



Car club

NASH
HEALEY
NEWS
July 1983
Issue No. 16

PURPOSE AND BENEFITS OF NASH-HEALEY CAR CLUB

The Nash-Healey Car Club is now an International Car Club for all Nash-Healey owners and enthusiasts. Other Nash and other type Healey owners are also welcome to join. The Nash-Healey Car Club has members in the United States, Canada, and England.

It is our desire to promote the preservation, restoration and maintenance of all Nash-Healey cars.

To unite all Nash-Healey owners and enthusiasts of the marque.

To promote the showing of the Nash-Healey cars on a National and Regional scale.

To provide a source for all members in finding, buying, selling and trading Nash-Healey cars, parts, and literature as well as other automobilia.

To publish a newsletter eight times per year. The newsletter will include informative articles, technical tips, restoration tips, pictures, reports on Nash-Healey meets, and news of Nash-Healey's and other Nash and Healey cars. A classified section is included and advertising will be free for all members in this section.

All members will be entitled to, and encouraged to send in news items, articles, and stories on restorations. Letters and pictures of members cars will be welcomed.

Membership dues for one year is \$9.00. This includes a membership card, one year subscription to the Nash-Healey Newsletter and a roster which lists all members.

6TH ANNUAL NASH-HEALEY CAR CLUB EASTERN MEET

The Sixth Annual Eastern National Meet of the Nash-Healey Car Club will be held on August 20th and 21st.

It will be held in conjunction with the Butler Old Stone House Region of A.A.C.A., their 15th Annual Antique & Classic Auto Show. The location is at the Butler Fairgrounds - 7 miles West of Butler, PA on U.S. Route 422.

Last year there were only 5 Nash-Healey Car Club members present. Let's have a better turnout this year. We had several non-members registered with our Club so it turned out to be a very enjoyable meet.

Ray & I will be the sponsors for this meet so if you have any questions please contact us. Our telephone number is (412)372-3952. We will be happy to answer any questions you might have on pre-registration, motels, etc.

Sat./Aug. 20 - 8:00 a.m. to 6:00 p.m. Swap Meet & Car Corral

Sun./Aug. 21 - 8:00 a.m. Swap Meet opens
9:00 a.m. - 2:00 p.m. - Antique Auto Registration. Cars registered in our section will not be judged.

Pre-registration is requested by August 1. Registration will be \$3.00. Please send name, address, telephone number & make of car along with registration fee to: Ray or Joanne Soles - 530 Edgewood Avenue - Trafford, PA 15085.

DONALD HEALEY, A MAN AND HIS CARS

Article taken from Vol. 1 No. 2 Issue of old Nash-Healey Car Club Magazine 3/70

Donald Healey was known to many in England as a race driver and rally exponent, long before he gained fame as a sports car designer. In 1931 Healey won the Monte Carlo road race outright in a 4 1/2 litre Invicta. It would seem he was always a perfectionist, not willing to settle for second rate.

Actually the Warwick-built Healey was the first brand new sports car to be built in England after World War II. In 1947 Healey was showing his ability in getting the very most performance out of a car. He took a standard Healey car and after it was checked by the R.A.C. for capacity, compression ratio and ect., it achieved a speed of over 111 mph

Healey used a massive-looking box-frame, with 6 inch deep side members and a scientifically disposed rigid cross members, yet it was extremely light. Front suspension was independent with trailing arms and a vertical helical spring system controlled by hydraulic dampers.

There were many well known Healey models that were sold in England from 1948-53, among them were the Healey-Elliot, Healey-Abbott, Healey-Silverstone, Alvis-Healey, Riley-Healey

Until 1951 Healey's most famous car was the cycle fendered "Silverstone" model. This was a genuine 100 mph car, that used a 2 1/2 litre, 4 cylinder Riley engine. It was really largely due to Healey's design and management that the Nash-Healeys from 1950-53 did such a commendable job at LeMans and other races.

