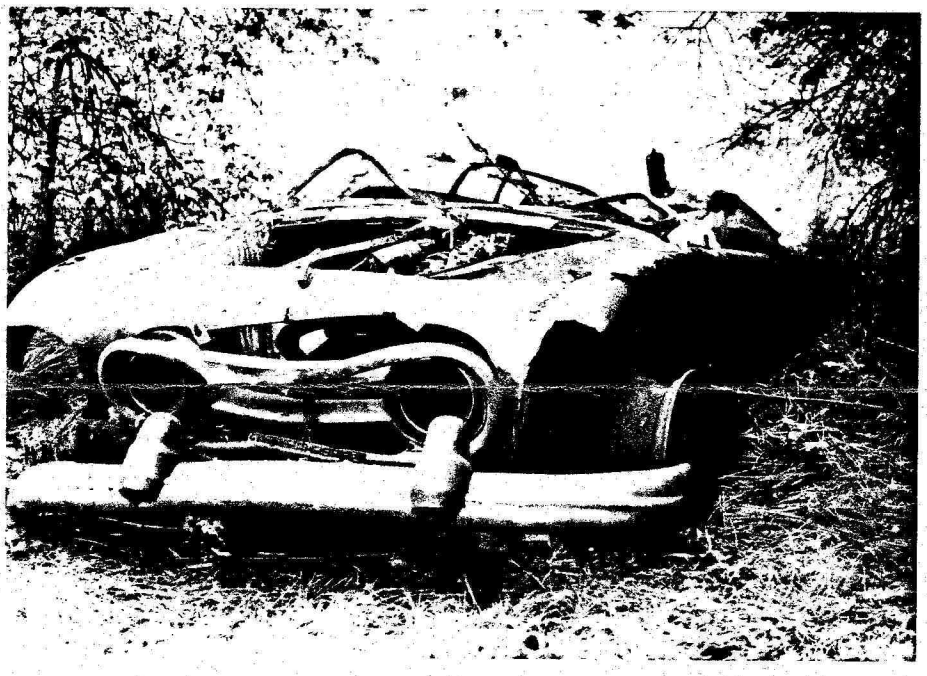
Nash Healey Car club

NASH
HEALEY
NEWS

January/February 1983
Issue No. 12

REPAIRING A NASH-HEALEY IN 1956

Author --- Michael Feingold
Photograph --- Edward Moore



It's the summer of 1956. Only three years old, your Farina roadster was recently involved in a minor traffic alteration and now requires some remedial bodywork. In order to determine the cost of needed parts you cruise over to the local Nash dealer. Dealing with a limited production hand-built automobile you expect to pay a premium for Nash-Healey parts compared with, say, a comparable part for a Nash Ambassador. Just how much more is revealed in the following comparison:

Part	Nash-Healey	Ambassador
Door	$105.80	$ 57.65
Hood	$ 93.75	$ 46.85
Front Fender	$ 80.50	$ 43.55
Rear Fender	$ 76.20	$ 45.55
Bumper	$ 43.55	$ 43.55
Windshield (coupe)	$ 31.50	$ 65.50
Windshield Frame	$137.50	-----
Conv. Top Assembly	$187.00	-----
Side Curtains	$ 53.50 ea.	-----
Conv. Top Fabric	$ 18.85/yd.	$ 70.95 Complete (Rambler)
Seat Leather	$ 3.45/yd.	-----
Roof Panel (coupe)	$ 57.50	$ 59.05

REPAIRING AN INOPERATIVE OVERDRIVE KICKDOWN CIRCUIT by Michael Feingold

The following procedure applies to a Nash-Healey overdrive which fails to kickdown when the steering wheel button is pressed but which otherwise functions normally and is properly wired according to the diagrams provided in the shop manual supplement.

Referring to Figure 1, note that pressing the kickdown button by-passes to ground the current supplied by the 20 AMP circuit breaker to relay terminal #1 through the 5 OHM overdrive relay resistor. This action should de-energize the overdrive solenoid thus placing the car in conventional third speed. However, on some Nash-Healeys this is prevented because a second low resistance path allows sufficient current to enter the relay through terminal #1 preventing solenoid dis-engagement. This second path is provided by the long screw which extends through the hollow relay resistor to the relay terminal #1.

If all the current from the 20 AMP circuit breaker is now made to flow through the over-

REPAIRING AN INOPERATIVE OVERDRIVE KICKDOWN CIRCUIT (continued)

drive relay resistor, the kickdown circuit should operate as intended.

Referring to Figure 2, this may be accomplished by insulating the terminal lead of the circuit breaker from the resistor screw with one or two turns of electrical tape around the neck and head of the screw. Next it is necessary to crimp or soldrer a terminal to the female connector extending from the lower end of the overdrive resistor. This completes the electrical circuit between the relay terminal and the overdrive resistor. Reassemble as shown and start enjoying a unique and practical feature of Nash-built automobiles.

