

OVERLANDS ON THE MARKET

New Models Just Announced Show Some Splendid Improvements.

MOTOR IS SOMEWHAT LARGER

Roadster Body Has Attractive Design of the Cowl Dash Type—Car Electric Lighted and Electric Starter.

Specifications of the new models of the Overland car just announced by the Willys-Overland company, Toledo, reveal a line applying three body designs to the same chassis construction. In keeping with the policy of the Overland company not to announce new models to the public until prospective buyers may view the new product in the showrooms of the dealers, this announcement, thought the first public description of the 1914 Overland line, finds Overland dealers in the possession of sample cars and ready to do business.

The 1914 Overland cars are not radically different from those of the season just past, although they show differences in a number of points, most of the changes being in the matter of dimensions and added equipment rather than in other respects.

A brief review of the details shows that the motor is very similar in construction to that of model 60, of which 40,000 were built during the 1912-13 season.

The motor is somewhat larger, 4 1/2 inches, and has been improved by the adoption of a constant level splash lubricating system. The push rods can be removed without disturbing the camshaft, being held in place by drop forged claws. The operation of the push rods is made almost noiseless by the use of bronze caps fitted over the push rod tops.

Intake Smaller.

In order to compensate for the lower volatility of present day gasoline, the intake manifold has been redesigned and given a smaller diameter. The universal joint is larger than last year to compensate for the increased power.

The three-quarter floating Overland rear axle remains the same as before, as also does the braking equipment.

A roomy cowl dash touring body seating five passengers and finished in dark green with light green striping and nickel and aluminum trimmings is mounted on a wheelbase of 114 inches; its doors are U-shaped, very wide, and hinged at the front on disappearing hinges, so that the sides of the body remain without projections.

At the rear of the front seats, where the passengers' feet occasionally come in contact with the finished body surfaces a protector strip is provided. The steering wheel is eighteen inches in diameter and the steering post carries a carburetor adjusting lever within easy reach of the driver's hand.

The roadster body is of attractive design, also of the cowl dash type, with a thirty-two gallon gasoline tank at the rear. Back of the tank is a large steel tool compartment, rectangular in shape and large enough to carry regular touring necessities. Both touring car and roadster have vertical tire carriers in rear, accommodating two spare castings. All spring-ends have bronze bushings.

The radiator of the new Overland cars is of an improved type, with large water spaces. The touring car and the roadster are electrically lighted, current being furnished from a Willard storage battery carried at the right side of the running board and the dashlight which illuminates the instruments, such as speedometer, ammeter, etc., is connected with this tail-light in series, so that the proper working of the tail-light is indicated by the dashlight.

Start Around Globe in Henderson Auto Driven by Kerosene

NEW YORK, Aug. 21.—Two University of Wisconsin students, Edwin Kuhl and Klaus Bergenthal, sailed today for Liverpool to complete an automobile trip around the world, kerosene instead of gasoline being the fuel that propels their Henderson car.

They will earn their way around the globe by writing their experiences. Kuhl was managing editor of the University of Wisconsin daily newspaper.

They had finished the first 300-mile leg of the journey, from Indianapolis to New York, and were jubilant over the prospects for the remaining 26,000 miles they will traverse before entering Indianapolis from the west.

New Marion Six is Full of Interest

A new six now attracting the attention of the automobile buying and selling world is the 1914 offering of the Marion Motor Car company of Indianapolis. The new car is known as the Marion six and comes in two models—GS and GS. The former designates the five-passenger touring car and the latter the two-passenger roadster. Both of these models are mounted on the same chassis, of 124-inch wheel-base. Both are equipped with 32x4-inch tires.

The many refinements of detail, luxury and equipment are at once evident in this new car. The mechanical details are well in keeping with the handsome exterior appearance and will sustain the statement of the makers that this car is the result of months spent in painstaking experiments and careful thought. The car is complete in every detail. Nothing necessary in a substantial American family car is lacking.

Possibly the most important part of the car, in the mind of the purchaser, is the motor. In this new "Six" the motor is an excellent illustration of the best practices in modern construction. The cylinders, head, and cast in three, greatly facilitating cooling and carburetion, two of the greatest problems of the six-cylinder motor builders. Water is circulated in large water jackets around combustion chambers and valves by a powerful centrifugal pump and cooling is further aided by a pressed steel fan.

Peace for Mexico?

