



Car club

NASH
HEALEY
NEWS

June 1984

Issue No. 22

SUMMARY OF THE 1952 LE MANS 24-HOUR ROAD RACE

Excerpts from Nash Motors July 16, 1952 (Tech.
Adv. #28) James T. Moore, Technical Advisor

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.

THE RACE: The LeMans 24-hour road race ranks above the Indianapolis 500 Mile Race as the most famous automobile race 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.

P.S.: This 3rd place car mentioned above, with luck and determination, will be at the 1984 National meet, RIGHT, ED!!

WESTERN REGION ROUNDUP by Jerry Newton
A Whole Lot of Shakin's Goin' On

On May 6, a fearless band of eight souls and four cars gathered at the Flying Lady Restaurant nestled in the foothills at the town of Morgan Hill, California.

Sieg Wroebel, lately of the Titanic crew, selected the location. Two weeks before the meet, Morgan Hill was struck by a truly savage earthquake resulting in widespread damage. A scant hundred yards from our meeting site at the Flying Lady museum complex was a collapsed forty foot long gazebo; a grim reminder of just who's running the show (a hint: it ain't us).

Lunch was an elaboration of the morning's Sunday champagne brunch, which was indeed sumptuous. A live Dixieland band serenaded us (Rufus, Rastus, Johnson, Brown! Whatcha gonna do when the rent comes around? Whatcha gonna say? How ya gonna pay?) as we overlooked the adjoining golf course fairway. The ceiling of the restaurant had an overhead conveyer chain in motion with many, many large scale model vintage aircraft which passed just a few feet above one's head.

The Nash-Healey folk attended the meeting of the Association of California Car Clubs (Sieg is an officer in that group). The ACCC is an overarching organization of several auto clubs, organized for the purposes of coordinating, proposing, advocating, and monitoring car collector/preservation legislative activity in California. Their legislative advocate is the former head of the California Department of Motor Vehicles.

The Nash-Healey group adjourned to the museum area grounds for their meet which turned out to be the best kind of meet (as far as I'm concerned). It was an unorganized, unstructured, stand-up, roamabout, trade facts and information, touch cars, pick brains, get leads for parts, crawl under the front end, examine the trunk, feel the wart on the steering wheel seminar type of get-together.

The most commonly heard comment: "Oh, that's what the thing looks like!"

Betty Wroebel and Barbara Lunt took several pictures of the group in front of each of the cars. Slim Lunt brought his Polaroid for producing quickies of the just discovered "OH THAT'S THE WAY THE THING LOOKS!"

When the meet lulled, Slim produced an original spare tire -- an English Goodyear diamond tread -- still as new ("It's only hit the road twice")

We met until the sun started setting, the Paradiso and Newton cars heading for the

freeway as a pair; theirs branching south, mine to the North.

The attendees were: Sieg and Betty Wroebel Alameda, CA (tan coupe); Barbara and Slim Lunt - Salinas, CA (green coupe); Jim, Anita and Mike Paradiso - Los Banos, CA (champagne roadster); and Jerry Newton - Woodland, CA (gunmetal grey coupe).

Sieg passed out the dash plaques, an un-retouched copy of which is shown below. You're right! That's an honest-to-goodness fault line on the plaque to commemorate the event.

Sieg is trying to book the Andrea Doria or the Hindenburg for the Fall meet.



