

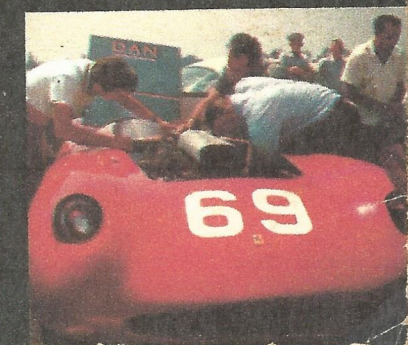
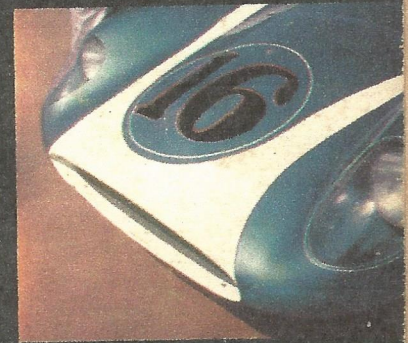
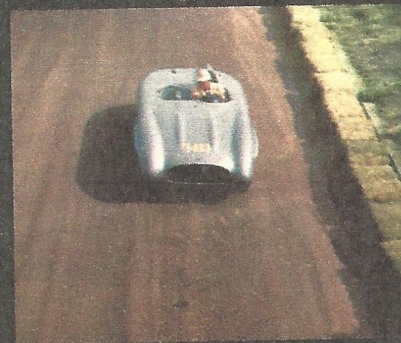
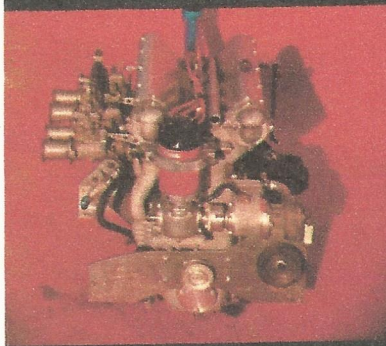
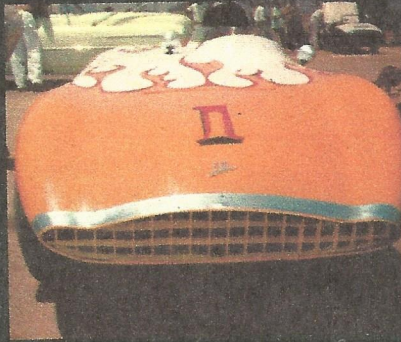
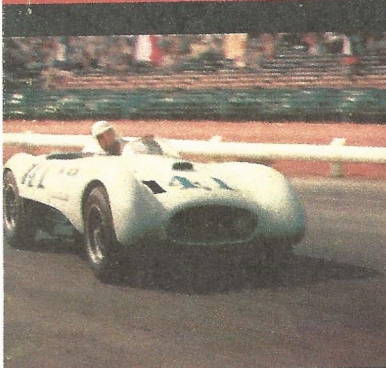
Sportscar

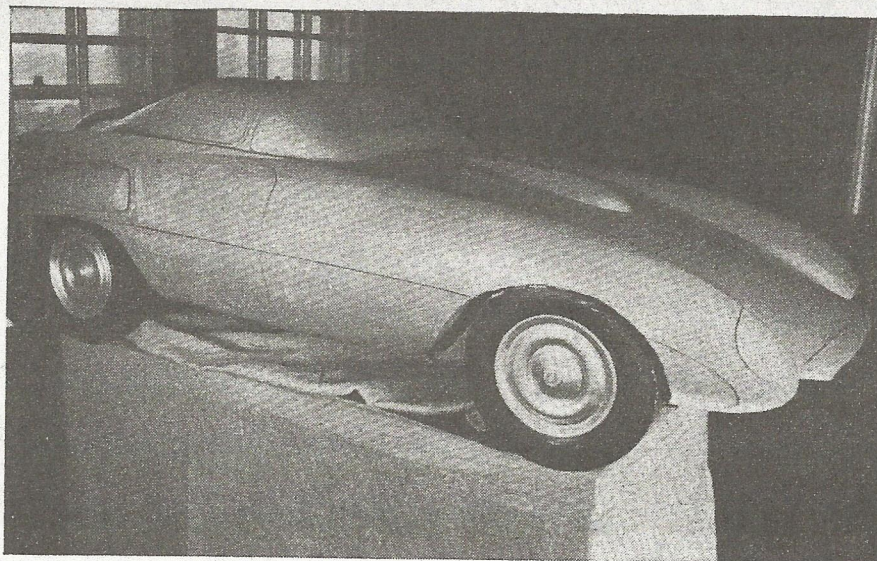
SPECIALS

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BOOK
178

By Bob Rolofson





Scale model of Bolsey Mark II, to be built on new Corvette chassis.

