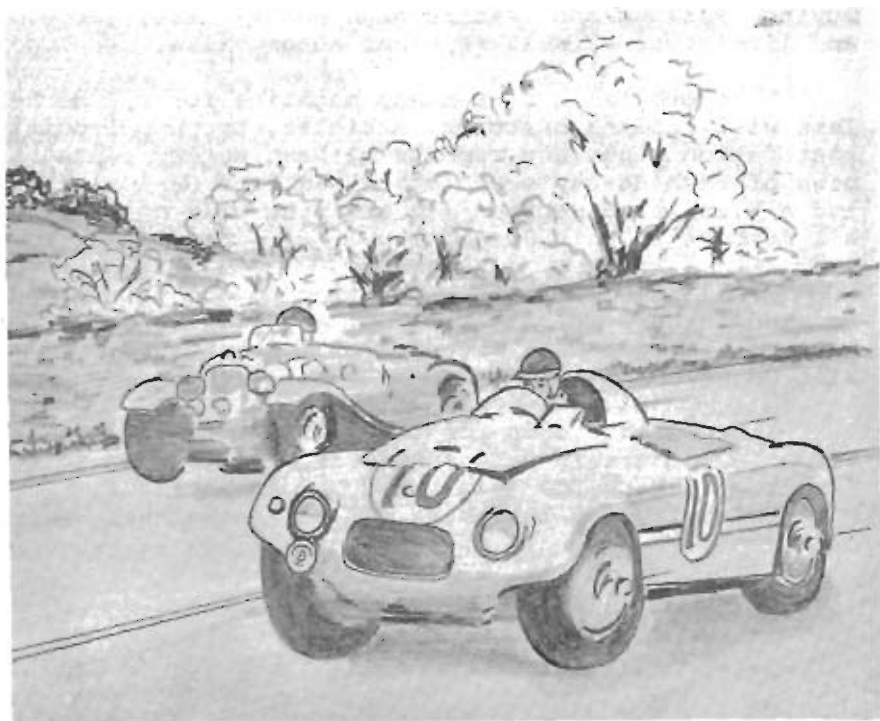


# *Nash Healey*

## *Car club magazine*

Vol. 1 No. 5

Sept. - Oct. 1970



*Nash Healey at Le Mans*

# PURPOSE & BENEFITS OF THE NASH HEALEY CAR CLUB

The Nash Healey Car Club is now an International Car Club for all Nash Healey owners and enthusiasts. Other Nash and other type Healey owners are also welcome to join. The Nash Healey Car Club has over 100 members in the United States, England, and the Virgin Isles.

It is our desire to promote the preservation, restoration and maintainance of all Nash Healey cars.

To unite all Nash Healey owners and enthusiasts of the marque.

To promote the showing of Nash Healey cars on a Regional and National scale.

To provide a source for all members in finding, buying, selling and trading Nash Healey cars, parts, and literature as well as other automobilia.

To publish a bi-monthly magazine for all members. This will include pictures, articles, technical points, restoration tips, and reports on Nash Healey meets, and news of Nash Healey's and other Nash and Healey cars, and a classified section (advertising will be Free for all members in this section).

All members will be entitled to and encouraged to send in news items, articles, and stories on restorations. Letters and pictures of members cars will also be welcomed.

Membership dues for one year are \$4.00 and includes a membership card, one year subscription to the Nash Healey Magazine (published bi-monthly) and a Directory which lists all members and all known Nash Healey cars.

# NASH HEALEY CAR CLUB MAGAZINE

The Nash Healey Car Club Magazine is the official publication of the Nash Healey Car Club and is published bi-monthly. It is sent free to all paid up members. Each member will receive all issues of the Nash Healey Magazine for the year he joins regardless of what month he joins. No part of this magazine shall be reproduced without the permission of the Nash Healey Car Club officials.

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Sept. - Oct. 1970

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- EDITORIAL

History was made on August 9, 1970 at Indianapolis Speedway. This was the site of the 1st National Meet of the Nash Healey Car Club and the Nash Owners Club. There were Nash Healey's there from 5 different states with 12 members of our club attending along with 38 members of the Nash Owners Club. Complete details will be in the next issue. I know all members that attended had a real fine time and I feel many more members could have attended. Going to a meet, be it National or Regional, is part of the real joy of owning a Nash Healey. Paul Shaw of Iowa City, Iowa is a real example. Both he and his charming wife go anywhere and everywhere in their '51 Healey and believe me they have a ball.

Our hats are off to our Mid-West Representative, John Kerins, for arranging the fine meet we had at Indianapolis. John and all the fellows from *Indianapolis Rambler Inc.* were real swell. I know John enjoyed the meet because he took a well deserved Best-of-Show with his red '54 N-H LeMans.