While the Nash-Healey sports car did achieve a measure of success both on the track and by being the first real sports car to be American powered, to grace the U.S. highways in over 20 years. It was the Austin-Healey that achieved the greatest success for Healey. It was the LeMans race of 1952, that impressed Sir Lenord Lord of the Austin Co. to enter into the Austin-Healey arrangement. After breaking 47 speed records in Bonneville Salt Flats, Utah with a model 100 Austin Healey and I might add Healey driving one of the cars himself. Top speed achieved was an amazing 142 mph production started and continued from 1953-68 with the Sprite model still being produced. What will Healey do next? Well there are reports he is working on a steam design car but you can be sure Healey will be in the front line with his car designs and quality.

HEALEY CARS FROM 1946-1950

Article taken from Vol. 3 No. 2 Issue of old Nash-Healey Car Club Magazine 3/72

Healey Westland Roadster - Production period 1946-50. Two door, 4 seater, open roadster. Built on A type chassis. 4 cylinder Riley engine. S.U. Carburetors. 104 HP. 64 built

Healey Elliot Saloon - Production period, 1946-1950. Two door Saloon built on A, B and C chassis. Same type engine as the Westland. 101 built.

Healey Duncan - Production period, 1947. Less expensive but roomier version of the Westland and Elliot. Built on B type chassis. 39 built.

Healey Sportsmobile - Production period, 1948-1950. Spacious and luxurious 4 seater. Body on B type chassis with Riley engine. 23 built.

Healey Silverstone - Production period, 1949-1950. Open 2 seater with lightweight stressed-skin alloy sports body. Built on D and later E type chassis. Riley engine. 105 built.

Healey Tickford - Production period, 1950-1954. Two door, 4 seater sports saloon with improved styling. Built on C and F type chassis. Riley engine. 224 built.

Healey Abbott - Production period, 1950-1954. Two door, 4 seater. Drophead coupe version of the Tickford. Built on C and F type chassis. Riley engine. 77 built.

YEAR	POSITION	EVENT	CAR
1947	Class Win	Alpine Rally	Westland
1948	Class Win	Alpine Rally	Westland
1948	Class Win	Targa Florio	Elliot
1948	Class Win	Mille Miglia	Elliot
1949	Class Win	Mille Miglia	Elliot
1949	Class Win	Alpine Rally	Silverstone
1950	Class Win	Prod. Race	Silverstone
1950	Outright Win	Watkins Glen	Silverstone
1951	Class Win	Coupe Des Alpes	Silverstone
1951	Class Win	Liege Rally	Silverstone
1951	Class Win	Tourist Trophy	Silverstone

(Facts and figures courtesy of British Motor Corp.)

FROM:

Public Relations Department
Nash Motors Division
American Motors Corporation
14250 Plymouth Road
Detroit 32, Michigan

FOR RELEASE JUNE 3, 1954

Detroit, June 3--Nash Motors today introduced its new 1954 Nash-Healey LeMans hardtop sports car, featuring a low silhouette top and continental coachwork by Pinin Farina, European designer of custom built cars.

"The new Nash-Healey is not a 'dream car of tomorrow,' but a production model sold and serviced by Nash dealers throughout the country today," H. C. Doss, vice-president in charge of Nash sales, said. Nash Motors pioneered the postwar development of American sports cars when it introduced the first Nash-Healey in 1951.

The price of the new model is substantially lower due to improved production techniques, Doss said. It is priced at \$5,128.05, f.o.b. coastal port of entry.

The new Nash-Healey, low and racy in appearance, offers graceful hardtop styling. Its functional body surfaces are skillfully blended in the finest Farina continental styling trend.

An outstanding feature of the new model is the distinctive wrap-around rear window treatment for greater visibility. The curved windshield of one-piece construction affords excellent forward vision.

Headlights are mounted within the functionally designed racing air scoop radiator grille panel. The smoothly contoured front fenders extend forward of the grille panel.

(more)

The Nash-Healey is powered by the Nash Ambassador LeMans Dual Jetfire engine, which for four consecutive years has won high honors at the famed LeMans (France) 24-hour road race. This six-cylinder, overhead valve engine develops 140 horsepower. Equipped with an aluminum cylinder head, it has a compression ratio of 8 to 1. Two side draft carburetors work in conjunction with an oversized "Sealed-in Iso-Thermal" intake manifold. Its seven-bearing crankshaft is 100 per cent counterbalanced.

