



Car club

NASH
HEALEY
NEWS

March/April 1983
Issue No. 13

1983 NASH-HEALEY CAR CLUB NATIONAL MEET

On July 15th and 16th the Nash-Healey Car Club will hold its 1983 National Meet at Kemper Center in Kenosha, Wisconsin. As in the past several years it will be held in conjunction with the Nash Car Club of America Grand NASHional and this years host for the meet is the Upper Mississippi River Region.

The NCCA has asked the Nash-Healey Car Club to help out with the meet and a detailed letter explaining what we are to do is on page 6 of this newsletter.

The NCCA committee has reserved a block of rooms at the Grand NASHional headquarters, Midway Motor Lodge, 1800 - 60th Street, Kenosha, Wisconsin 53140. People attending the meet and wishing to reserve a room, please deal directly with the motel and mention that you are a Nash Club member. A special rate will be given to you plus you will have your room near other Nash members. Security will be provided at the motel for the show cars on Friday and Saturday evenings. Also, families that will be camping, the local campgrounds will be informed and some sites reserved. A campground has not been selected as of this writing.

This year, because of changes in NCCA national guidelines, each family attending the meet will be asked for \$3.50 to help defray meet expenses whether show cars are brought in or not.

Friday, July 15th, a tour is being planned, however, it is only in the planning stages now. In the up coming newsletter there will be more details.

Saturday, July 16th, activities will begin at Kemper Center where show cars being parked between the hours of 7 a.m. and 9 a.m. A bus will leave Kenosha's Kemper Center at 10 a.m. to take wives and children to the new Grand Avenue Mall in downtown Milwaukee. The bus will return to Midway Motor Lodge at 3:30 pm. Cost of the bus trip will be \$3.00 per person. Show cars must stay on the Kemper Field until at least 3 p.m. The show is open to the public until 4 p.m. A common swap area will be provided at a cost of \$5.00 per 10'x20' space.

The Saturday banquet will again be held at the Italian-American Club. Tickets will be \$11.50 each.

Sunday, July 17th, a three day pleasure tour of scenic Wisconsin is also in the planning stage, so plan your trip accordingly. Pre-registration forms will be available soon from Ray or Joanne Soles - 530 Edgewood Ave.-Trafford, PA 15085 (412) 372-3952.

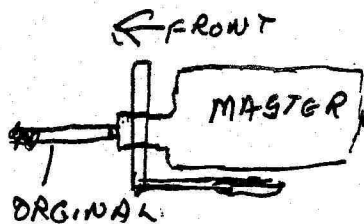
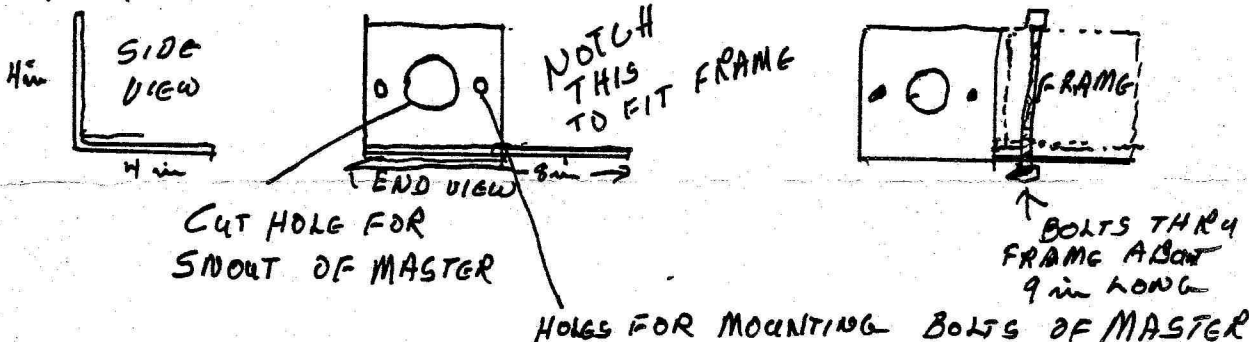
CONVERSION TO A MODERN DUAL MASTER CYLINDER
FOR THE BRAKE SYSTEM by Dean Dietrich