While we are on the subject of the '54 N-H Le Mans hardtop, I would like to correct a statement made in the last issue. On page 15 I stated the '53 coupe had the 3 piece rear window, actually the '53 N-H coupe had a smaller 1 piece window. It was the '54 Le Mans hardtop that had the 3 piece rear window. We are planning a complete issue on the '53 N-H coupe for January and February.

Some members have written saying they did not receive the 1970 Directory of all Nash Healey owners and members of the N-H club. If you are a member and have not received your copy, please write Burt Horman, 1100 Terrace Drive, Lynden, Wash. 98264. Also if you have not sent in your registration form, send it to Burt Horman so that the Directory can be kept up to date.

By the time you read this we should have reached our 100 member goal. I certainly want to thank all the members that helped bring in a new member. Shall we shoot for 200 now? I understand the Nash Owners Club is nearly up to 200 now but of course they have a much greater potential.

At the business meeting held during the National meet, it was decided to hold a joint National meet with the Nash Owners Club each year. In discussing this with Jim Dworschach, President of the Nash Owners Club, we both agreed to work together for the common interest of both clubs.

Also decided at the business meeting was to increase the membership dues to \$6.00 a year. This is very necessary because since the beginning we have been operating on a shoestring. The fact is that at both the Spring Show and the National Meet we came out in the red after the trophies and plaques were paid for. I'm sure the club will benefit from this move.

I had the pleasure to meet and talk over some things with Bob Loudon at the Indianapolis meet. He informed me that he was almost sure the Pittsburg Plate Glass Co. has the original pattern for the N-H windshields. Quite a few members have written asking about getting a new windshield. I have written the company and will let you know the results in the next issue. Also our Vice President, Burt Horman, has a fine idea. It seems many members need King Pins for their cars. What he suggested is to find a good machine shop and have say 100 made. I have asked him to go ahead on this project. They will then be available to members for a reasonable price. I am also checking on the possibility of getting some Healey Script made.

Some members have asked if it is possible to obtain dash plaques of both the Spring meet and the National meet. I am very glad to announce that any member that wants a dash plaque from either or both meets can get them by sending \$1.00 for one, or \$1.75 for both - postage included. These were made especially for the Nash Healey meets. The Spring meet plaque depicts a Healey sports car and the National meet plaque depicts the Nash emblem of the 50's. Order yours now because supply is limited. Other Nash Healey items that can now be ordered are genuine leather Nash Healey key cases which are black leather with silver embossment of the Nash Healey crest. These are priced at \$1.50 postpaid. Any member that would like back issues of the N-H Magazines Vol. 1 - Nos. 2, 3, & 4 can get them at 75¢ a copy. Vol. 1 - No. 1 is out of print.

We are looking for a good turnout of Healeys at the Fall meet in Woodbury, N.J., Sept. 19th. This is a real fine show and it usually draws several thousand

persons. There will be a parade, barbecue, and real nice trophies. So come on out and show your Nash Healey.

With Fall upon us here in the East we think of the grand-daddy of all car shows. I am referring to Hershey or the A.A.C.A. Eastern National Fall Meet. I know that John Kerins, as well as quite a few other members, will be making the trek to Hershey, Pa. in October. I will have a stand in the gigantic Flea Market at Hershey so I would like to announce we will have an informal get-together of all N-H members at my stand on Saturday at 1 P.M. If you have never attended Hershey, you are in for a real treat. It's terrific!

With our next issue we would like to start including pictures of the cars of Nash Healey members, so please send in a snapshot, either black & white or color, and a few details if you like. But, if possible, send it in before November 1, 1970 as we would like issue No. 6 to be our own Nash Healey family album.

Don't miss the first issue of *Special Interest Cars*, with Nash Healey at LeMans as one of the feature articles.

I am sure all members have noticed quite a few changes in this issue of the Nash Healey Magazine. More reading, more pictures, and more professional approach. From this issue on members Dick & Sue Law in San Francisco, California will be handling the layout and the printing. I feel sure all members will appreciate these improvements. Don't blame Dick Law for this issue being late, though. The delay was partly my fault, sorry. There is much involved coordinating a publication, especially when the Editor is living on one end of the country and the Printer on the other.

R. M. Kauffman, Editor

## NASH HEALEY AT LEMANS

By R. M. Kauffman

Today when you mention that Nash Healey was a famous race car many people just can't believe it. However this is very understandable when you consider that even when Nash Healey's were winning at Le Mans the American press and sports and car magazines gave Nash Healey very little publicity or recognition. This fact is proven from a small article in the August 1952 issue of *Auto Speed and Sport*. It stated and I quote, "For the first time in many years the red, yellow and black flag of West Germany was hoisted at LeMans in honor of the first two cars across the finish line after the 24 gruelling hours of racing - the little silver Mercedes 300SL's ..... Third place was taken by the Anglo-American Nash Healey, a car that people continually refuse to consider a threat. This was the 4th year in a row for Nash Healey to finish in the top ten in the Le Mans event. The entry was driven by Leslie Johnson and Tommy Wisdom. The Cunningham entry finished fourth." In more recent articles on the famous race cars of the 50's no mention has been made of Nash Healey's efforts at Le Mans.

