



Car club

Nash Healey

NASH
HEALEY
NEWS

February/March 1985
Issue No. 27

*Send check to
renew membership*

BRIEF HISTORY ON MEMBERS NASH-HEALEY'S
(taken from car questionnaires)

WILLIAM C. BARTELS: 1953 Nash-Healey Roadster
Car was purchased from original owner. Still
has original factory invoice. Car is all
original except for tires and battery.

JOHN B. BARTH: Owns a Healey Sportsmobile
(one of the original cars #B1746). It is
believed to be the only Sportsmobile in the
United States. There are 17 Healey Sports-
mobiles in North America. Also has a 1954
Nash-Healey Coupe.

TOM BRENDEL: 1951 Nash-Healey Roadster .
Received car after it had been partly dis-
assembled prior to restoration. The vent
window frames, as well as many other parts,
are missing but has high hopes.

HAROLD E. CASE: 1953 Nash-Healey Coupe. My
father-in-law and I purchased two coupes from
owner in Wisconsin. Mine was to be the parts
car, as the suspension box was corroded and
broken. Advertisements turned up nothing so
one was made from a slab of 4" aluminum.
Engine and front end parts are restored,
rest in process.

DONALD DAVIS: 1952 Nash-Healey Roadster. My
father bought the car in 1975 to use as a
second car. He bought it from the original
owner. I used the car to drive to and from
high school. Also used the car for work in
1976. Now, just use to drive around the
block, etc.

HAL FREITAG: 1952 Nash-Healey Roadster .
Purchased the car in 1954 with 22,000 miles.
Purchase price at that time was \$1,600. Car
needed only a tune-up.

DR. R. G. FUNDERBURG: 1951 Nash-Healey Road-
ster. Purchased when it had only 2,508 miles
on it. Purchased it from original owner. I
have the 4 original tires.

KEN HAVEKOST: 1953 Nash-Healey Coupe. Car
has been located in the Monroe, Mich. area
since new. Came equipped with knockoff wire
wheels. Have wheels with original Goodyear
spare.

DON HUTSON: 1953 Nash-Healey Roadster. I
won the Budweiser Award in 1978 at Atlanta
Auction. I have won two trophies with it.
Strong car which only needs a few things.

F. WINSTON JOHNS: 1953 Nash-Healey Roadster.
This car was sold in Harrisonburg, VA by
Victor Myers who had a Nash Agency. He re-
purchased car in 1969. The car has been hit
in front and Mr. Myers had it fixed but very
poorly. Paint job must be totally redone
plus some minor body work. The car had been
in Mr. Myers showroom for over 10 years. The
running gear is in excellent shape. Mr.
Myers still has another 1953 roadster he
intends to restore.

ADDITIONAL INFORMATION FOR ROSTER

Leonard McGrady:

<u>YEAR</u>	<u>MODEL</u>	<u>BODY #</u>	<u>CHASSIS #</u>	<u>MOTOR #</u>
1951	Roadster		N-2059	NHA1066
1951	Roadster		N-2062	NHA1069
1951	Roadster		N-2067	NHA1074
1952	Roadster		N-2206	NHA1112
1952	Roadster	11856	N-2252	NHA1165
1953	Roadster	11938	N-2334	NHA1349
1953	Coupe	11941	N-2337	NHA1352
1954	Coupe	13637	N-3137	NHA1488

I have 49 cars but only count 47 on list. I
have 2 more cars than numbers.

YOU'RE INVITED TO:

A S I L O M A R

AUSTIN-HEALEY WEST COAST MEET '85
CALIFORNIA HEALEY WEEK '85

June 28, 29, & 30

The Austin-Healey Club, Pacific Centre and the Austin-Healey Association, Southern California invite you to the WEST COAST MEET '85. The site is ASILOMAR (a unit of the California State Park System)--a privately-operated conference center situated on the tip of the Monterey Peninsula overlooking the Pacific Ocean, in the City of Pacific Grove. Bordering Monterey and Carmel, Asilomar is about 130 miles south of San Francisco and about 300 miles north of Los Angeles.

