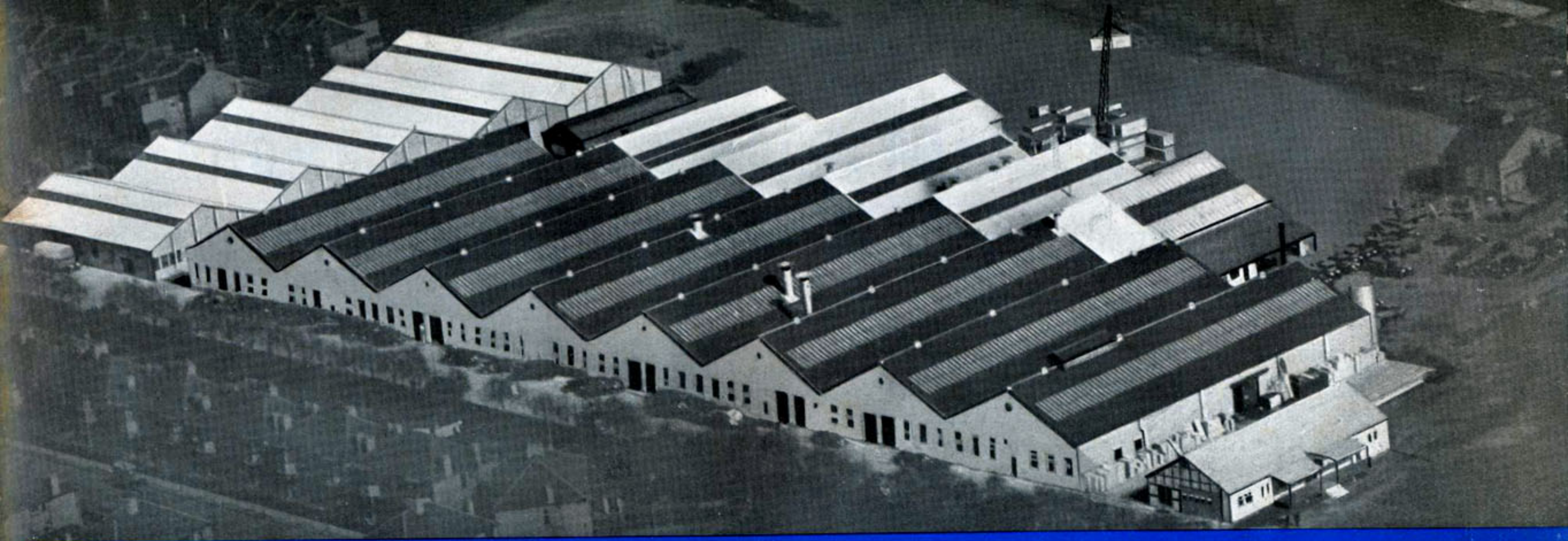


The New

CHRYSLER

SIXES AND EIGHTS



*From the Chrysler factory at Kew, Surrey
come 4 Superb New models . . .*



THE KEW 6 . THE WIMBLEDON 6 . THE RICHMOND 6 .

and an entirely new **SUPER-POWER** CHRYSLER EIGHT

BRILLIANT new lines, increased roominess and luggage carrying capacity, and scores of important engineering improvements distinguish the new line of Chrysler cars, making them the most practical cars, especially for the owner-driver, that have ever left the Chrysler factory.

Chrysler cars are still ahead with motoring's newest and most outstanding improvement—the Automatic Overdrive—standard on all these Chrysler models except the Kew. The Automatic Overdrive is virtually two additional ultra-high gears. It operates automatically. When at a pre-determined speed the foot is momentarily lifted from the accelerator the Automatic Overdrive engages. It cuts down engine revolutions by one third, reduces petrol and oil consumption and enables the car to cruise more silently and more comfortably than has ever before been possible.

THE new cars are roomier, having bigger bodies. The engine of these new cars has been moved six inches further forward which again gives increased body space and more comfortable riding as all seats are now positioned well between the axles.

Bodies this year are entirely insulated from the frame. There is no metal to metal contact between body and frame whatsoever. The bodies are mounted on outriggers, cushioned in live rubber, effectively making the bodywork free from road vibration and tyre noise.

THE hypoid rear axle adopted in the new Chrysler models is not only stronger and more silent, but it has the important advantage of leaving a smooth and unobstructed floor in the rear compartment.

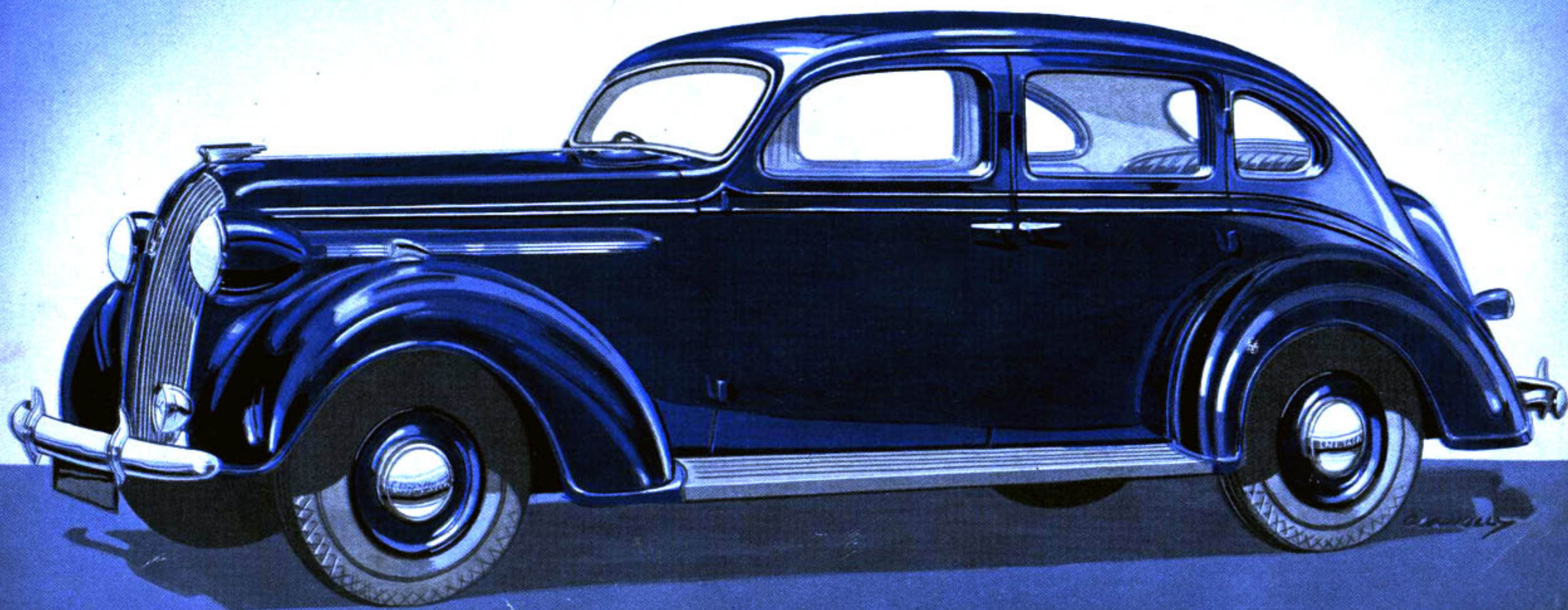
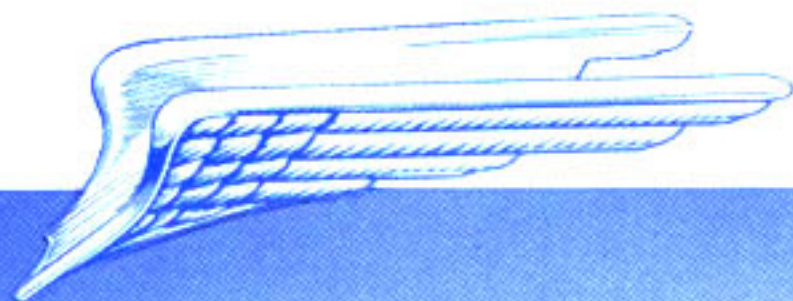
Look where you will in these new Chryslers and you will find that Chrysler engineers have been successful in making them more practicable and more convenient than ever. Disc wheels are now standard with their greater ease of cleaning and smarter appearance. The luggage trunks are bigger and roomier. They house the spare wheel out of sight, protected from the weather, and will carry a surprising amount of luggage as well.

ALL those many improvements which millions of miles on the road in the hands of owner drivers have proved and tested are, of course, retained. Prominent amongst these is the stabiliser preventing body sway when cornering ; the marvellous tapered leaf suspension wherein long thin leaves of Amola steel controlled by double acting shock absorbers have revolutionised riding comfort.

Chrysler patent Floating Power, one of the most important improvements ever contributed to motoring, renders these Chrysler power plants unbelievably smooth and vibrationless. Chrysler hydraulic brakes guarantee smooth and skidless stops even in emergencies. The all-steel bodies are electrically welded into one unit of battleship strength for your protection.

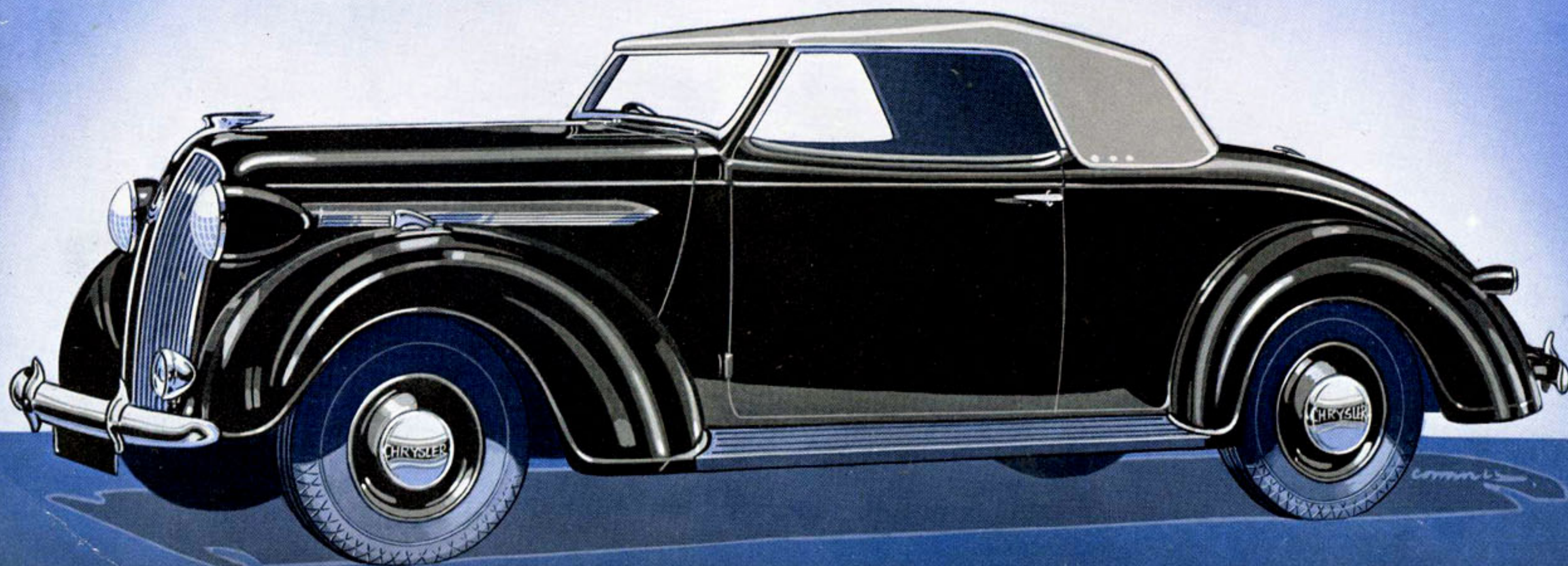
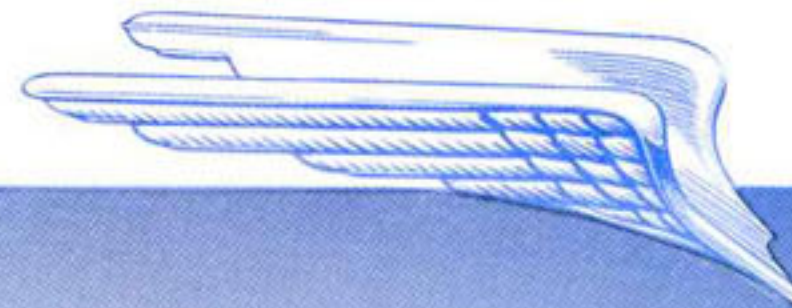
The New **SIX TOURING SALOON**

is a brilliant example of quality engineering in a low-priced car. Two alternative engines are available—the 19.8 h.p. or the 23.4 h.p. Wider seats, more head and leg room, larger built-in trunks add practical convenience to a car of striking beauty. Upholstery is in leather or cloth.