In view of the foregoing comments and the lack of material on Nash Healey at Le Mans, most of the facts and figures we are going to consider have been gleaned from the *Autocar and Motor* of England, who indeed did give very good and impartial coverage of the Le Mans races and the Nash Companies historical file.

But now let us go back in time twenty-one years. Yes, back to 1949 and the first post-war race at Le Mans. Famed sports car designer and race driver Donald Healey had one of his famous Healey Silverstone's entered. This car was powered by a 2.4 liter Riley engine. While it did not smash any records the Healey did run well and finished in 13th place. Well, Donald Healey was a man that was not satisfied with second rate glory. He was determined a Healey car could and would make a better finish in 1950.

Here is where Nash motors entered the scene. The management felt that the American public was ready for and deserved an American sports car, but England, Germany and Italy were far more advanced in the sports

car field. So quite logically they turned to Donald Healey for assistance in the suspension and body. The Nash engine had proven itself very dependable over many years of production. Healey needed more power in his car if he was to win the Le Mans. True, the Riley was a very good engine, but the Nash 3.8 engine was faster than the Riley 2.5. Thus was born the Nash Healey race car.

The results of the 1950 Le Mans meant much to Donald Healey as to what a Healey car could do in the grueling 24 hour race. For Nash a good finish would determine that the Nash Healey sports car would go into production. The 1950 Nash Healey had a rather standard Nash 6 Ambassador engine with a special manifold and two S.U. carburetors. This was mounted on a Healey Silverstone body, which was more enclosed than the year before. One more ingredient was necessary for a success at LeMans and that was top flight, experienced drivers and Healey got two of the best in Tony Rolt and Duncan Hamilton.

Enthusiasm was high as the 60 starting cars roared away from the line. A Ferrari took a fast lead, followed by an Allard, a Jaguar, and a Talbot. After 4 hours it was Talbot, Ferrari, Ferrari, Talbot. After 12 hours the scene was changing. A Talbot was still in first place but a Jaguar was in 3rd and the Nash Healey had taken over 4th place. As the hours wore on the Jaguar, driven by Leslie Johnson, went out with a bad clutch - this with only three hours left. If nothing unforeseen occurred Talbot definitely had first and second. Now the crowd watched intently to see if the Allard could beat the Nash Healey for 3rd. Cole was pushing the Allard to the limit, with only top gear left, while Rolt nursed the Healey around with failing brakes. Rolt and the Nash Healey held 3rd until the last half hour when the Allard, in a last desperation effort, passed the Healey for third. The Nash Healey then finished in fourth place. However, all things considered, it was a real success for the new Nash Healey. It was the highest finish ever at Le Mans for an American powered car and it was the highest finish for Donald Healey.

Based on the success of the '50 Le Mans, production was started for the 1951 Nash Healey sports car. At the same time plans were being made for the 1951 Nash Healey Le Mans race car. With their fine performance both Healey and Nash felt no reason to change drivers

for the '51 Le Mans. So as the race day grew ever closer many in racing circles were still stuned by Nash Healey's fine '50 finish. Most had not even expected this new Nash Healey to finish, let alone finish fourth.

Three days before the race the cars and drivers arrived for their practice runs. American entries included three Cunningham cars, a crew of mechanics and fifty cases of spares. *Autocar* of June 29, 1951 said, "It seems Cunningham's pre-race efforts really showed that the American team was going to town in a serious way over the '51 Le Mans race." By contrast a tiny Crosley with practically nothing but hope was also entered and of course the Nash Healey under the able direction of Donald Healey. For some unknown reason the Nash Healey did not arrive until late on the day before the big race. A comment from the *Autocar* of June 29 was, "The Nash Healey appeared only late in the evening to enable Duncan Hamilton to have his first and only practice run."

It appeared it was going to be a wet start for the '51 Le Mans with rain right up to the last few minutes, but then it stoped and the track was almost dry for the start. As the flag went down it was the French Talbot away first. On the sixth lap a Ferrari was involved in a serious crash. By 8 P.M. it was all Jaguar; one, two, three, but by midnight a Talbot had taken over 3rd and the rain was coming down hard once more creating extremely hazardous conditions. Several cars spun out around this time. By 4 A.M. the Cunningham car was in 3rd and running fast with the Jaguar still in first. By 8 A.M. Cunningham took over second place and all looked well but all of a sudden the transmission went out and the last Cunningham car was out of the race. It was at this time that Nash Healey, driven now by Tony Rolt, made his move. He was driving hard and fast, passing one after another of the remaining cars. But time was running out, with about 60 miles left, the first four positions were clinched. The main battle now was between Rolt's Nash Healey and the second Aston Martin. The Healey was ever gaining on the Aston Martin, but now it was the final lap. The tremendous effort on the part of Rolt and his Healey fell a mere eight seconds short of catching the Aston Martin in a real climatic finish. The Nash Healey then finished sixth. This finish proved that the previous years finish was not based on luck. It showed the whole world that the Nash 6 cylinder engine could not only meet, but in many cases beat the V-8's and 12's, and that the Healey suspension and chasis was second to none.

