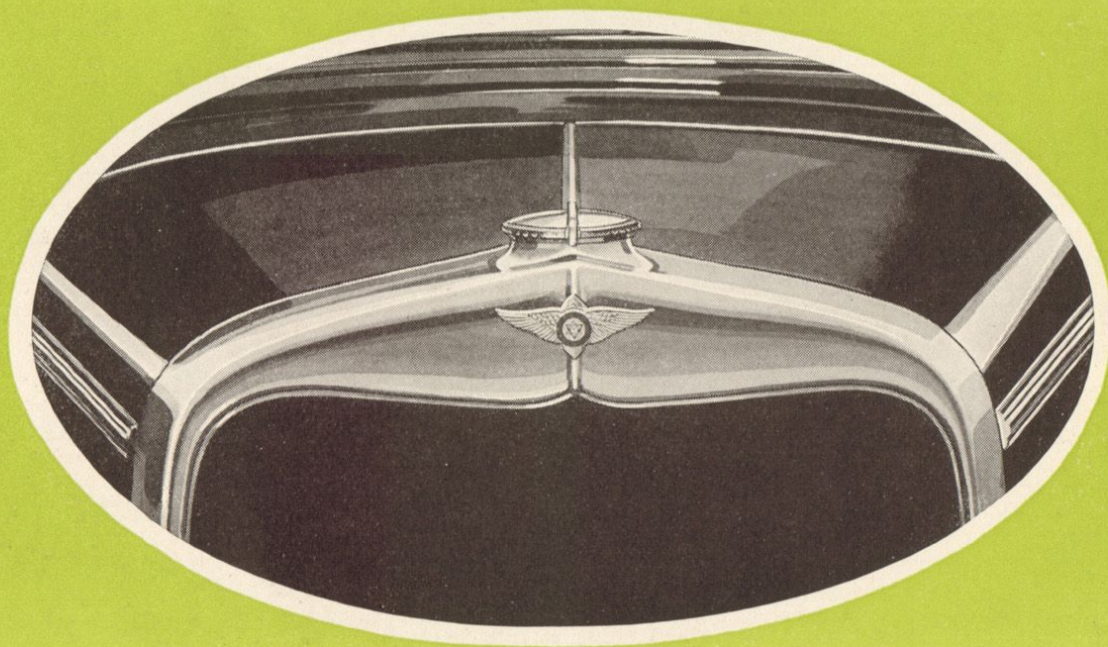
THE COUPE WITH RUMBLE SEAT



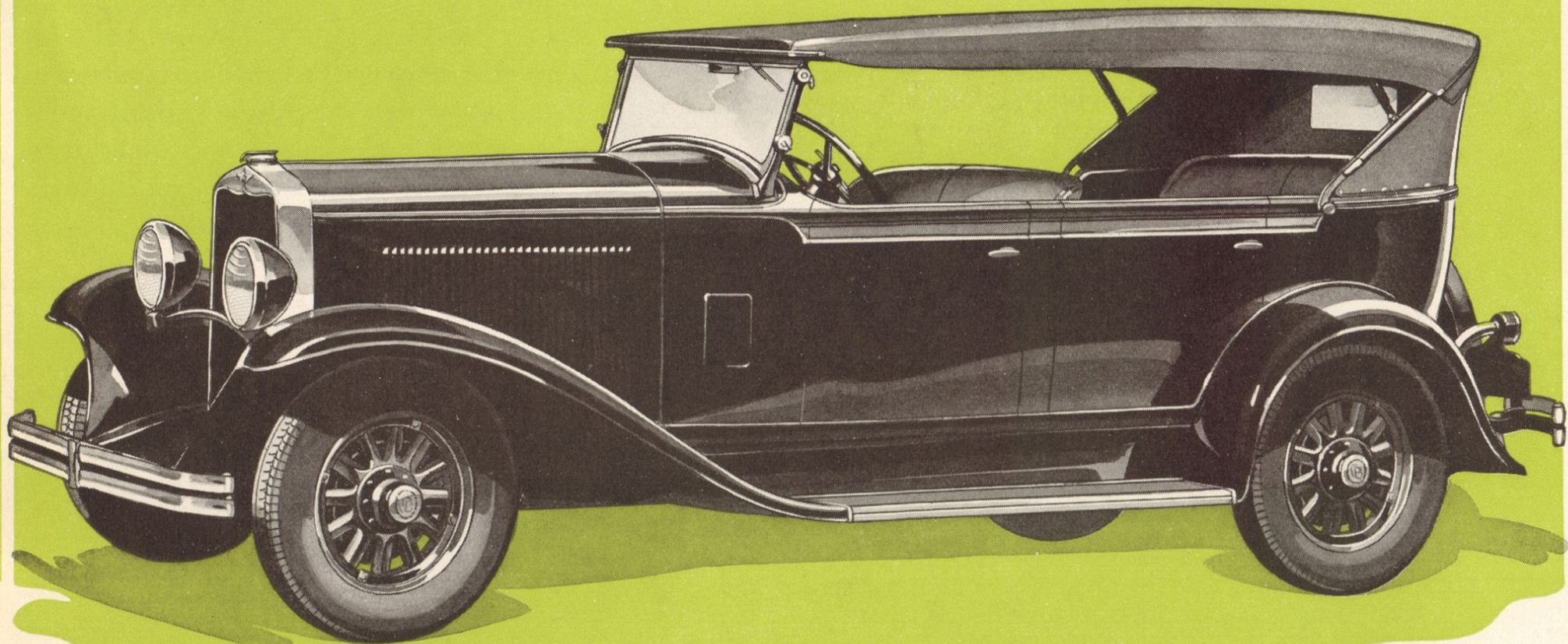
WITH top folded back and windshield tilted forward the long, low, rakish lines of the Roadster typify the speed of the times exemplified in every up-to-date youth + The deep, wide driver's seat cradled midway between the front and rear wheels, insures the utmost in riding comfort; while