



*The engineering ideals
of America and Europe
are combined in this
new-type car*

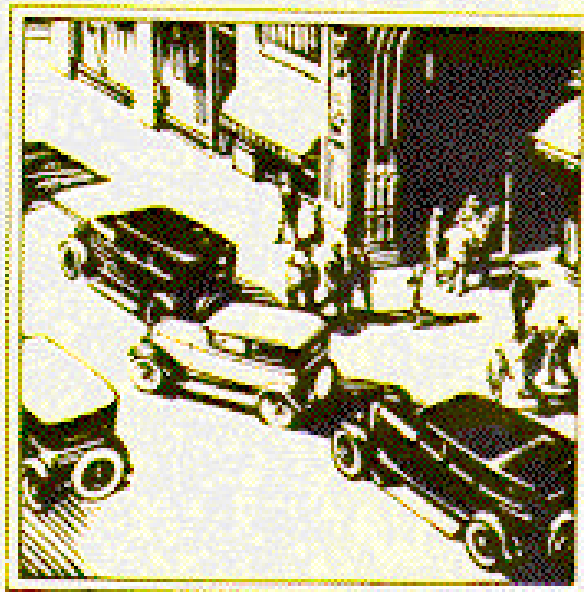
Now—for Canada a true European-type Light Car



TO the millions of motorists in America, especially women drivers, the Overland Whipper will bring an entirely new pride of ownership—a new delight in its comfort and refinements.

Here is a revolutionary new-type car—radically different from anything you have ever known before. A car that combines the advance engineering practice of Europe with new and improved standards of American performance.

This new-type car is a challenge to all former engineering practice. It casts aside every old tradition. And marks the most important light-car engineering improvement in America during the last 16 years.



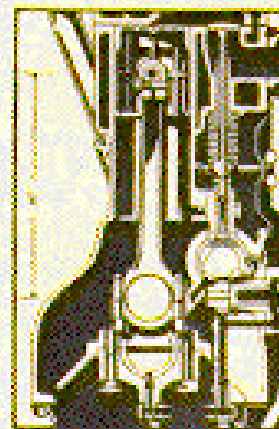
Advanced Engineering

THE Overland Whipplet is only 5 feet, 8 inches high . . . not as tall as the average man. Yet it provides more room and comfort than you've ever found in any automobile of this class before.

It turns in a 34-foot circle . . . that's less than the width of an average city

street. You can park in 14 feet . . . which is much less than the space required for the ordinary type of car.

High-torque 31 horsepower Motor



THE torque development of this engine is probably the most outstanding engineering achievement of the past decade. It has an 80-lb. torque . . . this means greater pulling power . . . the ability to master hills without

shifting gears. This engine develops more horsepower per cubic inch of piston displacement than any other light four-cylinder car engine made today.

Because of this greater efficiency, this motor of the Overland Whipplet costs far more to build, yet cost less to maintain than any other light car engine.

55 Miles per hour — easily

HERE'S a car that will go 55 miles an hour in perfect comfort . . . with all the reserve power that this implies.

It will pick-up in 13 seconds from 5 to 50 miles an hour.

Stop-watch tests show that it accelerates up to 40 miles an hour, 18 per cent faster than other light four-cylinder cars.

The Overland Whippet will climb the gruelling grades of the Cove Mountains, of Pennsylvania, in high.

It runs like a "six" and pulls like a tractor.



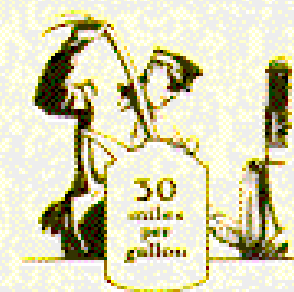
30 Miles on a gallon of gas

THE Overland Whippet will run 30 miles on a gallon of gasoline . . . well over 1000 miles on a gallon of oil . . . with extraordinary mileage on tires.

Imagine if you can what this saving will mean to the average owner in a single year.

It cuts present operating costs just about in half, being built to stay on the road and out of the repair shop.

Exhaustive tests so far indicate that the average year's operating cost of an Overland Whippet should save you easily from \$75 to \$150 in gas, oil, tires and mechanical upkeep.



It practically doubles the value of every dollar you now spend for upkeep. Money that goes back into your pocket as an actual saving!

