

ANOTHER FRONT DRIVE CAR ENTERS 500-MILE

Hamlin Company Car Being Constructed at Local Chevrolet Shop.

Another front-drive racing car—the Hamlin Special—has thrown its hat into the ring, so to speak, by entering the fourteenth annual 500-mile sweepstakes at the speedway, May 31. Last year, it will be recalled, Dave Lewis, in a front-drive Miller Special, took second place, less than a minute behind the winner, Pete DePaolo, in a Duesenberg Special.

Behind the entry of the Hamlin Front-Drive lies the story of a group of Chicago men who are putting their product to the supreme test of high speed, every other one having been satisfactorily passed. For six years the Hamlin Motor Company, of Chicago, has been designing, building and testing a front-drive automobile. The cars have been driven from coast to coast, up and down mountains, through sand and mud and snow. On May 31 will come the final demonstration of the durability of the car's front-drive construction.

In order to get the benefit of close association with the big two and a half mile brick track and the advice of seasoned racing men, the Hamlin entry is being built at the shop of Chevrolet Brothers, Indianapolis. Fred Hetherington, formerly of Indianapolis, is associated with the Hamlin Company.

Description of Machine.

The engine used in the racing car will be a four-cylindere Fronty-Ford, of a total piston displacement of 91.2 cubic inches. If the builders make the slightest mistake in their computations the car will be too big to enter the race, as the piston displacement limit this years is 91.5 inches. The builders expect the engine to have a speed of from 5,000 to 5,500 revolutions a minute. At this speed the car should travel 110 miles an hour. It will be the first Fronty-Ford engine to be supercharger equipped. The supercharger will be of the blower type, with a speed of one and one-half times the engine speed, instead of four or five times, as was the case with cars in the last race.

The differential and transmission gears of the front drive are placed at right angles to the frame of the car, directly in front of the engine. The weight of the front section of the car is carried on a separate axle from the driving one. There is a universal joint at each front wheel and one on each side of the driving mechanism. The Hamlin Company claim great things for their type of front-drive construction, especially the simplicity and sturdiness of the universal joints. The wheel base of the car is 102 inches.

The Chevrolet brothers have contracted to have the car at the speedway ready to run by May 1. They built the winners of the 1920 and 1921 race.