



## Car club

NASH  
HEALEY  
NEWS

MAY 1985  
Issue No. 29

### LETTER FROM MEMBER

Dear Joanne,

After reading your note in issue No. 27 thought I had better take my pen in hand and write about my 1952 Nash-Healey Roadster. It is an early one, No. 1110 Motor. When I bought the car from the original owner, through her son, the car had eleven thousand original miles and not too far from that now as I trailer it most of the time. The body and upholstery was not in very good condition or chrome, the motor was good except for needing new gaskets, water and fuel pumps, etc. The car was silver from the factory with red upholstery, so it went back the same.

I have shown the car six times. Won first place Nash meet in Fullerton, CA 1982 and 1984. In the AACA 1982, first. 1982 West Coast Post War Car Award and 1983 Senior Award. In the Desert Classic Car Association at Indiana Wells, CA, first place Fall 1982.

I do all the work on the cars except the upholstery and chrome. I have cars from 1905 on, which keeps me quite busy all the time.

You're doing a good job Joanne. We enjoy the Nash-Healey News.

Sincerely,  
Emmett Ryan  
Upland, CA

### MEMBERSHIP DUES FOR 1985/1986

Membership dues for the 1985/1986 year is payable now. In the last issue of the NEWS a form was included, to be completed by each member and returned with your dues. The amount and address is on the form. If you don't want to miss the next issue of the newsletter please send in your dues by June 1. Please make check or money order payable to the NASH-HEALEY CAR CLUB.

### LETTER FROM MEMBER

Dear Ray,

I have a couple additions to my list of Nash-Healeys. A 1953 Roadster, Body #12463, Chassis # N-2423, Motor # NHA1458 purchased last week in Morgantown, West Virginia. It is white with green leather interior. Also bought Race Car #1517. It is the twin to my 1518. Both cars were raced at LeMans in 1953 as #10 and #11.

I had looked for this car for 10 years. It is the one with a Packard V8. I purchased it from Pabst in Wisconsin.

My garage is now full and I don't plan on buying anymore unless they are Race Cars or Ted Williams specials (something unusual, in anycase, 51 Nash-Healey's are enough. Next, I restore them all.

Also the photos you have of a Nash-Healey Race Car (red) #98 was 1517 Packard V8. It will be put back just like it was at LeMans, 6 cylinder and all.

