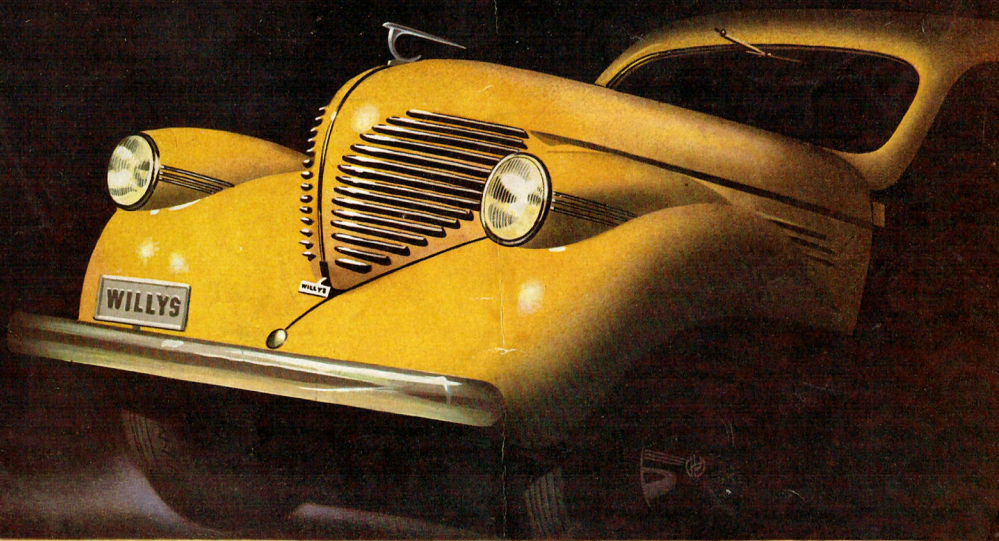


Willys



the Surprise car of the year!

Half
the gas...*

twice
the Smartness

Here is **THE NEW FULL SIZE WILLYS**—the type of car that people have wanted for years.

Its **FULL-SIZE** width and cleverly designed and arranged interiors mark a new era in **USABLE** space. . . . Its spirited performance captures the imagination of everyone. . . . But most important of all is its low operating cost. Savings with the New Full Size Willys make it possible for motorists to use more of their hard-earned money for the many other things in life that they want and need.

As you look at the New Full Size Willys, a feeling of carefreeness takes possession of you. You want to own the car. You want to get behind the wheel and **GO—anywhere!** You can almost feel the new-found thrill which you know will be yours as you glide through the open country — the same feeling you experienced years ago in your first high-powered, rakish, expensive car. There's youth and action in every curve and an unconquerable desire to be the proud owner of this car.

The sleekness of Willys lines, the beauty of Willys design, and the impressive suggestion of tremendous power and performance are irresistible. Everyone admires the New Willys.

The brilliant beauty and exclusive economy of the New Full Size Willys are matched by the great *safety* provided by all-steel body and top, welded together into one solid unit — extra large brakes, providing unusually large braking surface per pound of car weight — low centre of gravity—mudguard lights for better vision—and highly responsive performance.

Women, in particular, appreciate the ease of driving the New Willys. The synchromesh transmission makes gear changing at any driving speed smooth and easy. Under most difficult road conditions—in traffic or on hills, the gears slip into position quickly, quietly and firmly. So smooth and effortless is the entire operation that you are hardly conscious that the gears are being changed. Many say the New Full Size Willys can be more readily manoeuvred in traffic and in emergencies than any other car they have ever driven.

The smart headlamps are more than a thing of beauty. They are of the tilt-beam non-glare type used for best possible road illumination. The scientific positioning in the rugged mudguards lessens the possibility of side-swiping on narrow roads. The beams are controlled by a conveniently located foot switch, so that complete control of steering, with two hands on the wheel, is always possible—a vital safety feature in night driving.

