

# NASH - HEALEY CAR CLUB MAGAZINE

VOL. 1 NO. 4

JULY - AUG. 1970



THE MODIFIED NASH-HEALEY

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 the N-H Mag.  
R.D. 2, Boyertown, Pa. 19512

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

\*\*\*\*\*  
Bruce Hampson, Club Technician & Parts Sec.  
Brower Ave. Mont Clare, Pa. 19453

\*\*\*\*\*

Nash-Healey Car Club Magazine

Vol. 1 No. 4

July-Aug. 1970

- CONTENTS -

Nash-Healey News and Views-----	page 3
Nash-Healey in the Movies-----	page 6
Nash-Healey Spring Car Show-----	page 7
Pictures of N-H Spring Car Show-----	Center
The Modified Nash-Healey-----	page 11
Pate Museum of Transportation-----	page 13
Technical Tips-----	page 14
Questions from Members-----	page 15
Classified Column-----	page 15

Nash-Healey NEWS and VIEWS

-Editorial

Back in late last Fall when we were trying to get organized, I sent a letter to a fellow that I knew in Reading, Pa. that had a 1954 N-H LeMans. I told him about the purpose and benefits of the N-H Car Club, but I never heard from him on it.

In March I sent him a sample issue of our club Mag. He sent a check for membership by return mail. He said in his letter he never thought we would get the club off the ground, he was very glad that the Nash-Healey owners were finally organized, he added that he was especially skeptical because he had seen the old N-H Assn. Start and fold, so how could we some 11 years later accomplish basically the same idea. But we did it,

and I feel with effort on the part of all members we will continue for some time.

While on the subject of letters I mentioned in issue #2 about sending Donald Healey copies of the first two issues of the N-H Mag. as well as making him an honorary member of the club. I finally got a reply about a week ago from his son, Brian Healey Brian is the Gen. Sec. of the Austin-Healey club in England. He sent a very interesting letter which said in part "We are delighted to learn that you have started to bring together Nash Healey owners and I only wish I could assist you in giving you the whereabouts of those cars which you have not located although the majority did go to the U.S. and no doubt word will get around of your club and these people will get in touch with you. As far as I know there is only one or two Nash Healey cars in England. I have not yet had time to read the two magazines which you kindly forwarded but will do so and I am sure I will find them very interesting. If I can help in the future please let me know although I must point out that I was not with the company in the Nash Healey days, and as I say most of our earlier records have long since been lost. It is good to hear that you are keeping the name alive on your side of the ocean and I wish you and the club every success"

Signed Yours truly, Brian Healey, Gen. Sec.

Mr. Healey also sent along a fine illustrated brochure on the entire history of all Healey cars.

I hope all you members are as excited about the Nash-Healey National Meet to be held Aug. 9 at the worlds famous Indianapolis Speedway. This I feel will be a fine event. Our Mid-West Rep. John Kerins is taking care of the final details now. All members should try to attend, a full day of activity is being arranged. The entry fee on all Nash-Healey cars will be \$2.50. All entries will receive a dash plaque and be judged for a nice trophy. There will be 8 trophies awarded, 3 for all convertibles and 3 for all hardtops, as well

as a trophy for best N-H of meet and a trophy for the member coming the longest distance to the meet. After the meet an informal dinner will be held, followed by the awarding of the trophies and a short business meeting. I know all members will enjoy the fine program that is being arranged for. Remember the new Nash Owners club will also be holding their National meet at the same time, this will without a doubt be the biggest and best Nash car meet ever held. So dont miss it. I would like all members that are planning to attend the meet to write and let me know by July 22. So we can have an idea of how many members to expect. You can pay your entry fee on the day of the meet.

An entry form and poster is included with this issue on our Eastern Fall Meet to be held in Woodbury N.J. on Sept. 19. This will be a fine show and there will also be a parade through town. All members are invited to attend. Trophies and dash plaques will be awarded. Send \$2.00 entry fee to Lakes Sports Car Club, Box 154, Wenoah, N.J. 08090

If enough members are interested, perhaps we could arrange to have a Western Fall meet, say in Calif. members interested can write me on this. The same applies for a Central state meet. I really feel that meets can help unite us better as a club, and besides it's a lot of fun for all.