At this time changes were being made by Nash Motors as to body style on the 1952 model of the Nash Healey - these changes being a completely new Italian body designed by the famous Pinn Farina of Turin, Italy.

Both Donald Healey and the Nash management felt that Nash Healey cars could do better in the '52 Le Mans. The previous cars had proven dependable enough but more speed was needed. For the 1952 Le Mans it was decided to have two Nash Healeys entered and I understand there was a third practice N-H car there. Both Nash Healey race car engines were improved, but the No. 11 car that was to be driven by French drivers Veyron and Giraud-Cabantous had a completely new type experimental engine. It was a 4.1 liter Nash six cylinder engine raised to approximately 200 B.H.P. by a British designed hemispherical head with vertical and transverse push rods.\*

The *Autocar* of England called the 1952 Le Mans one of the most gruelling of all the 24 hour races. All factory teams were keyed up for this one. There were fifty-seven starters and only seventeen finished the race. This points out the fact of how hard the Le Mans is on both the cars and their drivers.

But now let's go back and relive those thrilling hours of the '52 Le Mans. Both the Jaguar and Cunningham teams had high hopes of winning, as well as many others. As the flag dropped, England's favorite, Sterling Moss, made a brilliant start. The No. 10 Nash Healey, driven this year by veteran drivers Leslie Johnson and Tommy Wisdom, also had a good start. In these early moments the pace was terrific as the cars maneuvered for positions. Then a little later out went one of the Cunningham cars. Soon the Jaguar, driven by Rolt and Hamilton who had driven for Healey in previous years, was out with overheating problems. Even Moss was having his problems, and by the time three hours had gone by not a Jaguar remained in the race. The second Cunningham car, which was running well, slid into the sandbank at the Tertre Rouge and was stuck for good it seemed, but after an hour of digging, the driver finally started again. The leading car, a Gordini, went out with brake trouble. A French Talbot now took over the lead. The No. 11 Nash Healey, which had been running fast, suddenly went out with a broken valve or piston. By 8 P.M. the No. 10 Healey, driven mostly by Leslie Johnson, was in sixth

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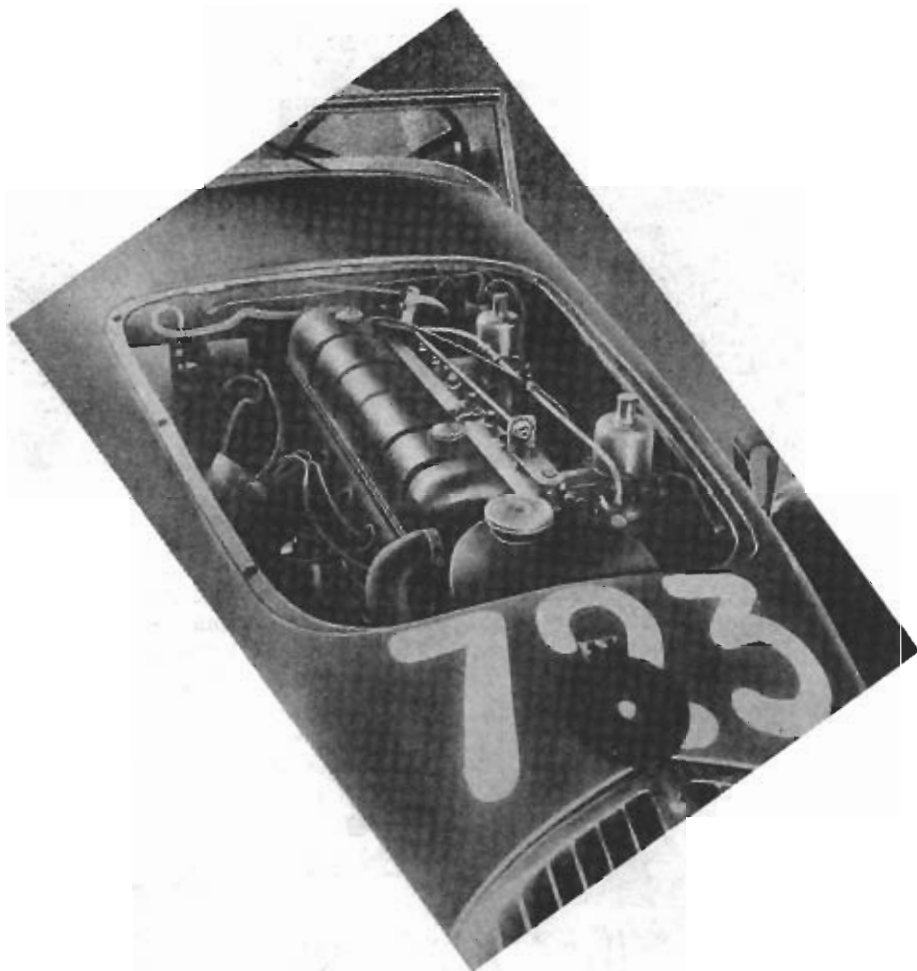
\*For a complete story on this engine see issue No. 6 of the Nash Healey Magazine.