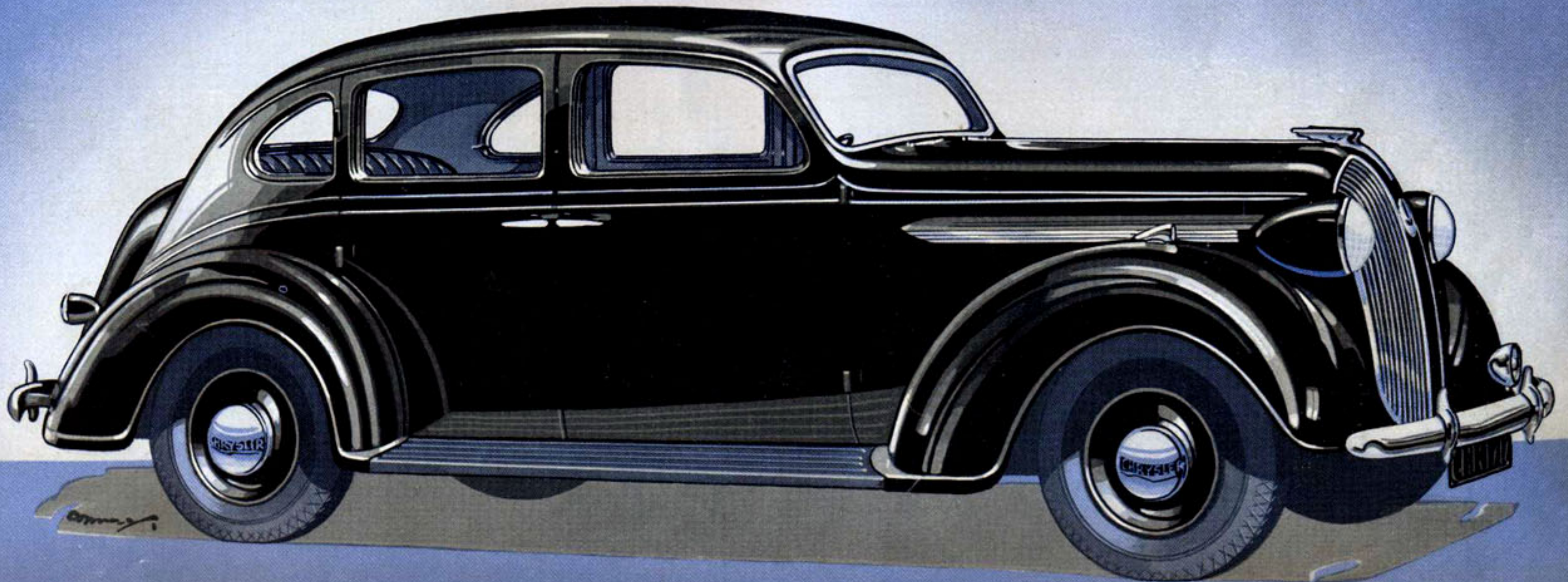
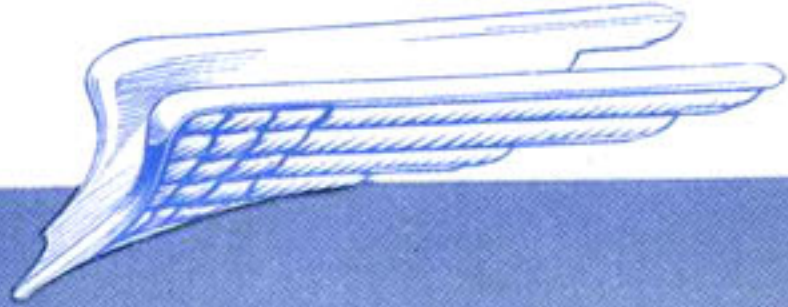
The Kew SIX CONVERTIBLE COUPE

This increasingly popular type of body is available on the Kew Six chassis with either the 19.8 or 23.4 h.p. engine. With its long, low rakish lines and true aerodynamic beauty, this model will command admiration everywhere. There is room for three in front and two in the dickey seat. A Fixed Head Coupe—an ideal car for the professional or business man—is also available on this chassis and its appearance is identical with the model illustrated on the Wimbledon Six Chassis.



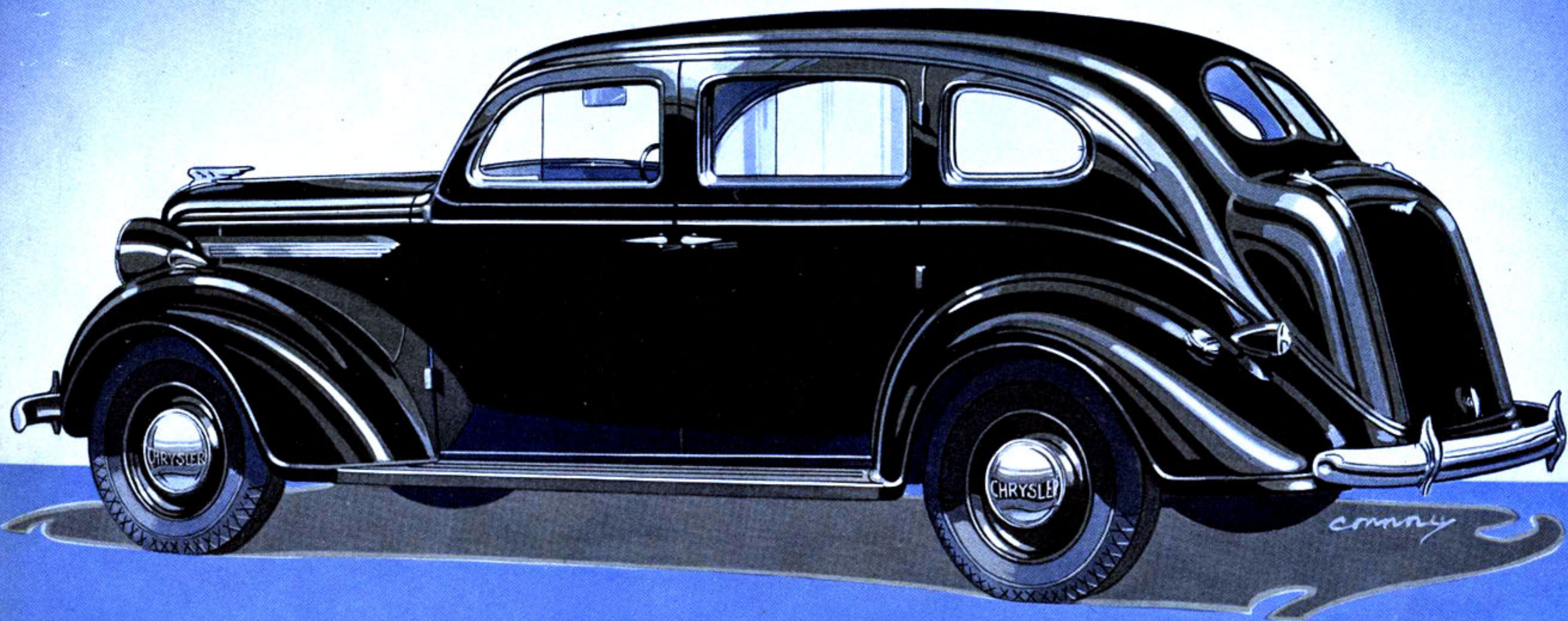
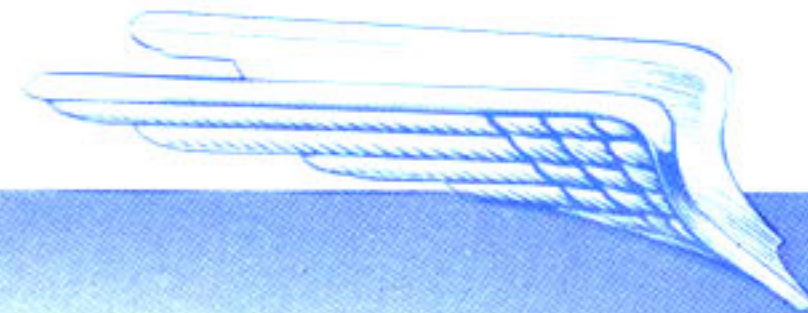
The Wimbledon SIX TOURING SALOON

has a 23.4 h.p. engine and is equipped with Chrysler's striking contribution to motoring comfort, performance and economy—the Automatic Overdrive. This is a roomy, fast and exceptionally comfortable car at a very moderate price. Its clean, sweeping lines of true aerodynamic efficiency make this Chrysler a car you will be proud to own. Upholstery can be in either cloth or leather.



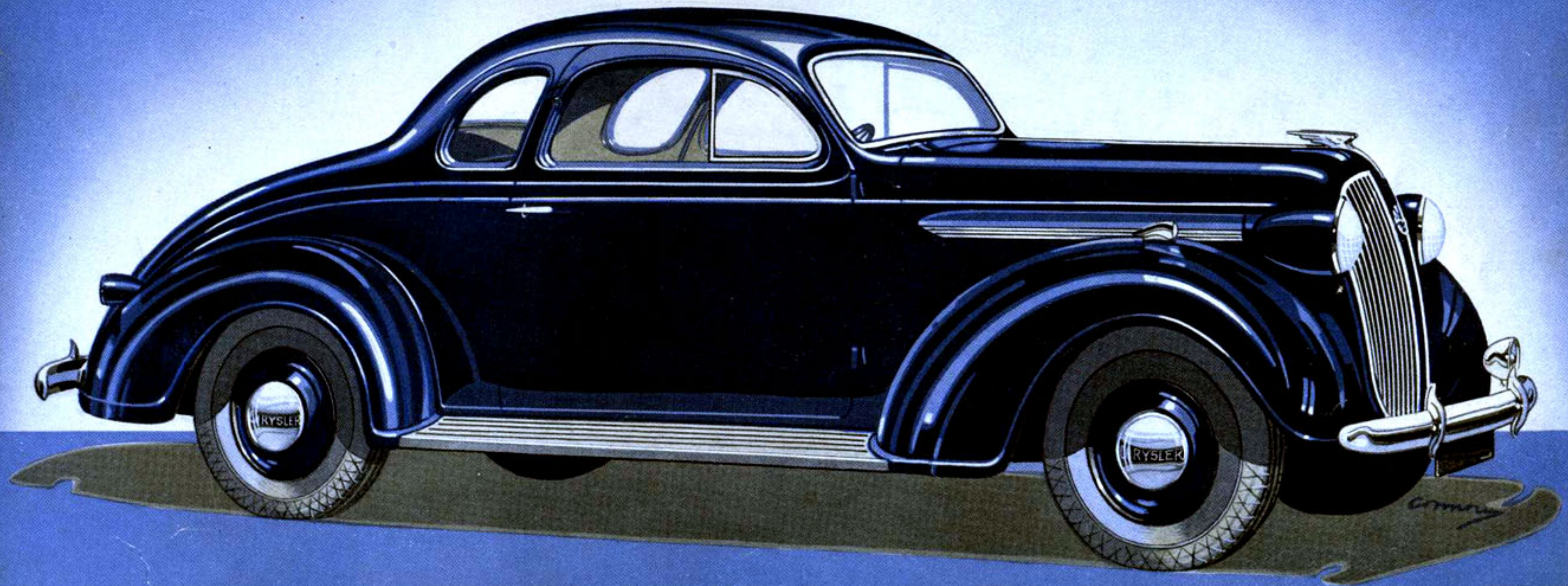
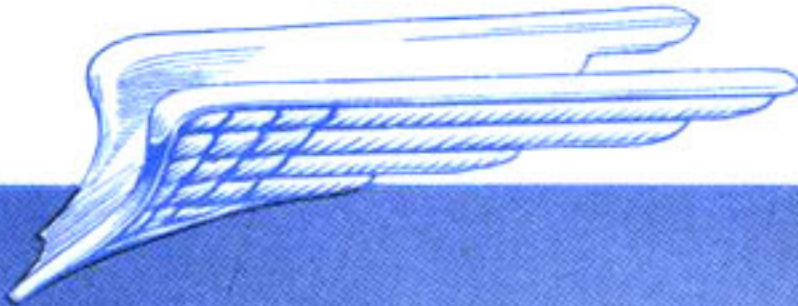
The Wimbledon SIX 7-PASSENGER SALOON

This model is produced for those who need an exceptionally roomy car at a moderate price. The occasional seats are really comfortable and all occupants have ample leg and elbow room. When not in use the seats fold flush with the floor. Automatic Overdrive, as on all Wimbledon models, is standard equipment. Upholstery in cloth or leather.