Aftershock

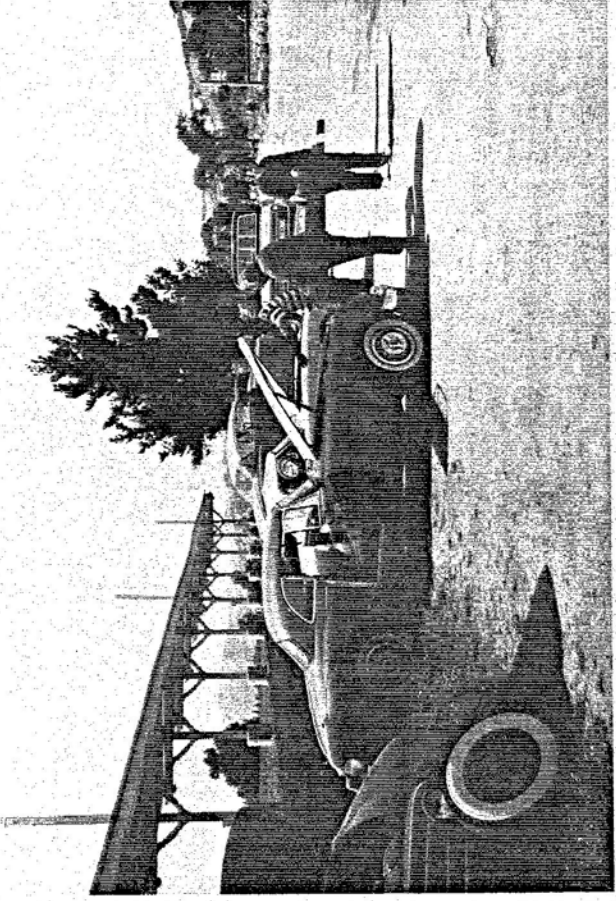
Here's a few diary-type comments on driving to the Morgan Hill meet. I have a relatively new engine, and it performed like a champ. On the road it ran at a steady temperature of 180° as measured on a 3" Stewart gauge. Leaving Morgan Hill was a mess - Bay Area Sunday traffic at dusk; bumper to bumper, stop and start for over an hour. Under these conditions, the highest temperature reached was 195° for a few moments.

The statistics for the trip were as follows: Distance: 262 miles (R.T.); Gas Consump.: 13.2 gals; Mileage: 19.84 MPG; Tach at 55 MPH 1900 RPM *average; Tach at 60 MPH: 2100 RPM *average; Average speed: 65-70 MPH; Top Speed: 80 MPH down hill. *relative figures; tach was not calibrated.

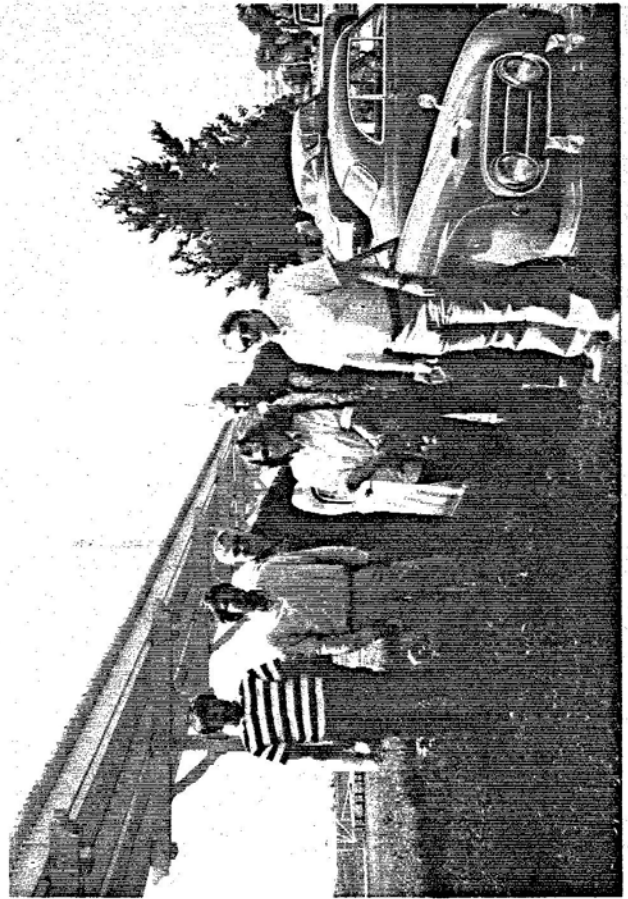
The only problem encountered was that of too much play in the steering which made the car difficult to handle on bridge at the Carquinez Straights. The bridge was being hit with rapidly changing gale force winds. The drivers at the side and rear seemed to understand what was going on in my cockpit; they gave me all three lanes and slowed down to 35 MPH (So much for the world going to hell in a handcart). The next restoration task on that car will be the steering and front end.



