Chevrolet Bros. Mfg. Co.

INCORPORATED

410 West Tenth Street,

INDIANAPOLIS, IND.

Catalog No. 80

Fronty Racing Cars

Frontenac Cylinder Heads

Speed Specialties and Racing Units

FRONTY-FORDS built by Chevrolet Bros. Manufacturing Company are the only Ford cars that have ever qualified and finished in the greatest speed classics the world has ever known—the 500-mile races at Indianapolis. Some of their amazing records made there—and a few of the world's speed records made by these cars elsewhere — are mentioned briefly in this catalog. The picture above shows Henry Ford seated in the Fronty-Ford that won fifth place at Indianapolis, May 30, 1923, after qualifying at the remarkable speed of 86.92 miles per hour.

May 1, 1926

This Voids All Former Catalogs

Index *of* Contents

Supplanting Previous Catalogs

All Prices F. O. B. Factory
Prices subject to change without notice

Because they themselves have driven racing cars for a score of years, Arthur and Louis Chevrolet realize the necessity of quality, uniformity and strength in every part of a racing machine. Rigid tests are given every Fronty product before it is placed on the market, and close inspection is given every piece before it leaves the factory.

Some Typical Fronty Racing Records

Indianapolis Motor Speedway, 500-mile race, May 30, 1923—L. L. Corum in Barber-Warnock Special No. 23, equipped with Model S-R Frontenac Head, won fifth place ahead of Mercedes, Bugatti and all foreign cars—and ahead of many American cars. Average speed, 82.58 miles per hour.

Chicago, Robey Speedway, May 17, 1925—Ralph D. Ormsby in Model D-O Fronty won time trials in 48 seconds. In 15-mile light car race he established new record for the distance in 12 minutes and 20 seconds. Also won 15-mile free-for-all against cream of middle west drivers.

Winchester, Ind., May 30, 1925—R. D. Ormsby in Model D-O Fronty-Ford set new world's dirt track record of 27-1/5 seconds in ½-mile time trials. Also in 5-mile race, time 4 minutes, 54 seconds. Also won 15 and 25-mile races. Frontys took second and third places, too, in all events. Another clean sweep.

Toledo, Fort Miami Track, September 19, 1925—Fred Harder in Clemons Car with 16-valve Fronty head won time trials in 46-1/5 seconds. Also won 3-mile, 5-mile, 10-mile and 50-mile races. Ray Campbell in 16-valve Fronty-Ford won all seconds. Clean sweep.

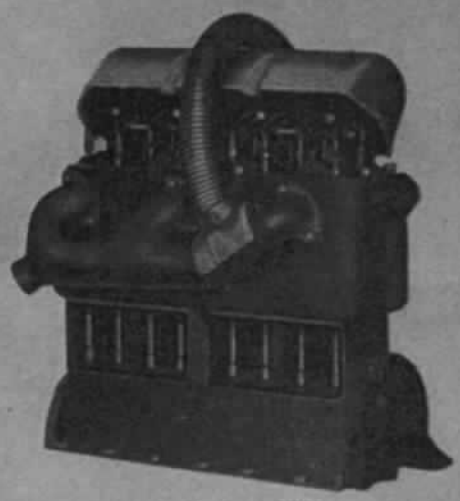
Phoenix, Ariz., November 14, 1925—J. Randolph won 50-mile state championship using Model S-R Fronty Head. Time, 41:55.

Franklin, Nebr., July 5, 1925—Fred Merzney driving Fronty-Ford won time trials, 10-mile race and sweepstakes. Also all lap prizes against fastest field ever gathered in territory. Another Fronty clean sweep.

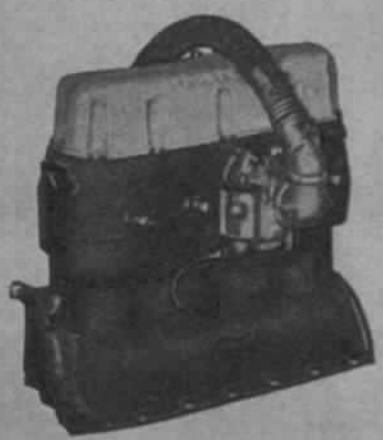
The Frontenac Cylinder Head

Model T—For Ford Commercial and Pleasure Cars

THE Frontenac Cylinder Head, now in its fourth year of manufacture, has proved to its thousands of owners that it will do all that we claim and more in improving the performance of the Ford car, such as smooth running, wonderful acceleration, 5 to 40 miles per hour in 16 seconds, unsurpassed hill climbing ability. (We have yet to find a hill on a main highway which the Fronty-equipped car could not take on high gear). Wonderful gasoline mileage—25 to 30 miles per gallon. All the speed that can be safely used—60 miles per hour and over. Power to carry any load on a truck. By actual test at the Purdue University laboratory the regular Ford motor gave 17 horse-power. After installing the Model T Frontenac Head, the same motor gave 33 horse-power, cooler running and freedom from destructive vibration.



Exhaust Side



Intake Side

The saving in gasoline bills alone will pay for the head in less than a year's time, besides the joy and comfort of driving a car that will respond to anything you may call on it to do. The salesman who covers his territory in a Ford car, the business man who uses a Ford for business purposes, the truck owner whose profits depend on his ability to carry certain loads at a given price, the Ford owner who uses his car mostly for touring the country on Sundays and holidays, all need the Frontenac Head for what it will do for them. We have hundreds of letters from enthusiastic Fronty owners, telling us all the good things about the head, some of which we did not know ourselves.

SPECIFICATIONS

Head Casting—Semi-steel, close grain.

Valves—8 semi-steel head, steel stem, 1 13/16-in. diameter.

Valve Springs—Extra long coiled spring of highest quality.

Valve Spring Caps—Pressed steel.

Valve Opening—⅜ in.

Rocker Arm—Drop forged steel, case hardened, with removable bushing, offset center, 1½-1 ratio.

