



THE PIT STOP



MOSES LAKE CLASSIC CAR CLUB

JUNE 2009



FROM THE PRESIDENT

Where Have All the Cars Gone

WOW! What a fantastic showing of cars at this year's Classic Car Show. I believe it is the most the club has seen for some time now. I'd like to take this opportunity to thank all those who gave of themselves to make this a successful show, and a special thank you to Karen Crook for doing such a great job of coordinating! As I leave the office of president, I'd like to encourage everyone of you to bring in new members, take a turn at a task you previously haven't taken on, or haven't done in a few years. I'd also like to leave you with my final article in my "orphan" car series, the NASH.

Nash Motors was founded in 1916 by former General Motors president Charles W. Nash who acquired the Thomas B. Jeffery Company. Jeffery's best known automobile was the Rambler. Nash enjoyed decades of success by marketing mid-priced cars for middle class buyers.

Much of the early success of the company was owed to Charlie Nash's faith in engineer Nils Erik Wahlberg. Wahlberg was an early proponent of wind tunnel testing for vehicles. Wahlberg is also credited with helping to design modern flow-through ventilation, a process by which fresh, outside air enters a car's air-circulating system, is warmed (or cooled), and exits through rearward placed vents. The process also helped to reduce humidity and equalize the slight pressure differential between the outside and inside of a moving vehicle. One unique feature of these cars was the unequal width of the wheels. The front wheels were set slightly inside of the width of the back. This added stability and improved cornering. It did, however, create some discomfort when hunters and fishermen attempted to drive down the 2 rut roads common in many of the midwest states.

Nash's slogan from the late 1920s and 1930s was "Give the customer more than he has paid for" and the cars pretty much lived up to it. Innovations included a straight-eight engine with overhead valves, twin spark plugs, and nine crankshaft bearings. The 1932 Ambassador Eight had synchromesh transmissions and free wheeling, automatic centralized chassis lubrication, a worm-drive rear end, and its suspension was adjustable from within the car.

For the 1925 model year, Nash introduced an entry-level marque named the Ajax. A car of exceptional quality for its price. The Ajax became the "Nash Light Six" in June, 1926. In an unusual move, Nash Motors offered all Ajax owners a kit to "convert" their Ajax into a Nash Light Six. This kit, supplied at no charge, included a full set of new hubcaps, radiator badge, and all other parts necessary to change the identity of an Ajax into that of a Nash Light Six. This was done to protect Ajax owners from the drop in re-sale value their cars were sure to suffer when the Ajax marque was discontinued. In this way Nash Motors showed the high value they placed upon their customers satisfaction and well-being. Most Ajax owners took advantage of this generous move, and so "unconverted" Ajax cars are quite rare today.

In 1924 Nash absorbed LaFayette Motors of Milwaukee, Wisconsin, and converted its plant to produce Ajax automobiles. The LaFayette name was reintroduced in 1934 as a lower priced companion make to Nash. LaFayette ceased to be an independent marque with the introduction of the 1937 models. From 1937 through 1940, the Nash LaFayette was the lowest priced Nash and was replaced by the new unibody Nash 600 for the 1941 model year.

1936 marked the introduction of the Nash "Bed-In-A-Car" feature, which allowed the car's interior to be converted into a sleeping compartment. The rear seatback hinged up, allowing the rear seat cushion to be propped up into a level position. This also created an opening between the passenger compartment and the trunk. Two adults could sleep in the car, with their legs and feet in the trunk, and their heads and shoulders on the rear seat cushions. In 1949 this arrangement was modified so that fully reclining front seatbacks created a sleeping area entirely within the passenger compartment. In 1950 these reclining seatbacks were given the ability to lock into several intermediate positions. Nash soon called these new seatbacks "Airliner Reclining Seats".

(Continued on page 3)

DAVE

Moses Lake Classic Car Club

May 14, 2009

Meeting Minutes

Meeting at Memories-R-Forever called to order at 7:06 p.m. by President Dave.

The minutes from our last meeting were approved as printed in our last Newsletter. Barb gave the Treasurers Report. Receipts of \$1,272.00 were deposited and two bills totaling \$42.77 were paid in the past month. A motion was approved to pay the bills on hand.