the unusually large and well cushioned rumble seat provides for two or three extra passengers in emergencies + It is the fleetest car of the line and has been especially designed for those who wish the very maximum in speed, power and pickup. Trunk and trunk rack are optional at slight additional cost. + + +



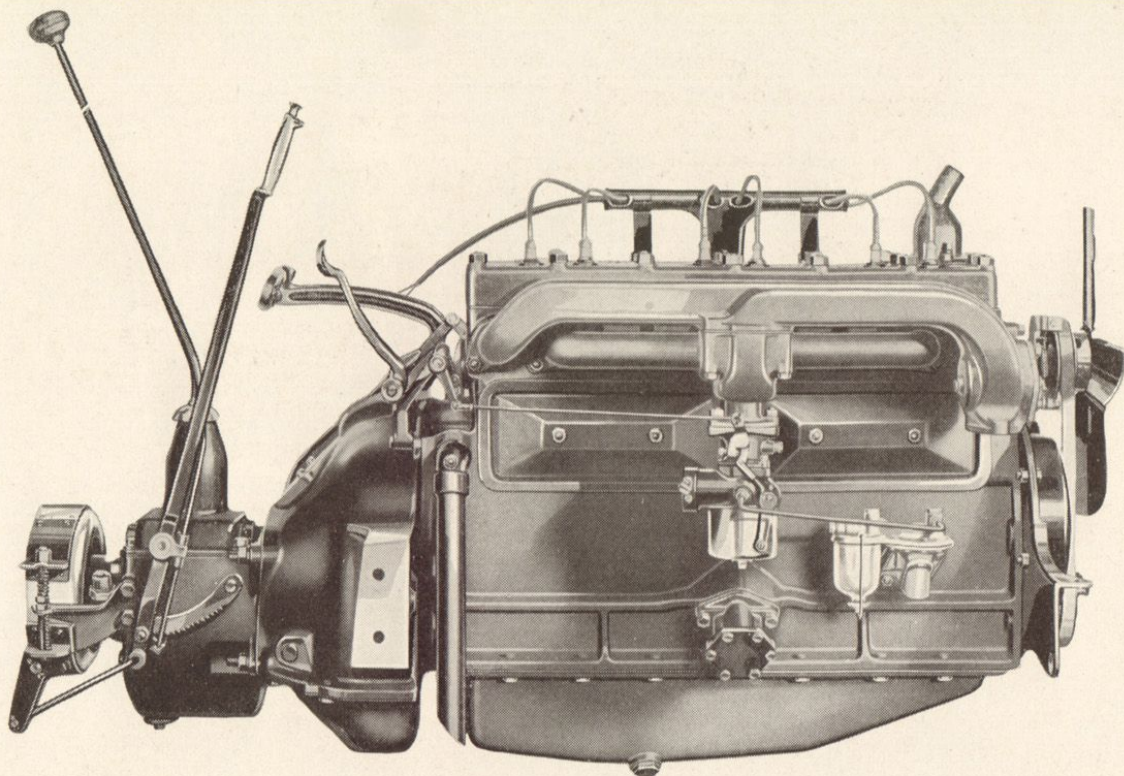
THE ROADSTER
(Wire Wheels Extra)



