



## Car club

N A S H  
H E A L E Y  
N E W S

June 1982  
Issue No. 9

### HARDING PARK MEET - HUBBARD, OHIO - June 13

On June 13 we attended the 9th Annual Meet of the Nash and Hudson Clubs in Hubbard, Ohio.

Our Nash-Healey isn't ready for showing this year so we took our 1940 Hudson. Other members of the Nash-Healey Car Club who attended the meet were: Jack & Dee Heisler of Pittsburgh, PA had several of their antique cars for show; William Bartels of Canfield, Ohio, with his 1957 Rebel; Ray & Bertha Schell of Milton, PA, with their 53 Nash-Healey Roadster; Ray & Mary Soles of Addison, PA, with their 1953 Nash-Healey Roadster; Frank & Shirley Vollmer of Beaver, PA, with their 1952 Nash-Healey Roadster and 1954 Coupe.

When we left the Pittsburgh area it was raining and several times we were going to turn around and come home but it finally cleared up and it turned out to be a beautiful day. However, does anyone know what it is like to ride in a 1940 Hudson with windshield wipers that barely work?? And, while you are cruising down the highway you forget (HA!HA!) that cars built in the 40's were 40 mph cars not 55 mph. We only had to stop 4 or 5 times to let the car cool down and add more water. Also, do you know what it's like to have a 6 year old and an 8 year old in the back seat complaining they are hot! I was getting upset because Ray was upset and my hot covered dish was getting colder!! That was what you call a fun day out, just taking a leisurely drive and enjoying the scenery.

We really did have an enjoyable meet and it was nice visiting with the members of our Club. I'm sure years from now we will all look back and remember all the fun we had!!!

### ADDITIONS FOR ROSTER

C. Truman Libbey - 229 S. Yellowstone St.  
Box 678 - Livingston, MT 59047:1953 Roadster

Bruce Smith - 1025 Las Pulgas Rd. - Pacific  
Palisades, CA 90272 (213) 454-4722

John Young - 4501 Riverwood - Sarasota, FL  
33568; 1952 Roadster

### AMC/CHEVROLET -- NASH-HEALEY vs CORVETTE

I believe since my first encounter with Nash-Healeys in 1960, at least 50 people have either told me about or shown me the article out of the June 1954 issue of Road and Track. I now own a copy of that issue.

How surprised I was to read both the Nash-Healey road test report and the Corvette report at the same time and see how close the cars really were.

The wheels in my head began to turn. What if Nash had continued to build the Healey? What would a 1982 Nash-Healey look like?

Chevrolet came out with a V-8 in 1955, and so did Nash. Could they have won at LeMans with a strong Nash V-8? Consider all the possibilities. Both road tests are in this issue for you to read, enjoy, and think about what might have been.

Ray Soles, Jr.

LETTERS FROM MEMBERS

Dear Ray and Joanne,

I hope the Spring in Pennsylvania is as pleasant as it is here in Maryland. Although we drove our stationwagon, Joan and I enjoyed a one day trip to Carlisle. Didn't find much to assist with the Nash-Healeys, but had fun nevertheless. Enclosed is a copy of 1970 club newsletter that we got from the former owner of our 1953 Coupe. We have another copy so feel free to keep this one. You probably have a duplicate already.

Perhaps you can put us on the right track for replacing front coil springs. All the material we have found deals with suspension components other than the springs and it would be appreciated if you might identify a substitute interchange or whatever. The springs on the coupe are sagging and we don't venture too far at present. Our intention is a driveable fun car rather than a showpiece, therefore a workable alternative would be just fine.

Steve Parsons Technical Tip on the Unit Power Plant Stabilizer worked very well and made a big difference in the shifting effort in our Coupe.

Thanks again for most enjoyable newsletter.

Sincerely,  
Bill & Joan Murphy

*\*\*\*The Spring weather in Pennsylvania was about the same as in Maryland. I personally would like to have a temperature of about 75 degrees all year long but I guess we can't have everything. Thank you for the 1970 issue of the old club magazine. I don't have a copy of that issue so I will keep it on file.*

*I asked Ray about the coil springs and he gave me this information which was in the technical service manual: Free Height in Inches 8.125"; Loaded Height in Inches 5.75"; Rate Lbs. Per Inch After Loaded Weight 300 Lbs.; Interchangeability L & R same. Perhaps one of our members after reading your letter might be able to help you*

*I am glad you are enjoying the newsletter and hope I can keep publishing informative information in all future issues. (JMS)*

LETTERS FROM MEMBERS - continued

Dear Joanne:

You might want to pass along that I was able to find a source for the hard to get Farina shields and crowns. They are being reproduced by a Mr. Philip Rigby of 1471 Washington St. - San Francisco, CA 94109 and were listed in "Hemmings" as the shield and crown for the Alfa-Romeo for (\$20 ea. shield and crown). I received my two shields and crowns and am highly satisfied. Mr. Rigby phoned me from CA and asked me for your address as he would like to advertise in our club letter.

