

Overland

TRADE MARK REG.

THE WELDON GARAGE INC.

New Riding Qualities

AFTER using Overland 4 as the pilot car for the Motor Transport Corps Transcontinental Convoy, Dr. S. M. Johnson, Official Lecturer for the Lincoln Highway Association, says: "I found the Overland 4 so suited to my needs that I rode in it from choice all the way. It must be the new spring arrangement, but even when the roads were rough I came to the night stops without fatigue. It is a marvel of ease and comfort."

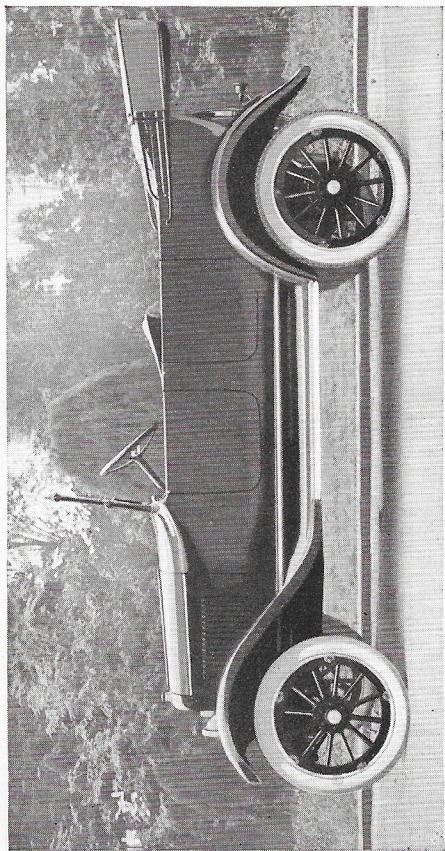
Overland 4 Rides Well on *Any* Road

ITS three-point suspension *Triplex* springs are unquestionably the most important improvement in motor car riding qualities since the introduction of pneumatic tires.

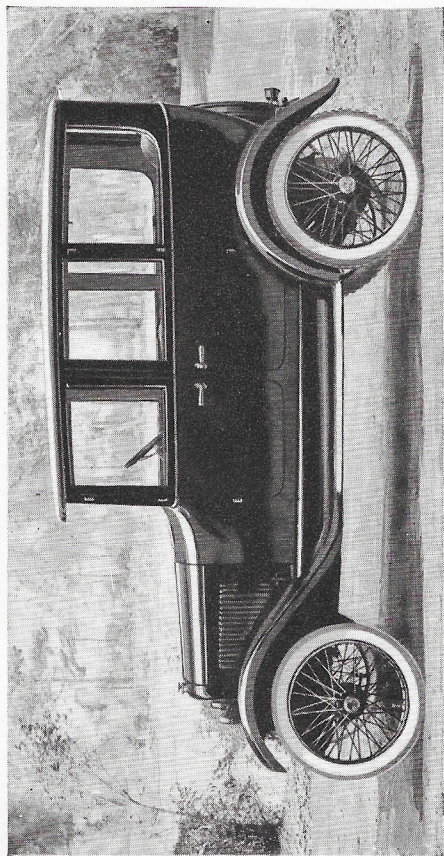
They make riding easy. They shield the car from road shocks, and thus prolong its life and greatly reduce up-keep cost. They make possible light weight, permitting highest *quality* in every part without excessive cost. Light weight also assures great *economy* of fuel and tires.

Thus Overland 4 combines in a remarkable way comfort and luxury of heavy expensive cars with economy and convenience of light weight cars.

Its extraordinary advantages were proved by more than 250,000 miles of test under every extreme of climate, altitude, and road condition.

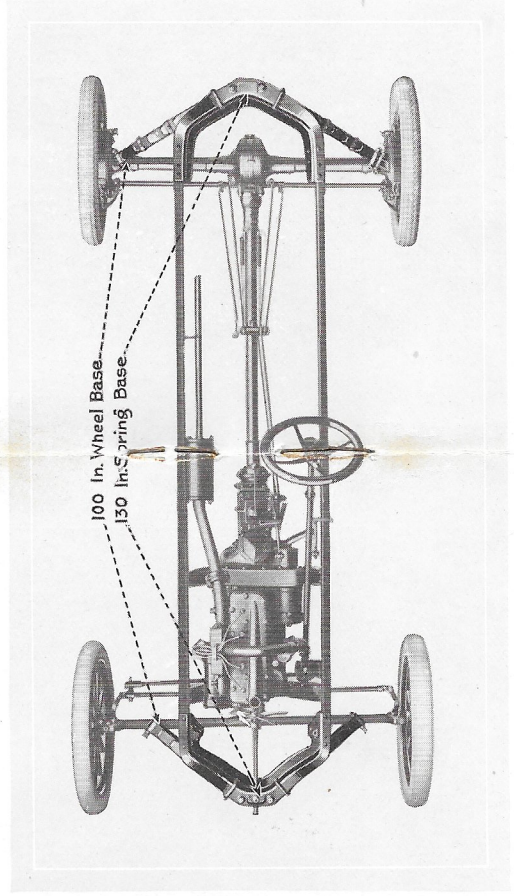


TOURING CAR—Five-Passenger
Body and chassis finished in hard-baked black enamel. Artillery wheels.

