



NASH  
HEALEY  
NEWS  
June 1985  
Issue No. 30

## Car club

DON McLEES' EXPERIENCES WITH HIS 1951 NASH-HEALEY



Bob Loudon's contribution (April/May 1985) has inspired me to write. I found the engine modifications he did to be strikingly similar to the ones I performed on my engine over twenty years ago.

My 1951 Nash-Healey roadster was purchased in 1961 with a cracked block. Like Mr. Loudon, I replaced the block with the larger version - a 252 cubic inch 1956 Ambassador - but retained the original Nash-Healey aluminum head with dual S.U. carburetors. The combination of larger displacement and a shaved head gave an ungodly high compression ratio, although I never did blow a head gasket. The cam was ground for higher lift, the valve springs beefed up, and the engine was completely dynamically balanced. A completely unique added touch came from custom made

headers with dual exhausts split 2-4 because of the Nash engine's Siamese exhaust ports. Running through resonators instead of mufflers, the exhaust was rumored to have shattered glass a block away. This rumor, of course, was never confirmed.

The modified engine was surprisingly strong yet still quite dependable. While never officially timed, I did get some zero to sixty times of less than eight seconds using a hand-held stopwatch and a corrected speedometer.

By rare coincidence, at that time one of the only two or three other Nash-Healeys in the entire Pacific Northwest was owned by my next door neighbor! His was a two-tone green 1953 coupe which he kept stock. I believe he was

DON McLEE'S EXPERIENCES (continued)

quite surprised at the acceleration provided by my modified Nash, as were many others who witnessed a demonstration. (Nothing dangerous, of course - high speed was never my goal, but getting up to the legal limit with due dispatch seemed kind of fun.)

I remember a friend taking my 1951 for a spin and coming back shaking, perhaps as much from the turned-around pedals and short throttle travel as from the response. After that I was reluctant to let anyone else drive it. As most of you know, the stock arrangement on this car was the gas in between the clutch and the brake. One used to a conventional pedal configuration would have a compulsion in an emergency to move the right foot off the gas and leftward in search of the brake and thus end up stomping on the clutch in this version of the 1951 Nash-Healey.

A few years later I replaced the Nash engine with a 392 cubic inch Chrysler hemi-head V8, transforming my car to the rarest of the rare - a 1951 McLees Nash-Healey Chrysler. I realized the classic value of the vehicle and therefore kept the Nash engine and kept other alterations to an absolute minimum. Inner coils were added to the front suspension to handle the extra weight. Just like Mr. Loudon, Chrysler wheels were put on the rear. A slight amount of inner wheel well sheet metal had to be removed for one valve cover to clear. (The engine had to be assembled inside the engine compartment. Otherwise, it would not fit through the hood opening). The electrical system was updated to 12 volts. Everything else remained the same - no body modifications, same Nash overdrive transmission, etc. To keep from breaking anything I drove it with the throttle blocked.

The car attracted a lot of attention and was tremendous fun to drive, but after awhile answering the continual barrage of questions actually became a bit tiresome. I frequently had to lift the hood to appease doubters who simply could not believe that large an engine could fit in that small a car. When the "bonnet was popped" the typical reaction was, "My God!"

Out of curiosity just before storing the car away, I unblocked the throttle. The car went real well, but I was not convinced it went substantially better than with my modified "Dual Jetfire" Nash six.

I still have that Nash six, though it is badly deteriorated. I still have my 1951 Nash-Healey, and I hope to begin restoration in the near future. But I have mixed feelings. Do I go back to the six or do I leave the Chrysler? Or perhaps leave the Chrysler but rebuild the six so it can be "stuck back in" at anytime? Any opinions from members??