Sincerely,  
Leonard McGrady  
Aberdeen, Maryland

NASH-HEALEY CAR CLUB MEET - May 19, 1985  
CALIFORNIA

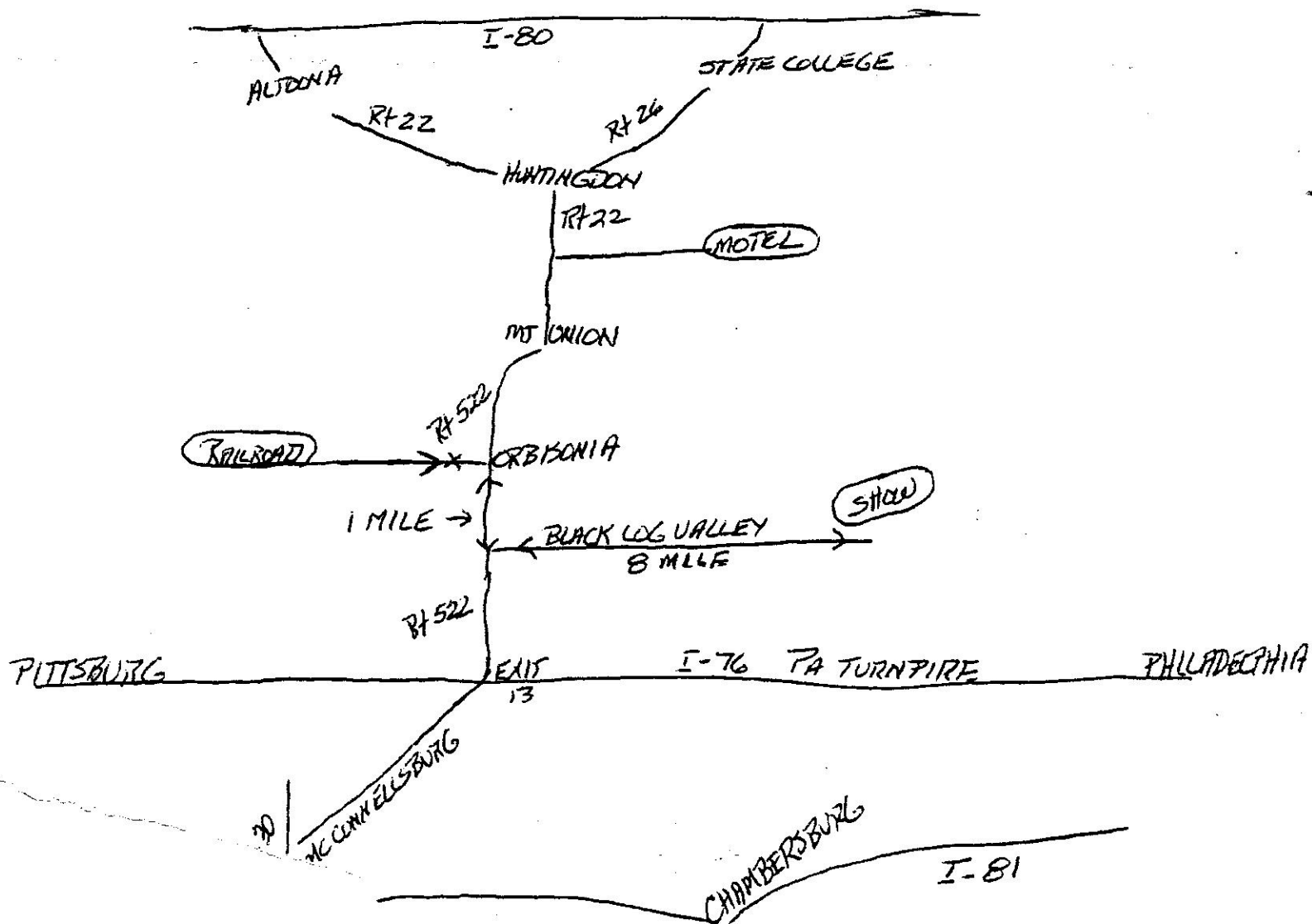
The Nash-Healey Car Club Western Area will hold a meet on May 19, 1985. This meet is called "FRIENDSHIP DAY MEET" and is held at Stanford Linear Excelsior. Friendship Day has been one of the most enjoyable meets in the Northern California area and brings out over 1000 collector cars. So, come out in style and drive your Nash-Healey to the meet. Cost is \$5.00 per car at the gate. For more detailed information contact Sieg Wroebel - 1215 Pearl St, Alameda, California 94501 (415) 523-0454

The Mid Atlantic Region of the NASH CAR CLUB is having its Spring Meet at my home in Central Penna. on the weekend of June 14, 15 and 16. All activities are on Saturday, June 15. Activities begin at 11:00 AM and include a ride on a narrow gauge railroad and neighborhood yard sale. I will have my own collection of (35) Nash and AMC Rambler cars on display. Bring your cars, your parts and your family for a pleasant weekend in Central Pennsylvania. Door prizes and trophies will be awarded to NASH AND AMC participants. The registration fee is \$5.00.

Lunch will be available at the show site. An informal "all you can eat" turkey dinner will be served Saturday evening. Banquet tickets are \$10.00 each. Please send your money for banquet reservations to Barbara Keller, R.D. #4, Quakertown, Pa. 18951 by June 1st.

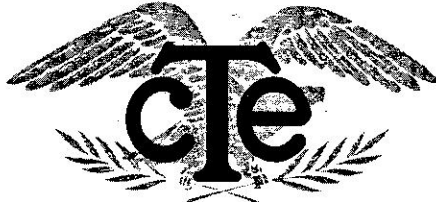
The meet motel is Motel 22. The phone number is 814-542-2571. When making reservations be sure to tell them you are with the NASH CLUB as you will get a discounted rate. The alternative motels are Huntingdon Motor Inn, 814-643-1133 and the Raystown Country Inn, 814-643-3934.

The Mid Atlantic Region is doing everything possible to make this a fun time for all. If you have any questions or need help with directions, call me at my home phone number 814-542-9850 or my office phone 814-447-5568.





