

The Latest Thing in Automobiles

Like a thunderbolt out of a clear sky has come the announcement of a new model by the Willys-Overland Company of Toledo, Ohio, which is destined, in the opinion of those who have already seen it, to cause a greater stir in automobile circles than any of the many sensational developments in motor car building which have occurred during recent years. The most powerful low priced car in the world is the description given of this new product of the great Toledo factory and it is to be known technically as The Willys-Overland Company's New Series Model 75 B. In spite of the nation wide lamentations concerning the increasing cost of materials, labor and manufacturing equipment, this latest motor vehicle is to be sold at \$635 for the touring car and \$620 for the roadster—prices which are said to be equally as sensational as the performance of the car itself.

The New Series Model 75 B Overland naturally bases its claims to being the most powerful low priced car in the world on its motor and on the exhaustive tests, which its builders insist have shown conclusively its superiority over anything of its kind ever manufactured heretofore. With a larger bore now 3 3/4 inches and a 5 inch stroke, it develops 31 1/2 horsepower at 1950 revolutions per minute. This performance, at this low speed, in the opinions of those expert in automobile building, promises the greatest possible power from the motor, with the smallest amount of wear on the motor itself. Like a flash this amazing motor will take the car 2 1/2 miles an hour to 53 miles an hour, on high, with all the ease of action so widely advertised in the big powerful machines selling at five and six times its list price.

The low price of the new car naturally implies economy, but the Willys-Overland officials show that, unlike many other instances of low priced cars, the economy does not end with the purchase price. And here again the efficiency of that wonder-motor, as the Overland officials refer to it, is demonstrated. Tests have repeatedly proven that this sensational car will accomplish 25 miles on one gallon of gasoline and 18 to 20 miles per gallon is a common performance in average all-around use.

The motor, however, is but one of the many features of this inexpensive car which are causing comment on every side. In riding comfort it is said no car anywhere near its price can compare with it. It is equipped with four inch tires—something practically unheard of up to now in cars of this type, no other make selling anywhere near this price is equipped with 4 inch tires. Those who have ridden on four inch tires know well their advantage from the standpoint of riding comfort in a car of this size. The easy riding qualities of the car are further enhanced by cantilever rear springs, an important part of the equipment of higher priced cars. They reduce to the minimum the jarring caused by driving over rough roads. This is due largely to the fact that the cantilever spring is attached to the axle of the car at the rear end of the spring, instead of in the middle. When the wheels strike a rough spot, the reaction is directed backward at a slight angle instead of straight upward against the springs, as is the case with the ordinary types of springs.

The effect is the same as that of a glancing blow compared with a solid shock.

The New Series Model 75-B Overland is one of the few extremely light cars, perhaps the only one in its class, in which the maximum of speed can be utilized without rattling the car's frame to pieces and without jarring the passengers out of their seats. In fact, the machine is simply a roomy, comfortable, solidly built car, constructed on a light basis with such careful attention paid to distribution of weight and stamina of parts that it will hold the road, be it dry or slippery as the case may be, while the wonder-motor is smoothly developed with sufficient energy to propel a much heavier car with perfect ease. Light as it is, this new model is so built that it can make the best possible use of the most powerful motor.

Notwithstanding the low purchase price, both touring car and roadster are equipped completely with all those accessories which prove such great selling factors in the disposal of expensive makes of cars. Here are a few items in the equipment which are said to make it positively unique in the history of low priced cars:

A two unit, six-volt electric starting and lighting system, with head, tail and dash lamps and head light dimmers; a meter to register the electric current; one-man mohair top and top boot; curtains fastened from the inside; built-in, rain-vision, ventilating type windshield; magnetic speedometer; revolving oil indicator; gasoline gauge; electric horn; combination tail light and license bracket; hinged robe rail; foot rest; tire carriers in rear; extra demountable rim, full set of tools, tire repair kit, jack and pump.

In appearance, the body also ranks with the designs of most costly cars, practically the only difference being that it is smaller in size. Character and stability are noticeable in every detail. It has the latest streamline design, which has proved so attractive to the army of buyers during the last few months, and its long sweeping curves lead in an unbroken line from the radiator to the full curved back. A one piece cowl and a sloping back increase its graceful appearance, while the crowned fenders of heavy sheet steel add another feature that is rare in inexpensive cars. Conceal-door handles and hinges are also used in this model. There are large pockets on the inside of the doors, so necessary for carrying traveling incidentals, and the roomy seats have high, comfortable backs with seat cushions built on deep coiled springs. The machine is finished in solid black with nickel and polished aluminum trimmings.

The drive, of course, is left hand with a center control to facilitate driving, while the electric control buttons on the steering column enable the driver—man, woman or child—to control the horn, lights and ignition without stooping from the natural position at the wheel.

The motor is cooled by the most advanced thermo-siphon system, no pump being required. The radiator is of the noted Overland cellular type with vertical circulation and the whole shell is pressed from a single sheet of steel. A Tillotson carburetor is used and this make of carburetor needs no introduction to anyone acquainted with the best in motor cars. One of its greatest points of desirability is its extremely simple adjustment. An improved ignition system also adds to the efficiency of the new model. It provides a sure, hot spark at even the lowest speeds.

A constant level splash system provides thorough lubrication under all manner of usage. The transmission is of the selective sliding gear type with three speeds forward and reverse. The gears themselves are nickel steel, double heat treated and of the stub tooth type. The rear axle is of the floating type, with four bevel differential gears. The front axle is an I-beam section, drop forged in one heat without welding. Steering knuckles are designed to give an unusually short turning radius and the brakes are large and powerful, which goes to make it one of the easiest cars in the world to operate in crowded traffic.

The clutch and brake pedals can be adjusted to the reach most convenient for the driver, and their large and roughened surfaces insure a firm foothold at all times. The clutch is of the well known Overland aluminum cone type, leather faced.

The foregoing are some of the features which go to make this latest arrival in the automobile world a most desirable light weight car as well as the most powerful low priced car in the world.

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ADMINISTRATOR'S NOTICE

Notice is hereby given that the undersigned, by an order of the County Court of Linn county, Oregon, has been duly appointed and is now the duly qualified and acting administrator of the estate of R C Tooley, deceased.

All persons having claims against said estate are required to present them with the proper vouchers within six (6) months from the date of this notice to the undersigned administrator at his residence near Crabtree, in Linn county, Oregon.

Dated this 10th day of June, 1916.

JOHN W. COSTELLO,

Administrator.

HILL & MARKS,

Attorneys for Administrator.

Rex Beach by Walt Mason

Among the world's great story tellers, those gifted, entertaining fellers, Rex Beach is stacking high; and I am always in my glory when I have got a new Beach story; it suits me more than pie. Red blood in all his yarns is seething; his characters are living, breathing, not dummies made of wood; strong men admire his kind of writing, of heroism, peril, fighting—it's always to the good. And Rex, when he is busy working, his trusty old typewriter jerking, unt, it busts a spoke, to have his inspiration quickened keeps all the air around him thickened with rich Tuxedo smoke. Say, have you noticed, gentle readers, how many famous men and leaders explain Tuxedo's worth? As man's great solace they expound it, and that's because they all have found it the best there is on earth.



REX BEACH

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Rex Beach

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Mill City..... 12:05 a m
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