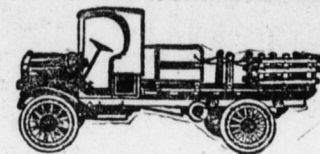


AUTOMOBILE SECTION

AUTOMOBILE NEWS AND ADVERTISING



TWO DIFFERENT FIRMS CONFUSED

Willys Corporation and the Willys-Overland Co. Should Not Be Confused

Emphasizing the fact that the Willys Corporation and the Willys-Overland Company are two separate corporations operating under entirely different managements, John N. Willys, president of both, today made public a statement correcting any possible erroneous impressions.

"Willys Corporation should not be confused with the Willys-Overland Company," said Mr. Willys in his statement to the automobile industry and to the public. "These are separate and distinct organizations. Willys Corporation formerly was

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Penn-
Harris
Building,
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Evenings.

the Electric Auto-Lite Corporation. Recently it has acquired the factories, patents, equipment and manufacturing talents of the New Process Gear Corporation and the Duesenberg Motors Corporation.

"With its several plants, it is now engaged in the manufacture of automobile starting and lighting systems, the farm lighting and power plants, transmissions and gears and a new six-cylinder motor car.

"Willys Corporation lists among its assets 500,000 shares, or a little more than 27 per cent of the common stock of the Willys-Overland Company. It has entered into a contract with the Willys-Overland Company whereby this company, through a special unit of its sales organization, will market the new Six. Aside from this, the two corporations are in no way related."

Now Located in Liberty Garage

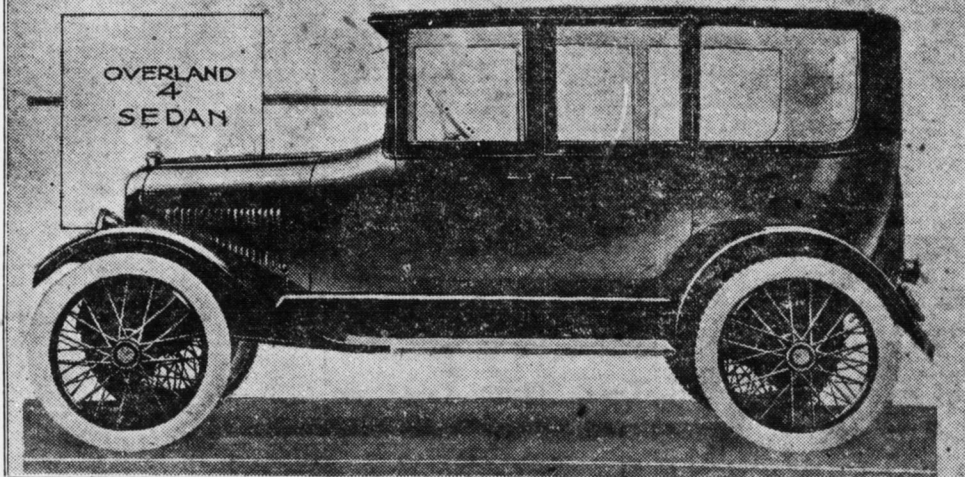
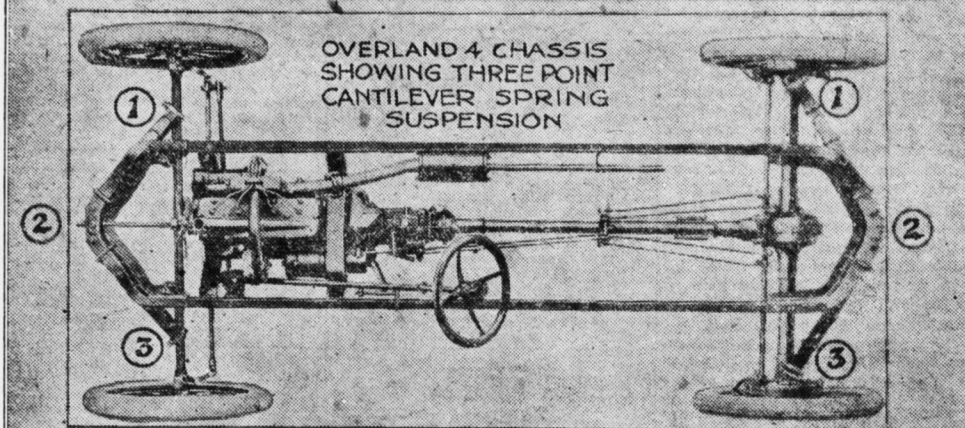
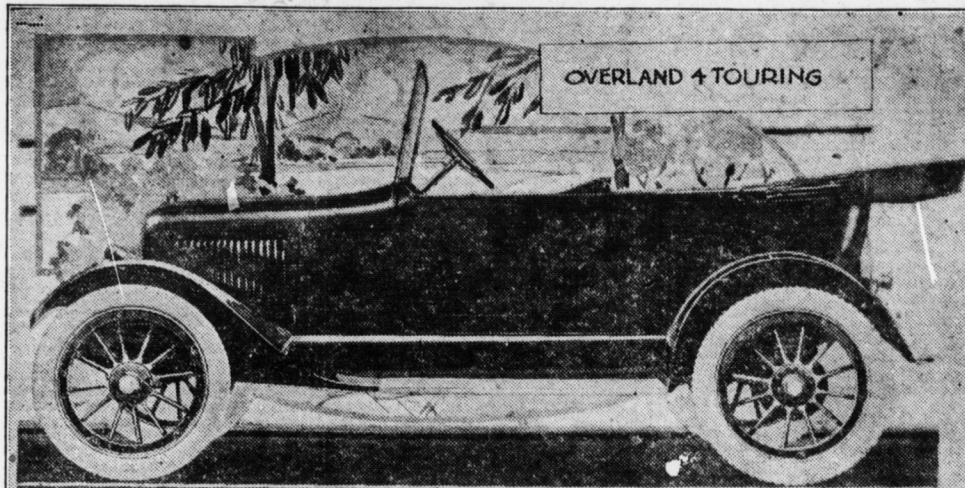
The Harrisburg Motor Car Company, formerly located at 104 South Fourth street, on the Mulberry Street Bridge approach, has moved their service station and salesroom to the Liberty Garage, Sixteenth and Walnut streets. Marshall F. Weimer, president of the concern, and Harold E. Fife, secretary and treasurer, had been desirous for some time of securing a location in which they would be equipped with better facilities for the handling of their business.