The three speed synchromesh transmission is operated with a floor type shifting lever in keeping with the sports car tradition. Overdrive, which is standard equipment, can be operated and controlled by either the accelerator pedal or by a control button on the steering wheel hub.

The LeMans hardtop features the famous Healey "trailing link" independent front suspension with coil springs, which provides outstanding road holding and cornering characteristics. The rear suspension utilizes direct acting shock absorbers and coil springs in conjunction with a "torque tube" drive system.

The interior of the new Nash-Healey is finished in genuine leather upholstery. Foam rubber cushions are used in the seat.

Major mechanical parts for the Nash-Healey are manufactured by Nash Motors in the United States. The special sports car chassis with "trailing link" front suspension is made by the Donald Healey Company, Warwick, England. Farina's custom body plant at Turin, Italy, hand builds the sleek custom bodies.

1954 LE MANS NASH-HEALEY HARDTOP SPORTS CAR SPECIFICATIONS

BODY DIMENSIONS

Wheelbase	108"
Overall Length	180.5"
Width	65.87"
Height	55"
Tread, Front	53"
Rear	54.87"
Shipping Weight (Less Fuel)	2990 lbs.
Tire Size	6.40 x 15
Fuel Capacity	20 gal.

ENGINE SPECIFICATIONS

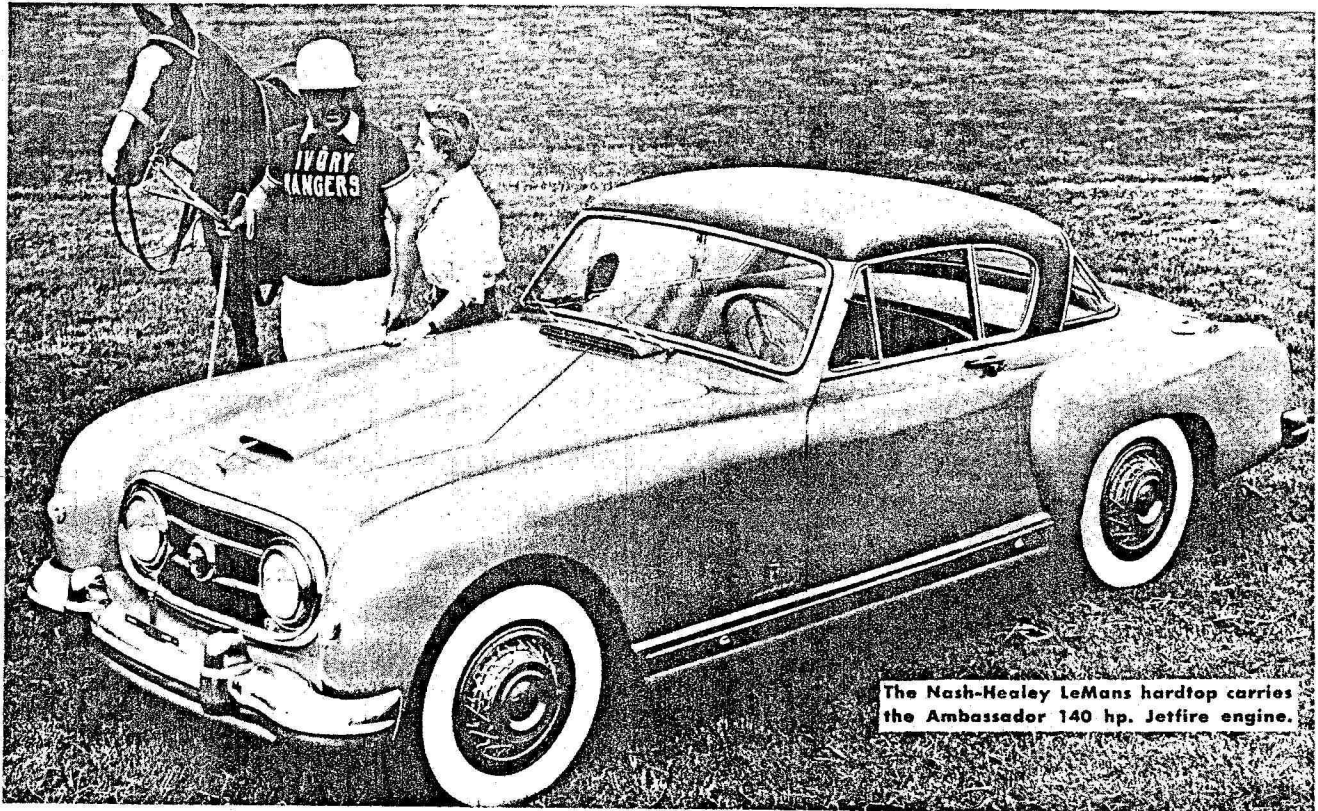
No. Cylinders	Six
Valve Arrangement	Overhead Valve
No. Main Bearings	Seven
Brake Horsepower	140 @ 4000 RPM
Torque	230 @ 2000 RPM
Bore and Stroke	3 1/2" x 4 3/8"
Displacement	252.6 cu. in. (4138 cu. cm.)
Compression Ratio	8 to 1 (Aluminum Head)
Carburetors, Number	Two-Single Throat
Type	Side Draft
Electrical System	6 Volts

