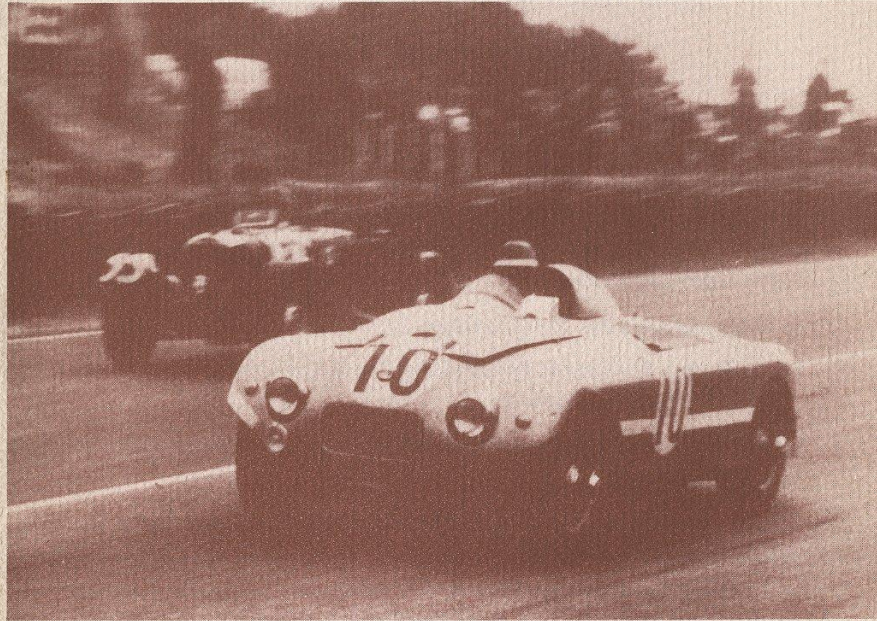


"THE POWER TO WIN"



HOW THE *Nash-Healey* OUTCLASSED

ALL AMERICAN-POWERED CARS

IN THE WORLD'S MOST GRUELLING ROAD RACE,

THE 24-HOUR

LE MANS "GRAND PRIX D'ENDURANCE"

INDIANAPOLIS NASH, INC.
342 EAST MARKET ST.
INDIANAPOLIS, IND.-MA. 8521

The Nash LeMans Dual Jetfire Engine Sets the Pace in the 24-Hour LeMans Road Race

THE 30th annual running of the LeMans "Grand Prix D'Endurance" 24-hour road race saw the Nash-Healey establish an amazing record as the most consistent performer to compete in this historic race since its resumption after World War II. The Nash Dual Jetfire powered car, driven by L. Johnson and T. Wisdom, finished the 1952 LeMans classic with the following results:

1st in its classification (3001—5000 cc)

2nd in Rudge Whitworth Biennial Cup for the best performance over two years *based on handicap*.

3rd car to finish in the overall classification at an average speed of 91.5 MPH.

In addition to the above, it won the "Motor" Gold Challenge Cup as the first British entry to finish. Only 17 cars out of 58 starters finished the race.

In finishing third overall behind two fabulously expensive German Mercedes-Benz race cars, the Nash-Healey has added another chapter to the amazing story that began when the sole Nash-Healey entry finished fourth in 1950 and sixth in 1951.

Story of the Race

The LeMans 24-hour road race ranks with the Indianapolis 500-Mile Race as the most famous automobile races in the world. A sports car design, to be truly successful, must necessarily establish a reputation for performance and endurance at LeMans. To this end, many producers of sports cars spend huge sums of money to enter teams in this international event.

It is reported that the German Mercedes-Benz team had, in addition to the usual complement of engineers, 40 mechanics, 5 racing cars (two spares), and two trailers completely fitted as workshops.

Paid admissions for the 1952 race were estimated at 175,000, but probably over 300,000 were actively in attendance.

The Race Course

The LeMans course, 150 miles south of Paris, is approximately 8.4 miles long, and is a permanent establishment with large grandstands and excellent pit accommodations. The paved roads composing the course are used for normal traffic on all but race days. There are seven right angle turns, two excellent straightaways, and a wide sweeping turn. Gradients are mild.

Rules Strictly Enforced

The winners of the LeMans race are determined by the number of miles covered during a 24-hour period. In addition—to give smaller cars an opportunity to compete for a prize—the cars are also ranked according to the LeMans formula, which imposes handicaps based on individual piston displacements.

The race begins from a standing start, with drivers out of the cars when the starting gun is fired. Gasoline, oil, and water entry ports are sealed before the start of the race and can be opened only under official supervision. No mechanical assistance is permitted the car, except such as can be rendered by the driver or riding mechanic.

