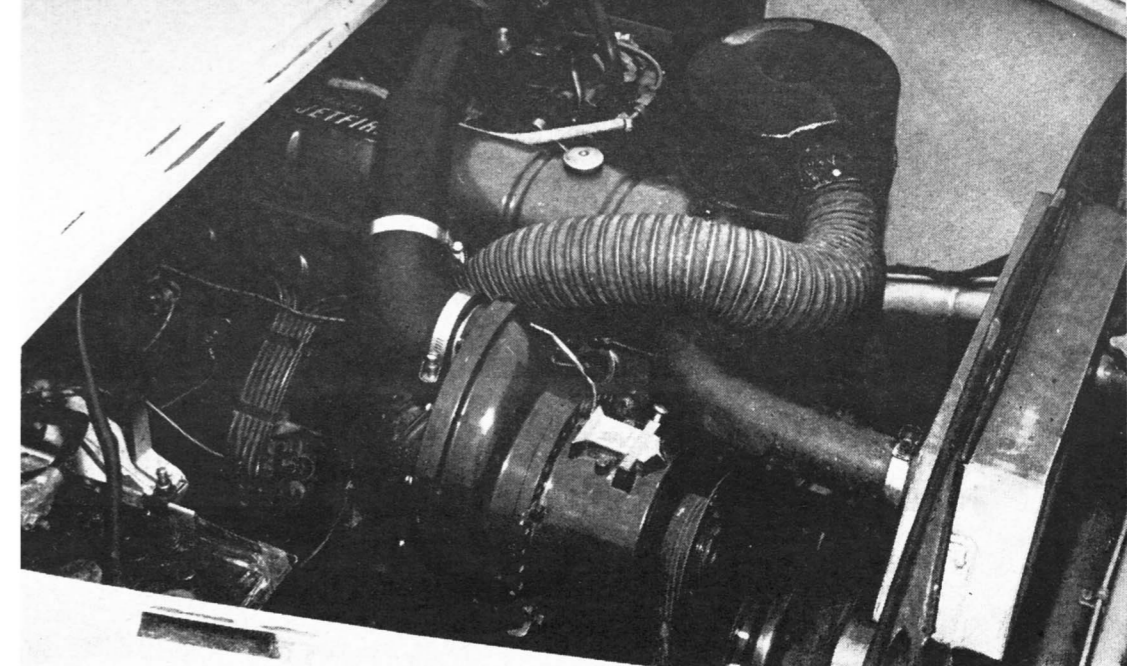




Kurtis still carries some of insignia used during 1954 race in Mexico, where the car was sidelined by overheating blamed on full belly pan. Although no stranger to road racing, the Nash engine is fairly uncommon in special cars.



McCulloch supercharger is mounted on the righthand side of the Nash engine which has been moderately reworked. Acceleration, of course, is exceptional through all ranges.

# Supercharged

# KURTIS - NASH

PHOTOS BY PETER SUKALAC

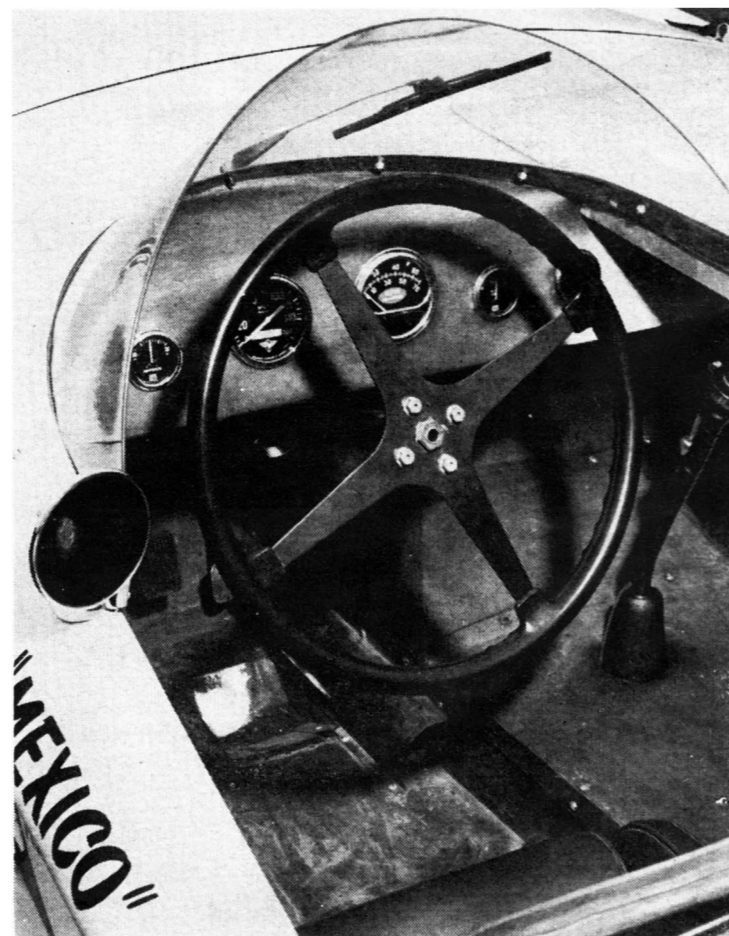
SPORTS CAR EVENTS in the Northwest are sure to have added interest during the 1955 season. Why? New cars and new drivers are making their debut. The unlimited class, especially, is being attacked by new specials, Mercs, Kurtis's, and Ferraris.