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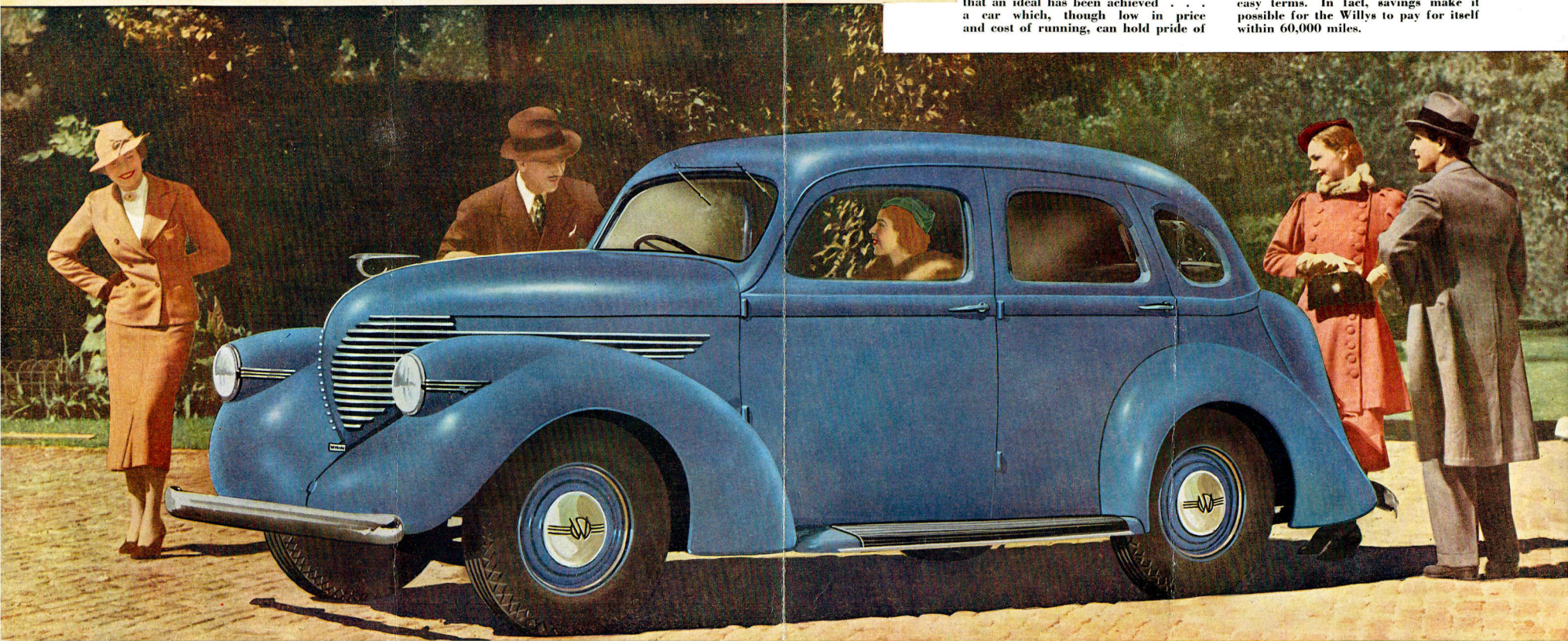
All eyes follow as **Willys** goes by

Authorities claim that the Willys is the smartest and most practically designed car which has ever appeared on the highways of Australia.

The beautiful, smooth lines of each model arouse the admiration of all who are in tune with modern times. The powerful running of the New Full Size Willys, its dignity and comfort and faultless finish . . . all these are tokens that an ideal has been achieved . . . a car which, though low in price and cost of running, can hold pride of

place amongst the autocrats of the road.

Think of it! Owners report an even greater number of miles to the gallon than Willys has before given. The New Full Size Willys still further cuts the cost of motoring. Under 4 quarts of oil to buy when you change . . . Up to 40,000 miles on a set of tyres . . . least depreciation . . . low registration costs and insurance . . . low deposit . . . and generous easy terms. In fact, savings make it possible for the Willys to pay for itself within 60,000 miles.