FOR many years there was a distinct trend away from the open car, but now that direct sunlight and open air have been found to be so vital to all-around good health, this type of car is again coming into popularity + The Phaeton has been designed to supply a long-felt need for a car that would adequately meet the strict requirements of year-round touring + The Phaeton may be equipped with a trunk and trunk rack at slight extra cost. When six wire wheels are desired, extra wheels are carried in front fender wells + The strong well tailored top quickly and neatly folds back . . . door curtains open with doors.

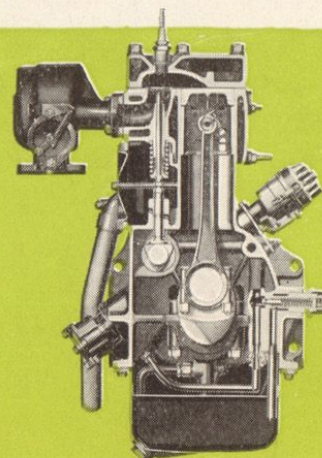
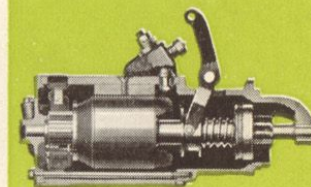


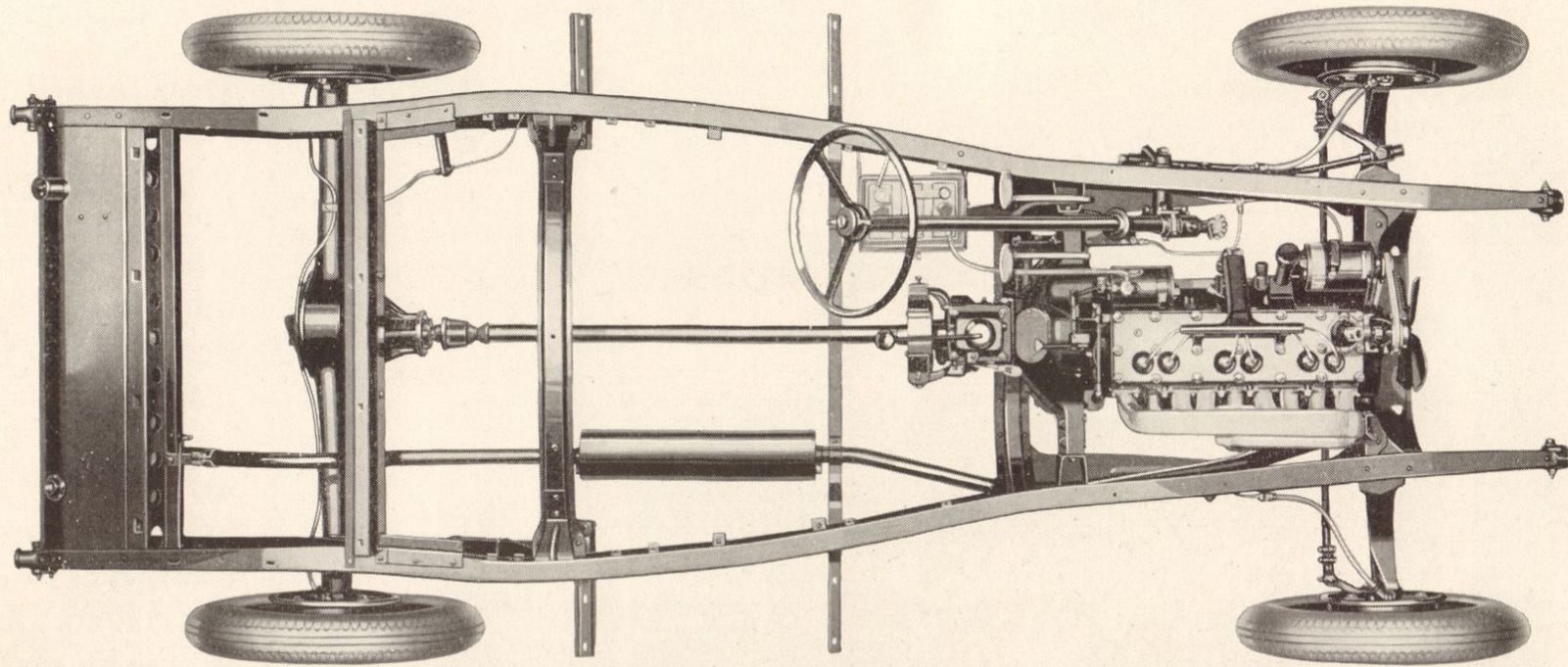
THE PHAETON



THE engine is economical to operate, easy to start in cold weather, easily assembled or disassembled and, withal, truly dependable. It will serve you faithfully and, at the same time, give you more