One of the most interesting of these newcomers is the Kurtis 500 belonging to Jim Flanagan's Automotive, of Portland, Oregon. The car was originally assembled for Bob Christie of Medford, Oregon. Bob entered and raced the machine in the 1954 Mexican road race. He paced the leaders until overheating due to a full belly pan forced his retirement.

The open-bodied sports machine was returned to its home state and subsequently was purchased by Jim Flanagan. Jim plans to enter his new found sportster in every major sports car event open to the unlimited class.

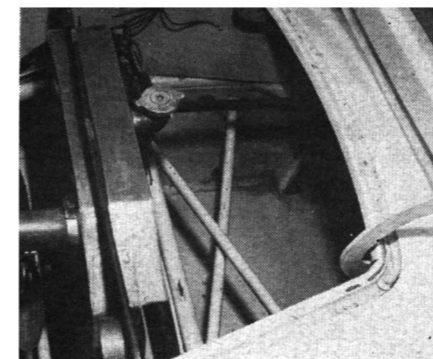
Close scrutiny of the low cut vehicle reveals a late version. Kurtis built-up tube chassis complete with torsion bar suspension. Power plant is a modified Nash LeMans Jetfire overhead valve six. A McCulloch variable ratio blower has been added to the normal induction system which consists of two side draft Carter carburetors. The engine has, of course, been balanced and its ports cleaned and polished, but otherwise remains practically as delivered from the factory. Gearbox, Warner overdrive, differential and braking system are all stock Nash-Healy items.

Most noticeable features about the car are its quiet operation, tractability in city traffic, and fantastic acceleration. The 3.58 gear ratio coupled with the overdrive give an exceptionally good top speed. •

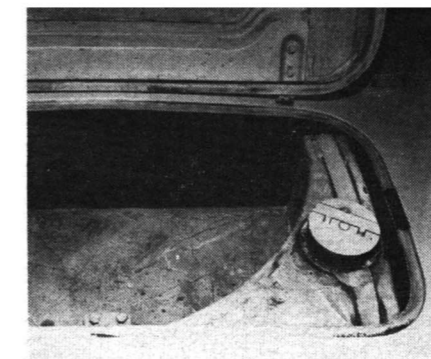


Cockpit is strictly for business. Instrument panel is in unfinished plastic to reduce reflections. Note overdrive lever and button that's mounted on the transmission shift.

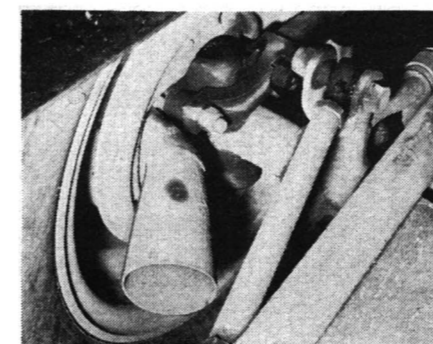
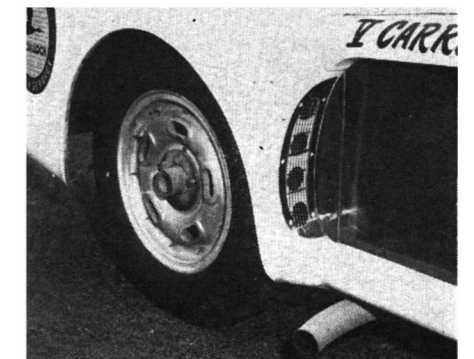
Hood up exposes typical Kurtis front suspension of crossed torsion bars which follows same principle as Indy cars.



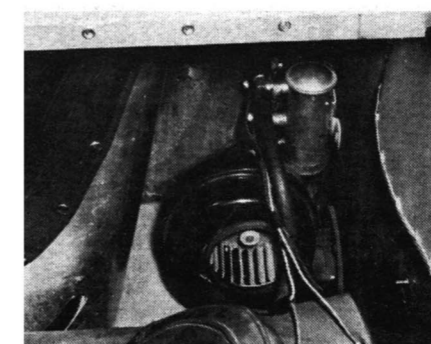
Fuel tank is special installation for carrying 70 gallons of gasoline during long stretches encountered in Mexico.



Rear wheel is rugged for hard cornering on rough roads. The exhaust pipe is not a stock item, was added for street use.



Front brakes carry air intake funnels for cooling. Practically all items in the running gear are stock from Nash-Healey.



Two electric blowers behind bucket seats (one shown here) provide a steady flow of air to the brakes for cooling purposes.



Air is fed to brakes through flexible tube. Coil spring, visible behind axle, has been added to handle heavy fuel load.