Committee Reports – Or Car Show Chairwoman Karen advised us the T-shirts are done and showed us the red car logo. She also said the car show flyers are all done, Dale has finished the metal tree sculpture for the raffle, the advertising is all done and the trophies will be done tomorrow. We have received 49 pre-registrations so far. Judy K. asked for two more helpers for the breakfast and Rob and Kathryn volunteered. Bill said he could get the bingo machine and Bruce asked for clarification on how many bingo cards in each packet. Club approved one card per registration packet. Bill said he and Bob M. will be purchasing door prizes soon! Karen will be loading car show supplies on Kristen's trailer Thursday and Friday and have them at the park early Saturday morning. Bob K. will be setting up for the show on Friday afternoon, put out our road signs early Saturday and then, with help, finish setting up about 6:30 a.m. on Saturday morning. Host Cars will be parked in the same places as last year. Webmaster Paul relayed an invitation for our club to go to the Almira Fair Days on September 26. The Drifter's Friday Night Cruise is all organized. They will give out a map to all participants, and Tom Whittle from Dairy Queen will be giving all participants a free ice cream cone.

Old/New Business - Our Big Bend Community College scholarship amount will be determined after our car show. Bill has told Doug Sly that we would try to make our decision at the June meeting, which will be at

which will be a pizza party at Clay and Karen's house.

Myra has a block of rooms for club members going to the Car D'Alene show.

The Duck has waddled from Joe Bashaw to Bill Anderson. His car would not start when it should have. Larry showed us his old Basin Horseless Carriage club jacket, proving to us that he is an old timer, although it is still hard to believe. He is selling Grant County Centennial commemoration coins. He gave us a recitation of the poem "The Time I Hunted Bear".

Two door prizes were drawn. Bill won the Goop and Allen wrenches and Glenda won the mini-Mag Lite. Del won car of the month honors. The 50/50 drawing was won by Karen.

Meeting was adjourned at 7:45 p.m.

Submitted by Bob Kent, Secretary



NEXT MEETING: JUNE 11, 2009

TIME: 6:00 P.M DINNER

7:00 P.M MEETING

LOCATION: CLAY & KAREN CROOK'S

MENU: PIZZA & ROOT BEER FLOATS

Car Club Thank You

Dinner Meeting

The final meeting for this season will be a thank you, Pizza and Root Beer Floats, dinner at Clay and Karen Crook's home, located at 431 Northshore, Moses Lake; phone, 765-6392.

In addition to the pizza celebration, the election of next season's officers will be held. Now is the time to consider volunteering your time and talents.

(Continued from page 1)

In 1939, Nash added a thermostat to its "Conditioned Air System", and thus the famous Nash Weather Eye heater was born. The 1939 and 1940 Nash streamlined cars were designed by George Walker and Associates and freelance body stylist Don Mortrude. They were available in three series - LaFayette, Ambassador Six and Ambassador Eight. For the 1940 model cars Nash introduced independent coil spring front suspension and sealed beam headlights.

The 1941 Nash 600 was the first mass-produced unibody construction automobile made in the United States. Its lighter weight compared to body-on-frame automobiles and lower air drag helped it to achieve excellent gas mileage for its day. The "600" model designation is said to have been derived from overdrive-equipped examples of this car's ability to travel 600 miles (966 km) on a 20-US-gallon (76 l; 17 imp gal) tank of gasoline. In other words it would achieve 30 miles per US gallon (7.8 L/100 km; 36 mpg-imp). The design of the cars was improved by new front ends, upholstery, and chrome trim from 1942 to 1948. The larger Ambassador models shared the same bodies with the 600 but continued to use body-on-frame construction.

Post-WWII passenger car production resumed on October 27th, 1945 with an Ambassador sedan first off the assembly line. There were few changes from 1942 models, most noticeable were longer and slimmer upper grille bars and a projecting center section on the lower grille. For the 1946 model year Nash introduced the Suburban model that used wood framing & panels on the body. It was similar to the Chrysler Town and Country and Ford Sportsman models. Suburbans were continued in 1947 and 1948 models with 1,000 built over all three years. In 1948 the Ambassador convertible returned with 1,000 built.

