

NEW OVERLAND FOUR SHOWN IN PORTLAND

Much-Discussed Little Automobile Here at Last.

SPRINGS ARE BIG FEATURE

Car Weighs Only 1800 Pounds, Has Fewest Parts, Does 4 to 45 Miles on High.

It's here. And the many things that have been said about its remarkable construction, its easy-riding qualities, its gasoline economy, are all true.

"It" is the new Overland model four, the "mystery car" in which the interest of the motor public has so long centered. It has been called the "mystery car" because details of its construction have been kept strictly secret until one of these cars should be in the hands of every Overland distributor. That time has now arrived.

One of the new Overland model four cars and a chassis showing the features of construction that make this model so different from any other automobile ever built, were put on exhibition in the show rooms of the Willlys-Overland Pacific branch, Broadway and Davis streets, last week. This week they will be on display at the Salem state fair.

No deliveries of the new model have been made as yet. But with 16 of them now on the way to Portland from the factory at Toledo, O., 75 more to be shipped this week, and from then on at the rate of a car a day, it will be a matter of a very short time when deliveries to purchasers are in full swing.

Spring Central Feature. This new little car is different. That is the first thing that impresses the observer. Not only is it different in basic principles of design, but it looks different. Without being in the least bizarre, it has a distinctly individual appearance. It could be distinguished in a crowd from any other car made.

Its big construction feature, around which the whole car is designed and built, is its new three-point diagonal cantilever spring suspension, both front and rear. The front springs project beyond the front axle, and the rear springs project behind the rear axle. On this long spring base the car is swung.

This spring suspension has resulted in the coinage of a new phrase in the automotive vocabulary. That phrase is "spring base." The meaning of this phrase is understood when it is said that although the wheel base of the model four is only 100 inches, its spring base is 130 inches.

It is this long spring base, and the spring suspension itself, that give the Overland the remarkable riding qualities claimed for it. These claims have been substantiated in the severest tests through which these cars have been put by the Overland factory during the past two years.

Only 1800 Pounds in Weight.

These have included engineering tests at the factory and the roughest kind of usage on the roughest roads in various parts of the country. Among them have been several trans-continental tours. And only recently two Overland model four cars, carrying a motor transport corps truck convey on its pathfinding run across the continent. Their successful trip, which was warmly praised by army officers of the convey.

The motor of the model four, like the car, is entirely new. It is a cylinder high-speed motor that develops 27 horsepower, and for which is claimed a speed of four to 45 miles per hour on high gear. Very light weight pistons and reciprocating parts are used, thus reducing wear, giving high speed and absence of vibration.

The car weighs approximately only 1800 pounds. It has fewer parts than any other car. The body is made entirely of steel. The floor is upholstered in easy removable, the cushions being so arranged that they can be taken out and put in a bed.

This new car was the center of attraction at the annual convention of Overland dealers of Oregon in Portland last week. The convention lasted two days, and most of the time the dealers couldn't tear themselves away from the car. The convention ended with a banquet Tuesday night at which Bert Eling, manager; Rollie U. Peterson, sales manager; Frank Deyo, service manager; and Harry Hays, territory man for the branch here, were among the speakers.

Though shown for the first time only last week, one of the new Overlands has been here some time. It was driven across continent from Toledo to Spokane by Frank C. Riggs about a month ago. At Spokane, Bert Eling met Mr. Riggs and drove the car to Seattle and on to Portland. But the time set by the factory for the car on display had not arrived, so it was cooped up in a good safe place at the branch until last week.

A visitor here at the same time was W. F. Mack, with the engineering road force at the Willlys-Overland factory at Toledo, one of the men sent out with the little car on some of its road tests last year. One of his most interesting experiences was a tour with the car last spring through Ireland, England, Scotland, Wales and in France, Belgium and Germany on the continent.

Accompanied by E. C. Morse, export manager of the Willlys-Overland corporation, New York city, Mr. Mack was sent in April with one of the cars to England. The purpose of the tour was to study road conditions in Europe and to note prospects for early re-umption of export business in automobiles, as well as to show the new car and advertise it on the continent.

Fine Roads in England. "Roads in England are wonderful," said Mr. Mack. "Although almost no work has been done on them since the outbreak of the war, they are still better than most American roads. They have stone foundations in most cases, with macadam surface, smooth as a floor.