Valve Guide—Cast iron, removable, extra long to insure long life.

Rocker Shaft—Steel, case hardened and ground.

Push Rod—Steel, 5/16 in. diameter, lower end hardened, upper end provided with adjustment.

Compression—60 lbs.

Intake—Single intake port, providing hot spot inside of head, which makes for quick starting and warming up. On left side of car, 1⅝-in. diameter.

Exhaust—Three exhaust ports on right side of motor, all exhaust passage and valve seats completely surrounded by water, insuring against overheating and warping of valves, 1⅝-in. diameter.

Water Capacity—One gallon, regular Ford water outlet elbow fits front end of head.

Equipment—1⅛-in. horizontal carburetor, fuel pump, four spark plugs, all wires and tubing necessary for installation, dash control, cover, bolts and gaskets, exhaust manifold to connect with Ford exhaust pipe.

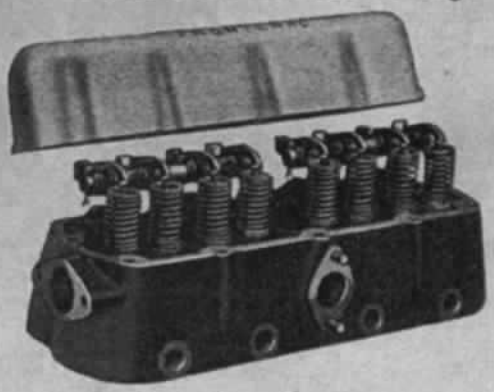
No. 210—Model T. Price..... **$98.75**

No. 211—Model S. Specifications and equipment same as Model T, but compression is 75 lbs., specially designed for speedsters..... **98.75**

No. 213—Special price for either Model T or S with aluminum pistons **114.00**

Note: Model S Head embodies a slight change from the Model T, which better adapts it to the roadster and speedster.

Model R Fronty Head—*for* Racing Cars Only



WHEN this cylinder head was first brought out in 1921 its performance astonished the racing world. It made new records in dirt track racing everywhere, winning practically every race entered, from 1 to 100 miles. It enabled two Fronties in the Indianapolis 500-mile race in May, 1922, to make the qualifying speed of 80 miles per hour, and to run the entire race without motor trouble, at an average speed of over 80 miles per hour—the first time a Ford ever qualified for the biggest race event in the world.

Specifications

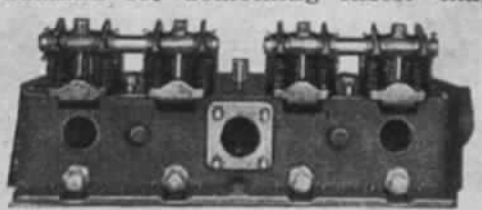
Head Casting — Semi-steel, close grain.
Valves—8 high tungsten steel, 1⅜ in. diameter.
Valve Spring Caps—Nickel steel, liberty type lock.
Valve Spring, Valve Opening, Rocker Arm, Valve Guide, Rocker Shaft, Push Rod, Water Capacity—Same as Model T.
Compression—85 lbs.
Equipment—Aluminum cover, bolts and gaskets.
No. 212—Model R Head, for racing cars only (not including intake and exhaust manifolds, spark plugs, etc.) **$100.00**

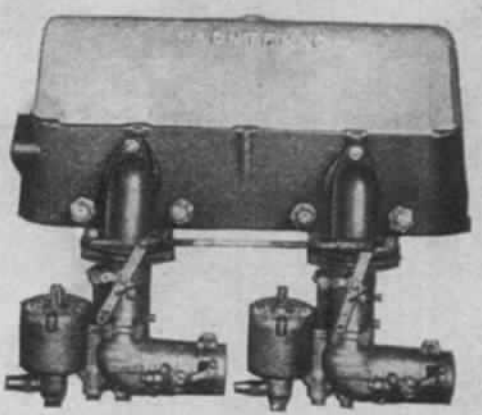
Typical Records Made With This Head

Warren, Ind., September 3, 1921—Ralph D. Ormsby made time trial of 30 seconds on half-mile track. World's record.
Indianapolis, Ind., May 30, 1922—C. Glenn Howard and Jack Curtner qualify for the 500-mile race, being the first Ford cars to ever accomplish this, and were still running when the race was called, averaging 80 miles per hour for the entire 500 miles.
Uniontown, Pa., June 19, 1922—Jack Curtner turned one lap of 1⅛-mile speedway in 44 2/5 seconds, fastest time ever made officially (A. A. A. meet) by any Ford car. Ninety-two miles per hour.
Chicago, October 21, 1923—A. Davidson won National Ford Championship Race at Hawthorne track against all star drivers of middle west, earning the title of National Ford Champion.

Model S-R Fronty Head—*for* Racing Cars Only

THE main difference between this and Model R is that this head uses two spark plugs per cylinder and can be equipped with two carburetors. Compression also is higher. It was brought out to meet a demand for something faster than Model R.





Specifications

Head Casting — Semi-steel, close grain.
Valves, Valve Springs, Valve Spring Caps—Same as Model R.
Valve Opening, Rocker Arm, Valve Guide, Rocker Shaft, Push Rod—Same as Model T.
Compression—100 lbs.
Intake—Two intake ports, 1¾ in. diameter on left-hand side.
Exhaust—Three exhaust ports on right-hand side.
Spark Plugs—Drilled and tapped for metric plugs, two per cylinder, one on each side.
Equipment—Aluminum cover, bolts, gasket, etc.
No. 114—Model S-R, for racing cars only **$130.00**
No. 115—Model S-R, with two Zenith carburetors and intake pipe **$185.00**
No. 116—Model S-R, with two Zenith carburetors, intake and exhaust manifold **$215.00**

