



# Exhaust Echoes



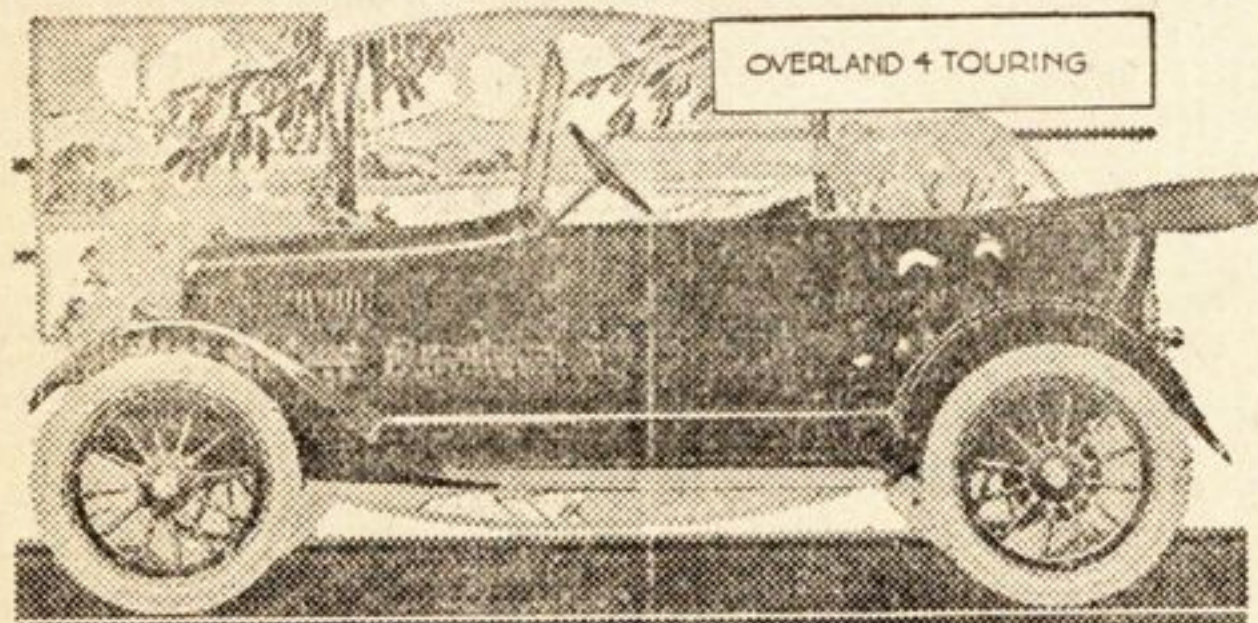
ANNOUNCE OVERLAND 4 ON DISPLAY AFTER TWO YEARS' DEMONSTRATION

Overland 4, the new car of light weight construction for which the public has been waiting since its introduction was first rumored at the automobile shows about two years ago, is placed on exhibition on the north shore at the Winnetka Motor Co. salesrooms, 562 Lincoln avenue, Winnetka.

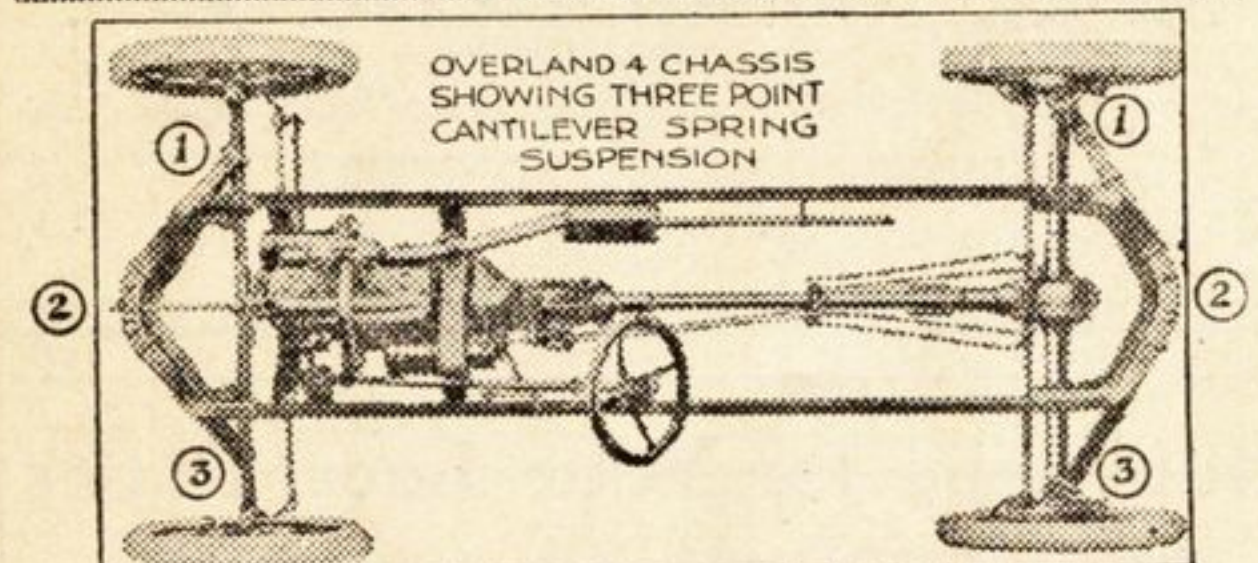
The men and women who have inspected the Overland 4 were representative of the visitors to Overland salesrooms in a thousand cities, towns, and hamlets of the United States. The company's dealers, from Maine to California, and from Wash-

