

N A S H
H E A L E Y
N E W S

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 to far from that now as I trailer it most of the time. The body and upholstering 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 upholstering 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

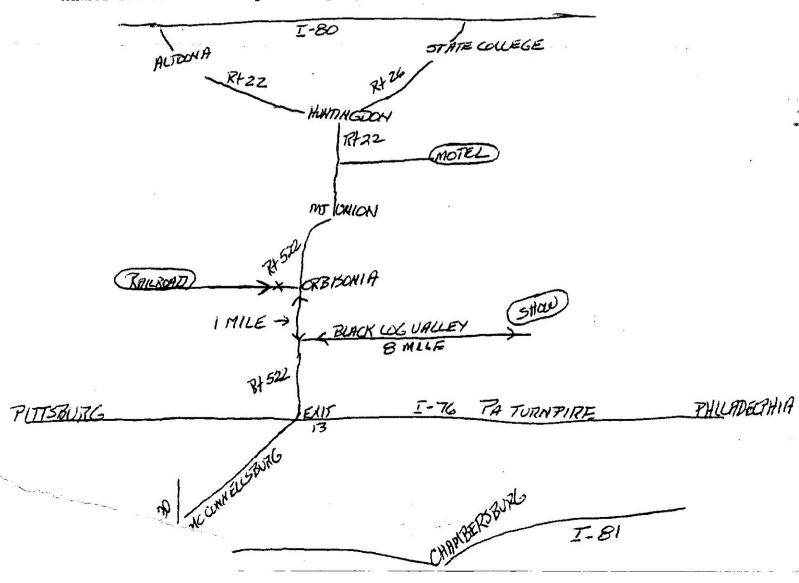
The Nash-Healey Car Club Western Area will hold a meet on May 19, 1985. This meet is and is held at called "FRIENDSHIP DAY MEET" Stanford Linear Excelorator. Friendship Day has been one of the most enjoyable meets in the Northern California area and brings out over 1000 collector cars. So, come out in 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.







Cilizen's Tille And Escrow Co., Inc.

Charles E. Vernon , Manager

Box 1310 685 Sunset Boulevard Kalispell, Monlana 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 hobbiest. 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

952 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.

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

CLASSES

A transfer with the	J 1,250	
	5001-80	000 cc
Car	Disp.	Drivers
1. Cunningham	5.4	Cunningham-Spear
	3001-5	000 cc
1. Nash-Healey	4.1	Johnson-Wisdom
2 .Ferrari	4.1	Simon-Vincent
3. Talbot	4.5	Chambas-Morel
	2001-3	000 cc
1. Mercedes-Ben	z 3.0	Lang-Riess
2. Mercedes-Ben	z3.0	Helfrich-Niedermaye
3. Aston Martin.	3.0	Clark-Keen
	1501-2	000 cc
1. Lancia	2.0	Valenzano-Ippocamp
2. Lancia	2.0	Bonetto-Anselmi

azer-Nash2.0 Peacock-Ruddock 1101-1500 cc

1. Jupiter	L.O.	Decquare- Wilking
	751-1	100 cc
1. Porsche		Veuillet-Mouche
2 Done Banhand	0.8	Plantivany-Chance

	501-750 cc
1. Dyna-Panhar	d0.61Hemard-Dussous
2. Renault	0.75DeRegibus-Porta
3. Dyna-Panhar	d 0.61 Gaillard-Chancel

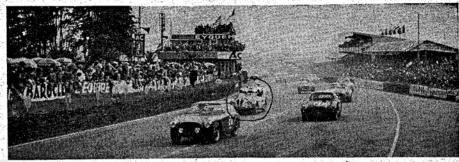
HANDICAP WINNERS

- 4. Dyna-Panhard Dyna-Panhard Mercedes-Benz
 - 5. Lancia 6. Lancia
- 3. Mercedes-Benz Nash-Healey

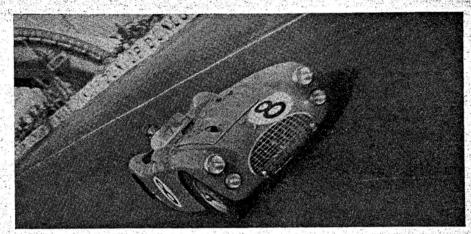
This is Le Mans one of the most exhilarating places in the world-at least during the week when they practise and actually run the famous 24 Hour Race. All during the days leading up to zero-hour (4:00 p.m. Saturday, June 14th) the town of Le Mans, which is built on ancient Roman foundations, is the scene 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.

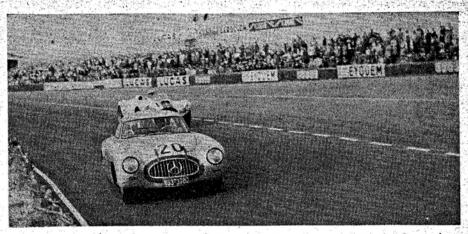
The race course itself is a vastly glamorous and exciting place . . . From the great, gleaming, white grandstands the broad, smooth, asphalt surface flashes North, lead-



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.