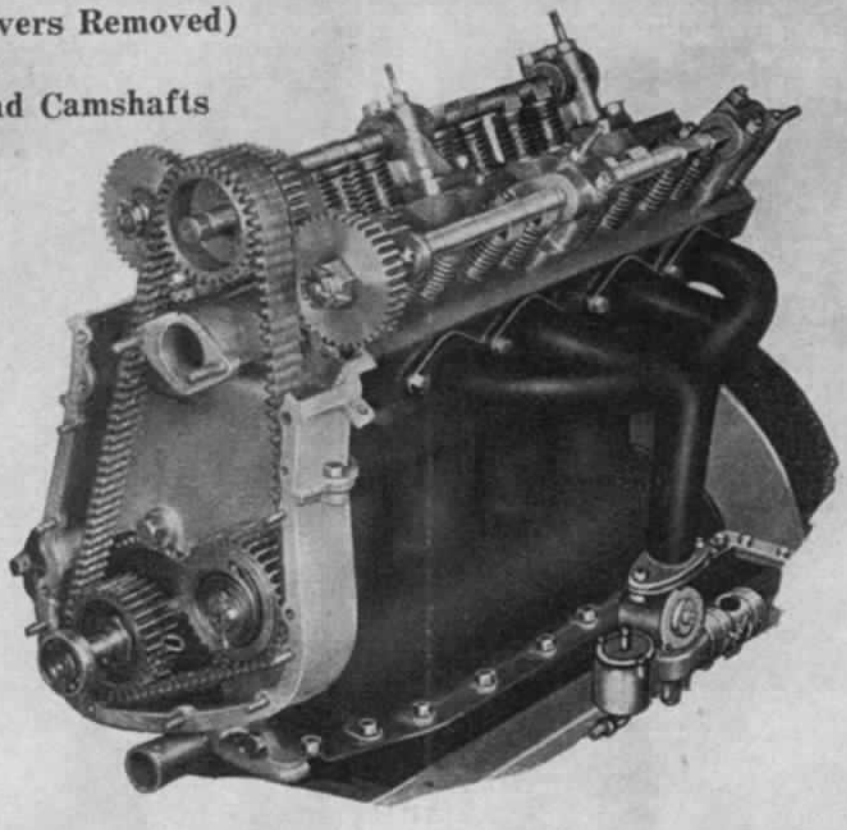
It was first entered in the 500-mile race at Indianapolis on May 30, 1923, on the Barber-Warnock Special No. 23, driven by L. L. Corum. After qualifying at 86.92 miles per hour, it won fifth place, defeating all foreign entries such as Mercedes, Bugatti, and many American entries. Only two stops were made during the race, both for fuel. It ran the entire race without any mechanical trouble or adjustment whatever.

Other Racing Records Made With This Head

Indianapolis, Ind., July 1, 1923—Chance Kingsley breaks track record on Hoosier Speedway. Time: 31 1/5 seconds. W. Schloeman wins 75-mile race; Chance Kingsley, second; C. Chaney, third. All driving Fronties.
Ventura, Cal., July 28, 1924—Frank Lockhart won 5-mile race. Time: 4:56. Fastest time in the west on half-mile flat track.

Model D-O Fronty Head—*for* Racing Cars Only

(Head Covers Removed)
16 Valves
2 Overhead Camshafts

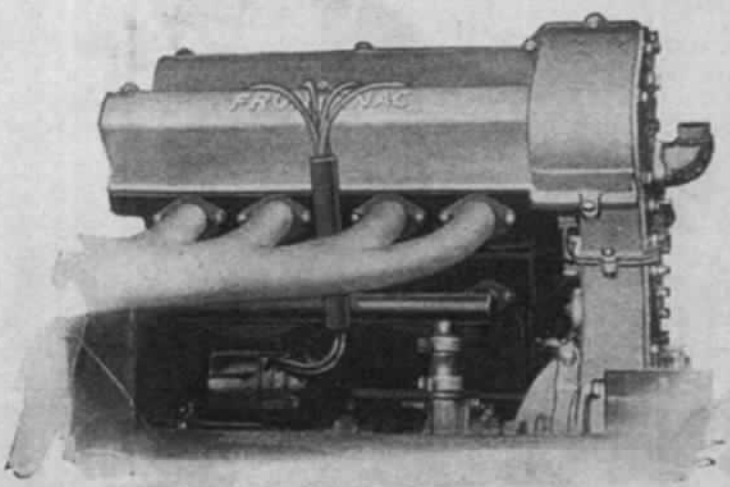


BUILT to satisfy insistent demands for something still faster. It was first put to the most gruelling test known to the whole racing world, the 500-mile race at Indianapolis, May 30, 1924. The car equipped with this head went through the entire race, and for the last 300 miles ran at an average speed of 88 miles per hour. Please keep in mind the fact that every Ford car equipped with the Fronty head entered in the 500-mile race has qualified and finished in the greatest race of the world. Frontys are the only Fords to have accomplished this. This equipment will instantly appeal to those who have tried other types and makes of heads, and who desire to equip their car with the best attachment that can be produced.

Some Racing Records Made With This Head

Chicago, Ill., Robey Track, July 13, 1924—Ralph Ormsby won both races. Established new record for 5 miles. Time: 4 minutes 16 seconds.

Ascot Speedway, Los Angeles, Cal., November 2, 1924—Ralph D. Ormsby won feature race, establishing new record for ten laps of 5/8-mile track. Time: 5 minutes, 30 2/5 seconds.



Exhaust Side

(Specifications on next page)

SPECIFICATIONS

(Model D-O—16-Valve Fronty Head)

BUILT to order only. Each order receives the personal attention of Mr. Arthur Chevrolet, both during course of construction and testing. Each head is guaranteed against imperfections in material and workmanship.

Head Casting—Fine gray iron machined practically all over.

Water Jacketing—Given special attention to distribute water evenly around entire combustion chamber, valves and spark plugs.

Valves—16, 2 intake and 2 exhaust per cylinder. Best tungsten steel. All overhead, seated in casting 30 degrees from vertical. 1-9/16 in. diameter. Stem ⅜ in. diameter.

