

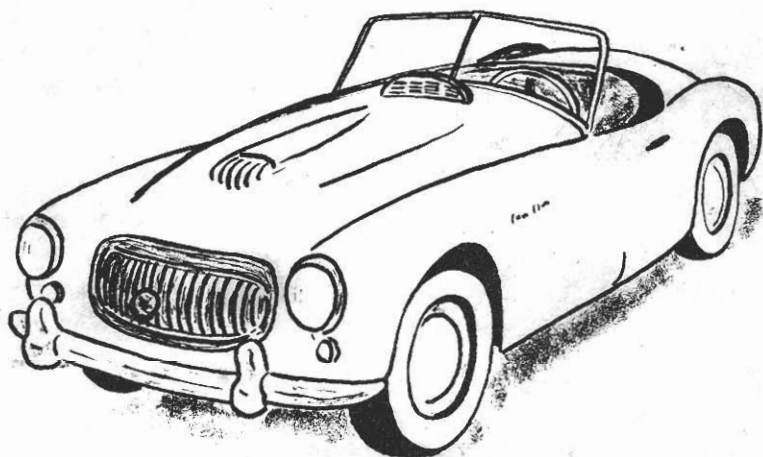
NASH-HEALEY

CAR CLUB

MAGAZINE

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1951 NASH-HEALEY SPORTS CAR

The Nash-Healey car club magazine is the official publication of the Nash-Healey car club, and is published bi-monthly. It is sent free to all paid up members of the Nash-Healey car club.

Richard M. Kauffman, Pres. & Editor of N-H mag.
R. D. 2. Boyertown, Pa. 19512

Burt L. Horman, Vice Pres. & West coast Rep.
1100 Terrace Drive, Lynden, Wash. 98264

Bruce Hamson, Club Technician & Parts sec.
Brower Ave. Mont Clare, Pa. 19453

Nash-Healey car club Magazine

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The NASH-HEALEY Story by R. M. Kauffman

Part 1

What we are going to try to do is trace the complete development of the Nash-Healey sports car from every aspect, events leading to its creation, all the way to the end of the production of the Nash-Healey.

Today when you mention the term sports car to the average person they probably think of an M.G. or a Ferrari, 50 years ago it would have been a Mercer or a Stutz Bearcat. People have wanted and driven sports cars, almost from the time the motorcar was invented. Basically a sports car is an open type car (however not always) it has a little more performance and style than the average car.

Perhaps the first connection between the sports car and Nash Motors was in 1908 with the Rambler model 34A, this was a hairy looking open model with flared fenders and a leather strap ov-

er the hood, 19 years later Nash offered a model 271, this was a two tone sports touring model that featured more chrome, spotlights, and advanced 6 engine with 7 mainbearing crankshaft.

In the United States during the middle and late thirties, Auburn and Cord were the best known sports cars produced, and even by today's standards, they were years ahead of their time. But in England and other countries in Europe sports cars were gaining in popularity.

Then about 1945-46 people again became sports car conscious here in America. It started first on the west coast mostly in California. Soon M.Gs and S.S. 100 Jags. as well as other makes were getting to be a common sight.

In England a man by the name of Donald Healey was making quite a name for himself, with cars that were gaining class victories in races like the Mille Miglia. His famous Healey-Silverstone with a 4 cyl. Riley engine was capable of 0-60 in 11 sec. The whole world knew of Healey's advanced designs, but it was not General Motors or Ford or even Chrysler that was far sighted enough to come out with an entirely new type of sports car. It was the Nash Motor co. that brought out the first American Sports Car "in over two decades" according to Motorsport of April 1951 (please see back cover of this issue for details and pic.) Motortrend, also had some comments on the new Nash Healey. They said among other things "Nash, America's boldest automotive inventor, chalks up another first to its credit with the announcement to the American public of the first home-bred high performance sports car in sometime. "home-bred" must be qualified by pointing out that Nash pooled its experience with Healey the famous sports car builder, and calls the 125m.p.h. 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.

