

**New Chevrolet Cars
Now on Display
in Local Salesroom**

Many Improvements in This Popular Make of Car. Detailed Description of Latest Developments. Expect Big Year's Business.

The Chevrolet Motor Company Saturday announced a new car for 1930 known as "The Greatest Chevrolet in Chevrolet History."

Announcement of the new car comes right at the close of Chevrolet's greatest year, for the sensational success of the six-cylinder Chevrolet, introduced just a year ago, resulted in an output of 1,350,000 cars this year, breaking by a wide margin all former Chevrolet annual production records.

In making public Chevrolet's plans for 1930, W. S. Knudsen, president and general manager, declared that with the improvements incorporated in the new car, Chevrolet was anticipating a volume of business that will equal if not surpass, the phenomenal record of 1929. And, in order to accommodate an early demand, production is being speeded with all haste consistent with the precision methods for which Chevrolet manufacturing operations are famous.

New car shipments have been going out to dealers for the past ten days, with deliveries to owners scheduled to start today. The cars went on display Saturday in thousands of Chevrolet show rooms from coast to coast, while at the same time the announcement of the new car was being broadcast through the advertising columns of more than 6,500 newspapers.

Scores of distinct improvements have been made in the 1930 Chevrolet line, the factory announces. Greater beauty, added safety factors, improved riding comfort and better all-round performance with added power, and faster acceleration are announced as features of the new line.

Larger tires, small wheels, Delco-Lovejoy hydraulic shock absorbers at all four wheels, Fisher slanting non-glare VV windshield and vastly improved four wheel braking system are some of the highlights.

Brakes are of the internal expanding "articulated shoe type" both front and rear, those on the front wheels having two shoes while those on the rear have four. These brakes, also, are fully enclosed giving perfect protection against water and dirt.

The brakes represent an innovation not only in the Chevrolet line but in the entire passenger car field. The length of service that these linings give in the new design Chevrolet brakes is second to none. The brakes may be adjusted without the removal of any plates from the brake drum and operate with equal efficiency on all four wheels. The brake drums are 11½ inches in diameter. The emergency brake is an independent unit operating on the rear drums. A new method of construction known as the "articulated shoe type" assures uniform braking under all conditions of temperature. Tests at the General Motors Proving Ground show that the new brake will stop a car traveling thirty miles per hour in

two and two-tenths seconds within 48 feet.

The attractive new closed bodies, in a variety of colors, carry the famous Fisher stamp of craftsmanship. Eight models, three of which are new to Chevrolet, comprise the line. Of the eight, five are closed cars and three are open. The closed cars are the sedan, coach, coupe, sport coupe and club sedan. The open models are the roadster, sport roadster and phaeton. The models new to the line this year are the sport coupe, sport roadster and club sedan.

The six cylinder valve-in-head engine introduced a year ago, after four years of research and development, has been further improved and refined. Since the introduction of the six a year ago, test cars have run up more than a million miles of driving at the General Motors Proving Ground in the working out and the justifying of the improvements found in the 1930 car. All the resources of the General Motors Research Laboratories and the Chevrolet experiment laboratory were placed at the disposal of the Chevrolet engineering staff in this work.

Working with Chevrolet's chief engineer, were General Motors engineers and Proving Ground engineers, with 18 Chevrolet engineers assisting their chief in supervising the development and refinement of the improved six cylinder motor found in "the greatest Chevrolet."

The result of the efforts of this engineering talent is a smoother, quieter, more powerful motor. The new engine, fully enclosed, with a high compression non-detonating head, develops 50 horsepower.

The brake horsepower has been increased over the entire speed range. At 1000 revolutions per minute 24.5 horsepower is developed and the maximum of 50 horsepower is attained at 2,600 revolutions per minute. This increase in power insures a marked improvement in acceleration and hill climbing ability. At normal driving speed the new engine develops many times the power to drive the car. Specifically the rear axle has been redesigned while the differential unit has been strengthened and its oiling system redesigned to insure long life and quiet operation.

Smoother operation of the engine and longer life are assured through the use of light weight pistons. Steel-backed crankshaft bearings have been adopted because they are more durable.

The oil pump has been increased in capacity and improved in efficiency, while the carburetor has been improved in respect to both its accelerating pump and jet size. The accelerating pump has been increased in length and reduced in diameter. This improvement also helps the acceleration performance by increasing the duration of the spray.