Special Valve Springs—Each held in place by special seat and keeper, which also acts as tappet, upon which cam strikes, operating valve. Tappets held in place by lock nuts. Adjustment is simple and positive. Tappets hardened and ground. Valves operate in removable valve stem guides. Stems, 3¼ in. long.

Camshafts—2, mounted overhead on 3 bronze bearings. Cams integral with hollow drilled shaft, with oil leads to cams. Entire valve mechanism lubricated by force feed. Camshafts driven by silent chain, 1¼ in. wide. The front sprocket mounting and camshaft bearing casting are bolted solid to the front of head casting. The chain is kept in proper adjustment by a patented idler. Entire chain drive mechanism in aluminum housing; runs in surplus oil, from camshaft feed. Camshafts housed in aluminum oil-tight, dustproof housings.

Spark Plugs—Located in top of head, firing charges in top and center of combustion chamber—the most efficient way. Preignition and fouling of plugs eliminated.

Intake and Exhaust Ports—4 each, 1⅝ in. Smooth and straight, allowing easy passage of gases.

Compression—120 lbs. Entire combustion chamber machined to prevent carbon and preignition.

Water Outlet—2 in. inside diameter. Runs through cam drive chain housing at top of head. Cylinder head uses regular Fronty gasket. All flanges take S. A. E. standard gaskets.

Special care taken in the design of this head to make all operating parts easily accessible and this equipment so that it may be installed on any standard Ford block, replacing the stock head, or any of the present overhead valve attachments now on the market, without mechanical changes on the block. This head can be removed from the block and reassembled as easily as any ever designed. Special intake manifolds for this head furnished, if desired, for one, two or four carburetors.

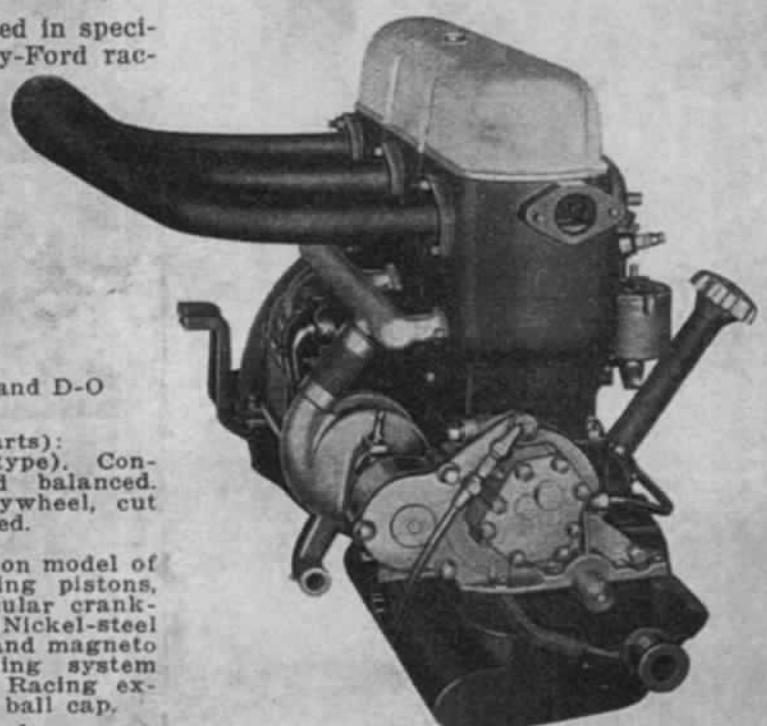
No. 201—Without intake or exhaust manifolds or carburetors.....**$500.00**

No. 202—Complete 16-valve head with exhaust manifold, intake manifold and carburetor **$600.00**

A deposit of 25 per cent of purchase price required on every order.

Fronty Ford Racing Motor

THIS is the motor included in specifications for the Fronty-Ford racing car shown on the next page. It embodies the experience of many years in designing motors that will "produce the goods" in racing competition. All parts are thoroughly tested before the motor leaves the factory.



Specifications

(Choice of Models R, S-R and D-O Cylinder Heads)

Standard Equipment (Ford Parts):
Ford cylinder block (starter type). Connecting rods, machined and balanced. Transmission and bands. Flywheel, cut to 10-in. diameter and balanced.

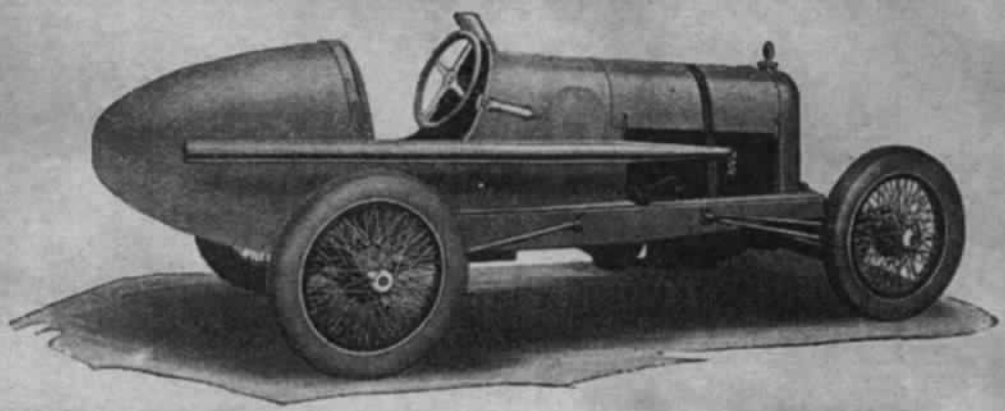
Special Equipment:
Racing carburetor, depending on model of cylinder head selected. Racing pistons, rings and pins. Oversize circular crankshaft. Racing magneto. Nickel-steel camshaft gear. Water pump and magneto bracket. High pressure oiling system with sub-base oil reservoir. Racing exhaust manifold. Ball-bearing ball cap.

