

NASH-HEALEY CAR CLUB MAGAZINE

VOL. 1 NO. 2

MAR.-APRIL 1970



IN THIS ISSUE—

DONALD HEALEY, A MAN AND HIS CARS
A NASH-HEALEY FUN CONTEST

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
Vol. 1 No. 2 Mar.-April 1970

-CONTENTS-

Nash-Healey News and Views-----	page 3
Donald Healey, a man and his cars-----	page 5
The Nash-Healey Story-part 2-----	page 7
MotorTrend reprint of 1951 Nash-Healey--Center	
The Car of Destruction-----	page 11
Nash-Healey car Contest-----	page 13
Questions from N-H members-----	page 14
Teechnical Tips-----	page 15
Classified column-----	page 16

NASH-HEALEY car club-News and Views
-Editorial

First of all I would like to thank everyone for their kind words on our first issue, we had several letters expressing how much members enjoyed it. From Chicago we had this statement "if you keep the quality of your magazine up as high as Vol. 1 No. 1, I'm sure you will increase your membership by leaps and bounds! Well are certainly going to try to, but printing and postage costs run very high. So to keep going we must keep growing. If each member could get one new member we would double, a few have done this, and we want to thank them for their effort. I might add that January was our best month for new members, we had about 20 new members. This shows the N-H club is moving ahead.

I want to thank Burt Horman our Vice.Pres. for the fine drawing of the '51 N-H conv. that graced the cover of our first issue, he did a good job

and I know all of us are looking forward to more of his Nash-Healey artwork.

I would like to thank Bob Loudon for his fine letter on his racing experinces, with his Nash-Healey. Look for his story in the next issue. Bob was a member of the old N-H Assn., he is now a regional sales manager for KAR products Inc. I hope more members will send in articles and stories for the magazine, we need more material.

Many thanks also to W. Fenton Meredith of Youngstown, Ohio for not only joining our club, but including a nice donation for club expenses. We really appreciate it, and it could not come at a better time. Fenton is a real Nash enthusiast, he has 5 of them including a '54 N-H hardtop.

Copies of issues 1 and 2 are being sent to Mr. Donald Healey of Warwick, England for his fine contribution and effort to the success of the Nash-Healey Sports car, I am looking forward to a response from Mr. Healey on any N-H in England.

I hope all members recived their sample copy of the Atlantic Auto Advertiser, Bernie Marvin, Editor of the magazine, sent me 50 copies to distribute to all the members, it is a fine magazine, and Mr. Marvin has promised to give us good coverage on our car meets.

And speaking of car meets, I have good news the first Nash-Healey car show and Swap meet will be held at Grandview Speedway 2 miles north of Boyertown, Pa. on April 25, 1970. This will be a Regional Meet co-sponsored by the Independence Region of the C.H.V.A. There will be 8 classes for Antique and classic cars, a mixed sports car class and a class for Nash-Healeys, there will be ample space for flea market vendors. 32 trophies will be awarded, plaques will be given to each entree. I hope all Nash-Healey club members in the east will try to attend.

Perhaps some members may remember the article "Sports-Racing cars of the Fifties" by Ken Dallison in the Aug. issue of Car and Driver. It was a fine article, but did not even mention the fine

Nash-Healey effort at LeMans. I wrote a letter to Car and Driver back in Oct. stating the success of Nash-Healey at LeMans, and that a Nash-Healey car club was being formed, as of now it seems they will not print anything on Nash-Healey. All credit for America's effort at that time seems to go to Briggs Cunningham, which I feel is very unfair.

This controversy is not new, back in Nov. of 1959 Kent C. Martin then Pres. of the old Nash-Healey Assn. wrote a letter to Sports Cars Illustrated, it concerned an article in that magazine "Americans at LeMans" by Hugh McGrillen, which also gave all American credit to Cunningham. I am not saying that Cunningham did not do a noble job at LeMans. But why dont the car magazines, especially Car and Driver print the facts the way they were, and that is that the Nash-Healey cars outplaced the Cunningham cars every year the Nash-Healey were entered (1950-53) This fact despite the more expensive and larger engined cars of Cunningham. For complete details and the true facts see issue no. 5 of the Nash-Healey Mag.

More recently I sent a letter to Car Life for print in their forum column on Nash-Healeys and the N-H car club, look for it in an up coming issue. If any member has any comments on this, let me know, also write the diffrent car magazines and let them know how you feel about Nash-Healeys.

R.M. Kauffman, Editor

Donald Healey, a man and his cars

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 4½ litre Invicta. It would seem he was always a perfectionist, not willing to settle for second rate.

Actualy 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 geting 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 m.p.h.

Healey used a massive-looking box-frame, with 6in. 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-Elliott, Healey-Abbott, Healey-Silverstone, Alvis-Healey, Riley-Healey.