A modification I've made to my 1951, which should work with all the Nash-Healeys, is conversion to a modern dual master cylinder for the brake system. Since I intend to vintage race my car, brakes were an important item. My original master cylinder was bad so I made a bracket out of 1/4" steel 4 inch channel bolted in place to the frame about where the original master cylinder was (in fact I fill it through the opening, slightly enlarged, under the carpeting inside the car). I'm not sure which year master cylinder I ended up with because I went to my friendly

parts store and went through his book until I came up with a master cylinder of the same bore size as the original 1 1/8" (I believe) for both the front and rear. The master cylinder was a 72 or so Nova, Chevelle, anyway Chevy without power brakes as near as I recall. The important part is to get the same bore size as the original. The brake lines work out fine with an adaptor or two and come out towards the transmission which works fine. I'm not a draftsman but the sketch below gives the idea.

BRACKET FOR MOUNTING DUAL MASTER BRAKE CYLINDER TO NASH-HEALEY

MATERIALS 4" 1/4" thick steel channel ABOUT 8" LONG
9/16" BOLTS



ORIGINAL BRAKE ASSEMBLY — NOTE ADJUSTMENT SHOULD BE IN SHORTEST POSITION WHEN LOCATING BRACKET AND MASTER SO YOU WILL HAVE GREATEST ADJUSTMENT POSSIBLE.

I ALSO WELDED THE NUTS ~~ON~~ ON THE BRACKET FOR MOUNTING THE MASTER BUT THIS ISN'T NECESSARY.

1951 Nash-Healeys with Sun Tachometers

by Michael Feingold

Starting with the 1952 models all Nash-Healeys came with a Stewart-Warner built tachometer as standard equipemtn. This was not the case with the 1951 model although there is evidence to suggest that a Sun tachometer may have been either a Factory or dealer installed option, possibly as part of a package that included a Mallory dual-point distributor.

Although marketed by several firms at the time, all six tachometer-equipped 1951 Nash-Healeys presently known to the writer have a Sun model EB-2 transmitter with a model RC tachometer head installed in the same position on the dash panel. Most of these cars also carry the Mallory distributor. Further support for this theory was provided by my eagle-eyed friend, Ed Moore, who noted that the Nash-Healey chassis depicted in the 1951 and 1953 sales brochures appears to be equipped with the Mallory distributor. An 8 x 10 enlargement of this photograph was made and examination supported the original observation.

Additional information concerning the installation and repair of these units is available upon request.

The author would be most interested in hearing from anyone with a similarly equipped Nash-Healey or who can add to the material in this article.

SUN TACHOMETER UNIT PACKAGE

\$46.00

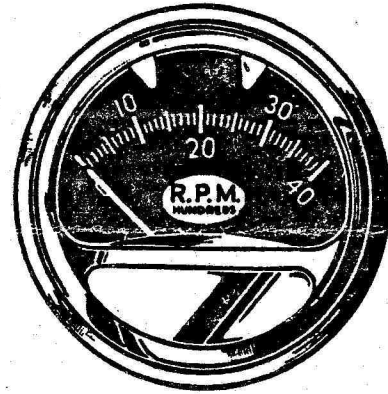
Complete with Tachometer Head, Transmitter, Instrument Light, adjustable arrows, U-clamp for dash mounting and simple installation instructions. Most popular cars, trucks, boats and in-

dustrial engines can be satisfactorily serviced. Specify number of cylinders, ignition voltage and RPM of your engine.