OWNER - Ray & Joanne Soles



*Citizen's Title And Escrow Co., Inc.*

*Charles E. Vernon, Manager*

*Box 1310 685 Sunset Boulevard  
Kalispell, Montana 59901  
(406) 257-9441*

March 29, 1985

Joanne Sales  
530 Edgewood Ave.  
Trafford, PA 15085

Dear Mrs. Sales:

Enclosed is my check in the amount of \$14.00 to cover the dues of \$9.00 and two Club patches. I assume the dues are the same as last year. If not please advise and I will forward more.

Thank you for being the editor. Without the work of someone like you, we would not have a club. I do enjoy the NHN both for the articles and for the classified. I still dream of finding a hood grill, the grill emblem, bumper guards, Nash Healey emblems and most important-the correct instruments. I have everything else-I think. Therefore, I read the classified first.

I purchased this 1951 Nash-Healey in 1974 in Kalispell. It was missing many items including the above. With the help of Dave McAllister of Portland, Oregon, I have been able to re-make the dash. I travel each year to the Portland Swap Meet and one year borrowed his dash. During the year I duplicated the dash and returned his the next year. It shows his trust of a follow hobbist. I currently have his wiring harness but contacted Harnesses Unlimited after the last NHN. The new one was ready quickly and is excellent. However I could sure use some advice or tips on what to do for gauges, turn signals, indicator lights, ignition switch and the control knobs. The gauges were Smith's but do not interchange with Jaguar. Do any other "51" owners know a source for the correct used gauges? If you could inquire in a NHN it would be appreciated.

Thanks

  
Charles E. Vernon

CEV/dkl  
Enclosure



# 1952 Le Mans 24-Hour Race

The French almost win with Gordini and Talbot. Last hour victory is snatched by Mercedes team. Nash-Healey takes third.

## OVERALL WINNERS

Car	Drivers
1. Mercedes-Benz	Lang-Riess
2. Mercedes-Benz	Helfrich-Niedermayer
3. <u>Nash-Healey</u>	<u>Johnson-Wisdom</u>
4. Cunningham	Cunningham-Spear
5. Ferrari	Simon-Vincent
6. Lancia	Valenzano-Ippocampo
7. Aston Martin	Clark-Keen
8. Lancia	Bonetto-Anselmi
9. Talbot	Chambas-Morel
10. Frazer-Nash	Peacock-Ruddock

## CLASSES

Car	Disp.	Drivers
1. Cunningham	5.4	Cunningham-Spear
<b>3001-5000 cc</b>		
1. <u>Nash-Healey</u>	4.1	<u>Johnson-Wisdom</u>
2. Ferrari	4.1	Simon-Vincent
3. Talbot	4.5	Chambas-Morel
<b>2001-3000 cc</b>		
1. Mercedes-Benz	3.0	Lang-Riess
2. Mercedes-Benz	3.0	Helfrich-Niedermayer
3. Aston Martin	3.0	Clark-Keen
<b>1501-2000 cc</b>		
1. Lancia	2.0	Valenzano-Ippocampo
2. Lancia	2.0	Bonetto-Anselmi
3. Frazer-Nash	2.0	Peacock-Ruddock
<b>1101-1500 cc</b>		
1. Jupiter	1.5	Becquart-Wilkins
<b>751-1100 cc</b>		
1. Porsche	1.1	Veuillet-Mouche
2. Dyna-Panhard	0.8	Plantivaux-Chancel
<b>501-750 cc</b>		
1. Dyna-Panhard	0.61	Hemard-Dussous
2. Renault	0.75	DeRegibus-Porta
3. Dyna-Panhard	0.61	Gaillard-Chancel