This unique site, the facilities of Asilomar, the very reasonable costs, and the combined efforts and commitments of two major Austin-Healey Clubs ensures that this June weekend will be one you don't want to miss!

Asilomar, with its rustiness (Healeys have rustiness), may be the most popular conference site in California and is literally booked-up years in advance. Hence, the approximately 115 rooms that we have reserved may not satisfy the demand we expect for what certainly should be the largest Healey meet this side of Snowmass. Hence, the postmark date of your pre-registration Form will determine priorities. No Form will be accepted with a postmark prior to March 1! The pre-registration form should appear in your February newsletter.

Most of us will spend both Friday and Saturday nights at Asilomar (some of the reserved rooms are for Saturday night only). Included in the room rates are three meals per day, beginning with Friday dinner and ending with Sunday lunch. Two tiers of rates are available: \$31 per person per day and \$41 per person per day. The rates reflect the room accommodations only; everyone will be served the same food (separate plates of course). Hence, a couple could spend as little as \$124 (4 x \$31) for food and accommodations for the entire weekend. (The \$41 rate is lowered to \$37 if 3 or 4 people occupy the room. Single rates are \$42 and \$62. Children 17 and under cost only \$21 per day. Cribs are supplied free for infants two and under. Rates for one night stays are an extra \$2.)

The registration fee for meet expenses (printing, postage, trophies, events, etc.) is \$25 per couple or family or individual. This \$25 fee is payable with your pre-registration form. Again, to ensure fairness, we will not accept pre-registration forms postmarked prior to March 1. Room and price priorities, if necessary, will be determined by earliest postmark dates.

If you have any questions you may contact coordinators Bill Emerson (213)-514-2978 or Bruce Erfer (408)-684-0485.

1985-1986 MEMBERSHIP DUES

It doesn't seem possible but we have to start thinking about the 1985-86 year. Your membership dues for next year are due on or before May 31, 1985. Put a note on your calendar (or mail it today). Remember, if your dues are not received by May 31 you will not receive the June issue of your newsletter.

NOW UNTIL MAY 1:

Mrs. Joanne Soles
530 Edgewood Ave.
Trafford, PA 15085

AFTER MAY 1:

Mrs. Mary A. Soles
R.D.#1 Box A161
Addison, PA 15411

NOTE FROM YOUR EDITOR

It seems I have written this article before and I am sorry for the repeat. I need articles from all members. The material I have is dwindling down and it is time for everyone to start writing. If I don't get some responses soon I will have to cut the newsletters down to QUARTERLY. How many members want that to happen? Please send your articles about the history of your car, technical tips, vacations, meets, or anything that would be interesting to other members. There is nothing like personal material to make a newsletter enjoyable. Reproducing of articles is very informative but we also need that personal touch. There have been numerous meets on the West Coast, and some were sponsored by the Nash-Healey Car Club, but I never received a write-up on any of these meets. Please think carefully about what I have said and hope to hear from you soon.

4" NASH-HEALEY CAR CLUB JACKET PATCH

We still have plenty left of the 4" Nash-Healey Car Club Embroidered Jacket Patch. Emblem is outlined in red and 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. 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 the NASH-HEALEY CAR CLUB.

A NOTE FROM YOUR CLUB LIBRARIAN

All Club members will be receiving a complete bibliography of the Nash-Healey Library. Copies of specific photos and articles will be made available on request.

The pictorial content of the library is being transferred to video tape. Videocassettes will be made available to all members on a loan basis. This "Nash-Healey Video" will include at least the following items:

1. Approximately 200 photographs
2. Kit built and toy models of all production Nash-Healey cars and most competition cars.
3. The 1952 Le Mans 24 hour Grand Prix road race as filmed by the Shell Oil Company.
4. The Austin-Healey Car Club meet in Cape Cod, October 1984 featuring guest of honor Mr. Donald Healey.

An announcement of availability will be made available in the Newsletter.