Model RC-Chrome TACHOMETER HEAD

Price \$25.00

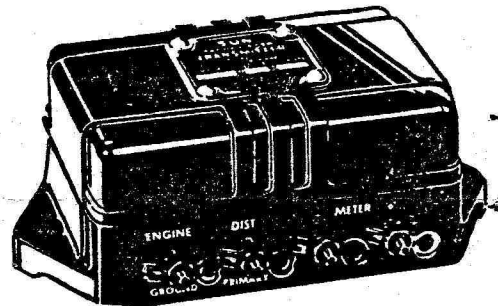
The Sun Electric Tachometer Head is a precision measuring instrument, equipped with Alnico magnet, rugged double bridge construction, sensitive jeweled D'Arsonval movement to assure longer life and greater accuracy (within 2% of full scale) than could ever be achieved with an ordinary mechanical tachometer. The adjustable arrows are mounted under the glass and can be locked at any point to help the driver maintain safe, economical engine R.P.M. Indirect lighting for good night time visibility, large easy-to-read numerals, and steady, controlled action of the instrument pointer—are features that make the Sun Electric Tachometer the nation's outstanding buy.



Model EB TRANSMITTER

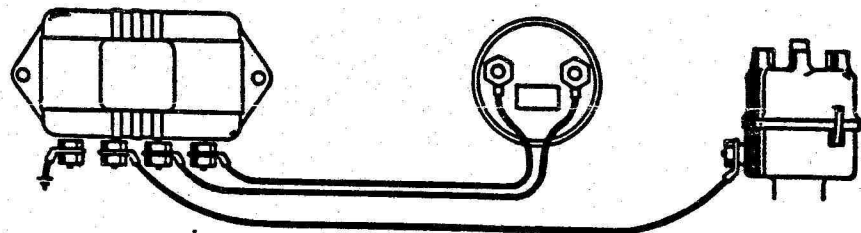
Price \$21.00

The Model EB Transmitter (Sending Unit) is housed in a heavy Black Bakelite Case for perfect insulation. Sealed against dust and moisture. Requires no special drive mechanism. There is only one moving part, an electric relay switch with solid silver contacts which will never wear out. This system does not take current from the vehicle's battery and cannot injure ignition points or any part of the electrical system. Models available for all automotive type engines with battery ignition, or gear driven magneto.



EASY TO INSTALL

Easy to install, no special tools, no special fittings. Tachometer head and Transmitter mount anywhere, can be as far as 100 feet from engine. Retains simplicity of installation always featured on Sun Electric Tachometers. Panel layout and connection diagram included with each Tachometer.