THE NEW FULL SIZE WILLYS COUPE

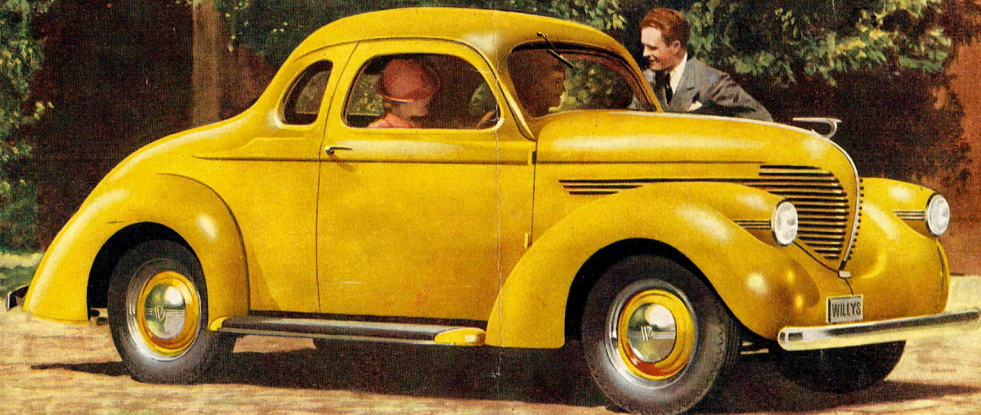
Seat 50 inches wide — 38 cubic feet luggage space

Designed specially for personal, professional and business use, this New Full Size Willys Coupé combines small car economy—sports car performance and big car comfort with Willys traditional ruggedness and reliability. An ideal second or third car for "multiple car" families. Seats three adults in roomy comfort. Dickey seat optional at slight extra cost.

Leather upholstery — adjustable seat — two glove boxes in dash — large parcel compartment behind seat—lockup luggage compartment of 38 cubic feet with balanced hinged door. Safety steel body with all-steel top — locks on both doors—cowl ventilator—dome light — sun visor — "Four Window" body with wide rear window gives unusual vision.

To-day's cleverest personal car.

Certified to do
10 to 15 more
miles per gallon
than any other
current
American car



Common sense says "buy Willys" Good taste says "drive Willys"

★ WILLYS ENGINEERING TELLS THE INSIDE STORY!



● Roominess is a major feature of the New Full Size Willys. Both front and rear doors are wide. It's a joy to "feel" the comfort of the Willys and at the same time be surrounded by the beauty and convenience afforded by all models.



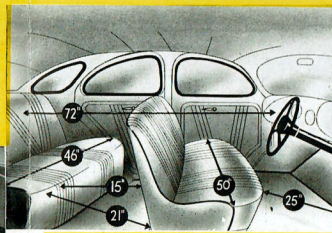
● Look at the width of the seats. The New Full Size Willys has been so ingeniously engineered that there is greater-than-standard room on a standard-tread chassis. The riding comfort is a revelation. ● The air-plane type instrument panel combines beauty with utility. All instruments are well within sight and reach. On either side of the panel is a large glove compartment. Note the convenience of the emergency brake under the instrument panel.



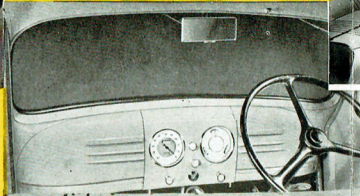
● Fine engineering has made every mechanical detail an important part in the dependability of Willys performance. The most usual remark of men who know it, "Seems almost too good to be true." Petrol and oil intake, oil-level gauge and battery are all on the right side for easy servicing.

● The appointments are recognized as being the quality of fine cars. A careful examination of details is sure to please even the most fastidious.

● The New Full Size Willys is the smartest, most practically designed car that has ever appeared on Australian highways. De Luxe equipment on both the Sedan and Coupe: genuine leather upholstery—Dome light—Sun Visor—Electric windshield wiper—Handomely colored instrument panel with edge lighting—Chromium-plated centre strip on hood—Four bumper guards—Colored mudguards—and choice of beautiful colors for body and wheels.