The foregoing discussion applies to the 7 terminal overdrive relay found on most Nash-Healeys. However, it will be appreciated that the method is also applicable to the 6 terminal relay found on later models. Refer to the shop manual for proper terminal numbering and wiring diagram.

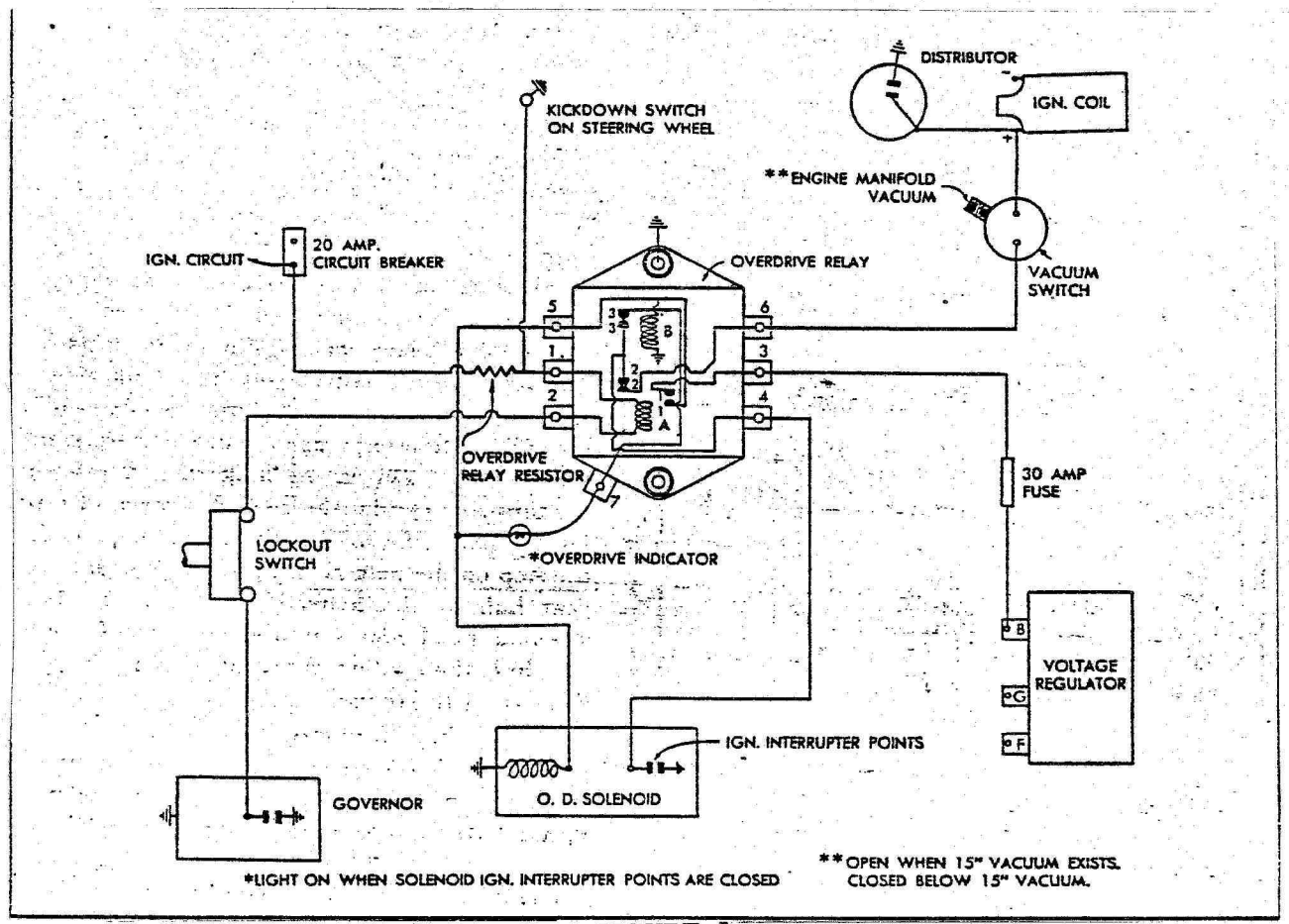


FIGURE 1

REPAIRING AN INOPERATIVE OVERDRIVE KICKDOWN CIRCUIT (continued)