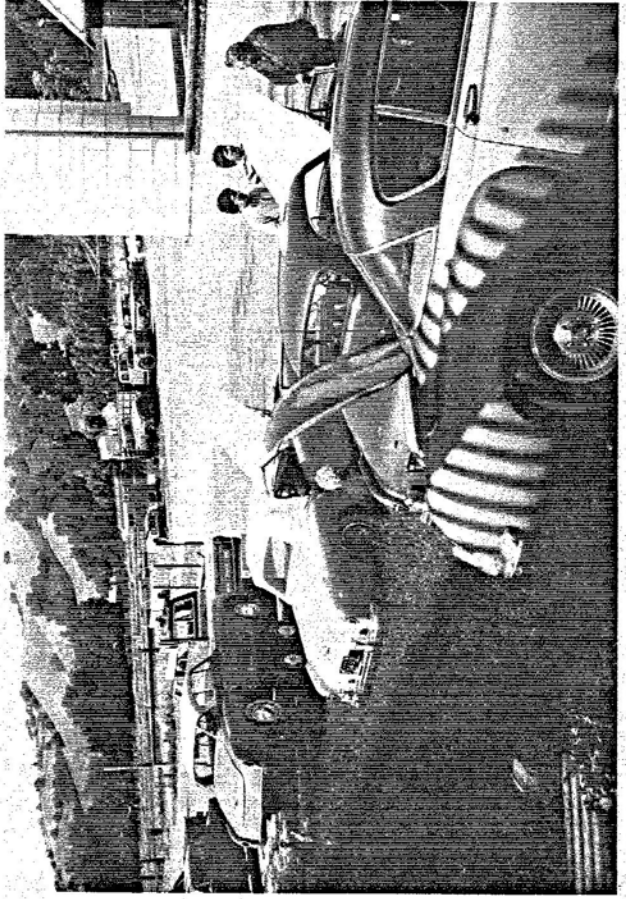
Slim Lunt's coupe with original mirrors on fenders



"Now for the next activity, everyone raise your hood and stare at your engine."



Jim and Mike Paradiso, Jerry Newton,
Slim and Barbara Lunt, Sieg Wroebebel



From foreground: Lunt's '54 coupe; Newton's '53 coupe;
Paradisos' '53 roadster; Wroebebel's '54 coupe.

WIRE YOUR TURN SIGNALS FOR SOUND

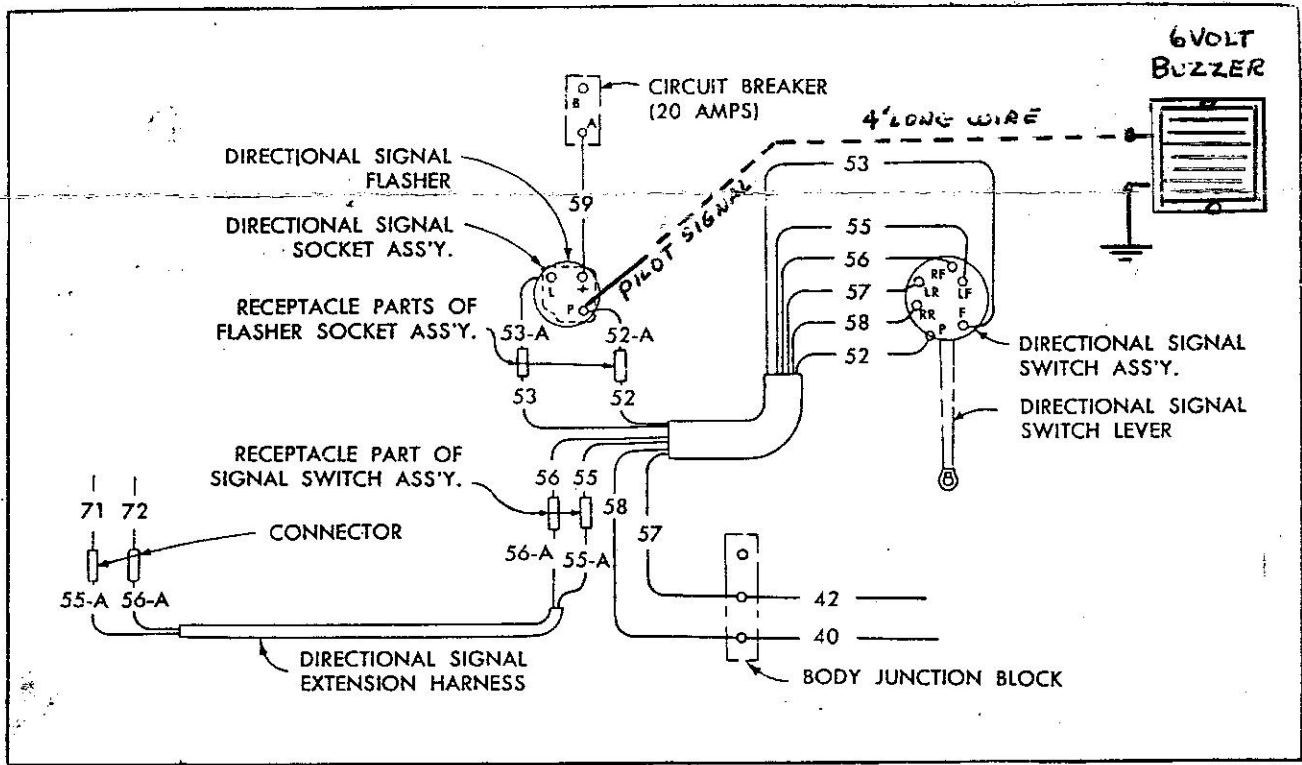
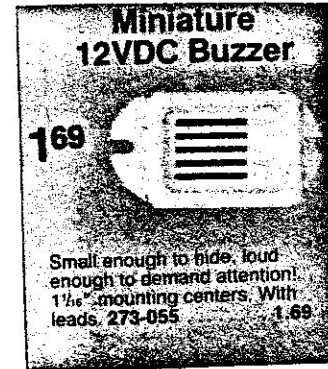
If you have a tendency to forget to cancel your turn signals, you should consider adding a beeper (obtainable from Radio Shack).