Niedermeyer 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

oint . . . 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

ROAD and TRACK, September, 1952

sun sinks into the warm French country horizon, lights begin to twinkle on and the whole area takes on an almost dreamlike, yet exciting atmosphere.

Later on in the evening bugs come out and flicker jerkily around the lights. Mosquitoes are apt to become a nuisance. After midnight a mist may roll in and obscure the course dangerously. It may even rain, during the wee sma' hours. And as the last laps of practise draw to a close, tension grows . . . gossip is rife.

ALFA ROMEO. Great hopes were held out for the Flying Saucer (see page 33) but last minute problems kept the radical little car from appearing. Alfa did not show up with her 1900 Gran Turismo either . . it had appeared no match for the Lancias in recent competition.

MERCEDES. German re-entry into racing had most of the teams unconsciously petrified ... whether they would admit it or not. Some said the car would top 175 mph on the straights with ease. During practise the Germans utilized their knowledge of psychology and started a war of nerves. They didn't show up for practise until the last minute. Everyone looked about for them anxiously. Maybe Mercedes would withdraw? The memory of the all-powerful pre-war Mercedes teams was strong.

But at the last moment, from behind the stands there scoted a 300 SL—immediately followed by another from among the trees. Then still another from somewhere else . . . and another. They all lined up at the starting grid, surrounded by guards. No one could get near. The low-slung, silver coupes began their practise in what we see now was a perfectly normal fashion. But at the time they had everyone baffled. Worry lines increased on the faces of the opposing team managers and experts, as one of the 300's flaunted a huge air-brake, slung in position on top of the car. Coming down the straight in full sight of everyone, the driver of this car obviously braced himself and pulled a lever. He was clocking over 150 mph at the time. The vane flipped up into the slipstream with a "whupp!" and the car slowed as if a giant hand had reached out and grabbed .. from 150 to 75 mph in a matter of split seconds. It was enough to worry the Ferrari, Jaguar, Cunningham drivers out of their wits. But it was never used after pracise had finished!

JAGUAR. Due to rumors (mainly about Mercedes) the XK-120C's had undergone serious streamlining modifications. to their great detriment. They immediately suffered heating problems and there was a last minute scramble to straighten them out. As was proved later, last year's "C" could have given the Mercs a fair run, but this was unknown at the time.

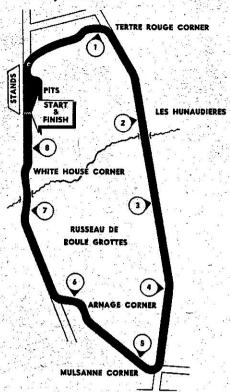
FERRARI. Many of these cars were on hand, but the factory seemed to exhibit no planned strategy. All during the week it seemed to be every man for himself.

CUNNINGHAM. Briggs Cunningham showed up with an entire warehouse full of spares and forty people. On hand, to drive besides the regulars such as Fitch, Cunningham, Walters, Spear... were Duane Carter and midget driver George Price... well known American track aces. At the last minute there was some doubt about the Cunningham entry. The aluminum cooling fins were developing a frustrating tendency to pull away from the cast iron brake drums. However, the decision fell in favor of entering.

TALBOT. Great hope was held out for the big 4½ litre, two blower car, but the French were unquestionably in the doldrums in face of the Mercedes threat.

ASTON MARTIN. The new 3-litre engine was abandoned at the last minute in favor of the time-tested 2.6... what seemed at the time a wise decision.

GORDINI. No one expected these new cars to do much. Their reliability was under question. But everyone knew they were fast while they lasted.



Map of the course at Le Mans, Circled figures indicate the distances in miles.

NASH HEALEY. The equipé was on hand with two cars . . . one with a redesigned head for the Nash engine—somewhat styled after the BMW . . . hemispherical chambers, with BMW type pushrods.

At 4:00 p.m., M. Charles Faroux walked slowly down the straight, flag in hand. Lined up, diagonally, on one side of the course were the sleek, gleaming cars—and on the other, the drivers—waiting to sprint across at the given signal and roar away. This was the moment all had worked, sweated, waited for. For this, the many weeks of painful preparation. It was now or never. At these last seconds, all gossip, all crowd noise dwindled to silence. An oppressive quiet gathered over the throng (estimated as high as 400,000, tho there were probably never that many present at one time).

M. Faroux, the organizer of the great event, looked about . . . to see that all was well. Everyone was ready. Then on the stroke of four o'clock, Faroux lowered his flag. The drivers raced across the track and the great contest was on. The silence was broken and the tension found release as the engines began to crackle and roar into life. All of the cars got away pretty well, the All of the cars got away pretty well, the Mercedes team took longer than most getting settled in their strange-doored mounts. It was a few seconds delay as they adjusted their removable steering wheels.