Motor complete for setting in frame:

No. 215—With Model R Head.....**$700.00**
No. 215A—With Model S-R Head...**$850.00**
No. 215B—With Model D-O Head.**$1.150.00**

Note: A reduction of $70.00 made on any model of motor when Ford parts are furnished by customer.

The Fronty Ford Racing Car Complete



WITH this powerful car you are bound to win. Your skill, plus Fronty-Ford performance, can get you in on the big money every time! The Fronty-Ford stands up under the most severe driving. Lightning get-away and great speed are characteristics of the Fronty-Ford. It is the most consistent and sensational performer on half-mile dirt tracks ever built. The best proof of its speed and reliability was demonstrated in its performance in the Indianapolis 500-mile race, May 30, 1923. In this race it placed fifth, defeating all foreign entries and many of the best American entries.

SPECIFICATIONS

Motor—(See Fronty-Ford Racing Motor on Page 6).

Body—Special all-steel, one-man body. (Two-man body for small additional sum.) Double tank in tail of body—capacity, 10 gallons gas; 3 gallons oil.

Wheel-Base—94 inches.

Frame—Standard Ford frame shortened for 94-in. wheel-base (longer if desired).

Front Axle—Standard Ford I-beam. Special radius rods, No. 250 Front underslung brackets.

Rear Axle—Standard Ford housings and gears. Special axle shafts, ball bearings and radius rods.

Wheels—Special 28x4 drop center wire wheels.

Springs—Standard Ford springs, lowered. Hartford shock absorbers.

Steering Gear—Special center control. Spring steel steering wheel. Special steering knuckles.

Radiator—Special Fronty model, made with Fedders high efficiency core.

Feed—Pressure, gas and oil.

Gear Ratio—Optional: 3-1 for straightaway, 3¼-1 for speedway, 3.63-1 for mile dirt track, 4-1 for half-mile dirt track.

Thread—Standard.

Weight—1,350 pounds.

Color—Optional

Speed—Model R Head—96 miles per hour, straightaway. Model S-R Head—104 miles per hour, straightaway. Model D-O Head—110 miles per hour, straightaway.

No. 214—With Model R Head---**$1.850.00**
No. 214A—With Model S-R Head **2.000.00**
No. 214B—With Model D-O Head **2,300.00**

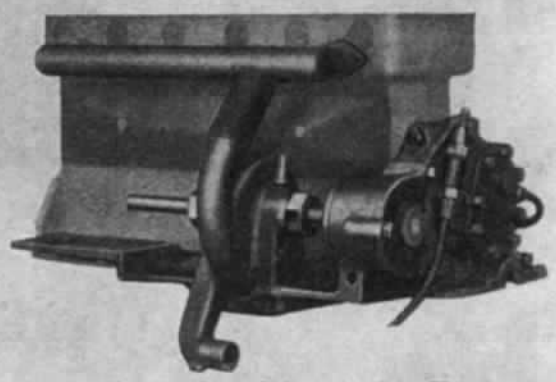
Fronty Fords Built to Order

FRONTY-FORDS are also built to special specifications for those who want features different from those incorporated in the regular models of Fronty-Ford racing cars. Write or call for prices and information.

To Remember When Ordering

WHEN ORDERING, to avoid error, state both number and name of parts desired. Specify method of shipment. Send 25 per cent of price with order; balance to be paid C. O. D. Our book, "How to Build a Fronty-Ford," gives complete instructions on how to build a Fronty-Ford racing car. Sent on receipt of $2.00, or free of charge with orders amounting to $50.00 or more. A handling charge of 10 per cent will be made on all merchandise returned for credit. Do not return any material without first receiving instructions from us. (This applies to any items listed in this catalog.)

Water Pump and Magneto Bracket Parts List



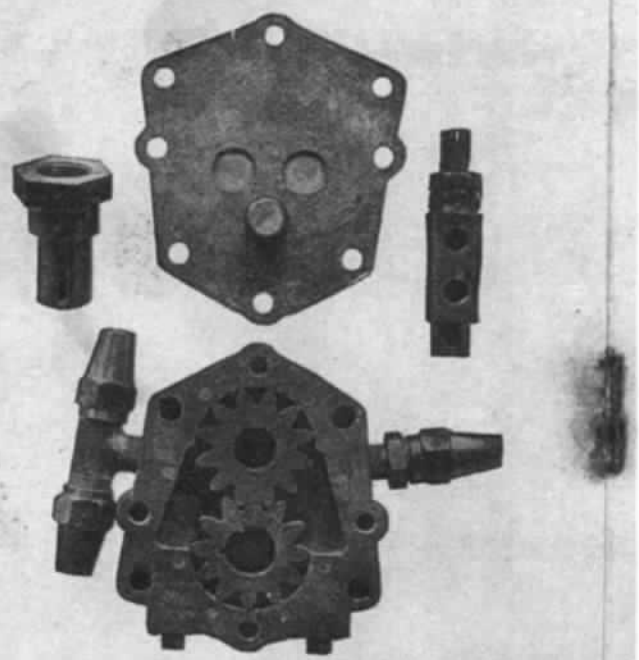
Especially designed by us for Ford racing motors. Made entirely of aluminum. Absolutely the best of this kind on the market. The shaft, mounted on ball bearings, is made of chrome nickel steel. Front gear cover equipped with pad to receive oil pump.

