Overland 4 After Two Years of Actual Demonstration Is Officially Announced

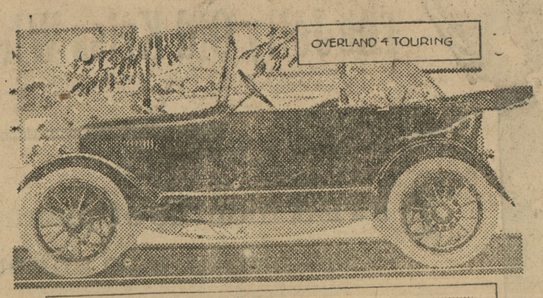
Unusual Public Interest Has Been Centered In This Latest Model.

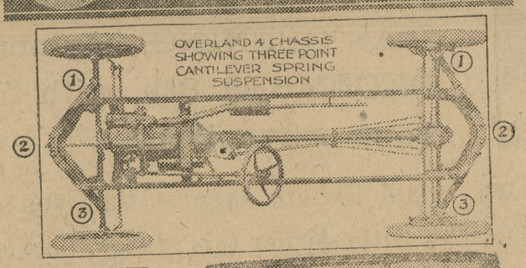
NEW TYPE OF SPRINGS

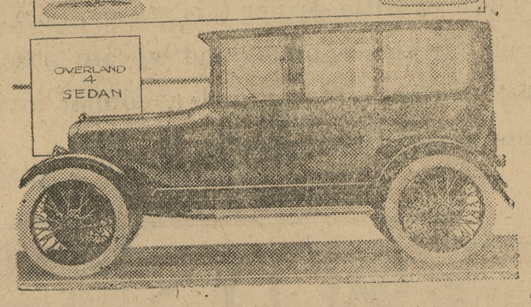
Three-point suspension design is introduced for first time.

Big Car Comfort Is Claimed

Willys-Overland asserts springs are greatest improvement in motor cars since pneumatic tires.







Overland 4, the new car of light weight construction for which the public has been waiting since its introduction was first rumored at the automobile shows about two years ago, was placed on exhibition in Chestertown today at the Overland salesrooms of John H. Clendaniel, Jr.,

The men and women who inspect the Overland 4 were representative of the visitors to Overland salesrooms in a thousand cities, towns, and hamlets of the United States. The company's dealers, from Maine to California, and from Washington to Florida, now have on display one or more of the new models described as embodying "the greatest improvement in riding comfort since the introduction of pneumatic tires."

New Type of Springs.

This improvement is the use of three point suspension springs. Unusually graceful in body design, Overland 4 makes a splendid impression on the visitor. It was this new spring suspension, however, which absorbed motorist attention at the salesrooms. It is a combination of two principles that have been used to greatest advantage in automobile construction: First, that of cantilever springs; second, the flexible three-point construction.

The luxurious riding comfort these springs furnish the car was immediately understood and appreciated. It is this feature which gives to the new Overland car, designed for light weight, that degree of riding comfort and security hitherto possible only in high-price heavier cars.

But this the only one of many features in Overland 4 which back the Willys-Overland Company's claim to success in giving the public "a new standard of riding comfort."

The actual creation of Overland 4 began more than two years ago. The last two years have been devoted to testing and perfecting each part of the car. Back of its development stand ten years of successful manufacturing and engineering experience in giving the public good motor cars. for the immediate development and production of Overland 4, John N. Willys has concentrated the vast resources of the Willys-Overland Company. Production will be on a scale which will assure the greatest economies in manufacturing.

Ideals Guide Design.

Guiding the development of this remarkable new car was Mr. Willys' ideal of a motor car which would combine with the economy of light weight all the comfortable riding qualities and the stamina of the heavy and expensive automobiles. He proposed a car of built-in quality which would free the owner from all possible up-keep expenses. This was not possible, the company claims, until the Willys'-Overland Company devised this interesting three-point spring suspension, a spring seating radically different from the conventional design of four springs paralleling the chasis frame. New as this spring suspension is, it is interesting to note that the design has been approved by the Society of Automobile Engineers.