The same sturdy 48 pound crankshaft which proved so satisfactory during 1929 has been retained in the new car and a further contribution to smoother engine operation, improved distribution and increased economy has been made by the new intake and exhaust manifolds of the heated T design.

The air cleaner has been improved by reversing the position of the intake slots and providing for a less restricted flow of air. With the intake slots located at a

greater distance from the exhaust manifold, the air entering the carburetor is much cooler and a greater amount of air can be handled in the same space because of its greater density. These combined refinements result in better engine performance by insuring delivery of clean, cool air to the carburetor in larger quantities.

The clutch on the new car has been improved by the adoption of an integral disc, made in one piece of high carbon steel. This will give the 1930 cars smoother and easier clutch action, with quieter operation and longer service.

Easier riding and greater quietness are accomplished through a new type of self-adjusting spring shackle in which bushings in the spring eyes and brackets are eliminated, thus doing away with wear. Hardened and ground tubular pins, with tapered ends, are pressed into the springs and brackets while oil forced into them forms a large reservoir, making frequent lubrication unnecessary.

Another improvement bringing about easier riding, is found in the Delco-Lovejoy hydraulic shock absorbers in the form of a rigid link rod instead of a strap connecting the operating arms with the chassis and insuring positive transmission of all rebound movements.

A new type of gasoline gauge of unusual accuracy is found on the new Chevrolet. A double float in the tank insures correct reading of this gauge regardless of the position of the car.

The position of the steering wheel in relation to the seat has been changed, making the driver's position much more comfortable. The horn button in the center of the wheel has been made more accessible and easier to operate by increasing the height of the crown and improving the design of the rubber bellows.

Appearance and riding qualities of the car have been improved through a change in the tire size from a 4.50-20 to 4.75-19. The rim diameter has been reduced one inch.

Disc wheels are provided as standard equipment on all models except the sport roadster and the sport coupe. The wire wheels on these models are equipped with drop center rims and are demountable at the hub. The large wire wheel hubcaps are chromium plated and of beautiful and distinctive design. The neat Chevrolet emblem at the center with raised polished border and black center is surrounded by a hammered background. This is surrounded by a polished ring within a black ring.

Any possibility of the hood rattling has been eliminated through the addition of a rubber bumper mounted on the upturned flange

of the fender skirt, against which the hood bears.

The instrument panel design and arrangement this year is entirely new. The instruments are all mounted on a single carrier plate which is assembled from the rear. This permits the removal of individual instruments for service. Spark and throttle controls as well as choke are located on the instrument panel, which is indirectly lighted.

The sport roadster and sport coupe are equipped with wire wheels. Both have rumble seats, that in the sport roadster being of the flush type. Spare wheel and carrier are mounted on the back. The sport roadster is finished in smart black Duco with Ayres gray moulding. Body striping and wire wheels are Shalimar orange, while the seats are gray with plain back and tufted seat cushion. Top material is brown and white whipcord on the inside and gray teal on the outside. The back curtain is separable to permit better ventilation. The sport coupe is finished in Stanford brown with Beaver brown roof and rear quarter. Mouldings are of Beaver brown while the body striping and

wire wheels are Shalimar orange. The interior is trimmed in a beautifully harmonizing mohair.

The club sedan is finished in Llama gray Duco with black rear quarter. Mouldings are black with Eos red striping. Wheels are Llama gray striped with Eas red. The mohair harmonizes with the general ensemble.

In the phaeton and roadster the seats have been lowered an inch and a half and in the phaeton the rear seat has been tilted. Seat and back cushions have been made deeper, giving greater riding comfort. Trim material of the phaeton is gray while the seat cushions are tufted with plain seat backs. Top material is brown and white whipcord on the inside and gray teal on the outside. It is finished in Saxon gray Duco with Bloss Vale green moulding and Talina brown striping. The wheels are Saxon gray with Bloss green stripe. In the roadster gray Spanish material grain with plain back and tufted cushion is used for upholstery while the top material is brown and white whipcord on the inside with gray teal on the outside. The back curtain is separable to permit better ventilation. Buttons in

the top hold the curtain open. The roadster is finished in Staunton blue Duco with black mouldings and Tusk ivory stripings. Wheels are black with Tusk ivory stripings, also.

