

Arthur
Chevrolet
Aviation Motors Corporation
INDIANAPOLIS, IND., U. S. A.

POST OFFICE CITY FILE



MAR 28 1931

March 18, 1931

(Handwritten initials)
Mr. Edsel Ford
Ford Motor Company
Detroit, Mich.

Dear Mr. Ford:

You no doubt recollect meeting the writer, Arthur Chevrolet, when you paid us a visit here at our plant in Indianapolis, in 1924. You, as well as your father were very much interested in the three Fronty-Fords we built and entered in the 500 mile race for the Barber-Warnock Co., a Ford dealer here in Indianapolis.

Although these cars were not as fast as some on the track, they all gave a very good account of themselves as well as the Barber-Warnock Fronty-Ford which finished 5th in the 1923 500 mile race.

We have built a few of these cars in the past and for the last two years have been experimenting with Aircraft engines. Sorry to say, however that owing to lack of capital we have had to stop all work on these aircraft engines.

We are planning, at the present time, on building up a Model A Ford racing car and entering it in the next 500 mile race here. We have a special 16 valve cylinder head under way which we will use on this car, and will build the chassis out of as many Model A parts as we can use.

We firmly believe that this car properly built, and equipped with this cylinder head has as good a chance of winning this race as any car entered, as it will be able to average better than 110 miles per hour around this speedway.

However, in order to be able to keep up this high speed certain changes have to be made in the motor besides installing the special cylinder head.

"The Heart of the Plane is Its Motor"

Sorry but can't make these parts conveniently

205-1111

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Acc & Box 280-1931(c)

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Mr. Edsel Ford

First of all it must have a special crankshaft, much larger and stronger than the standard shaft; it must also have special connecting rods of Tubular Shape and perhaps special gear ratios in rear axles.

Now, if you recollect, when we built these other racing cars, you were good enough to offer us any assistance that we needed, but your offer was somewhat late, no fault of yours however, but you did make some camshafts for us for these cars, and we are hoping that you are still inclined to help us as we need help for this car far more than we needed it for the others. In other words would you be willing to make the crankshaft, Connecting Rods, Camshafts, and furnish us with whatever regular Model A parts we may require?

We feel certain that this car will do very well in this race and even though we understand you are not supposed to sponsor anything of this nature as a matter of policy we know that this would have an enormous advertising value for your company, and would also help us in the sale of our special speed equipment.

Should we be fortunate enough to win this race we firmly believe that it would bring about an appreciable increase in the sale of Model A cars.

We sincerely hope that you will give this request due consideration. You may rest assured that we will do everything in our power to justify your co-operation in this undertaking if you see fit to favor us.

We, of course, would send you blue prints on all parts we would need.

There is no time to waste if we expect to be ready, and we hope to hear favorably from you at your earliest convenience.

Sincerely yours,

A. Chevrolet

"The Heart of the Plane is Its Motor"