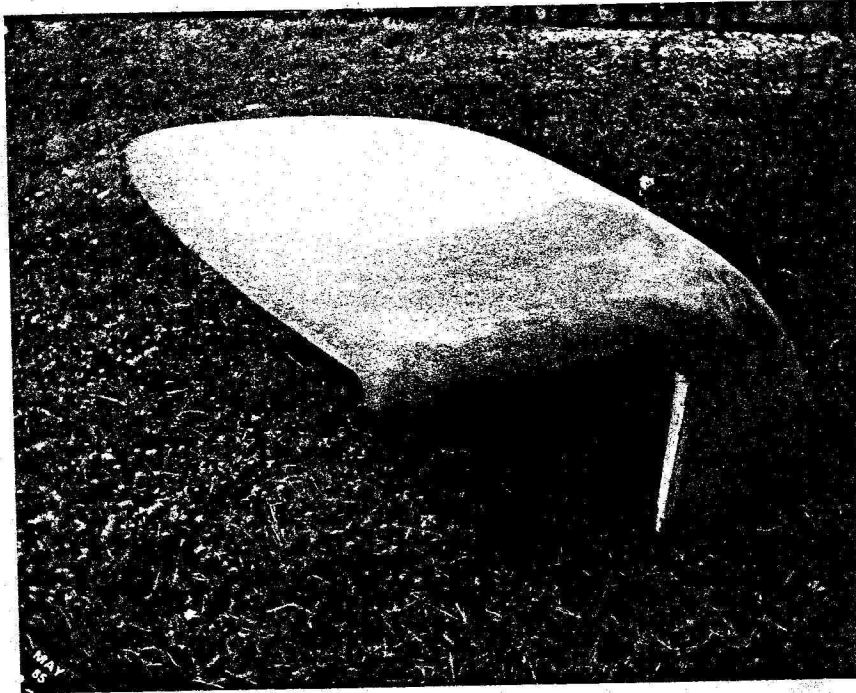
NASH-HEALEY CONVERTIBLE-COUPÉ

The photos on the following pages are of a Nash-Healey shown to me recently, on a trip to Dallas, Texas, by the photographer, Nash-Healey owner and club member Jim Koontz.