Enclosed is my check for my dues and also a copy of some literature from the NAACA Club Library in Hershey, PA.

Sincerely,  
Bruce R. Sheaffer, Jr.

*\*\*\*Thank you for your letter. Mr. Rigby has written to me and his advertisement is in this issue of the newsletter. Thank you for the literature & technical tip and I will be publishing it in the upcoming issue.(JMS)*

Dear Mary,

Enclosed are my dues for the coming year. I think we had a pretty good year last year and look forward to a better one this year. I hope to see a few Nash-Healeys at the Eastern NASHional on Long Island in August. Mike Feingold and I are taking our cars over on the Ferry from New London, Connecticut. I hope to have the LeMans race car finished in time.

I have noticed in the roster that a lot of members don't have their chassis numbers listed. If the tag is missing, they can buy a new one from Lenny McGrady. The chassis number is stamped on the front of the chassis in the middle of the round tube under the bumper. You may have to scrape away the undercoating to find it. It's a four-digit number starting with the letter N. This applies to all year Nash-Healeys.

Hope to see you at Long Island.

Ed Moore

*\*\*\*Mary has given your letter to me to put in the newsletter and thought I would answer it at the same time. Thanks for the tip on how the members can find the chassis number of their car. I hope they will drop me a note after they find it so I can update the roster. (JMS)*

LETTERS FROM MEMBERS - continued

Dear Ray and Joanne,

I was surprised to read that you are in need of material for the newsletter. Although I sent in quite a bit of information to help get things rolling it was my belief that with 73 members sharing their knowledge and experience the newsletter would be sustained. Also, I don't feel it is proper for one or two individuals to dominate the club. This is the reason that I have not sent in anything lately.

Enclosed is a substantial amount of material with more to follow soon. I feel strongly that we should print photographic items and have sent some xerox copies of interesting photos to demonstrate that the process can produce satisfactory results. I will be glad to lend original material to you for this purpose. The most interesting Nash-Healey material contains photographs. We can print rare Nash-Healey sales literature, factory photos (got available), and road tests. There are many club members who will not otherwise ever see this information. Also, Ed Moore and I would like to co-author several original articles dealing with the #10 LeMans race car, Nash-Healey model kits, first and second series 1951 Nash-Healeys, etc. In order to accomplish this effectively we need to have photographs. Please let me know if you wish to pursue this matter.

Ed and I plan to attend the Eastern NASHional meet of the N.C.C.A. in New York, in August. Can we have a club meet there too?

Mike Feingold

\*\*\*We agree this club should not be dominated by one, two, or even five people and we would like to see participation by all 77 members. We don't have the luxury of having thousands of members from which to draw articles.

LETTERS FROM MEMBERS - continued

Photos are going to be published in this and future issues. For the moment all photos will be set up on one page with a reference number under each photo. I will indicate in the articles what page & photo number to turn to. As an example of the photo printing take notice of the copy of the original factory photo of a 1954 Coupe. Wish our Coupe looked this good.

To describe in brief the kinds of information we are looking for I'll refer to the article in this issue entitled "AMC/Chevrolet Nash-Healey vs Corvette".

You asked if you could hold a meet along with the 2nd Annual Eastern National of the N.C.C.A. in Bellerose, NY. Most assuredly you can. Ed Moore is the Eastern Director and we encourage all directors to have one meet a year. If you and Ed do plan a meet it should be called Eastern Regional Meet. We already hold an Eastern National annually in Pittsburgh. Notify us of your plans as soon as possible so it can be published in the next issue of the newsletter. (JMS)

Dear Ray,

Thank you for your note and consideration regarding the dues. I enclose \$4.50 for dues.

Does anyone have a source for the rubber donut that goes in the universal joint housing? I have never noticed an advertisement for one.