Despite the unsettled conditions in the "latter republic," D. B. Richardson and F. J. Dunkerly, the latter a banker in Mexico City, have just closed a big contract with Studebaker, ensuring them the Studebaker line for the whole country. Both members of the firm are confident that peace will soon be achieved. In the meantime, however, they are selling cars steadily, their latest order being a fleet of delivery wagons to be used for government ambulances.



35 horsepower

Electric lights

114-inch wheelbase

Again the price comes down—

—again the value goes up!

—again we prove the power and possibilities of large production.

Last year we built 40,000 cars. This was not enough for the demand by nearly 10,000 cars. This year we will manufacture 50,000 cars (twice as many as we did two years ago) cover the car with additional value and what will strike you as most remarkable, *make the price lower than ever.* Such is the net economical result of manufacturing one type of automobile on an enormous scale.

You who have followed our success from season to season have watched our annual models grow in value and decline in price. And as our prices came down our production went up. We have always and unflinchingly given the public more automobile for less money than any other manufacturer in the industry.

Here are the big 1914 facts!

The motor has been enlarged. The bore is 4 1/8 inch—stroke 4 1/2 inch. It is conservatively rated at 35 horsepower and will develop 50 miles an hour. It has a five bearing crankshaft and three bearings on the camshaft.

The wheelbase has been lengthened to 114-inches. This, as you know, is the average wheelbase of \$1200 cars. And a long wheelbase eliminates road jars and rut jolts.

The tires are larger—33 x 4 inch Q. D. Large tires insure less upkeep expense, smoother operation and add to the appearance of the car.

The body design is symmetrical and graceful. It will appeal to those who admire the beauty of simplicity. It has a European cowl dash and full U doors (fore and rear) with disappearing hinges. The body is richly finished in dark Brewster green, edged with lighter green stripings and trimmed in heavy polished nickel and aluminum.

The upholstery is Turkish—soft, luxurious and comfortable. The rear back-cushion is 18 1/4 inch deep.

\$950 Completely Equipped Specifications and Equipment	
<i>With Gray & Davis Electric Starter and Generator—\$1075 f. o. b. Toledo</i>	
Electric head, side and tail lights	Brewster green body with light green striping, nickel and aluminum trimmings
Storage battery and ammeter	Cowl dash
35 horsepower motor	Turkish upholstery
114-inch wheelbase	Mohair top and boot
Timken bearings	Clear-vision windshield
Splitdorf magneto	Stewart speedometer
Model R Schebler carburetor	Electric horn
Three-quarter floating rear axle	Flush U doors with disappearing hinges
33 x 4 Q. D. tires	

Brakes are very large. Respond gradually, positively and smoothly without jumping or jerking. Either brake will keep the car under perfect control at any speed with a full load.

Rear axle is three-quarter floating, fitted with the famous Hyatt bearings. Front axle is I beam section drop-forged in one heat without welding. Timken bearings on front wheels.

The equipment is the pick of the market—and is complete. It includes such high-priced features as one of the finest electric lighting systems with storage battery. Head, side and tail lights are electric. Dash light is also electric. All light and control buttons are located on the dash under the cowl. Set flush with the dash is a \$40 Stewart speedometer—the most practical speed indicator in the world. Timken bearings, Splitdorf magneto, Model R Schebler carburetor, Electric horn, 18-inch Steering Wheel, Mohair top and boot, and a clear-vision windshield are a few of the many other finishing touches that go to make it the car complete.

The foregoing is but a short digest of the newest Overland, yet it concisely itemizes and sums up the greater Overland value. When you fully realize what an exceptional and economical buy the 1914 Overland is—after the great value facts have become firmly lodged in your commercial and calculating brain, remember this—that in the very face of this increased value the price has again come down.

Price reduction is a condition that is controlled and regulated by factory facilities—the larger the manufacturer the lower he can market his merchandise. As we are producing more cars of this type than any other manufacturer in the world we can effect industrial economies which make it possible for us to market a car that will, on the average, cost you 30% less than any other similar model.

Now—see this car.

Deliveries will be made according to the action you take. Prompt action means prompt delivery.

Demonstrations now going on all over the world. Make your appointment immediately!

Van Brunt Automobile Co.

2010 Farnam Street, Omaha, Neb. 18 to 22 Fourth Street, Council Bluffs, Iowa

(The Willys-Overland Company, Toledo, Ohio)