In the coach the left front seat is hinged only at the floor. The back and seat being in fixed relation. The right front seat is of the folding type, hinged at both floor and back. Appearance of the body has been improved by a new contour of the window reveals. The body is finished in Classic blue Duco with ivory stripings and wheels to match. The interior of the body is finished with a high grade velour of harmonizing color. The coupe follows the same design as to the window reveals while the body is finished in Scaraba green Duco with Arizona gray mouldings and Tusk ivory stripings. Wheels are finished to match with the velour trim of a harmonizing color.

The sedan stands out as a deluxe model with chrome-plated Cowl lights and attractive chrome plated cowl mouldings. The body is finished in Boulevard maroon with black mouldings, rear quarter and wheels. Striping on both

body and wheels is of Aurora red while the trim is in harmonizing color of a high grade mohair.

MARRIED WOMAN FEARS GAS

—EATS ONLY BABY FOOD
"For 3 years I ate only baby food, everything else formed gas. Now, thanks to Adlerika, I eat anything and enjoy life."—Mrs. M. Gunn.

Just ONE spoonful Adlerika relieves all GAS so you can eat and sleep better. Acts on BOTH upper and lower bowel removing poisons you never knew were there, and which caused your stomach trouble. No matter what you have tried for stomach and bowels, Adlerika will surprise you Sam B. Hall, Druggist.

—Misses Eva, Pauline and Bernice Elder spent Sunday and Sunday night with Cora Risley.

O. F. ROSTER
DENTIST
Now located in Decatur
227 Standard Life Bldg.
Second Floor

For Economical Transportation



Today

-Chevrolet announces

**THE GREATEST
CHEVROLET
IN CHEVROLET HISTORY**

Today, Chevrolet presents the Greatest Chevrolet in Chevrolet History—a smoother, faster, better Six—with beautiful new bodies by Fisher.

Basically, it is the same sturdy, substantial Six which won such tremendous popularity in 1929. But it is a greater car in every way—for there are scores of vital improvements which contribute to comfort, performance, endurance and safety.

An improved six-cylinder valve-in-head

motor, with its capacity increased to 50 horsepower; four Delco-Lovejoy hydraulic shock absorbers; fully-enclosed internal-expanding weather-proof brakes; a new dash gasoline gauge; heavier and stronger rear axle; Fisher non-glare windshield; larger tires—

—these are typical of the many improvements found throughout the entire design.

But most impressive of all—this smoother, faster, better Six is available—

--- at Greatly Reduced Prices!

During 1929, more than a million three hundred thousand persons bought six-cylinder Chevrolets. This enormous volume has made possible many savings in the Chevrolet factories—and, in keeping with its long-established policy, Chevrolet is shar-

ing these savings with the public. No written description can do justice to the extra value and quality provided in this new car. Visit your Chevrolet dealer—see this car—ride in it—and judge for yourself the sensational value it represents.

The ROADSTER	\$495	The CLUB SEDAN	\$625
The PHAETON	\$495	The SEDAN	\$675
The SPORT ROADSTER	\$525	The SEDAN DELIVERY	\$595
The COACH	\$565	The LIGHT DELIVERY CHASSIS	\$365
The COUPE	\$565	The 1 AND ½-TON CHASSIS	\$520
The SPORT COUPE	\$625	The 1 AND ½-TON CHASSIS, WITH CAB	\$625

All Prices f. o. b. Factory, Flint, Michigan

Capitol Chevrolet Sales

Southeast Corner Square Sullivan, Illinois

A SIX IN THE PRICE RANGE OF THE FOUR

Statement of the Condition of the

Merchants & Farmers State Bank
Sullivan, Illinois

At the Close of Business, Dec. 31, 1929

RESOURCES	
Cash and exchanges	\$ 32,424.14
U. S. Government Bonds	30,973.86
Bills Receivable	304,466.51
Overdrafts	767.18
Other Real Estate	17,166.60
Banking House, Furniture and Fixtures	21,000.00
Total	\$406,798.29
LIABILITIES	
Capital	\$ 50,000.00
Surplus	20,000.00
Undivided Profits	4,559.76
Deposits	332,216.03
Dividends Unpaid	22.50
Total	\$406,798.29