Untill 1951 Healey's most famous car was the cycle fendered "Silverstone" model. This was a genuine 100 m.p.h. car, that used a 2½ litre, 4 cyl. 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 cars 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 yrs. 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 m.p.h. 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.

The Nash-Healey Story by R.M. Kauffman

Part 2

In our first issue we were discussing the 1951 Nash-Healey. There is some disagreement on the number of 1951 models produced. Some claim 200, and in an article in the Aug. 1957 issue of Sports Cars Illustrated, there was an article on Donald Healey entitled "Sixty Fast Years" writer Dennis May claims there were a total of about 1,200 Nash-Healeys built, this is not true, from all reliable sources including Nash Motors own production figures, the total of all Nash-Healey sports cars built from Dec. 1950 to Aug. 1954, the last month of production, was 506. Production on a yearly basis is as follows: 1951-104 all conv. 1952-150 all Farina Roadsters, 1953-162 Farina bodied roadsters and LeMans coupes, 1954-90 all coupes or hardtop models for a total of 506.

On the point of restoring a 1951 N-H conv. If it is to be a complete restoration (and really this is the best type of restoration, that is bringing the car back to original condition, it may take longer and cost more, but it is well worth the extra effort) you better have a copy of the Nash maintenance manual for 1951, don't send to American Motors, for they are out of stock for over 10 years now. The big problem is then how do you get a copy? About the only way to obtain a copy is to find an old Nash dealer, and try to talk him out of his copy, this may take some searching but some dealers still have their copies. Some will either give you his copy, or sell it to you. Especialy if you explain to him how few Nash-Healeys were made, and the chances are he will never need his copy anyway, but in the rare event someone would come to him with a 1951 N-H for service, you could loan him the manual.

If you bought a used N-H and did not get a copy of the 1951 owners guide, which is very helpful there are a few copies still available. Write to - John A. Conde, 1340 Fieldway Drive, Bloomfield Hills, Mich. 48013. I think the price is about \$2.50 a copy.

Another point on any Nash-Healey restoration be sure when ordering parts, that you have the correct parts number and a complete discription this is very important, because the parts warehouse will not take a part back, so either the dealer is stuck with it or you are, and most times you are. More on this under "Technical Tips" by Bruce Hamson.

Another point of intrest on the 1951 Nash-Healey, that is there are two types of '51 conv.s the Nash co. never made any mention of this however. Some term the two types as big and small others early and late models, in any event the small one came first. It can be recognized by the doors, the small one, which is pictured in most of the Nash co. publicity photos and in the owners manual. The doors had a notch cut out of the forward upper corner of the door, as if for a wrapround windshield. It also had a more beautifull and gracefull tail section, that unfortunatly left a large portion of the fuel tank exposed to view. On this model there was no pan protruding below the front bumper. Also the dashboard was an inch or so smaller than the one in the later big model. Here is an example from the parts book

22.058 Box, glove

Panel, Glove Box (wood only) (19x6x $\frac{1}{2}$) 25160-5763

Panel, Glove Box (wood only) (20x7x $\frac{1}{2}$) 25160-6509

There is also a glove box door listed for the 51

The larger type that came out latter, had square cut doors with no notch out of the forward upper corner. It had a (pardon the expression) fat rear which at least covered the fuel tank. It also had a pan extending below the front bumper, a wider interior, better firewall dashboard arrangement and a higher windshield. At what chassis number the Nash co. switched to the larger car, I don't know, but the reason seems to have been something about the tires rubbing the top of the wheel wells over choppy surfaces. I personally prefer the smaller prototype car, as it looks much better.

In the next issue we will discuss the 1952 Nash-Healey Farina sports Roadster.



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.

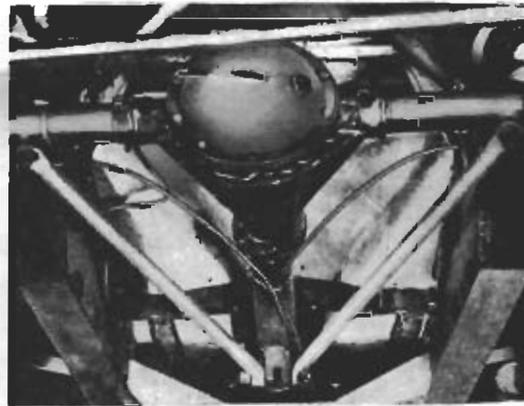
The new car was introduced to the American public in late February at the Chicago Automobile Show and is undergoing exhaustive engineering tests at Daytona, Bonneville, and Indianapolis. Production and sales during 1951 will be cautiously limited while the U.S. market for sports cars is studied. Prices,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