Thank you,  
Harold Case

\*\*\*There was an ad in the May-June issue of THE NASH TIMES which read: "For 1949-57 Amb., '55-57 Hornets and Nash-Healey: torquetube trunnions, a rubber joint that connects the torquetube to transmissions, \$37.50, incl. postage. Jim Saichek - 5246 Florence Ave. #150 - Bell, CA 90201 (213) 771-3245 days. Hope this ad helps you. (JMS)

DATES TO REMEMBER

July 15-18 NASH-HEALEY CAR CLUB NATIONAL Meet held in conjunction with the N.C.C.A. Grand NASHional Meet in Fullerton, California.

Aug. 21&22 NASH-HEALEY CAR CLUB 5th ANNUAL EASTERN NATIONAL held in conjunction with the Butler Old Stone House Region of A.A.C.A. at the Butler Fairgrounds - Butler, PA.

DUES REMINDER

As a reminder, dues are now due and payable for the 1982-83 year. The amount is \$9.00 If your dues are not paid by July 31 you will not receive the July issue of the newsletter. Make check or money order payable to Nash-Healey Car Club and mail to Mary A. Soles, Secretary/Treasurer - R.D.#1 Box A161 Addison, PA 15411.

CLASSIFIED

FOR SALE: Jack hole plugs for Farina bodied Nash-Healeys, unfinished cast aluminum \$3 each; T-shirts with nice clear Farina roadster on front S, M, L, XL blue or yellow \$6.95 plus \$1 shipping per shirt. Tonneau covers and tops available to order; New galvanized gas tanks made to order; front air deflector for under bumper \$15 plus shipping: Ed Moore - Box 357 Bellingham, MA 02019 (617) 966-9271 days (617) 966-1433 evenings. Also WANTED: NASH-HEALEY CAR CLUB license plate.

FOR SALE: Nash-Healey Valve cover decals \$5 each, made of Mylar "LeMans Dual Jetfire" Leonard N. McGrady - 209 Walnut Lane - Aberdeen, MD 21001 (301) 272-5985.

FOR SALE: Farina emblem with separate crown as mounted on fenders of Nash-Healeys. Hard baked vitreous cloissone' enamel, not plastic, \$20 postpaid: Philip Rigby - 1471 Washington St. Apt. 201 - San Francisco, CA 94109. (415) 776-5433 evenings.

5TH ANNUAL NASH-HEALEY CAR CLUB EASTERN NATIONAL

The Fifth Annual Eastern National Meet of the Nash-Healey Car Club will be held on August 21 & 22.

It will be held in conjunction with the Butler Old Stone House Region of A.A.C.A. and it will be their 14th Annual Antique & Classic Auto Show. The location is at the Butler Fairgrounds - 7 miles West of Butler, PA on U.S. Route 422.

Last year there were 6 Nash-Healey Car Club members and 6 non-members present who registered in our section of the fairgrounds. It

was a very enjoyable meet for all.

Ray & I will be the sponsors for this meet so if you have any questions please contact us. Our telephone number is (412) 372-3952. We will be happy to answer any questions you might have on pre-registration, motels, etc.

Sat./Aug. 21 - 8:00 a.m. to 6:00 p.m. Swap Meet & Car Corral

Sun./Aug. 22 - 8:00 a.m. Swap Meet opens 9:00 a.m.-2:00 p.m. - Antique Auto Registration. Judging will start at 12 noon.

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\*\*REPLY REQUESTED\*\*

\*\*REGISTRATION \$3.00\*\*

Name \_\_\_\_\_  
Address \_\_\_\_\_  
Telephone \_\_\_\_\_ Make of Car \_\_\_\_\_

Pre-registration is requested. A special plaque from the Nash-Healey Car Club will be given if pre-registered on or before August 1, 1982. Mail reply to Ray or Joanne Soles - 530 Edgewood Avenue - Trafford, PA 15085 or call anytime (412) 372-3952.



# ROAD TESTING THE NASH-HEALEY

*a comfortable  
high performance roadster*

photographs by Rolofson

The fact that so few Nash-Healey's have been sold is no reflection on the car itself. Obviously the price is far too high, a fact that is now even more apparent with dealers quoting prices so far below the original \$6000 asking figure that the situation is absurd. Even the factory branch in Los Angeles couldn't tell us the exact price.

The early publicity on the Nash-Healey was handled very badly. People who buy sports cars know a lot more about automobiles in general than the average car buyer. They knew that 125 bhp (in 1951) wouldn't propel an open two-seater at 125 mph, as claimed. They knew that the Nash-Healey that did go well at Le Mans looked no more like the production car than a new Ambassador looks like the 1926 Ajax. They noticed that no magazine was allowed to road test the new car.