● It's a joy to drive the New Full Size Willys. The front seat is 50 inches wide. The knee room and head room are greater than in most cars of its class. The deep-cushioned front seat is easily adjustable.



Throughout the world, in the hands of millions of owners, the Willys power plant has become synonymous with dependable performance and utmost economy.

In a 24-hour continuous run of 1810 miles on Muroc Dry Lake, California, the Willys averaged 75.07 miles per hour. Directly following this, Willys ran 1080.48 miles on an average of 43.2 miles per gallon with a speed averaging 45 miles per hour.

Willys won first place for Class A-1 cars in the Gilmore-Yosemite Official Economy Run. Through this mountainous route of 524.02 miles, the fully loaded Willys Sedan averaged 39.8 miles per gallon.

In the annual Australian hill climb, one of the world's toughest performance tests, Willys won first place in both 1935 and 1936.

Compare the Willys engine with other American engines. It will be found that Willys has approximately a third fewer reciprocating parts, which naturally means less trouble and increased dependability. The L-head-type Willys engine is completely rubber mounted to produce a smooth, even flow of power. Through advanced engineering design, the engine is perfectly balanced at all times.

Pistons are of lightweight semi-steel for longer life. The sturdy crankshaft is drop-forged, made of the highest-grade steel, and is both statically and dynamically balanced for smooth operation.

Willys is equipped with an automatic, high-velocity, air-controlled, down-draft carburetor with the main jet fully adjustable. This is a newly developed, exclusive feature which accounts considerably for Willys economy.

To the automotive engineer it is immediately apparent that the Willys chassis has been sturdily designed and built to offer maximum ruggedness and dependability.

● Many more miles per Imperial gallon of petrol.

● Greater-than-standard room (50-inch front seat) with standard tread.

● Full size all-steel body.

● Solid steel top—sound and heat insulated.

● Synchro-mesh transmission.

● Chromium-trimmed disc wheels with 16 x 5.50 tyres.

● Patented rubber engine mountings.

● Level floor surfaces.

● Over-size, double-action hydraulic shock absorbers.

● 153-cubic-foot luggage compartment accessible from rear of Sedan.

● 33-cubic-foot luggage compartment in rear of Coupe.

● Chrome steel valve inserts.

● Float-O oil intake.

● Headlights in mudguards for greater driving safety.

● Extra large Bendix 4-wheel duo-servo brakes.

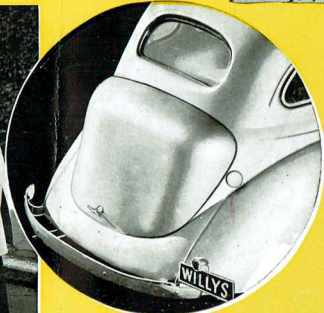
● Dash-control emergency brakes.

● Starter button on instrument panel.

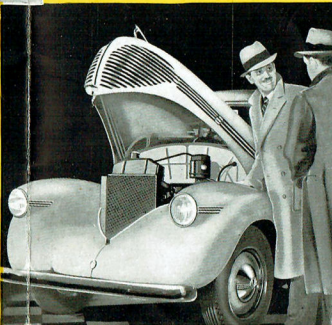
● Large glove compartments on right and left side of instrument panel.

● One-piece bonnet—lifts from front, counter-balances at any point—engine instantaneously accessible.

● Battery, oil and water located under bonnet for easy accessibility.



● Large 153-cubic-foot luggage compartment accessible through the rear deck door of Sedan. The spare tyre, located below the luggage compartment, is also easily accessible. Coupe has 33-cubic-foot luggage space.



THE NEW FULL SIZE WILLYS TOURER

The New Willys Tourer is outstanding for its roominess and the sensible arrangement of space.

The car has been designed to ensure safe cornering, quick manoeuvring and ease of parking. The instant pick-up, the ease of handling, the road stability at higher speeds, the power on hills, combined with all other Willys features, make this car not only eminently desirable, but practicable.



