

Hamlin Chevrolet Front Drive Specials

Patented Hamlin front drive universals will be employed on the modified Ford being built in the Chevrolet shops. The remaining chassis components are the development of the Fronty-Ford types that have performed dependably on the track in recent years. Ford parts will be quite extensively used throughout with a sixteen valve Fronty-Ford engine of only $2\frac{7}{8}$ in. bore by $3\frac{1}{2}$ in. stroke. A supercharger will be fitted and the jobs will turn up to 6000 r.p.m., according to Arthur Chevrolet.

The regular Ford rear cross elliptic spring will be used at front and rear in conjunction with double front axles of the tubular type which are bent forward at the center to accommodate the central universal, from which drive shafts interposed between upper and lower tubes will transmit the drive to front wheels. This construction is somewhat like the front wheel drive British Alvis. Ford transmission and rear wheel brakes will be employed.