No. 226—Each $60.00

Name	No. Req.	Price
Front gear cover	1	$8.50
Main bracket	1	12.00
Water pump body	1	8.00
Water pump cover	1	8.00
Water pump bushing, each	2	.50
Water pump impeller	1	2.00
Water pump packing nut, R. H.	1	$1.00
Water pump packing nut, L. H.	1	1.00
Water pump alemite connection,	2	.30
Water pump Woodruff key	1	.10
Water pump, taper pin	1	.10
Water pump shaft	1	5.00
Water pump shaft driving gear	1	3.00
Water pump shaft bearing	1	6.50
Water pump shaft bearing retainer	1	2.00
Water pump shaft bearing retainer bolts, each	3	.10
Water pump cover screws (short)	6	.10
Water pump cover screws (long)	1	.15
Water pump anchor bolts, each	2	.15
Water manifold	1	7.50
Water manifold studs, each	6	.10
Water manifold stud nuts, each	6	.05
Bracket bolt (long)	1	.20
Bracket bolt (short)	1	.15

Oiling System Parts List

Name	No. Req.	Price
Oil pump, complete	1	$12.00
Oil pump body	1	5.00
Oil pump cover	1	3.50
Oil pump driving gear (steel)	1	3.00
Oil pump driving gear (bronze)	1	2.00
Camshaft extension	1	5.00
By-pass	1	4.00
⅜ elbow on base	1	.50
⅜ union on pump, each	2	.50
⅜ front outside tee	1	1.00
¼ front inside tee	1	.80
¼ rear inside elbow, also used on bearing caps, each	4	.30
¼ union to gauge line	1	.35
⅛ union to overflow line	1	.40
¼ tee to rear trans. bearing	1	.80
¼ elbow to rear trans. bearing	1	.50
⅛ elbow overflow return	1	.40
⅜ copper tubing intake line	1	.80
⅜ rubber tubing intake line	1	.40
⅜ copper tubing from pump to first tee	1	.50
⅜ rubber hose to by-pass	1	.40
¼ copper tubing, leads to main bearing, each	3	.20
¼ tubing from by-pass to gauge	1	.60
¼ tubing from gauge line to rear transmission bearing	1	.80
⅛ tubing overflow line	1	.50
¼ rubber hose gauge line	1	.30
¼ rubber hose rear transportation line	1	.30
⅛ rubber hose overflow line	1	.35
Oil pump cap screws, each	8	.10



High-pressure system includes oil pump, camshaft extension, by-pass regulator, oil gauge for dash, all fittings, tubing, connections, and blue prints for installation.

No. 227—Complete $36.00

Special Pistons

Racing Pistons. Best for Fronty-Ford racers. Extra strong aluminum and nickel alloy, accurately machined and grooved for three ⅛-in. rings.

No. 223—High dome for Model R Head, per set of four **$32.00**

No. 223A—Low dome, for Models S-R or D-O Head, per set **$32.00**

Bu-Nite Steel Band Piston. Especially designed for Ford replacements. Reduces vibration, saves gas and oil. Won't slap or pump oil, as it conforms to cylinder walls. Best for cars equipped with special heads or speedster bodies.

No. 223C—Per set of four **$25.00**

Special Alloy Piston for Ford replacement. A wonderful help to motors.

No. 223D—Per set, with rings **$16.00**

High-Compression Racing Piston Rings

⅛-in. wide, perfectly machined from best gray iron castings.

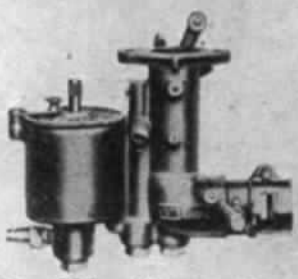
No. 225—Compression Ring, each .. **$ .50**

No. 225A—Oil ring, each **1.00**

Special Pistor Pins of electric chrome-vanadium steel. Lighter than standard pins. Will not break.

No. 224—Each **$2.00**

Special Zenith Carburetor



For quick getaway and pickup.

No. 228—With proper jets for Fronty racing heads ... **$35.00**

Specify whether for Model R or S-R Head.

No. 229—Elbow adapter or intake pipe **$3.00**

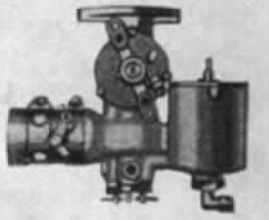
No. 229A—Intake manifold of copper tubing for use with Model S-R Head, using 1 carburetor only **$18.00**

High-Tension Magnetos

The only magnetos that stand up on Fronty-Fords. Fully guaranteed.

No. 233B—Rob. Bosch single spark magneto **$75.00**

No. 233C—Rob. Bosch 2-spark magneto **$105.00**



Juhasz Carburetor

A wonderful racing carburetor — faster than any other carburetor known. Prices on application.

Tri-Front Plate

Oil pump, water pump and Bosch battery ignition. Very compact. Designed for fast roadsters.

No. 239—With Bosch manual battery ignition, each **$49.00**

No. 239A—Same, except with larger oil-pump capacity **$54.00**

No. 240—With Bosch compensating battery ignition, each **$51.50**

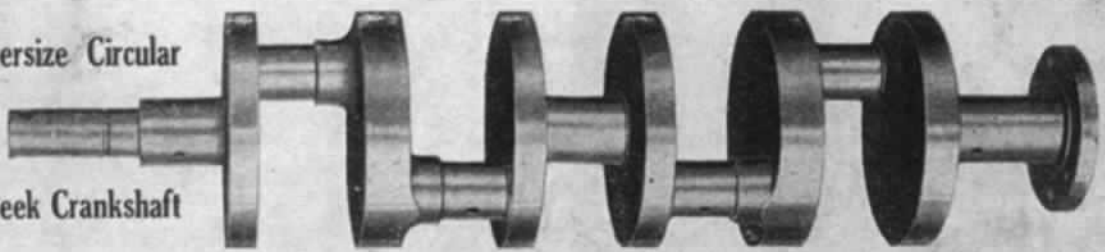
Counter-Balanced Crankshaft

Counterweights forged integral with shaft. High-grade alloy steel. Fits Ford block without alterations.