Before the final adoption of the new springs, special breaking and bumping machines were rigged up at the factory, and the cars, after that supposedly destructive test, were sent out on trial trips which carried them into every section of the country in all sorts of weather conditions. The cars were driven over the Rocky Mountains, through the desert roads and boulder stretches of the southwest, over the sagebrush and sand of Texas, and through the mud and clay of the Missouri Valley. A two years' test, covering 250,000 miles of travel! The car satisfied the company's engineers that it was right. The war period which held up production was devoted to an exhaustive perfection of car details, refining the quality and economy features.

Without emphasizing such features as an unusually attractive appearance, the all-steel body with an oven-baked enamel finish and other interesting details, it may be said that motoring interest centers in four new and distinctive features of Overland 4. These features, each worth the motorist's study, are:

Springbase, Not Wheelbase.

First, of course, the three-point cantilever spring suspension. The springs on Overland 4 extend fifteen inches from a point on the chasis beyond the axles at front and rear, giving a wide diagonal shape to the springs. The car has thus an actual springbase of 130 inches, although the car wheelbase itself is 100 inches. Each spring flexibly responds to its task of keeping the body and passengers riding on a constantly even keel. Bobbing, sidesway, and lurching are materially lessened. The result is a roomy, easy-riding car on a new type of springs so designed as to absorb road shocks from the worst of pavements or roads. The Willy-Overland engineers make the unusual claim of having produced a car that rides well on any road.

Second—Economy. The new springs so perfect the car from road shock as to make possible much lighter weight and hence a great saving in fuel and tires. Furthermore, the car is so simple and accessible that costs of upkeep and repairs must be greatly reduced. Yet the car's parts have a protected accessibility—a big factor in upkeep. The car is assembled from five units only. The chasis is clear of all invilved mechanism. The entire assembly requires only 50 bolts. The engine is a remarkably high-grade, thoroughly up-to-the-minute power plant, compact and simple. The neatness and cleanliness of design bespeak the ready accessibility to all parts.

New Quality Standard.

Third—Quality. Specifications indicate that the Overland 4 has been built in each part of the finest quality steels and steel-alloys. The car's parts have been machined within the closest possible limits, performing a quality of construction equal to that of a hand-made product. Inspection starts at the steel mills where the company has stationed expert metallurgists to test every heat of steel, the owner's driving the car away. The stock reaching the factory is thus all first grade through many inspections. This itself is a new feature in automobile construction. The body is all-steel with an oven-baked enamel finish. The construction is simple and the balance of part to part is unusually fine. The car has been designed light weight.

Unusually Complete Equipment.

Fourth — Bountiful and complete equipment. In every detail from demountable rims to Auto-Lite starter, lights and horn, the equipment of Overland 4 appears to have been planned with a single view of comfort, convenience, and long service. All seat cushions, which are detachable like those in a pullman, areupholstered with the luxurious Marshall Divan springs. The windshield is slanting rain vision. The one-man top, curtains and cushions are Duratex. The horn button is in the center of the steering wheel. The controls are all mounted on a keyboard on the crowl in instant and ready reach.

All in all, Overland 4 impresses its visitors as being a motor car value of very distinctive comfort, economy, quality and convenience. It will be marketed in four body styles: A Sedan at $1,375; coupe at $1,325; touring car and roadster at $845, f. o. b. Toledo.

INTERESTING DETAIL FEATURES

The motor of the Overland 4 is cast en bloc with a removable head. It has generous valve opening.

The lubricating and oiling system require no pumps. The oil is circulated by pressure automatically created and the water is circulated by the Thermo-Syphon system or natural cooling method. No power is required of the motor to operate these systems.

The steering apparatus is of the planetary gear type with the gears at the bottom of the steering column. By this arrangement all the strain is taken at three points instead of at one.

The clutch is of the single plate type now used by 71 per cent of the motor manufacturers. The selective gear transmission has three speeds forward and reverse. It operates in oil.

The front axle is of chrome nickel steel which affords both light weight and strength. The front wheels have tapered roller bearings. The rear axle, also of chrome nickel steel, is three-quarter floating. The differential and rear wheels operate on annular ball bearings.

The car is equipped with two brakes—foot and hand. These work on 10-inch drums on each wheel and to assure safety are larger than necessity demands.

Keyboard Control.

Upon the instrument board, or "keyboard" as it is called on the Overland 4, is centralized the hand throttle, spark and choke control, and the ignition and electric buttons, together with the speedometer dial and current indicator.

In addition to the hand throttle there is a foot accelerator handily placed. The clutch and brake pedals are adjustable to reach.