It is necessary to travel a minimum distance of 234 miles before refueling. Moreover, each car has to be complete at the finish of the race, with no missing parts.

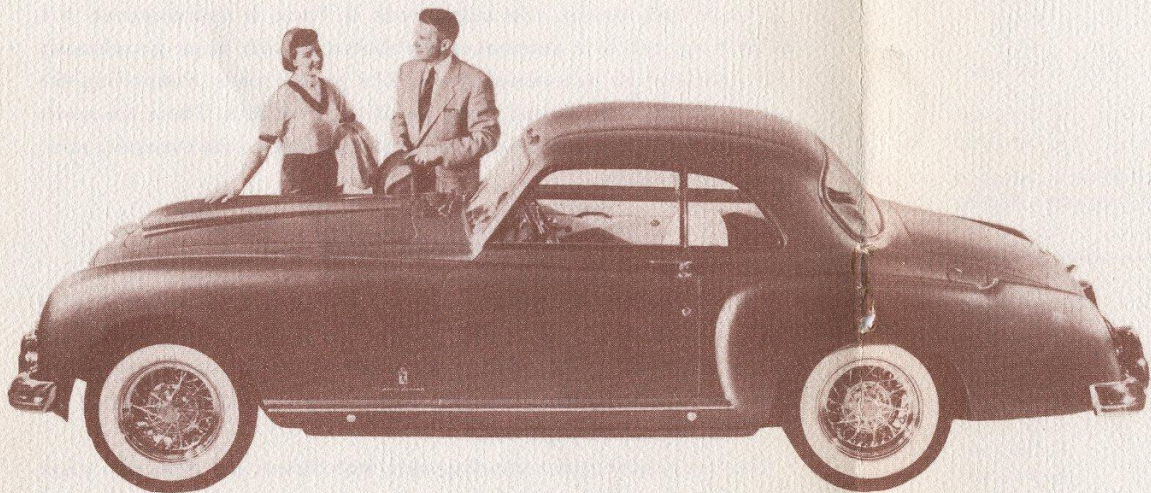
The Nash-Healey Entry

The winning Nash-Healey was powered by a Nash Ambassador Dual Jetfire 6-cylinder engine with standard aluminum 8:1 head and dual carburetion. The camshaft was slightly modified. The Nash-Healey chassis, with its famous trailing link suspension, was equipped with a special competition-type body.

This car was capable of attaining speeds in excess of 144 MPH on the straightaways, and, during the race, several laps were recorded at over 99 MPH.

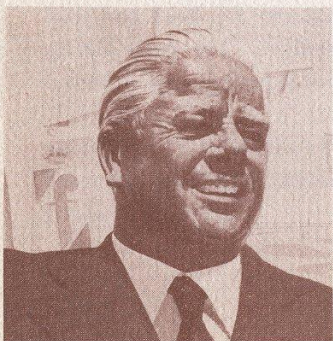
(continued on page 6)

Presenting THE WORLD'S OUTSTANDING SPORTS CAR



NASH-HEALEY "LeMANS" HARDTOP SPORTS CAR—Presenting a distinctive note in sports car design! A superb combination of convertible flair and sedan elegance. The low silhouette minimizes wind drag. Large glass area—front, rear and to the sides—assures excellent visibility. The wide seat upholstered in luxurious genuine leather affords plenty of comfort for long cross-country trips. In either of two smart body types, the Nash-Healey tops all sports cars, feature by feature.

Superb Styling
of the World's
Foremost
Custom Car Designer



PININ FARINA, of Turin, Italy
—The world's foremost custom car designer, Pinin Farina has styled this sports car masterpiece . . . as well as the complete line of Nash Airflytes for 1953 . . . the Ambassador, Statesman and Rambler.



NASH-HEALEY CONVERTIBLE—There's style and grace and verve personified in the classic lines of this most beautiful of all sports cars. Here is the only car that combines the automotive genius of three nations—the incomparable coachwork of Italy's Pinin Farina . . . the exclusive "Trailing Link Front Suspension" of England's Donald Healey . . . and the smooth power of America's famous Nash Ambassador LeMans Dual Jetfire engine. The result! The world's outstanding sports car.

Results of 1950, 1951, 1952 LeMans Races

1952 RESULTS	MAKE OF CAR	NO. CYLINDERS
1.	Mercedes-Benz	6, In Line
2.	Mercedes-Benz	6, In Line
* 3.	Nash-Healey	6, In Line
4.	Chrysler-Cunningham	V-8
5.	Ferrari	V-12
6.	Lancia	V-6
7.	Aston-Martin	6, In Line
8.	Lancia	V-6
9.	Talbot	6, In Line
10.	Frazer-Nash	6, In Line

Only 17 out of 58 entries finished the race. The Nash-Healey averaged 91.5 MPH for 24-hours, and reached 140 MPH on straightaways. Fastest lap was 99 MPH.