No. 216B—Drilled for oil pressure feed **$35.00**

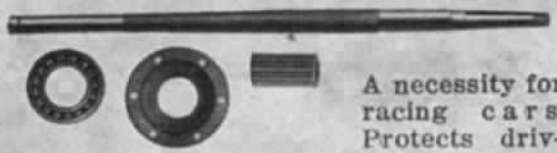
No. 216C—Not drilled, for commercial cars **$19.00**

Oversize Circular Cheek Crankshaft



The most perfectly balanced crankshaft that can be produced. Main bearings, 1⅝ in. diameter, instead of 1¼ in. Connecting rod bearing, 1⅜ in. diameter, instead of 1¼ in. Drilled for pressure oil feed. Can be furnished with 1½ in. crank pins at same price. **No. 216A**—Each **$225.00**

Oversize Axle Shaft



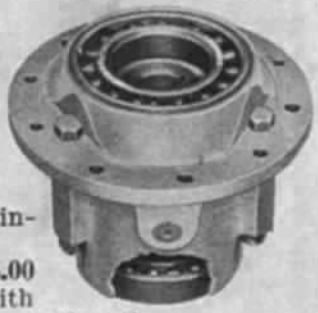
A necessity for racing cars. Protects driver's life. Also for commercial cars carrying heavy loads. Shaft 1⅛ in. diameter, made of electric chrome-vanadium steel. (When ordering, state width of thread.)

No. 253 ..... **$10.00**

No. 254—Special roller bearings for use with oversize shaft **$5.00**

No. 255—Special ball bearings and housings to replace roller bearings. Per set, including axle tube sleeves.. **$50.00**

Ball-Bearing Differential



Operates on ball bearings entirely. Eliminates friction. Made of steel casting to insure strength.

No. 234 ..... **$75.00**

Complete with sleeves, bearings and directions.

Fronty Ford Radiator

Of special design, with Fedders' new high-efficiency core. Very effective and beautiful. Unusually well made.

No. 272 ..... **$75.00**

No. 273—With nickel-plated shell **$85.00**

No. 273A—With screen built-in shell **$78.00**

Steering Gear for Racing

This cam and lever type gear is meeting with great success everywhere. Very strong, simple, durable. Easily installed. Complete with drag link dash bracket and frame bracket.

No. 260..... **$40.00**

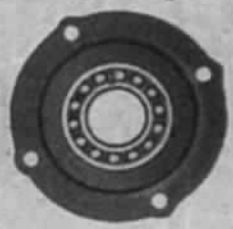
No. 260A—Same, for center control, with long drag link, dash bracket, 2 frame brackets..... **$60.00**

Ross Cam and Lever Steering Gear

For replacement on Fords equipped with balloon tires. Eliminates all shimmying of front wheels. Makes steering easier and safer. Easy to install.

No. 282 ..... **$15.00**

Special Ball-Bearing Cap



Eliminates all trouble from this troublesome bearing. For all Fords.

No. 236 ..... **$20.00**

Special Gear Ratios

No. 244—4 4/9x1 ..... **$15.00**

No. 244A—4 2/10x1 ..... **$10.00**

No. 244B—3¼x1 ..... **$10.00**

No. 244C—3x1 ..... **$10.00**

No. 244D—2¾x1 ..... **$10.00**

Racing Wire Wheels for Ford Hubs

Sixty spokes, winged hub caps for quick change, clincher rim made for 26x3, 27x3½, 28x3, 29x3½, 30x3½ and 31x4 tires. When ordering, state color desired: White, cream, red or black.

No. 262—Per set of 5 wheels, 4 hubs **$75.00**

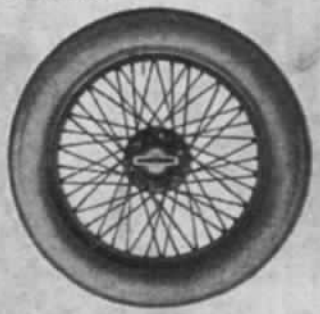
Special 28x4 drop center, straight side racing wheels, with winged hub caps, dental drive. Lightest and fastest wheel to change. Tires can not be thrown or rolled off this wheel under any condition.

No. 263—Per set of 5 wheels, 4 hubs for Ford **$125.00**

(Price for other makes on application.) Hubs bored out for oversize axles, $5.00 extra.

Wire Wheels for Pleasure Cars

Special 28x4 straight side, flat base wire wheels, greatly improve the riding qualities as well as appearance.



No. 263A — Per set of 5 wheels, 4 hubs, spare wheel carrier. (Winged hub caps if desired) ..**$75.00**

When ordering, state color desired: White, cream, black or red.

No. 264—Special Racing Tires—Straight side, Century, Dayton or Johnstone, made to fit special drop center racing wheel. One set went through the 500-mile race at Indianapolis without a change. 28x4 racing cords. Prices on application.

No. 265—28x4 inner tubes, price on application.

Delco Ignition

Makes Fords perform like the bigger cars. Operates on battery or magneto. Quickly installed in place of your present timer.

No. 243—Without coil **$13.00**

No. 243A—With Delco Ford coil **$18.50**

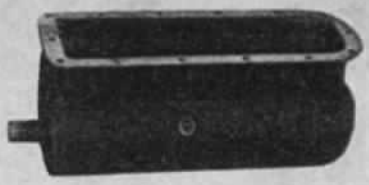
Bosch Battery Ignition

Gives Fords perfect timing and smoother running. Eliminates timer troubles. Easily installed.

No. 241—To operate with Ford coils **$12.75**

No. 241A—With Bosch coil **$18.50**

Sub-Base Oil Reservoir



Keeps oil at constant, lower temperature, assuring better lubrication of motor at all times. Made of sheet steel. Capacity, 3 gallons.

No. 230 ..... **$25.00**

No. 231—Same, to fit motor with regular Ford front radius rod. Capacity, 2 gallons **$20.00**

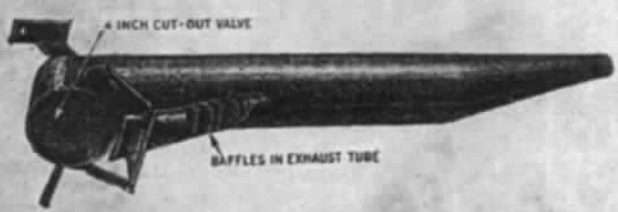
(If 1925 or later crankshaft is used, specify on order.)