Of course the Nash Motor co. did not bring out a completely new sports car, without many tests. Actually the Nash-Healey had proven its performance

and dependability. If you were going to prove if a car could hold up under any road condition, how would you go about it? Well Donald Healey and the Nash management decided that they would enter a Nash-Healey car, that is Nash powered on a Healey frame and suspension in the world famous LeMans race in France. Yes, they could have picked a much easier race than the LeMans, but they wanted to prove the quality and dependability of the Nash-Healey the hard way. Then came June 24, 25 the LeMans. Well the Nash-Healey proved its point out of 60 cars starting the race, Nash-Healey took 4th. place. For complete details on this race as well as all the other LeMans races see the article "Nash-Healey at LeMans" in issue no. 5 of the Nash-Healey magazine.

The results of the Nash-Healey car at LeMans and the growing popularity of Americans for imported sports cars were enough for the management of Nash Motors, they at once told Donald Healey to go ahead with production of the Nash-Healey. The first prototype of the Nash-Healey was shown to the public for the first time at the Paris auto show in the early fall of 1950.

The actual production of the Nash-Healey began in December of 1950. 36 cars were produced during that month. An additional 68 cars were produced in the months of Jan. & Feb. and March of 1951. Altogether a total of 104 1951 model Nash-Healey's were made. It should be noted that all of the 1951 N-H sports cars were 2 door convertibles

General specifications on the 1951 Nash-Healey were as standard equipment, leather upholstery, foam rubber cushions, adjustable steering wheel, directional signals, chrome wheel discs and 5 4ply. whitewall tires. Standard colors were Champagne Ivory and Sunset Maroon, these were the only colors available (so if you have a mint green 1951, you know the paint is not original)

The body was all aluminum and was built in Warwick, England by the Donald Healey works Ltd. It seems that Nash sent the engine, transmission and other Nash components to the Healey plant,

where they were then assembled in the Healey chassis and body and then reshiped back to the states. The engine used on the '51 Nash-Healey was a high-compression 6 cyl. Nash Ambassador Jetfire engine and was fitted with an aluminum head and dual carburators.

The 6 cyl. engine of 234.8 cubic inch displacement (3847c.c.) had 125hp. 8:1 compression ratio 7 main-bearing crankshaft, intake manifold sealed in-head and two S.U. side draft carburators. Other details included 3 speed transmission with overdrive, Torque-tube drive; Rear coil springs; tire size was 6.40x15; 20 gal. gas tank, Plexiglass side windows.

Dimensions for the 1951 model were overall length 170in. width 60in. wheel base 102in. tread 53 in. front and rear, turning radius 17ft. 6in. road clearance 7in. Weight 2400lbs. As Motortrend stated in their article on the 1951 Nash-Healey, April 1951 "The Nash-Healey is low, racy, combining both Nash and Healey characteristics, It stands only 38in. above the road.

Some seem to question the total production of 104 1951 Nash-Healey's. But some people do not know that in England, Donald Healey also produced a model that was powered by an Alvis engine, and known as the Alvis-Healey, about 100 of these Alvis-Healey's were made. Body wise the Alvis-Healey very much looked like the Nash-Healey except for the grill and the Lucas headlights and the Alvis-Healey did not have an air scoop and were all right hand drive.

I own a 1950 Alvis T.B.14 model sports car and I am a member of the Alvis Owners Club in England. I noticed in their monthly bulletin about 6 month ago that an Alvis-Healey of 1951 vintage took 2nd. in an endurance rally held in England. So it would seem that they are holding their own against the newer sports cars.

There are some other interesting points on the '51 N-H that we will discuss in the next issue of the Nash-Healey magazine, as we continue the Nash-Healey Story part 2.