All the above criticism is especially frustrating because the car is a jewel. We managed to borrow the Nash-Healey for a few days, from a genuine enthusiast who must remain nameless, and no apologies, no iron curtain is necessary.

The first Nash-Healey was announced early in 1951, a union of Nash engine, Healey chassis and British bodywork. The present 3 litre Healey, powered by an Alvis engine is essentially the same car. In 1953 Nash announced that their sports car was to have new bodies, styled and built by Pinin Farina in Italy. Although these bodies are positively beautiful, and very well built, the price went up rather drastically.

The Nash-Healey is one of those few sports cars which is effortless to drive. It rides well, handles without trace of vice or viciousness. The engine is smooth and quiet at all speeds. The three speed transmission, with overdrive, has a well placed easy to control lever that contributes to the general fun character of this machine.

For some reason top speed seems to be the most important performance factor in a sports car. Although this car gave a low

value of wind and rolling resistance (85 lbs/ton at 60 mph) its best timed run was 108.4. During this run the tachometer held a steady 4000 rpm which indicates nearly perfect gearing for best possible top speed. However on the return runs the revs would not quite reach 3900 rpm. One timed run in conventional high gear gave 89.1 mph with the tachometer reading 5000 rpm. The speedometer was incredibly fast and once indicated 97 mph in second overdrive, an actual speed (not timed) of about 85 mph.

In traffic this roadster gives the driver considerable confidence. In low gear the car takes off with a quiet but tremendous rush. Sixty mph in second is over-revving a bit, but the time from a standstill to this speed (67 indicated) in 11.5 seconds is quite good. Out on the open road, the N. H. cruises at any speed desired, the very high overdrive ratio of 2.87 giving modest revolutions for the 7 main bearing engine. Maximum speed falls off noticeably with top down but there is no great difficulty in shaking off 200 plus horsepower behemoths.

The steering, we thought, is exactly right at  $3\frac{1}{4}$  turns, lock to lock. Directional stability at 100 mph is excellent with no tendency to wander. There is a definite understeer and somewhat more roll than might be expected of a sports car. Riding qualities rate very high on this car, the only criticism which might be made is a sensitivity to expansion joints on a concrete road which produced a more noticeable thump at each impact than is usual.

The real charm of this car is in the effortless way its big, lazy American engine propels it along—even when not using the overdrive. This cruising gear is, incidentally, a normal Borg-Warner unit, but it is controlled by a button at the center of the steering wheel. There is no kickdown switch (at least we couldn't find one) and therefore no disconcerting drop in gear ratio when pressing hard to pass another vehicle at say 70 mph. For those who do not like "fussy" sports cars, the flexibility and

torque of the 4.2 litre ohv Nash engine is the perfect answer. On the other hand a British road test of an Alvis powered Healey equipped with a normal four speed transmission gave almost identical acceleration figures and a top speed of 98 mph. This comparison shows what a 3 litre engine developing 106 bhp can do, with four well chosen gear ratios. The big Nash engine develops a torque of 230 ft/lbs at 2000 rpm and even in high gear at 10 mph it pulls the car away with a surge that has its attraction—no matter how enthused one may be over "four close ratios, intended to be used."

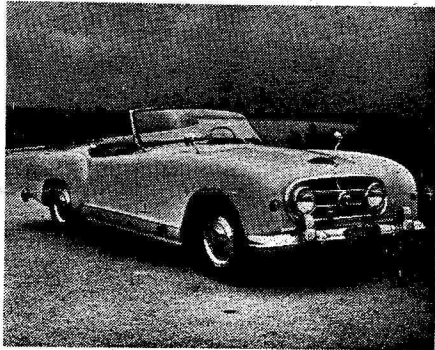
The quality of the Italian made body is almost above reproach. The doors rack slightly on rough roads, but this seems to be characteristic of all open sports cars and there were no rattles. Plating on the windshield showed signs of early deterioration, but the rest of the body—paint, leather, trim etc., were equal to custom built cars of twice the price. After driving almost every two-seater sports car extant, the wide, bench type seat was very comfortable and quite useful. An incidental advantage is the fact that the seat must be placed high enough to clear the prop-shaft tunnel. This automatically gives a larger floor to top of cushion dimension and insures better visibility for traffic driving.

Actually we drove two Nash-Healeys. The one road tested had exactly 1900 miles on it when we took over. In all we drove it over 300 miles. It was a pleasure to drive and gave exceptionally good gasoline mileage—the figure of 23.6 mpg quoted in the data panel was obtained while cruising at 60/70 mph in overdrive. The second car, and the one used for the photos, had nearly 20,000 miles on the odometer. It seemed to be in just as good condition as the nearly new car.