MECHANICAL SPECIFICATIONS

Front Suspension	Trailing-Link, Independent, Coil
Rear Suspension	Direct Acting, Coil
Drive System	Torque Tube
Service Brakes	Hydraulic, 172 sq. in.
Rear Axle Ratio	4.1 to 1
Transmission Forward	
Speeds	Three
Overdrive Ratio	.70 to 1

STANDARD EQUIPMENT

Weather Eye (heater, ventilator, defroster)
Overdrive
Adjustable Steering Wheel
Directional Signals
Leather Upholstery
Foam Rubber Cushions
Cigarette Lighter
Chrome Wheel Discs
White Sidewall Tires (Five) 4 ply



The Nash-Healey LeMans hardtop carries the Ambassador 140 hp. Jetfire engine.

Nash-Healey LeMans

THE 1954 NASH-Healey LeMans hardtop sport car priced at \$5,128.05 (f.o.b. coastal port of entry) is a three-nation car. Nash Motors Division of the American Motor Corporation makes all the major mechanical parts at Detroit; the special sport chassis is manufactured by the Donald Healey Company at Warwick, England, and the custom bodies are handmade at Pinin Farina's shop at Turin, Italy.

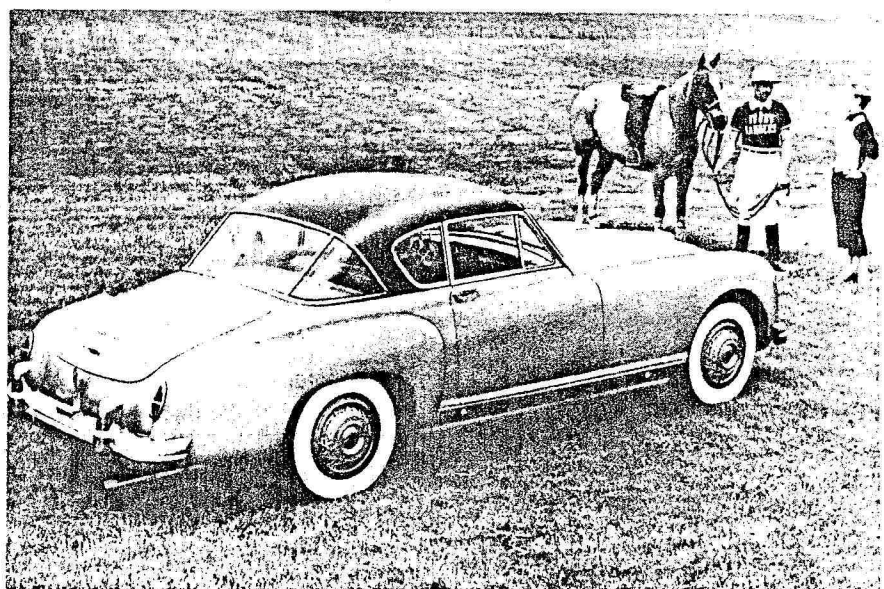
Serviced by Nash dealers throughout the United States, the car features a wrap-around rear window, curved, one-piece front windshield, genuine leather interior appointments and upholstery with foam rubber seats, and a synchromesh transmission operated by a floor-type shifting lever traditional to all sports cars. Overdrive is standard equipment along with an adjustable steering wheel, directional signals, weather eye (heater, ventilator, defroster), and five 4-ply white sidewall tires. Headlights are mounted within the functionally designed racing air-scoop radiator grille panel. The contoured front fenders extend forward of the grille panel.

