

SPORTS COUPE From OHIO



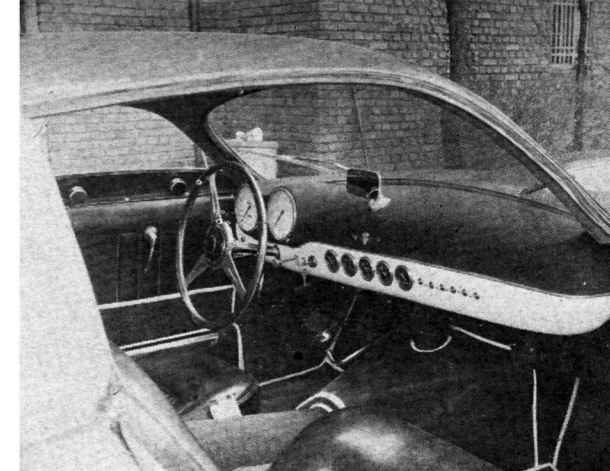
*Young Bosley didn't
have the experience,
but he wanted a sports coupe.
So he went ahead
and built one*

IT IS HARD to believe that the car shown on these pages did not originate in the studio of some skilled designer (probably in Italy), instead of being born in the mind of a young man in Mentor, Ohio, who says he's had no prior experience in building cars of any kind. Yet that apparently is what happened and the result is a tribute to the perseverance, as well as the talent, of Richard W. Bosley, who figures he invested nearly three years (along with some \$9,000) in creating and constructing his dream car.

Hood scoop feeds air to Cunningham manifold on Chrysler V-8. Note location of filler cap which leads to a 55-gallon fuel tank.

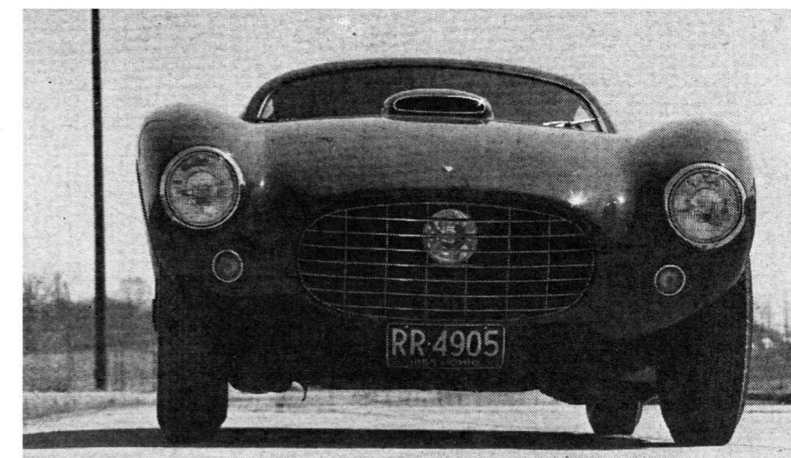


A SUCCESSFUL SPORTS COUPE was the objective of Bosley, shown here with his car, when he started work in June 1952. He began with a frame of four-inch 16-gauge steel tubing which was welded onto a 1950 Ford front crossmember that held all the stock Ford front suspension components. With an X-member in the center, the frame kicks up over the rear axle to the rear suspension which employs three trailing arms and coil springs that contain air bags. The 3.54 rear axle is 1948 Mercury.



SPECIAL INSTRUMENTS, all of which were altered to suit the interior arrangement, are a feature of the handsome dash. They include the large speedo, tachometer and gauges, plus an array of toggle switches. Doors are opened with a key through an arrangement which adapted the GM mechanism for trunk locks. Bosley finished his car last March, since has used it strictly as a street machine. Although it could meet sports regulations for competition, the car has not yet been raced.

TOP SPEED OF 160 MPH is the remarkable estimate by Bosley for his car which is powered by a 1952 Chrysler V-8, equipped with a Cunningham intake manifold, that develops about 225 hp. The transmission is specially made and has five forward speeds, including a direct fourth gear and a fifth that is geared up. Weight of the car with 10 gallons of fuel in the 55-gallon tank (designed with long-distance races in mind) is 3360 lbs., which gives it a power-weight ratio of approximately 14-to-1. Brakes are 12-inch Lincoln, both front and rear, powered by a Bendix unit. Basic dimensions in inches are: wheelbase 102, front tread 58, rear tread 60, height 48, width 70 and overall length 168. The hood is hinged in front.



FIBERGLASS BODY took most of Bosley's time. It was built over a male mold by the owner himself and the compound curves posed some special problems. For instance, the glass windows in the doors could not be made to roll down, so Bosley resorted to a lift-out type held in place by three knobs which are removed like side curtains. This was

a concession to streamlining and the ventilation with windows in place is supplied by blowers. Windshield also is glass, while those at the back side and rear are clear plastic. The normal trunk area is occupied by the enormous gas tank which has its filler cap located in the roof. Spare tire and luggage are provided for behind the bucket seats.

