

Car club

NASH
HEALEY
NEWS

October/November 1982
Issue No. 11

THE NASH THAT WENT TO SNOWMASS, COLORADO written by Bill Emerson's Son

Our Nash-Healey is a 54 LeMans coupe and is almost totally original. My parents had a party for Donald Healey in February during which he saw our Nash-Healey and the convertible owned by the twins, Jim & Mike Paradiso, along with alot of Austin-Healeys. On Donald Healey's request, we decided to take the Nash with us to the 30th Annual Austin-Healey meet in Snowmass, Colorado.

First we had to make the car presentable because we were entered in the Concours d' Elegance. Many things had to be done before we left, number one on that list was to fix a dent that I put in the car the second day that we owned it. I was jacking up the car and forgot to put blocks under the tire and when the wheels got off the ground the car moved forward and the jack went into the rear fender, resulting in a huge dent. So we had the dent fixed and the paint matched and touched up the car. Next the chassis and the engine needed to be cleaned so we went at it with tooth brushes and "Dawn" dishwashing soap, which really cuts the grease then it had a tune up and a very careful and complete lube job. The lube was especially important because according to Donald Healey the car needs regular lube jobs to insure its performance. The finishing touch was wax. We tried something new, "Eagle 1 spray wax", and it worked like a charm.

When all the prep work was done we left for Snowmass. On the first day we were headed into Nevada so I decided to see what the car

could do. I topped it out. The car went 125 mph at 4,000 rpm then stayed at 90 mph for 2 hours without a single problem. (Note from the proofreader; "You did WHAT in my pride and joy? FOR SALE - One son complete with lead foot.") Our only problem on the trip occurred after we reached Snowmass, the heater started to leak water into the interior so we bypassed the heater totally and the only consequence was about a 2 degree rise in the water temperature. Overall the ride to Colorado was very comfortable, more so than the Austin-Healey which my mother was driving.

The Concours was a very big success for the Nash-Healey. The judges at the Concours had trouble judging the car because of how rare it was and there was no class to put it in. They decided to put it in the special interest class with the Healey race cars. Apart from the judges and entrants only celebrities were allowed into the concours area and the Nash was admired and commented on by many famous people. Donald Healey said that it was a "magnificent machine", and others; such as Geoff Healey, Margo Healey, Bryan Healey and John Travolta said the same. But the best thing that came about was the fact that the car won second place in it's class only to be bettered by a Sebring-Sprite.

I was very pleased with the cars performance and very happy it made it home (1250 miles) with no problems. Now my father and I are getting it ready for Nash meets where we plan to show it.

DONALD HEALEY VISITS LEONARD McGRADY

Donald Healey came to visit me today August, 21, 1982. After my many years of research I could ask the questions no one could answer except the man who built them. The following statements were Mr. Healeys:

1. All 51's and all other Nash-Healeys had front grill emblems, plus they were all white and some he painted maroon after they were white because Nash required it. The cost in labor and paint was 10 dollars in 51

2. Nash-Healeys are ugly cars, his nick name for 51's was Joe E. Brown. The grill looked like him smiling. He also liked Joe E. Brown, last good movie I saw was Brown with them teeth.

3. I took the first Nash-Healey to the factory and tested it, in front of Mason and the side windows went up and fell out. Healey had them changed in England to windup

4. Compiling the serial numbers of Nash-Healeys over many years I'd found a 6 and 12 pattern. Example: 6 red N-H's, 6 engine #'s off from chassis, 6 bad motors, 12 with front bumpers with extra holes. This means in order. Yes, Donald Healey says. The motors, trans., rear and grill, heater, all were shipped in a large crate 6 at a time then he worked on them sending 6 at a time to Italy on a truck.

The reason many Nash-Healeys had different parts was because they were made by many different people.

The very first Nash-Healey was built, serial number X-7 and sent to Tickford for body. Nash had sent special top bows, motor, trans. (automatic) and rear. The car was maroon sent to Nash and decided they didn't want it. It was as all Nash's styled by Nash.

I really enjoyed Donald Healeys visit and look forward to more.