ington to Florida, now have on display one or more of the new models described as embodying "the greatest improvement in riding comfort since the introduction of pneumatic tires."

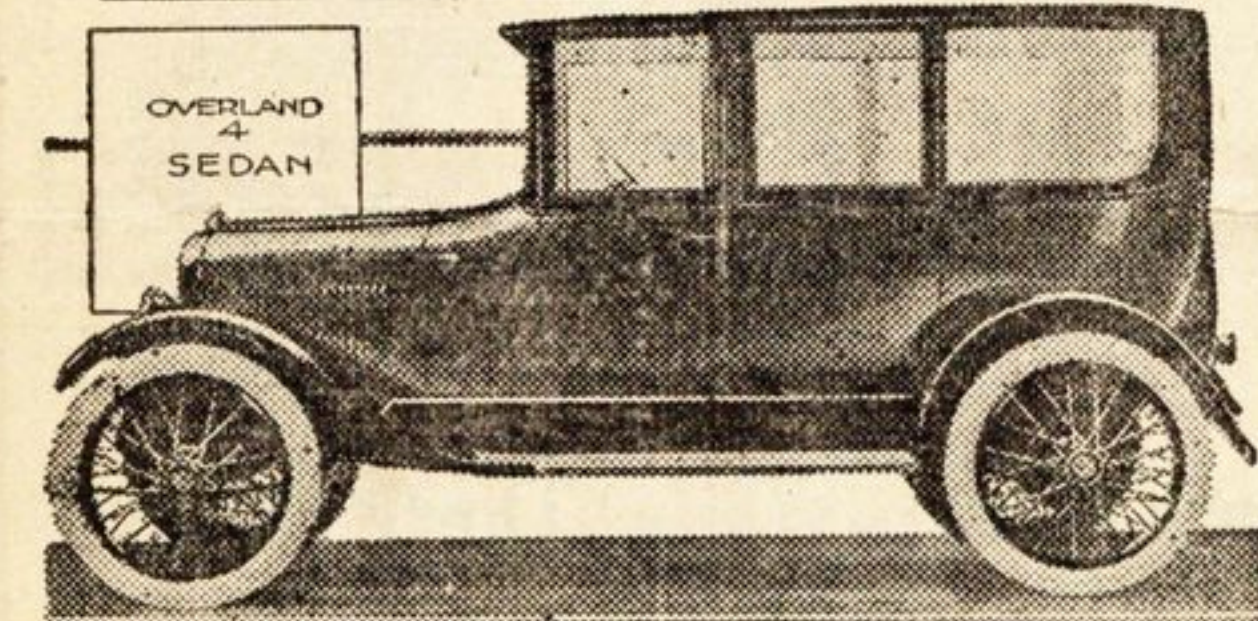
First, of course, the three-point cantilever spring suspension. The springs on Overland 4 extend fifteen inches from a point on the chassis beyond the axles at front and rear, giving a wide diagonal shape to the springs. The car has thus an actual springbase of 130 inches, although the car wheelbase itself is 100 inches. Each spring flexibly responds to its task of keeping the body and passengers riding on a constantly even keel. Bobbing, sideways, and lurching are materially lessened. The result is a roomy, easy-riding car on a new type of springs so designed as to absorb road shocks from the worst of pave-



OVERLAND 4 TOURING



OVERLAND 4 CHASSIS SHOWING THREE POINT CANTILEVER SPRING SUSPENSION



OVERLAND 4 SEDAN

ment or roads. The Willys-Overland engineers make the unusual claim of having produced a car that rides well on all roads.