THE NEW FULL SIZE WILLYS ROADSTER



This model possesses the smart modernity, the same distinction, the same power and economy of operation as the New Willys Sedan. It is comfortable, fast, powerful, and — above all — thrifty! Ease of control, strength and reliability harmonise with attractive lines and exceptional comfort.

A full demonstration of any of the New Willys models will be immediately and gladly arranged for you without the slightest obligation.

CONDENSED SPECIFICATIONS

BRAKES—Four-wheel, Bendix duo-servo, internal-expanding, two shoe type, self energizing. Total braking area 134 square inches.

CHASSIS—Frame, double-drop X-member type. Silent "U" spring shackles.

CLUTCH AND TRANSMISSION—Single-plate dry-disc clutch. Silent synchromesh transmission.

CONTROLS—Horn control at centre of steering wheel. Starter button, throttle and choke controls together with ignition lock in instrument panel.

ELECTRICAL—Battery, 13-plate, 95 amperes. Starting motor, Auto-Lite. Generator, Auto-Lite. Coil, Auto-Lite and Distributor, Vacuum-type Auto-Lite.

COOLING SYSTEM—Cellular-type radiator—11 quart capacity. Concealed filter pipe. Pump circulation, centrifugal type.

ENGINE—Four-cylinder, I-head type. Cylinder bore 34 inches—Stroke 42 inches. Piston displacement 134.2 cubic inches. R.A.C. horsepower rating 15.63; actual horsepower 48 at 3200 r.p.m. Compression ratio 5.7 to 1. Engine bolts through rubber with rubber mountings at both front and rear.

ENGINE LUBRICATION—Full pressure to crankshaft bearings, connecting rod and camshaft bearings, and timing chain. Oil reservoir capacity, 3.30 Imp. quarts. Float-Oil floating-type oil intake.

EQUIPMENT—Non-glare windshield. Remote door controls. Safety-type steering wheel. All-steel body with solid steel top—sound and heat insulated. Oversize, double-section hydraulic shock absorbers. Dash-control emergency brakes. Starter button an instrument panel. Large glove compartments on right and left side of instrument panel. Large tyre—size 16 x 5.50.

FRONT AXLE—Reverse Elliott type, heat-treated I-beam section. Timken roller thrust bearings and bronze bushings on steering knuckles.

FUEL SYSTEM—Petrol tank at rear—capacity 6.60 Imperial Gallons. Mechanical fuel pump and filter. Electric fuel gauge in instrument panel.

REAR AXLE—Semi-floating, unit-centre type. Differential and pinion shaft on Timken taper roller bearings. Spiral bevel ring gear and pinion, nickel alloy steel.

STEERING GEAR—Worm and sector gear type—17-foot turning radius.

WHEELS—Disc-type wheels. Spare wheel carried in rear luggage compartment. Tyre size 16 x 5.50.

Note: We reserve the right to change prices, colors, and other specifications without notice.

STOKOE MOTORS PTY. LTD.

265-273 Exhibition Street, MELBOURNE, C.1

Phone F4181 (6 Lines). After Hours—F4186

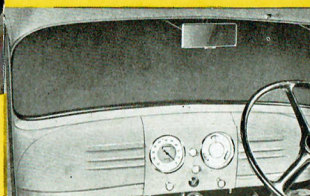


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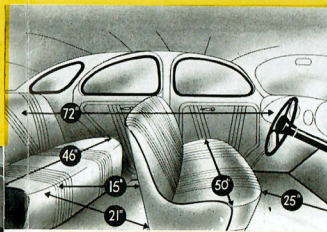


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● Greater-than-standard room (50-inch front seat) with standard tread.

● Full size all-steel body.

● Solid steel top—sound and heat insulated.

● Synchro-mesh transmission.

● Chromium-trimmed disc wheels with 16 x 5.50 tyres.

● Patented rubber engine mountings.

● Level floor surfaces.

● Over-size, double-action hydraulic shock absorbers.

● 15½-cubic-foot luggage compartment accessible from rear of Sedan.

● 38-cubic-foot luggage compartment in rear of Coupe.

● Chrome steel valve inserts.

● Float-O oil intake.

● Headlights in mudguards for greater driving safety.