REPORT ON THE "PREPARATION OF NASH AMBASSADOR CARS FOR HEAVY DUTY CONDITIONS"

Submitted by Michael Feingold

The remarkable achievements of the Nash-Healey in the French Grand Prix at Le Mans from 1950-1953 have been related in several books and magazine articles. Considerably less information has been published about Nash Motors stock car racing effort in the United States. Factory data concerning proper vehicle preparation for racing (or as Nash preferred to call it, "heavy duty conditions") and availability of high performance parts has been particularly difficult to obtain. The following report on pages 3, 4, & 5, edited for pertinence to the Nash-Healey, was released by the Nash Product Information Department on May 29, 1953 and provides some revealing information on this subject.

The following information is intended to assist those who are preparing Nash Ambassadors by listing parts and modifications which have been found to improve performance and safety under abnormal conditions.

ENGINE MODIFICATIONS

A. The standard 1952 Ambassador engine is usually modified by the installation of the Dual Jetfire cylinder head #3138307. This aluminum alloy head has a compression ratio of 8.1:1 to 8.25:1. The dual side draft carburetors, throttle linkage, and air induction system are designed and engineered as standard items installed on the Le Mans Dual Jetfire engine. Stock rocker arms, valves and springs are used but push rods shorter than the type used on the Jetfire engine are required on the Dual Jetfire head. The proper push rod is designated by part #3132351-A.

B. The Dual Jet optional camshaft #3136381 is advisable in the 3200 - 4500 engine RPM range with slightly inferior torque in the 1200 - 2000 RPM range and is not recommended for purposes requiring frequent acceleration from lower speeds. The Dual Jet optional camshaft is installed with the standard sprocket timing marks and is designed to be used with the standard clearances of .012 intake, .016 exhaust. Some prefer to time valve opening by means of a degree wheel attached to the crankshaft, and for this purpose timing diagrams are attached for standard camshaft #3133743 and Dual Jet optional camshaft #3136381. Timing is adjusted by means of the valve adjusting screws. After timing, valve clearances should be rechecked to determine that the clearance is still within reasonable limits. Valve timing is altered approximately 3 degrees for each .001 change in clearance. This camshaft may be used with '52 and later engines as furnished but must have a spiral oil groove cut into the rear cam journal when used in '51 engines, since the rear bearing was not pressure fed prior to '52.

WHEELS, HUBS AND DRUMS

- A. A heavy duty kit is offered under part #3137084. This kit consists of:
- 2 - #3137079-A Hub and Drum Assembly - Front
 - 2 - #3137081-A Hub and Drum Assembly - Rear
 - 5 - #3137082-A Wheel (Motor Wheel #X2-1147 and optional #33849)
 - 20 - #3137083 Wheel Bolts

A wheel which may be more generally available has also been released. The wheel is of Kelsey-Hayes Manufacture, their part #23485, and Nash #3138683 - wheel, heavy duty optional. This wheel is also used on D2M and D5M International delivery trucks and carries their part #84884-H.

FUEL SYSTEM

- A. An electric fuel booster pump may be installed using the following parts:

- #3138678 - Pump, Electric Fuel Booster - Stewart Warner Model 220-A
- #3138679 - Bracket, Electric Fuel Booster Pump
- #3138680 - Tube, Tank Outlet to Fuel Booster Pump Inlet
- #3138681 - Tube, Tank Outlet

The existing line, fuel tank to engine operated fuel pump, is attached to the booster pump outlet. The booster pump is mounted near the tank and forces fuel to the engine operated pump. This booster pump should be wired to the ignition switch, so that it will not operate with the ignition off.

THE FOLLOWING REAR END RATIOS ARE AVAILABLE.