"French roads were not nearly so good. Most of them are built of cobble stones, which are unpleasant to drive over, to say the least. Roads in Germany are of macadam and very good for the most part.

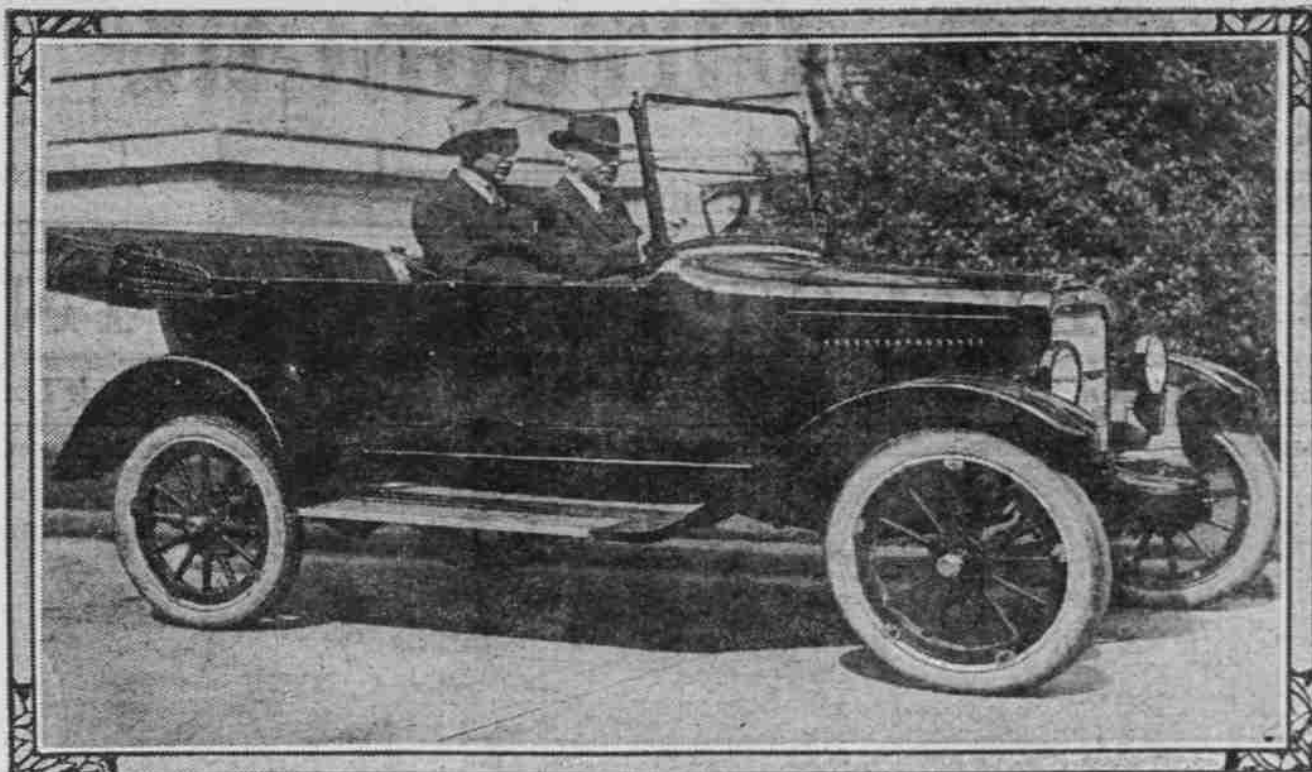
"We drove to many points on the old battle line, including Amiens, Senlis, Verdun, Chateau Thierry, Vimy ridge in France, Ostend in Belgium, Luxembourg, and in Germany to Coblenz, Aixa-Chapelle and the headquarters of the 80th division at Bern-Castle. All told, we did a little more than 8000 miles of running. We didn't have the slightest car trouble, though at times the only fuel obtainable was kerosene.

"Gasoline is still a very scarce article in Europe. In England the price is about 75 cents per gallon, up to \$1.75 in France and Belgium, while in Germany we had to be content with kerosene most of the time.

