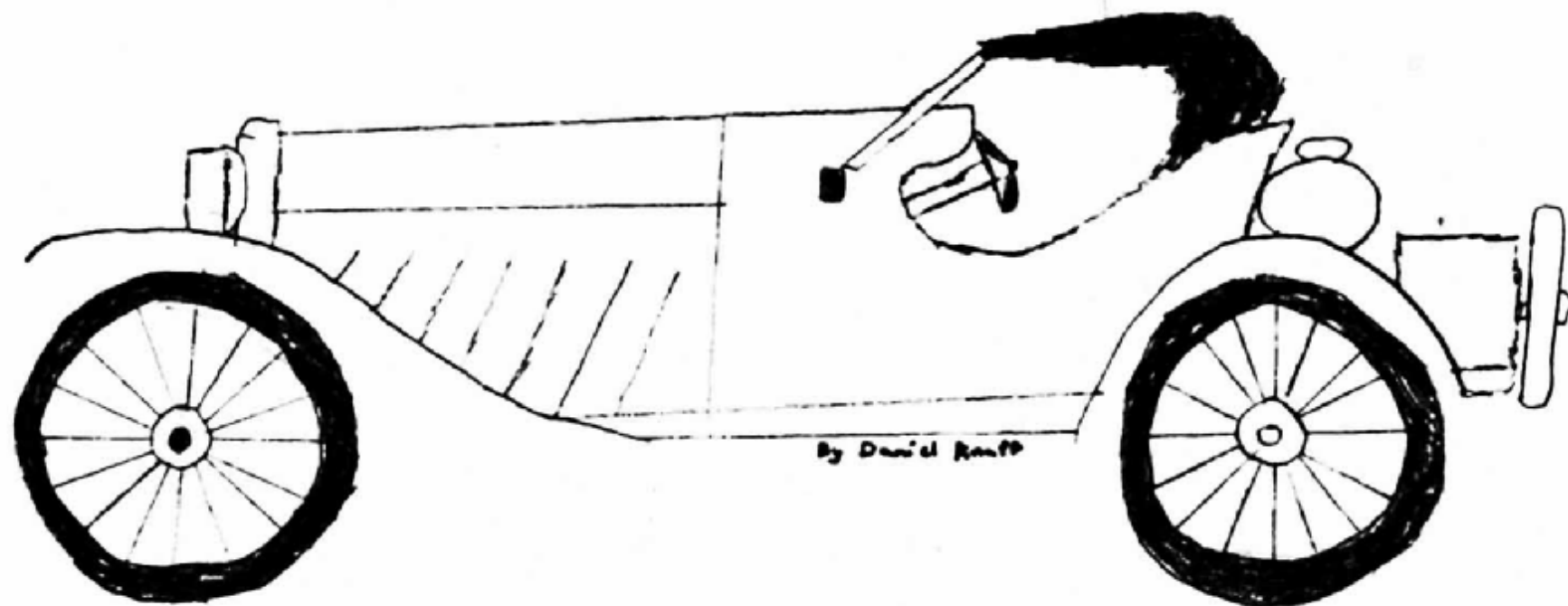


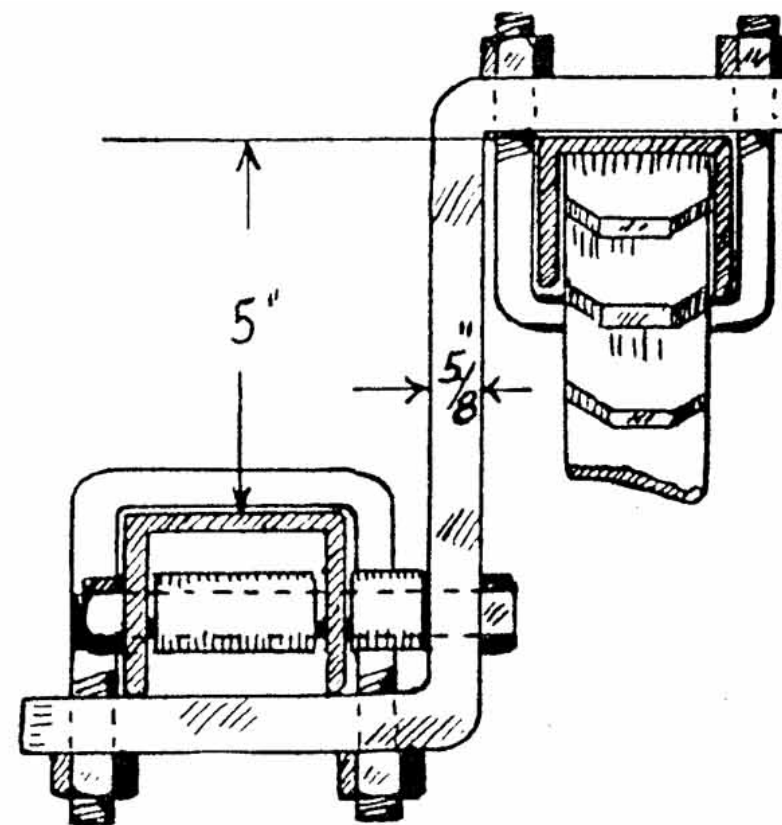
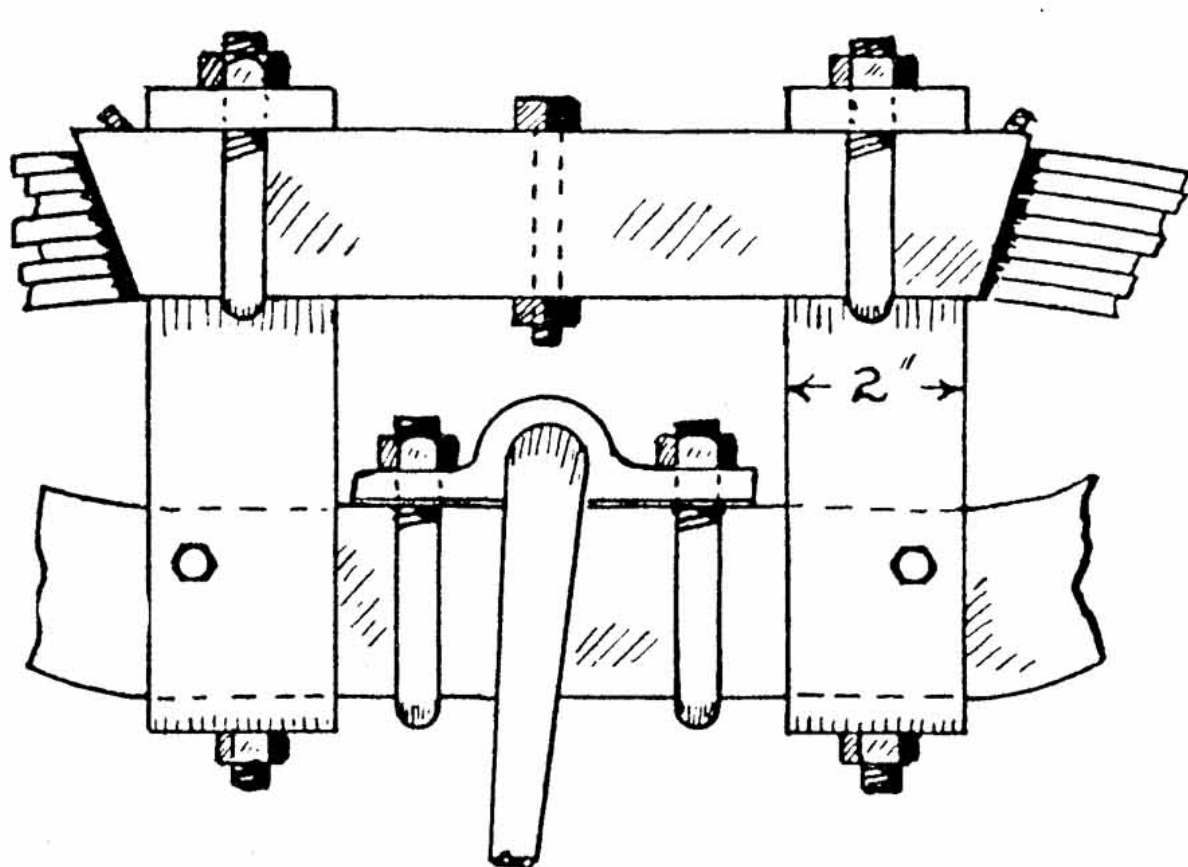
RCMTC + NWUS

