

## SALEM STAR AGENCY NOT TO MOVE HOME

Salem Automobile Company  
Owns Building and Is to  
Remain There

The Salem Automobile company will not move as announced in a news article in this paper a few weeks ago, according to a statement made by Fred Delano of the Salem Automobile company, Star dealers.

It seems that J. H. Lauterman, owner of the Argo Hotel recently rented a part of a store building to a party running what he called the "Star Exchange" and some one started the story that the Star car would occupy Mr. Lauterman's building.

The Salem Automobile Co. composed of F. D. Delano and A. I. Eoff own their own building at 151 North High street, their present location.

L. A. Scheelar Auto Wrecking Co., oldest in the Willamette valley, saw and used parts and equipment. Low prices and quality service here. 1035 N. Com'l. (\*)

The Marion Automobile Co. The Studebaker, the world's greatest automobile value. Operating cost small. Will last a lifetime, with care. Standard coach \$1415. (\*)

## OVERLAND WHIPPET BEING SHOWN HERE

(Continued from page 1.)

light four-cylinder motor built in America; this is one of the results of utilizing the European type of high speed motor design. It develops greater brake horsepower than any other light four-cylinder car in this country and yet it weighs just a little over 2000 pounds, ready for the road. The power plant turns over 2800 revolutions a minute and gives a developed power of 30.5 h. p. from an S. A. E. rating of 15.6 h. p. The total piston displacement is 134.2 cubic inches, somewhat larger than that of the average European light car, but less than any other American built four-cylinder car.

**Low Body**  
The roof of this new type car is only 5 feet 8 inches from the ground, yet the room inside the body is greater than in any other light car now on the market. Its first appearance is striking in the extreme. A man of average height can stand alongside it at the curb and rest his arms on the top and look over it. But a six footer can sit in it with all the room he wants. In this respect it is thoroughly American and bears no relationship to its diminutively dimensioned European cousins.

Inside, the body is 45 inches from floor to roof and there are 16 inches between the top of the seats and the roof. The seats are approximately 12 inches from the floor to the top of the cushions. There are 35 inches of space from the front of the front seat cushion to the clutch and brake pedals. In the rear seating compartment there are 36 5-8 inches, affording greater room for the occupants

of the rear seat than is found in any other light car built.

To give room for stretching out in the front seat, the metal dash is curved forward several inches and there is as much leg room in this compartment as there is in the rear.

The front seat is 40 1/2 inches wide and the rear seat is 45 1/2 inches wide, the conventional widths for these two seats.

The doors are wide and hinge on four hinges so that it is extremely easy to get in or out.

Perhaps one of the greatest surprises this car has to offer, outside of its performance ability, is the roominess in the body.

And the body lines are aristocratic in every way. A conspicuous feature is the construction of the sunvisor which is formed by continuing the roof forward in a graceful down swinging curve. This is nobby tailoring for even the best of cars and is a hallmark of quality in this Overland Whippet.

The radiator is conspicuously high and narrow and is housed in a deep, nicked shell. The body lines sweep gracefully back without any break at the cowl giving an appearance which is intriguing in the extreme.

The bullet headlamps have nicked shells and are strongly supported with a tie-rod at the front.

### New Tire Sizes

Tire sizes present something entirely new, being 27 inches in diameter with a 4.40 inch cross section, and are of the balloon type. These are the smallest tires ever used as stock equipment but the tire makers are anticipating a huge demand for this Overland Whippet and dealers are stocking these sizes at the present time.

It is the claim of the engineers that this size of tire on the Whippet will result in exceedingly long tire service and forecasts of as high as 20,000 miles to the set have been made.

### Fine Appointments

The interior appointments of this car are tasty in every way. The instrument board is of metal with a Circassian walnut finish on a gracefully designed panel. The board carries the starting and lighting switch, oil gauge, ammeter, speedometer and dash lamp. A frosted glass dome light adorns the rear compartment. Upholstery is of a fine ribbed velour of rich coloring and fine fabric. The levers for lifting or dropping the windows are iced.

The windows are unusually wide and the windshield is of the one-piece type which has come into fashion among the finer types of automobiles.

In appointments as in design and performance this Overland Whippet is a distinct revelation in the light car field.