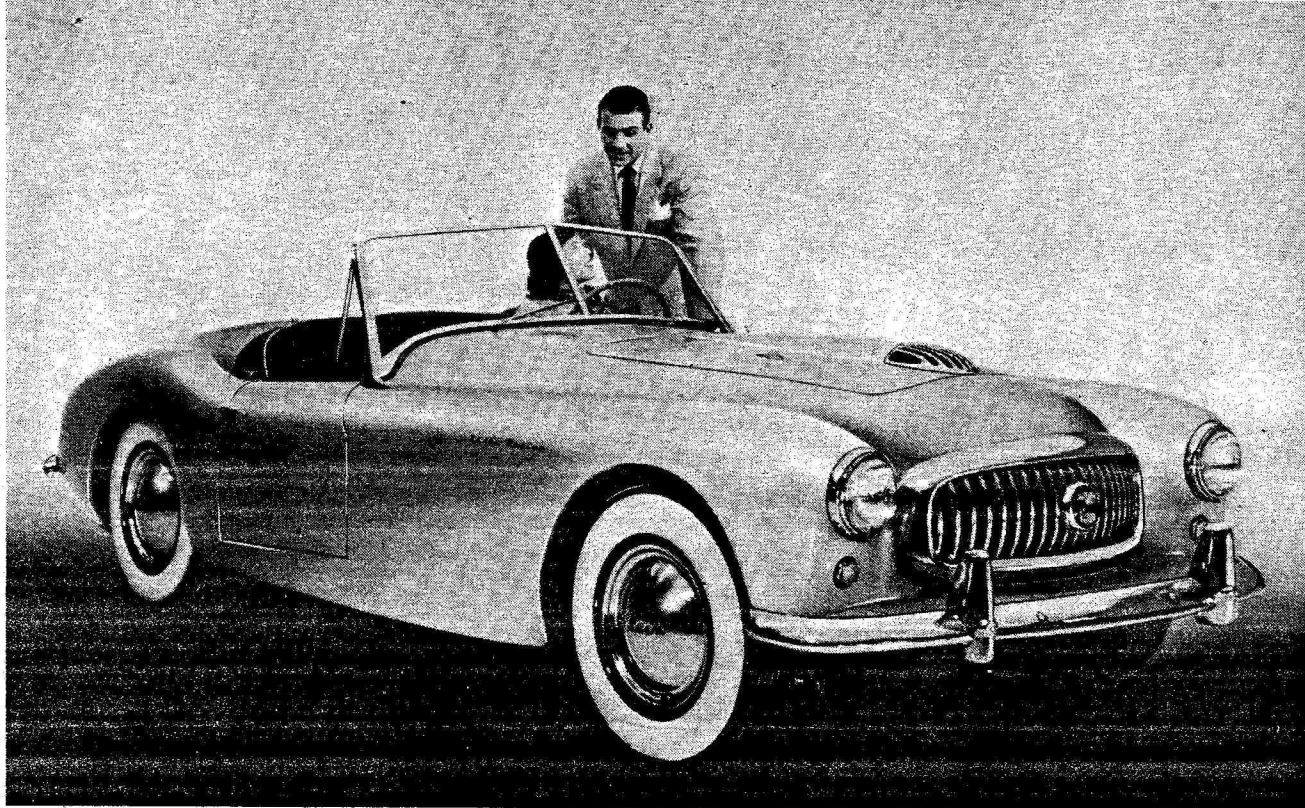
ECONOMICAL . . PROLONGS ENGINE LIFE

Good drivers keep tab on Engine Speed. Keep tachometer indicating Hand between Arrows.

USERS SAY . . It Saves Money!

Reduces gas and oil bills. Eliminates expensive repairs due to improper engine operation. Helps prevent overspeeding and lugging. Enables drivers to make better road time by indicating when to shift gears. Helps drivers keep engines in their most economical operating range.

ANSEN AUTOMOTIVE ENGINEERING, INC.



Nash Announces . . .

A NEW AMERICAN SPORTS CAR!

NASH, America's boldest automotive innovator, chalks up another "first" to its credit with the announcement to the American public of the first home-bred high-performance sports car in decades. "Home-bred" must be qualified by pointing out that Nash has pooled its experience with Healey, the famous English sports car builders, calls the 125 mph beauty the Nash Healey. It seems appropriate that, in view of our industry's long-standing lack of know-how in sports

car construction, an overseas specialist firm was chosen to collaborate on this project.

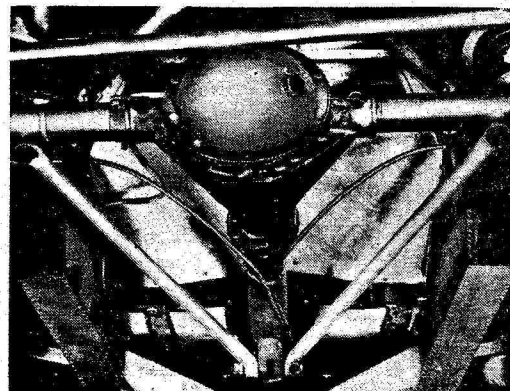
The new car was introduced to the American public in late February at the Chicago Automobile Show and is undergoing exhaustive engineering tests at Daytona, Bonneville, and Indianapolis. Production and sales during 1951 will be cautiously limited while the U.S. market for sports cars is studied. Prices, "substantially higher" than other Nash models, will be announced soon.

Actually, the Nash Healey took its first bow before the automotive world at last winter's Paris Salon, where it created a major sensation. *MOTOR TREND*, operating in close accord with the Nash factory, has withheld all but casual references to the car pending its Chicago debut. But you may be sure that this new arrival on the home scene will be analyzed carefully in coming issues.