New Standards of mechanical design

THE new principles — the new ideas — the new standards of design in the Overland Whippet are bound to change your whole conception of light car mechanical features.

It is the only light four-cylinder car that has the modern force-feed oiling system throughout the engine, instead of the old-fashioned splash.

It is the only light four-cylinder car that combines genuine Chrome alloy steel valves with silent chain front-end drive and pump water circulation.

The worm and gear irreversible steering mechanism is typical of this car's quality construction. The position of the steering wheel is adjustable to fit the requirements of the individual driver.

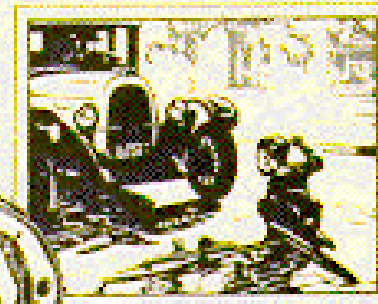
Timken bearings are used throughout the front and rear axle.

The rear axle housing is banjo-type pressed steel.

4-Wheel Brakes — greater safety

FOUR-WHEEL BRAKES are an integral part of this new car's chassis design. All 4-wheel brakes are 11" in diameter, giving the amazing total of 192 square inches of braking surface — far more, per pound of car weight, than in any other American-built 4-cylinder car today.

Quick stopping, positive safety.



Measured tests show that the Overland Whippet will stop in 51 feet from a speed of 40 miles an hour. Brake and clutch pedal pressure has been developed so that a child could drive this car with ease and

safety. Gear shift and emergency brake levers are right at your finger tips.

New Riding Comfort

IN THE Overland Whippet you have the feeling of riding closer to the ground with the resultant sense of solidity and absence of that side-sway so noticeable in the conventional type of car.

That high-up-in-the-air feeling is gone here is a new kind of riding comfort.

Due to its unique body and dash construction, there is actually more head-room and leg-room than in any other car of this price class.

Real solid comfort, that appreciable quality which, because of antiquated body engineering and design, has for years been denied owners of light cars, is now one of the outstanding characteristics you will instantly feel from the first moment you drive or ride in the Overland Whippet. No bodily fatigue, no mental worries, miles of trouble-free driving in a light, inexpensive car!

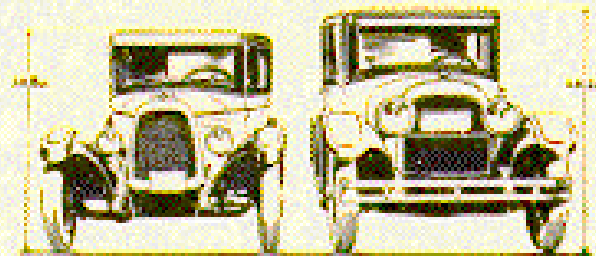
Lower Center of Gravity

YOU can drive this car as fast as you like with the utmost ease of control for no light car ever hugged the road like this before.

Its center of gravity is extremely low with ample road clearance thus giving a wonderful sense of driving security.

In the Overland Whippet complete symmetry of design has been achieved with compact external dimensions.

Compared with the old-fashioned big, bulky cars it appears smaller and smarter. That's because its height and length are in true artistic proportion, embodying the most advanced European and American engineering practice.



Quality Construction

THE Overland Whipper is not a one or a two-year car. Instead, it has been built to give years and years of satisfactory service.

It has such costly equipment as a one-piece windshield, cowl ventilator, quick acting crank type regulators on doors and windows . . .

A beautiful cut velvet trimming is used for seats and cushion backs . . . with sides and head lining to match.

A dome light and a handsome walnut-finished instrument board add to its unusually attractive and complete interior equipment.

The car is beautifully finished with durable triple-coated lacquer that will retain its lustrous beauty for many years. It is a quality car through and through.

The headlamps are designed to be in perfect harmony with the distinctively attractive front of the car.

Nothing has been spared that would increase the car's acceptability to even the most fastidious woman.

Beautiful Body Design

IN ITS distinctive body lines the Overland Whipper frankly resembles the smartest custom-built automobiles of Europe and America. Stand in front of this car and you can imagine yourself on the boulevards of France.

The radiator is typically foreign . . . every line, curve and contour of the body is the result of careful study.