"We kept accurate figures on our fuel consumption. In England we averaged about 30 miles to the imperial gallon, which is about five quarts. The car does 25 to 26 miles per American gallon.

Mr. Mack left Portland Tuesday for San Francisco, driving one of the new Overlands.

THE LONG-AWAITED NEW OVERLAND MODEL FOUR IS HERE AT LAST.



NEW VELIE IS DUE HERE

LATEST MODEL SHOULD ARRIVE THIS WEEK.

Car Altogether Changed in Appearance, With Bevel Plane Lines and a New Engine.

W. T. Stine of the D. C. Warren Motor Co. company, distributors here for Velie and Peerless cars, has written from San Francisco that one of the new Velie models has arrived there, and that it is even a better-looking car than pictures received from the factory indicate. He says in the letter that a demonstrator of the new model should arrive in Portland this coming week, soon to be followed by a shipment of several cars.

The 1920 Velie model is an entirely new car, even to motor. Like the former engine, the new one is a Continental, but one especially designed and built for the Velie factory.

One feature of this motor is its superheated carburetion system, for use of low-grade motor fuel. The body lines of the new Velie are altogether changed. The hood is of the sharp-peaked bevel plane, Rollie-Royce type. The car is attractively painted in blues and greens and is being made in five body styles; two, four and five-passenger touring, six-passenger sedan and four-passenger coupe.

GARY TRUCKS ACCEPTED

SIX VEHICLES ADDED TO FIRE DEPARTMENT.

One and One-Half-Ton Trucks Selected in Competition With Seven Other Makes.

Six Gary trucks selected for the Portland fire department in competitive tests with trucks of seven other makes last July 15 have been delivered to the department and accepted and are now being equipped at the municipal shops with fire-fighting apparatus. These trucks will replace horse vehicles that have been retired from service.

The trucks are all of the 1 1/2-ton model. They are equipped in front with Brunswick pneumatic cord tires, 36x6, and the rear with Goodrich solid truck tires. Each truck was accepted only after its ability to make 45 miles an hour in the fire department in practice tests under the supervision of Assistant Fire Chief Laudon.

One of the new trucks will be equipped as a hook and ladder truck, one as a hose wagon and others as chemical vehicles. They were purchased by the city for the fire department through E. L. Crambly, manager here of the Gary coast agency.

1920 DODGE MODEL HERE

IMPORTANT CHANGES ADD TO RIDING COMFORT.

Lines Remain Same as Before, in Conformity With Policy of Dodge Brothers.

Several interesting changes have been made in the latest models of Dodge cars. All are great improvements in the quality of the car. It is also interesting to note how cleverly so many features could be added without changing the lines of the car, which Dodge Brothers are so determined to maintain.

"It has always been the policy of the factory to improve the interior of the purchaser against a fictitious depreciation, due to a radical change in the design or model," says H. M. Covey, of the Covey Motor company. "A conservative design was originally selected, and, although many changes, both mechanical and in design, have been made since the first cars were built, they have always maintained the original Dodge cast. This is a great factor in the preservation of used car values.

"The rear seat has been widened about three inches, giving more room to the occupant of the tonneau. The front seat reclines a little more than on former models. The rear fenders are built considerably longer, which not only improves the looks of the car from the rear, but serves as a better protection from mud and dirt.

