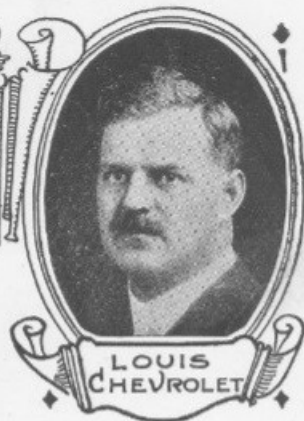




# Chevrolet Bros. Mfg. Co.

INCORPORATED

## INDIANAPOLIS, IND.

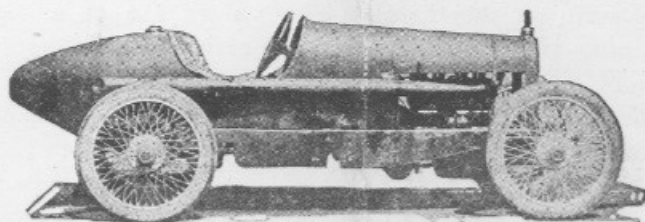


CATALOG OF

### Speed Specialties and Racing Units

All incorporated in the little wonder

THE



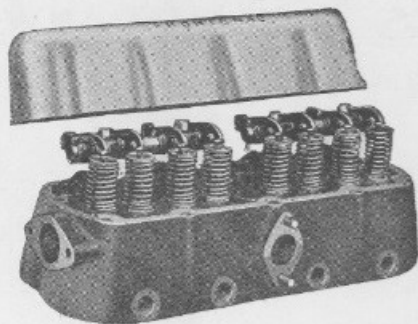
# FRONTY=FORD

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PRICE \$1350.00 F. O. B. FACTORY

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This car has equalled the world's record on half-mile dirt track



### SPECIFICATIONS OF FRONTENAC CYLINDER HEAD Racing Type—Model "R"

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Advantages of the Frontenac Head are many. One of the most outstanding features being the full section of the exhaust and inlet passage ways, which are equal in capacity to the valve area, and which are free from abrupt bends or corners, which insures maximum efficiency and maximum power capacity. All valve seats and passage ways are entirely surrounded by water, which insures proper cooling and prevents warping and burning of valves.

The enormous power obtained from this head is derived mostly from the valve in head design, which does away with all side pockets, and allows the full power of the explosion to register directly on the piston. The valves are of a very generous size—1-15/16" and the opening is 3/8"—this opening is arrived at by offsetting the center hole in the rocker arm to 1 1/2 to 1 ratio; in this way no special camshaft is necessary. This construction gives the best racing timing that was ever designed. Valves are made of the best Tungsten Steel obtainable.

Springs are oil tempered and extra long. This insures correct operation at all speeds. Valve guides are extra long and removable. This is a very valuable feature, as it insures proper seating of valve at all times and allows guides to be renewed when worn.

Push rod is made of high grade steel 5/16" round, hardened and ground at one end, adjusting nut at other end.

Rocker arm is a very strong drop forging, open-hearth steel, heat treated and hardened on ends. The center hole is offset to increase valve lift from 1/4", which is the Ford camshaft lift to 3/8" lift on valve. Rockershaft is made of steel, hardened and ground.

The Frontenac Model "R" Cylinder Head carries a higher compression than Model "T" or Model "R".

Price without exhaust manifold or Carburetor—\$110.00.

# Racing Units Incorporated in Fronty-Ford Speed Specialties

Fronty-Ford special racing motor, the fastest in the world, complete, equipped with Frontenac Cylinder Head, exhaust manifold, carburetor, ignition, counterbalanced crankshaft, drilled for oil pressure through to bearings, special racing pistons and rings, special magneto and water pump bracket, shaft, water pump and manifold complete, ready to set in frame.....	\$600.00
Magneto base bracket and gear cover complete with shaft, gear and bearings (for starter type block only) .....	50.00
Water pump and water manifold, made special of brass and copper throughout, the best and neatest water system ever put on a Ford.....	30.00
Oil pump for pressure feed.....	5.00
Complete set of oil pipes and connections for oil pressure feed .....	15.00
Special camshaft with gear and extension for driving oil pump .....	20.00
Oil bypass regulator .....	4.00
Special counterbalanced crankshaft drilled for oil pressure feed, weights forged integral with shaft .....	50.00
Special Dow metal racing pistons, 30% lighter than aluminum .....	30.00
Special balanced and machined connecting rods for racing, a set of four .....	30.00
Special racing exhaust manifold to fit Frontenac Cylinder Head with a long 4" pipe that gives that famous Speedway roar .....	27.50
Special racing steering knuckles and steering arms, doubly reinforced, the strongest steering knuckle ever put on a car, complete with special tie rod (state what thread, 48" 56" or 60") per pair .....	30.00
Steering gear worm and gear type.....	30.00
Special nickel steel cam shaft gear.....	10.00
M-B underslinging parts .....	12.50
Special underslinging parts—Bronze .....	20.00
Conneticut battery ignition to replace regular Ford ignition .....	24.00
Philbrin magneto replacement battery ignition system .....	50.00
Bosch regular Ford replacement battery ignition .....	30.00
Atwater-Kent magneto replacement battery ignition .....	28.00
Atwater-Kent regular Ford replacement battery ignition .....	24.00
Conneticut magneto replacement battery ignition (igniter, coil and base) .....	25.00
Special battery for ignition .....	20.00
3-1 and 4-1 special gear ratios.....	15.00
Special Speedway body .....	125.00
Special racing spark plugs, each .....	1.50
Special racing wire wheels with racing type winged hub cap, as fast on a change as any wheel in the world, price per set of five, sizes 26x3, 28x3, 30x3½ .....	75.00
Racing tires, special on application, 27x3½, 29x3½.	
Radiator bar caps for radiators both inside and outside thread .....	2.50

## A Few Fronty-Ford Records and Achievements

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Indianapolis Motor Speedway, August, 1921— $\frac{1}{4}$  mile in  $8\frac{4}{5}$  seconds—102 M. P. H.  
—4 laps of Speedway—10 miles at average speed of 87 M. P. H.

### WARREN, INDIANA, SEPTEMBER 3, 1921

Established a new track record for the half mile dirt track—Time, 30 seconds, which is equaling the world's record. Driver—Ralph Ormsby.

### WINCHESTER, INDIANA, SEPTEMBER 5, 1921

Established a new track record for the half mile dirt track—Time  $31\frac{2}{5}$  seconds. Driver—Ralph Ormsby.

### GREENVILLE, OHIO, OCTOBER 13, 1921

5—20—30-Mile Races. Four Fronty Fords take 1st, 2nd, 3rd and 4th place in every event against a field of 15 cars. Drivers—R. Ormsby, H. Ormsby, W. Schloeman and H. Rife.

### COLUMBUS, OHIO, OCTOBER 16, 1921

100 Mile Race—1 mile dirt track. Frontenac, 1st place; Fronty Fords take 2nd and 3rd place. Drivers—R. Ormsby, H. Ormsby, W. Schloeman.

### CUSHING, OKLAHOMA, NOVEMBER 25, 1921

Dick Calhoun driving Fronty Ford lowers his own state record for 1 mile on  $\frac{1}{2}$  mile track—Time 1:01.