RED BOOK NATIONAL MARKET REPORTS
APRIL 1, 1956 THRU MAY 15
by Michael Feingold, Club Librarian

NASH-HEALEY

NASH-HEALEY

Serial No. Under hood on dash panel.
Motor No. Right hand side cylinder block
below cylinder head gasket.

Average Finance or Cash Val	Average AS IS Less Repairs	BODY TYPE PASSENGER CAPACITY	Model	F.O.B. Port of Entry	Wts	Ins Sym	Retail Value
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1954-G-NASH-HEALEY Began April, 1954
Serial Nos. N-3701 and up (but to include following preceding Nos. N-3027; N-3038; N-3037; N-3039; N-3040; N-3041; N-3043; N-3046; N-3087; N-3088; N-3089. Motor Nos. NHA-1250; NHA-1260; NHA-1283 to 1284; NHA-1286; NHA-1289 to 1292; NHA-1294 to 1316; NHA-1318 to 1334; NHA-1416; NHA-1416-1429 to 1438; NHA-1440; NHA-1447 to 1453; NHA-1459 to 1464; NHA-1471 to 1478; NHA-1483 to 1488; NHA-1495 to 1500; NHA-1507 to 1512; NHA-1514 and up.

SPORTS CAR-108" W.B.; Overall 180.50"
Hardtop Conv-2 25467 4721 2990 - - -
Overdrive-Std Equip
Stz. Overhead. B&S 3 1/4 x 4 1/4. HP 29.4. P.Disp. 252.8. Brk. HP 125 at 4000 rpm. M.Brge. 7. Comp. Ratio N.A. Tires 15x6.40.

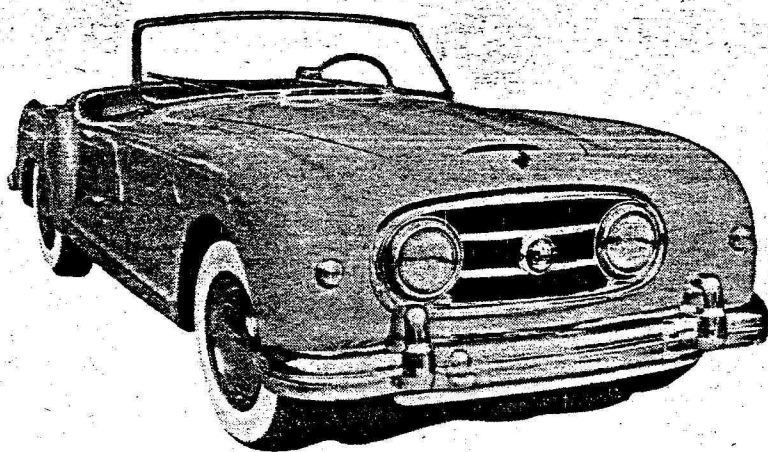
1953-G-NASH-HEALEY
Serial Nos. N-3290 to N.A. Motor Nos. NHA-1203 to 1222-1225 to N.A.; Warwick, England.
SPORTS CAR-102" W.B.; Overall 170.75"
1333 1425 Convertible 2 25362 5444 2700 - - 2000

Serial Nos. N-3000 to N.A. Motor Nos. NHA-1223 to N.A. Warwick, England.
SPORTS CAR-108" W.B.; Overall 180.50"
1333 1425 Hardtop-2 25367 55899 2970 - - 2000
Stz. B&S 3 1/4 x 4 1/4. HP 29.4. Tires 15x6.40.

NASH-HEALEY
1952-G-102" W.B.; Overall 170 3/4" Began Mar. 14, 1952
Serial Nos. Warwick, England-N-2086. Motor Nos. NHA-1088(A); 1133 1200 Sports Conv-2 25262 5909 2750 R 1700
*Beginning serial number will be followed by N-2103, 2104, 2106 and 2200. Serial Nos. will follow in sequence, beginning with N-2200. (A) Motor numbers do not necessarily follow in sequence.
Stz. Overhead. B&S 3 1/4 x 4 1/4. HP 27.34. P.Disp. 234.8 cu.in. Brk. HP 125 at 4000 rpm. M.Brge. 7. Comp. Ratio 6.1. Tires 15x6.40.