CHASSIS SHOP TALK

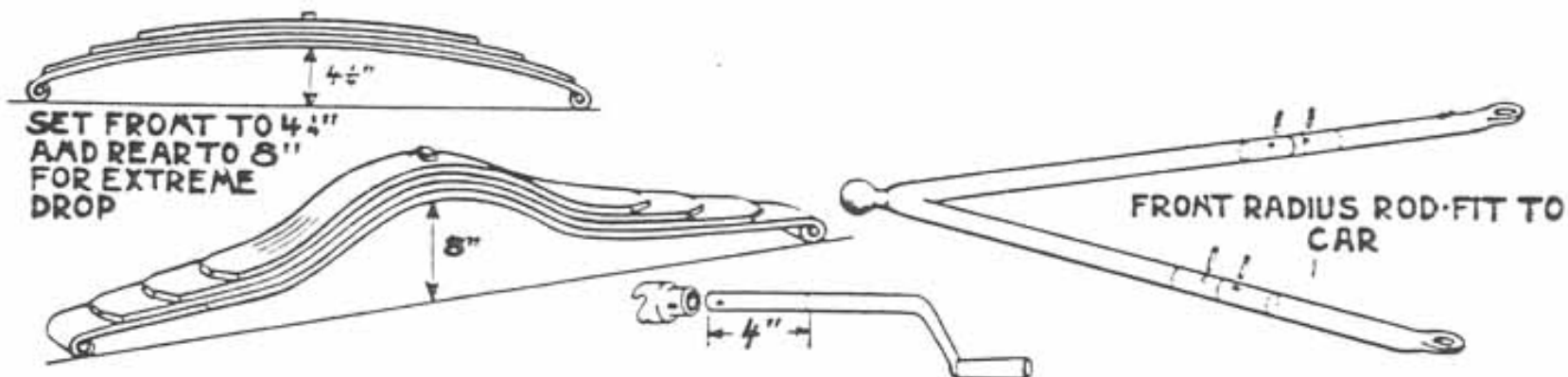
June 6, 1999



Tim Knapp

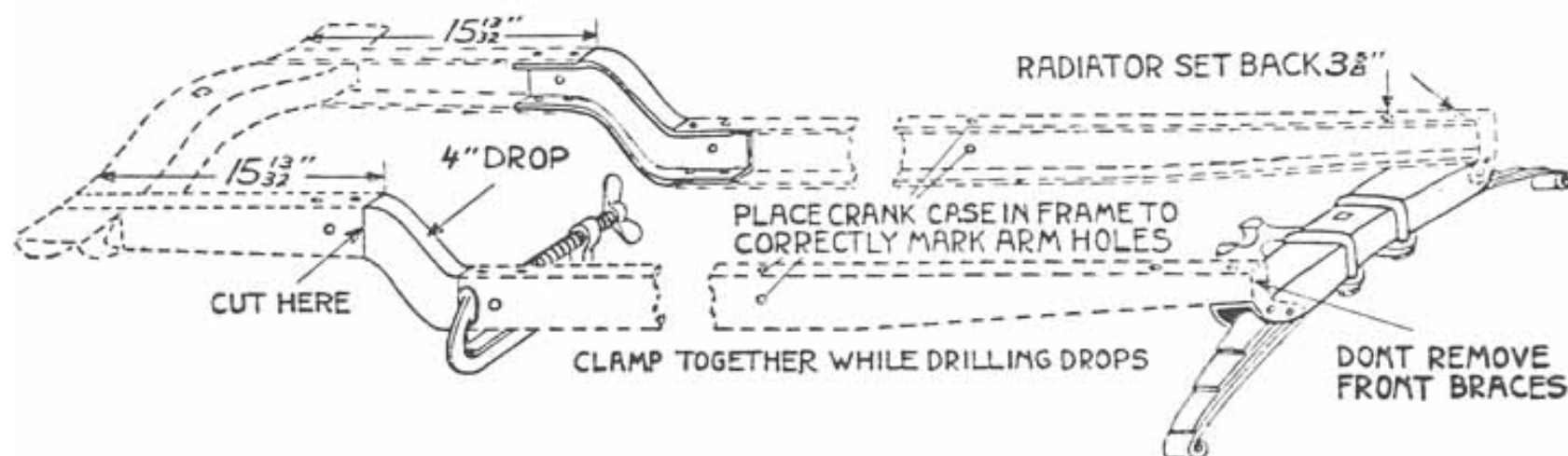


Moves Front Spring Forward



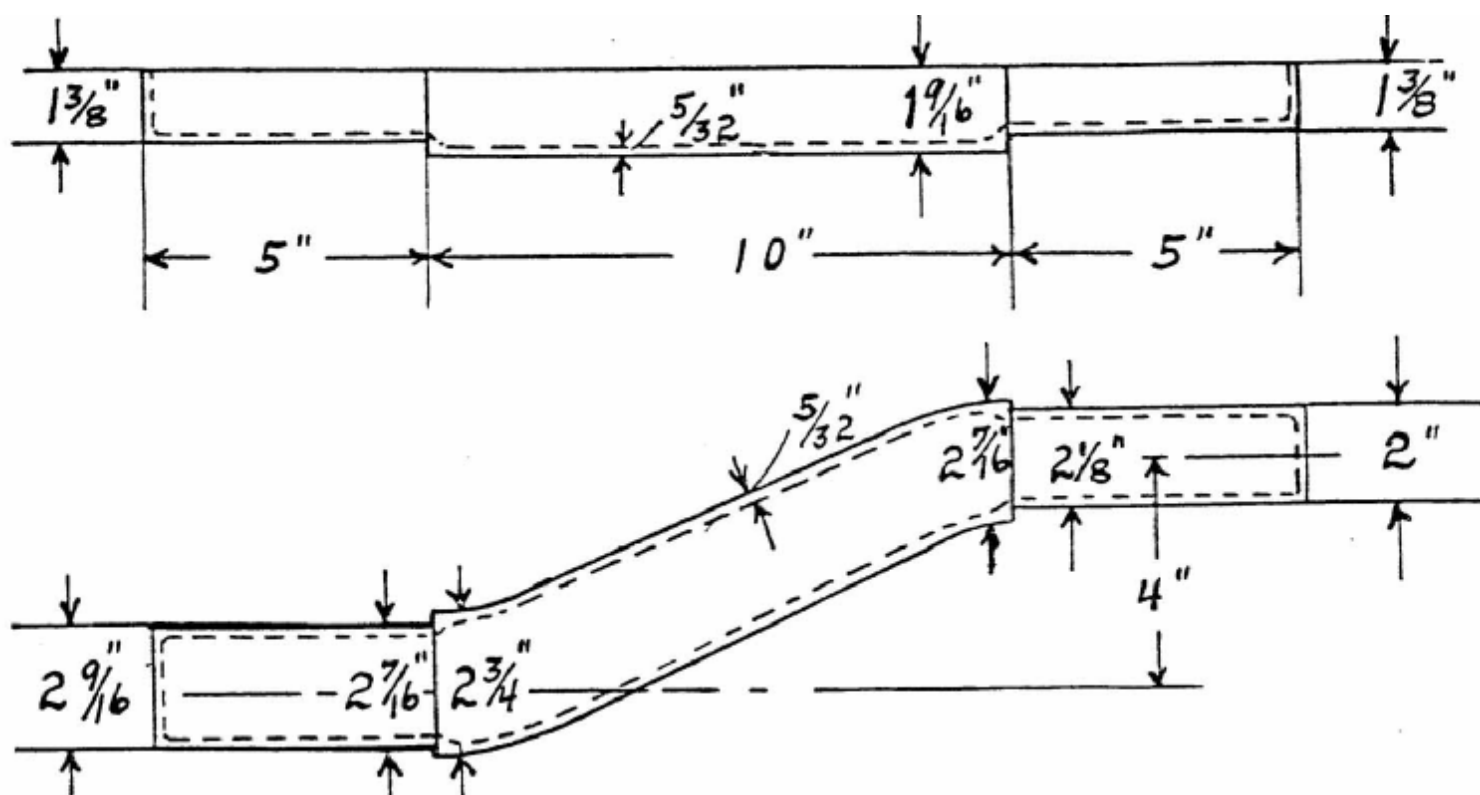
FILE CUT EDGE OF FRAME. CLAMP "S" DROPS IN POSITION AND DRILL ONE 5/16" HOLE ON EACH END OF FIXTURES AS SHOWN. RIVET THESE FIRST. THEN DRILL AND RIVET TWO 1/4" HOLES ON BOTH TOPS AND BOTTOMS SPACED ABOUT 2" APART. USE HOT RIVETS IF POSSIBLE. CARE SHOULD BE TAKEN TO KEEP BOTH SIDES PARALLEL WHEN ASSEMBLING. IF BOLTS ARE TO BE USED, USE 5/16" BOLTS ON TOPS AND BOTTOMS AND 3/8" BOLTS ON SIDES. A. L. A. M. PREFERABLE. BEFORE RIVETING CROSS MEMBER IN FRAME MAKE SURE THAT SPRING FITS IN CHANNEL. IF NOT GRIND CHANNEL OR SPRING TO FIT. NOW REMOVE REGULAR FORD CROSS MEMBER BUT LEAVE BRACES ON FRAME. RIVET TO FRAME AND BRACES.

