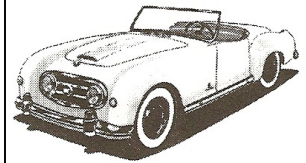


Nash Healey



December 2012

Newsletter



***Merry Christmas
To All***



2012 Glenmoor Gathering of Significant Automobiles



Photos of Reggie Nash and his beautiful 1951 Nash Healey at the Glenmoor Gathering of Significant Automobiles held in Canton, Ohio September 14 – 16. This is an invitation only event which features rare and outstanding automobiles

Concours d'Elegance Route Grand Prix Knokke-Route Belgium



JAN DYCK of Belgium participated in this October 6, 2012 event. His car was awarded the honor of being chosen as the promotional vehicle for the 2013 Event

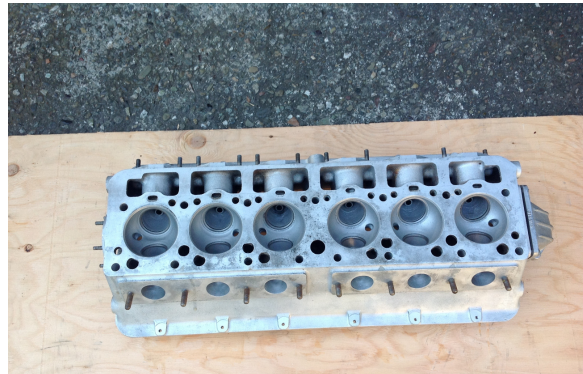


As a lot of the Nash Healey Owners will know, there were 3 push rod cylinder heads with Hemispherical shaped combustion chambers made for the Nash Healey race cars that ran at the 24 hours of LeMans. I have attached an article from the November 1952 Road and Track magazine with the history of same. The head was designed and produced in England and while it produced a giant horsepower increase it failed to finish the 24 hour endurance race as explained in the article. The head is a cross flow design with six separate (flat 1.5") intake ports with two studs each on the right side and six separate exhaust ports of the same design on left side. Both the intake and exhaust ports and valves are much larger than the normal N/H cylinder head could accomodate and should be able to breathe for an engine to near 300 HP. The exhaust valves are operated via a transverse push rod crossing the head to the exhaust rocker arm on the left side of the head. This design has been used successively by numerous high performance engine manufacturers. It used three H-6 S.U. carburetors feeding a log style manifold into the six intake ports in the head.

There was also at least one overhead camshaft cylinder head cast and machined although I have no information as to rather the camshaft, camshaft holding towers or any of the necessary components were actually designed and/or manufactured.

I have attached a copy of the article in the Road and Track Magazine and pictures of both of the above described heads. I do not believe that any of the overhead camshaft cylinder heads progressed past the stage of completion as shown in the photo.

Jim Walton
Alamo, CA



Questions or comments:

Contact Jim Walton
nshjw@yahoo.com

NASH-HEALEY EXPERIMENTAL ENGINE

A. C. Sampietro is an internationally known automotive engineer. He was closely associated with the Healey project in both England and U.S.

by A. C. Sampietro

Early in 1949 it was realized that the modified Riley engine, which we had been using in our Healeys, and which had been such a reliable friend, could not be developed to give more than 105-110 bhp on commercially available gasoline.

Donald Healey is a great enthusiast, and he wanted an ideal sports car engine . . . light, powerful, and rugged. I tried to incorporate his ideas in a suitable design and came up with a narrow-angle V-8 with wet liners in an aluminum block, hemispherical combustion chambers, overhead valves operated by short push rods and rockers, and valve springs in the form of torsion bars acting thru the rocker shaft. This design had a bore of 3.125 inches and a stroke of 2.93 inches—the estimated bhp was 220. We had all confidence in our design and could build experimental engines, but not even Healey's enthusiasm could overcome the difficulties of production. It just was not possible to make a few hundred of these engines a year at a reasonable cost.

We then started looking for a suitable engine that could be modified for use in a sports automobile. The Nash Ambassador, with its 7 bearing large diameter crankshaft, and general robust yet light construction, seemed very attractive. Everyone at Nash was so willing to consider our propositions, and so keen to help us in every way. George W. Mason, president of Nash Motors, and Donald Healey quickly reached an agreement and the project was under way.

The stock Nash Ambassador engine was then producing about 115 bhp. We started working on modification for this engine along two lines: one set-up for immediate use and production, the other as a research project for future development.