1951-G-NASH-HEALEY-102" W.B.; Overall 170"
Serial Nos. Warwick England N-2001 to N-2109. Motor Nos. NHA-1001 up. -853 900 Sports Car-2 25162 4063 2690 N 1290
Overdrive-Std Equip
Stz. Overhead. B&S 3 1/4 x 4 1/4. HP 27.34. P.Disp. 234.8 cu.in. Brk. HP 125 at 4000 rpm. M.Brge. 7. Tires 15x6.40.
Characteristics: *Grille of vertical chrome bars, curved outward, entire grille encircled by a heavy chrome molding. *Model designation "Nash Healey" on front fender-back of front wheel opening. *Full hood with hatch cover in center of hood-small vertical grille at hatch opening. *Adjustable-height steering wheel.

- Notes:
1. According to information supplied by AMC, 1952 Nash-Healey production began in January 1952 and not on March 14 as stated above.
 2. When the 1952 models were announced, horsepower rating was given as 135. This was later upped to 140 and not 125 as stated above. The latter figure is correct for 1951 models.
 3. Some 1952 models had the 252.6 cubic inch engine and some 1953 roadsters and coupes had the 234.8 cubic inch engine.
 4. At least one 1953 coupe has survived showing a lower serial number than that given. It was built on a 1951 model chassis.
 5. The 1954 model press release announcement gives the price as \$5,125.05
 6. According to AMC Data, 1954 production began in March 1954



NASH-HEALY ROADSTER

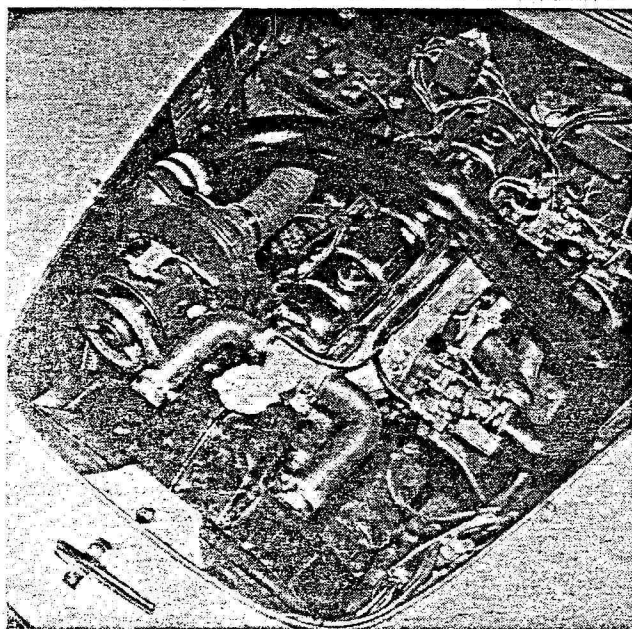
road tested with McCulloch Supercharger installed

"THE BEST laid plans of mice and men" had an uninteresting parallel in our arrangements to test the Nash-Healey. Suffice it to say that the unsupercharged car was test reported in our June, 1954 issue, and after numerous delays, we were finally given the same car again, but equipped with a McCulloch supercharger.

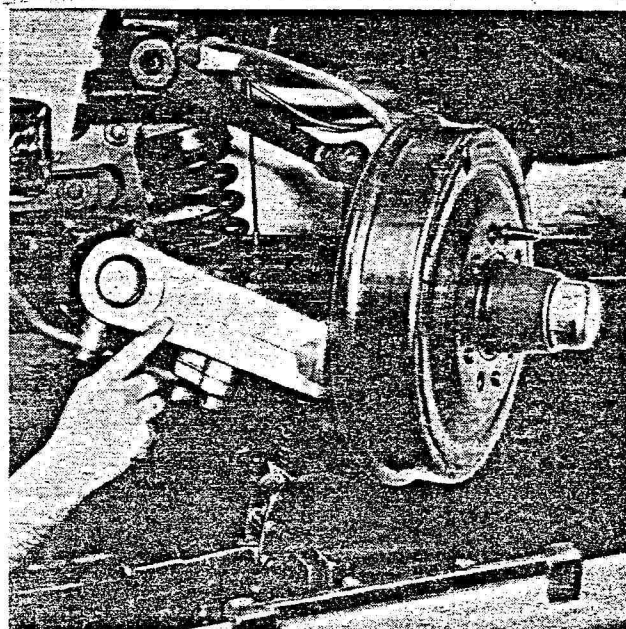
The car was the personal property of the late president of American Motors, Mr. George W. Mason. Between the time of the tests it was wrecked (not by us!), and the car did not handle and drive as well as it did before.