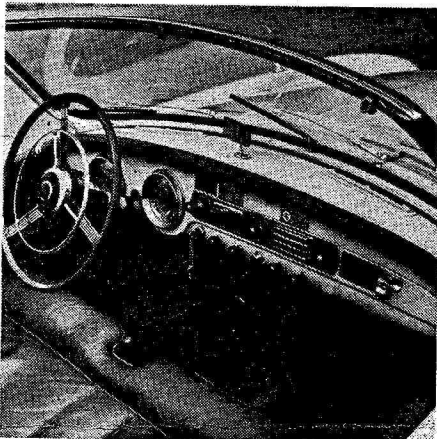
Every Nash-Healey owner we've met is well satisfied with the car. What better recommendation is there? ●



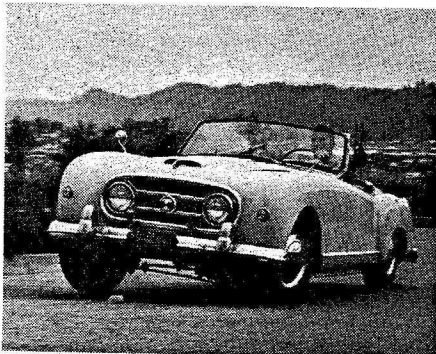
Top is neat appearing and weatherproof. Rear window has usual zipper for easy opening.



Nash-Healey with body by Pinin Farina. Bumpers are adequate for every day driving.



Cockpit is comfortable and attractive. Seat is notched for well-placed gear shift lever.

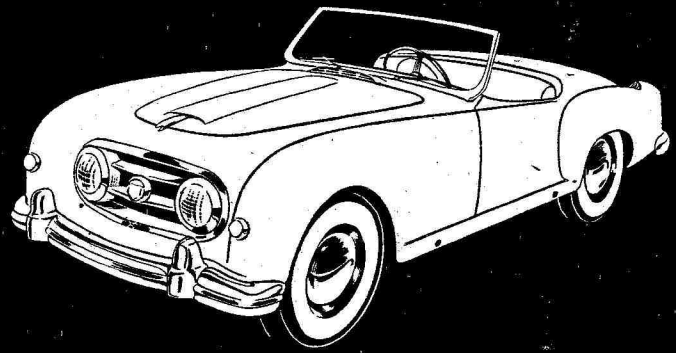


Nash-Healey has more roll than a competition car but handles well for a touring car.

ROAD & TRACK, June, 1954

# ROAD AND TRACK ROAD TEST NO. A-2-54

## NASH-HEALEY ROADSTER



### SPECIFICATIONS

List Price .....	\$6000
Wheelbase .....	102 in.
Tread, Front .....	53.0 in.
rear .....	54.9 in.
Tire size .....	6.40x15
Curb weight .....	2950 lbs
distribution .....	52/48
Test weight .....	3260 lbs
Engine .....	6-cyl.
Valves .....	ohv
Bore & Stroke .....	3.50x4.38
Displacement .....	252.6 cu in. (4140 cc)
Compression ratio .....	8.00
Horsepower .....	140
peaking speed .....	4000
equivalent mph .....	108
Torque, ft/lbs .....	230
peaking speed .....	2000
equivalent mph .....	54
Mph per 1000 rpm .....	27.1
Mph at 2500 fpm (od) .....	93
<b>Gear Ratios (overall)</b>	
Overdrive .....	2.87
3rd (high) .....	4.10
2nd .....	6.36
1st .....	10.54
R&T perf. factor (in 3rd) .....	74.5

### PERFORMANCE

Top speed (avg.) .....	104.6
fastest one way .....	108.4
Max speeds in gears—	
3rd (high) .....	89.1
2nd .....	62
1st .....	37
Shift points from—	
3rd .....	85
2nd .....	60
1st .....	31

### ACCELERATION

0-30 mph .....	3.8 secs
0-40 mph .....	5.6 secs
0-50 mph .....	7.9 secs
0-60 mph .....	11.5 secs
0-70 mph .....	15.8 secs
0-80 mph .....	22.6 secs
Standing start 1/4 mile—	
average .....	18.0 secs
best .....	17.8 secs
Mileage .....	18.4/23.6 mpg