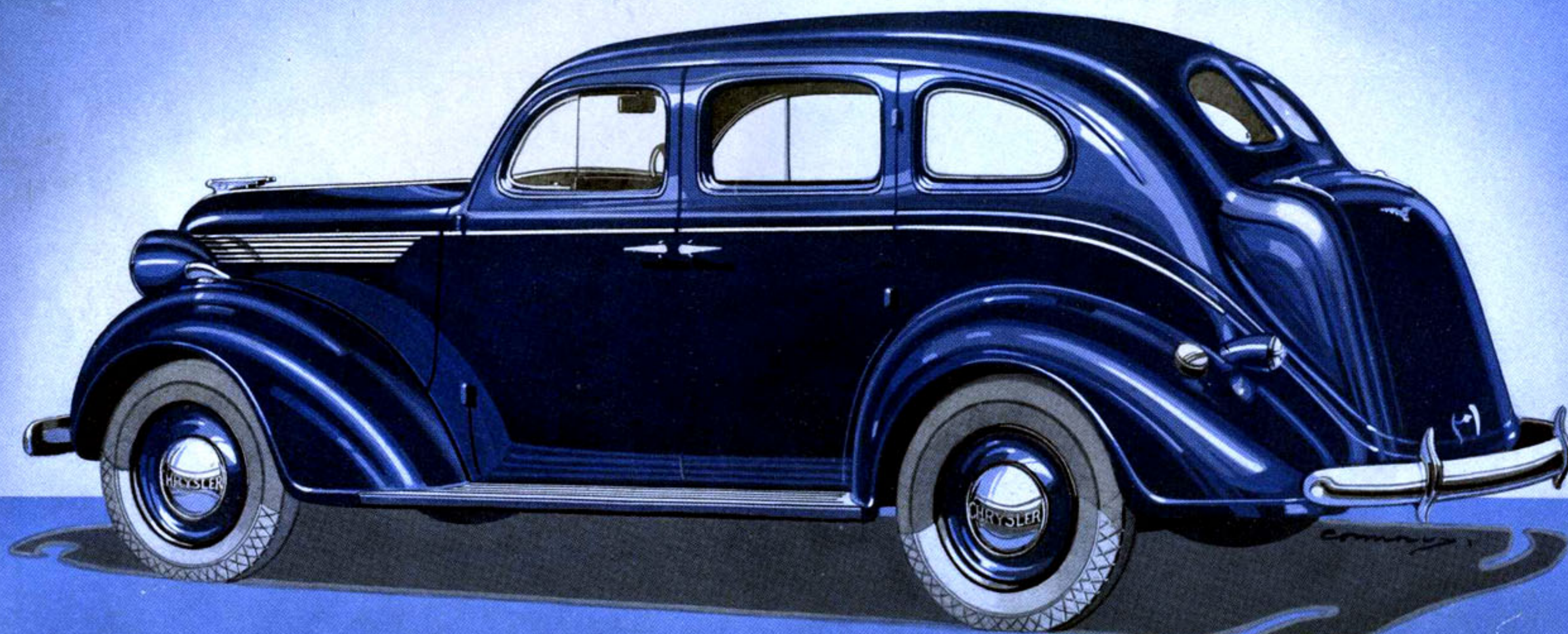
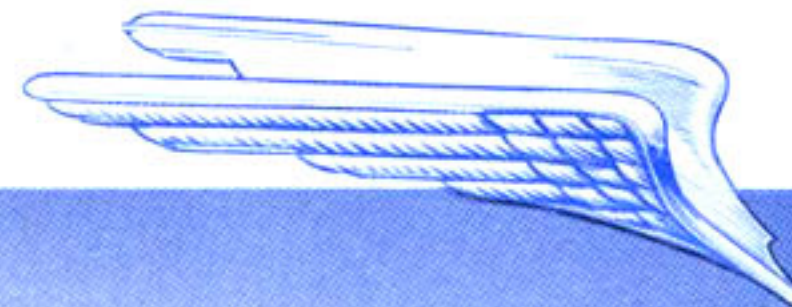
The Wimbledon SIX FIXED HEAD COUPE

also has the Automatic Overdrive as standard equipment. Business and professional men will appreciate the increased roominess of this new model. There is also available a Convertible Coupe body similar to that illustrated on the Kew Six chassis. With its long, rakish lines and amazing power this car combines sports performance with all-weather comfort.



The Richmond **SIX TOURING SALOON**

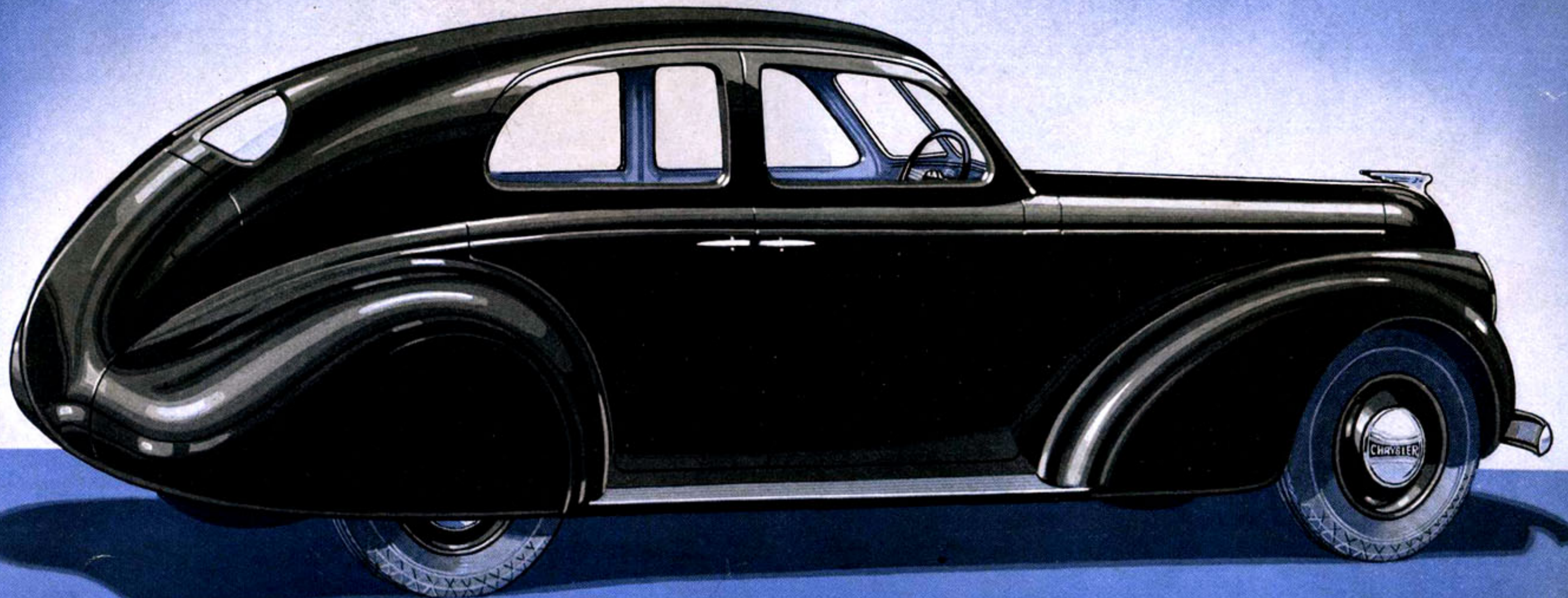
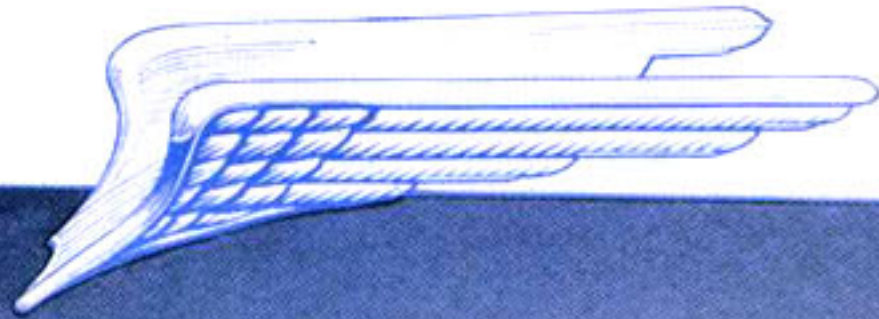
with a 27.3 h.p. engine is a magnificent car with a brilliant performance. Automatic Overdrive is standard equipment. Independent front wheel springing on all Richmond models ensures the last word in luxurious riding comfort and easy steering. Upholstery in cloth or leather. Strikingly smart Fixed Head and Convertible Coupes are available on this chassis—cars of distinction that provide sports performance with unusual roominess and luxurious comfort in all weather.



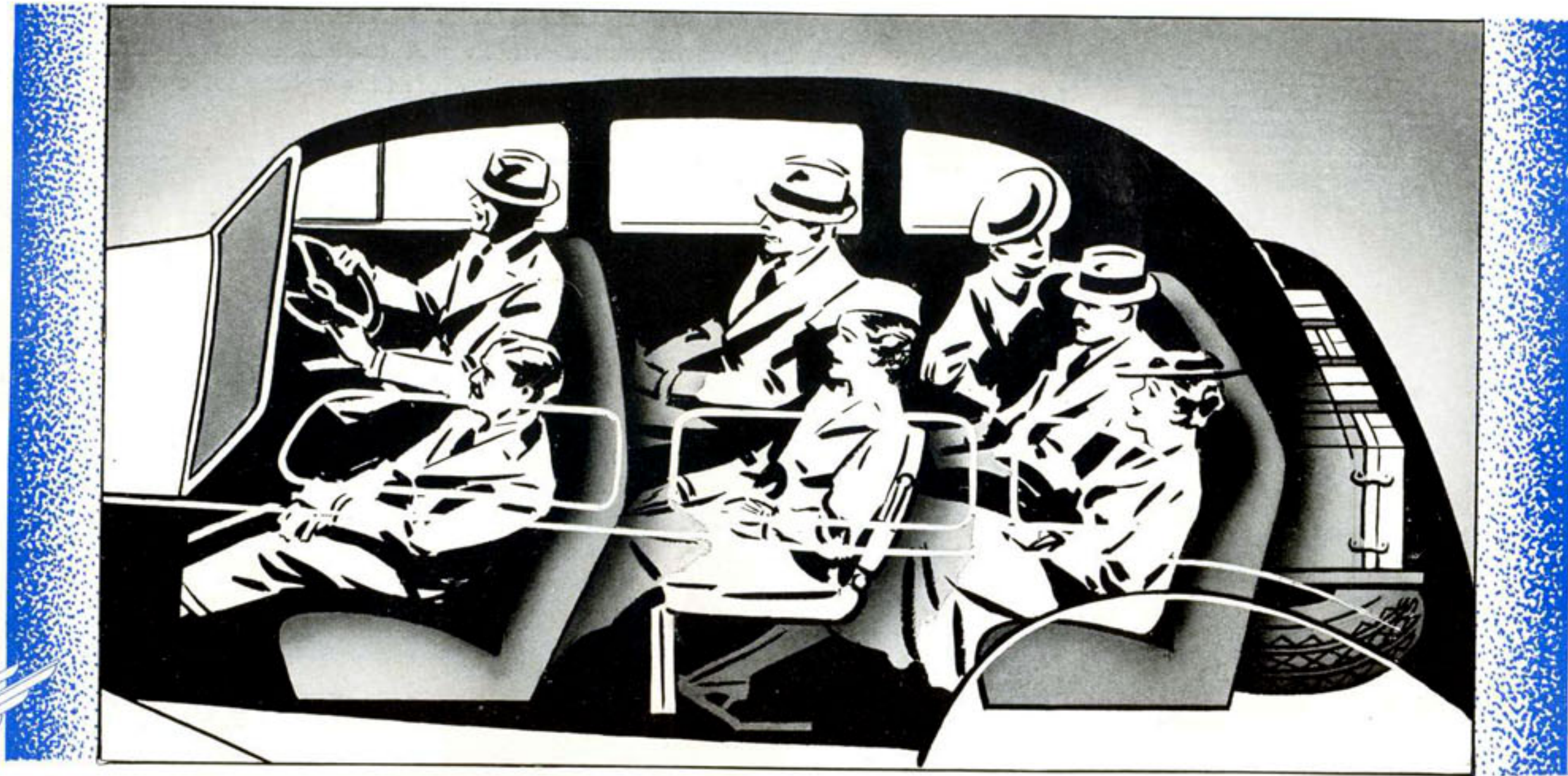
The Super-Power

CHRYSLER EIGHT

Designed and built by Chrysler engineers in co-operation with Capt. George Eyston. Exceptionally fast and powerful, its design embodies much of the aerodynamic experience gained by Capt. Eyston in his record breaking attempts at Salt Lake City. It sets a style in appearance and performance which will contribute to all future motor-car design. It must make an immediate appeal to those motorists who look for exclusiveness in their cars.