More to the point, is the effect of the supercharger on performance. With all the

interest in top speed, the results were slightly inconclusive. During the 116 mph best run the car was obviously running out of fuel (low fuel pressure). Whether the car would go any faster, and how much, is a question that would be hard to answer but on the basis of a 35% bhp increase due to supercharging, our Tech. Ed. says 120 mph



Engine compartment of the McCulloch supercharged Nash-Healey.



The lower link of the N-H. suspension is an aluminum forging.

might be possible under favorable conditions. The unsupercharged car recorded a two way average of 104.6 mph (best run 108.4) with the tachometer reading just under 4000 rpm. The bare engine develops 140 bhp at 4000 and a 15 mph increase in top speed would require, on the same basis, something close to 175 bhp. This is a horsepower gain of 25%, but 120 mph would require the engine to turn at just over 4400 rpm, or well past the power peak, even with supercharger. It takes a lot of horsepower to add even 15 mph to the top speed of a fast car, for horsepower required goes up as the cube of the speed.

The real charm of the Nash-Healey has always been its low-speed, high-torque engine—which gives vivid performance even when driven in shiftless American style. The addition of the unique "automatic change-down" McCulloch centrifugal supercharger has enhanced this virtue by a good 15%. The Tapley readings, which are in indication of torque and hill climbing ability show that this blower works at low speed (for better torque) as well as at high speed (for higher bhp). Although the Nash-Healey has four forward speeds they are rather widely spaced for the enthusiast who likes to "play tunes" with the "gearbox". The engine would readily exceed 5000 rpm, but a self imposed limit of 4800 rpm was used during the performance testing.

Acceleration from zero to 60 mph in 9.3 seconds is 15% better than the time recorded by the stock car, which speaks for itself. As an experiment, an exhaust plug (provided by McCulloch for test purposes) was removed and running with a straight exhaust the time to reach 60 mph was reduced to 9.0 seconds dead. The best time for a standing start $\frac{1}{4}$ mile of 16.2 seconds was also recorded at this time. The balance of the data given in the panel at right were taken with the stock exhaust system and with top and side curtains in place.

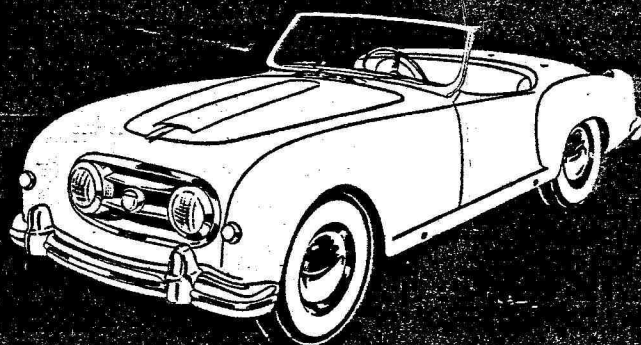
Fuel consumption, with blower, is not seriously altered. The overall average for 322 miles of varied driving was only 1.6 mpg less than the comparable test of last June when the same car gave the remarkable figure of 23.6 mpg. This can of course be attributed to the overdrive which gives high cruising speeds at very low revolution rates.

The photo of the engine compartment shows the neat installation of the McCulloch supercharger. No difficult modifications are required, except for the addition of special crankshaft pulley to drive the blower. The unit itself is situated on the right hand side of the engine and a simple pipe pressurizes the two horizontal Carter carburetors. The distributor is obstructed by the flexible air intake hose, but this can be moved out of the way in less than a minute.