The aerodynamic 1949 Nash "Airflyte" was the first car of an advanced design introduced by the company after the war. Its aerodynamic body shape was developed in a wind tunnel. Nils Wahlberg's theories on reducing an automobile body's drag coefficient resulted in a smooth shape and enclosed front fenders. Wide and low, the automobile featured more interior room than its 1948 predecessor. Due to its enclosed front fenders Nash automobiles had a larger turning radius than most other cars.

Nash-Kelvinator's President George Mason felt Nash had the best chance of reaching a larger market in building small cars. He directed Nash towards the development of the first compact of the post war era, the 1950 Rambler, which was marketed as an up-market, feature-laden convertible. Mason also arranged for the introduction of the Austin-built small Metropolitan from Britain, which was introduced as a 1954 model.

1951 saw the introduction of the Anglo-American Nash-Healey sports car, a collaborative effort between George Mason and British sports car manufacturer Donald Healey. Healey designed and built the chassis and suspension and also, until 1952, the aluminum body which another British manufacturer, Panelcraft Sheet Metal Co. Ltd., fabricated in Birmingham. Nash shipped the powertrain components. Healey assembled the cars, which were then shipped to the U.S. for sale. In 1952 the Italian designer Battista Farina restyled the body, and its construction changed to steel and aluminum. High costs, low sales and Nash's focus on the Rambler line led to the termination of Nash-Healey production in 1954. 506 automobiles were produced.

In January 1954 Nash announced the acquisition of the Hudson Motor Car Company as a friendly merger, creating American Motors Corporation (AMC). To improve the financial performance of the combined companies, all production beginning with the 1955 Nash and Hudson models would happen at Nash's Kenosha plant. Nash would focus most of its marketing dollars on its smaller Rambler models, and Hudson would focus its marketing dollars on its full-sized cars.

For 1955, all senior Hudson and Nash automobiles were based on a shared common body shell but with individual powertrains and separate, non-interchangeable body parts a la the Big Three's longtime practice allowing for maximum manufacturing economy. The Nash Metropolitan produced with the British BMC, which had been marketed under both the Nash and Hudson brands, became a make unto its own in 1957, as did the Rambler. Rambler overtook Nash and Hudson as the leading nameplate manufactured by AMC. Soon after the 1954 merger, CEO George Mason died. Mason's successor, George Romney, pinned the future of the company on an expanded Rambler line, and began the process of phasing the Nash and Hudson nameplates out by the end of the 1957 model year. Nash and Hudson production ended on June 25, 1957. From 1958 to 1965, Rambler was the only marque sold by AMC, other than the Metropolitan, which remained in dealer showrooms until 1962. Under the tenure of Roy Abernethy, the Rambler name was phased out beginning in 1965 and discontinued after 1969.

In 1970, American Motors acquired Kaiser Jeep (the descendant of Willys-Overland Motors) and its Toledo, Ohio, based manufacturing facilities. In the early 1980s, AMC entered into a partnership with Renault which was looking for a re-entrée into the American market in the 1980s. AMC was ultimately acquired by Chrysler Corporation in 1987, becoming the Jeep-Eagle division.

NOTICE: Tom Shay will be out of the hospital and in Sunbridge from approximately 6/4 - 6/10, as he recuperates.



Dell's 1923 Dodge Brothers Touring Car

May Car of the Month

James "Dell" Wiberg purchased his 1923 Dodge Brothers Touring vehicle on 8/2/1981. He used it for several years "as is" before pulling the body off and painting everything inside and out. The old color was the standard all-black but he repainted it to its current configuration of Maroon body with Black accent parts. He added all new upholstery throughout and then reassembled the entire vehicle. The engine has always run well but he did pull heads and reset the valves. This vehicle has been shown in dozens of parades and car shows where it has taken numerous awards and ribbons.

Moses Lake Classic Car Club

23127 RD 6 SE

Warden, WA 98857