Second—Economy. The new springs so protect the car from road shock as to make possible much lighter weight and hence a great saving in fuel and tires. Furthermore, the car is so simple and accessible that costs of upkeep and repairs must be greatly reduced. Yet the car's parts have a protected accessibility—a big factor in upkeep. The car is assembled from five units only. The chassis is clear of all involved mechanism. The entire assembly requires only 50 bolts. The engine is a remarkably high-grade, thoroughly up-to-the-minute power plant, compact and simple. The neatness and clearness of design bespeak the ready accessibility to all parts.

### New Quality Standard

Third—Quality. Specifications indicate that the Overland 4 has been built in each part of the finest quality steel and steel-alloys. The car's parts have been machined within the closest possible limits permitting a quality of construction equal to that of a hand-made product. Inspection starts at the steel mills where the company has stationed expert metallurgists to test every heat of steel, and the inspection ends only with the owner driving the car away. The stock reaching the factory is thus all first grade through many inspections. This is a new feature in automobile construction. The body is all-steel with an open-baked enamel finish. The construction is simple and the balance of part to part is unusually fine. The car has been designed light weight.

Fourth—Durable and complete equipment. In every detail from demountable rims to auto-lite starter lights and horn the equipment of Overland 4 appears to have been planned with a single view of comfort, convenience and long service. All seat cushions which are detachable like those in a Pullman are up-all divan springs. The windshield is slanting rain vision. The one-man top curtains and cushions are Dura-tex. The horn button is in the center of the steering wheel. The controls are all mounted on a keyboard on the cowl in instant and ready reach.

This improvement is the use of three point suspension springs. Unusually graceful in body design, Overland 4 makes a splendid impression on the visitor. It has this new spring suspension, however, which absorbed motorist attention at the salesrooms. It is a combination of two principles that have been used to greatest advantage in automobile construction: First, that of cantilever springs; second, the flexible three-point construction.

The actual creation of Overland 4 began more than two years ago. The last two years have been devoted to testing and perfecting each part of the car. Back of its development stand ten years of successful manufacturing and engineering experience in giving the public good motor cars. For the immediate development and production of Overland 4, John N. Willys has constructed the vast resources of the Willys-Overland company. Production will be on a scale which will assure the greatest economies in manufacturing.

### Ideals Guide Design

Guiding the development of this remarkable new car was Mr. Willys' ideals of a motor car which would combine with the economy of light weight all the comfortable riding qualities and the stamina of the heavy and expensive automobiles. He proposed a car of built-in quality which would free the owner from all possible upkeep expenses. This was not possible, the company claims, until the Willys-Overland company devised this interesting three-point spring suspension, a spring seating radically different from the conventional design of four springs paralleling the chassis frame. New as this spring suspension is, it is interesting to note that the design has been approved by the Society of Automobile Engineers.

Before the final adoption of the new springs special braking and bumping machines were rigged up at the factory, and the cars after that supposedly destructive test were sent

# The New Motor Car



## The Greatest Improvement In Riding Comfort Since The Introduction of Pneumatic Tires

HERE is a brand new type of car. It solves the problem which has baffled automotive engineers—how to combine riding comfort with light weight and economy.

Our new Three-Point Cantilever Springs make this possible. These are the first springs of their kind and they are made of chrome vanadium steel. They are exclusive with Overland.

Because of these springs, Overland 4 combines the riding qualities of large heavy, expensive, long wheelbase cars, together with the advantages and economy of small light cars.

With 100-inch wheelbase, Overland 4 has the luxurious riding ease of 130-inch Springbase.

The exclusive, Three-Point Cantilever Springs cushion the car so that it rides well on all roads: they reduce choppy rebounds and side swaying, protect the car from road shocks and prolong its life, minimize twisting or racking of frame and body, enable the car to hold the road better.

The car and passengers ride smoothly as though floating, free from road shocks that the springs ward off.

But this new riding comfort, possible only with these Three-Point Cantilever Springs, is but one of the advantages of Overland 4.

Its light weight makes possible great economy of gasoline and tires. High quality materials insure durability. All vital parts of the

front axle and steering gear and all highly stressed gears and shafts for driving the car are made of alloy steel.

The equipment list of Overland 4 is high grade, including Auto-Lite Starter and Lighting System—Electric Horn—Marshall Divan Upholstery Springs—Demountable Rims—Three Speed Transmission—Slanting Rain Vision Windshield—Tillotson Carburetor—U. S. L. Batteries and many other high quality conveniences.

In every respect Overland 4 is a quality car. The body is all steel, all enamel, the brightest, hardest, most lasting finish.