In June we commented on the high quality of the Pinin Farina body, the smooth running Nash engine and the good suspension. Now we must comment on what might be termed "wearing qualities". Many sports cars seem to get in poor mechanical condition in say 20,000 miles. Of course such cars are driven extremely hard, but this car had nearly 30,000 miles on the odometer with no work done on it except for that necessitated by being side-swiped. It ran as if it was good for another 30,000 miles without an engine overhaul.

ROAD AND TRACK ROAD TEST NO. A-1-55

SUPERCHARGED NASH-HEALEY



SPECIFICATIONS

List Price	\$5128
Wheelbase	102 in.
Tread, front	53.0 in.
rear	54.9 in.
Tire size	6.40x15
Curb weight	2950 lbs.
distribution	52/48
Test weight	3260 lbs.
Engine	6-cyl.
Valves	ohv.
Bore & stroke	3.50x4.38
Displacement	252.6 cu. in. (4140 cc.)
Compression ratio	8.00
Horsepower (stock)	140
peaking speed	4000
equivalent mph	108
Torque, ft./lbs. (stock)	230
peaking speed	2000
equivalent mph	54
Mph. per 1000 rpm	27.1
Mph. at 2500 rpm (std)	93
Gear Ratios (overall)	
Overdrive	2.87
3rd (high)	4.10
2nd	6.36
1st	10.54
R&T perf. factor (in 3rd)	74.5

PERFORMANCE

Top speed (avg.)	112.8
fastest one way	116.1
Max speeds in gears	
3rd (high)	90
2nd	62
1st	37
Shift points from	
3rd	85
2nd	60
1st	31

ACCELERATION

0-30 mph	3.5 secs
0-40 mph	5.5 secs
0-50 mph	7.6 secs
0-60 mph	9.3 secs
0-70 mph	13.2 secs
0-80 mph	17.2 secs
Standing start $\frac{1}{4}$ mile	
average	17.1 secs
best	16.2 secs
Mileage	18/22 mpg

TAPLEY READINGS

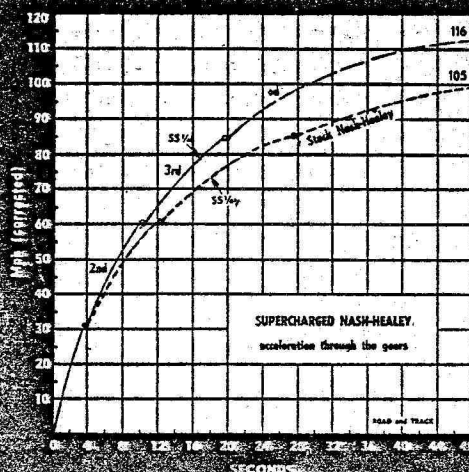
Gear	lbs./ton at Mph
1st	off scale
2nd	550 at 35
3rd	390 at 45
ad.	270 at 55

COASTING

(wind and rolling resistance)	
85 lbs./ton at	60 mph
Total drag at 60 mph	139 lbs.

SPEEDO ERROR

Indicated	actual
10	10.3
20	18.4
30	27.3
40	35.8
50	44.1
60	53.1
70	60.8
80	70.0
90	78.5



TECHNICAL TIPS by Michael Feingold

ENGINE OVERHAUL GASKET SET

1. Victor HS1072 (1951 models)
2. FEL-PRO 7592S (Farina Models)
3. 52-56 Dual Carb. Manifold Gasket
FEL-PRO MS9278B

WATER PUMP

McQuay-Norris PC-81
Gold Bond CP474N

CARTER YH CARBURETOR OVERHAUL KITS

1. Carter Zip Kit #902-118
2. Carter Repair Package #1719A or #1713
Also #1754
3. Carter YH Carb. Gasket Assortment
#223, #227, #284A

VALVE COVER GASKET

Victor #VS27489

MOTOR SIDE PLATE

Victor #28481 (side & bottom)
Victor #39509 (top)