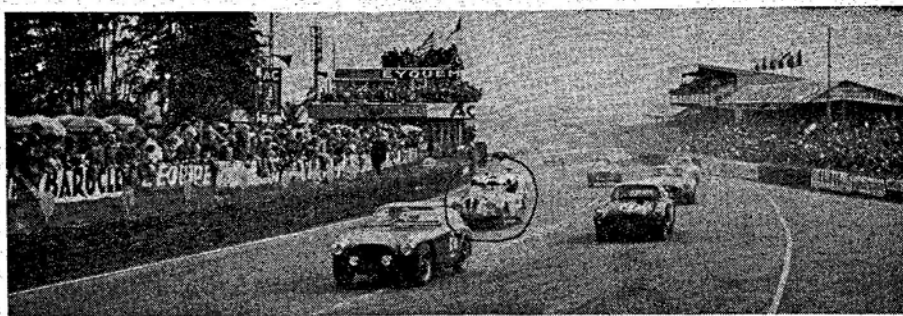
## HANDICAP WINNERS

1. Dyna-Panhard	4. Dyna-Panhard
2. Mercedes-Benz	5. Lancia
3. Mercedes-Benz	6. Lancia
	7. <u>Nash-Healey</u>

This is Le Mans . . . one of the most exhilarating places in the world—at least during the week when they practise and actually run the famous 24 Hour Race. All during the days leading up to zero-hour (4:00 p.m. Saturday, June 14th) the town of Le Mans, which is built on ancient Roman foundations, is the scene of tremendous excitement. The town, which lies 120 miles west of Paris, is crowded to the brim with representatives from every nation—great or small. Hotels overflow with experts from hundreds of automotive and automotive component factories. Competitors and non-competitors from *sportive* organizations the world over crowd the restaurants and cafes, endlessly discussing the race, and only the race.

As D-day draws near, the roads leading to the famous 8.6 mile circuit are getting more and more jammed with traffic. One road is set aside for officials and is kept open and free of traffic night and day. Every so often a low-slung car flashes past in a blur . . . carrying an important message or messenger to or from the town. Rumors fly thick and fast as British, German, French, Italian, and other cheering sections seek access to the track in order to discover which of the rumors is true. They look and analyze carefully in order to see just which cars constitute a threat to their particular favorites.

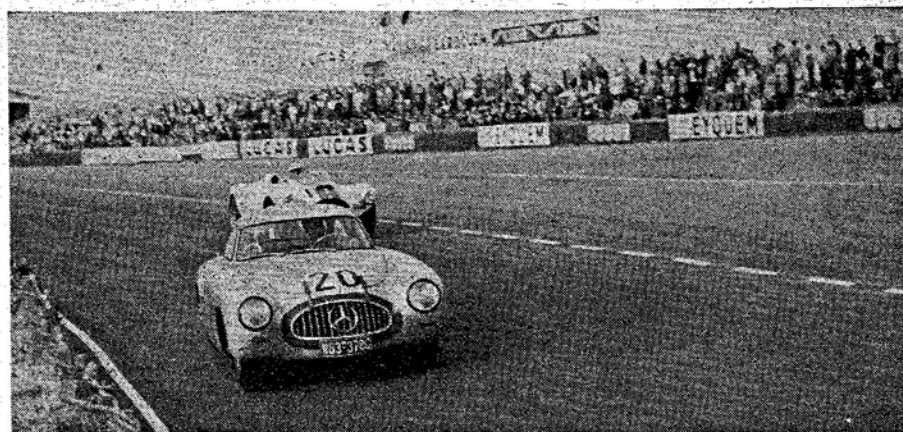
The race course itself is a vastly glamorous and exciting place . . . From the great, gleaming, white grandstands the broad, smooth, asphalt surface flashes North, lead-



The start . . . Pagnibon (Ferrari), followed by Parnell (Aston Martin), Veyron (Nash-Healey), Helfrich (Mercedes), and Cunningham (Cunningham). Leaders have already passed.



Almost the winner . . . Levegh in Talbot had long lead at 23 hours; then lost rod bearing.



Niedermayer in Mercedes has a dramatic duel with Briggs Cunningham in the Cunningham.

ing the practise cars around the bend at the end of the pit area and under the great Dunlop tire, which vaults the road at this point . . . forming a bridge for spectators.

Seated in the high Press Gallery atop the grandstand, one may look across the road to the pits where feverish activity has been going on all week. Back of and immediately behind the pits rises the huge scoreboard on whose scaffolding trudge patient scorers—carrying numbered squares which are put in their correct slots as the equivalent cars scream by. And behind this is the huge car park, capable of holding many thousands of vehicles—each parked in such a way as to allow immediate egress of any car.