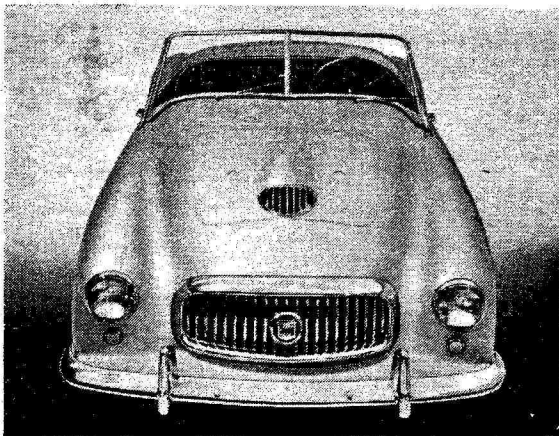
An examination of the material at hand shows Nash Healey to be a highly interesting car from grille to tail lights. Frame, suspension, body and engine all possess novel features that will provide much food for future discussion. One of the most intriguing of these features is the specially-designed aluminum head with cast-in, two-port intake manifold, which adds so greatly to the efficiency of the basic Nash engine.

The well-built Nash Healey's performance potential can be inferred from these very suggestive figures: its engine packs a 125 bhp wallop, power-weight ratio is 1:20.8, rear end ratio with overdrive is 2.48:1. Frame is rigid, suspension is solid but smooth, lines are dashing and fine. America has a sports car!

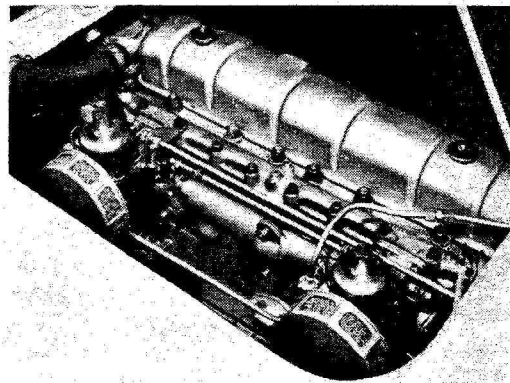
LOW, RACY, combining both Nash and Healey characteristics, new sports car stands only 38 ins. above road. Notable specs: curb wt. 2600 lbs., wheelbase 102 ins., overall length 170 ins.



NASH HEALEY sports car frame is of massive, welded box-section construction. Note radius rods, anti-sway bar, and flanged differential



SPORTS CAR seats two comfortably (53 in. width). Front suspension, Healey trailing link, coil springs; rear, coil springs and track bar. Trans. is 3-speed with O.D., final ratio 2.48



POWERPLANT is ohv, 234.8 cu. in., 6-cyl. engine delivering 125 hp @ 4000 rpm. Two S.U. carbs used with large intake manifold. C.R., 8.1:1

Dear Ray,

The Nash Car Club of America will be hosting the 1983 Grand NASHional Homecoming Meet in Kenosha, Wisconsin, July 15th & 16th, 1983. Saturday's show will be held at Kemper Center in view of Lake Michigan, a fitting setting to enjoy the fellowship of Nash people, looking for parts, and savouring the display cars. The members of The Nash Car Club of America would like to extend an invitation to your club to share in the fellowship & fun.

We plan to make this meet a good weekend for the entire family, starting with a tour on Friday. Saturday, a bus will be made available to transport anyone wishing to go shopping at the new huge downtown mall in Milwaukee, leaving Kemper Center at 10 a.m. Saturday evening a buffet style banquet will be held at the Italian-American. Wisconsin is too beautiful to spend only Friday & Saturday, so a 2 or 3 day tour is being considered commencing Sunday.

NCCA does have some requests to help out with the meet:

Your club handle all pre-registrations for tours, banquet, car show, etc, sending packaged pre-registration information to the NCCA registrar on June 15th & July 2nd, when pre-registration is closed.

Your club provide registration help at the gate from 7 to 11 a.m. for your club's registrants.

Your club provide main gate help for a 2-3 hour period during the day.