PART NO. RING AND PINION	RATIO	NO. OF TEETH	DIFFERENTIAL CARRIER REQ'D	SPEEDS DRIVEN GEAR	ROAD FACTOR* 7.10 TIRES	USE
#3134376-A	3.15	13-41	#3134364	Not Avail.	38.4	Use with 2nd Gear only
#3131766-A	3.54	11-39	#98523	Not Avail.	43.2	For sustained speeds above 90 MPH with 1:1 Trans. ratio
#3134545-A	4.10	10-41	#3134364	Std. Trans #3105565 O.D. #3122996	50.0	Std. ratio Std. Trans.
#3134547-A	4.44	9-40	#3134364	Std. Trans #3105566 O.D. #3122997	54.2	Std. Ratio O.D. Trans.
#3138328-A	4.8	9-43	#98523	Std. Trans. #3105567 O.D. #3130968	58.4	Special Ratio O.D. Trans.

All of the above ring and pinion sets will fit 51, 5260 and 5360 axle housings.

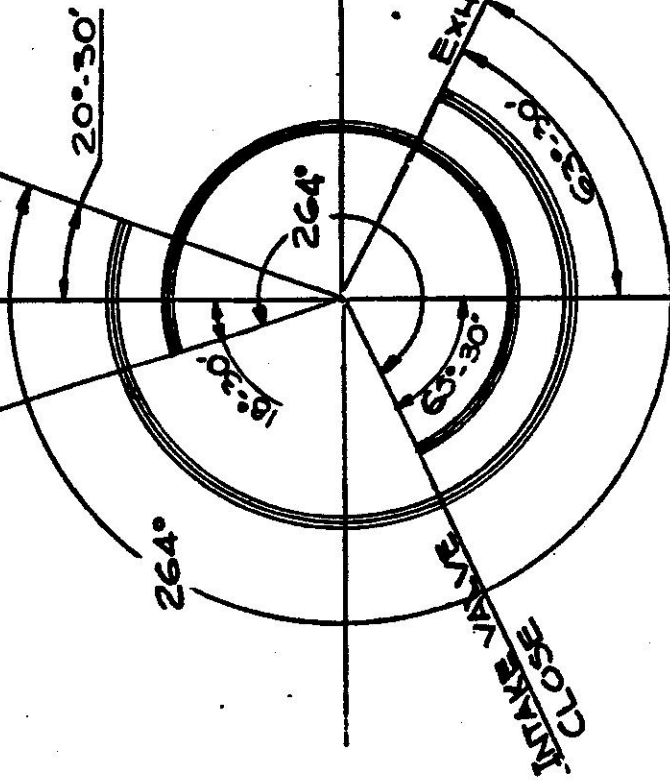
Road factor X actual MPH = Actual Engine RPM (Direct Gear)
3600 ÷ seconds required to travel measured mile = Actual MPH

Transmission Ratios: 1st 2.57:1 3rd 1:1
2nd 1.55:1 Overdrive .7:1

The foregoing information and parts list has been compiled by the Experimental Engineering Department and is correct to the best of our knowledge as of this date. Due to the nature of the specialized use for which these parts are intended, Nash Motors does not guarantee them and the conditions of the A.M.A. Uniform Warranty do not apply.

