

FRONTENAC MOTOR COMPANY

LOUIS CHEVROLET, PRESIDENT

INDIANAPOLIS, INDIANA

November 8th, 1921

Mr. Tommy Milton,
514 Cannon Drive,
Beverly Hills, Calif.

Dear Tommy:-

I suppose like the rest of the boys, you have heard rumors about the Stutz Company going back in the racing game, etc. There is nothing in it but I will tell you confidentially what it is.

You know I have been working on the reorganization of the Frontenac Motor Company to manufacture Frontenac touring cars and have succeeded in interesting New York capitalists through Mr. Allen A. Ryan and am now making a touring car motor which is to be shown during the automobile show in New York from January 7th to 14th.

It will be, I think, the policy of the new Frontenac Motor Company to keep on racing and this being the case, it puts a different aspect principally on the financial end of the racing game and this is what I am in position to offer you now.

I can let you have one of our 8-cyl. cars for you to race and you to keep all prize money that you may get with that car, but of course you would have to give up the one you have now and devote your time to racing only with our car, you to take care of the different shipping and mechanic expenses, I to furnish you with necessary spare parts for the car, but the car of course to remain our property.

Of course I realize it is too late for the Los Angeles race but there are quite a few races I understand this winter on the coast and which would give you a good chance to work out the car as it should be.

We have just taken the motor off the dynamometer where we found the distribution was very good and we got 108 H.P. at 4000 R.P.M but did not

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get a chance to do any further experimenting as we had to get off the dynamometer right away. This was done with four carburetors and we do not know exactly what it would do on the track. I think we have the pistons about right for compression but those in the motor now are not of the right kind of metal and if you had the car over there I would advise you have new pistons made with Levitt metal and experiment and work at it until you get it where it should be, as I do believe those motors can be made to go faster than anything on the track but it will take a little work and patience.

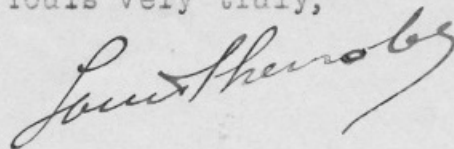
At present I have not a single minute of my time that I can put on it as I am busy making the touring car motor and will be until next Spring.

For next year's race up here we are figuring on making two new 4-cylinder jobs with the valve action of the eights and you could have your choice of either the eight or four.

If this proposition should interest you, we could make arrangements for the whole year and I think I could manage to ship the car over there with some touring cars or otherwise, wire me.

I have been trying to get you on the 'phone for the last two or three days. Will try again.

Yours very truly,



LC*ET