Your club provide \$2 per car to NCCA for each vehicle attending registered through your club in order to help defray grounds rental costs, etc. (you may want to charge your registrants more in order to cover any trophies, etc, your club would give during the meet.)

If your club has any special requirements, feel free to contact me in order that NCCA can do everything possible to make this meet enjoyable for your members. We sincerely hope your club will accept this invitation helping make the event complete. Further details will be forwarded upon your acceptance. Looking forward to hearing from you,
James F. Dworschack
1983 Meet Chairman

Production of 1953 roadsters began with chassis N-2290 and engine NHA-1203. Carter carburetors were supplied beginning 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.

CLASSIFIED

Wanted: Bumper (front) and exhaust pipe for a 1951 Nash-Healey. What else do you have?
Charles Garber - 1606 N. 85th Street - Omaha, NE 68114 (402)391-5270

ADDITIONS TO ROSTER

James A. Dapp - 6223 So. 23rd Street - Milwaukee, WI 53221. No Nash-Healey at the present. (414)761-2035

David F. McMorran - 48 East Central Street - Natick, MA 01760; (617)655-4747; 1952 Nash-Healey Roadster; Body No. 25262

George Nichole - 819 Broadway - Saugus, MA 01906 (617)233-0920

Ted Perrin - 59 East Main Street - Tilton, NH 03276; (603)286-8783; 1951 Nash-Healey Roadster; Chassis # N-2034; Motor # NHA1034

George Uriarte - 119 East Rose - Stockton, CA 95203; 1952 Nash-Healey Roadster

ADDRESS CORRECTION FOR ROSTER

Paul & Oma Shaw - 922 East College Street - Apt. D 2 - Iowa City, Iowa 52240

MEMBERSHIP DUES FOR 1983/1984

This is just a reminder to put a note next to your calendar that the 1983-84 membership dues will be due on or before June 1. The amount is still \$9.00. If you will be paying your dues BEFORE May 1 mail the check or money order to Joanne Soles, Editor - NASH-HEALEY NEWS - 530 Edgewood Avenue - Trafford, PA 15085 and AFTER May 1 to Mary A. Soles, Secy./Treasurer - R.D.#1 Box A161 - Addison, PA 15411. Make check or money order payable to the NASH-HEALEY CAR CLUB.

Nash BUILDS A SPORTS CAR

IF AMERICA'S new sports car, the 1951 Nash Healey, has a nautical line or two in its low, racy body there is a good reason. The car first saw the light of day on a tablecloth in mid-Atlantic. Bent over the tablecloth were the heads of two ocean-liner passengers: George W. Mason, president of Nash Motors, and Donald Healey, the noted British custom sports-car builder.

Healey told Mr. Mason he was coming to America to find an automobile engine for a sports-car body. The Nash president told him to look around, and drop in on Nash. Healey looked around and came back to the Nash plant in Detroit.

The chance meeting of these two automotive tycoons has resulted in the first American sports car to be introduced by a major auto maker since the

Low and luxurious, the two-passenger Nash Healey sports car has an estimated speed of 125 m.p.h. It stands only 38 inches from road to top of hood.