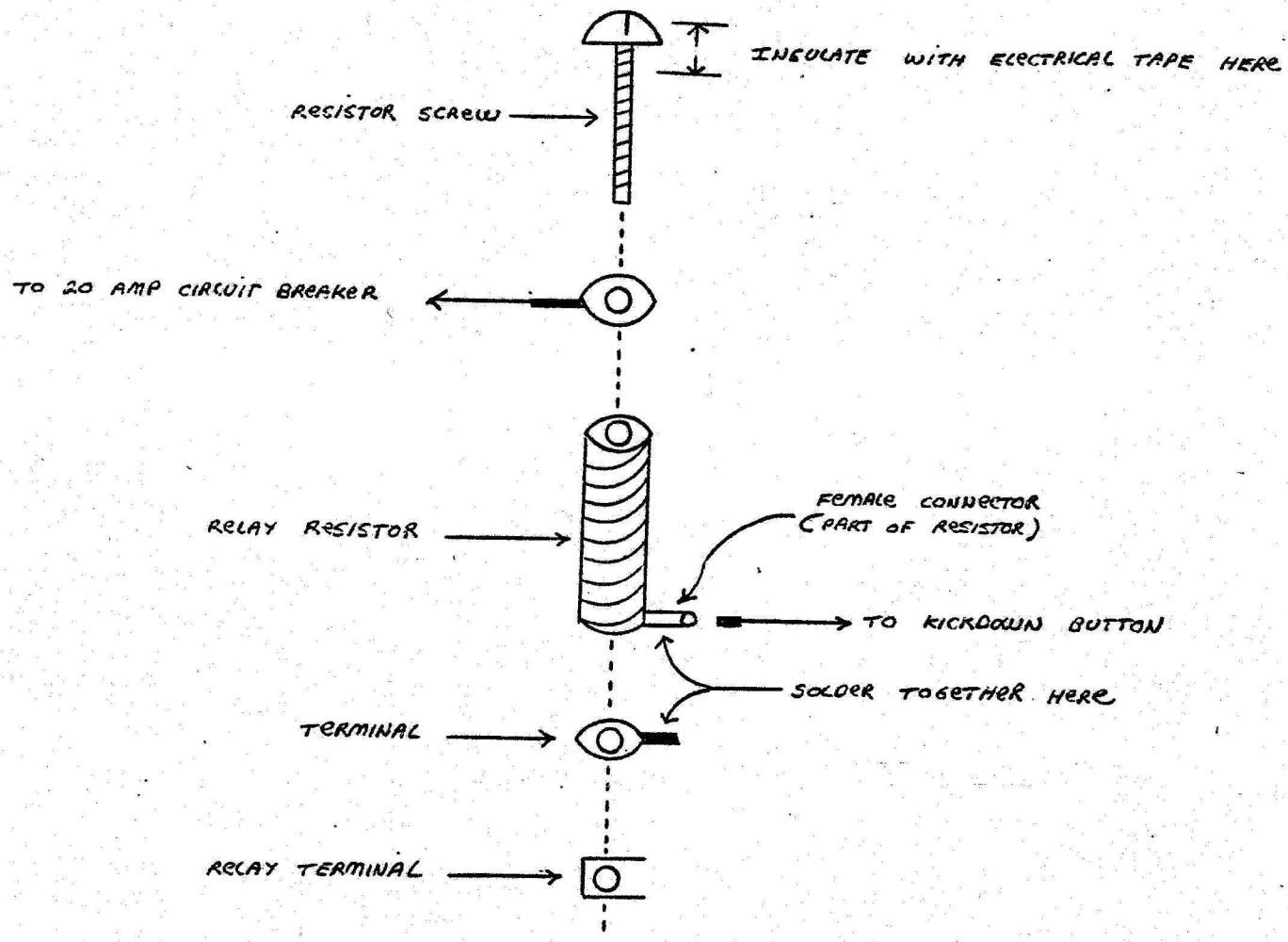
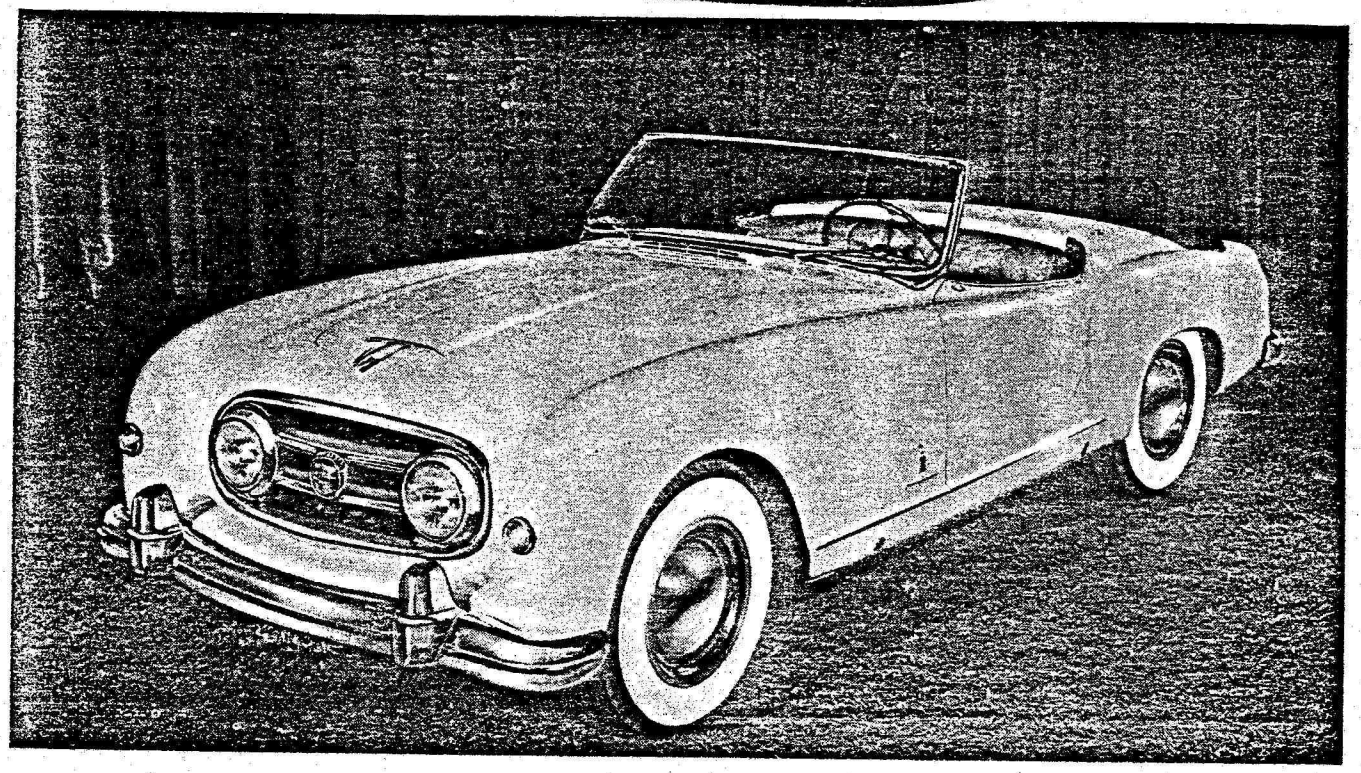


