

FRONTENAC BIDS FOR TRADE'S INSPECTION

New Car, Based on Louis Chevrolet's Racing Experience, to Appear at Commodore—Has Many New Features for Moderate Price.

Frontenac, spectacularly known in racing automobile circles as the product of Louis Chevrolet's long experience, makes its bow as a bidder for trade favor during New York show week. It is to be shown in the Hotel Commodore, under the auspices of the Frontenac Motor Co., whose organization under the patronage of Allan A. Ryan was disclosed in these columns last week. Further details concerning the company are withheld pending their final formulation in the hands of the group that is preparing to launch the Frontenac as a commercial proposition. The car itself, however, holds much of interest to the trade, and will be viewed on its own merits and on the performance of the racing cars which established the features of the new design. The Frontenac is a four-cylinder car, and its price has not

been set as yet, although it is known that this will be well within the limits established by cars that are widely distributed and popularly regarded.

The Frontenac engine is original in its design, extremely clean-cut and trimmed with an eye to keeping it clean, with a minimum of effort. It has an overhead type camshaft which is driven by a double silent chain fitted with automatic take-up sprockets. The camshaft construction and valve actuating mechanisms are in a separate compartment from the valves themselves.

The entire head can easily be removed from the engine, the valves removed, cleaned and ground without disturbing the camshaft or any of its members. The valves may also be adjusted through amply large hand holes on either side of the cylinder head. The oil filler is conveniently located at the top of the engine and is sufficiently large to enable one to pour oil into it from most any kind of a container.

There is no fan belt on the Frontenac. The fan is mounted on a clean housing and is driven by the relay sprocket-shaft of the driving chains.

The carbureter is mounted directly on the side of the crank case. The inlet manifold

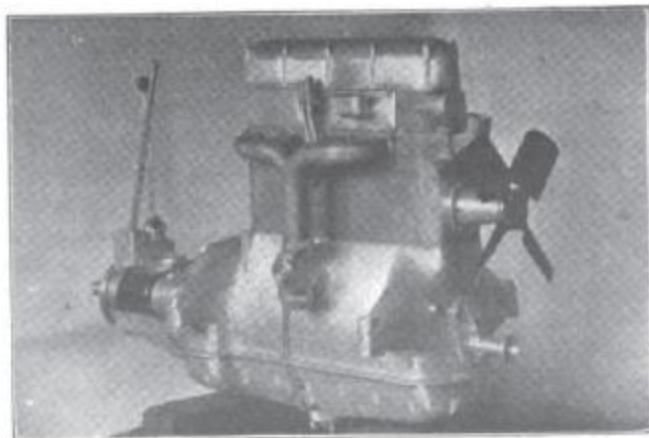
is completely surrounded by water which keeps the gases at an even temperature.

Simplicity is the keynote of the chassis of the new Frontenac car. Four wheel brakes are an adjunct to the speed of the Frontenac engine. All four brakes work from the same foot pedal.

Another example of the thorough simplicity and cleanliness of design of the Frontenac chassis is the splash pan around the motor. It is a part of the frame and makes a complete inclosure from the radiator to the rear end of the transmission. There are no bolts of any kind securing this to the motor. The splash pan is held rigidly to the motor, but under its own tension.

The frame is of deep section with ample cross members and gusset plates to insure a very strong frame. The rear axle is unusually clean cut in appearance and very light. It is of the three-quarters floating type.

There is a three-speed selective transmission as a unit part of the engine. It differs from the average type, and drives the generator. This generator is located at the left side of the transmission and is driven by the sliding gear shaft. It is thus brought under the floor, close to the battery.



SOME clever engineering is evidenced in the clean-cut design of the Frontenac engine. On the right side of the engine will be noted the oil filler. On the left side are the carbureter and distributor