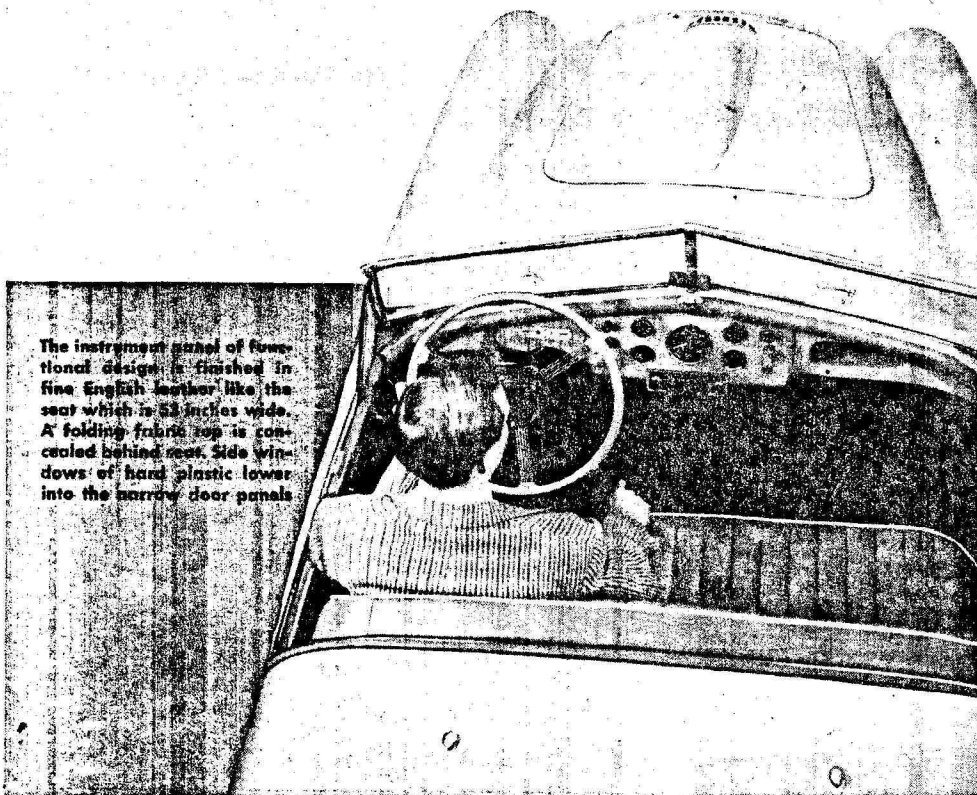
mid-'20s. (Remember the Stutz Bearcat and the Jordan Playboy?) The two-passenger Nash Healey will also be strictly a luxury item and according to reports will sell for "\$3500 and up." It has an estimated speed of 125 miles per hour.

The front grille of the Nash Healey follows the familiar Nash Airflyte design. Its low streamlining is accentuated by a broad hood and car-long horizontal lines that flow gracefully from front to rear. The car measures only 38 inches from road to hood top. Body panels as well as many structural parts are made of aluminum. The car has a curb weight of about 2600 pounds, a wheelbase of 102 inches, over-all length of 170 inches and width of 66 inches. It has a turning radius of 17½ feet and road clearance of 7 inches. The instrument panel is of functional design with leather finish and the adjustable single seat is upholstered in high-grade English leather over latex foam cushions. Because of the low seat, the steering wheel is adjustable.

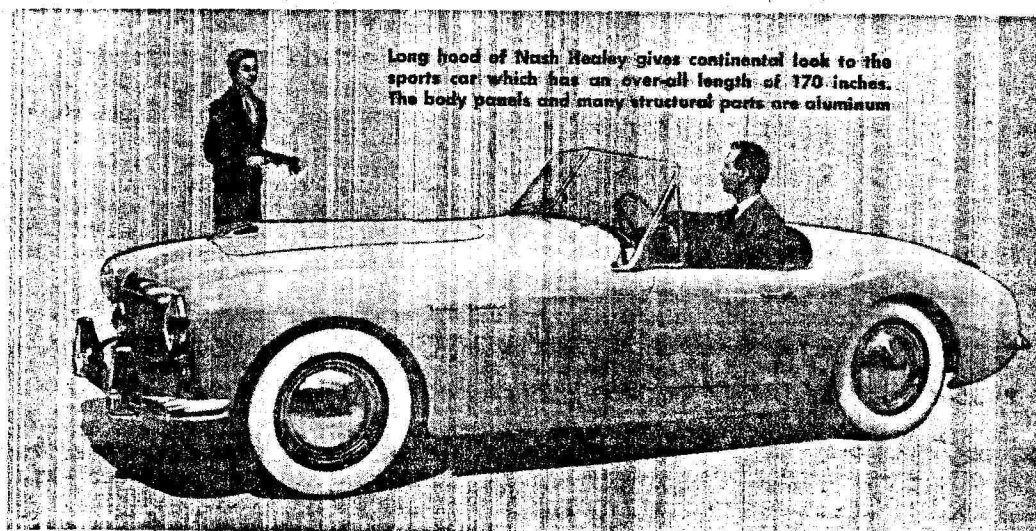
Bodies for the Nash Healey will be built by the Donald Healey Company in England which has been catering to the taste of European sportsmen for years. The engine (basically Nash Ambassador) and other mechanical parts are being built by Nash in