Back on "this side" of the course again, and alongside the grandstands, stretches a long line of shops and refreshment stands, where are purchasable clothing, souvenirs, comfort aids, and food and drink. Predomi-

nate among these, of course, is the famous Cafe de Hippodrome—located in the exact center of the Mulsanne Straight (which leads down in front of the stands and pits)—and which remains open night and day during the race. From the Hippodrome's "sidewalk" tables one gets a "ringside view of the world" as the cars rush by . . . and the possibility of eavesdropping on the conversations of the great and near-great is too good to be missed.

All during practise-week excitement builds. Hopes are smashed, dreams are fulfilled. Experiments are made with tuning, gearing, sparkplugs, carburetion and so on. The French populace is on hand all day long during practise. The crowd goes home at night (most of them) for a few hour's sleep and are back again the next morning.

The whole atmosphere at Le Mans is *carnivale* . . . but particularly at night. As the





(Continued from page 7)

cars had to take great pains to avoid running down the slower, small-displacement competitors in the mist. Another Aston went out—this one with a dead battery when the generator failed. A Talbot and a Ferrari followed in short order—the former with a broken oil pump and the latter with battery failure. Chinetti's Ferrari was disqualified when he failed to turn off his engine during refuel, and Allard's Allard went out with brake failure to be followed shortly by

Car	Drivers	Car No.	Position at 2 hrs	Position at 4 hrs	Position at 6 hrs	Position at 8 hrs	Position at 10 hrs	Position at 12 hrs	Position at 14 hrs	Position at 16 hrs	Position at 18 hrs	Position at 20 hrs	Position at 22 hrs	Position at 24 hrs
1	Ferrari	1952-01	34	14	34	34	34	8	8	8	8	8	8	21
2	Jaguar	1952-01	17	34	22	8	8	8	20	20	20	21	21	20
3	Cunningham	1952-01	2	15	3	20	21	20	21	21	21	20	20	10
4	Gordini	1952-01	24	2	15	21	20	21	34	25	25	25	10	1
5	Jaguar	1952-01	18	20	20	12	12	12	25	65	65	10	1	14
6	Ferrari	1952-01	15	22	8	65	25	25	4	10	10	10	65	40
7	Talbot	1952-01	8	8	21	4	65	65	12	4	1	1	1	39
8	Jaguar	1952-01	19	17	14	25	4	4	65	40	40	39	32	40
9	Mercedes	1952-01	20	3	12	22	9	10	10	14	39	39	40	14
10	Mercedes	1952-01	21	12	25	9	22	1	1	1	14	14	14	42
11	Mercedes	1952-01	22	21	65	10	10	9	40	39	32	32	6	50
12	Ferrari	1952-01	12	5	4	1	1	40	39	32	41	42	42	50
13	Cunningham	1952-01	3	16	9	39	40	39	14	42	42	47	6	52
14	Allard	1952-01	5	25	1	32	39	32	32	41	47	41	50	45
15	Ferrari	1952-01	16	65	2	40	32	41	41	47	48	6	52	60
16	Aston Martin	1952-01	25	4	10	6	41	42	42	48	6	48	41	68
17	Talbot	1952-01	65	9	40	41	14	14	47	5	46	50	60	67
18	Allard	1952-01	4	10	30	14	42	48	9	6	50	52	45	61
19	Nash Healey	1952-01	10	44	39	42	48	47	48	46	52	60	67	1
20	Talbot	1952-01	9	40	32	47	6	6	31	50	60	45	68	
21	Gordini	1952-01	44	1	6	48	47	31	6	52	45	67	61	
22	Nash Healey	1952-01	11	30	42	31	31	46	46	60	67	68	56	
23	Aston Martin	1952-01	27	39	41	46	46	5	5	45	68	61		
24	Lancia	1952-01	40	41	48	50	5	50	52	31	61	56		
25	Frazer Nash	1952-01	41	32	16	51	50	52	43	67	56			
26	Lancia	1952-01	39	31	47	5	30	43	50	63				
27	Aston Martin	1952-01	32	26	46	30	52	60	60	56				
28	Cunningham	1952-01	1	6	50	33	43	33	67	61				
29	Aston Martin	1952-01	31	27	33	43	40	67	45					
30	Frazer Nash	1952-01	42	42	51	64	33	68	68					
31	Porsche	1952-01	47	47	31	52	59	45	56					
32	Talbot	1952-01	6	48	43	60	67	56	61					
33	Aston Martin	1952-01	26	50	52	2	68	30	59					
34	Osca	1952-01	48	51	5	59	56	59	54					
35	Ferrari	1952-01	30	64	60	54	45	61	57					
36	Porsche	1952-01	50	46	59	67	54	54	58					
37	Porsche	1952-01	51	18	54	57	61	57						
38	Jowett	1952-01	64	57	67	56	57	58						
39	Jowett	1952-01	46	43	56	68	58							
40	DB Panchard	1952-01	57	33	68	45								
41	Jowett	1952-01	45	45	45	61								
42	Morgan	1952-01	35	52	61	58								
43	Porsche	1952-01	43	62	57									
44	Panchard	1952-01	52	60	58									
45	Monopole	1952-01	60	19	44									
46	Monopole	1952-01	59	59										
47	Panchard	1952-01	61	61										
48	Ferrari	1952-01	62	54										
49	Renault	1952-01	54	67										
50	Renault	1952-01	67	56										
51	Renault	1952-01	56	68										
52	Renault	1952-01	68	58										
53	DB Panchard	1952-01	58	11										
54	Ferrari	1952-01	33	35										
55	Renault	1952-01	55	4										
56	Simca	1952-01	49	49										
57	Renault	1952-01	53	4										