FIGURE 2

PACE-SETTER



America's first Farina-Styled Sports Car

The 1952 NASH-HEALEY

IT'S TODAY'S PACE-SETTER—in style, smartness and performance. From its racy continental lines to its Dual-Jetfire power plant, the beautiful new Nash-Healey is one of the world's finest sports cars.

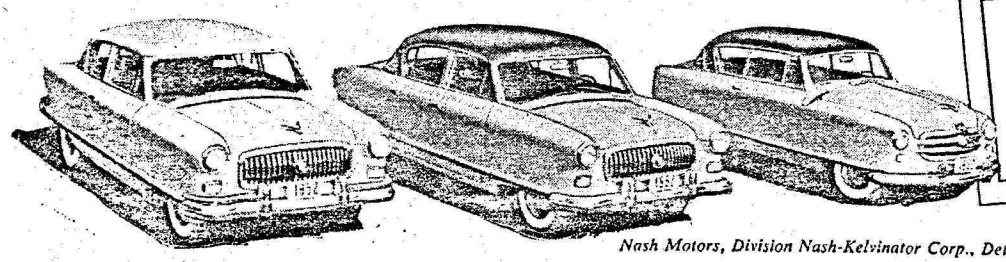
Here, for the first time in one car—the styling genius of Pinin Farina, foremost custom designer of our time . . . the skill of Britain's leading race-car driver and builder, Donald Healey . . . plus the reliability and nation-wide service availability of major mechanical parts by Nash Motors.

Its Dual-Jetfire power plant is the Nash Ambassador engine that set America's 1951 two-way stock car record of 102.46 m.p.h., modified with 8.1 to 1 compression ratio and dual British S. U. Carburetors.

The chassis built by Donald Healey Company of England features the famed Healey "trailing link" front suspension plus rear coil springs for outstanding cornering and roadability, with easy riding.

The body is an original Farina masterpiece, hand-built in his world-renowned custom body plant in Turin, Italy.

