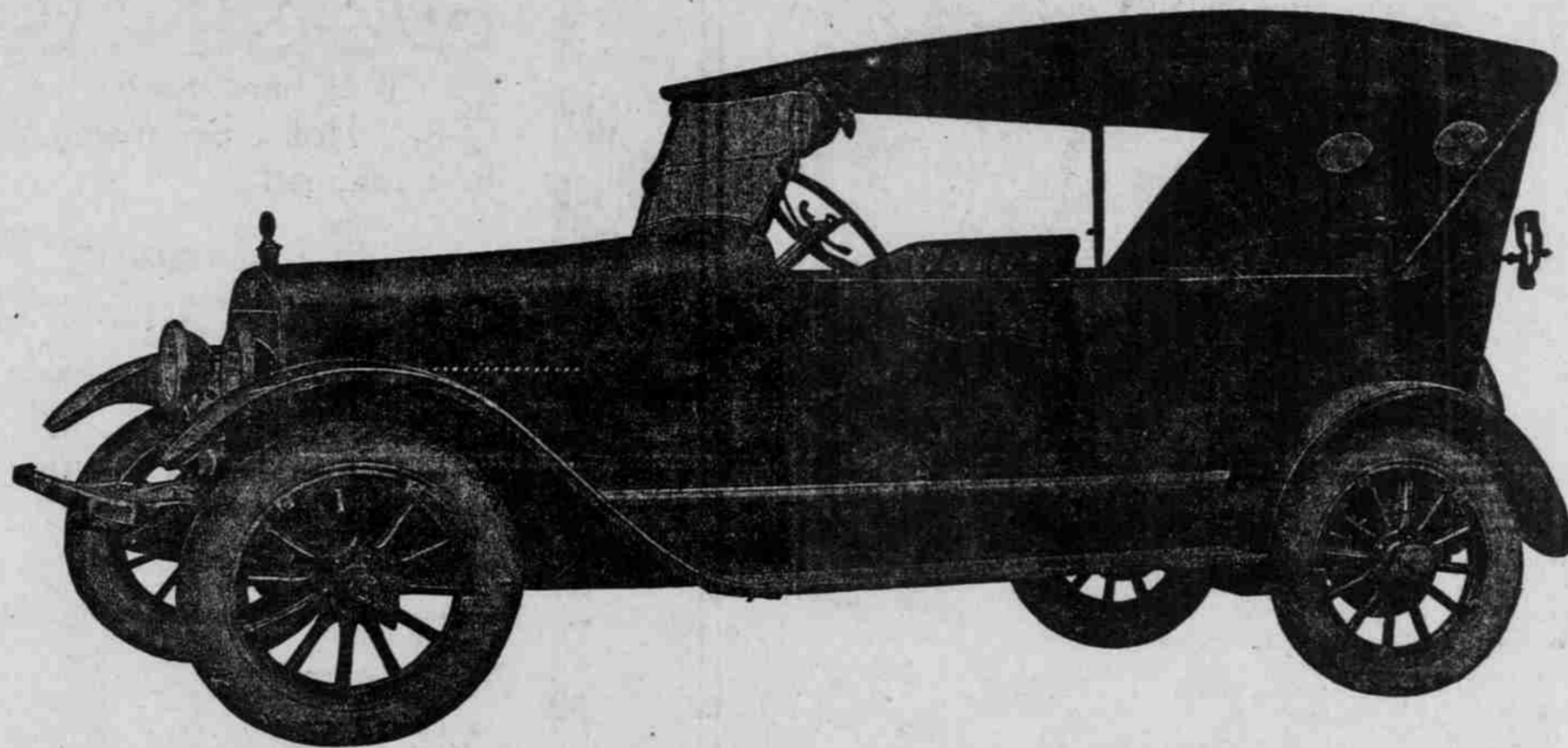


ANNOUNCING THE BELL "FOUR"

Distribution for Oregon and Washington



Bell Five-Passenger Touring Car—\$1550 F. O. B. Portland

A car of popular price in which a new, four-cylinder motor attains a degree of power and efficiency hitherto unknown in combination.