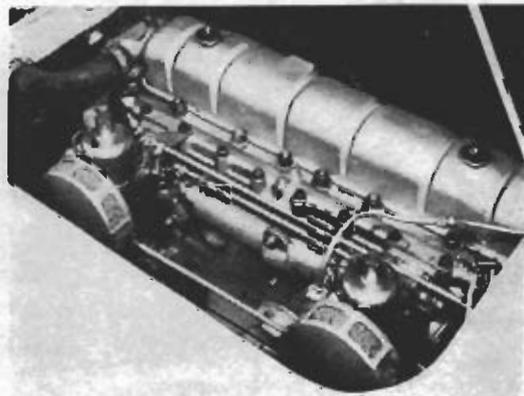
An examination of the material at hand shows Nash Healey to be a highly interesting car from grille to tail lights. Frame, suspension, body and engine all possess novel features that will provide much food for future discussion. One of the most intriguing of these features is the specially-designed aluminum 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



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



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

Twenty-four

Motor Trend

the Car of Destruction

Most cars bring much happiness and joy to their owners, However there one car that brought death and destruction to all it's owners. It was an elaborate auto and it figured in the deaths of about 20 million people before fate finally caught up with it.

Our story starts on June 28, 1914 the political situation throughout Europe was explosive; all that was needed was a spark to touch off war.

And on that date Archduke Franz Ferdinand and his wife entered the bright new red car to drive through the streets of Sarajevo. For some unknown reason they did not turn back when a bomb was thrown at them.

The bomb struck the side of the car and bounced back into the street. The explosion injured 4 members of the Archduke's staff who were riding horseback behind the car.

After seeing that the injured had been taken care of, the royal couple proceeded with their tour of the small city.

Their driver left the pre-arranged route and drove the bright red car into a short, dead end street.

A young man, waving a pistol sprang out of a doorway and jumped onto the running board of the car firing shot after shot at point blank range into the bodies of the archduke and duchess. They were dead by the time the astounded guards could grab the killer.

The murder of this royal couple was the spark that touched off World War I with a total loss of 20 million lives.

But this is far from the end of the red car, it continued to blight the lives of those who had it.

A week after the war burst over Europe, Gen. Potiorek seized the governors house at Sarajevo and with it he came into possession of the car.

Twenty-one days later he suffered a sharp defeat at Valiero, lost his command and was sent back to Vienna, where he died an impoverished lunatic.

The red car was taken over by another Austrian captain who had been on the ill-fated Potiorek's staff.

The captain and the curse came together quickly. Driving at high speed, he struck and killed two Croatian peasants, swerved into a tree and was dead when troops removed him from the wreck.

After the Armistice, the newly appointed governor of Yugoslavia became the owner of the car. He was involved in 4 accidents in 4 months, and in the 4th, he lost his right arm.

He then sold the car to a Doctor Srkis for virtually nothing. He was quite happy with the car for 6 months. Then one morning the car crashed and crushed the doctor to death.

The doctor's widow sold the car to a wealthy jeweler who enjoyed it for a year...until he committed suicide.

The next owner was another doctor whose patients deserted him, fearful of the curse of the car. He unloaded it on a Swiss race driver, who entered it in a road race in the Dolomites, where it overturned and he was thrown to his death into a stone wall.

Now the car went back to a rich farmer near Sarajevo. He had it repaired, drove it without any trouble for a few months. Then one morning the car stopped on the road, he asked a passing farmer to tie it on behind his cart for a tow into the city. They had just started when the car roared into power, knocked the cart and the horses aside and sped down the road, killing its owner as it overturned on a sharp bend in the road.

The battered red car was then bought by Tiber Hirshfield, a garage owner, who repaired it and painted it blue. Unable to sell the car, he drove it himself. One day when he was taking 6 friends to a wedding he tried to pass another car at hi-

gh speed. Hirshfield and 4 of his friends were killed.

The car was later restored by the government and put on display in a Vienna Museum for some years. It had killed 16 persons. It had helped to start one World War; and it took another war to destroy it...for the curse of the car ended by an Allied bomb during World War II.

Another Nash-Healey car club Bonus.....

a Fun CONTEST for all members.....

the rules are simple the prizes are great...

All set here we go.....What we would like to know is if there would be a 1970 model of the Nash-Healey sports car, what would it look like? So you always wanted to be a sports car designer O.K. this is your chance.

Here is all you have to do.....get a sheet of paper 3½x5½ and sketch out what you think a 1970 Nash-Healey would look like. A pencil sketch will be fine. No colored pictures please, and only one sketch per member. All sketches must be received by the 15th of April, 1970 to be eligible, and the decision of the judges will be final.

Ah yes the prizes.....

1st prize-a copy of "Those wonderful old Automobiles" by Floyd Clymer
this is a \$5.95 value

2nd prize-a copy of "Kings of the Road"
by Ken Prudy a \$2.95 value

These will be sent postpaid to the winners.....