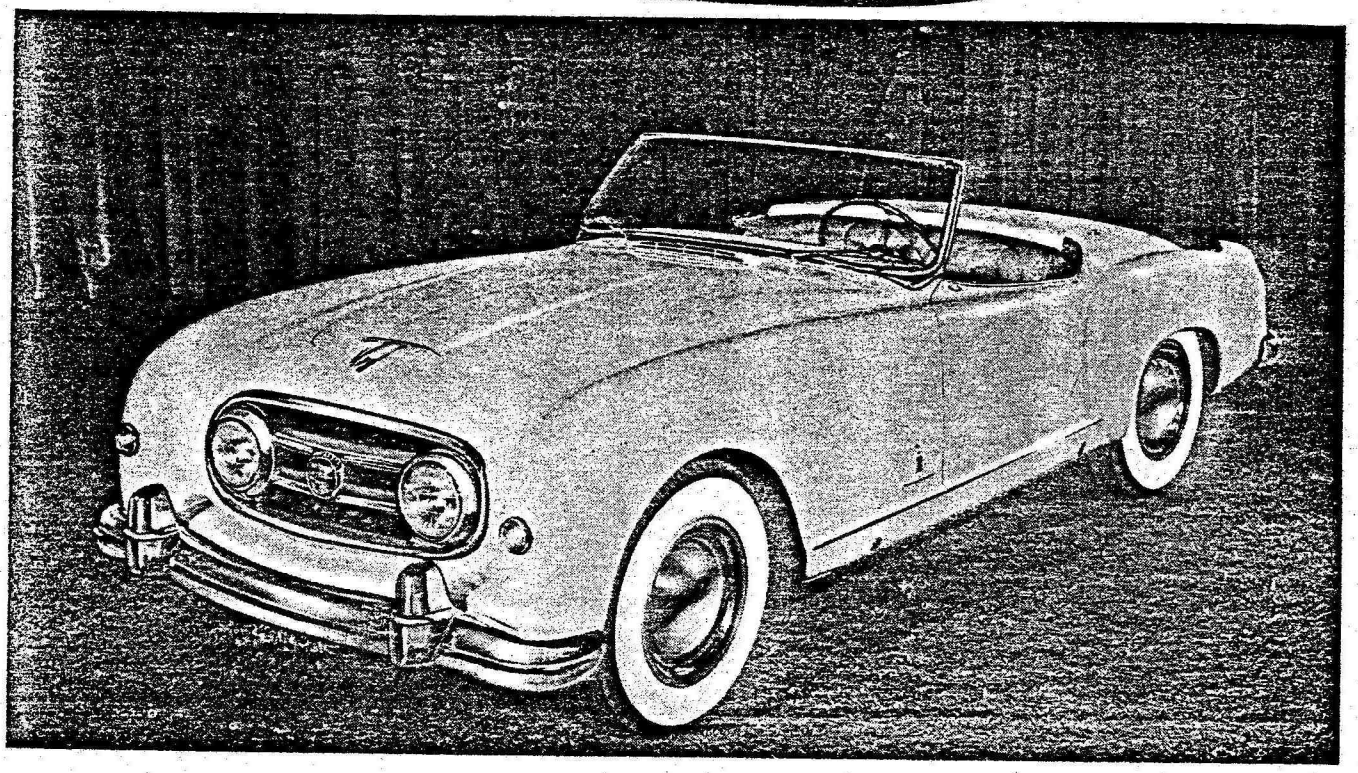
Production of the Nash-Healey will be limited so see your Nash dealer at once for further information. And ask to drive the new Nash Golden Airflytes, also styled by Farina—America's most beautiful cars—and the greatest performers on the highway today.



Nash
Golden Airflytes
AMBASSADOR • STATESMAN
RAMBLER

Nash Motors, Division Nash-Kelvinator Corp., Detroit, Michigan

PACE-SETTER



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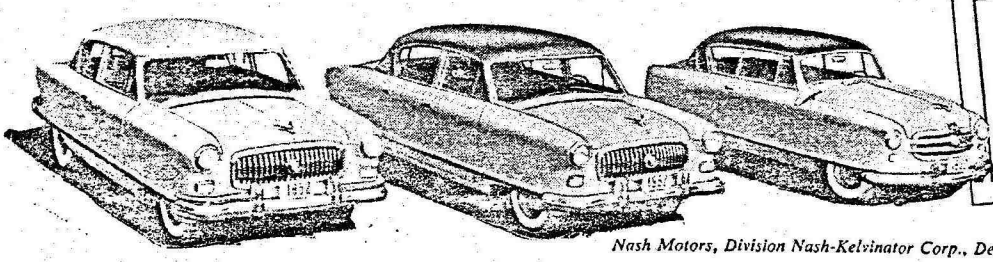

Nash
Golden Airflytes
AMBASSADOR • STATESMAN
RAMBLER

Nash Motors, Division Nash-Kelvinator Corp., Detroit, Michigan

REVISION REGARDING NASH-HEALEY HORSEPOWER RATINGS by Michael Feingold

All 1951 Nash-Healeys and those 1952 and 1953 models equipped with the 234.8 cubic inch engine and S.U. Carburetors were rated at 125 horsepower. Nash-Healeys with the 252.6 cubic inch engine and Carter Carburetors were rated at 140 horsepower.

CORRECTIONS - Issue No. 11, Page 2 - REDBOOK NATIONAL MARKET REPORTS, Particularly notes #2 and #3 by Michael Feingold

Most Nash-Healey owners are aware that sometime during production of the Farina-bodied cars the Company began to supply Carter in place of S. U. carburetors. Considerable confusion exists and inaccurate information has been printed concerning exactly when this change came about. Subject to the accuracy of Factory data and based on field observations by the Writer the following story emerges.

Production of 1953 roadsters began with chassis N-2310 and engine NHA-1325. This means not only that all 1952 models were equipped with S.U. carbs but also that the first 20 1953 roadsters (N-2290 to N-2309 inclusive) were too.