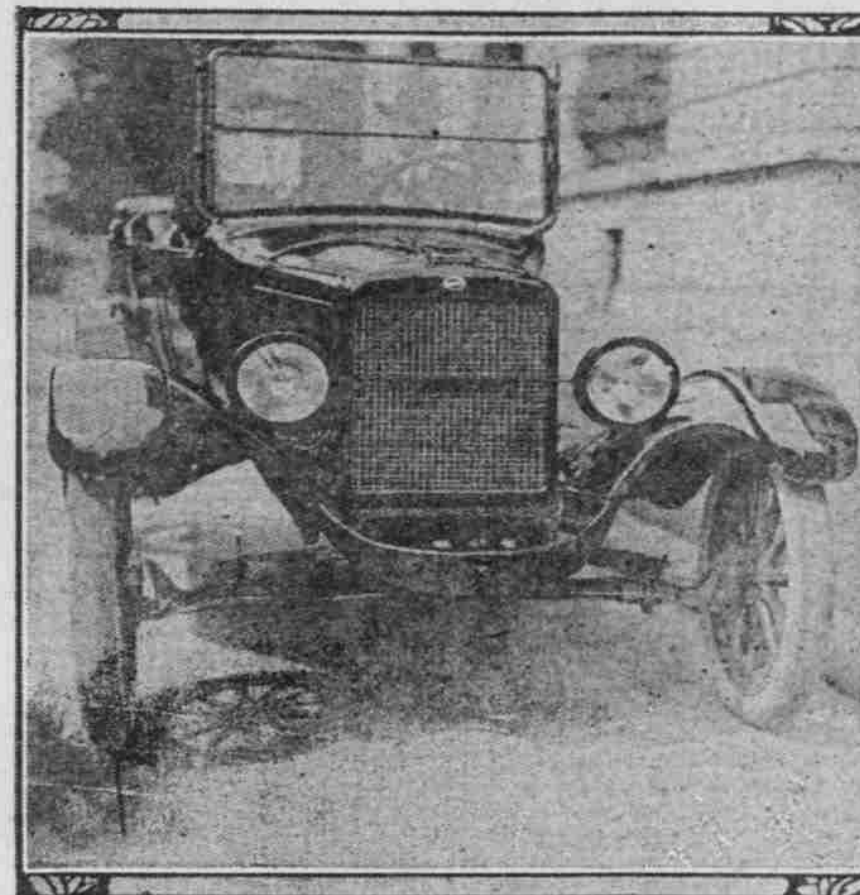
"A slanting windshield has been provided, as well as the new so-called 'zipper' type of back curtain. Construction of the doors has been changed to accommodate rods for the side curtains, so they may be opened with the doors. This latter is a very valuable change, one that buyers in this section of the country will appreciate."

Top Mending.

To mend a tear in the top it is best to use woolen yarn to draw the edges together, after which a top of material similar to that of the top is applied with rubber cement, set by the vulcanizer.

Overheating on Low.

When it is necessary to employ low gear for a considerable period it is possible to obviate the overheating that would ordinarily result by keeping the mixture in the leanest possible condition.



THIS IS THE FAMED 'MYSTERY CAR,' A MYSTERY NO LONGER, BUT BEFORE YOU TO THE LIFE IN SIDE AND FRONT VIEWS.

At last it has arrived, the new Overland Model Four, of which you have heard so much. The first of the new models reached the Willlys-Overland Pacific company here last week. It is an entirely new and different car in every respect—design, chassis, motor, spring suspension, everything. Hereafter Overland production is to be confined solely to this new little car, which isn't so little, after all, and a new Willys-Knight four, which it is understood will be in production within another month. The upper photo shows a side view of the new Overland Model Four, with Bert Eling, manager of the Willlys-Overland Pacific branch, at the wheel and Harry Hays, territory man, beside him. Below you see how it looks from in front. Note the projecting mud apron over the front springs, which are of the new three-point cantilever suspension system, evolved for the first time in this car.

PORTLAND MAN INVENTOR

TRANSMISSION LOCK MADE FOR DODGE CARS.

Lock Designed by E. A. Olsen, Salesman for Covey Motor Car Company, Is Successful.

Owners of Dodge cars may feel proud of the discrimination in their favor shown by E. A. Olsen, designer and builder of the Olsen transmission lock, made for Dodge cars exclusively.

A few of these locks were built two years ago and have been used to test out their efficiency in actual practice. Mr. Olsen, who has been selling Dodge cars for the Covey Motor Car company for several years, says that less than one year's practical test proved the efficiency and convenience of this lock, but that war conditions have prevented production until the present. A slight change in the construction of the lock meets the only criticism ever made, and the person offering the objection demonstrated his claim to the entire satisfaction of Mr. Olsen and others.

The lock was originally built to lock the transmission into neutral," explained Mr. Olsen, "which seemed thoroughly practical at the time, and this is now the theory around which most transmission locks are built. But this clever workman thought he could drive the car away, though locked, by raising the floor boards and pushing the pins upon which the shifting forks are mounted, into any gear desired, as the shifting lever was locked in neutral and would not interfere. This he did to the surprise of all concerned, but to the benefit of future lock owners.