I tried all the Radio Shack beepers, and the best of the lot for a Nash-Healey is the postage stamp sized white buzzer which is the 6 volt equivalent of the 12 volt unit shown in next column. The 6 volt unit is not shown in the '83 catalog, but is obtainable in the stores.

Cover its grill with masking tape; I'm hard of hearing, and it drove me through the headliner.

You hook the buzzer in parallel with the pilot light line at the flasher socket on the firewall. This is line 52-A (see diagram below). The other wire on the buzzer goes to ground, of course. I mounted the buzzer on

the lower dash near the glove compartment, since there was an unused glove hole at that location. Needless to say, you can wire in a toggle switch if the sound gets on your nerves. Everytime the pilot light flashes, the buzzer beeps.



DIRECTIONAL SIGNAL WIRING

GOT A BUMP ON YOUR STEERING WHEEL ??

Submitted by Jerry Newton

Many Nash-Healey steering wheels have a tiny, almost imperceptible bump or "wart" on the outside edge which, when the wheels are straightforward, is located at the nine or ten o'clock position (where your left hand would normally fall when driving).

This is not an imperfection in casting; it's there for a purpose. It serves to calibrate when the wheels are pointed straight ahead. If you have someone restore your steering wheel, advise them not to file this bump off.

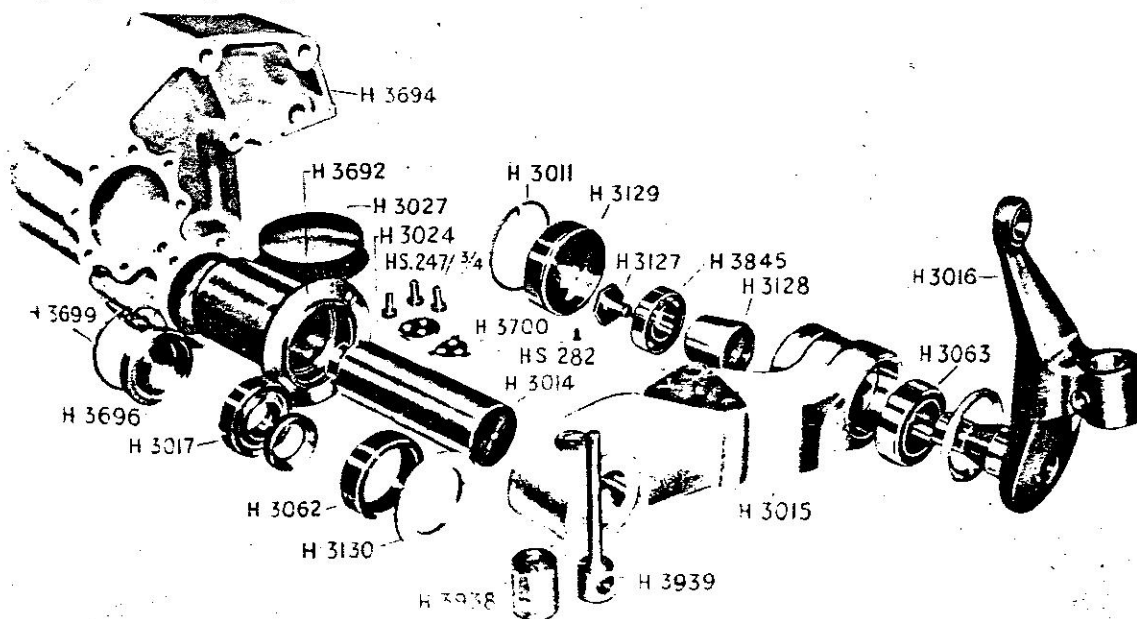
FRONT SUSPENSION PARTS FOR HEALEY/NASH-HEALEY
Submitted by Nick Currie - England

Below is a photostat of the front suspension of the Healey/Nash-Healey and hope you might find this of interest for club members.