Special Camshaft Gear

Made of nickel steel.

No. 235 ..... **$10.00**

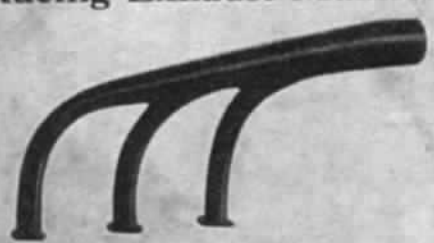
Loud Speaker 2-in-1 Cutout and Muffler



Relieves motor of all back pressure, and when open gives a roar like that from speedway racers.

No. 245 ..... **$10.00**

Racing Exhaust Manifold



Gives the famous "Speedway Roar." Made of seamless steel tubing. Complete with long 4-in. pipe to rear of car.

No. 232 ..... **$32.50**

No. 232A—For S-R Head **32.50**

No. 232B—For D-O Head **40.00**

No. 217—Main Bearing Cap—Faced and drilled, but not bored. (When using special heavy crankshaft these caps are necessary, boring them out with cylinder block.) Per set of 3, with bolts **$9.00**

No. 218—Connecting Rod—Bored for special heavy crankshaft, babbitted and reamed to fit shaft. Accurately balanced. Per set of 4 ..... **$30.00**

No. 219—Cylinder Block—With special heavy circular crankshaft, bearing caps, connecting rods. All bearings fitted, rods balanced, pistons, rings and pins, water pump and bracket, complete oiling system **$450.00**

No. 220—Cylinder Block—With special heavy circular crankshaft, bearing caps, connecting rods balanced, bored out and babbitted, bearings fitted and adjusted **$300.00**

No. 220B—Ford Cylinder Block (starter type)—With main bearings bored out to receive oversize crankshaft with caps and bolts, bearings babbitted. New block **$60.00**

No. 220C—.031 oversize block **$55.00**

No. 221—Cylinder Block—With standard size counter-balanced crankshaft, all main and connecting rod bearings fitted. Connecting rods machined, balanced **$120.00**

No. 222—Cylinder Block—With standard size counter-balanced crankshaft, all main and connecting rod bearings fitted. Rods machined, balanced. Special racing pistons, pins, rings, complete oiling system, water pump and magneto bracket, breather pipe **$275.00**

Racing Steering Knuckles

Fit Ford I-beam. Made of chrome nickel steel. Best life insurance for drivers. Complete with tie rod and bolts.

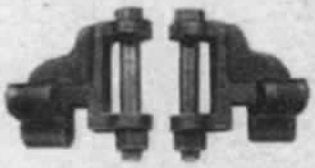
No. 261—Per pair $30.00
(When ordering, state width of tread of car.)

Special Racing Radius Rods

Made of seamless steel tubing. Very light and strong, the best front construction made. (When ordering, state whether car is offset.)

No. 258—Per pair, complete with pads and bolts **$24.00**

Manganese Bronze Front Brackets



Underslung. Very strong. For racing cars or speedsters.

No. 251—Per pair **$12.00**

Manganese Bronze Rear Brackets

Underslung. Very easy to attach.

No. 252—Per pair **$8.00**

Filler Cap

For gasoline and oil tanks. Adds snap to any car's appearance.

No. 270—Brass finish **$5.00**
No. 271—Nickel finish **$6.00**

One-Man Racing Body

Especially for high-speed dirt track racing. Very light, strong.

No. 274 ..... **$125.00**
No. 288—Unbreakable glass windshield, as shown **$20.00**

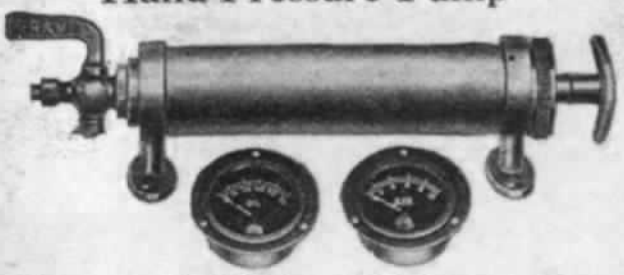
Gives car proper balance. Reduces wind resistance to a minimum. Framework of angle steel, strongly braced. All tires can be seen from seat. (When ordering, give wheelbase. State how much motor is set back, if any. Mention method of underslinging used.)

Spring Steel Steering Wheel

Same as used on all speedway cars. Flexible spider protects the driver in mishaps. Used commercially, it prevents fatigue caused by vibration of wheels and absorbs shocks and jars.

No. 259—Nickel plated **$20.00**

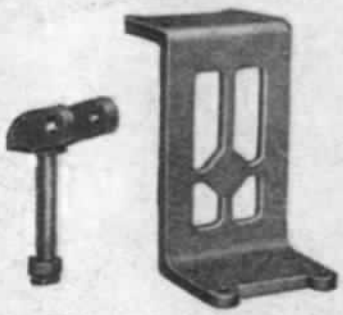
Hand-Pressure Pump



For gas and oil tanks. With 3-way valve.

No. 266—Brass finish **$6.00**
No. 267—Nickel finish **$7.00**
No. 268—Air gauge, 10 lbs. **$3.00**
No. 269—Oil gauge, 75 lbs. **$3.00**

Fronty Underslung Parts (Front)



Latest, best method of underslinging front end of racing cars. Take out all side sway, keep spring over the axle. Made of high-grade steel forgings.

No. 250—Per set **$16.00**

Underslung Parts for Speedster

For road cars, too. Correctly designed. Easy to install.

No. 283—Per set **$10.00**

Speedster Body

Our regular speedster body, designed for fast road cars. Fits standard Ford frame. Full set of underslinging parts included.

No. 275 ..... **$100.00**

Steel Flywheel Ring Gears

Prevents having to discard flywheel when teeth are stripped off. Prices on application for all make cars. Gears carried in stock.