The first regular production coupe began with chassis N-3000 and engine NHA-1223. Installation of Carter carburetors was initiated beginning with chassis N-3024 and engine NHA-1247. This indicates that the first 24 coupes (N-3000 to N-3023 inclusive) were equipped with S.U.'s. It must also be mentioned here that at least two 1953 coupes with similarly unique styling features were constructed on what ordinarily would be considered 1951 model chassis. This would bring the number of S.U. equipped coupes to 26. As will be shown later these two Nash-Healeys may share yet another exclusive property.

In order to complete the story a further complicating factor must be introduced. Although it has been written that the switch to Carter carbs. occured during the 1952 model year evidence has been presented showing that the change was not made until 1953 production was underway. However, an important mid-year increase in engine displacement, from 234.8 to 252.6 cubic inches, was instituted beginning with chassis N-2250 and engine NHA-1163. One is now drawn to the conclusion that although all 1952 roadsters may have been equipped with S.U.'s they were available in two engine sizes with the last 40 cars (N-2250 to N-2289) having the 252.6 cubic inch engine.

CORRECTIONS - Issue No. 11, Page 2 - REDBOOK NATIONAL MARKET REPORTS (Continued)

Lacking evidence to the contrary it is assumed that all coupes were equipped with the larger engine with the exception of the two unique models discussed above.

Author's Note

Although the preceding information is based on the most reliable data currently available the reader is cautioned that even though supplied by Nash Motors it is sometimes found to be inaccurate, contradictory, or incomplete. This is especially true where the Nash-Healey is concerned.

In addition, one finds the results of an attempt to compile an accurate numerical list of Nash-Healey engine, chassis, and body numbers riddled with inconsistencies. The more numbers we can gather the more accurate will be our knowledge. This is why the Club urges members to send in all available identification numbers from their cars.

COPRECTION - Issue No. 11, Page 2 - under Note #5 by Michael Feingold

Price of the 1954 model was listed as $5,125.05. The correct number is $5,128.05.

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NASH-HEALEY COUPE PRODUCTION FIGURES

by Michael Feingold

According to factory supplied data total production of the Nash-Healey for the 1954 model year consisted of just 90 coupes. Construction began during March and continued until production ceased for good the following August.

Over the years enthusiasts of the marque have wondered how many 1953 coupes were built. The question has gone unanswered because the only figure released by Nash Motors represented total calendar year production of 162 cars including both roadsters and coupes. Lacking official factory data on the subject this article cannot promise a definitive answer. However, utilizing a compilation of serial numbers gathered over the years and making a reasonable deduction or two we can arrive at a close estimate if not the actual number.

The first regular production Nash-Healey coupe, built on chassis number N-3000, carried body number 13501. The highest known body number, 13650, was assigned to a 1954 coupe. Insufficient data has been collected to determine whether or not this was the last coupe produced but, if not, it is certainly very close. The numerical span between 13501 and 13650 is 150. Let's assume this number represents the total coupes built for the 1953 and 1954 model years. Subtracting the 90 coupes built in 1954 leaves 60 which represents the number 1953 coupes. To this we must remember to add the two unique models built on modified 1951 chassis, bringing the grand total of 1953 coupes to 62. With this figure in hand we can guess that about 100, 1953 roadsters were built.

Acknowledgement

The writer wishes to thank the many Nash-Healey enthusiasts who helped to make this article possible by contributing the engine, chassis, and body numbers of their cars to the Club roster and, over the years, by private communication.

FOR OUR FRENCH SPEAKING MEMBERS

by Steve Parsons

« NASH HEALEY »

MOTEUR : 6 cyl. en ligne, 88,90 mm × 111,12 mm, 4 139 cm³ (Nash « Ambassador »). Puiss. 135 ch à 4 000 t/mn. Compr. 8. Soupapes en tête. Culasse aluminium. 2 carburateurs SU horizontaux.

TRANSMISSION : « Nash Ambassador ». Pont hypoïde 3,54/1.

CHASSIS : Cadre rigide en caisson. Roues av. indépendantes par ressorts à boudin, système spécial Healey, stabilisateur av ; susp. arr. à ressorts à boudin et stabilisateur. Frein à pied Bendix-Lockheed, frein à main mécanique sur roues arr. Direction à vis et galet.

Nota : Châssis, transmission e carrosserie construits à Warwick (Gde-Bret.). Moteurs Nash importés des Etats-Unis.

COTES PRINCIPALES : Emp. 2,59 m. Voies av. 1,37 m, arr. 1,34 m. Rayon de braq. 5,33 m. Long. h. t. 4,32 m, larg. h. t. 1,67 m ; garde au sol 0,18 m. Poids 1 028 kg. Vitesse max. : type standard (125 ch) 176 km/h ; avec mot. type Le Mans 195 km/h.

COMMENTS FROM THE EDITOR

It is the beginning of a new year, 1983, and I hope we have as good a year as 1982. We now have 91 members in the Nash-Healey Car Club and I hope the club continues to grow.

We at the Soles' home had a nice holiday season. It might have been a little hectic but I think that is half the fun. Our home is now back to normal and I can get back to my normal daily routine, HA! HA!