BOLSEY MARK I

Designed and constructed by Dick Bolsey, a young automobile enthusiast in Mentor, Ohio, the Bolsey Mk I was one of the most beautiful specials built in the United States. Having grown tired of sketching pictures of "dream" cars, Dick sold his small sport car and plunged into a project which cost him \$9000 and three years of labor.

With no experience at chassis or body building, he was unhampered by preconceived ideas. When the Mark I was built, fiberglass was just coming into its own in structural use, so the body was built over a male mold; a sad thing, because the mold was destroyed, making the Mark I a "one of a kind." With fiberglass coupe bodies being a rare item in the bolt-on-and-go market, it could have been very successful on a mail order basis.

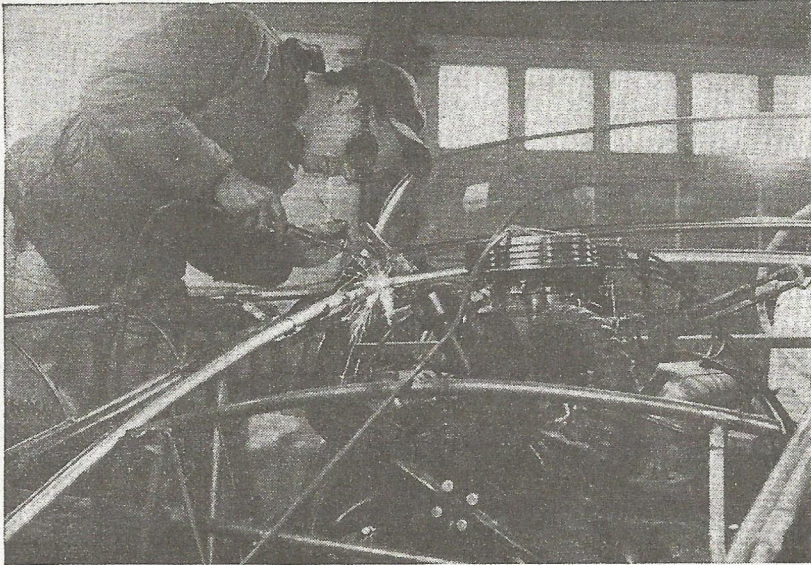
The frame for the first Bolsey was of 4-inch (16 gauge) mild steel tubing welded into a 1950 Ford front cross member. The rear suspension was a modified version of the C-Jaguar type, with coil springs, over a 1948 Mercury rear axle.

The engine of the first car was a 1952 Chrysler V8 equipped with a Cunningham

manifold, driving a five-speed transmission. Fourth gear was direct, and fifth geared up. In spite of a weight of 3360 pounds, the Mark I could turn 160 mph in fifth gear.

The beautiful Mark I coupe was sold to Dick Doane of Doane Chevrolet in Dundee, Illinois. Part of the "deal" was a full-house Sebring (factory) Corvette, delivered to "Carrozzeria Bolsey" in Mentor. Fired by the raving success of his first model, Dick was hard at work on a new idea: "Why not design a 'dream shell' which can be fitted to a stock Corvette chassis and sold to a limited number of fine car fanciers?"

The new car is already under construction . . . still a one-man, hand-made production. This time the shell is being made from a female mold, features inner stressing of panels, the same excellent quality of finish, and promises equal, if not superior, performance to the production G. T. Europa Ferrari. Based upon the Corvette chassis, 330 hp special Chevy engine, Corvette four-speed transmission and cerametalic racing brakes, and with Halibrand wheels, the car will have features new to the automotive field. Completion date: unknown. ■



Dick Bolsey works on the pilot model of the Bolsey Mark II.

SPECIFICATIONS

ENGINE: Cunningham Chrysler V8.

TRANSMISSION: Five-speed with open drive shaft. Fourth gear direct, fifth o.d.

CHASSIS: ladder type frame from 16 gauge 4-inch mild steel tubing. Front suspension 1950 Ford. Rear suspension by trailing arms (C Jaguar type) with coil springs and 1948 Mercury rear axle. Brakes — 12 in. by 2½ in. drums fore and aft. Bendix power units.

DIMENSIONS: Wheelbase 102 in., tread 58 in. front, 60 in. rear, height 48 in., width 70 in., overall length 168 in., weight 3360 pounds. Halibrand wheels. Fifty-five gallon fuel tank behind seats, with roof filler. Cost \$9000 plus three years labor.

The Bolsey Mark I.