Their new location supplies large salesrooms, together with garage room for the storing of cars and for their service station. A full line of accessories will be carried in addition to their regular line of cars.

This company maintains sales and service for the Stearns-Knight and Daniels "S" in passenger cars, and Macear Trucks.

Due to the company's moving there has been some mixup in telephone numbers and the number at the new building is 5319-J.

New Overland Four Touring Car Chassis and Sedan



ting 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's driving the car away.

Fourth—Bountiful 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 upholstered with the luxurious Marshall Divan springs. The windshield is slanting rain vision. The one-man top, curtains and cushions are Duratex. 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.

The motor of the Overland 4 is cast in bloc with a removable head. It has generous valve opening.

The lubricating and oiling system requires no pumps. The oil is circulated by pressure automatically created and the water is circulated by the Thermo-Syphons system or natural cooling method. No power is required of the motor to operate these systems.

The steering apparatus is of the planetary gear type with the gears at the bottom of the steering column. By this arrangement all the strain is taken at three points instead of at one.

The clutch is of the single plate type now used by 71 per cent of the motor manufacturers. The selective gear transmission has three speeds forward and reverse. It operates in oil.

The front axle is of chrome nickel steel which affords both light weight and strength. The front wheels have tapered roller bearings. The rear axle, also of chrome nickel steel, is three-quarter floating. The differential and rear wheels operate on annular ball bearings.

The car is equipped with two brakes—foot and hand. These work on 10-inch drums on each wheel and to assure safety are larger than necessity demands.

Upon the instrument board, or "keyboard," as it is called on the Overland 4, is centralized the hand throttle, spark and choke control, and the ignition and electric buttons, together with the speedometer dial and current indicator.