### TAPLEY READINGS

Gear	Lbs/ton at	Mph
1st	560	at 24
2nd	470	at 35
3rd	330	at 45
od	235	at 55

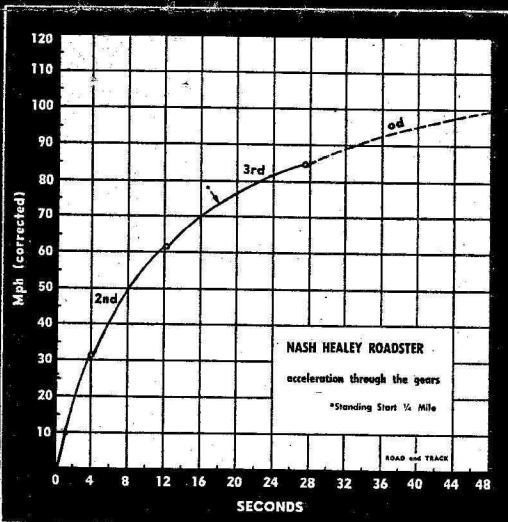
### COASTING

(wind and rolling resistance)

85 lbs/ton	at	60 mph
40 lbs/ton	at	30 mph
30 lbs/ton	at	10 mph

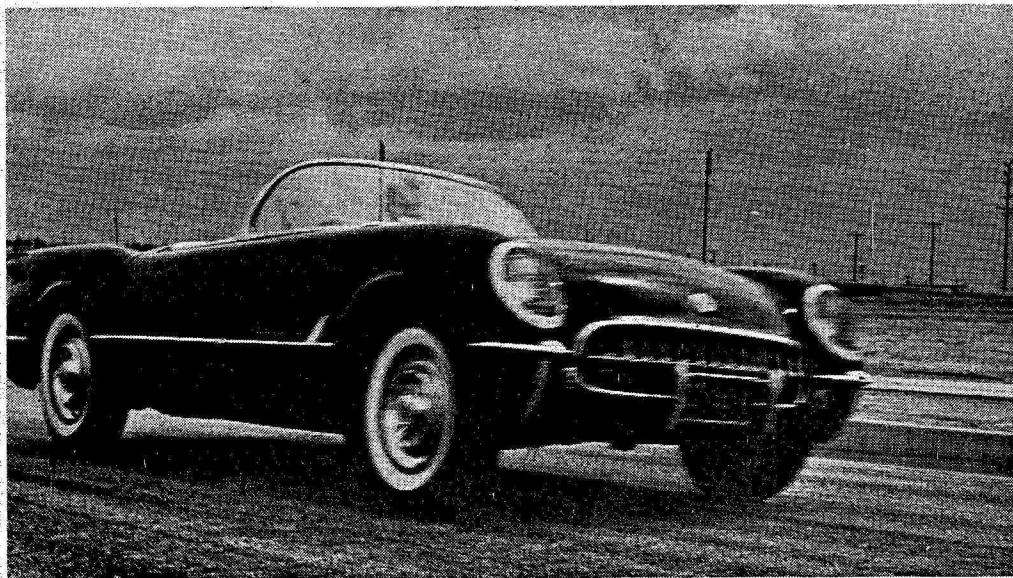
### SPEEDO ERROR

Indicated	actual
10	10.3
20	18.4
30	27.3
40	35.8
50	44.1
60	53.1
70	60.8
80	70.0
90	78.5



# ROAD TESTING THE CORVETTE

*is it really a sports car?*



pulling the powerglide selector lever quickly from neutral to low range. Our acceleration times quoted were all made using drive range and normal starts. We experimented with "jerk" starts and found no better times from zero to any speed. The time for zero to 60 mph could be improved very slightly by placing the selector in low range. The car always starts in low anyway, but this procedure forces the transmission to stay permanently in first speed, where incidentally a speedo reading of just over 70 is possible with the tachometer well past the last calibration mark of 5000 rpm. Strangely enough the forced low gear technique with a quick shift to drive at an honest 60 mph gave slightly slower times to 70 mph.

Probably no part of the Corvette specification is more controversial than its torque converter with 2 speed automatic transmission. Admittedly it will convert a lot of people to sports cars, who have no desire

Ever since the Chevrolet Corvette was announced over a year ago, there has been much speculation over its competition performance potential. The die-hards, the pro-foreign advocates have been especially loud in their derision of the new car, maintaining that the Corvette is not a genuine dual-purpose sports car, but more of an effete high-speed touring type. Some have been more specific, claiming that nothing from Detroit could possibly be any good—least of all from Chevrolet.