\* Run 15 minutes

Lap chart on which the car's number may be followed thru its position at 2 hour intervals.

Wise's Jupiter. A short battle developed and ended just as quickly—between the Frazer Nash and the Lancia. The former broke a driveshaft and retired.

All during the morning and daylight hours retirement after retirement occurred—leaving fewer cars competing. The Talbot still led and the remaining two Mercedes were running very steadily and reliably.

However, with one hour to go, Levagh's leading Talbot melted a connecting rod bearing, which let the Mercedes into first and second place . . . and there they finished. The Nash Healey came thru to a well deserved third and Briggs Cunningham drove a beautiful fourth.—R.D.

## CLASSIFIED

**FOR SALE:** 1951 Nash-Healey Roadster in running condition. It has been in the same family for over 30 years and is approximately the eighth car built. Very reluctantly offered for sale. Asking \$5,000. Please write for description and photos. John Frazier - 5348 Edger Dr. - Cincinnati, OH 45239.

**FOR SALE:** Nash LeMans dual Jetfire engine, twin carbs., overdrive, 252.6 CID (Healey engine), complete, \$500.00. Al Van Mevern - R.R.#1 - Colman, SD 57017 (605)534-3166 (HEMMINGS - November 1984)

**FOR SALE:** Nash-Healey, 1952 Roadster; solid very restorable \$2,500 firm (219)278-7219 (MENNINGS - November 1984)

FOR SALE:

1953 Nash-Healey Roadster  
1953 Nash-Healey Coupe & Roadster  
1953 Nash-Healey Coupe

If you would like to know more about the cars listed above regarding price, location, condition, etc. please contact Ray Soles 530 Edgewood Ave., Trafford, PA 15085 (412) 372-3952. Photo's are available on some cars

**FOR SALE:** 1953 Nash-Healey Roadster; no engine; needs windshield; Asking \$3,600 : Rod Undsderfer - Box 5026 - Kent, WA 98064.

**FOR SALE:** Cast iron head (needs rebuilt), valve guides, ignition switch, oil pressure sending unit, radio, center to N wire hub cap (1), alum. manifold cover (broken but all there), Edmands manifold cover (new-in box): Bruce R. Sheaffer, Jr. - 509 Hummingbird Dr. - Lititz, PA 17543 (717)627-4104 (for 1954 coupe)

**NEEDED:** 2 dove tail, drivers door parts, rear inside mirror, rear window molding (small pieces at bottom ends), lock for door handle (rubber gasket for rear window): Bruce R. Sheaffer, Jr. - 509 Hummingbird Dr. - Lititz, PA 17543 (717)627-4104 (for 1954 coupe)

# *New* NASH-HEALEY

*American manufacturing introduces  
European type sports car in U.S.*



Photograph reveals weld lines of the new 125 horsepower Nash-Healey sports car.