In addition to the hand throttle, there is a foot accelerator handily placed. The clutch and brake pedals are adjustable to reach.

The wide, deep seats of the Overland 4 supplement the three-point suspension springs and comfortably accommodate five passengers. The cushions are equipped with Marshall divan springs. The upholstery throughout the car is long grain Duratex. All cushions, including the back and sides are removable. The one-man top also is of Duratex.

One of the chief aims of the builders has been to maintain the highest standard of quality throughout the car in both the material and manufacture. This has been carried to the design and finish, the body details and the equipment.

The car has a streamline body which is entirely constructed of steel with slanting windshield. The full-crowned fenders are of heavy sheet steel. The running boards are covered with linoleum, aluminum bound. The body and chassis are finished in hard baked enamel. The

fittings are nickel and polished aluminum.

The car is equipped with an Auto-Lite two-unit starting and lighting system, headlights with a dimmer, dash and tail-lights, a magnetic speedometer, electric horn, spare tire carrier, extra rim, complete set of tools, tire repair kit, jack and pump. The tires are mounted on demountable rims.

Because of the unprecedented demands for the Overland 4, dealers for the time being are accepting or-

ders for delivery to purchasers in the order in which requests are received.

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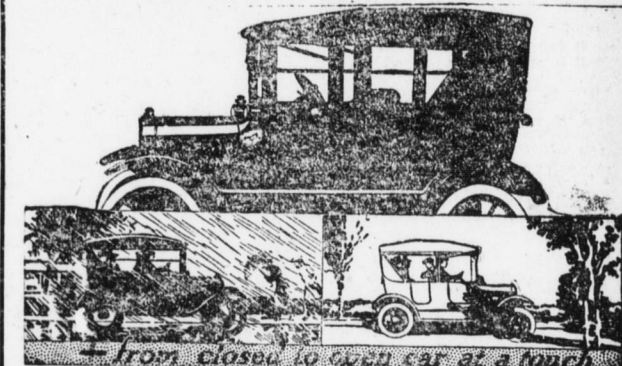


A Wonderful Opportunity in Chamois Auto Coats for Ladies & Gentlemen

We have been fortunate enough to secure from a manufacturer with whom we deal a limited supply of chamois coats in gray, tan, green and leather colors. These coats were made for army officers, but were on hand at the signing of the Armistice and are being sold at prices which are really all out of proportion to the quality of the coats. You'll feel repaid in looking them over.

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Dealers wanted everywhere in the State. Write for particulars.



Chester-Taylor Company Moves

With the opening of their new offices at 34 South Thirteenth street, the Chester-Taylor Company is now ready to handle with better facilities, both sales and service on Standard Eight, known as "The All-Steel Wonder," and on the Paterson Six. W. T. Wade is acting as sales manager for the concern.

NEW "OVERLAND FOUR" IS OFFICIALLY ANNOUNCED

Unusual Public Interest Has Been Centered in This Latest Model; New Type Springs

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, was placed on exhibition in Harrisburg today at the Overland salesrooms of Overland Harrisburg company.

Among the important improvements is the use of three-point suspension springs. Unusually graceful in body design, Overland 4 makes a splendid impression on the visitor. It was 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 luxurious riding comfort these springs furnish the car was immediately understood and appreciated. It is this feature which gives to the new Overland car, designed for light weight, that degree of riding comfort and security hitherto possible only in high-priced, heavier cars.

But this is only one of many features in Overland 4 which back the Willys-Overland Company's claim to success in giving the public "new standard of riding comfort."

Guiding the development of this remarkable new car was Mr. Willys' ideal 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 Automotive Engineers.

First, of course, the three-point cantilever spring suspension. The springs on Overland 4 extend 15 inches from a point on the chassis beyond the axle 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.

Second—Economy. The new spring-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 cleanliness of design bespeak the ready accessibility to all parts.

Third—Quality. Specifications indicate that the Overland 4 has been built in each part of the finest quality steels and steel-alloys. The car's parts have been machined within the closest possible limits, permit-



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Sixteenth and Walnut Sts.

Bell 5319-J.