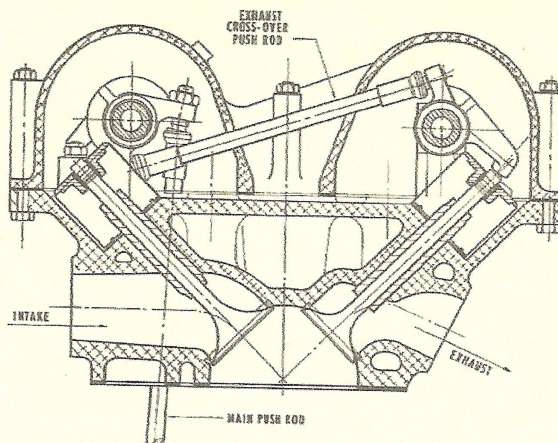
For immediate use, we re-designed the manifolds, installed two S.U. carburetors, developed a new camshaft, and raised the compression ratio to 8:1. As a result, the 3½ inch bore engine now produces 140 bhp.

For the second stage, an entirely new cylinder head, to fit the existing Nash block, was designed. The objective was a hemispherical-chamber head, with good water circulation around the ports and spark plug bosses, and . . . as an essential design requirement . . . location of the spark plugs outside the valve cover.

Our suggestions and preliminary sketches were submitted in March 1950, the decision to go ahead was reached in September, and by the middle of October all drawings were ready. By then, however, I had joined the Willys-Overland Company at Toledo, and the re-armament program was in full swing both here and in Great Britain . . . so very little could be done on sports cars.

It was necessary to call in my old friend "Uncle Taylor," managing director of Thomson and Taylor,* to develop the necessary manifolding and to build the head. Some readers may be interested to know that Thomson and Taylor made the patterns, had the head cast in high duty light alloy, ma-

Cross-section of experimental Nash-Healey head. Valve operation is very similar to BMW.



Hemispherical combustion chambers and 6 six-port intake manifold are features of head.

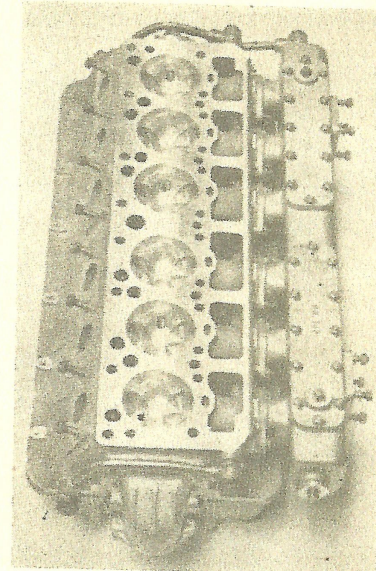
chined them and most of the allied parts, assembled three complete heads, and developed suitable manifolding to get 189 bhp with the 3½ inch bore engine (171 with the 3¾ inch bore version) . . . all for a total cost of only \$7000.

Nash-Healey is now testing these heads in their competition cars. The usual troubles which arise when bhp is increased by over 50% have occurred, but in due course they will be overcome and a high performance engine based on stock components will be available for sports car use.

*The famous automotive engineering firm located at Brooklands. They built John Cobb's Ralston . . . which still holds the World Absolute Land Speed record.

Editor's footnote—It is possible that the head described above will be available in the not too distant future. The feasibility of placing such a head in limited production depends entirely upon the probable number which could be sold.

If you would like to see such a head made available . . . write to:
Nash-Healey Company, c/o Nash Motors
Kenosha, Wisconsin.



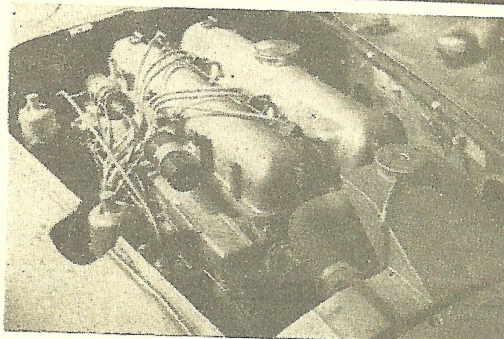
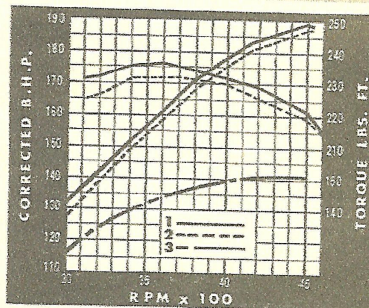
HP and torque curves for Nash-Healey 6

Test engine had 3½ inch bore, 4¾ stroke.