## SPECIFICATIONS

### ENGINE

Cylinder Head: Aluminum, 8:1:1 compression ratio

Intake Manifolds: Sealed-In-Head, with recessed cover for greater cross section of longitudinal passage

Carburetors: Two S.U. horizontal  
Developed Power: 125 HP at 4000 RPM

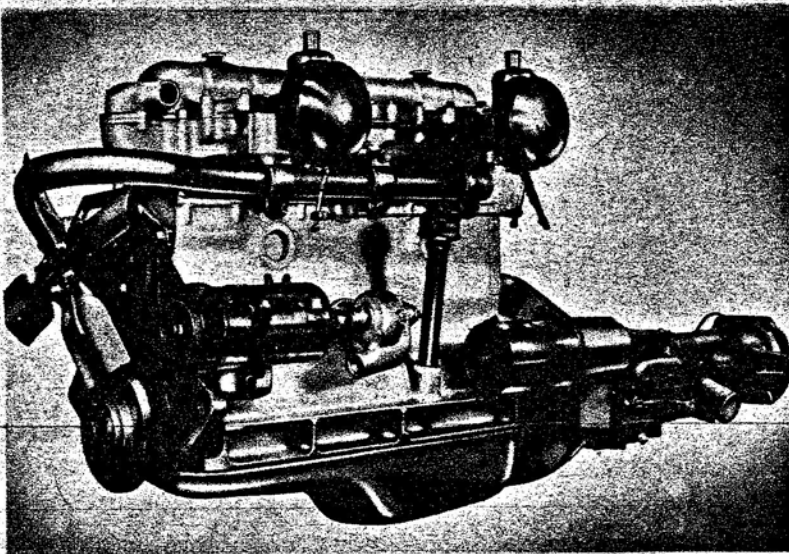
Displacement: 234.8 cu. in. (3847 cubic centimeters)

### CHASSIS

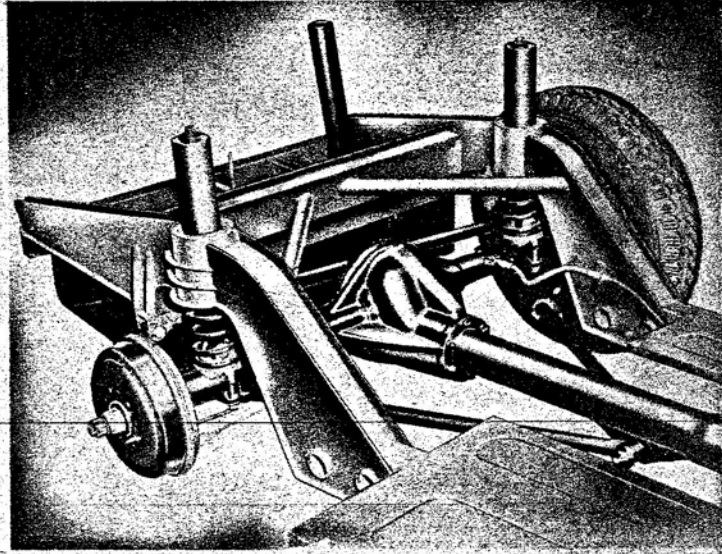
Front Suspension: Healey Trailing Link, With Individual Coil Springs, Sway Bar

Drive and Rear Suspension: Torque Tube With Coil Springs and Track Bar

Transmission: 3 Speed, with O.D.  
Axle Ratio: 3.54:1, With over-drive, Net Ratio 2.48:1



234.8 cubic inch power plant is equipped with two horizontal S. U. Carburetors. Develops 125 horsepower at 4000 rpm.



Rear suspension of Nash-Healey employs coil springs and shock absorbers mounted in towers attached to the chassis frame.



FROM:

Public Relations Department  
Nash Motors Division  
Nash-Kelvinator Corporation  
Detroit 32, Michigan

FOR RELEASE FEBRUARY 15, 1951

NASH ANNOUNCES

THE NASH HEALEY SPORTS CAR

Detroit, Feb. 15--The 1951 Nash Healey, a fast 2-passenger sports car featuring latest automotive engineering advances is announced by Nash Motors. Streamlined, low and racy, it has an estimated speed of 125 mph.

