

June 5, 1919

Frontenacs Not Too Light

Contrary to the general supposition the Frontenacs were not too lightly built for the Hoosier track. Louis Chevrolet in an interview with a *MOTOR AGE* representative, stated that inferior material had been used in place of what should have been chrome nickel steel. The right steering knuckle spindle which snapped off during the latter part of the race on Gaston Chevrolet's machine showed on the fracture every evidence of crystallization. The old knuckle which had been relegated to the Frontenac garage was brought out again and had it been used in the first place the accident would probably never have happened. The twisting off of the rear wheels is attributed to the construction of the hub shells on the wire wheels, which Chevrolet says must be modified to meet the light construction of the aluminum Frontenacs. Boyer's accident was due to the severe strain given his brake shoe carrier during the brake test, when he applied his brake too hard.

The race was not one of bloodless aspect. There were three men killed, and the partner of the fourth may die. The Roamer, driven by LeCocq, entering the back-stretch on its ninety-sixth lap, had a disastrous accident. The gasoline tank exploded, the car overturned and the two men were killed instantly and their bodies cremated under the burning car. Arthur Thurman, driving his own car, was killed when it overturned after having gone about 110 miles. His mechanic, Robert Bandini, was badly hurt, suffering a fractured skull. Chassagne, relief driver for Bablot, was pushing the Ballot around its sixty-third time when the car overturned. No one was seriously injured and the car was brought in under its own power. Louis Wagner narrowly averted a tragic accident when his car collided with the wall, swinging him out of his course somewhat, but he managed to keep the car under control and continued.

Still another name may be added to the list. When Louis Chevrolet threw a wheel in front of the grandstand toward the end of the race and tore out the timing wire with his scraping axle an end of the wire flew back and caught Shannon across the throat near the jugular vein. He continued for another lap, bleeding profusely and barely managed to make the pits before collapsing. He is in the hospital critically ill. His mechanic finished the race for Shannon.

The usual efficiency of timing, scoring and guarding the safety of the spectators which has characterized Indianapolis in the past was noticeable in to-day's event. Announcing in some of the grandstands was not up to previous standards and the scoreboards were sometimes not able to keep up with the race.

The fact that the timing wire was cut by a car which came in without a wheel and nearly decapitated a following driver suggested advisability of some means other than a wire under tension stretched across the track to operate the timer. Such a means, having permanent contacts, also might obviate the necessity of the short period of hand timing that was made necessary to-day.