Curves #1 and #2 are for new experimental "A.C.S." head with 8:1 compression ratio, two S.U. H-6 open carburetors (yellow springs, V.E. needles), NA-10 Champion plugs, "A.C. S." camshaft, no fan, and Martlett pistons.

Curve #1 is with A.M.-15 (80 octane) gasoline, while curve #2 is with L.M.C. fuel.

Curve #3: comparative results using Nash aluminum head (8:1), dual Jeffire manifold.



Experimental head, tested on one of the team cars at the Le Mans 24-hours Race. Combustion chamber is almost identical to Chrysler V-8. Head will fit the Nash Ambassador ohv six engine.

George W Mason

The Real Man Behind the Nash Healey



Born : March 12, 1891 Valley City, North Dakota
 Died: October 9, 1954 Age 63 Detroit Michigan
 Education : University of Michigan . Degree combining three years of engineering and a fourth year of business.

Much has been said and written over the years about both Charlie Nash and Donald Healey. Much less has been said about the true visionary and the man actually responsible for the creation of the Nash Healey. This man was George W Mason.

Charlie Nash was a man of principle and vision who began the historic journey of the Nash Motor Company from its inception with the purchase of Jeffery Motors in 1918 through its merger with Hudson to create AMC to its ultimate acquisition by Chrysler in 1985.

Arguably, one of the best decisions Charlie Nash ever made was in choosing his successor. He pursued George Mason on the advice of Walter Chrysler and ultimately arranged a merger of Nash and Kelvinator in 1936 to secure Mason.

George Mason was a great automotive industry leader and a kind, generous individual who served the Nash Motor Company well. He continued the philosophy of Charlie Nash to build cars “embodying honest worth at a price level appealing to a very wide market”. Under his direction, in 1938 Nash introduced the revolutionary Weather Eye System and in 1941 they pioneered unibody construction which produced lighter, stronger, safer and more durable automobiles. The aerodynamic principles introduced in the late 1940's were a partly a result of wind tunnel tests performed during WWII.

George Mason was a large man, more than six feet tall and weighing over 300 pounds, who was fascinated by small cars. Before he had put on weight, he was an amateur sports car driver. He understood that Post War Americans were ready for smaller, more inexpensive cars and wanted the world to view Nash as a forward thinking, innovative company.



When the Indianapolis 500 invited George Mason to utilize the all new Nash as the official pace car in 1947, he drove the car himself with Indy 500 winner Wilbur Shaw as his riding partner. He also arranged publicity shots arranged with Clark Gable.



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 Nash Rambler, which was marketed as an up-market, feature-laden convertible. This car was already in the works when the serendipitous meeting with Donald Healey occurred in 1949.

The chance meeting on The Queen Elizabeth occurred as George Mason was returning from European auto shows and Donald Healey was on his way to the United States to hopefully secure Cadillac engines for his Silverstone.. General Motors was unable to supply and Donald Healey turned to his new friend, George Mason.

Mason was looking for an image boost for Nash and Healey was impressed by Mason's proposal to distribute the Nash-engined cars through his U.S. dealerships and his willingness to advance Healey the engines and running gear.



George Mason was never truly happy with the 1951 Panelcraft bodies. Late in 1949, an Italian designer named Pinin Farina came to his attention. He returned from Europe saying "The most beautiful cars at the Paris Auto Show were designed by a man named Farina." He sent his assistant, George Romney to Turin to meet with Farina. Romney convinced Pinin Farina to sign a contract with Nash that allowed him to design for any company except another American one. An all new, restyled Nash Healey would be introduced for 1952.

George Mason was proud of the all new 1952 Pinin Farina Roadster and entered it in the 1951 Pebble Beach Concours d'Elegance. The car was awarded the highest honor "Reserve Grand Champion" The photo below shows George Mason with Pinin Farina following this event.



The 1952 was not only beautiful but recorded a speed of 113.63 mph at the Bonneville Salt Flats in 1952.

In 1953 Nash offered a Pinin Farina designed coupe along with a slightly modified roadster. Both cars featured a 4.1 liter engine.