The Nash-Healey for 1951 by Bruce Hamson

The feature car for the first issue of the Nash-Healey Car Club Magazine, is the first Nash-Healey model, the Anglo-American cosmopolite, shown in the centerfold. Nash Motors, a rather staid and conservative auto maker, in quite a surprising move, introduced an all new "drophead coupe" that would be sold through the network of Nash dealers in the U.S.A. The car was an outgrowth of the Alvis-Healey, which in turn was developed from the highly successful Healey Silverstone sports racing car. Built on a 102" wheelbase, the car featured trailing link front suspension, walking beam steering, and a very handsome all-aluminum body by Donald Healey at Warwick, England. Nash Motors supplied their smooth and highly reliable Ambassador engine and 3-speed overdrive transmission plus a shorted torque tube rear axle. The result was the Nash-Healey sports car, that in 1951, was still a bit avant-garde for the average motorist.

The car pictured here was my pride and joy from 1954 to 1963. I bought it from the head salesman of Bekrag Motors of East Orange, N.J. who used it as an executive car for the auto agency. The staff and mechanics knew little of the car, except that Whitworth wrenches were required for working on the chassis and carburetors. The main Nash dealer in Newark and other dealers in the suburbs knew little about the car, except that one could buy the car on special order. Most salesmen in the dealer showrooms didn't even know how to go about ordering one, and I never did learn who the original owner of my car was, or what dealer sold it. Driving the car in Northern N.J. was an ordeal of explaining what the car was and where I bought it. Only at sports car events did people have any idea of what the car was, associating the Nash-Healey with the Austin-Healey was obvious enough, but I always had to explain that the only similarity between the two was half of the name, and Whitworth nuts and bolts were used! Of all the sports car events, rallies, races, ect., that I participated in Northern N.J. I never saw

another English aluminum N-H, and only once did I see a Farina Nash-Healey roadster. In short, the car was always an interesting conversation piece

Driving the car was sheer joy, with a combination of "on rails" cornering ability and a firm, but very comfortable ride. I'll never forget one time on a S.C.C.A. rally, I was with a fellow who had driven all sorts of exotic machinery, when we approached a sharp downhill curve at 80 m.p.h. That was about the only time I thought we wouldn't make it. But giving it full full power we made the curve with gravel and dirt flying in all directions, and the tires howling for mercy. My passenger did admit that for cornering ability, the N-H was as good as any sports car of its day.

I found the steering effortless, but not quite fast enough and too many turns lock to lock. It is important to keep in mind that the N-H is a sports/touring car, Not a sports/racing car, and the steering, though very precise, was made slow enough to facilitate parking. With a 125 H.P. @ 4000 R.P.M. I could easily take any M.G. from a standing start and on the hills, but doing battle with a Jag. XK 120 was a different story. Time and time again, the Jaguar boys would entice me into a stop light Gran Prix, and if the Jag. was an XK120M driven by a sharp driver, I'd never see him again. Once in a while I'd lose a standard XK120 on the hills. The cars relatively low power, combined with its high price, were two main factors that prevented the N-H from being the howling commercial success it should have been. Also the Nash dealers didn't really promote the car as they could have, and the Jaguar XK120 sold for about \$4000 in 1951-52, whereas the N-H listed for well over \$5000.

104 English aluminum Nash-Healeys were built, and we hope to account for as many as possible. My former car is now owned by a photographer in Norristown, Pa. who is extremely pleased with it. I do admit to having a secret desire to own an English aluminum Nash-Healey again, and if I ever get enough garage space, a '51 N-H may well grace my drive. For now I have a 1953 N-H Farina coupe and a 1954 N-H Farina hardtop, but that's a story for another time.



A Brief History of Nash Motors

Nash, American Motors upper-middle price car, has a long history that has taken it through more corporate organizations than probably any other make. It's earliest ancestor was the Rambler, built by the Thomas P. Jeffery co. of Kenosha, Wis. in 1902. In 1914 the Rambler became the Jeffery, and after Charles W. Nash bought the company in 1916 it was renamed the Nash. Nash Motors emphasized quality, sharp body style in the 30's during the depression years, when car companies were going under right and left, Nash was one of the few makes that thrived during those lean years. And it is interesting, in view of later developments, that during those years there was a strong rumor that the company would merge with Hudson. "Nonsense, said Nash "Everytime anyone thinks of a merger, they include us in their thoughts because we happen to have a good cash balance." In 1937 however Nash did merge with the Kelvinator Corp. and in 1954 came the merger with Hudson to form American Motors.