Finally all got away and then the crowd turned its eyes the other direction, to see who would be the first to complete the circuit on lan number one.

Phil Walters headed the group that flashed at top speed into Mulsanne Straight . . in a Cunningham coupe—followed by Mose' Jaguar, Simon's Ferrari, Ascari's Ferrari, Rolt's Jaguar, Stewart's Jaguar, Levagh's Talbot and the rest of the 57 starting cars. Already on the first lap there was trouble as Fitch came in for a brief stop and then got under way again. On lap two, Simon and Ascari in their 2.7 Ferrari passed Moss' Jaguar. All three Jaguars seemed to be running well under peak performance.

Jaguar. All three Jaguars seemed to be running well under peak performance.

Before long Muller's Porsche was safely leading the 1100 cc class and Valenzano's Lancia was (as expected) well in front of the 2-litre group. Loyer in the Gordini was commanding a lead over the 1500's.

And now lap records began to fall—first to Simon (Ferrari) with 105.862 mph and then to Ascari: 107.499 mph.

Before twenty minutes had gone by the speeds were beginning to tell. A Simca fell out with a broken water pump and then a Renault . . . fractured axle. Next it was an Aston Martin (Dennis Poore) who came in with rear end trouble and next it was the Ferrari of Moran.

The speeds were fantastic, with Ascari and Simon gradually widening the gap between themselves and the rest of the field. Ascari stopped momentarily with clutch trouble but was away again and passing his opposition at a frightening pace. Meanwhile the Jaguars were falling farther and farther behind. Not only were they having serious cooling problems, but they seemed to handle less easily than the 1951 "Crs".

2nd Hour	
1. Simon-Vincent	Ferrari
2. Manzon-Behra	
3. Rosler-Trintignant	Ferrari
4. Walters-Carter	Cunningham
5. Helfrich-Niedermayer	Mercedes
6. Kling-Klenk	Mercedes
8. Fitch-Rice	Talbot
7. Levagh-Marchand	Cunningham

Soon Walters came in after a magnificent drive and Carter took the wheel of the Cunningham coupe only to have the miserable luck to slide into the sand at Tertre Rouge Corner. He was two hours digging the carout (no help being allowed the driver away from the pits). Meanwhile, the Mercedes team had been driving a well planned race from the very start. They were gradually overhauling most of the field, but making no wild attempt to catch the lead-footed Ferrari and Gordini drivers. The Lancia and the Simca still stayed at the head of their respective classes.

It was now that the French spectators began to take a real interest in things. Manzon's little Gordini caught and passed Simon's Ferrari and the crowd went wild. Nothing like this had been anticipated. To further the French enthusiasm, Levagh's Talbot moved steadily past the Mercedes into second place, and at midnight both French cars were holding their own . . . way out in front, 17 cars had gone out by this time and many more were to follow before dawn.

A noisy quarrel now developed in the Mercedes pits when one of the team cars came in with an un-fixable ignition. The team director was furious with the Bosch representative! It was rumored that this unfortunate was chased from the scene.

At a little after three in the morning the Gordini suffered brake trouble and was out . . much to the disappointment of the French rooters . . but the Talbot still retained its healthy lead. It was half-time now and second to the Talbot was the Helfrich-Niedermayer Mercedes, with the identical car of Lang-Riess not too far behindin third. The British, whose hopes were dampened by the bad luck of the Jaguars (long since vanished . . boiling), were re-assured somewhat when it appeared that the Macklin-Collins Aston Martin was fourth, with Allard-Fairman Allard fifth. There was still a 12 hour stretch to go and anything could happen.

It was about this time that the fog began to move in . . . a serious menace. Faster

(Continued on page 47)

LE MANS . . . 1952 (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

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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. - Cincinatti, 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

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)

MEW NASH-HEALEY

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

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

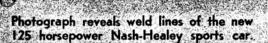
Displacement: 234.8 cu. in (3847) cubic centermeters)

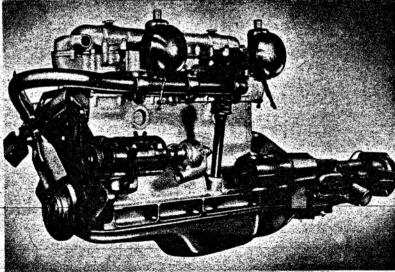
CHASSIS

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

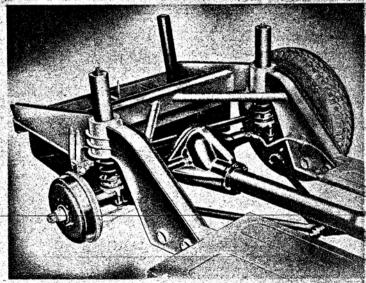
Drive and Rear Suspension: Torque Tube With Coil Springs and Track Bar

Transmission: 3 Speed, with OD Axle Ratio: 3.54:1, With overdrive, 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

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 6cylinder 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 over all 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

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 engineto-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.