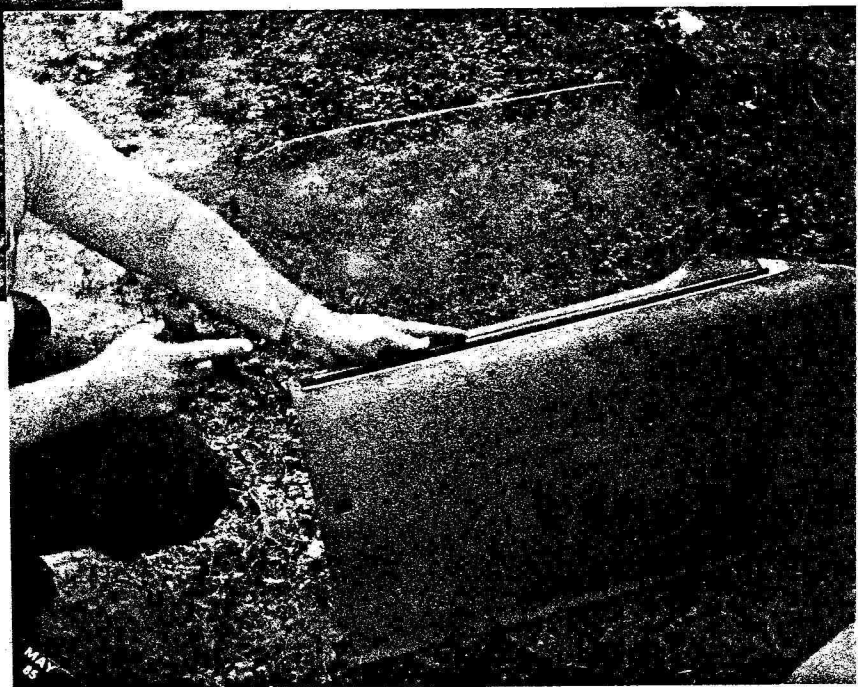
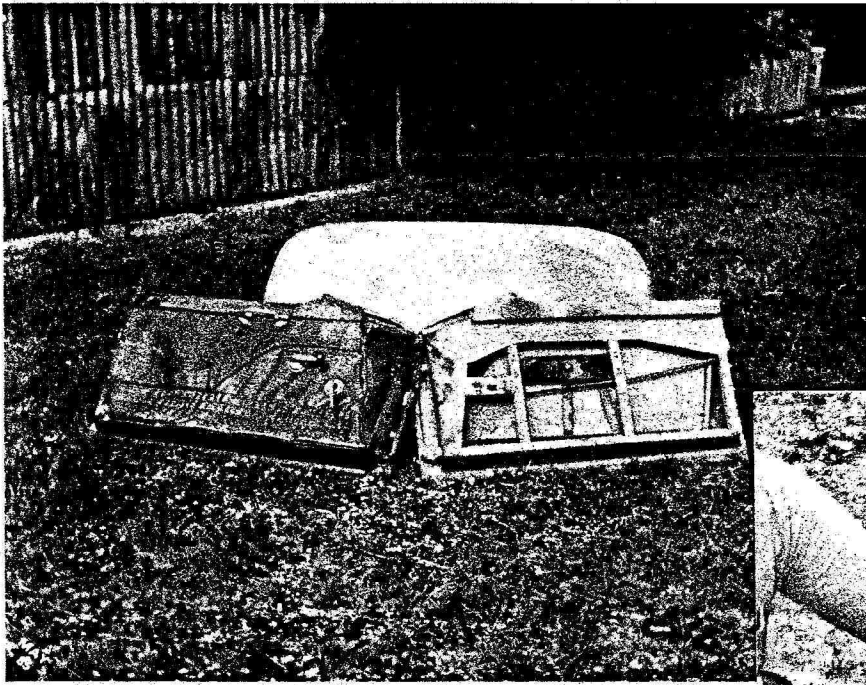
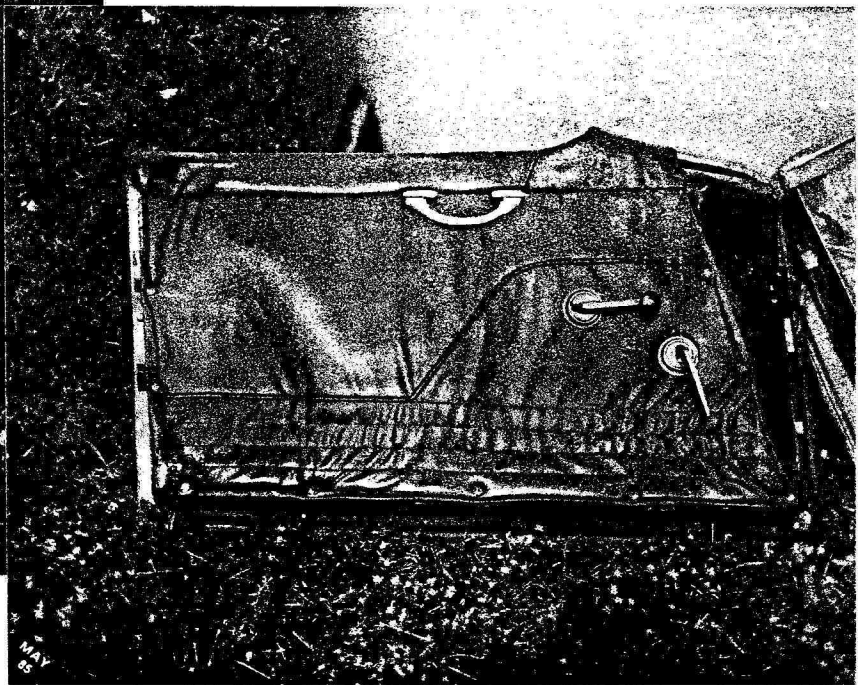
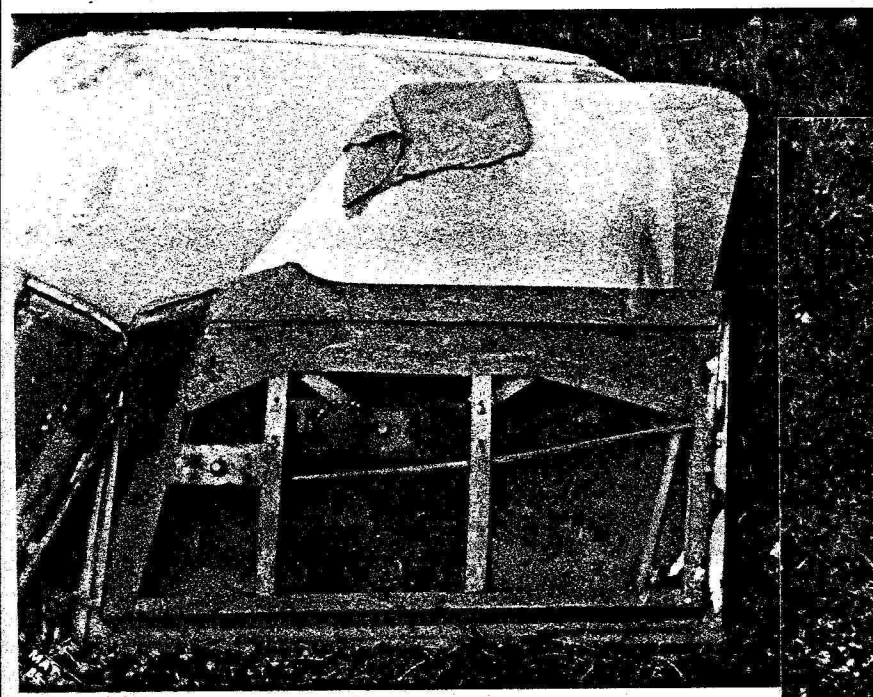
The photos are of parts belonging to an early 1953 roadster. The first set shows a steel removable hard roof complete with headliner and hard plastic rear window. The second set is of the doors which are equipped with wind-up windows and inside and outside door handles (outside not installed.) This wind-up window feature makes this car the only known Nash-Healey convertible. The third set of photos shows another odd feature, that being a fresh air vent as described by Jim Koontz. Left fender cut-out is open with a screen inserted, this feeds fresh air thru a duct in left fender well, then thru flexible duct in engine compartment and into interior. I suppose right fender (pictured) cut-out was for a balanced look. Chrome grills cover each cut-out (not pictured.)