Nash had always been a distinctive machine and company policy regardless of mergers had usually been broad enough to include unconventional adventures in design. Back in the thirties Nash employed "Dream car" designer Alexis De Sakhnoffsky as stylist for some of its models, In 1941 Nash introduced the unit body frame construction, and in 1949 presented the Airflyte series, with inclosed front wheels and overall streamlining, plus seats that could be converted into a double bed. A bold style and years ahead of its time was the famous Nash-Healey sports car. Also was the Nash Metropolitan, which helped to open up the compact car field along with the revised Rambler.

Showing the companys forward approach was having the famous Italian body stylist Pinn Farina create the 1952-54 Nash-Healeys. Further proof that Nash was not afraid to take a chance on good products that were as yet not established by U.S. buyers. Over the years Nash cars have proven their dependability, But I feel they have never been given the recognition they derserve.

Questions from Nash-Healey club members

Question-Was there ever a Nash-Healey club before?

Answer-Yes, From 1957-59 there was a N-H assn. the Nash-Healey Assn. of America was started by a man named Fredric Celler of Cortland N.Y. Later Kent Martin of Napierville, Ill. was pres. of the club.

The Nash-Healey car club is not connected with the former N-H Assn. However any former members of the old N-H Assn. are welcome to join the new Nash Healey Car Club.

There is a definite parallel between the old club and our new club and that is, Both clubs were interested in uniting all N-H owners and help all members locate parts. But the Nash-Healey car club policy will be to have a more active club with a regular bi-monthly publication and promote and hold Regional and National car meets, also to have a closer knit club by having representatives in different areas of America.

Question-True or false, only N-H owners can join the Nash-Healey car club?

Answer-False. Not only are all N-H owners welcome to join our club, but all persons interested in N-H cars or own a Nash car or another type of Healey car, such as Austin-Healey or Alvis-Healey.

First of all we want to have an active club, but how can we if we are going to be snobish about it. I think most of you members realize we are limited as owners of Nash-Healeys. According to recent letter from a representative of American Motors, He stated that there are less than 100 Nash-Healeys left. This I am sure is not true, I feel sure there are at least 300 to 400 Nash-Healeys still around. But many of these cars are not on the road or in running condition. Many others are not titled or registered as Nash-Healeys, but as a Nash coupe or as my 1952 Farina roadster is titled a '52 Nash conv. So you can see how misleading this can be. So if we are going to grow or even stay alive, we must let persons other than N-H owners join our car club.

But keep in mind the club is mainly for Nash-Healey cars and our magazine will be devoted mostly to N-H sports cars. But we will from time to time have articles on Nash and other type Healey cars.

Question-What kind of car do you have on your N-H car club stamp?

Answer-Well for those of you that may not have realized it, the car is not a pre-historic N-H but is a 1915 Mercer. Believe me I did not intend it this way. When I ordered the rubber stamp I asked for a cut of a N-H car or other type of sports car, Believe it or not this was as close as he could get. As you have probably also noticed he goofed on the spelling of Healey too. I am going to get a new one as soon as possible, till then we'll have to struggle with the Mercer.

Question-What was the total production of all Nash-Healey sports cars?

Answer-According to all accurate figures there was a total production of 506 Nash-Healeys from 1951-54. There were also 7 or possibly 8 special Nash-Healey race cars made, in fact a couple still exist. More details on this in future issues

NASH-HEALEY NEWS of Today, Yesterday and Tomorrow

Fall 1950-The first Nash-Healey sports car was shown to the public for the first time at the Paris Auto Show.

Aug. 1969-A 1952 Nash-Healey Farina roadster took 2nd. place in its class at the first annual Keystone Region of the C.H.V.A. club meet held at King of Prussia, Pa. 80 cars were entered. J.C. Penny co. sponsored the event.

Oct. 1969-60,000 people see the worlds largest display of Antique and Classic cars at Hershey, Pa. at the fall A.A.C.A. meet. 1,800 flea market vendors use 40 acres to sell their parts and literature.