power than you will ever need and more speed than you will ever want to use + With an S. A. E. horsepower of 23.4, this remarkable engine develops an actual horsepower of 61; more than 2½ times its S. A. E. rating + It is of the L-head, six-cylinder type,

rubber insulated from the frame at the rear supports + There is full force feed lubrication to all crankshaft, camshaft and connecting rod bearings + A fuel pump with a visible sediment trap is provided. Light alloy ventilated bridge-type pistons are used, and a tube carburetor with fixed jets with compensation adjustment for altitude and peak summer and winter driving conditions insures year round engine efficiency + The result is a smooth, even flow of power plus the traditional Dodge dependability + The starting motor gives maximum starting speed to the engine. This is especially desirable in cold weather.

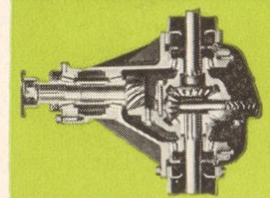
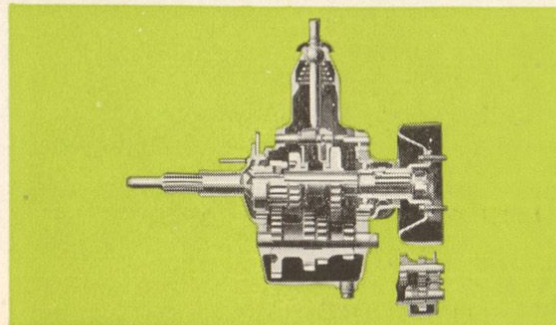