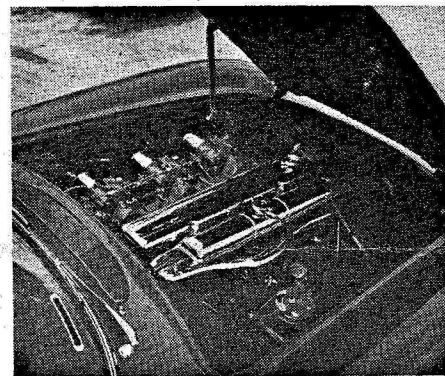
This extreme attitude was not corrected by the Chevrolet Motor Division's ambiguous statement that their new sports car "is not intended to be used as a racing car". At this point it might be interesting to compare the attitude of Jaguar Cars, Ltd., at the time of the announcement of the XK-120. The Jaguar roadster was intended primarily as a high speed touring car and they were quite surprised to find it being raced so extensively in America.

Furthermore, some people seem to feel that no car based on standard family car components can be much of a sports car. Nothing could be further from the truth, as can readily be shown by mentioning such famous makes as Mercedes, Porsche, Alfa

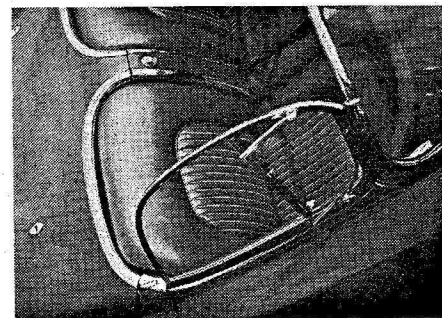
Romeo, Siata, Lancia, Gordini, Talbot, and Jaguar—all of whom at one time or another built rather successful sports cars using a large proportion of major units from a mass-produced family type automobile.

So it is that the only fair approach to the Corvette must be on the basis of its all-around performance in comparison to other sports cars and completely ignoring the fact that it happens to stem from the world's largest producer of automobiles.

The Corvette makes a favorable impression immediately on the score of clean lines with a minimum of chrome trim. It looks like a sports car, a very modern one at that, and its wrap-around windshield alone indicates the trend of things to come. When first driving the car there is a tendency to keep reaching for the gear shift lever and the total absence of a clutch pedal is disconcerting. The accelerator, like Chevrolets from the year one, has a very stiff return spring which makes you feel like you are working hard to force the car to its limit. The initial surge is just a little sluggish and there is no problem with unnecessary (and fruitless) wheelspin, on dry pavement. Rubber burning starts can be made by grandstand drivers using the technique of turning the engine at 2000/2500 rpm and



Cylindrical tank supplements radiator top tank. Below this is the ignition shielding. Detail (below) shows side curtain vent.



to develop driving skill. Admittedly it gives a tremendous performance through a well graduated series of infinitely variable ratios. It might even work fairly well in a road race—up to a point. That point is the serious question of safety when taking a fast turn at the ragged edge of tire adhesion. Suppose you are doing 45 mph at the time and need more power to pull-out of an incipient spin. A jab on the throttle, if done too energetically, will force a downshift to low and the ensuing jerk will certainly cause loss of control.

On the other hand the Corvette is supposed to bring the sports car to the mass market since its price is only a little more than a fully equipped Chevrolet convertible. As it is, only a very small percentage of sports car buyers race their cars and perhaps the automatic transmission will sell more cars. But the fact remains that we, as well as the great majority of sports car fans, would much prefer to have a traditional sports car stepped transmission. Four close ratios, all synchronized, would be perfect but even a standard Chevrolet 3 speed unit should be made available. This would give overall ratios of 10.44, 5.96 and 3.55, with corresponding speeds of 38, 67 and 112 mph at 5000 rpm.

The outstanding characteristic of the Corvette is probably its deceptive performance. Sports car enthusiasts who have ridden in or driven the car without benefit of stop watch seem to have been unimpressed with the performance. This is an injustice, as the figures shown in our data panel prove.

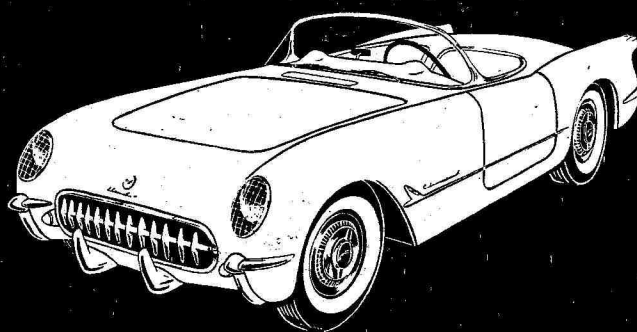
It should also be borne in mind that a "stick shift" Chevrolet sedan will accelerate to 60 mph in 2 seconds less time than a comparable year and model sedan equipped with Powerglide. Although it is doubtful whether a conventional transmission would make that much improvement in the Corvette the fact remains that the acceleration figures it gives are all the more remarkable. The Corvette will give any sports car of comparable power and weight a "real race" between 20 and 90 mph.