And last but far from least I received a call from Michael Lamm of Stockton Cal. asking me to write an article on Nash-Healey at LeMans for a new car magazine called Special Interest Cars to be published in conjunction with Hemming Motor News, it will have a circulation of about 70,000.

So at last the Nash-Healey will get some real recognition as a fine sport car as well as a real contender on the track from 1950-53. I do not know the exact date of publication yet, but be on the watch for it, this will give our club some fine publicity.

And dont forget to order extra copies of our next issue #5 it will be a special issue devoted to Nash-Healey at LeMans, we are going to have extra issues printed.

Eversince the early days of the motion picture Hollywood, and it's producers and directors have been using sports cars and high performance cars in film epics, in fact many of the movie stars have enjoyed driving sports cars off the screen as well as on. Such names as Clark Gable, Gary Cooper Rudolph Valantino, James Dean, Tony Curtiss just to name a few. The great western star Tom Mix was a real sports car bug, one of his favorite cars was a 1937 Cord sports model, this was the car he was killed in, on an Arizona highway in 1941.

Well Hollywood took notice of the style and grace of the Nash-Healey sports car around 1953-54 and there were several films that used Nash-Healey cars in the story. In 1953 Universal Pictures made a picture called "Johnny Dark" starring Tony Curtiss and Piper Laurie. The story was about two sports enthusiasts and their efforts to get a new model on the assembly line, there were some good shots of sports car racing in California, and a few glimpses of a '53 N-H Farina roadster.

A film of 1954 vintage that utalized the beauty of the Farina bodied N-H roadster was "Sabrina" with Humphrey Bogart, Audrey Hepburn and William Holden. This was a Billy Wilder film which was well cast, and recived an excellent rating by the critics. It was a comedy about the chauffeur's daughter and the two scions of whealth after her hand. There were some fine profile shots of a '53 Nash-Healey roadster as Bogie is driving miss Hepburn back to this large estate, and some good close-up shots as she gets out of the Healey.

Still in the 1954 era was the color movie called "Susan Slept Here" this was an amusing comedy with Dick Powell, as a Hollywood writer given the job of custody of Debbie Reynolds for a holiday period. There is much fun and frolic, and a sparkling performance by Dick and Debbie. There are some good color close-up shots of a '53 Nash-Healey conv. ( with the top down of course) only gripe is the scenes of the Nash-Healey are far to brief.

Continued on page 13

Eastern Regional

Spring Car Show

Boyertown, Pa.

April 25, 1970

Another first was accomplished on April 25, 1970. The first Nash-Healey car show was held near Boyertown, Pa. Almost 100 posters were put up as well as adds in 4 leading car magazines and 2 local papers, so the meet was well advertised. The weather that week could be described in one word WET, it rained just about every day. Friday came and it was still raining, late Friday afternoon it stopped. The meet was schuduled to be held at Grandview Speedway, but by Friday nite Grandview was nothing but one big mud hole, it was utterly impossible to hold a car show there the next day.

I knew it was to late to let Paul Shaw of Iowa City, Iowa know that we would postpone the meet, as he and his wife left on Wednesday in his 1951 Healey. So I got on the phone and called John Kerins of Indianapolis who was going to leave late Fri. afternoon and drive all night to the meet, I just caught him before he left. I then called Harry Mills co-chairman of the meet and Director of the Independence Reg. of the C.H. V.A. and told him of holding the meet the following Sat. he said that would be confusing because it was to be sunny on Sat. and we could not call a rain date. So after calling about a dozen people I finally arranged to hold the meet about a mile and a half from Grandview Speedway.

Sat. morning was hetic to say the least, we had to post signs directing the people from Grandview to the new location, and on top of that the dash plaques were just completed late Fri. So my wife had to drive about 18 miles to get them.

Things do have a way of working out though and by 10:pm the Flea Market was set up and doing a good business. The first Nash-Healey to arrive was Paul Shaw and his wife in their red '51 conv. a few minutes later Ray Schell came in from



from Milton, Pa. in his light green 1953 N-H Farina roadster. I had my Gold and Black 1952 Farina roadster there and about 11p.m. we saw a Black '53 LeMans hardtop coming in, it was Cornelious Zittere of Wilmington, Del. other cars Antique, Classic, and Sports were coming in. Each entry received a beautiful Blue on Silver dash plaque depicting a sports car. By 1p.m. when the judging started over 60 cars were on the show field. From 1902 to 1970, from a Monroe to a Morgan. Cars from 5 different states were entered.