Resetting Springs and Radius Rods

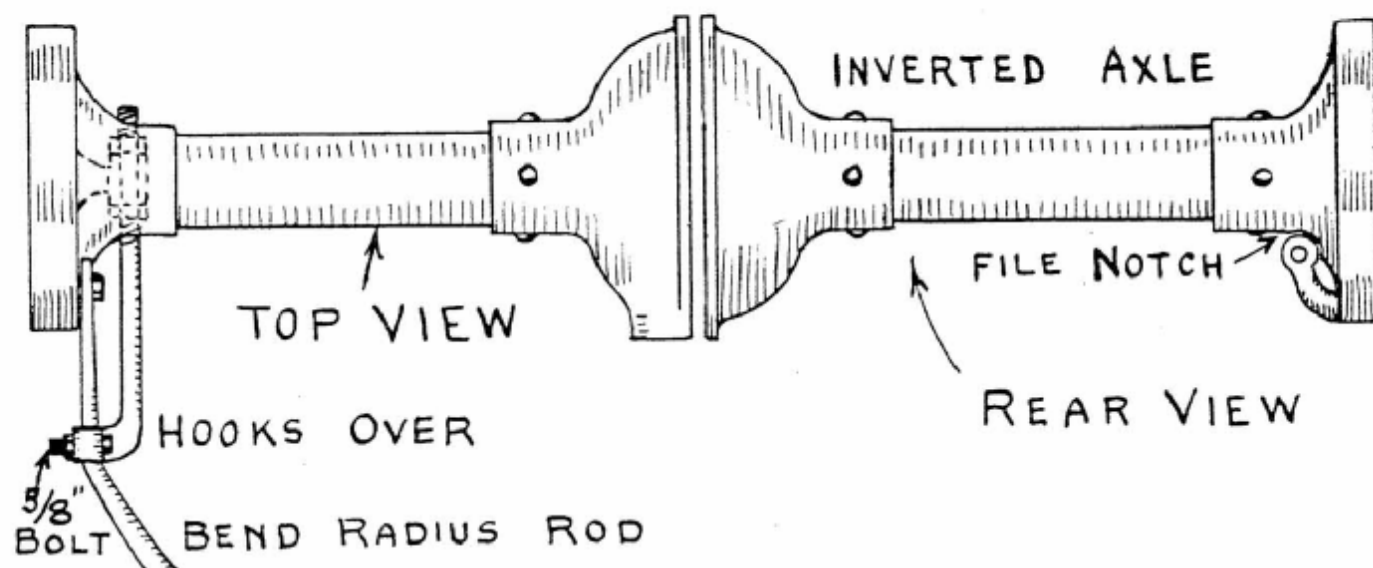


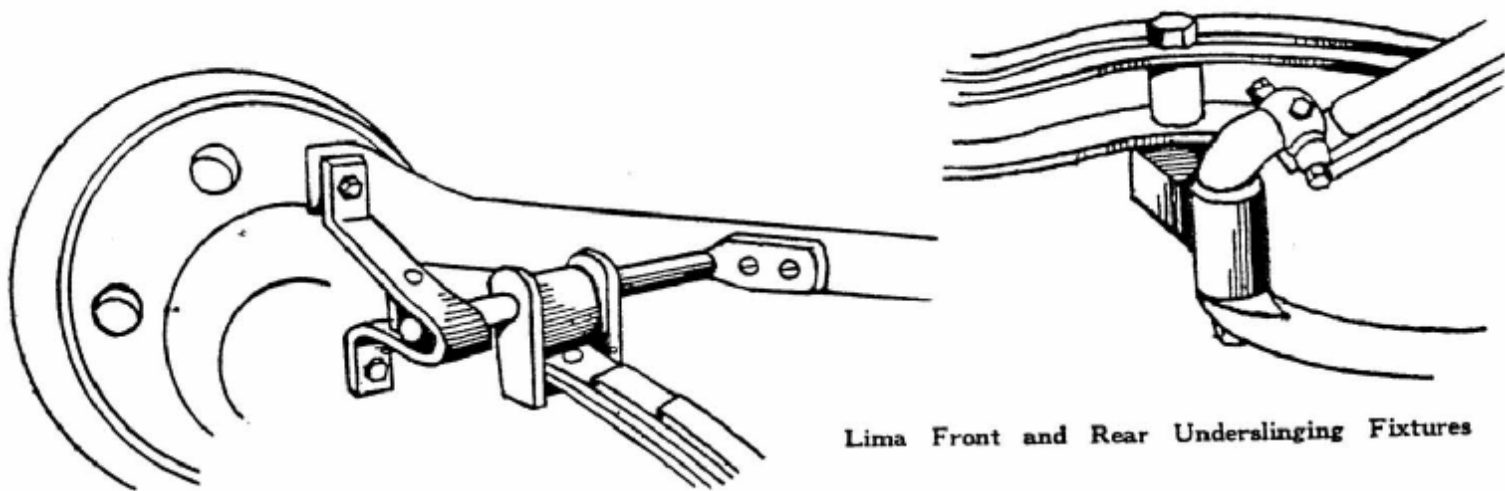
CLAMP MOTOR SUPPORT UNDER FRONT SPRING. AND FASTEN REAR SPRING TO FRAME. SET UP ON AXLES. BOLT DOWN CRANK CASE. CUT OFF THE ENDS OF RADIUS ROD AND LENGTHEN WITH THE ENDS OF ANOTHER. PIN AND BRAZE JOINTS. WELD 4" TO STARTING CRANK. RESET SPRINGS AS SHOWN FOR MAXIMUM DROP. MOVE BRAKE LEVER 3 5/8" TO REAR.