The wide, deep seats of the Overland 4 supplement the Three-Point Suspension Springs and comfortably accommodate five Passengers. The cushions are equipped with Marshall divan springs. The upholstery throughout the car is long grain Duratex. All cushions, including the back and sides are removable. The one-man top also is of Duratex.

Body Is All Steel.

One of the chief aims of the builders has been to maintain the highest standard of quality throughout the car in both the material and manufacture. This has been carried to the design and finish, the body details and the equipment.

The car has a streamline body which is entirely constructed of steel with slanting windshield. The full-crowned fenders are of heavy sheet steel. The running boards are covered with linoleum, aluminum bound. The body and chasis are finished in hard baked enamel. The fittings are nickel and pilished aluminum.

The car is equipped with an Auto-Lite two-unit starting and lighting system, headlights with a dimmer, dash and tail-lights, a magnetic speedometer, electric horn, spare tire carrier, extra rim, complete set of tools, tire repair kit, jack and pump. The tires are mounted on demountable rims.

Because of the unprecedented demands for the Overland 4, dealers for the time being are accepting orders for delivery to purchasers in the order in which requests are received.

Elementary School Averages

Standing of Elementary Classes

First Grade—Group A — Kathryn Ford, Theodosia Chapman, Vickers LeCates.

Group B—Lois Baxter, Margaret Coleman, Anna Gardner, Mary Phillips, Miriam Smith, Earl Capel, James Hessey, James Meekins, Wilbur Reed, Franklin Patrick, Gilbert Patrick, Robert Kennard, Jack Reed, Helen Brown, Ethel Smith.

Group C—Virginia Bell, May Meekins, Jesse Hadaway, Alvin Meredith, Frances Woolford.

Group D—Louise Allen, Marguerite Copper, Margaret Dorsey, Albert Hickman, Edgar Massey, Mary Hickman, Eugene Massey, Evelyn Capel, Margaret Rash.

Group E—Hyland Copper, Beverly Hyland, Helen Needles.

Group F—Wilbur Patrick.

First Grade—A—Anne Kreeger, Carrie Walters, Elenor Rolph, Lucile Rasin, Patience Pyle.

Group B—Ruth Jones, Margaret Smith, Calvin Woolford, Edward Lewis, Robert Huey Jr., Elizabeth Hopkins, Nancy Jean Usilton, Gladys Everett, Jesse Hurd, Edith Jarrell, J. T. Anthony 3rd., Paul Pippin, Thelma Smith.

Group C—Margaret Malin, Roland LeCates, John Schauber, Byron Barnett, Willard Kinsey.

Group D—Dodd Hadaway, Albert Newsome, Clifton Jarrell, Sarah Morris, Walter T. Bennett, Evelyn Harvey, Preston Leager, Victor Hendrickson, Chester Roberts, Louise Goodman, Harry King.

Grop E—Clarence Sutton, Virginia Reed, Gault Applegarth.

Group F—Charles Taylor, Cecil Taylor, Henry Beck Townshend, Abbie Peterson.

Second Grade—Group A— D. B. Ford Jr., A. Parks Rasin Jr., Emily Jewell, Elizabeth Bell, Frederick Usilton, Harry Fallowfield Jr.

Group B—Norman Sutton, Maggie Patrick, Helen Adams, Miriam Kirby, Thomsen Brown, Evelyn Allen, Dorothy Latham, Albert Raleigh, Dorothy Hendrickson, Martha May Jarrell, Edna May Harvey, Kathryn Jarrell, Marie Woolford, Walter Elburn, Kathryn Baker, Blanche Hurd, Edith Manger.

Group C—Clarence Smith, Elmer Reed, James Collins, John Bennett, Edith Smith, Julian Joiner, Allan Barnes, Calvin Walls Medford Clift, Harry Lewis, Garrett Chaires.

Group D—Harry Patrick.

Third Grade—Group A—Esther Peacock, Elizabeth Willis, Ida Spielberger, Margaret Rasin.

Group B — Henrietta Newnam Louise Simpers, Genevieve Dorsey, Frank B. Hines Jr., Isabelle Crow, Frances Bennett, Margaret Bennett, Gladys Everett, August Herzberg, Helen Joiner.