The Nash-Healey is powered by a Nash Ambassador LeMans Dual Jetfire engine. The engine has won high honors for four consecutive years at the international LeMans 24-hour road race. The six cylinder, overhead valve engine

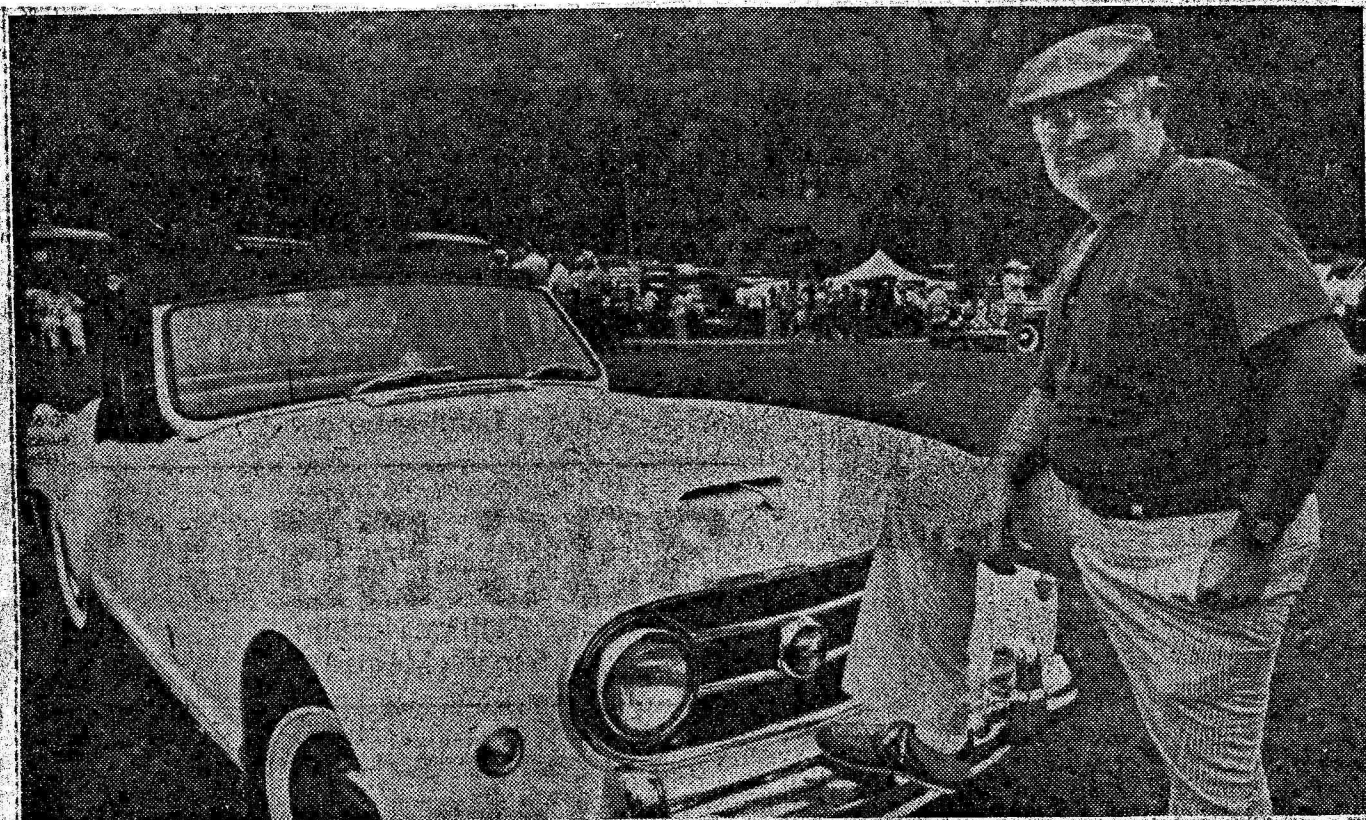
develops 140 horsepower. It has an aluminum cylinder head with a compression ratio of 8:1. Two single-throat side draft carburetors work in conjunction with an oversized "Sealed-In Iso-Thermal" intake manifold. It also features the Healey 'trailing link' independent front suspension with coil springs, which provide outstanding road holding and cornering characteristics. The rear suspension uses direct acting shock absorbers and coil springs in conjunction with a 'torque tube' drive system. The car's seven-bearing