Cutting and Lowering Chassis Frame

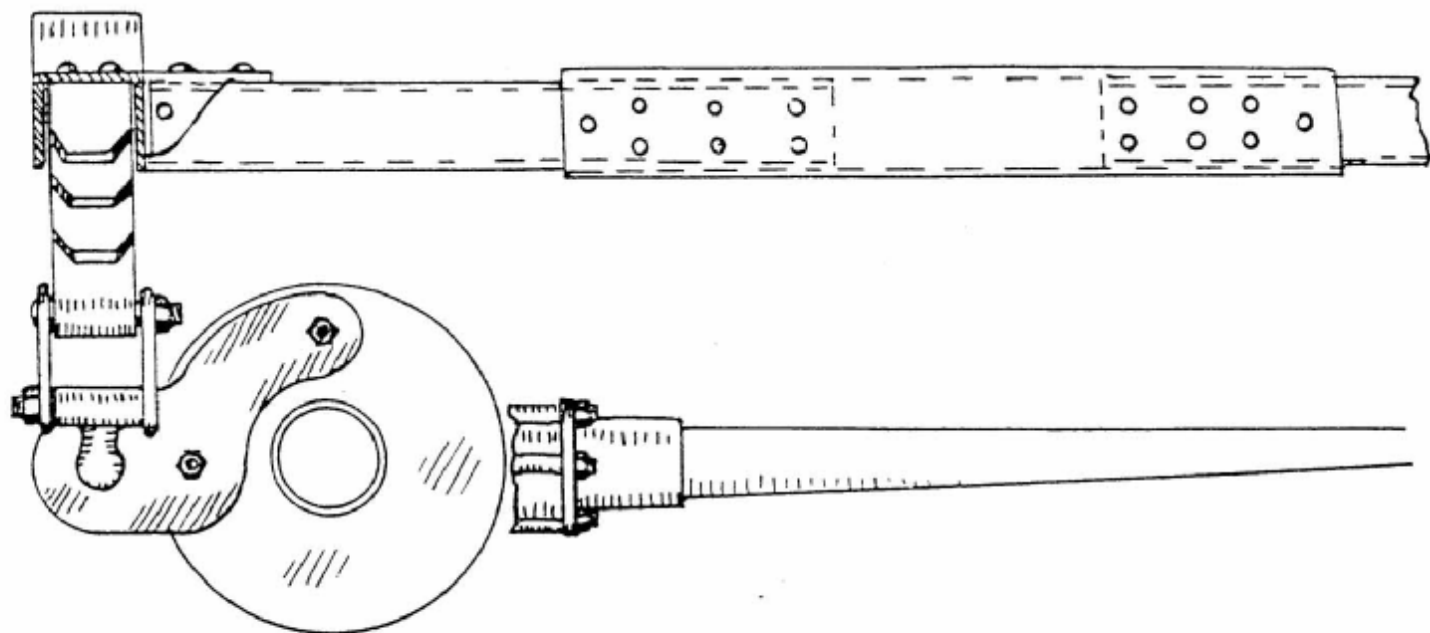


Laurel Frame Inserts Lower Rear of Speedster Chassis





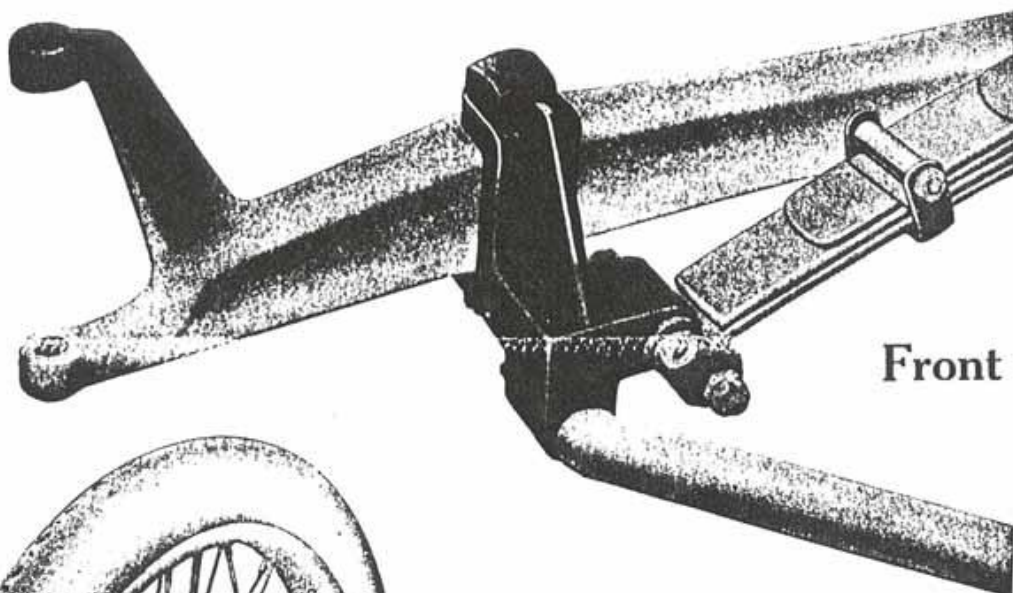
Lima Front and Rear Underslinging Fixtures



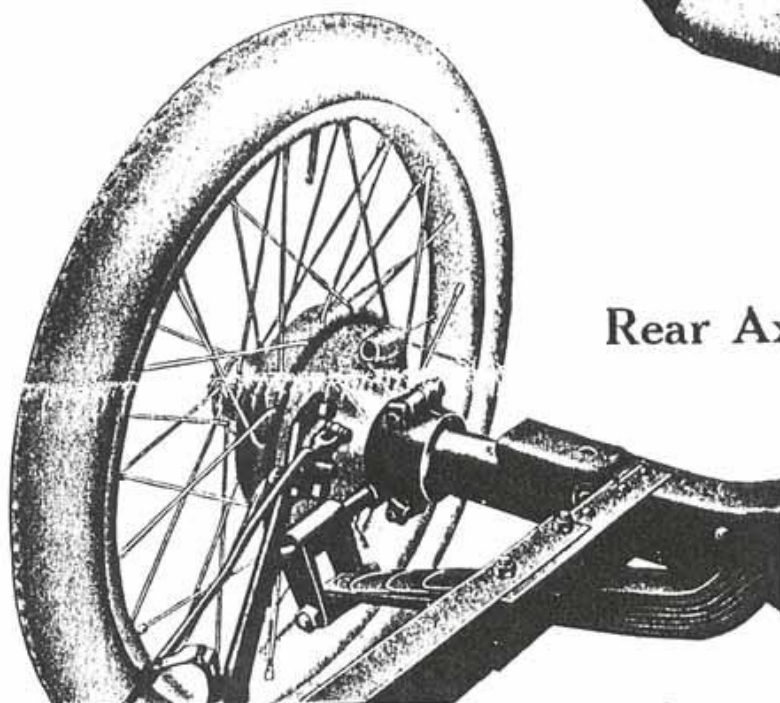
Jennings Lowers Rear Brackets

CHASSIS UNDERSLUNG PARTS FOR FORDS

DROP FOUR INCHES



Front Axle



Rear Axle

Price Complete Set Only
\$35.00

ADVANTAGES

The advantages of Laurel Parts for undersliding Ford chassis over all other designs is apparent to the mechanic and the car designer from the illustrations of the installation of these parts shown above.

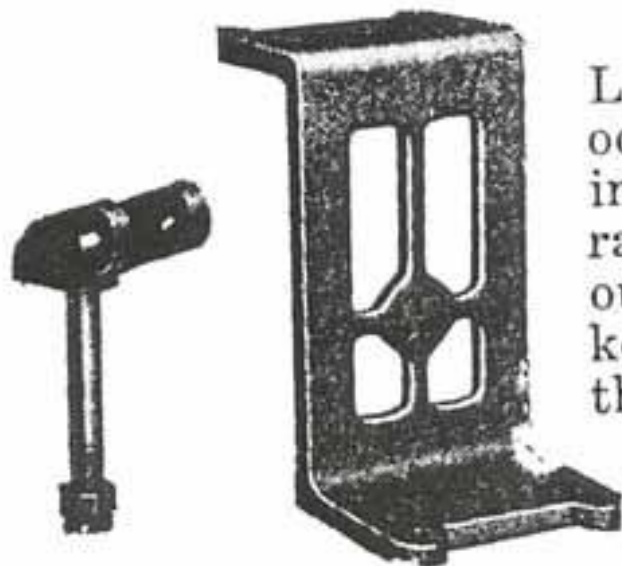
There are three points to be considered in the purchase of Undersliding parts. First, the safety which goes with a lower center of gravity. Second, to obtain easy riding qualities in a car when chassis is lowered. Third, ease in installation.

We know of no other parts designed for this purpose which gives to the buyer the above essentials. You will note from the illustrations that the car owner obtains full spring suspension both front and rear with our undersliding parts installed and the car if anything, rides much easier when undersliding with Laurel designed Parts than before the change was made. The manner in which a car holds the ground on race track or road at any speed gives to the driver confidence and an assurance of safety, and the easy riding qualities of the Laurel Underslung Ford over the roughest roads is a source of great pleasure and delight to the owner.

Nearly 20 lbs. of manganese bronze are used in making the important parts, which are much stronger than the Ford frame itself, and the installation is so simple and easy as to appeal to the most critical mechanic. There is no dismantling of rear axle or other mechanical time taking changes as encountered with other types of undersliding devices. Comparison with any other undersliding parts will show the superiority of the Laurel designed Parts in a moment's study and the reason for the practical monopoly which we enjoy in the sale of Undersliding Parts. With Laurel Undersliding Parts the driver has a straight line drive to rear end, therefore, every ounce of power is delivered without loss in transmission, something which every fast Ford owner will appreciate, also the holes being drilled at proper angles in front support insures easy steering under all conditions. We submit them to the buyer as the best undersliding device from every standpoint to be obtained. Instructions for installation go with each set. Price only \$35.00.

LAUREL MOTORS CORPORATION, Anderson, Ind.

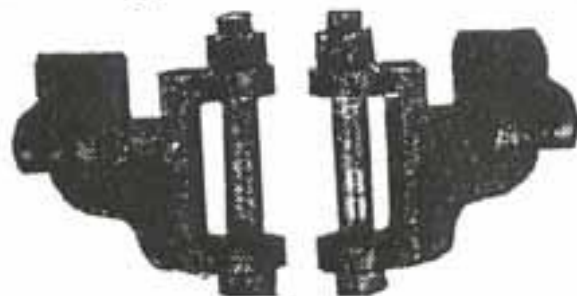
Specialists in Parts for Ford Cars



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.