The timed stop speed runs were made with top and side curtains in place, as our experience has shown full enclosure invariably gives better results. In view of the fact that this car had only 500 miles on the odometer the best run of 107.1 mph is about right and a car with fully run-in engine should be able to top the 108 mph factory figure by a comfortable margin. After these runs there was a slight smell of burning paint, but 4700 rpm and a wide open throttle for about 12 miles on a new engine is asking quite a lot. During the strenuous acceleration checks the engine was taken up to over 5000 rpm at least 30 times. Once it went to an indicated 71 mph in low, an actual 68, without sign of valve bounce. That speed is 5500 rpm. At full throttle there is considerable air intake noise. The three sidedraft carburetors have small individual air cleaners which obviously have very little acoustical value.

The second most outstanding characteristic of the Corvette is its really good combination of riding and handling qualities. The ride is so good that few American car owners would notice much difference from their own cars.

# ROAD AND TRACK ROAD TEST NO. A-1-54

## CHEVROLET CORVETTE ROADSTER



### SPECIFICATIONS

Price, fob St. Louis.....	\$3760
Wheelbase .....	102 in.
Tread, front .....	57 in.
rear .....	59 in.
Tire size .....	6.70x15
Curb weight .....	2890 lbs
distribution .....	53/47
Test weight .....	3210 lbs
Engine .....	6-cyl.
Valves .....	ohv
Bore & Stroke.....	3.56x3.94
Displacement .....	235.5 cu in.
	(3861 cc)
Compression ratio .....	8.00
Horsepower .....	150
peaking speed .....	4200
equivalent mph .....	94.6
Torque, ft/lbs .....	223
peaking speed .....	2400
equivalent mph .....	54
Mph per 1000 rpm.....	22.5
Mph at 2500 fpm .....	
piston speed .....	86
Gear ratios (overall)	
Low + converter .....	13.57
Low .....	6.46
Drive .....	3.55
R&T perf. factor .....	63.2

### PERFORMANCE

Top speed (avg.).....	106.4
fastest one way.....	107.1
Max. speeds in gears—	
Powerglide transmission in	
drive-range gives automatic	
up-shift from low to high at	
58 mph under wide open	
throttle. Low range can be	
used up to 68 mph (5500	
rpm).	
Mileage .....	16/20 mpg

### ACCELERATION

0-30 mph.....	3.7 secs
0-40 mph.....	5.3 secs
0-50 mph.....	7.7 secs
0-60 mph.....	11.0 secs
0-70 mph.....	14.8 secs
0-80 mph.....	19.5 secs
Standing start 1/4 mile—	
average .....	18.0 secs
best .....	17.9 secs

### TAPLEY READINGS

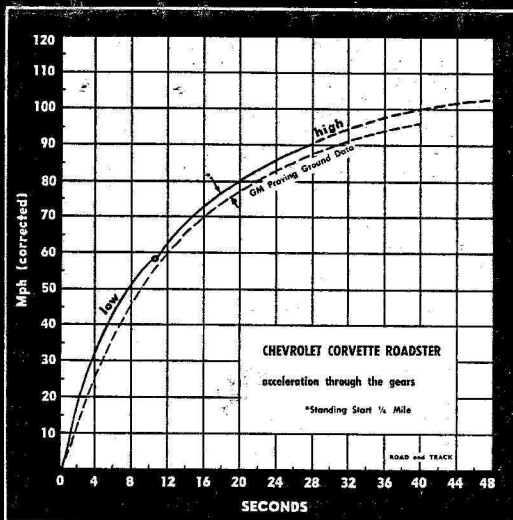
590 lbs/ton at 32 mph using full throttle which holds the transmission in low range. Tapley readings in high gear were not attempted because of the torque converter.

### COASTING

(wind and rolling resistance)  
 90 lbs/ton at 60 mph  
 45 lbs/ton at 30 mph  
 30 lbs/ton at 10 mph

### SPEEDO ERROR

Indicated	actual
10 .....	10.9
20 .....	19.8
30 .....	29.3
40 .....	38.5
50 .....	48.1
60 .....	57.9
70 .....	67.2
80 .....	77.0







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