UNUSUAL *Roominess* IS A MARKED FEATURE OF THESE NEW CHRYSLER MODELS

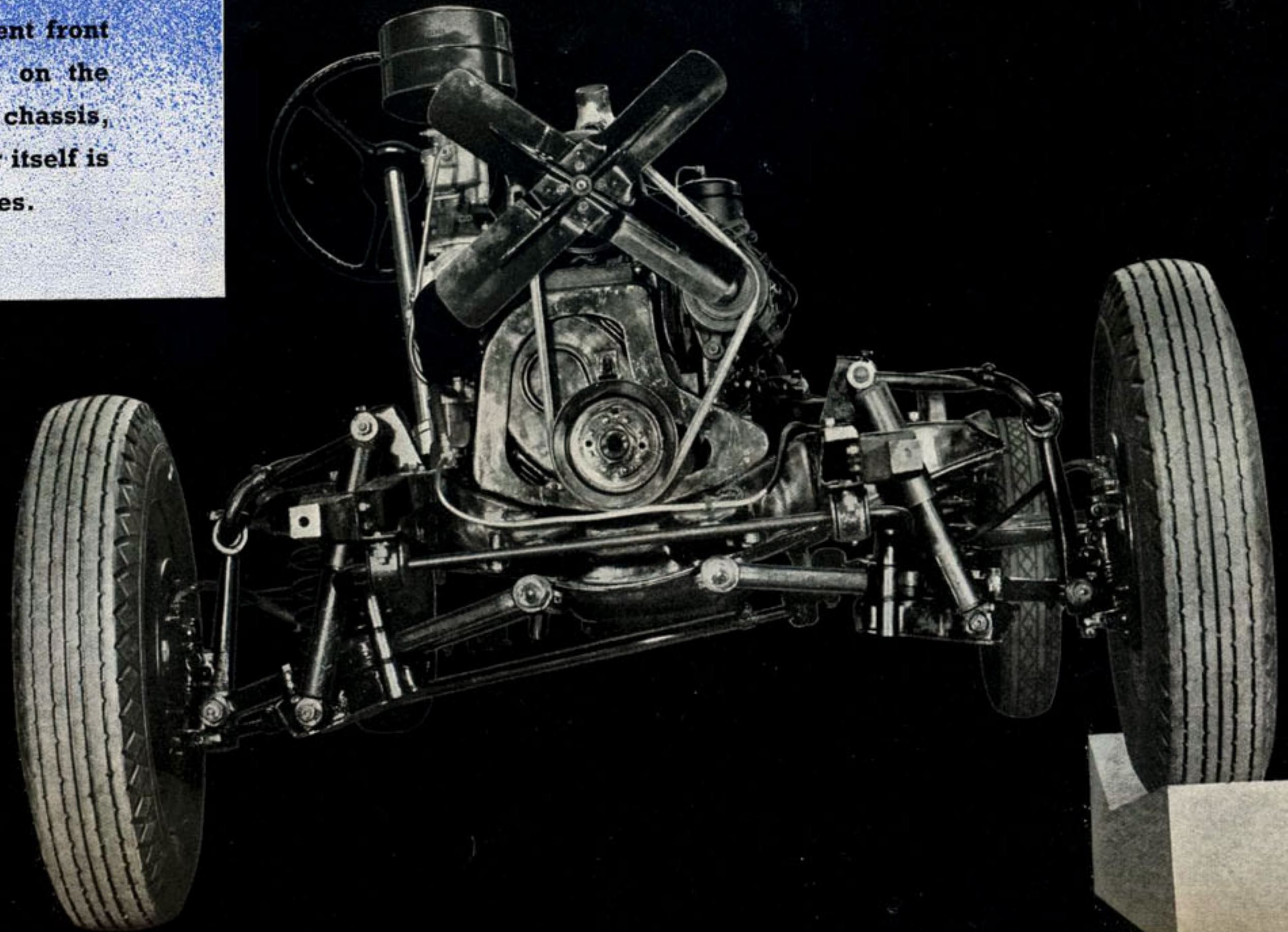


IN designing these new cars Chrysler engineers have worked to standards of drawing-room comfort. They have recognised that people to-day are entitled to travel in uncramped comfort and armchair luxury. Hence the moving forward of the engine, the longer wheelbase and roomier bodies. Lavish elbow room, leg room and head room are the result. Front seats, of course, in all models are readily and easily adjustable.

In addition to the range of 5/6 Passenger Saloons, Chrysler now offers two 7-passenger models—on the Wimbledon and Richmond chassis. Both cars are equipped with comfortable occasional seats, which are wider and will hold three people, giving the occupants full leg and elbow room without interfering with the comfort of the back seat passengers. When not in use these occasional seats fold flush with the new flat floors in the rear compartment.

SPECIAL *Chrysler* FEATURES

This view of the independent front wheel springing, standard on the Richmond and Super-Power chassis, illustrates how little the car itself is affected by road inequalities.



1 The new and more forward position of the engine permits an even more scientific weight balance with the rear seat in front of the axle.