Attention all Nash-Healey Members;

Inclosed in this first issue of the Nash-Healey car club magazine you will find a form to fill out on your Nash-Healey car. Please fill out this form as soon as possible, be sure and fill in details, this important, if we want an accurate and up-to-date N-H car club directory. We want as complete a directory as possible, covering all known owners, if they are N-H club members or not, this will be noted in the directory. If you do not own a Nash-Healey or have already sent in your register form, disregard this. But if you have not yet sent your form in, send it today.

Send to; Burt L. Horman, 1100 Terrace drive
Lynden, Wash. 98264.

If any member would like a copy of the latest edition of the American Motors Family Album which includes several very good pictures of our Nash-Healeys as well as pictures and facts of just about every car ever made by Nash, Hudson or Rambler. The album is 150 pages, and is very neatly arranged. If you want a copy send \$2.00 to American Motors Corp. Dept. FA Detroit, Mich.

Some members have ask if we have any Nash-Healey pins or bumper badges? I wish I could say we do, but we do not have any at the present time. However we are very seriously considering it and when we grow to about 75 or 100 members I think we will have both the N-H pins and bumper badges. In fact I talked to Harry Pulfer, foremost authority on badges and car emblems at the car show at Hershey, Pa. in Oct. on the possibility of getting these made up. But if any member would like a Nash-Healey car club license plate, made of Black plastic, standard size, professionally made. Send \$3.50 check or money order to Nash-Healey car club, R.D. 2. Boyertown, Pa. 19512.

HEY, tell all your friends about the Nash-Healey car club, if each member gets a new member we will reach 100 members in a short time. Remember its only \$4 a yr. and FREE advertising for members.

Car Show Calendar for 1970

Feb. 8-"Sports cars in Review" show, Henry Ford museum, Dearborn, Mich.

Feb. 22-Third Anual swap meet, Forty Fort, Penna.

May 24-9th. annual Northeastern Pa. A. A. C. A. reg. Spring Meet, Wilkes Barre, Pa.

NOTE-if any member has any question on parts availability or a technical problem on the maintenance or restoration of your Nash-Healey, send your problems and questions to Technical, Nash-Healey car club, R. D. 2. Boyertown, Pa. 19512. Bruce Hamson will answer your questions in the next issue of the N-H car club magazine.

We need a member to serve as a Regional representative in the mid-west and also a southern rep. to help co-ordinate Nash-Healey activities, this would include trying to obtain new members, arranging for Regional Nash-Healey car meets and keeping us posted on all Regional activities. If you are intrested in promoting the intrests of Nash-Healeys and could serve as a Regional rep. write-Regional, Nash-Healey car club, R. D. 2. Boyertown, Penna. 19512.

Coming in the next issue of the Nash-Healey car club magazine;

Donald Healey, a man and his cars

The Car of Destruction

A contest for all Nash-Healey members, so get set for fun and prizes.

So share your copy of the Nash-Healey magazine with a friend, and encourage all your car loving to join the Nash-Healey Car Club.

Nash-Healey Car Club classified Section

Please note all advertising in this section is FREE for all members. Adv. for non-members is 5¢ a word. So if you want to buy, sell, trade a car, parts or literature use the N-H classified. send all adds to Classified, Nash-Healey car club, R. D. 2. Boyertown, Pa. 19512. All adds must be in 1 month ahead of issue.

For Sale-1954 Nash-Healey LeMans hardtop, Red upholstery needs some attention, mechanically O.K. with owners manual. price around \$2,500 write- Foreign Cars of Lauderdale, Inc. 1201 E. Sunrise Blvd. Fort Lauderdale, Fla. 33304.

For Sale-1951 N-H conv. rough condition, but can be restored. Must sell and will sell cheap. for a picture and price-write-Danny L. Starling, Rt. 1 box 479H, Ft. Smith, Ark. 72901.

Wanted-Any model Nash-Healey sports car in good condition. Send price, picture and details to- Robert Templeton 506 Penton, Lockport, Ill. 60441.