1950 - The fully streamlined Silverstone Healey, fitted with an American 3.8 liter Nash engine and overdrive transmission, which took fourth place; the driver in this action study is Tony Rolt.



1951 - Rolt's Healey at speed. Note the blanked-out head lamp ports and the replacement lamps below.



1950 - An experimental Healey will be running at Le Mans with an American Nash engine of 3.8 liters, modified with a special manifold and two S.U. carburetors. The car is based on the standard Silverstone but the wings are faired into the sides of the body.



1952 -

Après Fin  
de Course.

Donald Healey leaning  
over cockpit.

1952 -

Départ

Course.



position and by 12 Noon the Nash Healey had passed the French Talbot for fifth place and was gaining on the Aston Martin in fourth. Both the German Mercedes and the Nash Healey were running fine. Finally the 300SL's overtook the gallant Talbot for first and second. Johnson turned on the steam and the Nash Healey first passed the Aston Martin and finally the French Talbot for a fine third overall finish and first in its class. This had been the dream of none other than Donald Healey and a handful of Nash Healey enthusiasts. For everyone to know Nash Healey had beat the best cars from England, France, and even Ferrari of Italy.

The Nash Motor Co. made good use of the glory of the No. 10 Nash Healey, coming out with a special brochure entitled, "The Power to Win", which described Nash's ability to beat the best in V-8's.

It is interesting to note Donald Healey's own comments on the '52 Le Mans. He said, "This car had a trouble-free run throughout the race with the exception of a fractured exhaust pipe which cost a little time to wire up in place. The car ran a steady average as scheduled. Its petrol consumption was approximately 13 miles per gallon 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 other makes of cars in the race through the corners, although Mercedes, Cunningham and Aston Martin were fitted with most elaborate and expensive independent rear ends." Here are a few other facts about the '52 Nash Healey Le Mans car: It averaged 91.5 M.P.H. for the whole 24 hours, reached 140 M.P.H. on the straightaways, plus the fastest lap was 99 M.P.H.

Some of Nash Motor Co. comments on the race were, "The 30th annual running of the Le Mans *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 Le Mans classic with the following results;

- 1st - In its class (3001 - 5000 CC)
- 2nd - In Rudge Whitworth Biennial Cup for best performance over two years.
- 3rd - Car to finish in the overall classification at an average speed of 91.5 M.P.H.



In addition Nash Healey also won the "MOTOR" Gold Challenge cup as the first British entry to finish."

Nash had the famous No. 10 Nash Healey on display in America for quite a while both at the company and at various dealers.

On the home front Nash had added a hardtop coupe to the Nash Healey line as well as the Farina roadster. But relations between Donald Healey and Nash were about at the breaking point in early 1953. Healey, not being very happy over Nash switching to the Farina bodys, decided to go with the Austin Motor Co. of England. Thus we have the Austin Healey. The Nash Co. was not ready to stop running at Le Mans, but now they would have to do it on their own without the supervision of Donald Healey. Around this time Healey was testing the *Austin Healey 100* on the salt flats of Utah and doing quite well. All of this was in preparation for Austin Healey to enter the 1953 Le Mans, competing with the American Nash Healey entries.

The Nash Co. had two entries for the 1953 Le Mans. It was reported at first that John Fitch was going to drive the No. 9 Nash Healey car, but as it turned out, he again drove for Cunningham so Leslie Johnson along with H. Hadley drove the main Nash Healey entry. The second Nash Healey car was driven by Veyron and Cabantous, the French drivers.\*

The week before the big race all enthusiasm centered around the tremendous effort that was being put forth by the huge Cunningham operation. Some felt this was going to be the year for a big 1, 2, 3 Cunningham win. Oddly enough, there was not a Mercedes entered in the race. The reason why the German firm did not try to follow up it's success still remains a mystery. Many of the English fans had high hopes for the new Austin Healey which had already broken several records in testing the car. All things considered, this promised to be one of the most interesting Le Mans ever. It was reported that over 300,000 persons saw the '53 Le Mans.