FRONT WHEEL BEARINGS

1. Outer Bearing - Bower #09067
Outer Race - Bower #09195
2. Inner Bearing - Bower #15123
Inner Race - Bower #15245

WIPER BLADE

Trico TA-49

STARTER MOTOR

Delco-Remy #1107950

BRUSH SET

Delco-Remy #811553

ARMATURE

Delco-Remy #1911832

FIELD COILS

Delco-Remy #826282 (upper)
Delco-Remy #826281 (lower)

STARTER DRIVE

Delco-Remy #1882549

TRACK BAR AND TRUSS ROD BUSHINGS

Harris #HB992

TECHNICAL TIP ON COIL SPRINGS

This information was sent to us from Michael Feingold. Coil Spring Specialties - 1949 Arnold Industrial Way - Concord, CA 94520 (415) 827-1575

TECHNICAL TIP - AIR FILTERS FOR CARTER CARB. by Herb Sklar (Robert's Chief Mech.)

I had difficulty getting air filters for the Carter Carbs. (974S). I went into a "Speed Shop" and they were able to get me the proper size:

Mfg. by: Cal Custom Hawk
Carson, CA 90745

Diameter: 6 3/8"

Part No.: 1212 Foam or 1214 Paper

CLASSIFIED

WANTED: I am totally missing the dash and all instruments and knobs. I need all or as many instruments, cables, control switches, and the like. Also need complete heater: Charles Vernon - 2521 Mission Trail - Kalispell, MT 59901 (406)755-3497

WANTED: front bumper guards & braces, four wheel covers, front sway bar, Smith's Ammeter, complete exhaust system, radiator grille, jack and handle, front license bracket, wiper arm & blade, air cleaner for S.U. Carb.: Charles R. Garber - 1606 N. 85 - Omaha, NB 68114 (402)391-5272

WANTED: Seats, trans. parts, top bow, tail light lens, windshield frame, steering wheel, etc.: John Young - 4501 Riverwood Ave. - Sarasota, FL 33581 (813)924-4501

FOR SALE: 1953 Nash-Healey roadster. Damage-free body and chassis but needs paint and engine work. Owner stated that he was informed this car was originally owned by actor Dick Powell and was used in the "Superman" television series. If anyone wishes to supply further information or is interested in purchasing this Nash-Healey, contact: Rob Fergeson - 6226 Truax- Lachine, Michigan 49753 (517)742-3123 or 356-4536. Asking price is \$11,000.

COMMENTS FROM THE EDITOR

I would like to take this opportunity to thank all the members who wrote or telephoned me expressing how they felt about the magazine vs the newsletter.

I in no way intended to hurt anyone's feeling and if I did I apologize. I was very upset, mostly at myself, for not being able to set up a magazine. I became very frustrated and felt maybe someone else could do a better job. All the letters and phone calls were very positive and everyone seems to enjoy the newsletter. So, for the time being I'll stay as your editor and print a newsletter. Perhaps in a couple of years we will be able to have a magazine printed professionally.

Again, thank you for your support. I hope you will enjoy this year's newsletters as much as last year.

ADDITIONS TO THE 1982/83 ROSTER

Arthur Moon - 10691 Equestrian - Santa Ana, CA 92905 (714) 832-2176; 1953 coupe-Motor No. NHA1275, 1953 roadster Motor No. NHA1327 and 1953 roadster Motor No. NHA 1347.

Richard L. Snell - 552 Birchwood Rd. - Jackson, MI 49203 (517) 750-3317; 1954 coupe Body No. 13618, Chassis No. N-3116, Motor No. NHA1449.

SOMETHING FOR THE LADIES

Soft Chocolate Chip Cookies

2 cups brown sugar
1 cup lard
2 eggs
1 cup buttermilk
4 cups sifted flour
1/2 tsp. salt
1 tsp. baking soda
1 12 oz. package choc. chips

Cream together first 4 ingredients. Add remaining ingredients. Drop by spoonfuls onto ungreased cookie sheet. Bake at 400° for 10 minutes or until golden brown.

LETTERS TO EDITOR

Nash-Healey Car Club
c/o Ray Soles, Jr.