PRODUCT INFORMATION DEPARTMENT
NASH MOTORS, DIVISION OF NASH-KELVINATOR CORPORATION
DETROIT 32, MICHIGAN

EXHAUST VALVE
CLOSE
T.D.C.
PISTON
INTAKE VALVE
OPEN

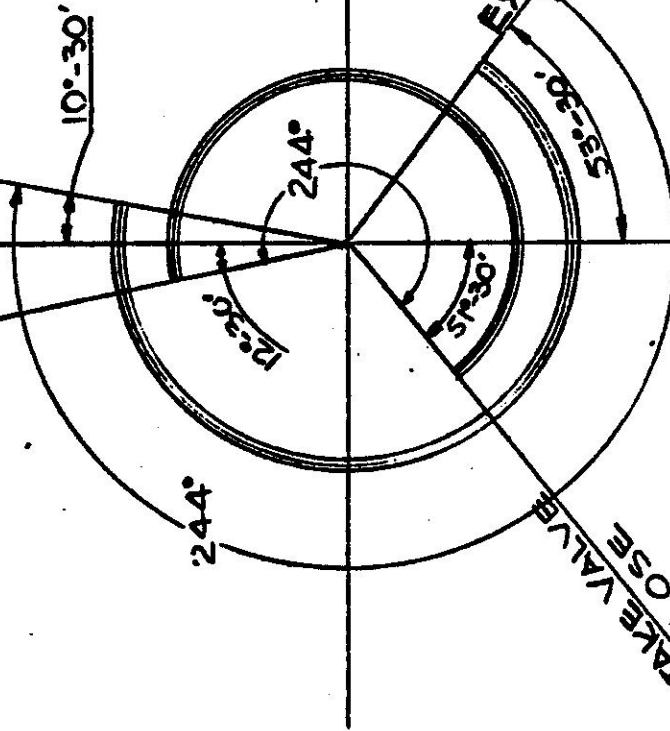


L.D.C.

CRANKSHAFT TIMING DIAGRAM

DUAL JET OPTIONAL CAMSHAFT #3136381

EXHAUST VALVE
CLOSE
T.D.C.
PISTON
INTAKE VALVE
OPEN



L.D.C.

CRANKSHAFT TIMING DIAGRAM

STD. CAMSHAFT #3133743

LETTERS FROM MEMBERS

Dear Joanne and Ray,

Here is is January again and time to renew the Corporation for another year. Time surely flies.

I want to congratulate you on doing an outstanding job on our Newsletter. I know this is a lot of work and the whole Club should be grateful to you for the way you handle it.

Last year was a complete bust for us. We figured on a busy summer. We had arrangements made for Mansfield, Ohio and motel reservations for Kenosha AMX Meet, and were debating on the Monroe Nash-Healey Meet which we wanted very much to attend. We planned on leaving Friday the third week in June to start for Mansfield for which we usually take two days. On Wednesday before the start of the trip Oma got up in the morning and said the Mansfield trip is off for I am not feeling up to it. Don't know what is the matter but I am sick. As a result she spent 5 days in the hospital and 4 weeks in the Nursing Home. She still isn't back to normal yet. We are hoping by the time car Meets start she will be O.K.

Hoping to see you this summer if all goes well.

Sincerely,
Paul & Oma Shaw
922 East College St.
Apt. #D-2
Iowa City, IA 52210

Paul,

Sorry to hear of Oma's illness last year and hope she is feeling better. I'm sure 1985 will be a better year.

Thank you for the compliment and I hope I will be able to continue being the editor for the Nash-Healey News. It is a lot of work and sometimes I get a little discouraged but I guess that comes with any job you undertake. But when I receive a compliment such as yours it makes it all worth while.

Take care of yourselves and we are looking forward to seeing you this summer at some of the car meets.

JMS, Editor

Dear Joanne,

HAPPY NEW YEAR.

My Nash-Healeys are all tucked in for the winter. It must be nice to live in California and be able to drive and enjoy your car year round and not have to shovel it out of snow. But we get to make snow men and skid around.

I am building two of the scale model 1953 Nash-Healey kits available from Miniature Cars, Box 221H, Bernardsville, NJ 07924. These kits are white metal in 1/43 scale and are \$19. They really look nice all done. I cut the roof off of one and made it a roadster, and I am modifying the rear window on one to make a 1954 coupe.

At the meeting in Connecticut, the license plate badge was discussed, and I believe one of the members was going to look into having them reproduced as a club item. Have you heard anymore on this? Do you know anyone that might be willing to sell one of the original ones that the club used to have available. Some one must have some of these Badges they are willing to sell.

Also at Hershey in 1983 there was a white Nash-Healey Roadster that used to belong to Jacque Hargindeguy in Calif. I noticed that it had a new wiring harness, and was wondering if you know of a source for this much needed part? It was a beautiful harness, as far as harnesses go. Hope to see Ray at Spring Carlisle.

Ed Moore
9 Blackstone St.
Bellingham, MA 02019

P.S. I talked Mike into selling his Mustang and buying a Desoto as a backup car for his Nash-Healey. Now if I can talk him into selling me his 1951 Healey, maybe I could ship it back and have it rebodied as a Farina.