I'm sure you enjoyed the photo on Page 1 and in a few months Ed Moore of Massachusetts will send me another photo of the completely restored Nash-Healey -- right Ed!!!

The schedule for the newsletter publications for this year will be January, March, May, June, July, August, September/October and November/December.

Don't forget, I would like you the members to write an article about your car, technical tip, magazine article, etc. for publication in the newsletter. If you have some black & white photos send them also. I would like to hear from everyone but sometimes that is impossible so I'll just settle for whatever I can get.

LETTER FROM A MEMBER

Dear Ray & Joanne: 12/18/82

Thank you for the letter and also for the check for the $25.00 for the meet. I will be sending you a write up on the meet and also will send 2 black & white photos. We had 5 Healeys show up - 3 roadsters and 2 coupes. The meet went very well and all had a very good time. (I'll write it all up and send it to you).

In regards to the subject of recruitment. I have sent out 6 applications and wonder if any of them have joined? Harrahs Auto Collectors; Dan Clary; Jess Blaker; Arch Brown; Steve LeFevere; & Jacques Harguindeguey. One of them wants to know if he could buy the past Nash-Healey magazine from last year and all of 1982? Let me know if you could supply him with the copies and what would it cost him?

My Nash-Healey coupe is almost on the road. I did not make it for the meet in November but almost. My Christmas present to myself is to have it on the road and drivable. Monday, Dec. 20th I pick up the new bearings for the rear end.

We have set a date for the next meet in the Western Area. I expect 8 cars to be at the meet!

May 15, 1983 Nash-Healey Meet
Stanford University - Palo Alto, CA
10:00 A.M.
Friendship Day - over 700 old cars at show
Information: Sieg Wroebel - 1215 Pearl St
Alameda, CA 94501
415/523-0454

I'll try to get the meet information to you by December 28th. Have a happy holiday.

Sieg, Betty Wroebel & family

LETTER FROM A MEMBER (continued)

Dear Sieg & Betty:

Thank you for your letter. Ray and I are glad the meet in November went well. Even though you didn't make the deadline for your article in this issue of the newsletter you now have until the first of March to mail it to me. Don't wait until the last minute. Kidding, of course!!! We want to say that we think you are doing a terrific job as the Northern California Director of the Nash-Healey Car Club. We really appreciate everything you are doing.

You mentioned you mailed out six applications. I have received one back and that was from Steve LeFevre. I haven't heard from anyone else. Newsletters 1 thru 8 are available for 75¢ per issue and if they join the club for 1982/83 membership year at the $9.00 fee they will receive issues 9 thru 12 plus the roster with the membership.

Thought I might mention that the state of California now has 19 members in the Nash-Healey Car Club. Ray and I feel the club is doing great and our membership now is 91 members across the United States, Canada and England.

Good luck on getting your coupe ready. Was it drivable by Christmas? Hope you and your family had a nice holiday season and hope to hear from you soon.

Ray and Joanne Soles

TECHNICAL TIP - SPARK PLUGS
by Michael Feingold

The factory supplied Autolite AL-5 Spark Plugs for use in all engines equipped with an aluminum head. This included the Nash Ambassador LeMans, Nash Statesman Duel Powerflyte and the Nash-Healey. Today, one's choice may be influnced by availability or personal preference. An alternative, recommended by the Champion Spark Plug Company is the H-10. These shouldbe adjusted to the correct gap of .030" prior to installation.

CLASSIFIED

For Sale: 1952 NASH-HEALEY ROADSTER. Stored for last 20 years and one of only 20 remaining. Professionally modified and improved with special high performance V-8, four-speed, positraction, disc brakes, etc., plus boxes of extras and original spares. Needs understanding afficianado, some minor cosmetics and $5,200 for 150-mph exotic. Edward Novotny, Two Tudor City Place, New York, N.Y. 10017, 212/676-5050 days, 212/490-2065 evenings and weekends.

For Sale: 1952 NASH-HEALEY ROADSTER. Engine, upholstry, and chrome done but apart -- wire sheels, new tires — in prime - dash apart. Charles Olson - 2901 Marina Dr. - Alameda, CA 94501 415/769-8040 $6,500.

For Sale: by Michael Feingold - 12 Sherwood Avenue - Randolph, MA 02368:

1. Nash-Healey Shop Manual Reprints (non-color covers) for Farina bodied cars $15.00. Manual for 1951 models, inquire.

2. Nash-Healey parts book reprint (E-2404) $12.00

3. Original 1951 Nash-Healey owner's manual excellent condition $25.00

4. Original 1952-53 Nash-Healey shop manual supplement. Excellent condition. $27.00

For Sale: by Richard Kauffman - 100 Church Street - Lakeland, GA 31635:

1. Nash-Healey Lapel Pin or tie tac, $1.95
2. Nash-Healey Leather Key Case, $1.50
3. Nash-Healey Litter Bags - 50¢
4. Nash-Healey Vinyl Decals - 50¢
5. Reprint of 1953 Nash-Healey Sales Brochure, $1.50
6. Reprint of 1951 Sales Sheet - 50¢
7. Original Special Interest Magazine with Nash-Healey article, $2.00
8. Back issues of Nash-Healey magazines (prior to April 1981) only $1.00 each
9. Nash-Healey Cross Flag Trunk Emblems - Last Call - only 5 left, $19.95 each.

