

Frontenac Motors Corp. of Indianapolis Has Straight 8

Machine Developed by Louis Chevrolet Equipped With Burt Single Sleeve Valve Engine

INDIANAPOLIS, July 28. — Another straight eight enters the lists here with the announcement by the Frontenac Motors Corp. of this city of its new eight-in-line with Burt single sleeve valve engine which has already passed the preliminary experimental stage. The first completed cars have been developed during the last year by Louis Chevrolet, chief engineer, and most severe speedway tests have found them up to expectations.

The new quality vehicle will not be a contender for mass production records but enters the lists of maximum quality custom-built standards. Its wheelbase is 140 inches and from radiator to rear bumper its specifications include many well known Chevrolet refinements and details that have marked previous successes built by this designer who has produced two 500-mile race winners.

The new Frontenac Motors Corp., though a year old, has kept its secret work on the new car closely guarded. A little less than a year ago the corporation bought patent rights of the Burt engine for a straight eight to be built in America. This type engine, according to Chevrolet, has qualities far surpassing conventional poppet valve design. Its simplicity seems especially adapted to use in eights built in line. The engines so far produced and put through severe tests on the speedway and road have come up to expectations, and company officials today released advance information of the new model and the company's plans to enter the quality field about the first of the year with both open and closed cars built on the 140-in. wheelbase chassis.

Power Plant

The power plant is an eight in line Burt sleeve valve engine with $3\frac{3}{8}$ -in. bore and 5-in. stroke, with N. A. C. C. rating of 36.45 hp., to develop in excess of 80 hp. at 2600 r.p.m. The crankshaft is one piece, $2\frac{3}{8}$ in. in diameter, with nine bearings. Force feed lubrication is employed with thermosyphon cooling.

Lockheed hydraulic type four-wheel brakes are employed with an emergency and parking brake on the transmission. Wood, wire or disk wheels are optional with either 33x5 cords or balloons. The steering gear is a late type especially adapted to use with balloons. Springs are semi-elliptic front and rear, designed to be perfectly flat under load. The front springs are 40 inches long and 2 inches wide, while the rear are 50 inches long with a width of $2\frac{1}{2}$ inches. Large diameter spring bolts contain oil reservoirs. Particular stress is laid by company officials on the care taken to insure maximum comfort in keeping with the luxury type chassis and the custom-built types of bodies it will supply.