Ed,

I haven't heard from anyone regarding the license plate badges. Perhaps after reading your letter it might stir up some adction. As soon as I hear from someone you will be the first to know. There were several topics discussed at that meeting that the members were to get back to Ray and I but we haven't heard from anyone.

I'm sure you will see Ray at Spring Carlisle. Maybe he will be able to pick up some parts for our Nash-Healey (HA!HA!) or for our 1940 Hudson.

JMS, Editor

Dear Joanne,

I just wanted to drop a line and let the club members know that I have located suppliers for wiring harnesses for Nash-Healeys. They are:

Harnesses Unlimited

Box 435

Wayne, PA 19087 PH: (215)688-3998

Harnesses for 1951 N-H for \$275.00

Y n Z's Yesterday's Parts

1615 W. Fern

Redlands, CA 92373

Harnesses for 1953 N-H for \$375.00

The harness for the 1953 should be adaptable to either coupe or roadster by adding or removing dome light wires. This harness should also fit the 1952 and 1954 models. The only difference that comes to mind would be wiper motor location. Some are mounted under the hood, while some are mounted under the dash. Also two different overdrive relays were used.

I have not actually seen either of these harnesses.

I think if a few members in need of these parts got together and ordered them through the club maybe a discount could be arranged. Also, maybe the club could pick up a profit on the deal to help out the treasury a little.

If I locate any other suppliers for parts for N-H's I'll let you know.

Ed Moore

Dear Mrs. Soles:

Just a quick line before I put it off further to let you know of another N-H in existence. It came from Jackson, Miss. about two years ago thru a local car trader and wound up in Shrieveport, LA he recently told me. I last saw it in red with Chrysler wire wheels, a 1953 (I was told) Roadster, Body # 11896, Chassis #N-2297, engine #NHA1210. The roster indicates the serial number would be a 1952. The local dealer wanted \$5500 with wheels or \$5000 without. It appeared to have lots of bondo in rear fender.

Ed Shearer

3416 David Dr.

Metairie, LA 70003

Ed,

Thanks for the tip and if anyone is interested I'm sure you will be getting a phone call.

JMS, Editor

Dear Joanne,

Just a note to try to prevent all of the loyal Nash-Healey owners from converging on my house with fire in their eyes. Contrary to a comment in the Nash-Healey newsletter, I have not been "busy" converting Nash-Healeys to old 327 V-8's unless you want to consider one done in 1960 and another in 1962 as keeping busy. I would not convert one anymore, but by the same token I have no desire to change mine back, although I do have a '52 Ambassador engine in my garage just in case.

I'll send you an article about racing my Nash-Healey when I get a chance.

Regards,

Robert B. Loudon

410 Monticello Dr.

Ballwin, MO 63011

Bob,

Thanks for the correction. Every now and then I make a mistake and when I do I make sure it is a good one. Sorry for the incorrect information. Will be more careful in the future. Also received your article the other day on your racing experience and that will be the first article in the next newsletter. We have some photographs of your car and Ray will be calling you soon to see which ones we can run with your article.

JMS, Editor

CLASSIFIED

FOR SALE: 1951 Nash-Healey Roadster, 90% restored. Needs cloth top and correct gauges. All numbers original. \$14,000 or near offer. No trades, please: Ted Perrin - 59 E. Main Street - Tilton, NH 03276 or phone (603)286-8783 after 8 P.M.

FOR SALE: 1953 Nash-Healey Roadster. Car is in excellent condition and garage kept. Engine was reguilt and new top. Open for offers. For additional information please contact: William C. Cease - 201 Hermosita Dr. - St. Petersburg Beach, FL 33706 or call collect (813)360-4294

WANTED: Nash-Healeys needed, special cars, Ted Williams special, race cars, new old stock parts, any used parts, advertising material. Rewards paid for information: Leonard McGrady - 209 Walnut Lane - Aberdeen, MD 21001.