You will find this in the book MORE HEALEYS by G. Healey published by Gentry Books of London. Hope you might publish this in a

future newsletter.

I am also a member of the Association of Healey Owners in England, and it might be of interest to your members that the Association knows of 91 Healey Silverstones out of a total 105 built - not a bad survival rate. They also say that 21 are in North America and between 200/250 Healeys of all types are in existence in England.



Front suspension parts for the Healey and Nash Healey. This must have been one of the most expensive front suspensions ever used on a production car.

TRANSLATION OF PININ FARINA LETTER

Published in Newsletter #21

This translation was to be shown to the members at the 1984 National but we decided to publish it early because most members will not be able to attend the National.

Torino, 3/8/60 Engineer
Fred Coppotelli
Sec., Nash-Healey Assoc.
104 3rd Avenue
Joliet, Ill. (U.S.A.)

Your letter of the 29th of February has reached me and I am delighted to learn that you have founded a Nash-Healey Association.

In regards to your insignia, I agree to give you the authorization to use our emblem in order to produce the emblem of your group.

I wish to inform you that, in addition, although not requested, I have ordered a copy made of my Company's emblem so that you may reproduce it exactly.

I offer my most heartfelt regards.

Pinin Farina

LETTERS FROM MEMBERS

Dear Mrs. Soles:

Have just received the May issue of the news and enclosed \$9 membership plus S.A.E.

It is sometime away but I will be at Pebble Beach again this year on August 26th. If this could be mentioned in a future issue of the 'News', I might meet with some of the membership.

Nick Currie - England

Dear Joanne Soles:

I enclose my dues for another year. My Nash-Healey is still undergoing restoration and I am currently rebuilding the rear axle, torque tube, and brakes. My solution for a rotted rubber trunnion at the U-joint housing was to buy a N.O.S. torque tube from a sedan, cut the end off with a large pipe cutter and weld it on to the Nash-Healey tube. I hope to be at the Nashional meet in Vernon, CT.

Harold Case

LETTERS FROM MEMBERS (continued)

Dear Ray & Joanne,

Enclosed you will find a check to note my renewed participation in the Nash-Healey Car Club.

In addition, yes, at long last, I want to give you this information on my 1953 coupe: Body Number 13511; Chassis Number N-3010; and Motor Number NHA1223.

The only qualification, is the motor number, for when I acquired the vehicle, it had a cracked block. I was able to purchase a short block which proved no trouble, whatsoever, in the installation.

Howard F. Kapso

CLASSIFIED

WANTED: For 1954 Nash-Healey coupe, lower windshield molding inside, original steering wheel, rear view mirror, jack with wrench, gear shift knob, and working radio: Sieg Wreobel - 1215 Pearl St. - Alameda, CA 94501 (415)523-0454

NASH-HEALEY CAR CLUBTREASURER'S ANNUAL REPORTMAY 31, 1984

BALANCE - Checking - July 7, 1983		\$1,061.11
Receipts:		
Membership Dues 7/8/83 to 5/31/84	\$ 690.25	
Back Issues Sold	3.00	
Tee Shirt/Golf Shirt Sales	103.00	
4" Club Jacket Patch Sales	101.70	
1983 National Meet	7.00	
1983 Butler Meet	16.00	
1984 California Meet - May 6th	12.50	933.45
TOTAL RECEIPTS PLUS BALANCE		\$1,994.56
Disbursements:		
Postage	\$ 213.51	
Stationery	25.44	
Office Supplies	10.60	
Printing of Newsletters/Roster	188.16	
Golf Shirt Purchases	38.00	
1983 National Meet	11.00	
1983 Butler Meet	12.00	
1984 California Meet Expenses - May 6th	22.00	520.71
BALANCE - Checking - May 31, 1984		<u>\$1,473.85</u>
BALANCE - Savings - July 7, 1983	\$ 267.05	
Interest	10.77	
BALANCE - Savings - May 31, 1984	\$ 277.82	

Mary A. Soles
Secretary/Treasurer

CLASSIFIED (continued)

WANTED: One, only one hubcap for a 1953 Nash-Healey coupe: Howard F. Kapso - 1323 Home Ave. - Berwyn, IL 60402 (317)788-2936.

