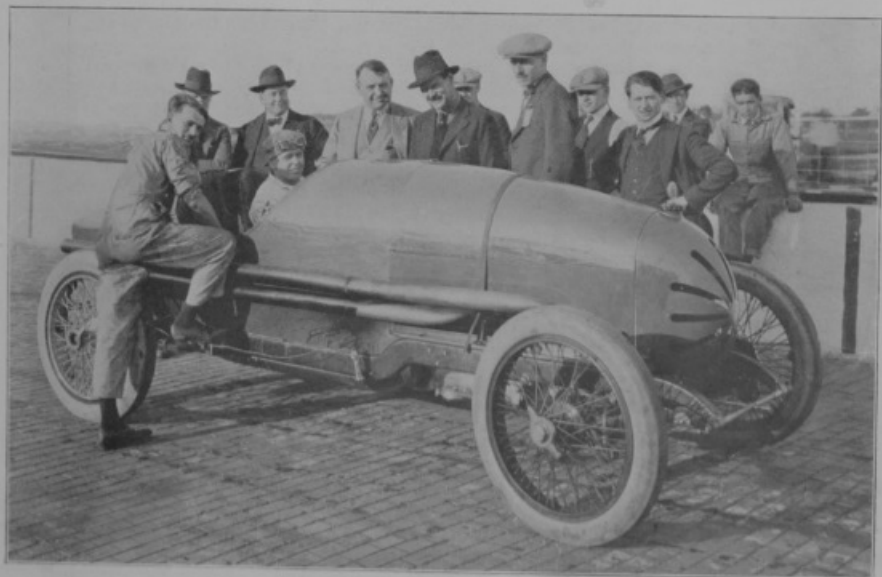




Announcing
a NEW Car

FRONTENAC



TOMMY MILTON—FRONTENAC 8
World Winner 1921



LOUIS CHEVROLET

Louis Chevrolet's first connection with the automobile, back in 1897 with the Mors Company in France, gave birth to the idea to fit himself to design and build automobiles.

Typical of his Swiss ancestry, he has been an untiring worker. Hours meant nothing to him. He had a goal to reach.

Race track and roadway—these Louis Chevrolet believes are the true testing grounds of quality in an automobile.

Since his first speed contest in 1905, cars designed and built under his personal supervision have won scores of notable victories, defeating many famous cars and drivers, but always his interest has centered in the supreme test of racing, from the designing and engineering standpoint.

The first work on the Frontenac of today began in 1915. Winning the International Sweepstakes 250-mile race staged in the big bowl at Cincinnati in 1917 by Louis Chevrolet himself in a Frontenac, and his younger brother, the late Gaston Chevrolet, 1920 A. A. A. champion, close behind, was a fitting tribute to his theory with regard to the construction of a racing car.

But he did not stop there. He kept right on designing and building.

In 1920 a car of his design and manufacture won the greatest of all contests — the International 500-mile Race at the Indianapolis Motor Speedway. The following year, 1921, with a new Frontenac eight, he performed a new feat winning, for the second time, and consecutively, too, that great battle of speed and endurance at Indianapolis and it was then that he began to incorporate his years of experience and practical knowledge into the Frontenac eight in line.

It is a certainty that no man is better fitted to build this automobile than Louis Chevrolet.

He had a goal to reach and that he has now reached that goal is accepted by those familiar with automobile construction and it stands to reason that the new Frontenac eight in line has a perfect right to be a great car with all the features claimed for it.



Frontenac 8 Crossing Tape, Winner 500-Mile Race
Indianapolis Motor Speedway, 1921

SPECIFICATIONS

Motor:

8 Cylinders in line, 3 $\frac{3}{4}$ x5, single sleeve type. N. A. C. C. rating 36.45, developing over 80 H. P. at 2600 R. P. M. Crankshaft in one piece, 2 $\frac{3}{8}$ " in diameter, with 9 main bearings

Lubrication:

Motor, forced feed to all main, connecting rod and other bearings.

Cooling System:

Thermosyphon, with large radiator, insuring perfect cooling at all speeds. Large fan.

Ignition:

Delco. Frontenac special design.

Carburetor:

1 $\frac{3}{4}$ " Constant level float type, priming control from dash, special design fuel heating arrangement. Gasoline tank of approximately 22 gallon capacity, equipped with indicator gauge on dash board and tank. Gas tank mounted rear, vacuum system feed.

Starting and Lighting System:

Delco, two-unit system. Bendix drive on starter with steel gears on flywheel.

Axles:

Drop forged "I" beam front axle, special design. Rear axle full floating, with high grade alloy steel shafts and gears. Taper roller bearings throughout.

Clutch:

Double dry disc, 10".

Transmission:

Frontenac. Sliding gear. Three speeds forward and one reverse. In unit power plant.

Frame:

8" channel section; sturdy and substantial.

Wheel Base:

140".

Battery:

6-volt, 160 ampere hour.

Springs:

Semi-elliptic; front and rear chrome vanadium steel, perfectly flat under load. Mounted outside of frame. Front 40" long by 2" wide. Rear 60" long by 2 $\frac{1}{2}$ " wide. Large diameter spring bolts containing oil reservoirs. Phosphor bronze bushings on spring shackles.

Wheels:

Wood, wire or disc, optional. 33x5 cord tires, or balloon.

Brakes:

Lockheed hydraulic type, 4 wheel brakes. Emergency brake on transmission.

Body:

Latest design, built of best material obtainable.

Steering Gear:

Latest type specially designed to take care of balloon tires.

Fenders:

One-piece, full crown, made of heavy gauge material, deep skirted.

Windshield:

Inclined, open model one-piece. Plate glass fitted with rubber weather strip. Closed models, two-piece, equipped with vizor.

Instrument Board:

Beautifully enameled steel, integral with body. Nickel-faced instruments mounted flush and illuminated.

Radiator:

Cellular type.

Weight:

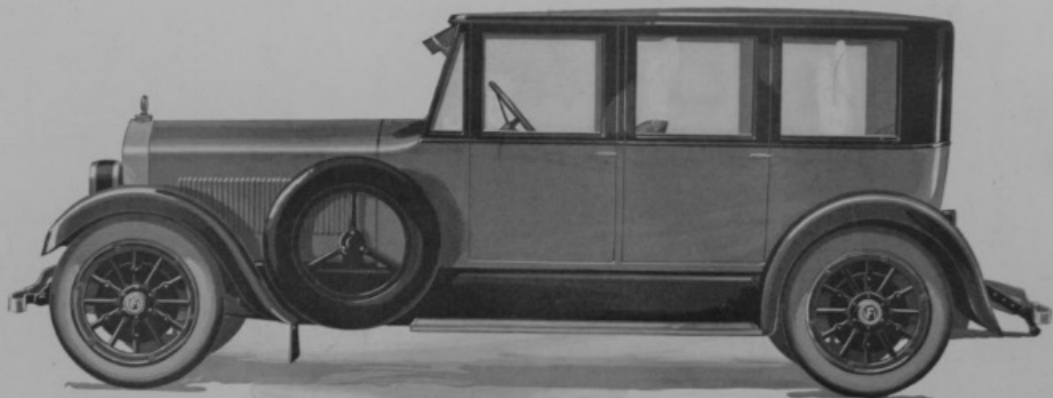
4600 pounds approximately.

Equipment:

Horn, extra rim, tool kit, jack, pump, motor-meter, tail light, stop light.

Frontenac Motors Corporation

Indianapolis, Indiana



FIVE PASSENGER SEDAN