● Extra large Bendix 4-wheel duo-servo brakes.

● Dash-control emergency brakes.

● Starter button on instrument panel.

● Large glove compartments on right and left side of instrument panel.

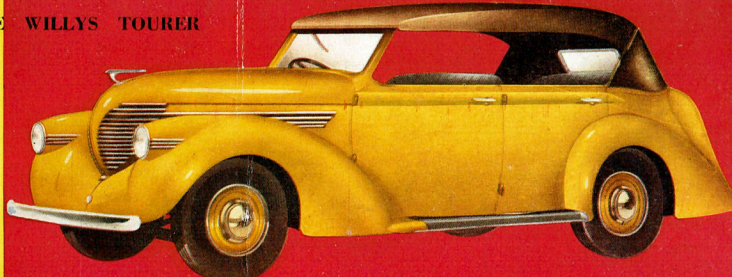
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CONDENSED SPECIFICATIONS

BRAKES—Four-wheel, Bendix duo-servo, internal-expanding, two shoe type, self energizing. Total braking area 134 square inches.

CHASSIS—Frame, double-drop X-member type. Silent "U" spring shackles.

CLUTCH AND TRANSMISSION—Single-plate dry-disc clutch. Silent synchro-mesh transmission.

CONTROLS—Horn control at centre of steering wheel. Starter button, throttle and choke controls together with ignition lock in instrument panel.

ELECTRICAL—Battery, 13-plate, 95 amperes. Starting motor, Auto-Lite. Generator, Auto-Lite. Coil, Auto-Lite and Distributor, Vacuum-type Auto-Lite.

COOLING SYSTEM—Cellular-type radiator—11-quart capacity. Cored filler pipe. Pump circulation, centrifugal type.

ENGINE—Four-cylinder, L-head type. Cylinder bore 3½ inches—Stroke 4½ inches. Piston displacement 134.2 cubic inches. R.A.C. horsepower rating 15.63; actual horsepower 48 at 3200 r.p.m. Compression ratio 5.7 to 1. Engine bolts through rubber with rubber mountings at both front and rear.

ENGINE LUBRICATION—Full pressure to crankshaft bearings, connecting rod and camshaft bearings, and timing chain. Oil reservoir capacity, 3.30 Imp. quarts. Float-O floating-type oil intake.

EQUIPMENT—Non-glare windshield. Remote door controls. Safety-type steering wheel. All-steel body with solid steel top—sound and heat insulated. Oversize, double-action hydraulic shock absorbers. Dash-control emergency brakes. Starter button on instrument panel. Large glove compartments on right and left side of instrument panel. Large tyres—size 16 x 5.50.

FRONT AXLE—Reverse Elliott type, heat-treated L-beam section. Timken roller thrust bearings and bronze bushings on steering knuckles.

FUEL SYSTEM—Petrol tank at rear—capacity 6.60 Imperial Gallons. Mechanical fuel pump and filter. Electric fuel gauge in instrument panel.

REAR AXLE—Semi-floating, unit-centre type. Differential and pinion shaft on Timken taper roller bearings. Spiral bevel ring gear and pinion, nickel alloy steel.