BILL EMERSON
3086 DELUNA DRIVE
RANCHO PALOS VERDES,
CALIFORNIA 90274
(213) 514-2978
JAN. 18, 1985

1985 AUSTIN-HEALEY WEST COAST MEET

Your Austin-Healey club is cordually invited to join with other clubs to celebrate the 10th annual gathering of Austin-Healeys on the West coast.

We started in 1975 with a small gathering in Grants Pass, Oregon. Through the years we have increased the number of clubs that have been represented. In 1983 we had members of 10 clubs in attendance. For 1985 we would like to exceed that number, so bring yourself, friends and your club T-shirt.

This invitation is extended to all clubs, and Healey drivers, yes we mean Healey...Nash-Healey....Austin-Healey (big and small) and Healey variants such as the Cobra-Healey etc. This meet is a place to enjoy the cars, weather, location, and most of all the friendly HEALEY people.

During 1984 one of your meet directors had the opportunity to attend meets at various location around the country. The experience can only be discribed as TREMENDOUS. The effort required to attend is more than compensated for by the enjoyment. The chance to see cars that are new to you, meet new people who become friends, and enjoy the beautiful California coast make attening this meet an ideal vacation.

Please publish the following pages in your club newsletters as a means of passing the word for those who would like to attend. Your cooperation in passing the information on the meet would be appreciated. Lets see you and your club recognized during this "AUSTIN-HEALEY WEST COAST MEET".

Hi Joanne

*The enclosed material is for your use. I hope we can get a good selection of Nash-Healeys to come to the meet. Donald Healey has not said when he will arrive - He seems to like the west coast and I believe he will attend. The
Bill*

YOU'RE INVITED TO: ASILOMAR

AUSTIN-HEALEY WEST COAST MEET '85 CALIFORNIA HEALEY WEEK '85 June 28, 29, & 30



The Austin-Healey Club, Pacific Centre, and the Austin-Healey Association, Southern California, invite you to the **WEST COAST MEET '85**. The site is "ASILOMAR" (a unit of the California State Park System), a privately-operated conference center situated on the tip of the Monterey Peninsula overlooking the Pacific Ocean, in the city of Pacific Grove. Bordering Monterey and Carmel, Asilomar is about 130 miles south of San Francisco and about 300 miles north of Los Angeles.

This unique site, the facilities of Asilomar, the very reasonable costs, and the combined efforts and commitments of two major Austin-Healey Clubs ensures that this June weekend will be one you won't want to miss!

Asilomar, with its rustiness (Healeys have rustyness), may be the most popular conference site in California and is literally booked-up years in advance. Hence, the approximately 115 rooms that we have reserved may not satisfy the demand we expect for what certainly should be the largest Healey meet this side of Snowmass. Hence, the postmark date of your pre-registration form will determine priorities. No form will be accepted with a postmark prior to March 1! The pre-registration form will appear in the February *Highlights*.

Most will spend both Friday and Saturday nights at Asilomar, although some of the reserved rooms are for Saturday night only. Included in the room rates are three meals per day, beginning with Friday dinner and ending with Sunday lunch. Two tiers of rates are available: \$31 per person per day, and \$41 per person per day. The rates reflect the room accommodations only: everyone will be served the same food (separate plates of course). Hence, a couple could spend as little as \$124 (4 x \$31) for food and accommodations for the entire weekend. (The \$41 rate is lowered to \$37 if 3 or 4 people occupy the room. Single rates are \$42 and \$62. Children 17 and under cost only \$21 per day. Cribs are supplied free for infants two and under. Rates for one night stays are an extra \$2).

The registration fee for meet expenses (printing, postage, trophies, events, etc.) is \$25 per couple or family or individual. This \$25 fee is payable with your pre-registration form. Again to ensure fairness, we will not accept pre-registration forms postmarked prior to March 1. Room and price priorities, if necessary, will be determined by earliest postmark dates.

If you have any questions you may contact meet coordinators Bill Emerson (213) 514-2978, or Bruce Erfer (408) 684-0485.