The N-H club handled the judging of the Sports car classes and the C.H.V.A. judged the Antique and Classic cars. All cars were judged under C.H.V.A. rules and a 100 points possible. The highest point sports car was a 1967 Morgan with a 97, a '52 Healey was highest in the N-H class with 85. Our club Sec. Bruce Hampson was one of the judges however he did not have a Healey entered, he had a Chrysler entered in the Classic car class. It seems Bruce was a walking flea market, he sold a N-H radiator, Nash-Healey brochure, some parts for an MG-TC, and later through Ray Schell sold his damaged '54 N-H hardtop to another member Archie Loss of Sellinggrove, Pa. Bruce also brought along his set of Whitworth wrenches to show the other members. Another member Marino Ruggere came in shortly before the end of the show. And member Post Wright was there from N.J. but he said his Healey coupe was not quite ready for show, he will have it at the Fall Meet in Woodbury, N.J. he said.

Just before the trophies were awarded I had a nice chat with Bill Hirsch of N.J. Bill got copies of our N-H Mag. and joined the club. He informed me he has quite a few N-H parts for sale, check the classified section for his add.

About 4 p.m. the trophies were awarded. In the N-H class my '52 roadster took 1st. (honestly I did not judge any of the cars) Ray Schell took 2nd. with his '53, and we had a tie for 3rd. with Paul Shaw's '51 conv. and Cornelious Zittre's '53 LeMans coupe. Paul also took the longest distance trophy coming all the way from Iowa City, Iowa. I think all will be looking forward to next years Nash-Healey Spring Meet.



NASH-HEALEY 1ST ANNUAL  
SPRING CAR SHOW



## The Modified Nash-Healey

I feel sure there were some startled looks on the faces of some members, when they saw the N-H on this issues cover. At the mere mention of the word modify, some cringe at the thought of a rare Classic car, turned into a glorified Hotrod. But this is not always the case. Webster's Dictionary defines the word modify as; to change the form of slightly qualify, alter or reduce. Some persons would like to include the words improve and progress.

First of all there are two basic things that can be modified on a car, any car. The engine and the body. First on the engine, and we are not going into a long discussion on technical points at this time, but rather hit the subject in a general way. All Nash-Healey sports cars produced (1951-54) had standard 6 cyl. Nash Jet fire Ambassador engines. Now for race and rally purposes, some N-H owners replaced the orig. Nash six engine, with a V8 with more compression and H.P. There are two different schools of thought on this. During 1952-53 the Nash co. prided themselves on the dependability and endurance of their six cyl. engines. They pointed out the success of the N-H at LeMans. In 1952 both the winning Mercedes-Benz and the Nash-Healey outplaced the V8 Chrysler-Cunningham and a V12 Ferrari. In fact the Nash Co. produced a brochure on the power to win, showing the superiority of the Nash LeMans dual Jetfire six engine.

As mentioned in issue no. 3 member Bob Loudon has raced with both the stock engine and a V8 engine. His comments on the switch to V8 was "It is 30 lbs. lighter than the six, starts quicker runs quieter and is much faster!" I might also add that John Conde of AMC Public Relations told me that three employees that own Nash-Healey's at AMC have converted to Nash 327 V-8 engines. I have also heard of Buick, Pontiac and Packard engines used in N-H. the point is just what do you want? More performance or an orig. Classic Nash-Healey? For races and rallies perhaps more performance but for car shows and resale value, originality you cant win a trophy with a modified car. A point to remember a poor orig. car gets more points than a bautoched up modification, or poor restoration.



Remember car judges are purists and will knock off points for any modifications. You will note however that my own '52 Farina roadster (see centerfold pic.) has a modified grill, as well as shift knob and inside door handles and certainly Gold and Black paint was not an orig. N-H color. But I have lost points for these items.

The N-H on this months cover belongs to member Masaaki Hotta of Weston, Conn. He has owned his '53 roadster since 1955. In his letter he stated that he majored in mechanical engineering in college, he has written articles on automobile design that have appeared in the leading Japanese car mag. called Car Graphic. He said he fully appreciated some of the mechanical and styling designs of the N-H, though he does not have his car in the orig. form. As some members are very intrested in a modified N-H, I think you will find member Hottas opions on the '53 Farina N-H interesting.