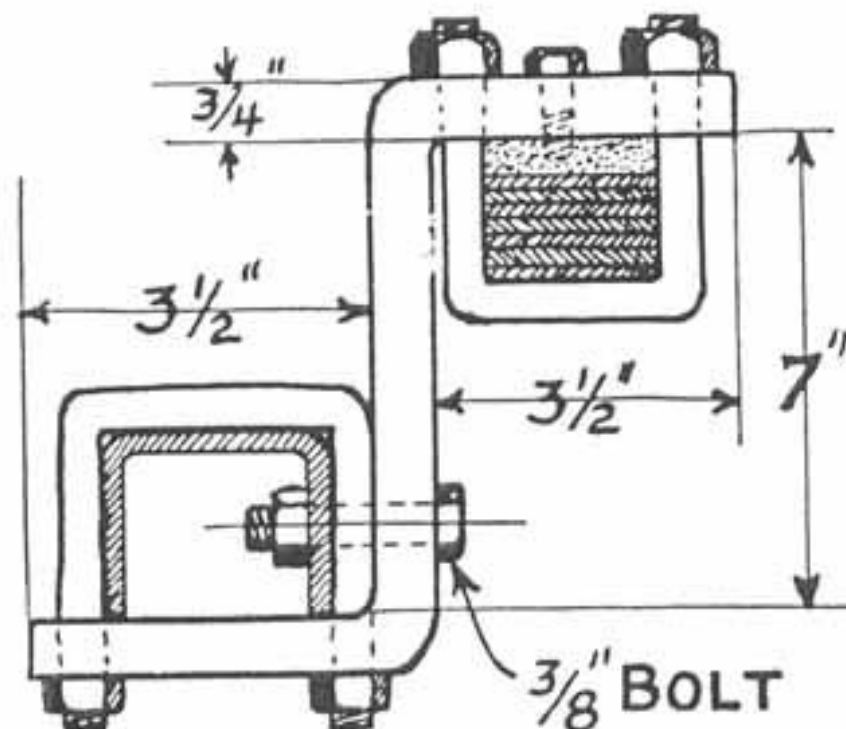
No. 250—Per set\$16.00

Manganese Bronze Front Brackets

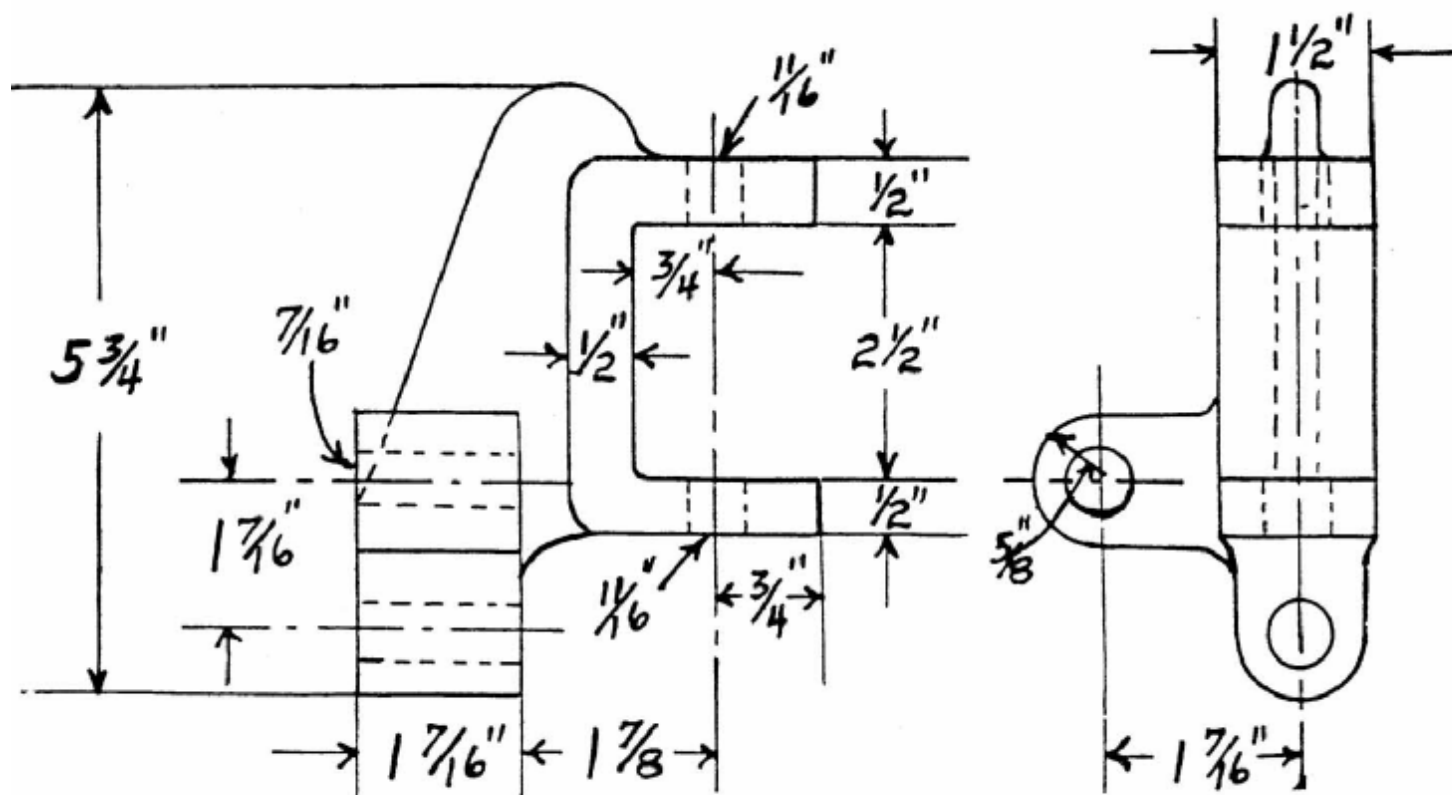


Underslung. Very strong. For racing cars or speedsters.

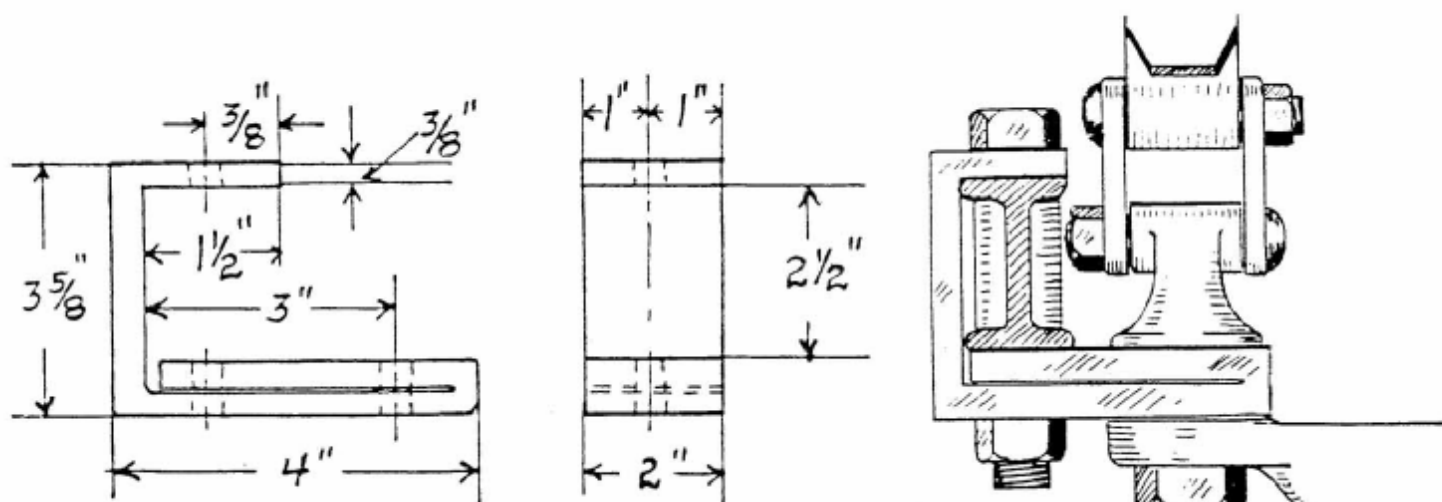
No. 251—Per pair\$12.00



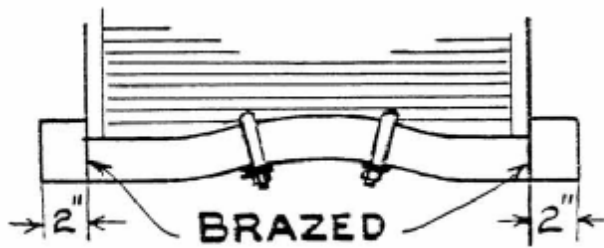
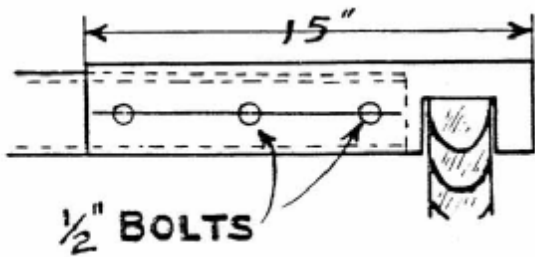
Sketch No. 23.