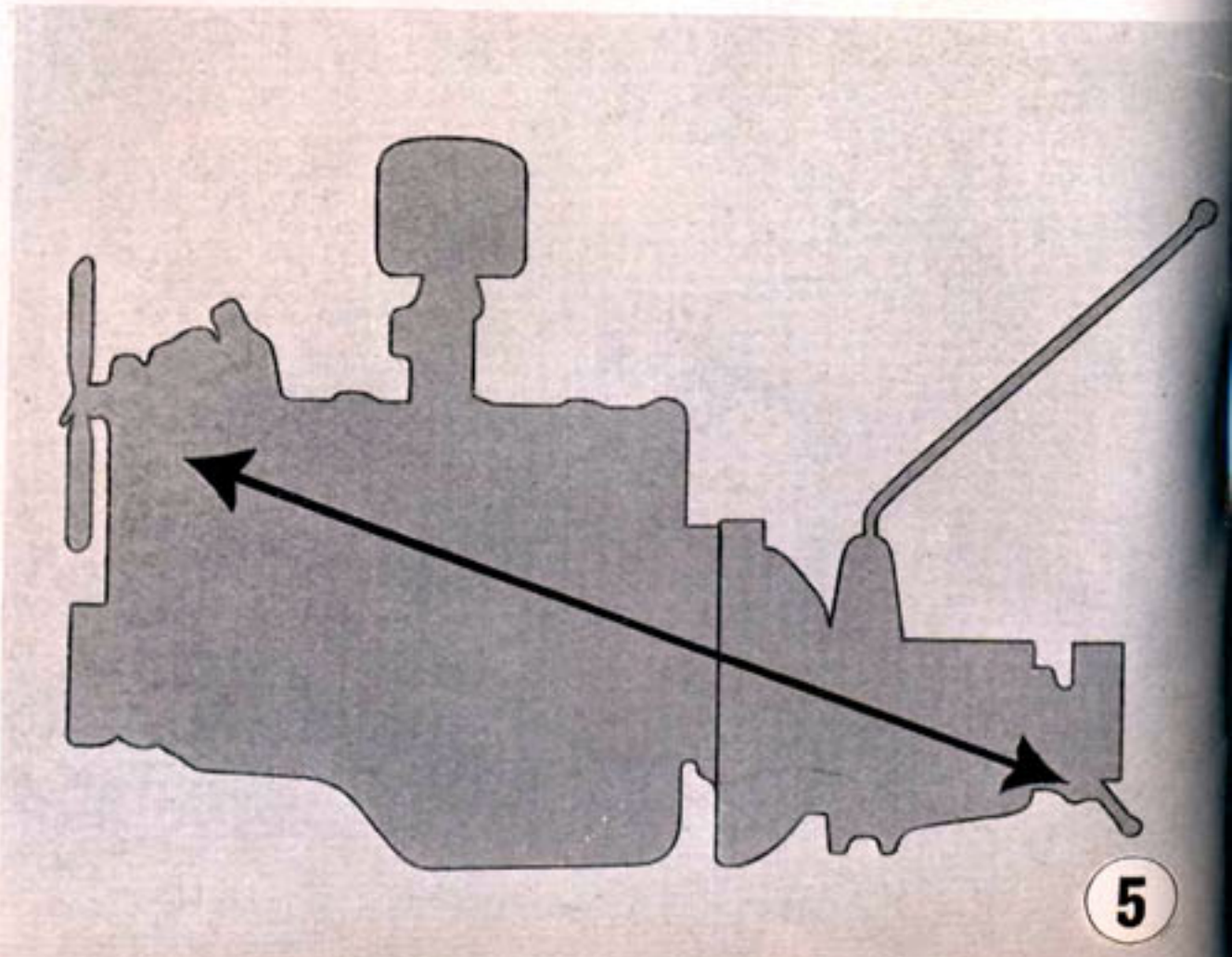
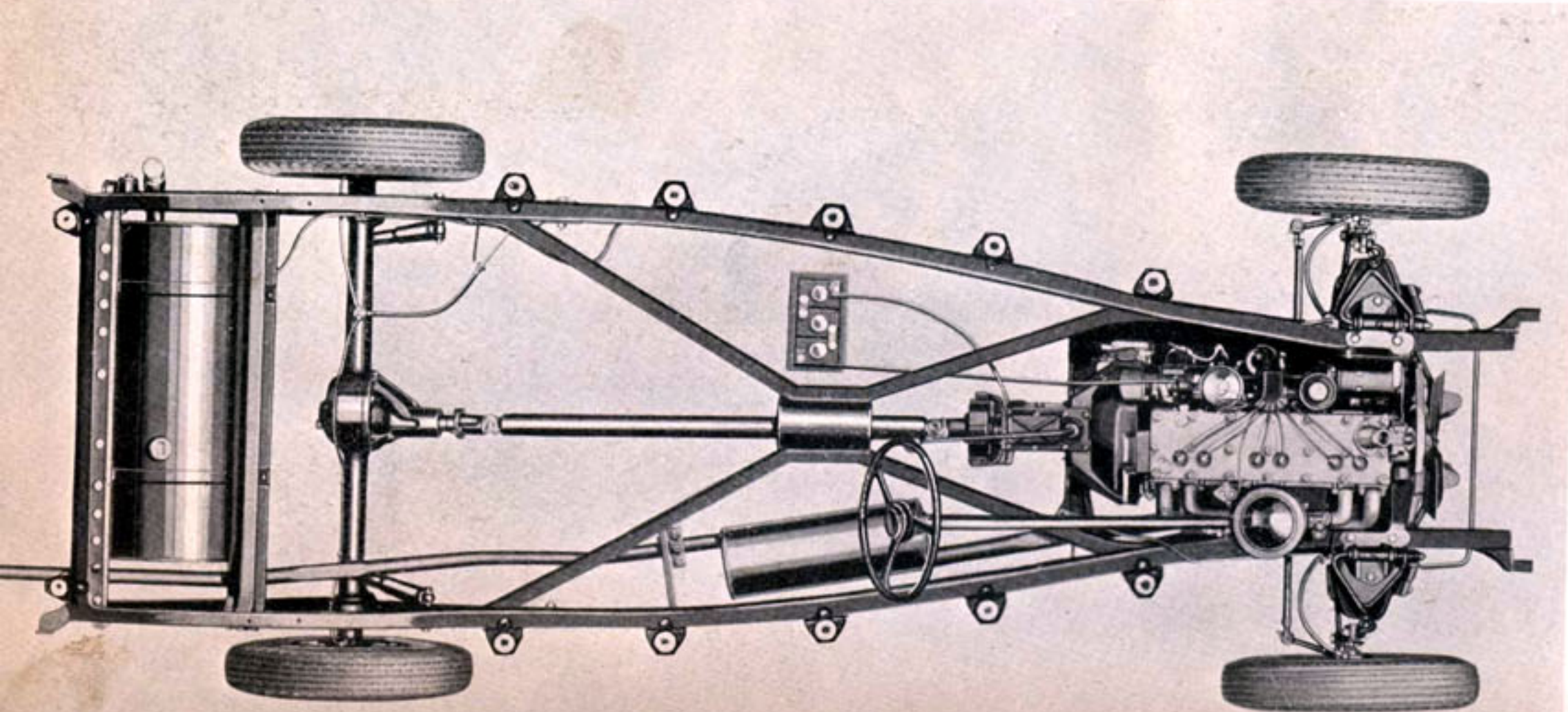
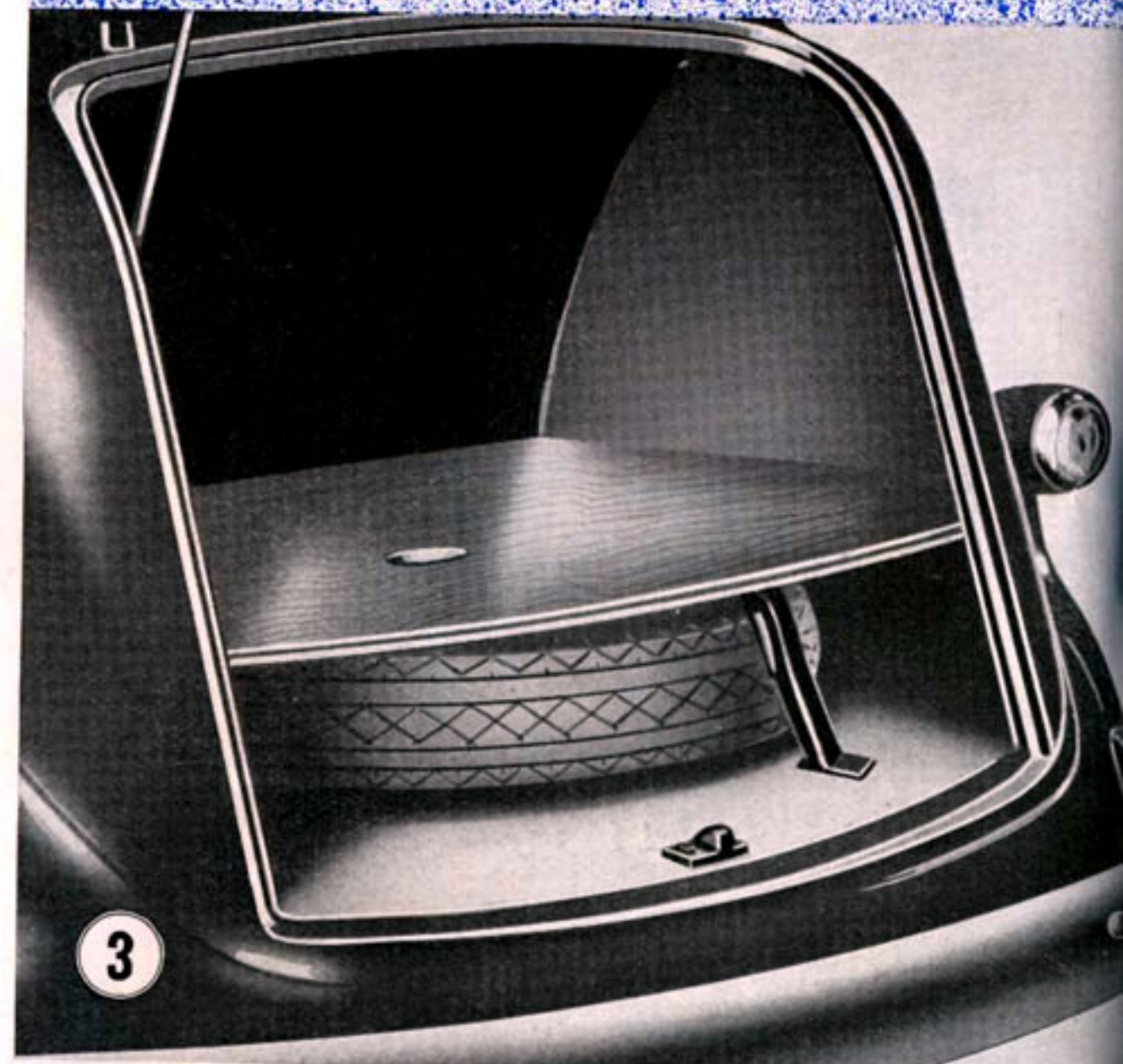
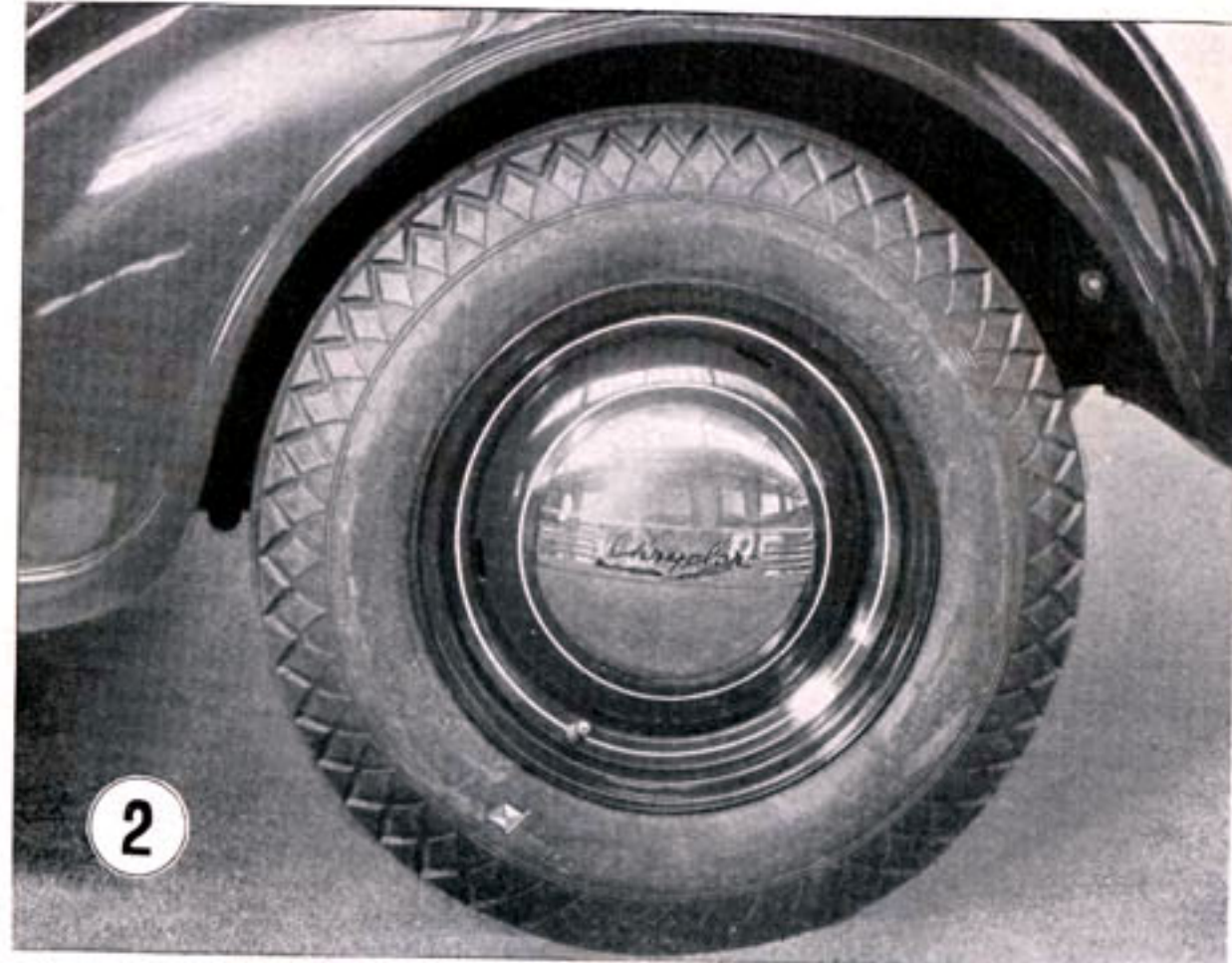
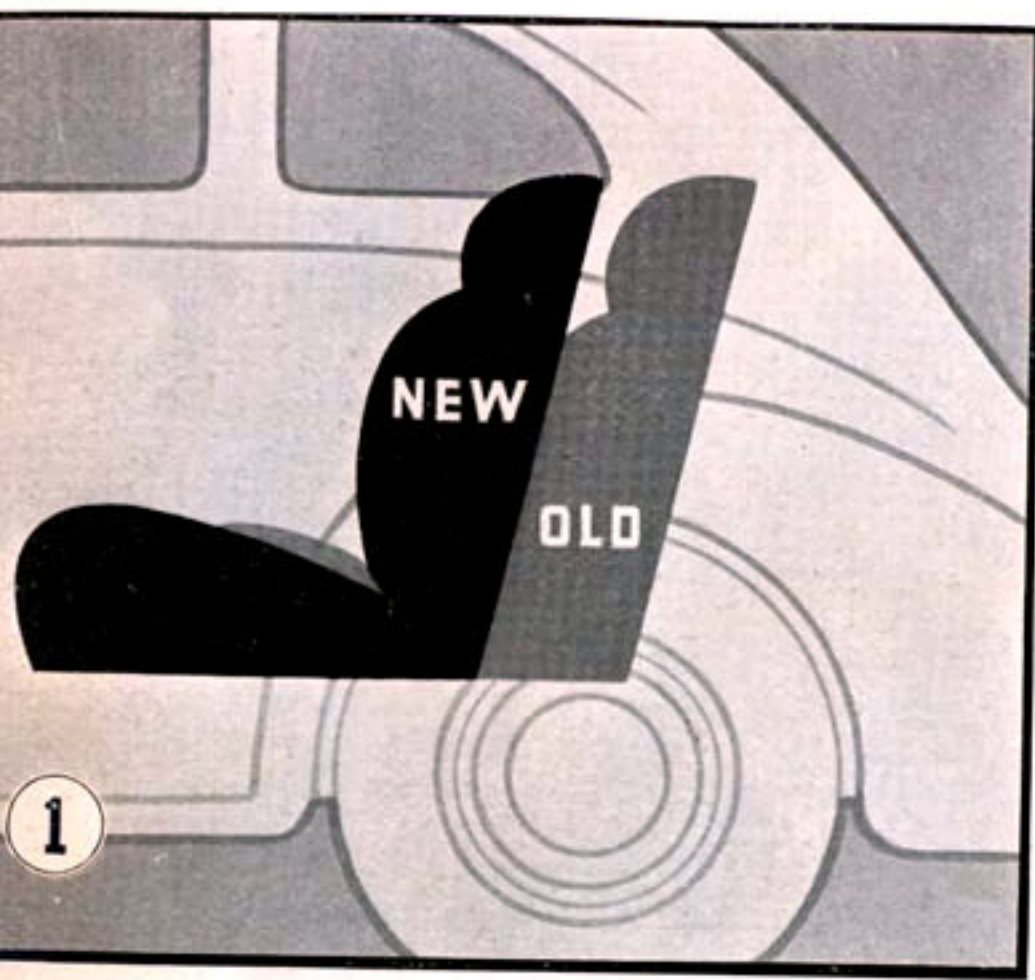
2 Beautiful aero disc steel wheels, that cannot transmit rumbling noises to the body, are easy to clean and enhance the appearance of the car.