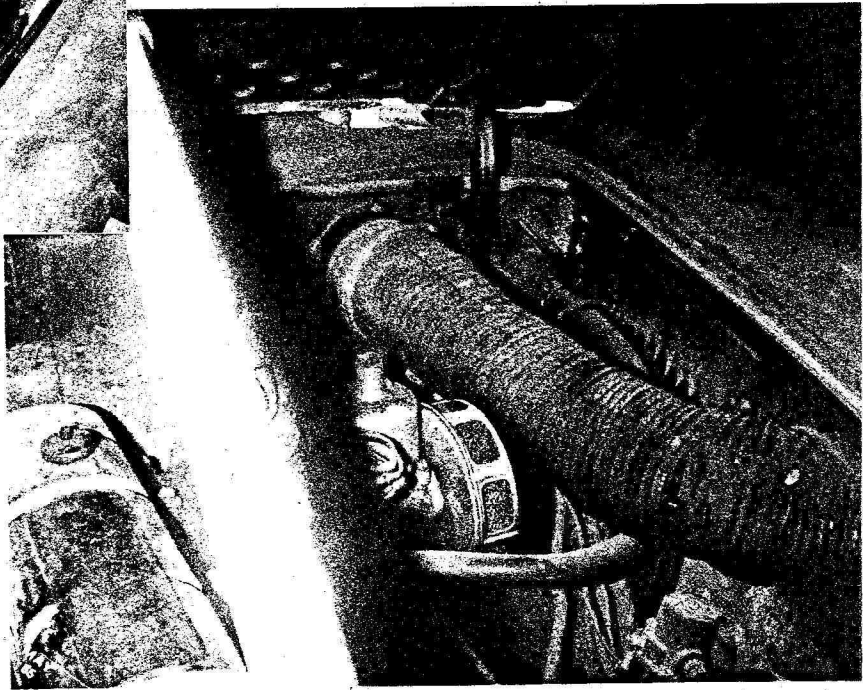
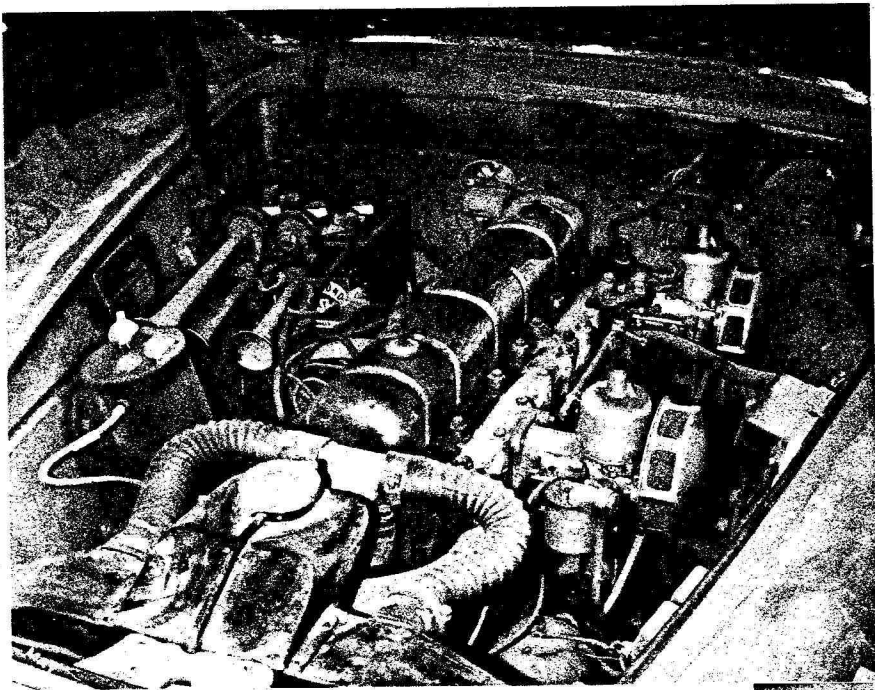
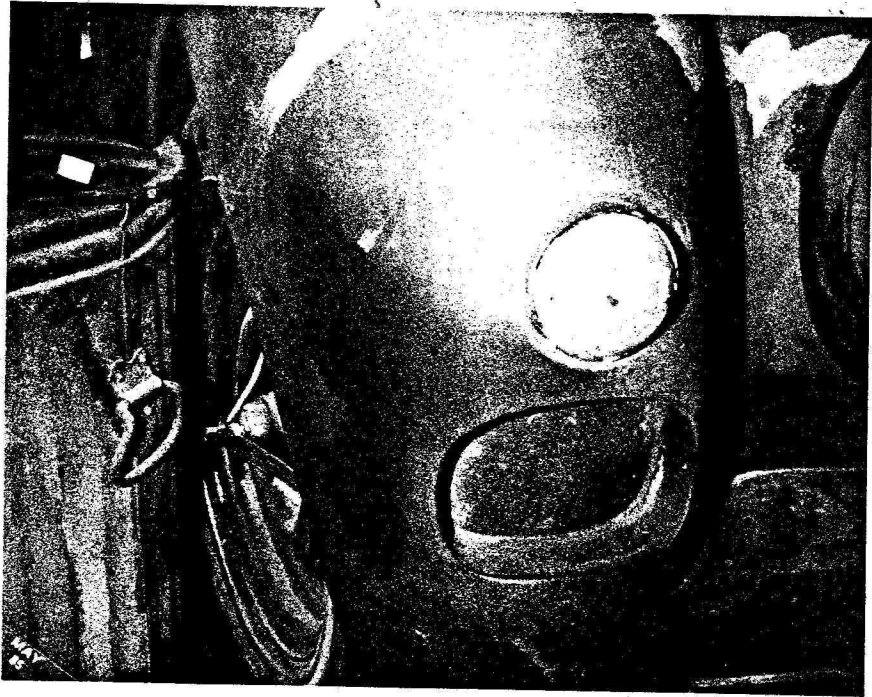
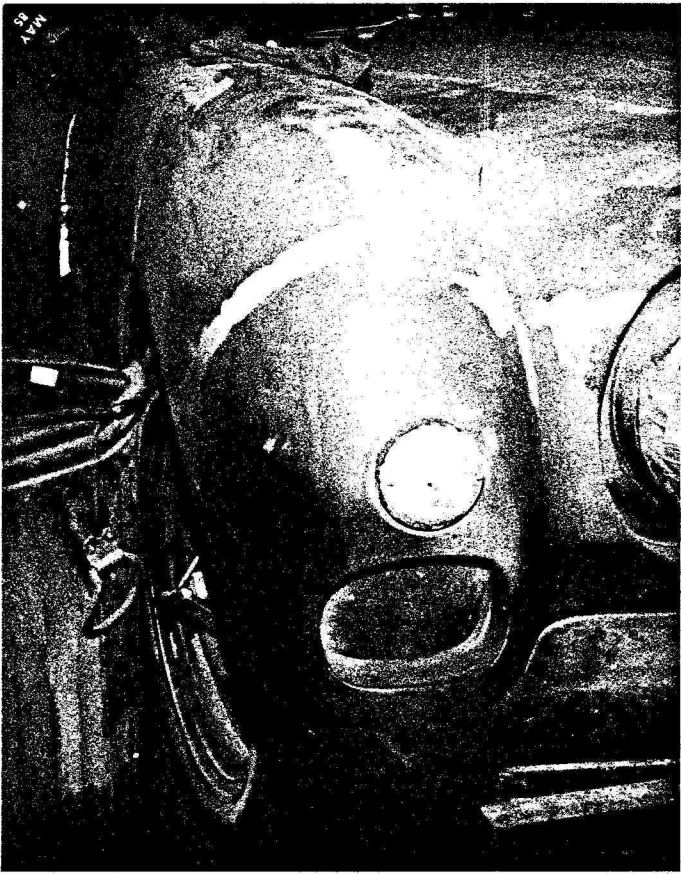
If any other member has any or all of the features of this rare Nash-Healey, please write.