FOR SALE: by Sieg Wroebel - 1215 Pearl St. - Alameda, CA 94501 (415)523-0454:

(1) 1954 Rambler American, 2 door sedan, good runner, off white color, radio needs work, brakes, lights, transmission very good, sold as is, \$750.00, best offer.

(2) 1947 Nash Ambassador, 3 door coupe, good running condition, partial restoration, maroon color, O.H.V. 6, new tires, sold as is \$2,500.00, best offer.

(3) 1934 Nash Big Six #1223 Brougham, 4 door, wire wheels, rear mount, fair condition, needs restoration, wood is bad, engine turns over, not running, have extra parts, glass is good, sold as is, \$1,500.00, best offer.

1984 NASH-HEALEY CAR CLUB NATIONAL MEET

If you are planning to attend the 1984 National Meet in Connecticut now is the time to send in your registration form, directly to N.C.C.A., and also make those motel reservations.

Our National is being held in conjunction with the N.C.C.A. Grand NASHional. We will be following their meet agenda, with one exception, on Saturday, July 14, at 4:00 P.M. there will be a brief membership meeting at the meet headquarters.

The complete schedule of meet events and registration form were in issue #20 of the Nash-Healey News.

1984 N.C.C.A. CENTRAL NASHIONAL MEET

The Erie Shores Region has planned an exciting program of events and attractions for August 17th & 18th. Our headquarters motel is the Knight's Inn, 1250 N. Dixie Highway, at I-75 & M-50, (exit 15), Monroe, Michigan 48161.

A block of rooms is reserved for Nash Club members for August 16th, 17th and 18th. Call COLLECT at (313)243-0597 and when asked the Royalty number, reply RES565. Be sure to mention Nash Car Club and make reservations as soon as possible. Special rates are: single room (1 double bed) - \$22 and double room (2 double beds) - \$27.

Friday, August 17th, will be a busy day with a tour of Frankenmuth, Mich. There is much to see and do in this German bavarian town. For those not wanting to drive to Frankenmuth, we have rented a bus, at a cost of \$5 per person, which will leave Knight's Inn at 8:00 A.M. For anyone driving to Frankenmuth, you can join our group at the Covered Bridge, behind the Bavarian Inn, at approximately 10:00 A.M.

The car show and swap meet will be held Saturday, the 18th, at the Ken Havekost farm, 5900 N. Stony Creek Rd. There will be activities throughout the day for the entire family to enjoy.

A delicious buffet banquet will be at the Holiday Inn, directly across from headquarters. Banquet tickets are \$10 for adults and \$6.50 for children 12 years and under. This includes tax and gratuity. After the program, members may enjoy fellowship with one another.

NEW MEMBERS

Richard Schlang - 24782 Via Del Rio- El Toro, CA 92630 (714)770-9395; 1951 Nash-Healey roadster.

Slim Lunt - 473 Old Natividad Road - Salinas, CA 93406 (408)449-7176; 1954 Nash-Healey coupe.

Submitted by Mary Ann Havekost

Fill out the pre-registration form on page 9 of this newsletter and send it with a check made payable to Cheryl Havekost, 5900 N. Stony Creek Rd., Monroe, Mich. 48161. For more details contact Brent or Ken Havekost.

Meet Schedule

Thursday, August 16th

4 - 8 p.m. Registration Table Open at Headquarters

Friday, August 17th

7 a.m. Registration Table Open
8 a.m. Tour leaves Knights Inn to Frankenmuth

Saturday, August 18th

8 a.m. Car meet begins at K. Havekost farm
9 a.m.- 2 p.m. Lunch wagon will be on meet grounds
11 a.m. All show cars must be in place so they can be judged
11 a.m. First Craft Stichery Clinic for ladies
12:30 p.m. Second Craft Stichery Clinic
There will be small fee for supplies
2 p.m. End of member voting
2 - 3 p.m. Hayride
4 p.m. Car Show Ends
6 p.m. Attitude Adjustment Hour at Holiday Inn
7 p.m. Buffet Banquet at Holiday Inn
Presentation of awards and door prizes. Social hour resumes after awards.

SEE YOU IN MONROE IN AUGUST!!