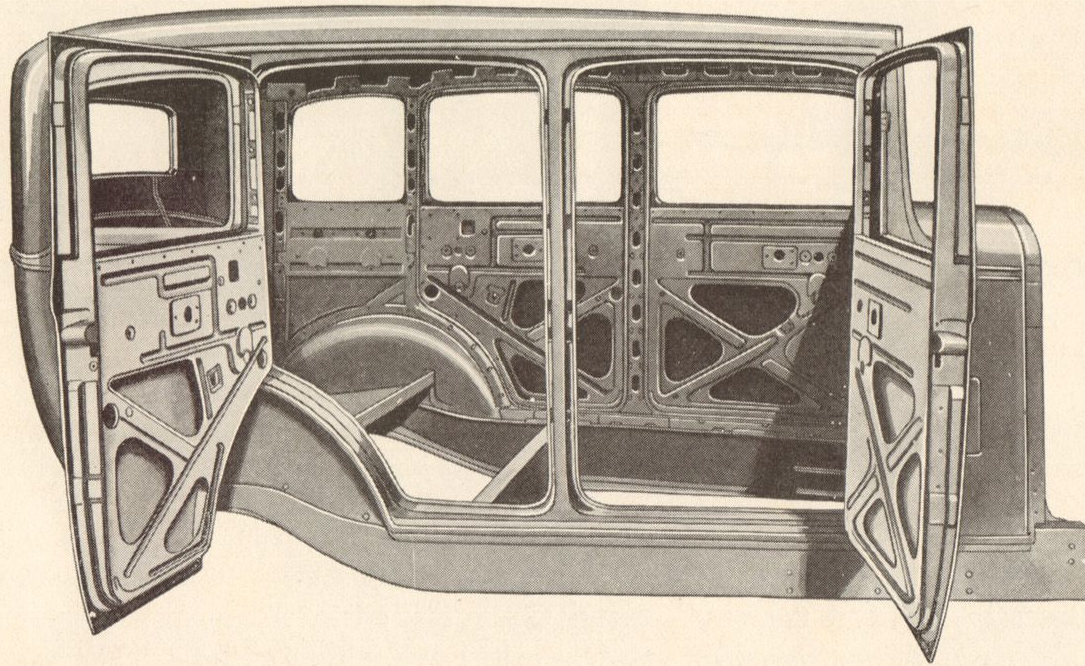


RUGGEDLY built on a wide flange, pressed steel frame $\frac{1}{8}$ " in thickness, with a channel 6" deep and equipped with four sturdy cross members, you are assured of the very strongest possible frame construction consistent with light weight + Added safety is assured with the security that goes with Dodge Brothers hydraulic four-wheel internal expanding brakes which are automatically



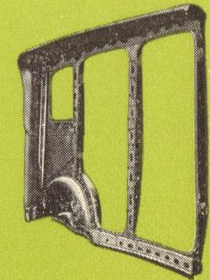
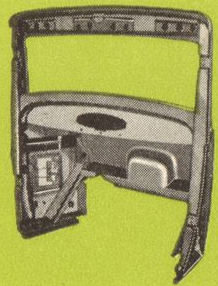
equalized and can be quickly adjusted, should adjustment ever become necessary + The transmission is of the three-speed sliding gear type + Quick, easy operation without noisy gear clashing makes driving a real pleasure + The rear axle shafts are forged from high alloy chrome-nickel steel + The axle housing is pressed steel + The drive gear and pinion are of spiral bevel type, quiet and efficient.





body construction, the body is designed independent of the chassis and the body rests on the body sill which is bolted to the chassis + In Mono-piece construction the body sill is eliminated — the chassis and body have been designed as a unit. The body is bolted inflexibly to the side of the chassis frame which follows the contour of the body, yet can be easily removed if necessary. The two are mutually supported and mutually flexible. + +

THE Dodge Mono-piece body is constructed of eight steel stampings fused together through the process of flash welding, a new process which was developed especially for this purpose, and which guarantees the absolute unity of the assembled body sections + In Mono-piece bodies, doors always fit because they have been stamped out by metal dies and, due to the characteristics of steel, will not warp or sag + In all other types of