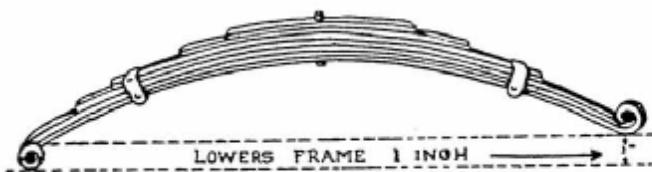
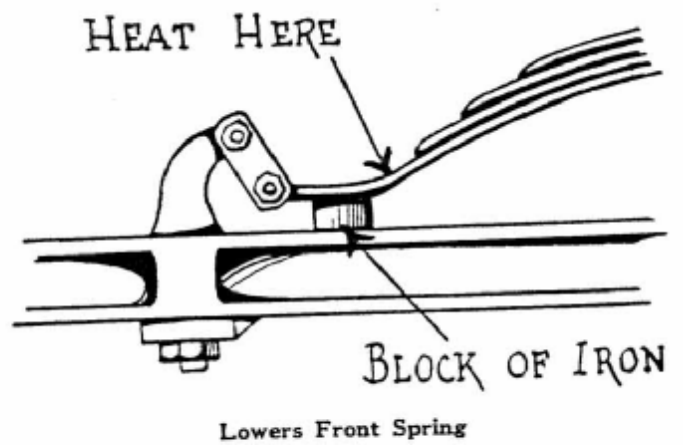
Laurel Front Brackets



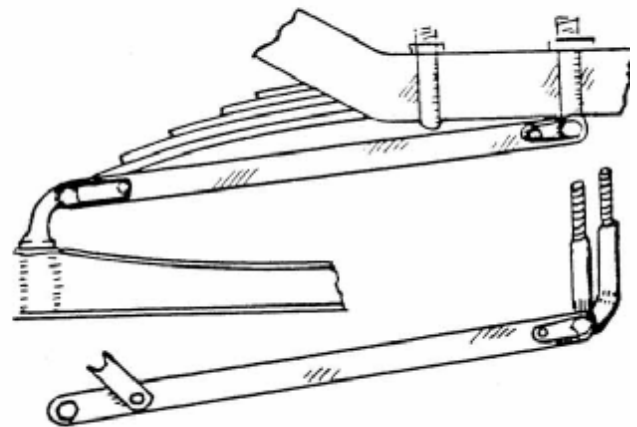
Stran Front Brackets



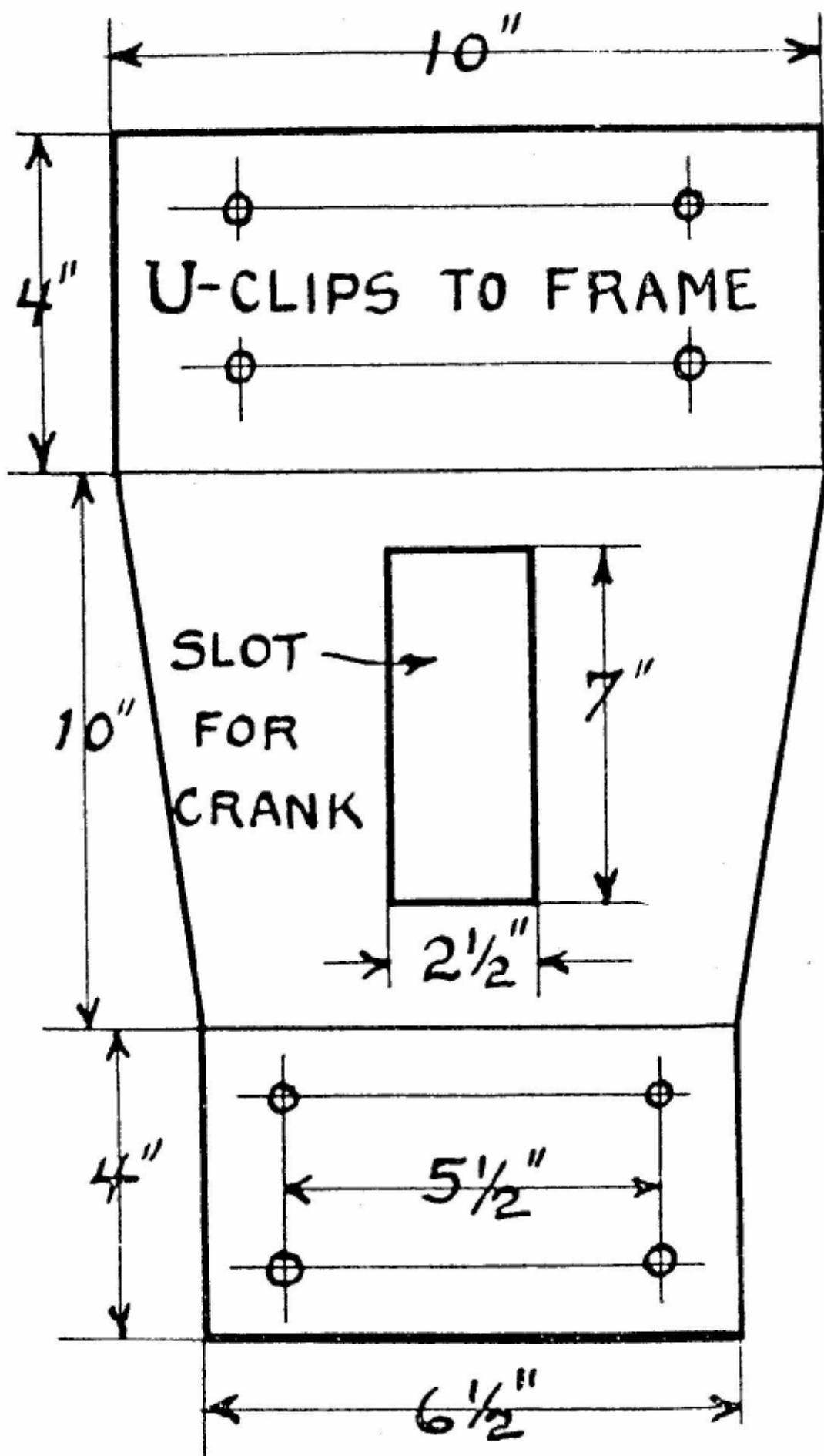
Sketch No. 34.



