

ANNOUNCEMENT

OF THE NEW

Fronty Model A-F 16 Valve Dual Exhaust and Intake Cylinder Head for Model A Ford

DESIGNED AND BUILT BY
ART. CHEVROLET

This cylinder head designed after an intensive study of racing motors and special cylinder heads, lends itself admirably to all kinds of racing work, due to the fact that it embodies the patented features brought out by Mr. A. Chevrolet in the valve arrangement in the cylinder head. This valve arrangement and cooling of cylinder head and spark plugs allows the use of much higher compressions than it has been possible to use in other cylinder heads heretofore and consequently more power is developed.

This valve arrangement (patented) is as follows:

The two exhaust valves in each cylinder are on opposite sides of the cylinder head, allowing a large water cooled space between them. The exhaust valve seats are entirely surrounded by water, except the portion which is adjacent to the intake valve seat, which is, of course, cooled by the incoming mixture which is very cold at all times, thus insuring adequate cooling of exhaust valves at all times, at any speed and doing away with any hot spots or any cracked cylinder heads. This also eliminates the most common cause of pre-ignition, namely, hot spots in the head which cannot be cooled properly and we believe this cylinder head to be the best that has ever been brought out by us or anyone else for racing purposes.

This is borne out by the fact that the first head we built was put on a Fronty chassis and entered in the 1931 500 mile race at the last minute. The work on the motor was hardly completed on the last day of elimination trials. The motor was run about 20 miles at slow speed, then immediately qualified, 4 laps, 10 miles, at an average speed of 108.39 miles per hour. The average for the last lap was 109.37 proving that the motor was just limbering up—as it proved to be during the race when this car was timed repeatedly making laps at an average of 112 to 114 miles per hour on an oily track and