ASK FOR A COPY OF THE BOOKLET GIVING THE COMPLETE STORY OF MONO-PIECE BODY CONSTRUCTION

MECHANICAL DETAILS

ENGINE: L-head type, water cooled, six cylinders, four cycle. Bore $3\frac{1}{8}$, stroke $4\frac{1}{8}$. S. A. E. horsepower 23.4, developed horsepower 61, piston displacement 189.8 cubic inches. Suspension: rear arms, integral with clutch housing and bolted to brackets on frame side members; front, bolted to cross member. Rubber insulated in the rear. Full force feed lubrication to all crankshaft, camshaft and connecting rod bearings. Spray from small holes in connecting rod bearings lubricates cylinders. Compression ratio 5.2 to 1.

FUEL SYSTEM: Fuel pump driven from camshaft, visible sediment trap. Fuel tank mounted at rear of frame, capacity 11 gallons (9 Imperial gallons.) Fuel supply tank of rustproof Terne plate.

ELECTRICAL SYSTEM: Generator — Third brush regulations, six-volt type, with Manual Shift. Battery — Six-volt, 90-ampere-hour capacity. Single wire system.

CLUTCH: Single dry plate type. Driven disk 9 inches in diameter. Torque cushioned by coil springs.

LUBRICATION: Engine, high pressure to all crankshaft, connecting rod and camshaft bearings. All other working parts lubricated by positive pressure from hole in upper half of each connecting rod bearing, also from crankshaft and camshaft. Timing chain lubricated by direct oil leads. Oil capacity $1\frac{1}{2}$ gallons. Pressure gauge on dash. Level indicator on left side of crankcase. Chassis — High pressure grease gun system.

COOLING SYSTEM: Three gallon capacity, centrifugal pump. Cellular radiator with detachable shell. Four-blade fan driven by V-belt.

TRANSMISSION: Three speeds forward and one reverse, selective sliding gear type. Main shaft on ball bearing with bronze pilot bearing. Counter shaft on bronze bearings. Gears of chrome steel.

PROPELLER SHAFT: Tubular steel, forged ends electrically welded. Universal joint at each end.

NOTE: Trunk rack, trunk, bumpers, tire lock, extra tires, shock absorbers, five wire wheels with either rear or fender well mounting or six wire wheels with fender well mounting and top boot available at slight additional cost.

REAR AXLE: Axle shafts are semi-floating, high alloy chrome nickel steel forging. Heat treated and splined into differential side gears and keyed to wheel hub. Contained in pressed steel housing. Drive gear and pinion are of spiral bevel type.

FRONT AXLE: Heat treated I-beam section drop forging. Adjustable tapered roller wheel bearings. Bronze yoke bushings. Steering knuckles of chrome nickel steel forgings with thrust bearings at steering knuckle head. Steering arms are chrome vanadium steel forgings.

SPRINGS: Semi-elliptic. Front—length $35\frac{1}{2}$ ". Rear— $53\frac{5}{8}$ ". 7 leaves in roadster; 8 in all other types.

STEERING GEAR: Semi-irreversible worm and sector type. Adjustable for wear. Steering arm drop forged and heat treated.

BRAKES: Service—Dodge Brothers hydraulic internal expanding type. Drums 11" inside diameter, brake shoe facings $1\frac{1}{2}$ " wide. Hand—External contracting propeller shaft type.

WHEELS AND TIRES: Wood, artillery type. Demountable rims. Balloon Cords, non-skid tread on all wheels, size 5.00-19.

CONTROL: Center. Head light filament control, throttle lever and horn button at top of steering column. Spark control on instrument panel. Stop-light operates with brake pedal.

INSTRUMENT PANEL: 80-mile speedometer, 100,000-mile odometer, grouped in one instrument; oil pressure gauge; electrically operated fuel gauge; ammeter; ignition switch; choke control; spark control; manifold heat control. All instruments grouped in one artistic nickel-trimmed panel, indirectly lighted.

VISION AND VENTILATION: One-piece non-glare, vertically ventilated windshield; automatic windshield wiper; rear-view mirror; foot-controlled side ventilators.