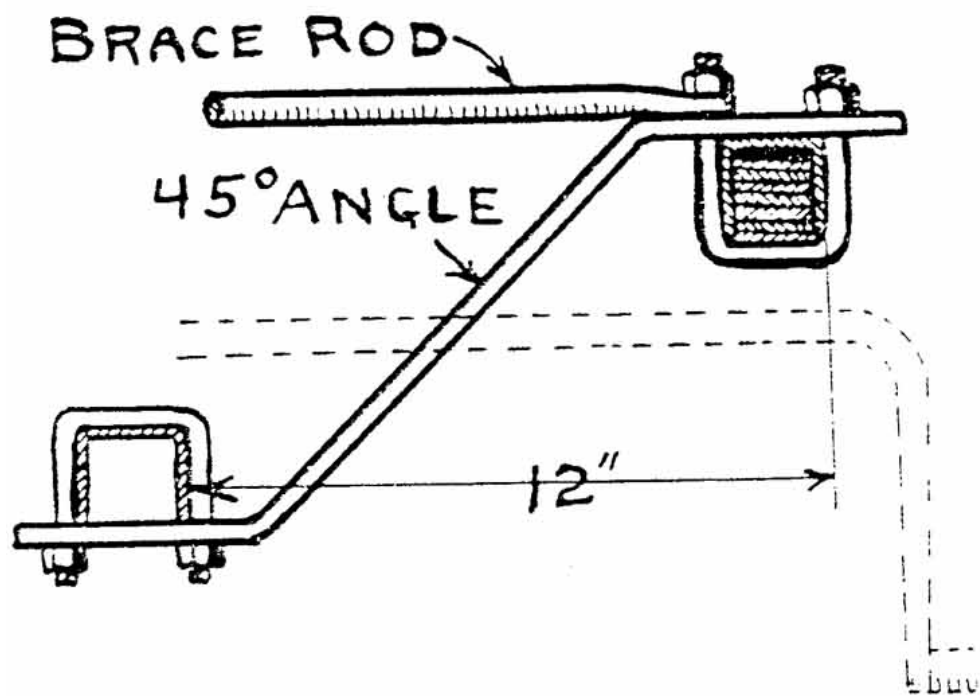
Reverse Spring Ends



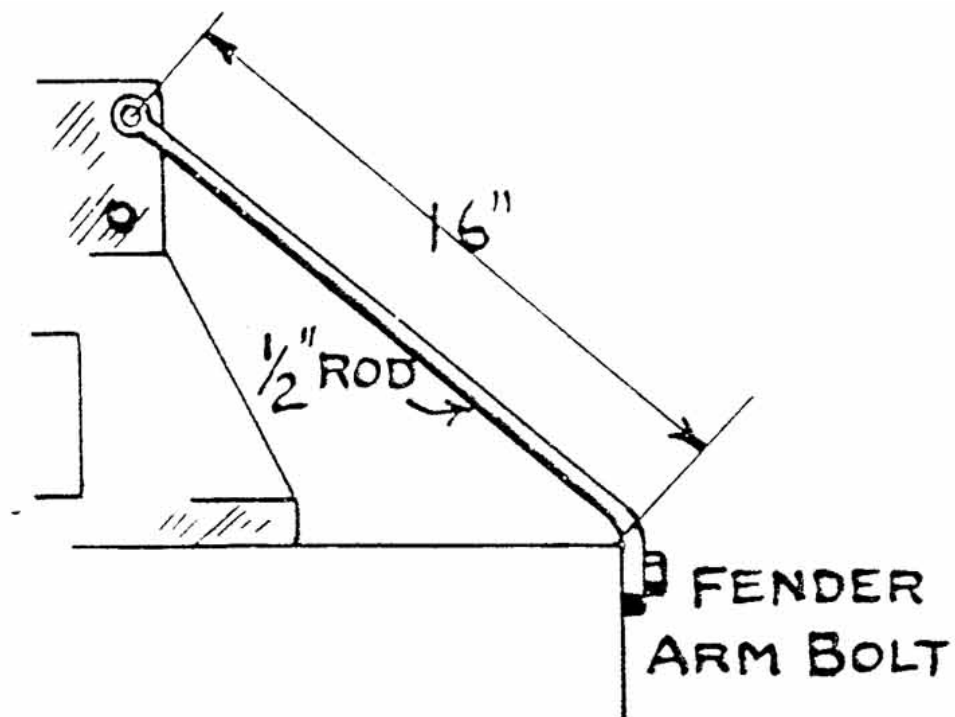
Cross Radius Rod



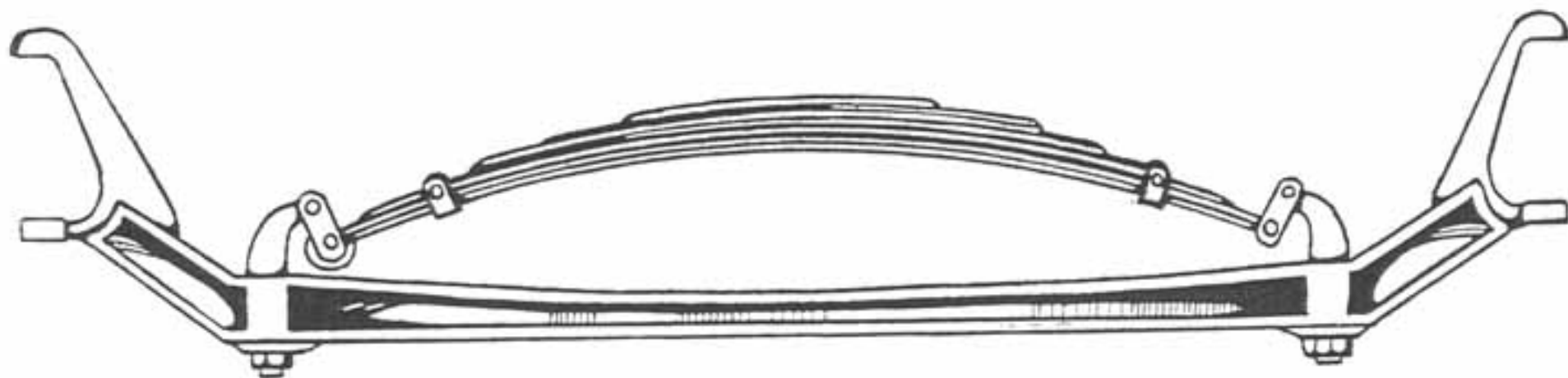
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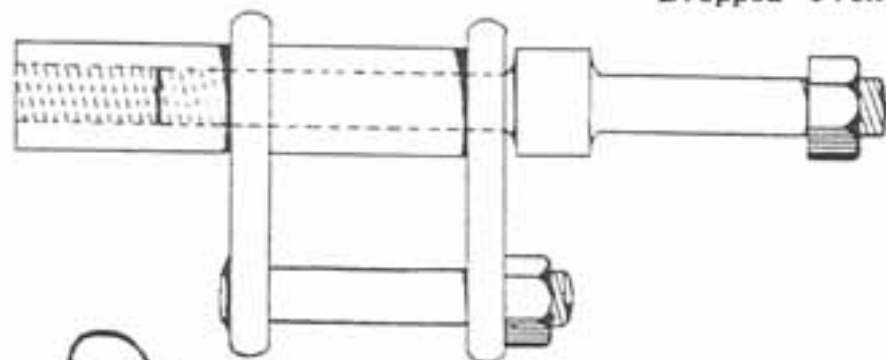
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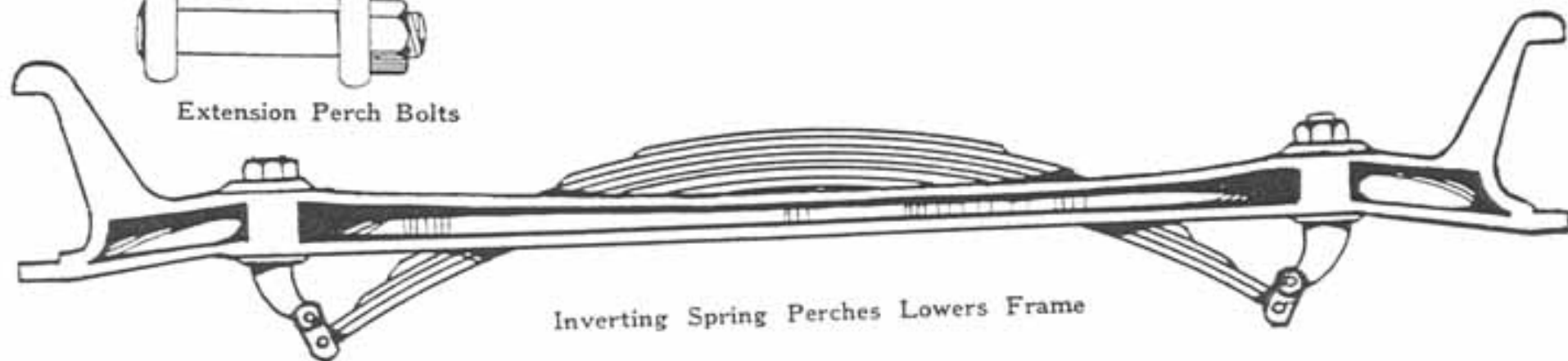
Number 10.