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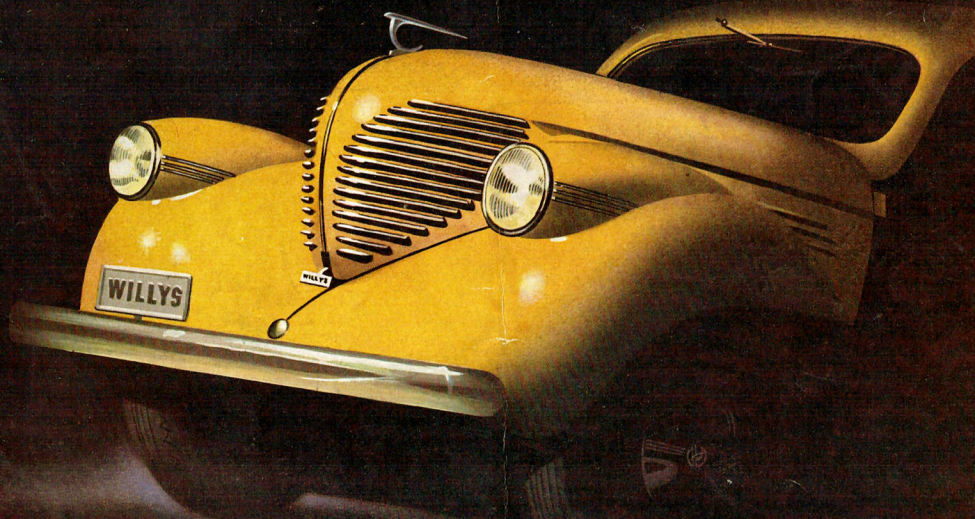
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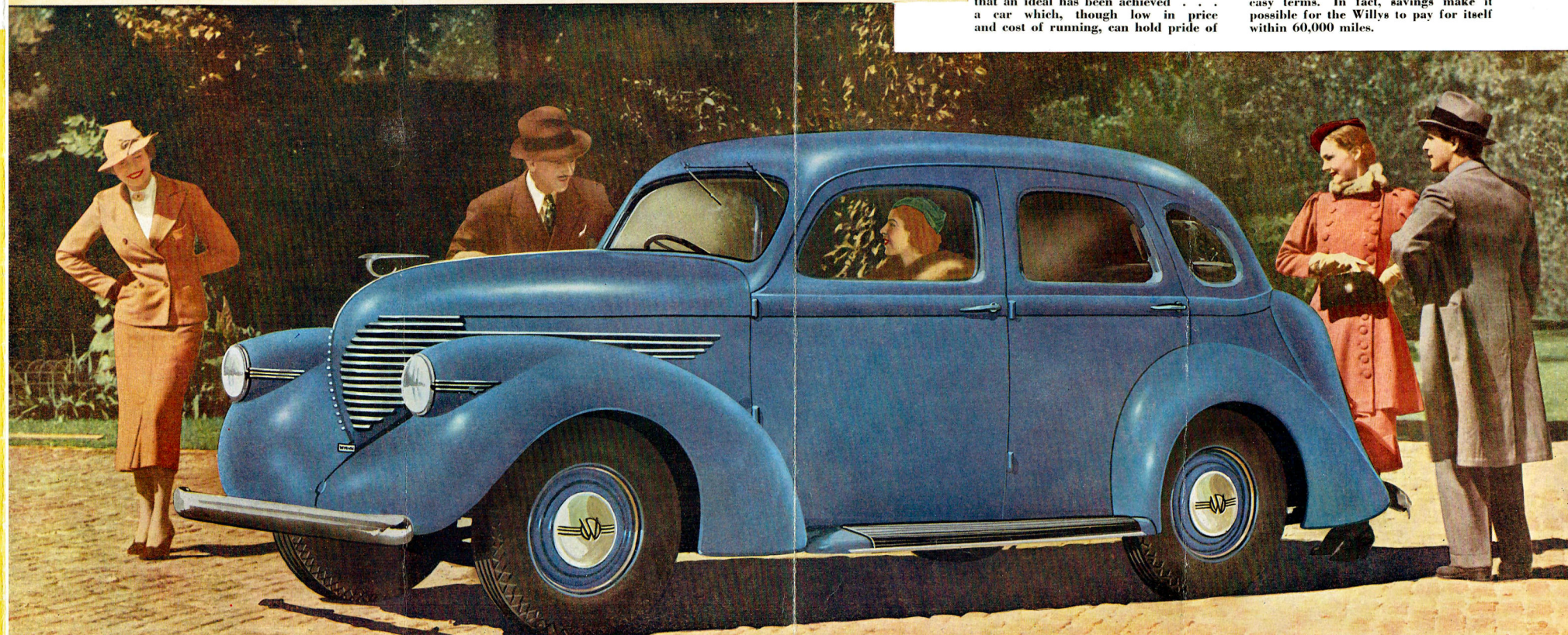
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