Group C—Morgan Hadaway, Sara Roberts, Alice Coleman, Vernon Corey, Stanley Hyland, Marjorie Leager, Vernon Needles, Robert Penn, Thelma Reed, Albert Sutton, Margaret Leager.

Group D—H. Sterling Townshend, Franklin Miller, Eva Peterson, Thomas Jones, Eddie Patrick, Walter Bennett, Katherine Kennard.

Group E—George Gardner, Walter Newsome, Robert Keeler, Rawlings Massey, Frank Sutton, Clyde Stoops, Harry Ryckman.

Fourth Grade—Group A—Margaret Russell, Elizabeth Culp, Earl Willis.

Group B—Jeannette Leddon, Louise Duyer, Helen Coleman, Wilbur Morris, Anna Coleman, Dorothy Keets, Enna Baxter, Eugenia Hendrickson, George Hadaway, Helen McWhorter, Helena Brown, Allan Stradley.

Group C—Arthur Hyland, Leroy Needles, Milton Barwick, Carrie Downey, Lillian Sheats, Hilda Harvey, Rebecca Jarrell, Paul Massey, Katie Patrick, Dorothy Leager, Curtis Perry, Dorothy Milby, Evelyn Carter, Louise Latham, Douglas Sites, Mary Legg.

Group D—Josiah Massey, Marian Parsons, Preston King.

Group E—Robert Hickman.

Fifth Grade—Group A—Viola Allen, Gladys Stoops, Ellsworth Estes, Allan Robinson, Harry Newsome, Georgianna Robinson, Justina McCauley, Elizabeth Carter, Perkins Woodall, Robert Harris, Elizabeth Duyer, Daisy Hadaway.

Group C—Joseph Walters, Lydia Schauber, Raymond Moffett, David Ayres, Violet LeCates, Walter Rawleigh, Olive Peterson, Joe Russell, Evelyn Brown, Susie Smith, Walter Allcutt, Eileen Jester, Dudley Everett, Ethel Orem, Bessie Patrick.

Sixth Grade — Group B—Alice Bennett, Marie Bennett, Marian Collins, Matilda Hessey, Ernestine Jarrell, Nellie McWhorter, Louise Startt, Ann Welch, Lida Wheat, Lester Chaires, Lloyd Connelly, Frank Fowler, Walter Morris, Claude Parks, Everett Sheats, Edward Smith.

Group C—Sarah Brown, Hazell Briggs, Maryland Bryan, Pauline Carter, Helen Duyer, Marian Hadaway, Sarah Hadaway, Catherine Kinsey, Alma McCauley, William Bolin, Franklin, Graham, Arthur Legg, Thomas Maslin, Andrew Medders, Jack Nickerson, Martin Sutton, Billy Usilton.

Group E—Mary Kinsey.

Group F—Edward Armstrong, John Hadaway, Wilbur Needles, Herbert Strong.

Absent—Charlotte Wright, Etta Townsend, Mary Dorsey, Albert Bennett.

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We leave the Voshell House, Chestertown direct for Tolchester. Will leave for Chestertown upon arrival of boats at Tolchester. Fare, with war tax included 35c each way; 55c each way for children under 12 years when they occupy seats.

Will call for passengers when notified in time. BUT BE READY, DO NOT KEEP CARS WAITING. Engage seats whenever it is possible coming by Tolchester.

When boats cannot land at Tolchester will meet Chestertown passengers at Betterton. Call Phone 212-W.

VERNON M. BARNETT.
mh8. Chestertown, Md.

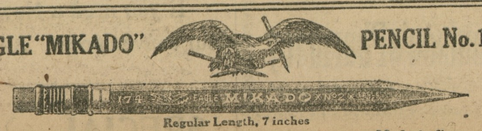
Notice to the Public

The new detour from Rock Hall to Chestertown turns off at Coleman's store and goes to the right of Wesley Chapel and comes out at Edesville.

The section of road from brick arch at Rock Hall to Coleman's store is not under the jurisdiction of the county.

GAULT APPLEGARTH,
n1-3t Road Engineer.

EAGLE "MIKADO" PENCIL No. 174



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NOTICE TO PUBLIC.

On account of permanent repairs to road to Tolchester traveling public are hereby notified to detour via Caulk's Field monument thru lower Georgetown, turning to left at Oak Grove School house.

GAULT APPLEGARTH,
n15-6t Road Engineer.

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