

The Fronty-Ford at Indianapolis

Ford Car Attained Speed of 86 Miles per Hour

When the Barber-Warnock-Special—a little Fronty Ford—whizzed under Eddie Rickenbacker's checkered flag for fifth place in the 500 Mile Race at the Indianapolis Motor Speedway, May 30th, the crowd went wild.

Not even the winner was accorded the great ovation that L. L. Corum received when he coasted into the pits after 200 laps of fast going. Official figures showed an average speed of 82:58 miles per hour. The last 100 miles was run at 86 M. P. H.

All through the grind the Fronty Ford moved smoothly along, never far behind the leaders, never extending itself, in the field of twenty-four of the world's fastest specially built racing motors. This remarkable finish of a 75% Ford car was due solely to the performance of the Frontenac Cylinder Head. Motor block, transmission, drive shaft, differential, rear axle, frame and springs of the car were regular Ford parts.

The car, as well as the head, was designed and built by Arthur Chevrolet, himself a veteran of the tracks and noted engineer. He has successfully adapted the Frontenac Cylinder Head to commercial use. Test after test has proved it will give to any type of Ford car the same increased power and stamina it gave the Fronty Ford race entry.

Truck owners, especially have found this sturdy head to be the means of greater pulling power and economy of operation. On pleasure cars, too, the Fronty Head gives added gasoline mileage and ease of operation, and eliminates vibration and overheating. Smooth running at any speed, lightening pick up and remarkable hill-climbing are features of the Frontenac Head performance.

The Frontenac Cylinder Head is manufactured by Chevrolet Bros. Mfg. Co., 410 W. Tenth St., Indianapolis, Ind.

Complete catalog of Frontenac Cylinder Heads, Fronty-Ford Speed specialties and Racing Units, contains much of interest to racing fans and will be sent upon application.