The final minutes flew by before the start. Then the starting signal and like a shot the one Cunningham car was off and into the lead. It was followed by the green Jaguar, driven by former Healey drivers Rolt and

Hamilton, and then the bright red Ferrari. After four hours the Rolt Jaguar was in first and the No. 2 Nash Healey car was out with brake trouble. The Cunningham car, driven by Fitch, was now in sixth position. After 12 hours Jaguar was still in the lead followed by a Ferrari and then the Cunningham car, driven by Fitch. As the long hours drew on, more and more cars were forced to retire. Then suddenly about five A.M. a heavy fog covered the road and visibility was less than 400 yards at times. Fortunately, this condition did not prevail very long. At this point both Austin Healey's were running steady, as was Johnson in the Nash Healey. A comment on the Nash Healey in the *Motor of England* simply said, "The Healey, driven by Johnson and Hadley, gave its usual trouble free performance." Truly a typical British comment! After 20 hours it was still the Rolt-Hamilton Jaguar in first, the Moss Jaguar in second, with the Fitch Cunningham running a close third, and a third Jaguar in fourth. It seemed at this point almost certain to be a sweeping British victory.

At the finish it was the Rolt-Hamilton Jaguar in first and the Moss-Walker Jaguar in second, followed by the Fitch Cunningham in third. In fact Cunninghams took third, seventh, and tenth for their best showing. Jaguar also took four of the first ten positions. Actually, there was nothing wrong with the Nash Healey, it just did not have enough speed to finish higher than 11th. However, it did beat both Austin Healey entries, if this was any consolation.

In analyzing the 11th place finish of the Nash Healey it is interesting to note that Johnson started out about 30th and by 8 hours he was 20th, by 12 hours he was in 14th position, after 18 hours he was in 13th place, and finally finished in 11th position. This certainly showed a steady and dependable run. The '53 Nash Healey had an average speed just a fraction under the '52 car. In fact the '53 Nash Healey had an average speed just a fraction under the 1952 winning Mercedes. The Nash Healey also was fourth in the Biennial Cup. This - based on both the '52 and '53 finishes.

This proved to be the last year Nash Healey raced at Le Mans. It finished the end of an era as far as Nash Healey's racing career was concerned but the excellent record that the Nash Healey race cars established at Le Mans for an American powered race car still stands till this very day and perhaps always will.

\*A complete reprint of the 1953 Nash Healey Le Mans car will be in Issue No. 7.

Who knows, if the Donald Healey and Nash arrangement would have continued, perhaps Nash Healey would be right up there with Ferrari today.

Yes, the racing glory of Nash Healey is now history. Production of the Nash Healey Sports car was ended years ago and even Nash Motors itself is gone. The enthusiasm and interest in Nash Healey sports cars is perhaps higher today than ever before and it is the goal of the Nash Healey Car Club to keep the Nash Healey cars going as long as possible.

#### OFFICIAL FIGURES ON NASH HEALEY FINISHES AT LE MANS

<u>Year</u>	<u>No. of Entries</u>	<u>Drivers</u>	<u>Position</u>	<u>Miles</u>	<u>Speed</u>
1950	1	T. Rolt - D. Hamilton	4th	2,103.4	87.64
1951	1	T. Rolt - D. Hamilton	6th	2,142.58	89.27
1952	2	L. Johnson - T. Wisdom	3rd	2,196	91.5
"		Veyron - Giraud - Cabantous	Retired	-	-
1953	2	L. Johnson - H. L. Hadley	11th	2,219	-
"		Veyron - Giraud - Cabantous	Retired	-	-

## THE MEN BEHIND THE WHEEL OF THE N-H LE MANS CARS

In the four years that Nash Healey ran at Le Mans they had seven different drivers. Perhaps the best known drivers are Leslie Johnson and Tommy Wisdom, the drivers of the famous No. 10 that placed 3rd in 1952. Both of these drivers were very experienced in driving the Le Mans circuit. The first race that Johnson drove at Le Mans was in 1949 which was the first post-war race. He drove a 2.5 Aston Martin but was forced to retire early in the race. In 1950 Johnson, along with

his Co-driver of the 1953 Nash Healey, H. L. Hadley, drove a 3.4 Jaguar and were running well until near the end of the race when they were forced to retire with an overheated engine. It seems all the Jaguars had overheating problems that year. Practically the same thing happened in 1951.

In 1952 Johnson decided to drive for Donald Healey and for the first time he did finish with a very fine 3rd place finish. I think a few remarks on Johnson's driving skill should be mentioned in connection with the 3rd place finish of Nash Healey in 1952. In this regard I would like to quote directly from the English car Magazine, the *Motor* of July 2, 1952. "Theoretically, the Chrysler-engined Allard could have won, but loss of brakes on one car and loss of a big end on the other prevented them from finishing, so that in the end the only real challenge came from the American-engined Nash Healey. With limited engine power due to the in-line pushrod operated valves, this car owed a great deal to the skilled driving of Leslie Johnson who was at the wheel for over 17 of the 24 hours. His intelligence is shown by the fact that at the first indication that the last DB11 Aston Martin and the Chaboud Talbot had retired, was the slowing of the Healey from 5m.15s per lap to 5m.25s, after Johnson had observed that these rivals were stationary on the course." Had Johnson increased his speed rather than decrease it, he could have been forced to retire.