Ray Soles, Jr.









NASH-HEALEY CAR CLUB

TREASURER'S ANNUAL REPORT

MAY 31, 1985

BALANCE - Checking Account - May 31, 1984 \$ 1,473.85

Receipts:

Membership Dues for 1984-1985	\$ 677.00
Membership Dues for 1985-1986	461.00
Nash-Healey News - Back Issue Sales	10.00
T-shirt Sales	40.00
Club Patch Sales	18.00
Transfer of Savings into Checking Account	<u>298.49</u>

Total Receipts: 1,504.49

TOTAL: Balance plus Receipts \$ 2,978.34

Disbursements:

Postage	\$ 369.19
Office Supplies	85.87
Typewriter Repair	49.56
Printing of Newsletters & Roster	475.00
Telephone	<u>23.54</u>

Total Disbursements: 1,003.16

BALANCE - Checking Account - May 31, 1985 \$ 1,975.18

Mary A. Soles  
Secretary/Treasurer

LETTERS FROM MEMBERS

Joanne,

Had a problem with the mail this month. I only received one page of the Nash-Healey News. The staple must have let go and let the rest hit the dead file or good reading for some mail employee. The papers have been great. Hope you keep up the good work for the good of the club. The West Coast members and I all agree if it weren't for you and Ray the Club would not be thriving. Thanks a bunch! Hope to see you at the 'Nashional'.

Sincerely,  
Gordon McGregor

ing 8 newsletters per year plus a roster. It is unlikely we will be going to the 'NASHional' this year but one never knows!!!

JMS, Editor

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Joanne,

Enclosed is \$9.00 for 85-86 dues. If more please let me know.

The news you are putting together is very informative and helpful. Keep up the good work.

Thanks much,  
Jerome P. Scherber  
Minneapolis, MN

Gordon,

Thank you for the compliment about the newsletters. It takes up a good bit of my time, especially in the summer, but I really enjoy being the editor. I mailed you a new copy of the last issue of the NEWS. If there are any other members who haven't been receiving their newsletters, in good condition please let me know. Perhaps I can figure out a better mailing system. I have been averag-

Jerry,

The dues is still \$9.00. I think we are the only club around that hasn't had to raise its dues. Hope we can continue to keep it at this amount. Thank you for the compliment about the newsletters.