The new low slung automobile, only 38 inches from road to hood top, is the first American sports car introduced by an established automobile manufacturer since the mid-20's. Production will be limited. Prices, slated to be "substantially higher" than other Nash models, will be announced later, according to H. C. Doss, vice-president in charge of sales.

First public showings of the new sports car will be at the Chicago Automobile Show (Feb. 17-25).

The new Nash Healey soon will undergo exhaustive engineering tests at Daytona Beach, Salt Lake Flats and the Indianapolis Speedway. An experimental version of the sports car was listed among winners of the 1950 Le Mans (France) Grand Prix. The new sports car averaged 87.6 mph in the gruelling 24-hour, 2100-mile racing classic.

Joining American mechanical engineering and designing with British sports car body building, the Nash Healey represents the combined skills of Nash Motors and the Donald Healey Company, Warwick, England. Engine and major mechanical parts are manufactured by Nash Motors in the U. S. with bodies built in England using British materials, Doss said.

The Nash Healey is powered by the new "Dual Jetfire" Ambassador 6-cylinder high compression engine. It has overhead valves and is specially equipped

(more)

with an all aluminum racing head and other major modifications for high speeds. Designed to use premium fuel, it has a new type aluminum cylinder head offering a compression ratio of 8.1:1 with developed power of 125 h.p. at 4000 RPM. It has two British S. U. horizontal carburetors working in conjunction with an oversized "Sealed-In-Iso-Thermal" intake manifold. Its seven bearing crank shaft is 100 per cent counter balanced, providing uniform load carrying ability to meet the increased thrusts of the higher compression ratios on main bearings.

The engine's sealed-in intake manifold passages are formed directly in the main engine castings, water cooled on two sides, providing even gasoline distribution and improved temperature control. This temperature control makes possible use of the more efficient higher compression ratios by squeezing maximum power from the gasoline.

The sports car's highly distinctive front end appearance is achieved by clean functional design with a broad low hood and car-long horizontal body lines that flow gracefully from front to rear. Its front grille follows the design of the familiar Nash "Airflyte" chrome barred racing air scoop. Body panels, as well as many structural parts, are made of aluminum. The new car, with a curb weight of about 2600 pounds, has a wheel base of 102 inches, an overall length of 170 inches and width of 66 inches.

Another major feature of the new car is its chassis, utilizing the well known Healey "trailing link" front end suspension, providing outstanding road holding, "cornering" and driver responsive handling characteristics. Coil spring suspension is used at all wheels.

In the front end suspension of the new sports car, each wheel is mounted on a "swinging arm" pivoted ahead of the wheel centerline. This arm is cushioned against a coil spring. In passing over road irregularities each wheel

(more)

deflects vertically in an arc without change of tread or camber.

Rear suspension of the Nash Healey employs coil springs combined with direct acting shock absorbers mounted in towers attached to the chassis frame. This suspension is similar to that used in current Nash Ambassador models with modifications in spring design and shock absorber calibration to accommodate the weight and operating characteristics of the Nash Healey. It has a torque tube type drive, making it possible to use coil spring suspension at the rear. Torque tube and propeller shaft of the Nash Healey are shorter than those used in Nash Ambassador models due to the sports car's shorter wheel base. Similarly rear axle shafts and tubes are shorter. The car is equipped with hydraulic Duo Servo brakes and 6.40 x 15 white side wall tires.

Axle ratio is 3.54:1. With overdrive this gives an over all engine-to-wheel ratio of 2.48:1 in high gear permitting moderate engine speeds, even at high road speeds. Structural members of the chassis frame, typical of English sports cars, are massive to withstand extreme stresses.

The instrument panel is of functional design with leather finish. Its adjustable single seat is richly upholstered in highest quality English leather over latex foam cushions. Because of low seat height, the steering wheel is adjustable.

The Nash Healey has a folding fabric top located behind the seat with a soft plastic rear window. The side windows are of hard plastic material, lowering into the door panels. Spare tire and luggage compartment are reached through a nearly horizontal rear deck.

"Production and sales of the Nash Healey will be limited in 1951 until after the American market among sports car enthusiasts has been thoroughly explored," Doss said.