In 1953 Johnson again drove a brilliant race, averaging a better speed than in 1952, but the competition was much faster than the year before, and 11th place was the best he and the Healey could do.

Johnson also drove in the 1952-53 Mille Migila and in the '52 race he took a class 4th and overall seventh. 1953 proved to be Johnson's last year of racing as well as Nash Healey's. I am sorry to report that Leslie Johnson passed away about two years ago.

As for Tommy Wisdom. He drove at the Le Mans from 1934 till 1955, truly a remarkable span. Besides sharing in the Nash Healey 3rd place finish in 1952, Wisdom took a 6th place in a 4.25 Bentley in 1949, and 9th in a 2.0 Bristol in his last year of racing during 1955. Today Tommy Wisdom is a noted motoring Journalist in England.

Tony Rolt, driver of the 1950-51 Nash Healey, had an excellent career at Le Mans. Driving for Nash Healey, Rolt and Hamilton (who were quite a team from '50 on) took 4th place in '50 and 6th place in '51. Later, in 1953, while driving for the Jaguar works team, they hit the Jackpot taking first place - even bettering the famous Sterling Moss. Rolt and Hamilton followed up their 1953 victory with a fine 2nd place finish in 1954, again with a Jaguar. In 1955 however, they were forced to retire late in the race. But certainly the Rolt-Hamilton team left a very impressive record at Le Mans. Though retired from racing both Tony Rolt and Duncan Hamilton are still going strong. Rolt is with Harry Ferguson Research Ltd., London, England. Duncan Hamilton operates his own garage in England. I might add that these three famous British drivers (Wisdom, Rolt, & Hamilton) have been made honorary members of the Nash Healey Car Club for their fine contribution to the Nash Healey history.

Even though the French drivers Giraud-Cabantous and Veyron did not actually finish in their '52 or '53 Nash Healey they were still very skilled drivers. Cabantous' career at Le Mans was from 1932-1955 - some 23 years - quite a feat. Cabantous did come in 2nd in 1938 in a 3.6 Delahaye. Veyron ended his career in 1953.

For the benefit of all Le Mans race enthusiasts I recommend you get a copy of the book *The Le Mans 24-Hour Race* by David Hodges. It is an excellent book on all the Le Mans races from 1923-1963 with descriptions and pictures of each race as well as a list of all drivers and makes of cars that competed at Le Mans.

\* \* \* \* \*

#### TECHNICAL TIP

On some occasions does your N-H violently shudder when you start out in low gear?

This is usually not caused by a bad clutch. The problem is with the engine stabilizer rod that goes from the cross member to the bottom of the transmission.

Check the transmission bolts that attach the bracket and make sure the rod adjusting nuts are tight.

Dick Law

## NASH HEALEY CAR CLUB

### CLASSIFIED SECTION

Please note that all advertising in this section is FREE for all members. Advertising for non-members is 5¢ a word. If you want to buy, sell, or trade a car, parts or literature, use the N-H Classified. Send all Ads to: Classified, Nash Healey Car Club, R.D. 2, Boyertown, Pa. 19512. All Ads must be in one month ahead of issue.

#### CARS FOR SALE

1953 Nash Healey Roadster - Just completely overhauled, green carpet and top, painted silver gray, finished in green leather. Car is in perfect condition. Write for price and additional information - for picture include 50¢. J.W. Richey, P.O. Box 206, Everett, Pa. 15537.

1947 Nash 5 passenger Brougham 2-door coupe - Has original paint, floor mats, and upholstery. Body is solid. Only few minor body scratches. Easy to put in mint condition. Motor starts easy and runs good. Price: \$450.

1925 Model T Ford touring car - New wood body, sand blasted & prime painted, no rust outs, radiator rebuilt, all new wiring, new rings, valves ground, new spark plugs, motor runs good, includes 5 good tires. Very little work needed to complete restoration. Have \$1350 invested, will sell for \$1100 or best offer. Write: George E. Sargent, 219 Wyandotte St., Lancaster, Ohio 43130 or Phone evenings; (614)654-1620.

1951 Nash Healey - 15th car built. Engine & transmission overhauled. Have original manuals. Needs some body work. Will sell for \$1450 or trade for Farina roadster.

1949 Nash 600 - Excellent condition. No rust. Many spare parts included; 2 new fenders, windshield, windows, doors, engine parts. Car has original spotlight, fog lites & radio. Price: \$395  
Write: Steve Parsons, 4927 W. Swords Circle, Peoria, Ill. 61604 or call; 673-3483 evenings.