the U. S. The engine is a six-cylinder overhead-valve, high-compression job specially equipped with an aluminum racing head and other major modifications for high speeds. The new aluminum cylinder head offers a compression ratio of 8.1 to 1 with developed power of 125 horsepower at 4000 revolutions per minute. There are two S.U. horizontal British carburetors working in conjunction with an oversized sealed-in intake manifold. Passages of the latter are found directly in the main engine castings, water cooled on two sides, providing even gasoline distribution and improved temperature control. This temperature control makes it possible to use the more efficient higher compression ratios and thus squeeze the maximum power from the gasoline. The crankshaft is 100 percent counterbalanced, providing uniform load-carrying ability to meet the increased thrusts of the higher compression ratios on main bearings.

Another major feature of the car is its chassis utilizing the Healey "trailing arm" front-end suspension. This was developed by Healey to help his fast, low sports cars hold the road on curves and aid the driver in steering at all times. The front wheels are mounted on "swinging arms" pivoted ahead of the wheel center line. This arm is



The instrument panel of functional design is finished in fine English leather like the seat which is 53 inches wide. A folding fabric top is concealed behind rear. Side windows of hard plastic lower into the narrow door panels.

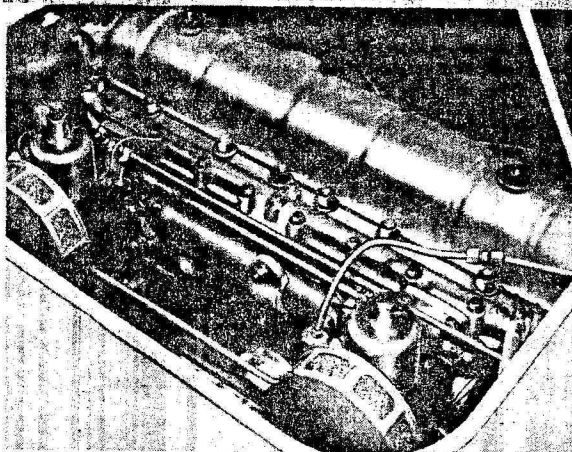


Long hood of Nash Healey gives continental look to the sports car which has an over-all length of 170 inches. The body panels and many structural parts are aluminum.

cushioned against a coil spring. In taking bumps, each wheel deflects vertically in an arc without change to tread or camber.

Rear suspension of the Nash Healey also employs coil springs combined with direct-acting shock absorbers mounted in towers attached to the chassis frame. This suspension is similar to that used in the Nash Ambassador with modifications in spring design and shock-absorber calibration to accommodate the weight and operating characteristics of the Nash Healey. It has a torque-tube-type drive, making it possible to use coil-spring suspension at the rear. Torque tube and propeller shaft of the Nash Healey are shorter than those used in the Ambassador due to the sports car's shorter wheelbase. With a rear tread of 53 inches, the rear-axle shafts and tubes are shorter. The car is equipped with hydraulic Duo Servo brakes and 6.40 x 15 white sidewall tires. Overdrive permits high road speeds with moderate engine speed. Structural members of the chassis frame, typical of English sports cars, are massive to withstand extreme stresses.

The Nash Healey has a folding fabric top located behind the seat with soft plastic rear window. The side windows are of hard plastic and lower into the door panels. Spare tires and luggage compartment are reached through a nearly horizontal rear deck.



Power plant of the sports car is the Nash Ambassador six-cylinder overhead-valve, high-compression engine equipped with two S.U. horizontal British carburetors. Below, experimental setup shows how front wheels are suspended on "trailing arm"