Only motorists who have driven this famous car can realize the pleasures of motoring. The BELL "FOUR" is most responsive to the throttle; crawls at a snail's pace "on high" in traffic; flies up any hill, and is extremely easy on tires.

The BELL "FOUR" is made of the best possible material. It so combines light weight and strength as to secure absolute safety, durability and long life never before equaled in a car in its price class.

The good points of the BELL "FOUR" instantly appeal to the man or woman without technical motor car knowledge. Just ride in a Bell "FOUR" once, either touring car or roadster, and you will realize its power, speed and comfort — and the more you know about automobiles, the better you'll like the BELL "FOUR."

Every detail in its construction meets squarely and satisfactorily every demand you will make upon it.

SPECIFICATIONS

Five-Passenger Touring Car, Four-Passenger Roadster

Wheelbase—114 inches.

Motor—Four-Cylinder, L-head, enclosed valves, detachable cylinder head, cylinders cast en bloc, bore 3¼-inch, stroke 4¼-inch. Three-bearing crank-shaft. Motor rated at 32 actual brake horsepower.

Oil Pan—Pressed Steel.

Oiling System—Combined force-feed and splash with indicator on dash.

Starting and Lighting Equipment—Auto-Lite two-unit system with starting motor connected to fly-wheel through Bendix drive.

Carburetor—Float feed. Stromberg.

Ignition—Atwater-Kent.

Cooling System—Thermo syphon.

Radiator—Genuine honeycomb with extra-large reservoir (not to be confused with the cheaper tubular or "honey-comb type").

Clutch—Multiple-disc running in oil, with woven wire-asbestos facing between metal surfaces.

Transmission—Three speeds forward and one reverse. Selective type, bolted direct to fly-wheel housing, and forming with clutch and motor a three-point unit power plant.

Front Axle—Drop-forged I-beam section with extra large yokes and hardened pins.

Rear Axle—Genuine full floating (not full-floating "type").

Brakes—12-inch internal expanding and external contracting, Raybestos lined.

Wheels—Salisbury artillery wheels with demountable rims.

Tires—31x4-inch non-skid on all four wheels.

Front Springs—34-inch half elliptic.

Rear Springs—50½-inch full cantilever or Lancaster type.

Steering Gear Warner—Genuine worm and gear of irreversible type with ball-thrust bearings and eccentric bushing adjustment.

Steering Wheel—17-inch natural wood finish.

Gasoline Tank—17 gallons capacity attached to rear of chassis and fitted with gasoline gauge.

Carburetor Feed—The Carburetor is fed by a Stewart vacuum tank.

Body—True streamline design. Standard bodies are five-passenger touring and four-passenger roadster.

Upholstering—Real leather.

Standard Color—The standard color is Bell green.

Lamp Equipment—Double-bulb headlights with instrument board lamp and rear-signal lamp.

Windshield—Sloping type with rain-vision and ventilating adjustment.

Top—One-man top with side-curtains; easy folding and quick acting.

Horn—Electric motor drive, with button on top of steering post.

Dash—Metal. Rubberized enamel finish with inset instrument panel.

Instrument Panel—Contains speedometer with trip and season record, ammeter, oil gauge, lockup electric lighting switch, fuse box, carburetor choke and electric dash light.

Fenders—Special Bell crowned type with baked enamel finish.

Regular Equipment—Windshield, one-man top, quick-acting curtains, dash instruments, electric horn, pump, jack, tire repair outfit and tools; tire irons, extra rim carried on rear bumper, spot light, and motometer.

Call at Our Salesrooms—See the Car—Ride in It—Then You'll Want to Buy It

WESTERN STATES MOTOR CO.

30-32-34 Grand Ave. N.
at Couch

*Distributors for
Oregon and Washington*

Telephone East 8384
Portland, Oregon