1954 Nash Healey hardtop - Red with black top. Good condition, priced at \$2000. For more information write: Walter Emery, 630 E. Liberty St., Girard, Ohio 44420 or phone; (216)545-2223.

1954 Nash Healey hardtop - New \$1000 paint job, bronze-gold with off-white. New upholstery & tires. Rebuilt engine. A real show piece. \$3,500. Write: D. Leber, P.O. Box 1258, Allentown, Pa. 18105.

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#### PARTS FOR SALE

New Nash Healey parts available. Most engine, transmission & rear parts, also headlight, tail light, muffler, exhaust pipes, water pumps & kits. Also some shop manuals available. If you need N-H parts write stating part No. for price quote. Many other Nash parts are also available. Write: AUTOMOTIVE INTERNATIONAL, 307 Stevens Ave., Jersey City, N. J. 07305 or phone; William Hirsch at (201)333-1438.

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Nash & Nash Healey parts & service - Indianapolis Rambler Inc. Some Nash Healey parts are still available, many older Nash parts for sale reasonable, state your needs. Write: John Kerins, Indianapolis Rambler Inc., 342 E. Market St., Indianapolis, Ind. or call; 632-8521 for faster service.

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Brand new N-H radiators in original cartons. Price \$50 incl. shipping. Also Jack hole plugs for Farina bodies, \$1.50 ea. Also some Nash Metropolitan parts for sale. Write: Bruce Hampson, Brower Ave., Mont Clare, Pa. 19453 or phone; (215)933-8727.

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Studebaker & Metropolitan parts for sale. Also some Kaiser & Packard parts. Look for our stand at Hershey in October. Write: Richard Kauffman, R.D. 2, Boyertown, Pa. 19512 or call (215) 367-9741.

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1951 Ambassador engine & transmission. Price \$100. Also Aluminum head for Nash Healey S.U. type wide carb. mounting. Good condition (less carbs) Price: \$45. Write: Steve Parsons, 4927 W. Swords Circle, Peoria, Ill. 61604.

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One set of Nash Healey side curtains. Price: \$45, terms \$20 deposit, bal. C.O.D. Louis Goodman, 15409 Euclid Quc., Apt. 116, East Cleveland, Ohio 44112.

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#### PARTS WANTED

I am about to restore a 1926 Nash 4 door sedan. Please write me if you have any parts or information on this type car. James S. Gullege, 304 E. Huston St., Monroe, N. C. 28110.

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Parts wanted for 1954 N-H Le Mans - Starter, front & rear bumpers, windshield wiper assembly, 1954 tech. service manual. Write: Donald Samples, 198 - 15th St. N.W., Barberton, Ohio 44203.

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pts. w for 1952 N-H Farina Roadster - 1 or pr. of chrome bazel (lens retainer) or similar chrome lens retainer with tail light lens. Write: Ed Novotny, 518 W. Armitage Ave., Chicago, Ill. 60614.

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1 pair of window cranks for 1937 La Fayette 4 door sedan. Write: James Funk, 1220 W. Emmett St., Kissimmee, Fla. 32741.

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King Pins for 1952 N-H. Write: Roy H. Park, Terrace Hill, Ithaca, N.Y. 14850.

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Alum. or iron head for early 1952 N-H roadster, with S.U. carbs. Write: Hal Freitag, 181 Maderia Ave., Coral Gables, Fla. 33134.

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Seat for 1951 N-H Conv. Any condition considered. Write: Roberts Jewlers, St. Clair Plaza, East Liverpool, Ohio 43920.

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#### LITERATURE FOR SALE

One copy of 1953 Nash Healey sales brochure (good cond.) Price: \$5. Back issues of Nash Healey Magazines are available to members at 75¢ per copy, Vol. 1 - Nos. 2, 3, & 4. (Sorry, Vol. 1 - No. 1 is out of print). Nash Healey license plates are also still available; Price (incl. postage) \$3.50. For any of the above Nash Healey items send to: Nash Healey Car Club, R.D. 2, Boyertown, Pa. 19512.

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#### ATTENTION MEMBERS

All N-H members attending the Hershey Meet in October. We will have an informal get-together at stand C-12 in the Flea Market Area, Saturday, Oct. 10, 1970.

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All members, if you would send a snapshot of your car & a few comments on it, we will print it in the family album section of issue No. 6. Please send these in by November 1, 1970.

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#### IN THE NEXT ISSUE:

1970 NASH HEALEY NATIONAL MEET  
THE NASH HEALEY EXPERIMENTAL ENGINE  
NASH HEALEY CAR CLUB FAMILY ALBUM

# THE NASH HEALEY

COURTESY NASH KELVINATOR CORPORATION

CLASS WINNER IN THE  
GRAND PRIX D'ENDURANCE  
LE MANS FRANCE

SPEED 91.5 MPH FOR  
2190 MILES IN 24 HOURS.  
TOP SPEED 140 MPH

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