A slightly restyled coupe with forward sloping pillars was introduced for 1954. It was beautiful and fast and sadly ended the Nash Healey story



From the chance meeting in 1949, a few short months later, the prototype was shown at the London and Paris Auto Shows. These new roadsters were aluminum Panel Craft bodies and the chassis was based on the Healey Silverstone. The engine was a modified Nash six cylinder with a new aluminum head and SU carbs were added to gain HP. The cars first race was the 1950 Mille Miglia followed by the 1950 Le Mans. For 1951 a Panelcraft bodied Nash Healey raced in the Mille Miglia as well as various other European races.

The car made its United States debut with much publicity at the 1951 Chicago Auto Show. This was truly America's first sports car - two years before the Corvette was introduced.



George Mason's Legacy

George Mason was a visionary in the automotive business. He expanded the business Charlie Nash had founded with strategic marketing and management. He introduced the concept of smaller cars to America and was the force behind America's first sports car. He eventually engineered a merger between Nash and Hudson to create American Motors in 1954.

Beyond his automotive legacy, he left a very special gift. Mason was a great outdoorsman. During WWII and after, he had been quietly buying up land on both sides of the Au Sable River in northern Michigan. He loved trout fishing along this 20 mile strip of beautiful, unspoiled countryside. Following his death in 1954, it was disclosed that Mason, a former president of Ducks Unlimited, had left a special bequest to the State of Michigan. The land he had purchased, known as the Mason Tract, was donated in order that everyone could enjoy its natural beauty. The gift was contingent that the tract was to be a permanent game preserve, was to be maintained free of all development and that no part was ever to be sold by the State.. He also wanted to provide a place for meditation and prayer that would inspire visitors of all denominations. To this end, a small log chapel was erected near Grayling, Michigan. The legacy of this great man lives on to this day.





Registry Update

The Nash Healey Registry now stands at 141 registered vehicles. We have also added 1 to the list of vehicles believed to exist, which puts us at 375. Our latest registered owner is from Austria. There are also a couple of registrations pending. We now have vehicles registered in Austria, Australia, Belgium, Canada, France, Germany, Guatemala, Italy, Mexico, Morocco, Netherlands, South Africa, Switzerland and The United States.

Thank you to all who sent me items for this newsletter, Your contributions are appreciated by all of us.

The next newsletter will not appear in your inbox until late in April of 2013. Please send anything you have to contribute to jbrookes@moradnet.ca.

Special Holiday Wishes

To a joyful present and a well remembered past. We are so very fortunate to be able to enjoy these wonderful cars and the people who own them

Best wishes for Happy holidays and a healthy and prosperous New Year!

Mark Your Calendar 2013 Events

2013 AHCA Rendezvous

Lake Tahoe June 16-21, 2013

<http://www.rendezvous2013.com/>

2013 Grand Nashional

Batavia, NY July 24-27, 2013

Hosted by Niagara Frontier Region

Items for sale

Nash Healey Deck Lid Script

available from Dennis Collins, Wylie, TX. Phone number **972.442.6189**. This script looks like the original. The attaching studs are in the same original location. The thickness of the lettering is as original as is the size and font of the lettering. Their price is \$150.00 for the two pieces plus shipping

Items for sale

Nash Healey Drive Stabilizer Trunnions

are back in stock. Restore straight safe driving. Prevent sloppy steering, wandering and certain drive line noises. Exact factory replacement for all 51-54. Nash never made spares so we did. \$219 Heavy Duty, lifetime warranty. Order by email from Bob Walker ambo49@gmail.com or call 714 991 7070

For details go to our website NashRamblerRubber.com

Items for sale

Billet steel machined lower front spring seats molded in urethane and many times stronger than the original. A serious safety item. \$695.00 per set

1952-54 Nash Healey Roadster Windshields \$695.00

1953 Nash Healey Coupe back Windshields \$695.00

1953 & 1954 Nash Healey Coupe Windshields \$695.00

1954 Nash Healey Coupe back windshield weatherstrip. \$450.00

All Nash Healeys extended front suspension caster adjuster \$350.00

All Nash Healeys front stabilizer bar (3 times stiffer) \$ 395.00

Nash Healey rear motor mounts recast in urethane for \$95.00 each on an exchange basis only

Contact Jim Walton nshjw@yahoo.com or

Dennis McAllister dennmca@comcast.net

The Nash Healey Newsletter

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