Also the best sketch will grace the cover of issue no. 4 of the Nash-Healey Magazine.

So get busy fellows send in your sketches today

Send to: CONTEST, Nash-Healey car club, R.D. 2.
Boyertown, Pa. 19512

Each member go out and get a new member for the Nash-Healey car club today.

Questions from Nash-Healey club Members

Question-When will the 1970 N-H Owners Directory be sent out?

Answer-I know all the members would like the owners Directory as soon as possible, but we are getting many new members each week. We want the Directory to be as complete as possible. A copy of the Directory will be sent to each member the first week in May, 1970. This Directory will include; the names and addresses of all members, year and model, body no., chassis no., motor no. all known Nash-Healey cars will be listed, it will be noted if they are a N-H club member or not.

Question-Is the classified section limited to only Nash-Healey items?

Answer-No! It is limited to items on cars, but we know most members have other cars and car interests, besides Nash-Healey. So members can use the Classified column for other make cars, parts and literature, but all adds must pertain to the automobile field.

Car Show Calendar

April 25-First Regional Nash-Healey Car Show & Swap meet, Grandview Speedway, 2 miles N. of Boyertown off Pa. Rt. 100, between Allentown, Pa. and Wilmington, Del. There will be Antique, Classic and Sports cars (see form in this issue for complete details)

May 10-2nd Annual Antique car meet & Flea market Avon, Conn.

May 24-9th Annual Northeastern Pa. A.A.C.A. Reg. Spring Meet, Wilkes Barre, Pa.

June 5, 6-Eastern National A.A.C.A. Spring Meet Chapel Hill, North Carolina

You can still order your Nash-Healey car club license plate, it is Black plastic with silver letters, will not tarnish. Professionally made. Sent postpaid-send \$3.50 to Nash-Healey car club

Technical Tips

Many times when a Nash-Healey owner needs a certain part, and goes to a Rambler dealer, he will probably get this answer "I'm sorry but we can't get Nash-Healey!" However many parts are available for Nash-Healey sports cars. The first thing to do is to write American Motors for a N-H parts catalog, the price is \$2.50. If you write attention of Mr. John Conde, he will send a copy right out. Then be sure you have the correct number for the part you want, inform the Rambler dealer the part is in stock according to the parts list. If you still do not get any satisfaction, list the parts you need and send it to John Kerins c/o Indianapolis Rambler Inc. 342 E. Market St. Indianapolis, Ind. 462-04. If the part is available either from their own stock or order it from the distributor.

If you need a part for the engine you can and should refer to the regular Nash parts for year of your Nash-Healey, most of the engine parts are standard Nash.

In the next issue of the Nash-Healey Mag. we will publish a complete list of all parts for sale, and parts wanted. Quite a few of the members have already sent in their needs. So if you have any parts new or used you want to sell, or if you need a parts for your Nash-Healey, send your list in before the end of March 1970, this will be in addition to our regular Classified column. There is no charge for either listing. Our goal is to try and get as many N-H's restored as possible.

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

the 1952 Nash-Healey Farina roadster

the Fabulous Pinin Farina

Nash-Healey on the Track

and much more.

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 or 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-1953 Nash-Healey Farina coupe, engine was overhauled less than 10,000 miles ago, but does have knock. Price \$1,550-write-Robert Pero, 1009 E. Church St. Iowa City, Iowa. 52240.

Wanted-Information on where to locate a first class body man or quality body shop to repair the body on my 1953 N-H. If you know of a body shop in N.J. or eastern Pa. area please write-Post J. Wright, P.O. Box 605 Wrightstown, N.J.

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.

Wanted-Oil pump for 1953 N-H roadster. Also want to buy a copy of 1953 Owners manual. Write-Chris J. Nizic 7083 Murray Park Dr. San Diego, Calif. 92119

Wanted-Nash-Healey literature for automotive library. If you have any to sell or swap, please state type, condition, price. Write-R.C. Lenz, 12862 La Cadena Dr. Colton, Calif. 92324.

For Sale-English car magazines, Motor, Autocar and some R&T ect. also Foreign car brochures. Send a stamped S.A.E. for prices and complete list. Also 1962 Studebaker G.T. Hawk-4 speed, Black with Red interior-\$995. write-Richard Kauffman, R.D. 2, Boyertown, Pa. 19512.

For Sale-1954 N-H Lemans hardtop with R & H, some body damage, but runs good and is restoreable. for further details and price. write address below. Nash-Healey parts for sale-Brand new Radiators for all year N-H. in orig. cartons. price \$50 includes shipping. also Jack Hole plugs-\$1.50 ea. Please Note-most Nash-Healey parts are available state needs. Write-Bruce Hamson, Brower Ave. Mont Clare, Pa. 19453.