3 The stout shelf in the trunk of the saloon above the single

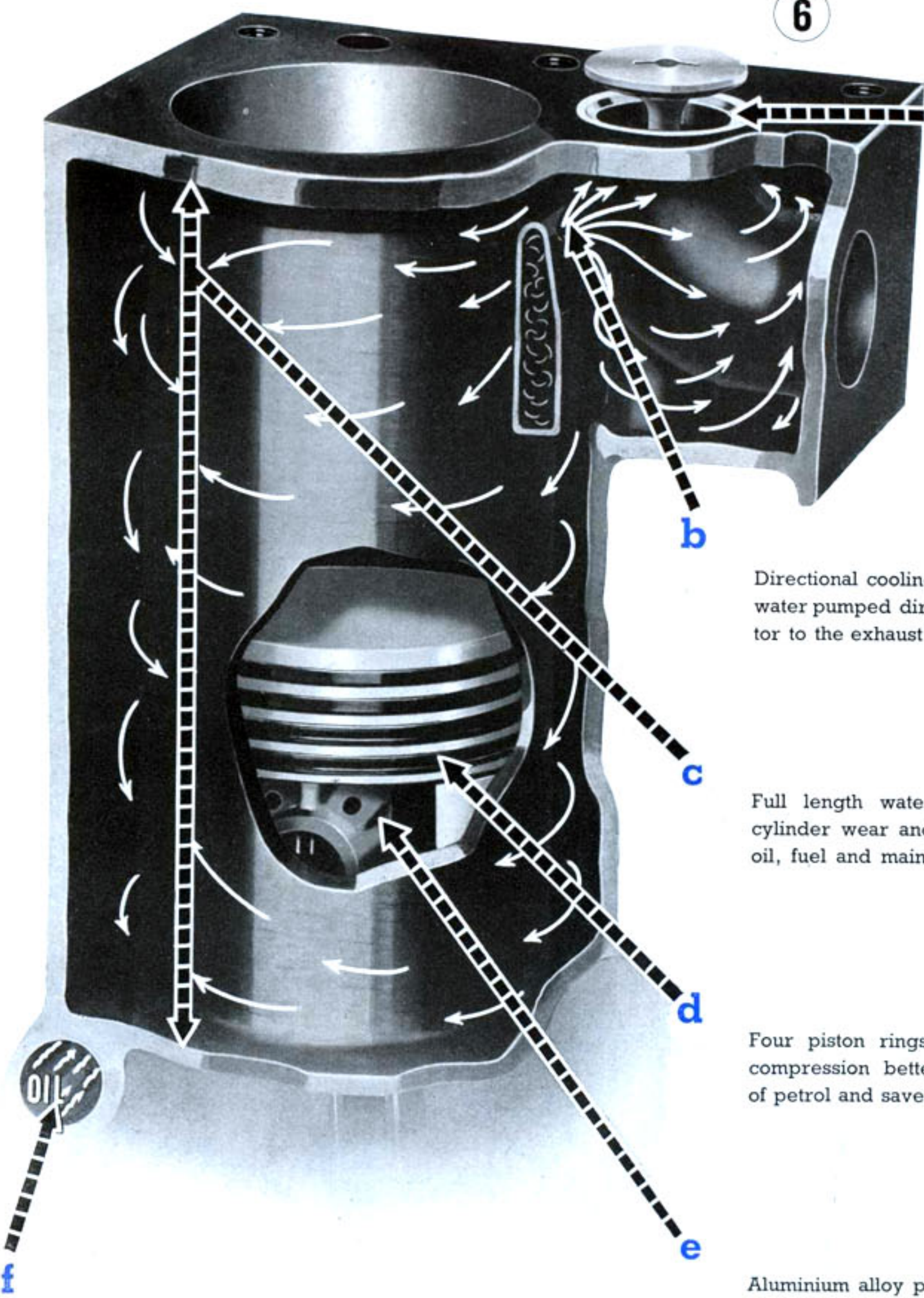
spare wheel and tyre provides a wide space for luggage and parcels.

4 The sturdy X-type frame is one of the most rigid ever built. A steel box section reinforces both front and rear.

5 Floating Power engine mountings pioneered and patented by Chrysler eliminate the last trace of engine vibration.



6



a Hardened exhaust valve seat inserts resist wear, save petrol and postpone valve grinding for thousands of miles.

b Directional cooling tube carries cool water pumped direct from the radiator to the exhaust valves.

c Full length water jackets prevent cylinder wear and distortion, saving oil, fuel and maintenance expenses.

d Four piston rings per piston hold compression better, prevent waste of petrol and save oil.

e Aluminium alloy pistons are exceptionally light in weight and lessen the strain on connecting rod and bearings. They are U-slotted for expansion control.

f Full pressure lubrication to all main, connecting rod and camshaft bearings is through drilled holes for positive circulation of oil to all bearing surfaces.

6

The engine features shown on left combine, with calibrated ignition and triple sealing against dust and grit, to ensure unusual efficiency and long service.

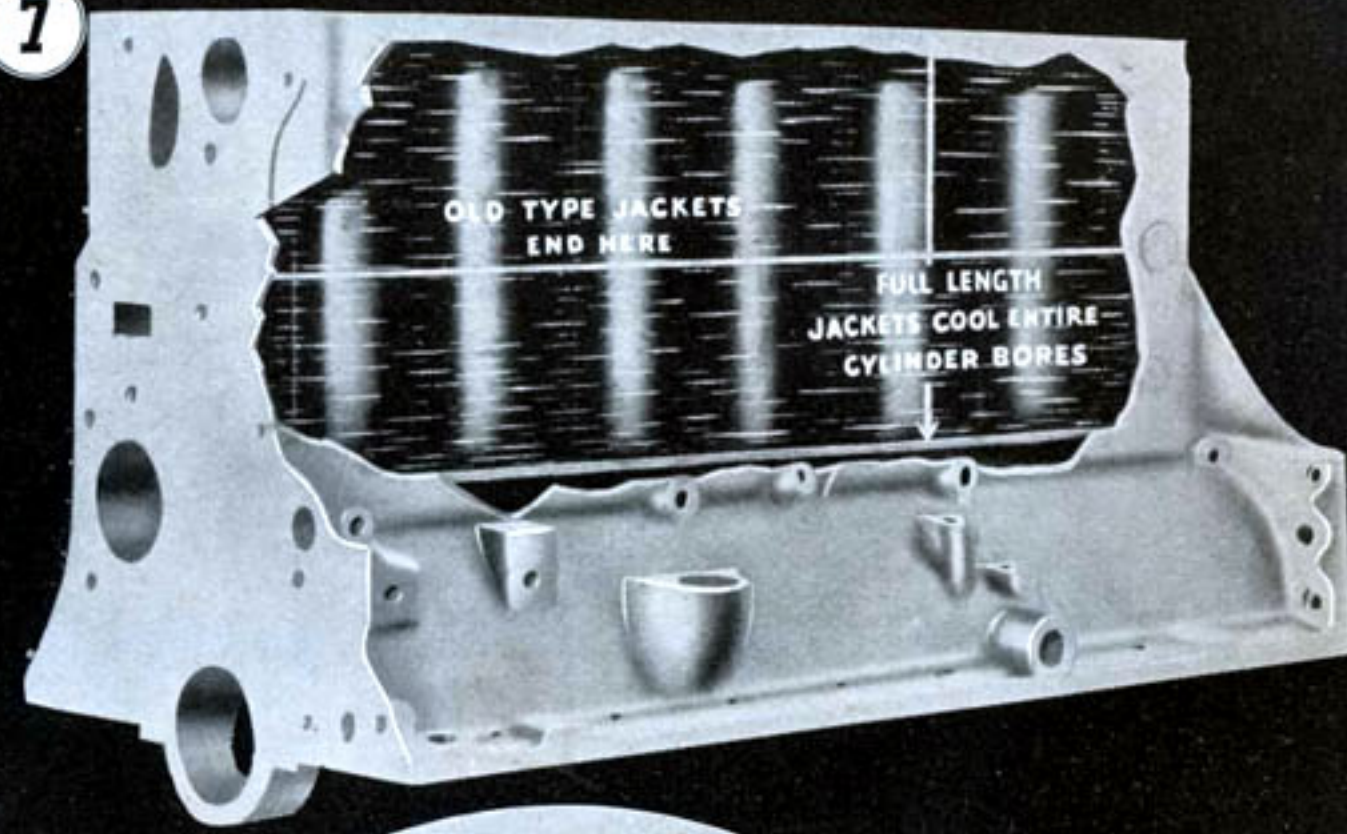
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Full length water jackets keep the engine temperature uniform preventing the distortion of cylinders, reducing wear and waste of oil and fuel.

8

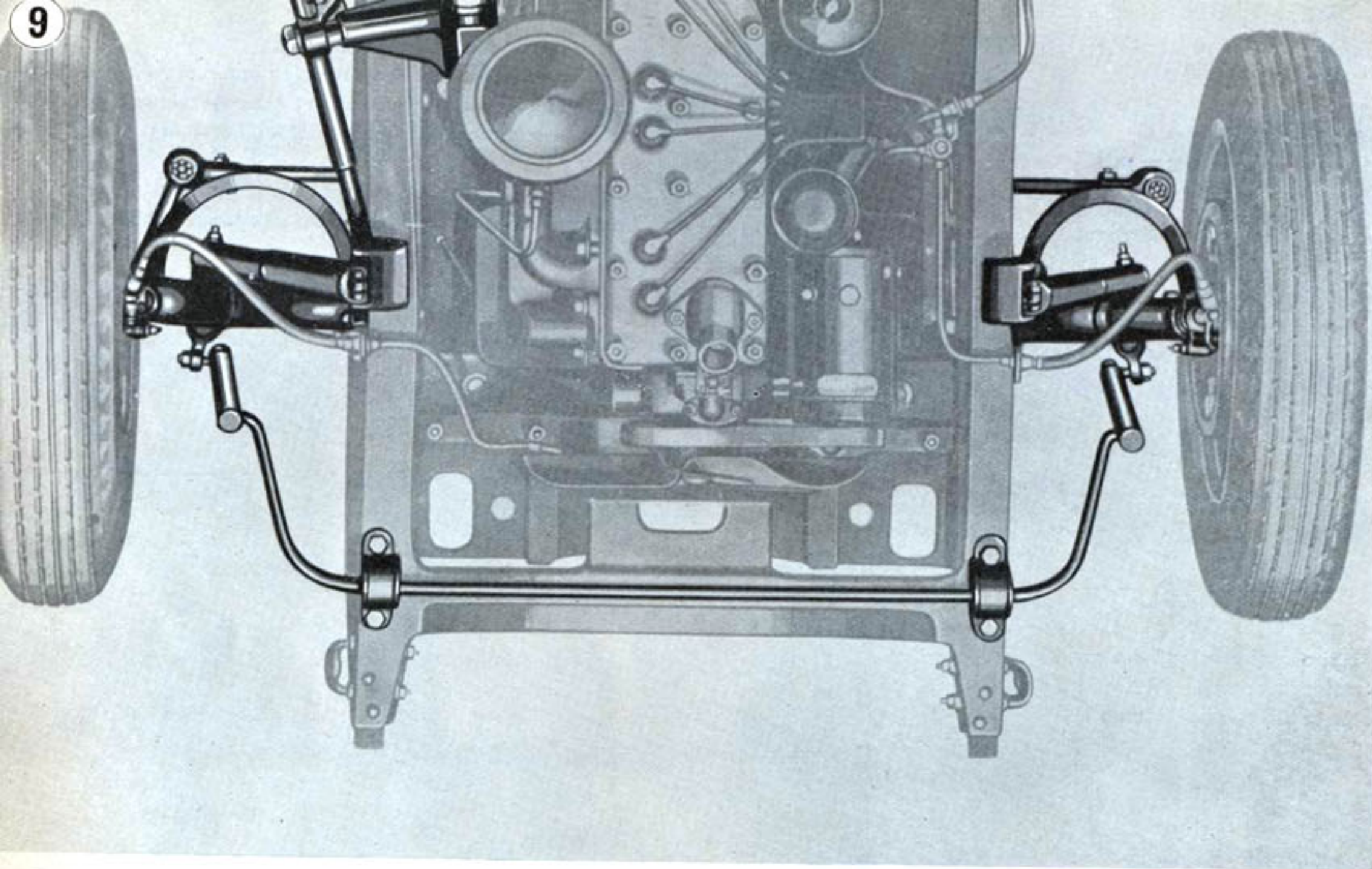
The new outrigger type body mountings anchor the bodies to the frames. They are completely insulated by live rubber bushings that absorb road shocks preventing them from reaching the passengers.