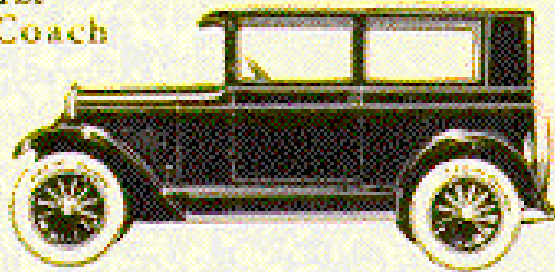
Low-slung . . . rakish . . . graceful as a Whipper . . . that's the only way to describe it.

All seats are placed in a naturally comfortable position so that you have complete relaxation as you ride or drive. No more sitting bolt upright as in old-fashioned, cumbersome cars.

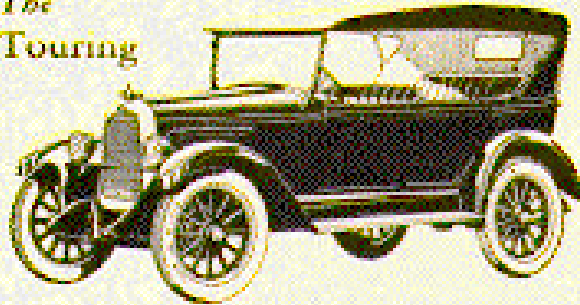
You ride *in* this car, not *on* it . . .

You will find this new-type car different from anything you ever expected or ever saw in America before. You will find in it many new ideas that will completely change your views on motor car value.

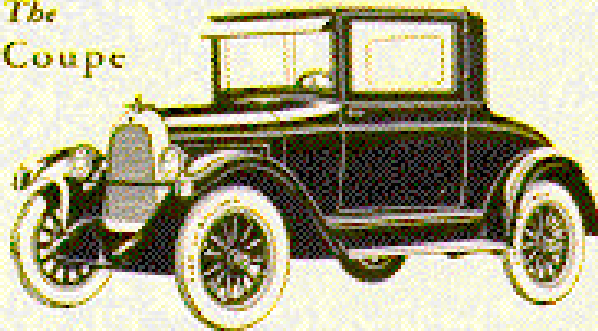
*The
Coach*



*The
Touring*



*The
Coupe*



Condensed Specifications

ENGINE: Four cylinders, 124" bore, 11 1/2" stroke, 1 head per cylinder, and crankcase removable casting, removable cylinder head. Three-bearing drilled crankshaft. Cast iron pistons. S. A. E. horsepower 15.6, actual brake horsepower 10. Special Chrome alloy steel valves. Silent timing chain.

LUBRICATION: Force feed for crankshaft, camshaft and valve timing rod bearings, and timing chain, spray for pistons and valve action. Pressure gauge on instrument board. Oil capacity 1 1/2 quarts.

COOLING SYSTEM: Pump circulation. Cellular radiator. Capacity 2 gallons. Aeroplane type fan.

CLUTCH: Single plate dry disc Borg & Beck type, insuring easy action. Entirely enclosed and protected from dust and grit.

TRANSMISSION: In back with engine and clutch. Selecting sliding gear type; three speeds forward, one reverse. Single shaft, ball-type shift lever.

REAR AXLE: Semi-floating, removable shaft type, wire-press differential case, nickel steel spiral bevel ring gear and pinion. Torsion adjustable roller bearings throughout—on wheels, on differential and on pinion gear shaft. Banjo-type housing.

FRONT AXLE: Drop-pegged, heat-treated alloy steel, coaxial action. Torsion bearings in front wheels.

STEERING GEAR: Full worm and gear type. Irreversible.

ELECTRIC SYSTEM: Auto-Lite, double arm, six-bulb starting, lighting, and ignition. Bendix drive on starting motor. Large Ford-O-Lite battery.

BRAKES: Banjo type service operation. Service brake operating on all four wheels, emergency brake operating on rear wheels only.

SPRINGS: Chrome vanadium steel, coil-spring. Front springs 11" long, rear springs 49" long.

WHEELS: Artillery type. Full ball-and-socket 21 x 5 1/2.

EQUIPMENT: Magneto, speedometer, oil gauge, ammeter, motor driven horn, coal ventilator, windshield wiper, wire carrier and extra tire, full set of tools, including jack and pump. Closed cars have dome light.

*It's easier to ride to change price and specifications
without seeing.*

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