"I am the proud owner of P. Farina '53 N-H, whose design has been borrowed extensively and can be observed in the design of many cars many years later. At the same time, However, ever since I first saw the car in magazines in 1953, I have never liked some of the N-H's design features, which seem to have been done quite consciously by Farina, for the market the car was intended to be sold, i.e. bumpers, wheels, tail-fins dashboard, instrumentation, steering-wheel, gear shift lever, bench-seat, 3-speed + o.d. trans, ect. I do not, therefore, intend to maintain my car in the orig. form in these areas and have already modified some of the things. However, I do not intend to spoil the basic design of the late P. Farnia"

Member Hotta would like to hear from other members that have modified their N-H's.

I would like to know how other members feel on the subject of modifying Nash-Healey sports cars. We will run another article on this in a later issue.

I feel sure many of you will remember the 1960 epic called "On the Beach" it had an all-star cast headed up by Gregory Peck and Ava Gardner. The story was a film adaptation of Nevil Shute's sering novel about the last people on earth facing certain death by radioactive air pollution after the final world war, this film had a tremendous impact on the public, as to the realism of nuclar warfare, in the part of the film where the buildings are crumbling and everything is on fire, if you look close you will see a 1951 Nash-Healey conv. burning. I don't know if the car was a junker, but even so it was a shame to destroy one of the Healeys. But on the other hand, don't feel to bad because back in the mid-thirties, some nut completely demolished a Dusenbug for a movie.

So watch for these movies on T.V. they are still making the rounds, if any member knows of any other movies that had N-H's in them let us know.  
\*\*\*\*\*

#### Pate Museum of Transportation

Deep in the heart of Texas, is an intresting car museum, the Pate Museum of transportation opened Aug. 1969 in Fort Worth, Texas. It was A.M. Pate, Jr. that had the idea of sharing his intrest in old cars with the public. Sure enough within 6 month the museum was open, this was quite a feat.

The museum offers some very intresting cars on display, such as a 1931 Auburn Speedster, a rare 1938 Alvis limousine, a V-16 1938 Cadillac, a 1927 Packard, a 1927 Rolls-Royce, 1928 Franklin and a lot more. I hope soon they will add a Nash-Healey to their fine collection. The museum is open to the public 7 days a week. And there is a 180 acre estate adjoining the museum which is available for car clubs to use free of charge in holding Local, Regional and National car meets.

I hope all our members in Texas as well as all members traveling through Texas will stop by and see this fine museum, Oh yes, admission is free for all N-H club members, just show your membership card. I hope in the not to distant future we can arrange to have a Regional or National meet at this fine location in Ft. Worth, Texas.



Overheating is a condition that should not occur with our cars. I had my 1951 N-H in the middle of downtown New York City on a 100° Aug. day one year, and the temperature didn't go above 200°. As soon as I got on the George Washington Bridge, the temp. dropped to app. 175° and that was the extent of my "overheating". Also the color of your car is a factor, as black absorbs heat, and white reflects.

Two manufacturers supplied radiators for the N-H American Eureka and the British Delaney-Gallay. Eureka radiators are not marked, however the Delaney-Gallay units carry a plaque located below the filler cap, rear center. Most radiators of both makes are 3 5/16" thick with the core indented 1/4" front and rear for a core thickness of 2 13/16". If you feel you need more coolant capacity, you could have a full width core installed by a radiator shop, as cores are standard items that are ordered by height, width and thickness. For some unexplainable reason, the radiator in my '53 coupe is a Delaney-Gallay unit 3 7/16" thick with a full thickness 3 7/16" core, otherwise it is the same as the other radiators of both makes. I never had any form of overheating or running hot with the coupe and the full core 3 7/16" radiator may be the reason.