7



8



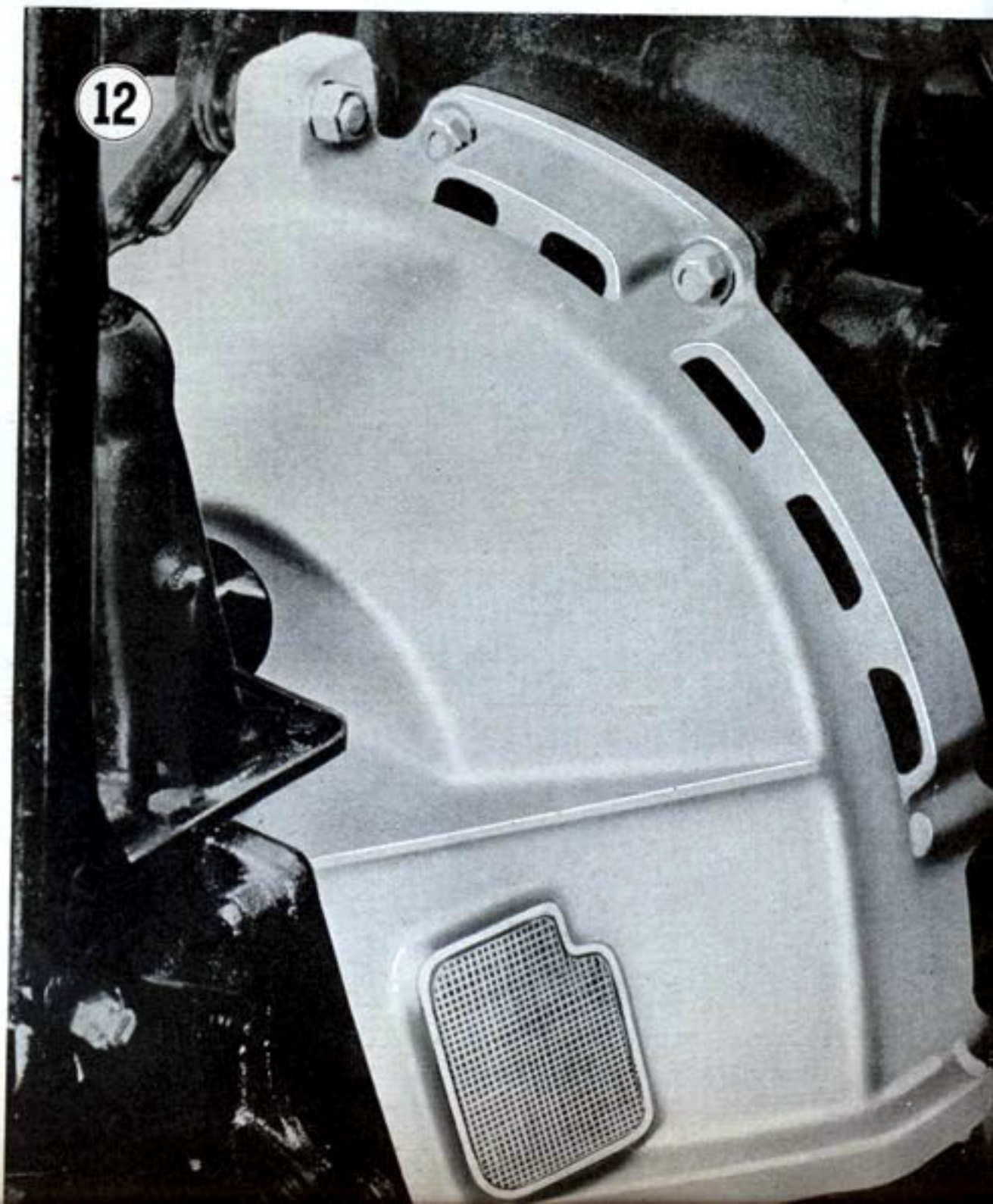
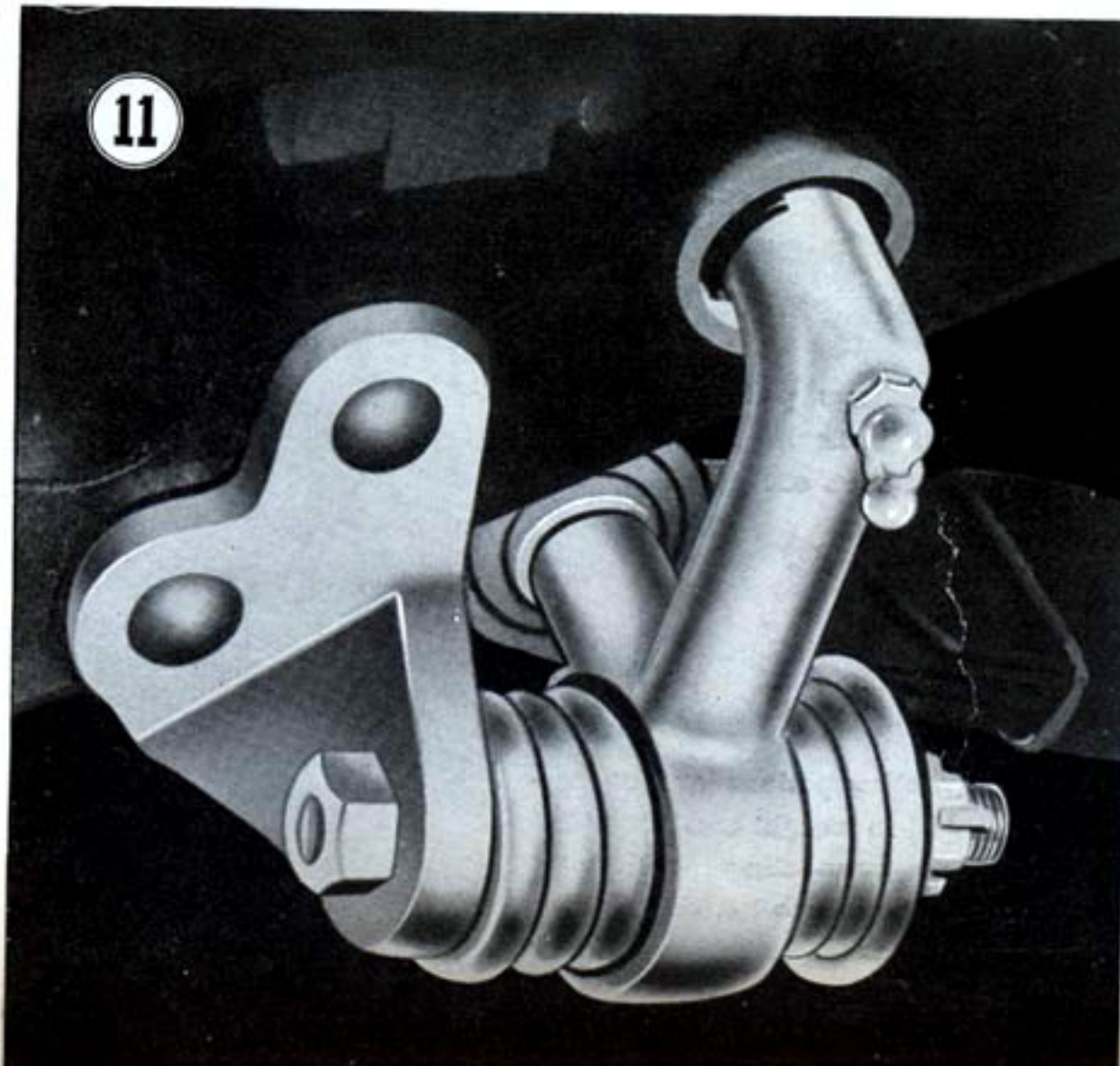
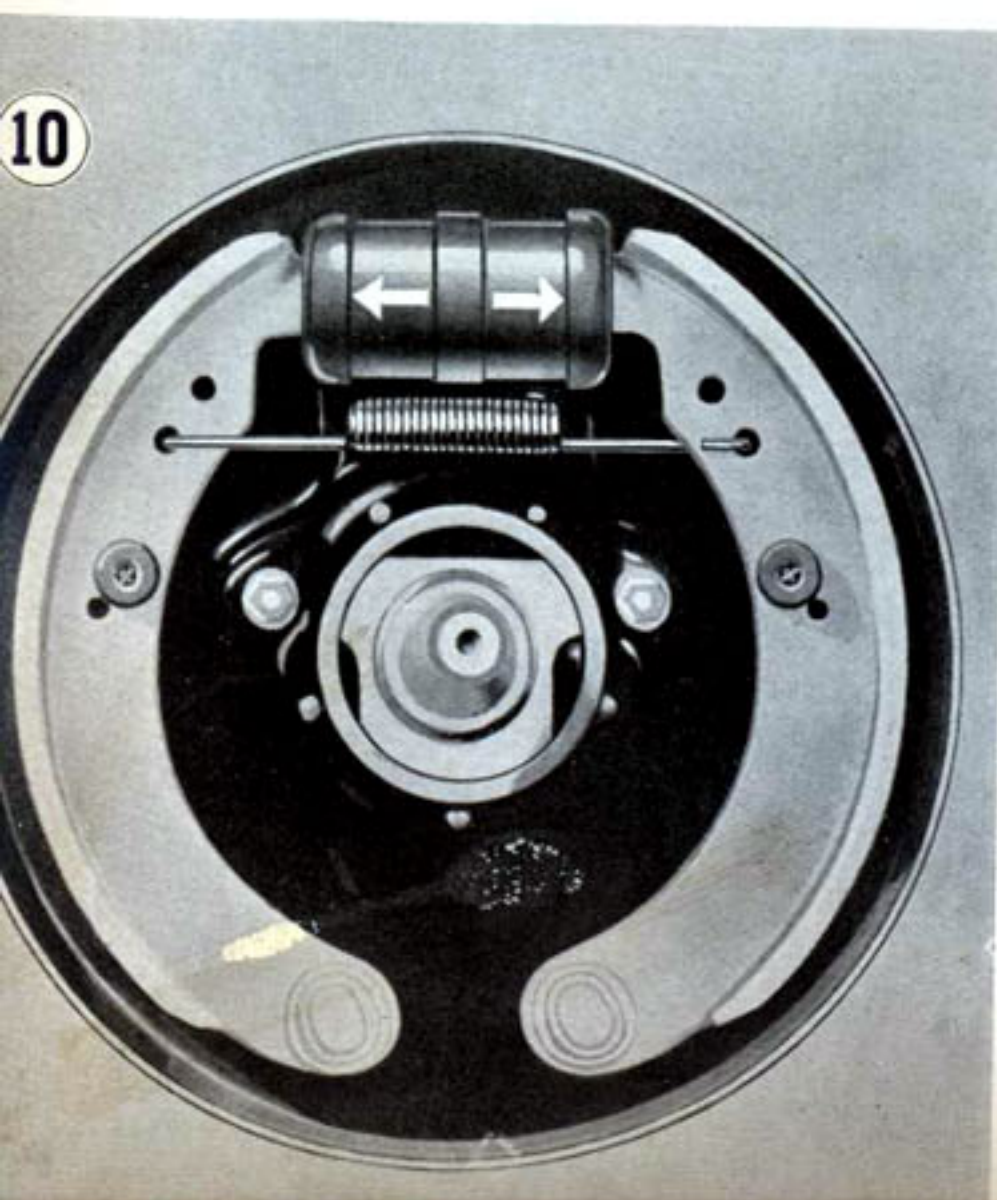


9 The Stabiliser, mounted at the front end of the new Kew and Wimbledon chassis, controls sidesway when rounding curves. Direct double-acting shock absorbers are fitted to both front and rear axles.

10 Equal pressure hydraulic brakes have been further refined for even smoother action. The cast iron braking surface of the steel brake drums dissipates heat and reduces wear.

11 A kick-shackle compensates for variations in spring movement reducing road shock at the steering wheel to a minimum.

12 Engineering refinements have made the air-cooled clutch even smoother in operation.



SPECIFICATIONS OF

Chrysler

KEW AND WIMBLEDON SIXES

KEW SIX

AXLE, FRONT.—Seamless tubular section.