Dropped Front Axle Is Easily Fitted

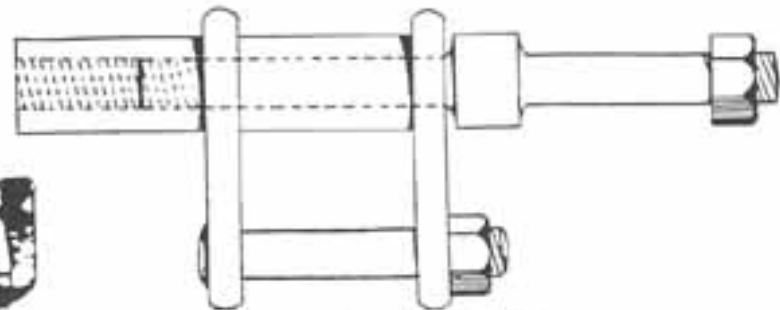
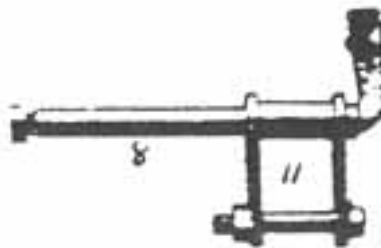


Extension Perch Bolts

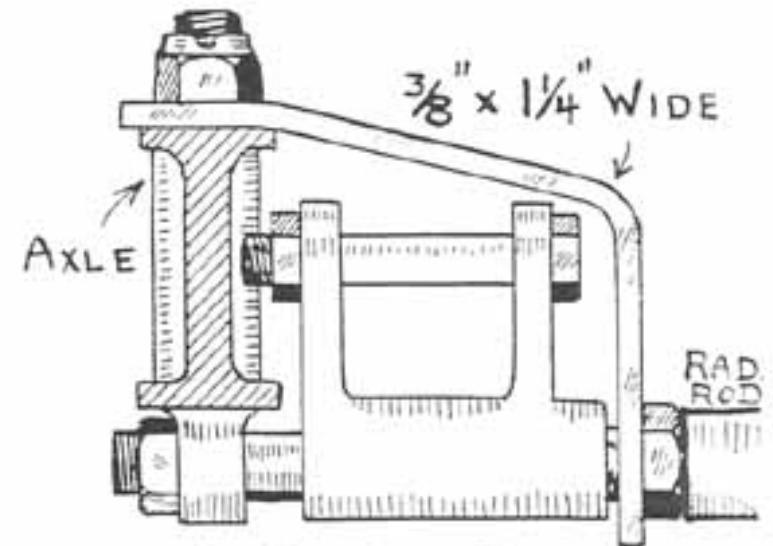
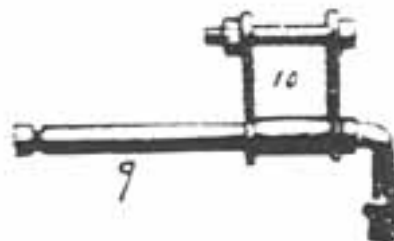


Inverting Spring Perches Lowers Frame

SPEEDWAY MOTORS



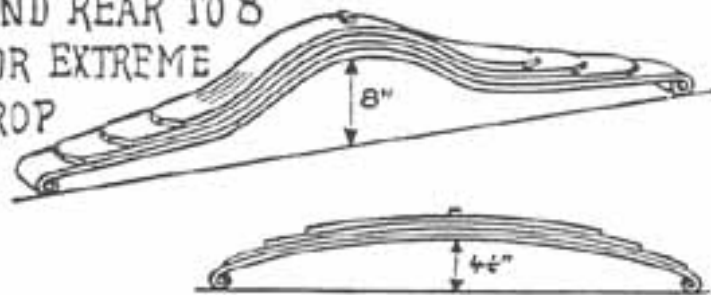
Extension Perch Bolts



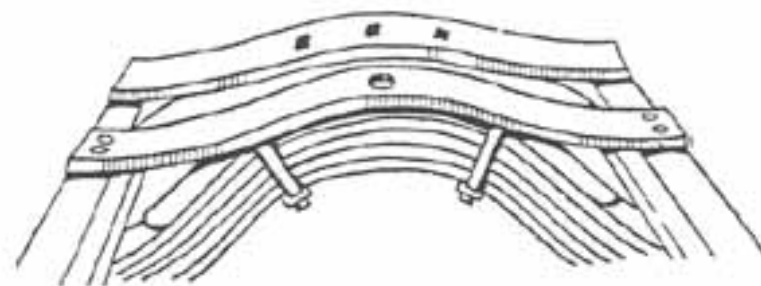
Speedway Front Hanger

And Guaranteed Underslung Parts Built of Strongest Material

SET FRONT TO $4\frac{3}{4}$ "
AND REAR TO 8"
FOR EXTREME
DROP



Changing Camber of Springs



Hold Rear Spring

"FASTEST IN THE WORLD"

CRAIG-HUNT, Inc.

FORD SPEED SPECIALTIES

Indianapolis, Ind.

U. S. A.

BUILDING

Sport Cars and Speedsters

OF CLASS *from Fords*

UNDERSLING YOUR FORD

IN order to make a racy speedster with your Ford with road safety, class and speed, it is necessary to **lower the frame and body line**. All Ford track racers of merit are **underslung**. The Craig-Hunt underslung parts were developed by Mr. Hunt in racing, assisted by a Ford factory engineer. It is instantly recognized to be the simplest, cheapest and easiest to install of any method, is rigid and correct in design. No give nor sway at any speed. Holds car firmly to road.

CRAIG-HUNT
USE ONLY ONE QUALITY
—ALWAYS THE BEST
OBTAINABLE

STRONGEST AND
EASIEST TO INSTALL



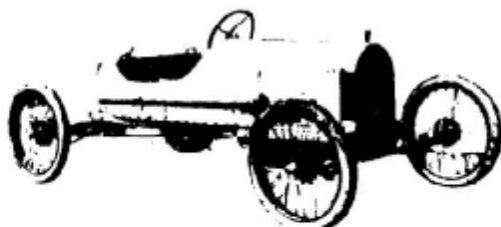
Patents Pending

NO CUTTING OF
FRAME
STRAIGHT LINE DRIVE
PARTS ARE COMPLETE—
NOTHING MORE TO BUY

PRICE, WITH COMPLETE INSTRUCTIONS, \$20.00

"Makes a light Ford Speedster hold the road equal to the best race cars built."—*Harvey, of Chicago.*

"No class can be obtained in rebuilding a Ford into a sport car without them."—*Thomas, Indianapolis.*

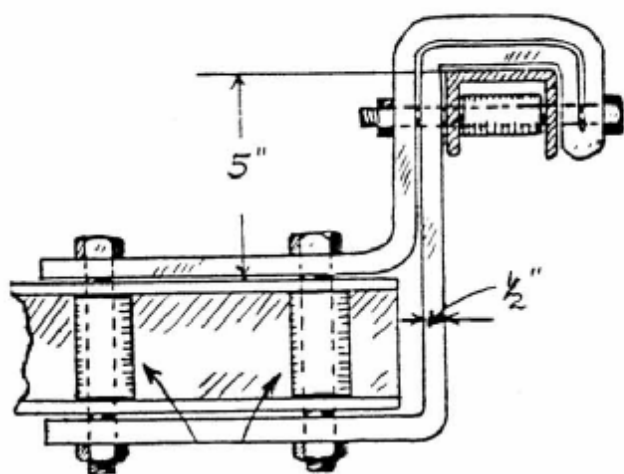


Racer Underslung
Using the Craig-Hunt 16 valve Peugeot type racing
head. Claimed to be the fastest Ford in the
world. Driven by Wilbert L. Hunt.

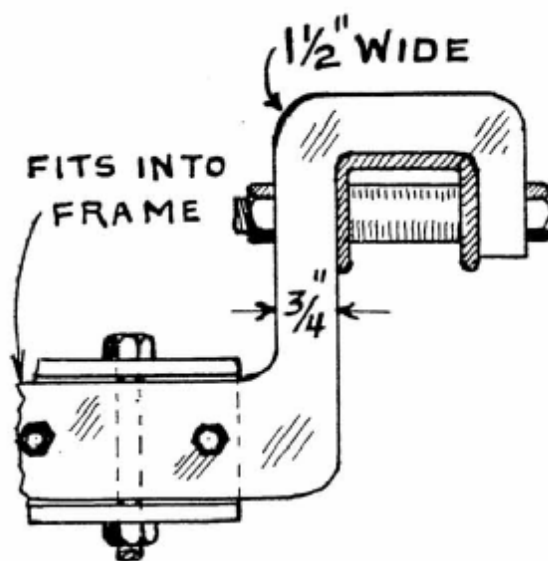
CRAIG-HUNT, Inc.

Office: 835 Lemcke Bldg., Indianapolis, Ind.

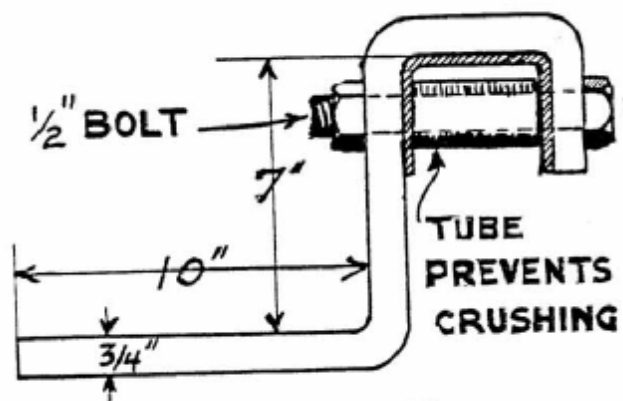
Factory: 1500 Madison Ave.



Strap Steel Rear Bracket



Number 5.



Sketch No. 26.

