

O JOY—NOTHIN' BUT JOY

GET IT FROM THE START

# Three Days Wild West Round-Up

—AT—

## Weiser, October 3-4-5

### \$2,000

### CASH PREMIUMS

### 2,000

CHAMPION BUCKAROO, \$300.—CONTESTS EACH DAY. BEST ALL 'ROUND COWBOY, \$250—THREE DAYS TRIAL. RELAY RACES—WILD HORSE RACES—THOROBRED RACES—ROMAN RIDING RACES—COW PONY RACES—ROPING CONTESTS—BULLDOGGING—EXHIBITION RIDING—EVERY KNOWN FEATURE OF A WESTERN EXCITING NATURE.

ENTERTAINMENT FOR ALL, ALL DAY AND ALL NIGHT  
(WE NEVER SLEEP)

PARADES EACH MORNING—ROUND-UP EACH AFTER-  
NOON—FREE STREET DANCING EACH NIGHT.

COME AND BRING YOUR FRIENDS TO "THE ROUND-UP THAT MADE PENDLETON JEALOUS."

THE GRAND STAND SEATS 4,000—THERE'S A PLACE RESERVED FOR YOU

# KESSLER GARAGE

## KESSLER & HARVEY, Proprietors

### ELGIN

#### The Car of the Hour

Master Car Builders—men whose names have become watchwords for mechanical excellence and factory efficiency, from knowledge gained by experience as old as the industry itself, have produced this "Car of the Hour"—the New Elgin Six, Series '17.

These men, who with other well-known companies have produced some of the world's greatest cars, have in the designing and building of this Capable Six, far exceeded their previous efforts.

We are proud of the product of their mechanical genius and experience, and confidently challenge comparison of the Elgin Six in stamina, appearance, in smooth-running and easy riding qualities and comfort with any car from any country at any price.

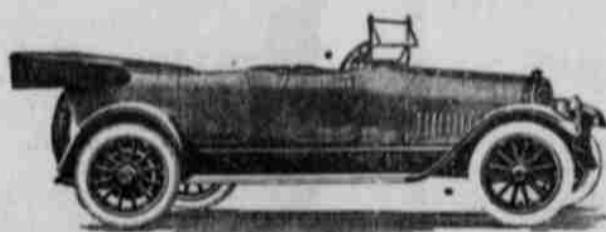
We cannot here do more than to hint at the style, impressiveness and mechanical excellence of the Elgin Six.

Experienced motorists recognize at a glance that the Elgin Six is not a "cheap Six," but a thoroughly high grade car, handsome in design, splendid in performance and equal in every respect to cars selling for two to four hundred dollars more money.

The Elgin Six improved cantilever rear spring suspension, the result of exhaustive tests and experiments on the part of Elgin engineers, has set a new standard of motoring ease and comfort at high speeds. This feature, one of the most important improvements of the past year in motor car construction, is found only in the New Elgin Six.

The long wheelbase and the perfect balance of the low swung body have likewise been carefully designed to secure the utmost in motor comfort for Elgin owners. Combined with the over-size tires, which are standard equipment on the New Elgin Six, these features enable the Elgin to iron the wrinkles out of the road to such an extent that you can drive the New Elgin Six at 35 to 50 miles per hour with perfect comfort, over roads so rough that the ordinary car dare not exceed 15 to 20 miles per hour.

The New Elgin Six contains the same wonderful horsepower High-Speed, Valve-in-Head Motor that proved such an important factor in winning for this Capable Six perfect scores and highest economy honors in every contest it has entered.



### COLE EIGHT

One experiences the same feeling of admiration when he looks upon the Cole Eight chassis as he does when he sees a well-trained, perfectly developed athlete. For here is a structure that commands instant respect. The symmetry and strength, the endurance and stamina written into every line of it bespeak the careful thought that has been applied to its construction and give promise of the service it is capable of affording.

The powerful seventy-horsepower motor—simple and accessible, yet able to produce power beyond your most extreme needs—has established itself for consistent dependability under all conditions.

It embodies the latest counterbalanced crankshaft construction with the counterweights welded integral with the shaft. There's nothing to come loose or get out of alignment. Combined with the extremely light reciprocating parts, it reduces vibration to an absolute minimum. There isn't an improvement in V-type motor construction that the Cole Eight does not have.

The frame—scientifically balanced to give maximum strength with a minimum of weight—has full six-inch side members that make its carrying capacity practically without limit. Widened at the rear it gives full body support and tapered toward the front, affords the shortest possible turning radius.

Long, semi-elliptic springs and a mighty, reinforced axle combine to make the Cole direct drive spring suspension a veritable built-in shock absorber. No superior unit for creating road adherence is known.

Some idea of the fund of energy pent up within the Cole Eight motor—yet obedient to the slightest touch and always under perfect control—can be obtained from the fact that the S.A. E. rating is 39.2 horsepower, while the motor actually develops more than 70 horsepower.

To the motorist accustomed to other makes of cars, the most noticeable feature of the Cole Eight motor lies in the quickness of its pickup. It will accelerate from ten to fifty miles an hour in less than twenty seconds. On high gear it has a speed range of from less than two to more than sixty miles an hour.

Under the most severe strain it will be found to keep consistently cool and its lubrication system—which is of the force feed type—is absolutely positive.

Taken as a unit, the Cole Eight motor is regarded as the most advanced type of engine so far introduced as a specimen of V-type multiple cylinder construction—the acme of accessibility.

### Chevrolet

#### The Valve-in-Head Motor

The Chevrolet valve-in-head motor is a short-cut to maximum power. Chevrolet engineers recognized the success of the overhead valve from the beginning, for the superiority of this type is founded on simple common-sense principles, as follows:

The shortest path is the direct one. The direct force is always the strongest. Hence, the force traveling the shortest path must be the strongest.

This is as true as two and two make four.

You know, for instance, that the hammer hitting nail on the head drives furthest. The blow driven at an angle hits weakly. That is the whole story.

In the common method of construction, the gasoline is usually introduced into a side chamber—a sort of waiting-room.

There it explodes with a force that travels a long distance until it strikes the piston waiting round a corner. It is only a weak, glancing blow.

In the valve-in-head motor this does not happen. In this new type, the gasoline is introduced directly into the cylinder head, where it is blocked flatly by the piston head.

The explosion occurs directly over the piston head, the cylinders being without corners to collect gases, the fullest benefit is secured by the explosion; the result, maximum power.

This has a double advantage. First, it leaves no space for burnt gases already used. These are entirely expelled.

Secondly, it is shoulder to shoulder with the intake valve at the right moment of explosion.

Thus, all the gasoline must explode, and all its force goes to the flywheel. For this reason, Chevrolet power is maximum. All of the gasoline is thoroughly used and none of it wasted.

The overhead valve motor is rarely in need of repair. It suffers little from carbonization in the cylinder because it uses up all its gasoline.

The Chevrolet valve-in-head motor surpasses the other types in its supreme simplicity. Its absence of valve cages eliminates 64 unnecessary parts.

The Chevrolet motor is accessible. This overhead valve motor has been fitted with a detachable head. The entire top of the cylinders can be removed in order to permit easy access of the interior. This ease of accessibility is worth the entire cost of the motor car to you. It means all the difference in the world in your enjoyment of your motor car.

# KESSLER GARAGE, Vale, Oregon

ONTARIO AGENTS, Carter Garage We follow the Cars we sell with Real Service by Expert Mechanics