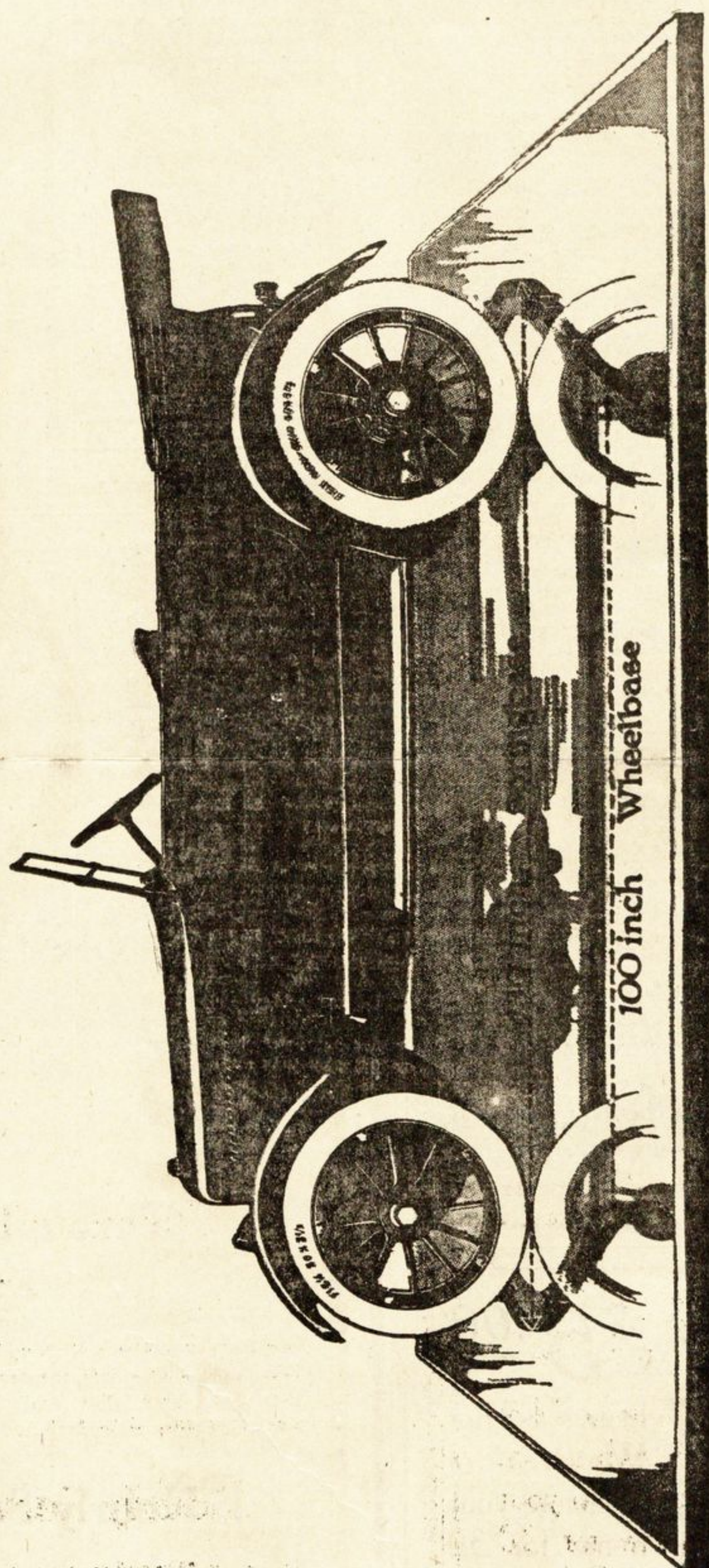
Overland 4 has been tested for two years and more than 250,000

miles over the Rocky Mountains, prairies, through deep mud and scorching deserts—through quick sharp climatic changes. As a result of these tests we were able to judge the car's performance under every condition and to perfect it before offering it to the public.

There is no previous car of any size or price to adequately compare with the character of service Overland 4 introduces.

The farther you ride in it the more you will appreciate it. Come in, see the car and ask for booklet. The demand will be greater than the supply for a long time.

Overland 4 Touring, \$845; Roadster, \$845; Coupe, \$1325; Sedan, \$1375. Prices f. o. b. Toledo.



100 inch Wheelbase

# Winnetka Motor Co.

562 Lincoln Avenue, Winnetka  
HALF BLOCK NORTH OF DEPOT  
Telephone Winnetka 165

WM. T. WEHRSTEDT  
PROPRIETOR

Dealers in Overland and Willys-Knight Motor Cars