"As the construction was immediately changed so that the shifting lever is locked in reverse, this now defeats the great objection, yet the car can be moved to comply with the fire ordinance by holding down the clutch.

The lock is purely a Portland product, and though a small article, may develop into considerable proportion. It is being placed on the market by H. M. Covey, of the Covey Motor Car company, Dodge and Cadillac distributor.

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STUCK

OFF IN THE COUNTRY with your storage battery "dead." No starter, no lights, perhaps no ignition. You can forestall such trouble if you equip your car with a GOULD STORAGE BATTERY. It will not die a premature and sudden death. Gould Storage Batteries are guaranteed to give satisfactory service for at least one year. Get yours now, before trouble comes.

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Top Mending.

To mend a tear in the top it is best to use woolen yarn to draw the edges together, after which a top of material similar to that of the top is applied with rubber cement, set by the vulcanizer.

Overheating on Low.

When it is necessary to employ low gear for a considerable period it is possible to obviate the overheating that would ordinarily result by keeping the mixture in the leanest possible condition.

REMARKABLE RECORD OF PEERLESS EIGHT

New Mark for Stock Cars Is Established by Veteran.

SEVEN OF 13 RACES WON

Appearance at Uniontown Speedway on Labor Day Tenth There Since Debut in 1916.

The Peerless eight racing car that made its tenth appearance at the Uniontown speedway on Labor day has established a stock car record that has never been equaled, to say nothing of being surpassed, according to word received last week by the D. C. Motor Car company, Peerless distributor here.

In 13 races it has swept by the referee's checkered flag seven times in advance of the rest of the field. The Peerless eight made its debut at Uniontown on December 2, 1916, and was entered as a special in compliance with the American Automobile association code. The motor in general characteristics was the same as that manufactured by the Peerless company for their Model 85.

Nine cars were entered in the initial race. Five started and three finished, which gave a good idea of the tremendous strain imposed on the stock cars entered in the race.

Eighty Miles an Hour.

The Peerless won the race by circling the broad track at an average speed of 80 miles an hour. The race was of 50 laps and the distance totaled 56 1/4 miles. The only variations from the then standard Model 85 specifications are appended below:

Body, racing type. Wheelbase, shortened to 103 inches. Rear axle geared 1 to 3. Weight, ready for track, 2490 pounds. Wheels, 32x3 inches, Rudge Whitworth racing type.

Tires, 32x4 1/2, racing type, 13 lugs. Springs, lightened and flattened, semi-elliptic rear. Shock absorbers, Hartford, double on rear.

Ignition, Atwater Kent closed circuit system. Oiling, additional supply (Oilsom) to all bearings. Fuel pressure feed. Carburetor, Ball & Ball, large size. Pistons, Magillite, high compression.

Following the race the car was shipped back to Pittsburgh and stored away for the winter.

Wins Again Next Year.

In the spring of 1917 it was again entered at the initial race of the year. This time it was for 100 laps. Many doubted the ability of the car to stand the abnormal strain, but once again it shot past the judge's stand far in advance of the others.

From then on it was decided to enter the Peerless in all Uniontown races and the enviable record it has established in the face of some of the world's greatest driving experts augurs well for the autumn classic.

The record of the Peerless Eight follows: December 2, 1916, 50 laps, 56 1/4 miles, first. May 10, 1917, 100 laps, 112 1/2 miles, first. May 20, 1917, 100 laps, 112 1/2 miles, first. July 4, 1917, 100 laps, 112 1/2 miles, first. September 3, 1917, 50 laps, 56 1/4 miles, first. October 25, 1917, 50 laps, 56 1/4 miles, third. May 16, 1918, 24 laps, 27 miles, third, first heat; third, second heat. September 2, 1918, 100 laps, 112 1/2 miles, fifth. July 19, 1919, 20 laps, 22 1/2 miles, second, first and second heats; first, third heat; third, final heat.

CALIFORNIA AUTO CLUB BUSY

Campaign Launched to Get Thieves

Who Steal Accessories.

The theft of wearing apparel and accessories from automobiles is being made the subject of a vigorous campaign by the California State Automobile association.

Recently the association appeared in the case of a man charged with petty larceny in attempting to steal a suitcase from a member of the association in Oakland. As a result of the association's action, the man

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