For Sale-1951 Nash-Healey conv. 50,000 orig. miles New paint, tires, upholstery, rugs, Engine fine. for details and price. write-Jules Kurtz 101 Broadway Newburg, N.Y. 12550.

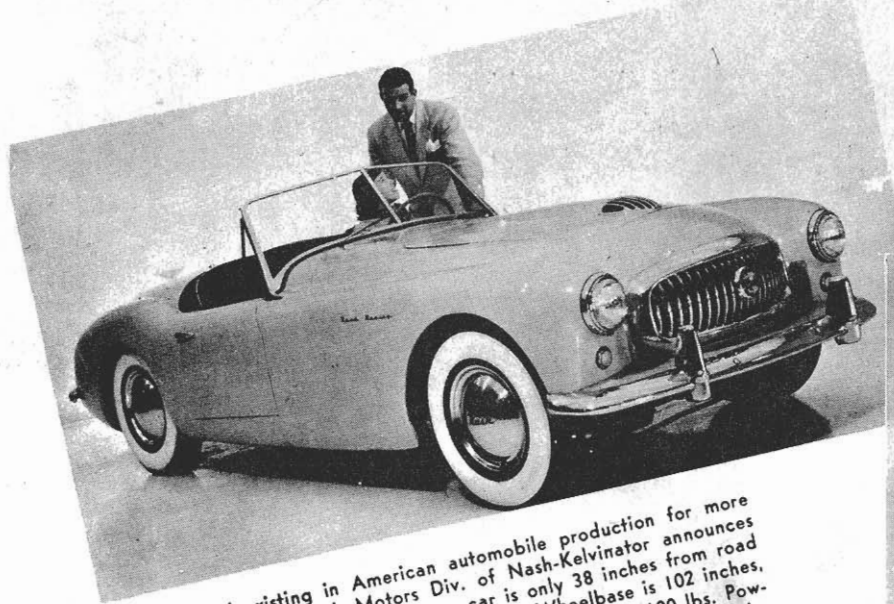
For Sale-1962 Studebaker G.T. Hawk-4 speed, Black with Red upholstery. 70,000 miles. price \$995 write-Richard Kauffman, R. D. 2. Boyertown, Pa. 19512

For Sale-English car magazines-the MOTOR and the AUTOCAR. most issues 1949-56. 75¢ ea. or \$7.50 doz. sent postpaid and insured. write-Richard Kauffman R. D. 2. Boyertown, Pa. 19512.

For Sale-Nash-Healey LeMans hardtop 1954, radio and heater, Sideswiped in collision, but restorable. runs good. for price and delivery particulars write-Bruce Hamson, Brower ave. Mont Clare, Pa.

For Sale-N-H parts-Radiators, brand new in orig. cartons, for all type N-Hs. Radiators are painted black, cleaned and tested. price \$50ea. shipping included anywhere in U.S.A. also Jack Hole Plugs each car takes 4. price \$1.50ea. NOTE-most N-H parts are available, new-please inquire-write-Bruce Hamson, Brower ave. Mont Clare, Penna. 19453.

Wanted-more adds for the classified section. send all adds to-Nash-Healey car club, R. D. 2. Boyertown, Pa. 19512. all adv. free for members.



Filling a void existing in American automobile production for more than two decades, Nash Motors Div. of Nash-Kelvinator announces the Nash-Healey sports car. The new car is only 38 inches from road to hood top and is expected to top 125 mph. Wheelbase is 102 inches, overall length 170 inches, width 66 inches, curb weight 2600 lbs. Powerplant is Nash Dual Jetfire Ambassador, 6, with twin British SU carbs, and 8.1 to 1 compression developing 125 hp at 4000 rpm.

NASH



Basic Nash Airflyte grille design has been worked in to low, sleek lines of the famous British Healey. Engines transmission and other Nash components are shipped to the Healey plant at Warwick, Eng., where they are assembled in the Healey chassis and body, and reshipped to the U.S.A. Cars will be sold through Nash's dealer organization here.