### Mechanical Features

As has been prophesied during the past few months, this, the first of the European type light cars to be built in this country is designed along the most advanced of modern engineering lines to get a wide range of power and performance from small and therefore economical motor dimensions.

The bore is 3 1-8 inches and the stroke is 4 3-8 inches giving a

The Square Deal Hardware Co., 230 N. Com'l. Most elegant and practical lines of mechanics' tools, builders' hardware, cutlery, etc. Go there and save the difference. (\*)

## "Please Get Over" Says Horn



Auxiliary signals are becoming more and more popular, say officials of the Western Auto Supply Company, chiefly because they are distinctive and convey the idea of room needed without the strident tones found in the usual automobile horn. The Aermore exhaust horn installed on the running board is meeting with a lot of approval.

piston displacement of 134.2 inches. This is somewhat larger than the average for the European type motors but is smaller than any other American built motor of stock production. The increase over the English and French dimensions was made to give the car certain performance features in high gear which are not required by European users. It is said that this Whippet will climb any hill that any of our best light cars will climb in high and its comparative acceleration has already been demonstrated.

The pistons are of cast iron but are extremely light in weight as are the connecting rods. The crankshaft is short and heavier than that used in any other four-cylinder car of equivalent dimensions, and weighs 27 pounds. It is balanced statically and dynamically and eliminates whipping and vibration to a degree never before achieved in a four-cylinder motor.

The connecting rods are long and designed to eliminate whipping and piston slaps at high car speeds.

The oiling system comes in for special attention. It is the modern full pressure system. A drilled crank shaft is offered for the first time in light car construction in this motor. The whole design of the lubricating system follows the practice set for our larger cars, oil being forced through the crankshaft to the bearings and thrown off the main bearings to

lubricate the cylinder walls and valve mechanism.

The oil reservoir is in the pressed steel motor base and two baffle plates keep the oil from surging away from the pump.

Cooling is by pump circulatory system with over 3000 square inches of cooling area.

### Four Wheel Brakes

An innovation in light car construction is found in the four wheel brakes which are of the type of design used on better than 90 per cent of the finest European cars where all types of four wheel brakes have been thoroughly tested and tried out. The brake drums are 11 inches in diameter giving a braking surface greater than on many larger cars.

Overland engineers say that the type of brakes used on the Whippet grow better and more efficient with use. The elaborate attention which has been paid to braking equipment in this car has come as a result of the performance capacity which, with its rapid acceleration and its high speed capacity requires a prompt acting and highly efficient system of control.

**Unit System Power Plant**  
Motor, clutch and transmission are in one unit, the clutch being of the single plate type, transmission being the modern three forward speed, selective sliding construction with an extra long change gear lever to facilitate the operation of the gear shift.

An enclosed propeller shaft is used and the rear axle is of the semi-floating type with the axle members removable. It is carried in a banjo type rear axle housing.

**Starting and Lighting**  
Auto-Lite system, two unit construction starting and lighting is employed and an Auto-Lite ignition system is used. This is in line with the use of this type of equipment throughout the entire production of Overland and Willys-Knight cars.

**Presages Radical Changes**  
The Overland Whippet is an innovation. And it has all the earmarks of being one of those developments which make history in the industry. It resembles nothing on the market in its size class. In

Ira W. Jorgensen, 190 S. High St. Parts for all makes of cars. Best equipped auto accessory store in this section. Prompt and reliable service the rule. (\*)

its constructional features, in its lines, in its concessions to comfort and appearance, it is a car which ranks along with the finest productions which are being put out in the motor car world today.

It differs from the cars after which it is patterned, the European models, in that it has standard 56 inch tread and is in every

(Continued on page 4.)

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YOU'VE seen the big, showy cars—pretentious in body—clattering noisily up a hill on low gear—like taking a freight elevator to the sixteenth floor. The idea has gone out of date. Henry Ford exploded it. He brought out cars of ample size; but built the bodies, as well as other parts, light in weight; and put in motors of ample power. Now Ford cars are the "Greyhounds" of the road. They take the hills on high gear. They are noiseless, vibrationless, easy to run and inexpensive to operate—John Wanamaker, New York, N. Y.

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