Note: Please add $1.00 for postage on all orders.

For Sale: 1951 Owners & Shop Manual - Paul Shaw - 528 E. College St. - Iowa City, IA 52240 319/337-5852

CLASSIFIED

For Sale: Tee Shirts - S, M, L, & XL. There is a roadster and a coupe on each shirt with the words Nash-Healey in script between them. They are available in yellow and blue. Price is $6.00 plus $1.00 shipping per tee shirt. Send your order to Jeanne Soles, Editor - Nash-Healey News - 530 Edgewood Avenue - Trafford, PA 15085. Make checks payable to the NASH-HEALEY CAR CLUB.

Wanted: Nash-Healey name plate for trunk lid, flags for fenders & trunk, front grille Nash-Healey name emblem: W. Gary Cease - 10901 Mohawk Rd. - St. Petersburg, FL 33708 (813)397-9033

Wanted: Wheel Covers: William M. Clark - 4715 N. 38th St. - Arlington, VA 22207 (703) 538-5475

Wanted: Grille emblem with round housing piece, radio, dash knobs: Don Hutson - P.O. Box 30021 - Memphis, TN 38130 (601)368-9006

Wanted: Need original wheels (4): C.J. Nizic - 7083 Murray Park Dr. - San Diego, CA 92119

Wanted: Parking lamps, crossed flag for trunk, grille emblem, trunk handle: C. L. Olson - 2901 Marina Dr. - Alameda, CA 94501 415/769-8040

Wanted: Horn Assembly & overdrive switch, ash tray (or emblem for ash tray): Jay & Jeanne Simonsen - 5626 Beth View - El Paso, TX 79932

Wanted: Radio, bumper (front), ext. door handle, steering wheel, int. door pull (2), & jack: Sieg Wroebel - 1215 Pearl St. - Alameda, CA 94501 (415)523-0454

Lead: I have a lead on a roadster trunk lid, good condition needs some welding at hinge. Write to Sieg Wroebel - 1215 Pearl St. - Alameda, CA 94501 (415)523-0454

ADDRESS CHANGE

Robert Sklar - 430A Andover Drive - Cranbury, N.J. 08512

ADDITIONS FOR THE ROSTER

NAME	ADDRESS	YEAR	MODEL	BODY NUMBER	CHASSIS NUMBER	MOTOR NUMBER	TELEPHONE #
ARIZONA							
Honsey, Conrad	P. O. Box 26413 - Tucson, AZ 85726	(5) Nash-Healeys + many other antiques					( )
CALIFORNIA							
Axelman, Arthur	19652 Weeburn Lane - Tarzana, CA 91356	No Nash-Healey					( )
Moon, Arthur	10691 Equestrian - Santa Ana, CA 92905 (714)832-2176	1953 Coupe(NHA1275) 2-1953 Roadsters NHA1327 & NHA1347					
Nizic, C. J.	7083 Murray Park Dr.-San Diego, CA 92119	1953	Roadster				( )
Schu, Heinz M.	16221 Shannon Rd. - Los Gatos, CA 95030	1954	Coupe	13599	N-3100	NHA1323	( )
LeFevre, Steve	1551 S. Mission Rd. - Fallbrook, CA 92088	1953	Roadster			NHA1480	(619)728-2451
Olson, Charles L.	2901 Marina Dr. - Alameda, CA 94501	1952	Roadster			NHA1107	(415)769-8040
FLORIDA							
Cease, W. Gary	10901 Mohawk Rd. - St. Petersburg, FL 22708	1952	Roadster	11940	N-2336	NHA1351	(813)397-9033
GEORGIA							
Kauffman, Richard	100 Church St. - Lakeland, GA 31635	1952	Roadster				(912)482-2102
MICHIGAN							
Mitchell, Jerry	3224 Golfside - Ypsilanti, MI 48197	1952	Roadster				( )
Snell, Richard L.	552 Birchwood Rd. - Jackson, MI 49203	1954	Coupe	13618	N-3116	NHA1449	(517)750-3317
TENNESSEE							
Bourne, Gene	Route 5 Box 27 Deerfield Acres-Bristol, TN 37620	???					( )
Hutson, Don	P.O. Box 30021 - Memphis, TN 38130	1953	Roadster				(601)368-9006
TEXAS							
Simonsen, Jay & Jeanne	5626 Beth View - El Paso, TX 79932	1952	Roadster			home office	(915)581-9390 (915)581-1138
MONTANA							
Stetler, Ted J.	305 South 4th East - Missoula, MT 59801	1951	Roadster				(406)549-1865