1951 RESULTS	MAKE OF CAR	NO. CYLINDERS
1.	Jaguar	6, In Line
2.	Talbot	6, In Line
3.	Aston-Martin	6, In Line
4.	Talbot	6, In Line
5.	Aston-Martin	6, In Line
* 6.	Nash-Healey	6, In Line
7.	Aston-Martin	6, In Line
8.	Ferrari	V-12
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10.	Aston-Martin	6, In Line

The next American-engined car to finish after the Nash-Healey was a Chrysler-Cunningham, the only entry out of three to finish. This car finished in 18th position.

1950 RESULTS	MAKE OF CAR	NO. CYLINDERS
1.	Talbot	6, In Line
2.	Talbot	6, In Line
3.	Allard	V-8
* 4.	Nash-Healey	6, In Line
5.	Aston-Martin	6, In Line
6.	Aston-Martin	6, In Line
7.	Delage	6, In Line
8.	Rolls-Bentley	6, In Line
9.	Frazer-Nash	6, In Line
10.	Cadillac	V-8

29 out of 66 starters finished the race. The Allard car, which finished just ahead of the Nash-Healey, was equipped with a specially built Cadillac engine—the only time that another American engine has finished ahead of the Ambassador engine in the LeMans Race.

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Comments on the 1952 Race

Following are comments on the race by Mr. Donald Healey: "This car had a trouble-free run throughout the Race with the exception of a fractured exhaust pipe which cost us a little time to wire up in place. The car ran to a steady average as scheduled, its petrol consumption was approximately 13 m.p.g. and what amazed everyone was that it did not use a drop of oil or water for the whole distance. It is also interesting that both drivers reported that they could easily overtake all the other makes of cars in the Race through the corners, although such cars as the Mercedes, Cunningham and Aston-Martin were fitted with most elaborate and expensive independent rear ends."

It is interesting to note that the Mercedes-Benz 300 SL cars, were both equipped with straight six-cylinder engines developing 175 HP at 5200 RPM. Thus, the first *three* cars to finish all had six cylinders. Furthermore, eight out of the first ten finishers were six cylinder cars—and only one V-8 was numbered in these ten.

As final proof that high performance, efficiency, and endurance is not dependent upon a large number of cylinders, here is the record . . .

In 1950, 8 of the first 10 finishers were six cylinder cars!

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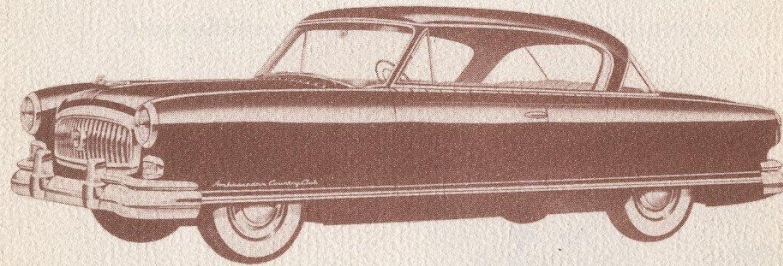
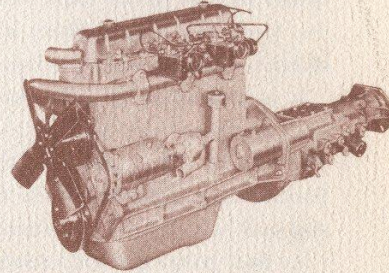


THE NASH-HEALEY "LeMANS" HARD-TOP—The boulevard edition of the famous Competitive Car is first in beauty. Italian International Concourse d'Elegance Trophy—Awarded the Nash-Healey as first prize in Foreign Car Custom Body Class—1953.

YOU CAN ENJOY THIS PROVEN PERFORMANCE IN YOUR NEXT CAR!

NEW "LE MANS" DUAL JETFIRE ENGINE—

Named in honor of its two successive victories over all American competition in the gruelling Le Mans, France, 24-hour "Grand Prix D'Endurance," this great engine is a dual carburetor, high-compression (8 to 1) powerhouse. In the Le Mans race, the Nash Dual Jetfire engine did not use a drop of oil or water during the entire 2190 miles, while averaging 91.5 mph. The custom-power Le Mans Dual Jetfire engine is optional extra on the 1953 Nash Ambassador.



THE AMBASSADOR COUNTRY CLUB—One of sixteen beautiful body styles, each styled by Pinin Farina! Each incorporating all the exclusive features that make Nash a car of distinction! Available as optional equipment in the Ambassador is the famous "LeMans" Dual Jetfire Engine—as well as Dual Range Hydra-Matic Drive or Automatic Overdrive.

SEE YOUR NEARBY *Nash* DEALER