8/12/82

Ray Hren of Roseville, California and I made a deal on a Nash-Healey whereby part of the deal was a \$25 donation to your club for whatever need you see fit. Enclosed is the \$25.00 check.

Sincerely,
Roger W. Tronske
4402 Camela Street
Yorba Linda, CA 92686

***I thought the members would be interested in reading the above letter. I hope Ray Hren is enjoying fixing up his new Nash-Healey. Good Luck, Ray.

(JMS, editor)

Dear Ray and Joanne,

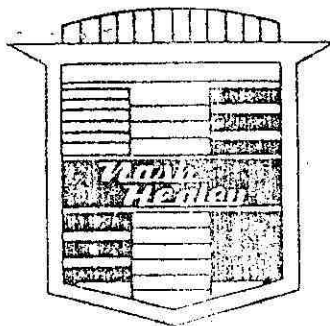
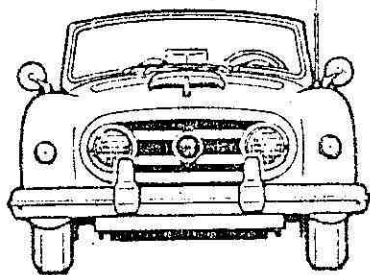
Enclosed is a flyer that is being sent to all owners in California. If you have space please print it in the next Nash-Healey magazine. How are you? I hope well. I'm very interested in getting Nash-Healey going on the West Coast so wish me luck. We have about 20 Nash-Healeys in Nor-Cal and if I can get half of them to show up I will be very happy.

Article in "Special Interest Auto" October 1982 #71 is a feature article and it is great. I hope that you list it in the Nash-Healey magazine (very impressive)!!!

Sincerely,
Sieg & Betty Wroebel

***Thanks for your letter and hope it isn't too late for the flyer. I have been busy working on the roster and finally got it mailed and have been working like mad to get this newsletter out by the end of October. Hope the flyer does some good and we wish you all the luck in getting the Nash-Healeys out as you anticipated. We are all fine but wish the weather was warmer. That is the punishment we get for living in PA. Take care and hope to hear from you again.

(JMS, editor)



Siegfried H. Wroebel
Western Area N.H.C.C.A

1215 Pearl Street
Alameda, Calif. 94501 USA
(415) 523-0454

THE FIRST WESTERN NASH-HEALEY MEET

A NASH-HEALEY MEET PROPOSED FOR NOVEMBER 1982

Dear Nash-Healey Owner & Member:

As your Western Region Director of the Nash-Healey Car Club I have proposed a meeting of all Nash-Healey owners in the Nor-Cal area during the month of November 1982. I need to poll all of you to see what day would be the best for us all. Please send your reply back to me ~~by November 1st~~.

1st Choice, 2nd Choice please!

Nov. 6 (Sat) _____	Nov. 20 (Sat) _____
Nov. 7 (Sun) _____	Nov. 21 (Sun) _____

The meeting will be held at the "Nut Tree Restaurant" in Vacaville, California off Highway I-80. Room and area to be announced.

PROPOSED AGENDA

- 10:30-11:20 a.m. Arrival, get acquainted, look at cars.
- 11:30 a.m. - 12:20 p.m. Meeting (room to be announced); Introductions; Objectives of the Western area; Future meets; 1983 Western Nash-Healey Meet; Proposed formation of a California Nash-Healey Region; Suggested names, Golden State N-H Region; California Nash-Healey Region; Eureka N-H Region; Pacific N-H Region; Meeting with the Austin Healey Club; Rally at Laguna Seca (Monterey peninsula) in August 1983, Statewide meet.
- 12:30-1:30 p.m. LUNCH - Room to be announced
- 1:40-3:00 p.m. Seminar on the Nash-Healey Auto - area to be announced; Literature of the cars; Restoration Tips; Timing of the Dual carburetors; Reproduction parts evaluation; Open subjects; etc.
- 3:10 p.m. Adjournment

If any of you have any other suggestions please write to me as soon as possible. We all hope to see you in November.

Sincerely,