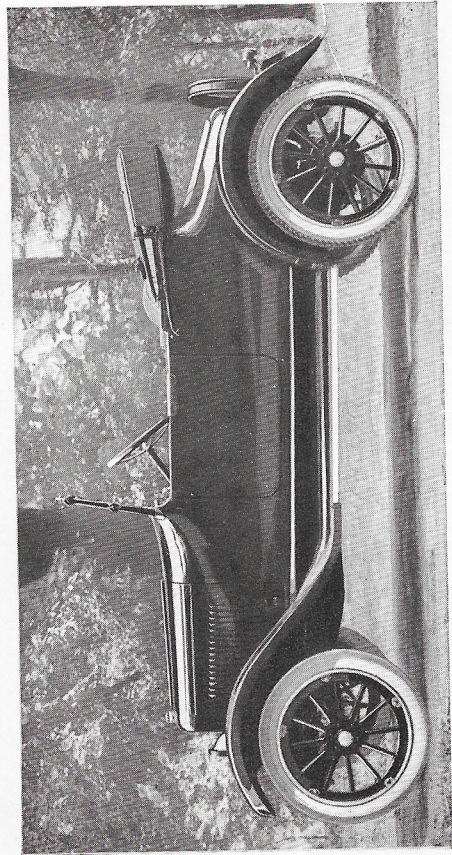


SEDAN—Five-Passenger
Body, Overland blue; wheels, fenders, hood and top, black. Wire wheels.

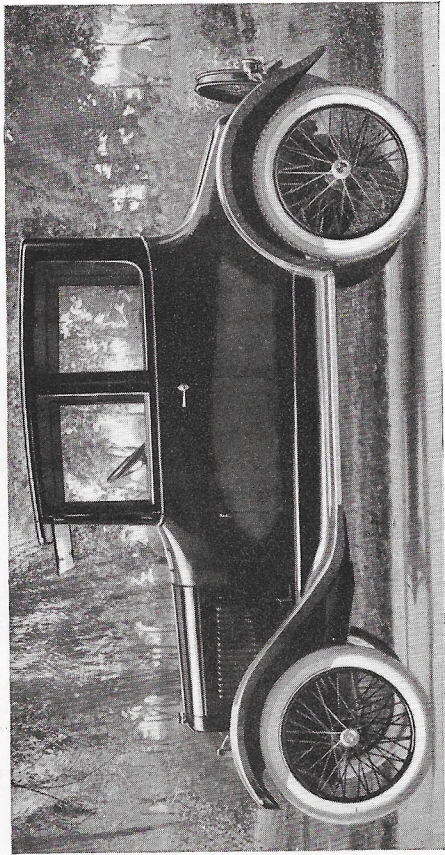
The diagonal construction of the three-point suspension of the *Triplex* springs gives Overland 4 a 130-inch springbase although its wheelbase is only 100 inches.



Simple and strong, the vital parts of Overland 4 are protected yet accessible. This protected accessibility assures saving of money and time.



ROADSTER—Two-Passenger
Body and chassis finished in hard-baked black enamel. Artillery wheels.



COUPE—Two-Passenger
Body, Overland blue; wheels, fenders, hood and top, black. Wire wheels.

Brief Specifications

MOTOR: Four cylinders: 3 $\frac{3}{8}$ -inch bore, 4-inch stroke.

COOLING: Thermo-syphon system.

LUBRICATION: Centrifugal pressure feed.

IGNITION: Battery and distributor system.

ELECTRIC SYSTEM: Auto-Lite two-unit starting and lighting system.

CLUTCH: Single-plate.

TRANSMISSION: Selective sliding gear type; three speeds forward, and reverse.

REAR AXLE: Three-quarter floating. Gear ratio 4 $\frac{1}{2}$ to 1.

BRAKES: Foot and hand, both operating on 10-inch drums on rear wheels.

SPRINGS: Chrome vanadium steel, patent applied for; three-point suspension, an entirely new principle, providing a 130-inch springbase.

WHEELS: Touring and Roadster: artillery wheels. Sedan and Coupe: wire wheels, demountable.

WHEELBASE AND TREAD: Wheelbase 100 inches; tread 56 inches.

DESIGN AND FINISH: All-steel streamline body, hood and cowl, with slanting windshield. Full-crowned fenders. Body and chassis finished in hard-baked black enamel; nickel and polished aluminum fittings.

BODY DETAILS: Long grain Duratex upholstery, over cushion springs. Upholstery completely detachable. One-man top and top-boot. Rain vision ventilating type windshield. Pockets in all doors. Large tool compartment under front seat.

EQUIPMENT: Headlites, with dimmer. Dash and tail-lights, tail-light combined with license-plate bracket. Magnetic speedometer; ammeter; electric horn; spare tire carrier; extra rim; full set of tools, tire repair kit, jack and pump.

CLOSED CARS: Lower body, Overland blue. Velour upholstery. Ventilator in cowl. Extra wheel.

WILLYS-OVERLAND, INC., TOLEDO, OHIO

Prices f. o. b. Toledo

Subject to change without notice

Touring . . . \$ 945
Roadster . . . \$ 945
Sedan . . . \$1575
Coupe . . . \$1525

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