crankshaft is 100 per cent counter-balanced.

Other characteristics of the Nash-Healey hardtop include 108-inch wheelbase, 180.5-inch over-all length, 65.87-inch width, 55-inch height, weight minus fuel, 2,990 pounds, and a 20-gallon fuel capacity. It has a bore and stroke of 3½ by 4¾ inches, a piston displacement of 252.6 cubic inches. The electric system is powered by a six volt battery, the brake horsepower is 140 at 4,000 rpm while the torque is 230 at 2000 rpm. ☆ ☆



The LeMans sport coupe, styled by Pinin Farina, features the wrap-around window treatment for better rear visibility.



By Gary A. Cameron - The Washington Post
 At the Antique Automobile Club of America event at Skyline Caverns, E. Winston Johns poses proudly with a 1952 Italian-designed Nash Healy.

Antique Auto Buffs Gather

Meet Evokes Nostalgia for Glamor Cars of Yesteryear

By Eve Zibart

Washington Post Staff Writer

FRONT ROYAL, Va., June 18—“Nowadays, cars are utilitarian, like bathtubs,” says Earl Beauchamp, president of the capital area Antique Automobile Club of America. “A guy goes out and buys a Honda, with no charm and no nothing—it just gets him from here to there.”

But here at the 27th annual Skyline Caverns car meet, Beauchamp is safe in the middle of vintage cars that trace the history of the automobile industry.

Behind him is a 1904 Oldsmobile roadster so simple that it looks homemade, like a buggy with oil lamps nailed onto a wheel base. To his left is a 1915 touring Hudson that has logged more than 103,000 miles; to his right a 1957 F series Thunderbird with a supercharged V8 engine and a polish so deep that Shakespeare's Ophelia could drown in it.

And next to Beauchamp is his wife's pink-and-white '55 Ford Victoria, rigged with a tape recorder and a repertoire of 1950s hits.

“We call this our rainy-day tourer,” says Beauchamp, 44, whose penchant for '39 Buicks has won him the nickname “Mr. Buick.” “I wish I could be restored as well.”

Now that the long American love affair with the automobile has cooled to an uneasy economic truce, it may be hard to remember the time when the family car held a place of affection rivaling the family dog.

But these antique auto enthusiasts have little truck with MPG ratings or resale values. They put their faith in wide chrome and open air.

“For some people, it's nostalgia,” says Beauchamp. “It's the car they had in high school, or wanted in high school and never got.

“Then there's the artist, the guy who loves to build things. He buys a piece of junk, restores it, wins a couple of awards to show how good he is, and then sells it and buys another piece of junk.”

“Then there are the folks who get joy out of being in the country, touring,” Beauchamp adds. “You know, when cars were new, the whole family used to go out on a Sunday for a drive in the country. It's a good family activity.”

Yesterday's judging of more than 50 antique cars (1948 or older, with a grudging allowance for “special interest” cars through 1962) was only a mid-sized meet compared with the huge annual October show in Hershey, Pa. The local AACA club already is gearing up for Washington's first national AACA meet June 29, 1984 at the University of Maryland, which Beauchamp estimates will draw 650 antique cars.

Under each hood at yesterday's event, enthusiasts compared notes and nodded over carburetors with the deftness of caucusing politicians.