AXLE, REAR.—Hypoid, gear ratio 4.1 to 1. Semi-floating with one-piece two-pinion differential mounted on tapered roller bearings. One-piece forging drive pinion and shaft mounted on two tapered roller bearings. Chrome-molybdenum axle shafts with tapered roller bearing at each outer end. All tapered roller bearings are fully adjustable.

BODY.—Safety-Steel, with steel roof braced, ribbed and welded into one complete unit for strength. Thoroughly insulated for quietness. Simplified ventilation in all models. Drip mouldings integral.

BRAKES, SERVICE. — Chrysler hydraulic, internal expanding with moulded, non-burning brake shoe facings 2 in. wide. Centrifuse brake drums, 10 in. in diameter. Wheel cylinders graduated in size to equalize facing wear of front and rear shoe.

BRAKES, PARKING.—Independent in operation, 6 in. drum at rear of transmission. 2 in. external contracting brake band. Equalized through differential gears.

CARBURETTOR.—Down-draught equipped with combination oil-bath type aircleaner and intake silencer. Acceleration pump. Interconnected choke and throttle. Graduated accelerator to prevent jerky starts.

CLUTCH.—Single, dry-plate type 9½ in. driven disc with torsion springs around hub for absorbing shock of starting. Ball bearing clutch release. Clutch housing ventilated.

COOLING SYSTEM.—Water capacity 3½ gallons. Self-adjusting water pump packing seal. Circulation controlled by special by-pass thermostat, an unusual construction which circulates water in cylinder block alone during warming-up period. Cellular radiator core cooled by 4-blade (staggered) 18 in. fan driven by endless V belt.

ENGINE.—L-head type, six cylinder. Bore, 3½ in. ; stroke, 4½ in. ; displacement, 201.3 cubic inches (3.3 litres) ; R.A.C. horse-power, 23.44. Or alternatively 19.8 R.A.C. h.p. ; bore, 2½ in. ; stroke 4½ in. ; standard compression ratio, 6.7 to 1.

Water-jacketed for full length of bores, exhaust valve seats cooled by directed circulation of water from header pipe. Full force-feed lubrication by positive gear pump to all crankshaft, camshaft, connecting rod bearings and timing chain. Spray from metered hole in each connecting rod lubricates cylinders and valve mechanism. Oil capacity 4 quarts. Crank case ventilation with air cleaner. Oil filter. Four-bearing counter-weighted crankshaft. All crankshaft and connecting rod bearings steel-backed interchangeable precision type. New anodic-coated U-slot aluminium alloy pistons

with 4 piston rings. Alloy exhaust valve seat inserts. Engine suspended on Floating Power rubber engine mountings (patented).

ELECTRICAL SYSTEM.—Battery 12 volt, 84-ampere capacity. Generator ventilated, with voltage control, driven by fan belt and pivoted for belt adjustment. Starting motor pinion mechanically engaged with flywheel ring gear before revolving. Distributor advance fully automatic with vacuum retard for acceleration. 14 mm. spark plugs ; all cables heatproof and waterproof. Coil mounted in well-protected location on dash with armoured theftproof cable leading to lock on instrument panel. Illuminated ignition keyhole.

FRAME.—Rigid-X double-drop with full-length box section channels for permanent rigidity.

★ NOTICE ★

All prices (see separate list) are for delivery at our Works at Kew, Surrey, are subject to change without notice and do not apply outside Great Britain and Northern Ireland. The manufacturer reserves the right to revise, change or modify the construction of Chrysler motor vehicles or any part thereof as he may see fit without incurring any obligation to instal same on motor vehicles previously manufactured. All Chrysler motor cars are sold subject to and with the benefit of the Company's guarantee, as issued to the individual purchaser, and all other conditions and warranties whatsoever are excluded.

CHRYSLER MOTORS LIMITED., WORKS, KEW, SURREY.

Telephone: Prospect 3456.

PETROL SYSTEM.—Petrol is drawn from supply tank by fuel pump with air dome, driven from camshaft. Petrol filter. Petrol tank mounted at rear of frame ; capacity, 13¼ gallons. Water collecting sump.

SPRINGS.—Amola steel semi-elliptic main leaf. Metal covers. Double-acting shock absorbers.

STABILIZER.—Ride stabilizer (to prevent side-sway) located at the front.

STEERING GEAR.—Worm and roller semi-irreversible type, ratio 16.4 to 1. Friction reduced by generous use of tapered roller bearings. Road shock eliminator at rear end of left forward spring.

TRANSMISSION.—Synchro-Silent with helical gears throughout. ; 6 ball and roller bearings in transmission. Ratios: 3rd. 4.1 to 1 ; 2nd, 6.35 to 1 ; 1st, 10.54 to 1. Reverse, 14.27 to 1.

WHEELS, TYRES.—Five steel disc wheels. Air-wheel 6.00 x 16 tyres.

WHEELBASE.—112 in.

INSTRUMENTS AND EQUIPMENT. — Direct double-acting shock absorbers. Hydraulic double acting shock absorbers in front. Instrument panel includes speedometer, ammeter, oil pressure gauge, electrical petrol gauge, ignition lock switch, light switch, throttle control button and ash tray. Horn button at centre of steering wheel. Foot controlled headlight beam switch. Equipment includes cowl ventilator, rear vision non-glare mirror, stop light with reflex lens, safety glass all round, full set of tools, traffic indicators with Telltale light, clock, fog lamp, dual horns, windscreen wipers, sun visors, tail lamps and cigar lighter. West of England cloth or leather upholstery. Wired for radio.

WIMBLEDON SIX.—As above but with 23.4 h.p. engine only. Automatic Overdrive standard equipment.

SPECIFICATIONS OF *Chrysler* RICHMOND SIX AND SUPER-POWER EIGHT

RICHMOND SIX

AXLE (Rear).—Hypoid, semi-floating, pressed steel housing. Drive gear and pinion spiral bevel type, nickel molybdenum steel.

BODY.—Safety steel, reinforced with steel, insulated against noise and squeaks. Draught-free ventilation in front windows, cowl ventilator in top of bonnet.

BRAKE (Hand).—Independent operating on propeller shaft. Cast iron drum.

BRAKES (Foot).—Chrysler four-wheel hydraulic, equal action internal expanding, with centrifuge drums.

CLUTCH.—Single dry plate type, fully ventilated. Torque cushioned by special coil springs.

COOLING SYSTEM.—Water circulated by centrifugal pump, cylinders and valves completely surrounded by large water passages. Cellular radiator core with detachable shell, capacity, 4 gallons. Four-blade 18 in. fan. Thermostatic water control. Dash heat indicator.

CRANKSHAFT.—Balanced and counter-weighted. Supported on four babbitt-lined steel main bearings. Bearing size, 2½ in., total bearing area, 45.7 sq. in. Rubber mounted impulse neutralizer.

ENGINE.—L-head, water-cooled, six cylinders. Bore 3½ in. (85.7 mm.); stroke, 4½ in. (107.9 mm.); R.A.C. horsepower, 27.34; suspension, Floating Power. Firing order, 1-5-3-6-2-4. Four-bearing crankshaft; four-bearing chain-driven camshaft. Exhaust valve seat inserts of tungsten high-speed tool steel. Full-pressure lubrication to all crankshaft, camshaft and connecting rod bearings. Timing chain lubricated by direct oil leads. Pump located on right side of crankcase, driven

by timing shaft from spiral gear on camshaft. Oil capacity, 4 quarts. Pressure gauge on dash. Level indicator on left side of crankcase.

ELECTRICAL SYSTEM.—Full ventilated balanced armature generator. Third-brush regulation with voltage limit control, 12-volt type. Starter, 12-volt solenoid positive shift type. Battery, 12-volt, 119-ampere hour capacity. Single wire system. Automatic spark advance, speed and vacuum control.

FRAME.—Exceptionally rigid, double-drop X-girder truss type.

PETROL SYSTEM.—Carburettor; plain tube down-draught type, with idle control and accelerator pump. Equipped with automatic manifold heat control and oil-bath type air-cleaner integral with intake silencer. Petrol pump, driven from camshaft; sediment trap. Petrol tank capacity, 13½ galls. Electrical petrol gauge on instrument panel.

PISTONS.—Anodic-coated aluminium alloy, U-slot type, four rings per piston—two compression, two oil.

SHOCK ABSORBERS.—Hydraulic, direct double action.

SPRINGS.—(Front) independent coil; (Rear) Amola tapered-leaf, semi-elliptic; squeak-proof. Silent "U" thread-type, rubber-cored shackles on inner ends of rear springs. Metal covers on rear springs. Stabiliser on front end.

STEERING GEAR.—Worm and roller type, shockless, centre-controlled. Ratio 18.2 to 1.

SUSPENSION (Front).—Individually sprung wheels. Adjustable tapered roller wheel bearings.

TYRES.—Airwheel, non-skid tread on all wheels. Size, 6.00 x 16. 7-Passenger saloons, 6.50 x 16.

TRANSMISSION.—Synchro-Silent transmission, helical-type gears throughout, first speed and reverse operating on spirally cut spline; second

speed operates on constant mesh helically cut gear. Automatic Overdrive standard. Ratios: 3rd, 4.3 to 1; 2nd, 6.66 to 1; 1st, 11.05 to 1. Reverse, 14.96 to 1. Overdrive, 3.11 to 1.

WHEELBASE.—116 in. 7-Passenger saloons, 133 in.

STANDARD EQUIPMENT.—Two automatic windscreen wipers, rear view mirror, adjustable sun visors, dome light, ash tray in instrument panel. Centre arm rest in rear compartment. Safety glass all round, fog lamp, roof net, cigar lighter, rug, traffic indicators, clock, ventilating-type rear quarter windows; stop light. Tools. Dual horns and tail lamps. Wheel equipment, five, steel disc. West of England cloth or leather upholstery. Wired for radio.

SUPER-POWER EIGHT

AXLE (Rear).—Semi-floating hypoid type. Gear Ratio: 4.3 to 1.

BODY.—Special Sports Saloon Body built by Carlton Carriage Company.

BRAKES (Hand).—Independent operation. Rear of transmission.

BRAKES (Foot).—Hydraulic internal expanding, with moulded non-burning brake shoe facings. Centrifuge brake drums. 11 in. diameter, 2 in. lining of moulded asbestos.

CARBURETTOR.—Dual; Down-draught, double jet, Stromberg type, with accelerating pump and air cleaner and silencer.

CLUTCH.—10 in. single dry plate. Ventilated.

COOLING SYSTEM.—Circulated by water pump, automatically sealed against leaks at pump shaft. Cellular radiator core cooled by four-blade 18 in. fan driven by endless V-belt.

ENGINE.—L-head type. 8-cylinder. Bore 3½ (82.55 mm.); stroke 4.7/8 in. (123.83 mm.). Displacements 323.5 cubic inches (5.3 litres). R.A.C. horsepower, 33.8.

Floating Power engine mountings.

ELECTRICAL SYSTEM.—12 volt.

FRAME.—Rigid X Double Drop with box section channels for still greater strength.

PETROL SYSTEM.—Petrol pump driven from camshaft. Petrol supply tank 12½ galls.—with 2½ galls. reserve. Electrical petrol gauge on instrument panel.

PISTONS.—Anodic-coated aluminium alloy pistons T-slot type, 4 rings per piston—2 compression, 2 oil.

SHOCK ABSORBERS.—Adjustable, hydraulic, double acting.

SPRINGS.—Front: special independent coil. Rear: New tapered leaf, semi-elliptic. Silent "U" shackles.

STEERING GEAR.—Semi-irreversible worm and roller type. Ratio, 20.25 to 1.

SUSPENSION.—Front: individually sprung wheels. Adjustable tapered roller wheel bearings.

TRANSMISSION.—Synchro-Silent transmission, helical-type gears throughout, first speed and reverse operating on spirally cut spline: second speed operates on constant mesh helically cut gear. Automatic overdrive standard. Ratios: 3rd, 4.3 to 1; 2nd, 6.66 to 1; 1st, 11.05 to 1. Reverse, 14.96 to 1. Overdrive, 3.11 to 1.

WHEELBASE.—121 in. Overall length, bumper to bumper 16 ft. 7½ ins. Overall width, 6 ft. ½ in.

EQUIPMENT.—Two automatic windscreen wipers rear view mirror, adjustable sun visors, ash tray in instrument panel. Centre arm rest in rear compartment. Safety glass all round. Lucas light power head lamps recessed in wings. Cigar lighter, traffic indicators, clock, stop light, dual horns. Tools. Five steel disc wheels.