Now, how can we prevent overheating in our cars? First of all you must have a clean cooling system in order to give the 17qt. capacity as indicated by the 1951 Owner's Guide. (this guide applies to all years and was the only one printed) Also be sure to use to use the specified 170° thermostat with gaskets placed on both sides of the outer flange of the thermostat in the thermostat housing. Use a 7lb. pressure cap, and be sure overflow pipe is clear. I use an old speedometer cable as a snake for cleaning the overflow pipe. It would appear to me that the 17qt. capacity refers to the 3 5/16" radiator (2 13/16" core) and don't know how much extra capacity would be obtained by installing a full width 3 5/16" core. The next thing to check is the generator mounting, as this drives the water pump and therefore cools the engine. You Must be sure the dowel pin on the generator housing is located in its hole on the engine block. (cont. next issue)

Member E.S. Craig asks "How many of the N-H Farina coupes were made? Someone told me several years ago, that only 48 were made!"

Answer-In 1951-52 no hardtops were made. From Jan. 1953 till Aug. of 1954 there were 180 Farina hardtops produced. 90 as '53 LeMans hardtops and 90 as '54 LeMans hardtops. The '53s had a 3 pc. rear window, the '54s a 1 pc. wraparound rear window.

Member J. Schaeffer asks "Was the article called "the car of destruction" a true story and what was the name of the car?"

Answer- Yes, the story was true, based on actual facts. The car was a Graf and Swift made in Germany. (for picture of the car see Feb. 1970 issue of Cars & Parts, Page 69)

Nash-Healey      CLASSIFIED      Section

Please note all advertising in this section is FREE for all members. Rate for non-members is 5¢ a word. So 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 advance

For Sale-1953/54 Nash-Healey LeMans Hardtop, new paint, Peacock Blue, Grey upholstery, complete engine overhaul, new tires, will give new car guarantee. Price \$3,000. Also have N-61 Rometsch sports car 1953 J3X Allard roadster and a 1965 Facel Vega GT for sale. Write for complete details on cars. Al Snaper, 2800 Cameo Circle, Las Vegas, Nevada. Phone (702) 807-8227

For Sale-'51 N-H Conv. completely restored. 50,000 miles. Want a good home for my baby. price \$2,000. Write or Phone-Jules Kurtz, 101 Broadway, Newburg N.Y. 12550-Phone (941) 561-6305 or 562-7718

For Sale-1954 LeMans Hardtop, partly restored. price \$1,600 firm. for further details write- Marino Ruggere, 504 Grill Ave. Shillington, Pa. 19607

Nash-Healey National Meet Aug. 9 Indianapolis, Ind.

For SALE- New Nash-Healey Parts available.

<u>Part No.</u>	<u>Item</u>	<u>Price</u>	
3136399	Headlight	\$5.95	Please Note;
3200926	Housing	4.95	Most N-H engine
3128952	Lens	1.00	transmission
3132791	Taillamp body	6.95	and rear end
3131527	Directional switch	8.95	parts are avail.
3114033	License Lens	.95	
3131943	Exhaust pipe	29.95	*****
3112989	1st.& Reverse gear	write	Please send
3112991	Cluster gear	write	part No. for
3130589	Valves	2.50	fast price
3127982	Valves	2.25	quote!
3122392	Timing Chain	7.95	*****
3115622	Water pump body	10.95	-Wanted-
3112961	Seal Kit	7.40	Parts & Litt.
3113031	Shaft	write	for 1932 Fiat
3113036	Syncro	21.00	Write
3112987	2nd.gear	write	
3112990	Reverse Idler	8.95	AUTOMOTIVE

other Nash parts available. 307 Stevens Ave

Jersey City, N.J.

or call William Hirsch Phone (201) 333-1438

For fast service and reasonable prices on new Nash-Healey and older Nash parts-Send needs to John Kerins, 342 E. Market St. Indianapolis, Ind.

For Sale-Brand new N-H radiators in orig. cartons price \$50 inc. shipping. Jack hole plugs, each Farina bodied car takes 4, price \$1.50 ea. Bruce Hampson, Brower Ave. Mont Clare, Pa. 19453 or Phone (215) 933-8772

Wanted- for '54 N-H Hardtop, king pins and bushings & new front and rear bumper.-Skip Palmer, 1807 Andrew St. York, Pa. 17404

Wanted-New windshield for '53 N-H coupe, 52x16 in. If you have any info. please write-Howard F. Kapso 4323 Home Ave. Berwyn, Ill. 60402

Wanted-parts for my 1954 Nash Ambassador, espicialy molding for entire right side-Philip Biel, 21760 Princeton St. Hayward, Calif. 94541

Next issue- NASH-HEALEY at LEMANS