While modern manufacturers babble promises of sturdy, five-passenger transportation, these four-wheeled survivors whisper seductively of swift flight and a startling new sense of freedom. This pride is most evident in the hood ornaments: a '29 Chevy's Art Deco Valkyrie with lion's head helmet, a '35 Ford's ribby greyhound, a '55 Chrysler's leaping buck, and the '48 and '59 Packards with a swan that makes Gloria Vanderbilt look thick.

The cars also recall an age of self-sufficiency. Edward S. Spangler, who drove his 1938 Packard touring car up from York, says that he “grew up” with automobiles. Spangler said that after his father died in 1915 he raised himself as a mechanic, and still does all his own tinkering.

LETTER FROM MEMBERS

Hope you can use the article on Farina. I stumbled on this article when moving my old magazines. I have really enjoyed the reprints in past issues.

I am currently rebuilding the rear suspension and drive train along with repairing and strengthening the unit body/frame in that area.

During the rear brake rebuild I found that the wheel cylinder bore size is not 15/16" but 13/16" and that the 1966 corvaire size is the same although the dust covers don't fit. (1953 coupe).

If any coupe owners are missing the passenger inside lock knob check the knobs for 1965-67 3.4 or 3.8 "S" type Jaguar sedans. The knobs look the same on the outside although I didn't get to check the shaft size. Thanks again for the newsletters.

Sincerely yours,
Harold Case

Thank you for the article and I will publish it soon in the newsletter. I'm glad you have been enjoying the newsletters and I will keep trying to improve them. Thanks also for the tech. tips on the bore size of the rear brakes and the inside lock knobs. I'm sure they will be of help to the members.

(Joanne Soles, Editor)

CLASSIFIED

FOR SALE: 4" Nash-Healey Car Club Embroidered Jacket Patch. The emblem is outlined in red and is set on a white background. The border is also red. The background behind Nash-Healey is dark brown and the words Car Club are also dark brown. **SUPPORT YOUR CLUB** The price is \$3.00 for one or if you buy two or more the price is only \$2.50 each. Order today from Joanne M. Soles, Editor, Nash-Healey News - 530 Edgewood Avenue - Trafford, PA 15085. Make check or money order payable to NASH-HEALEY CAR CLUB.

LETTER FROM MEMBERS (continued)

Dear Joanne,

As we all know Nash-Healeys are always the star of the show. I enclose a picture from the Washington Post covering on A.A.C.A. meeting in Front Royal, VA. Some beautiful cars there and who gets the only photo? Nash-Healey, of course. They did not spell Healey correctly or get my first initial right but that is the Washington Post.

This is the '52. My 53 is all torn apart as this is the year for complete rehab. (not restoration).

Sorry I can't make it to the big meet this year but I enclose \$19.00 to pay my dues and get 4 of your fancy new jacket patches. Is anybody having made (even plastic) the rear tail light chrome trim? I would like to get in on it if some one knows where to start.

I visited with Ed Moore & Mike Feingold at Carlisle this year. I hope to get together with Lenny McGrady later this summer and compare notes & swap parts.

Best to All,
F. Winston Johns

As you can see your article and picture is in this issue and we all know what a terrific car the Nash-Healey is, don't we! What's in the spelling of a name (in a car) and at least your last name was O.K. I have made my share of spelling mistakes in the past newsletters and there is always room for improvement. Of course the Washington Post is just a little bigger publication than the Nash-Healey News. We visited with Ed Moore and Mike Feingold also just a couple of weeks ago at the meet in Massachusetts. We had a great time and I know Ray wants to make another trip back to Ed's place to see all the fabulous cars he has. He was very impressed.

(Joanne Soles, Editor)

CLASSIFIED

WANTED: For 1954 Nash-Healey, tachometer parts to distributor. Any information would be appreciated. Also need radiator, any condition: Heinz Schu - 16221 Shannon Rd. - Los Gatos, CA 95030

WANTED: For 1952 Nash-Healey, seat, top, tach drive, grille medallion, heat control valve, rear license lamp bezel: George Uriarte - 119 E. Rose - Stockton, CA 95202 (209)463-1814