JMS, Editor

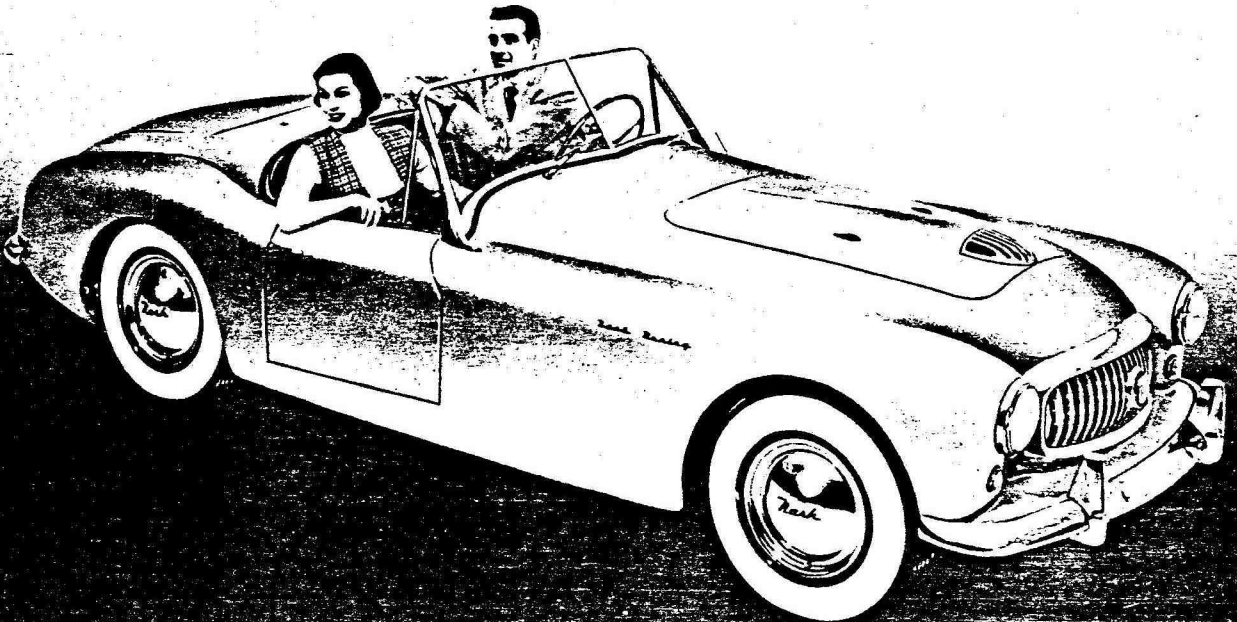


*Presenting*

THE NEW

*Nash Healey*

SPORTS CAR

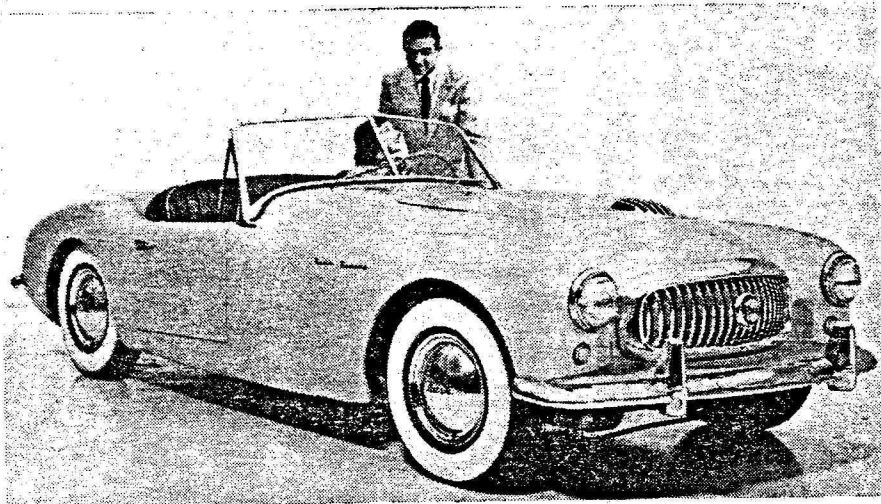


PRESS · RADIO ANNOUNCEMENTS—FEBRUARY 15, 1951

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

FOR RELEASE FEB. 15th PM'S OR LATER

## New 'Nash Healey' Sports Car

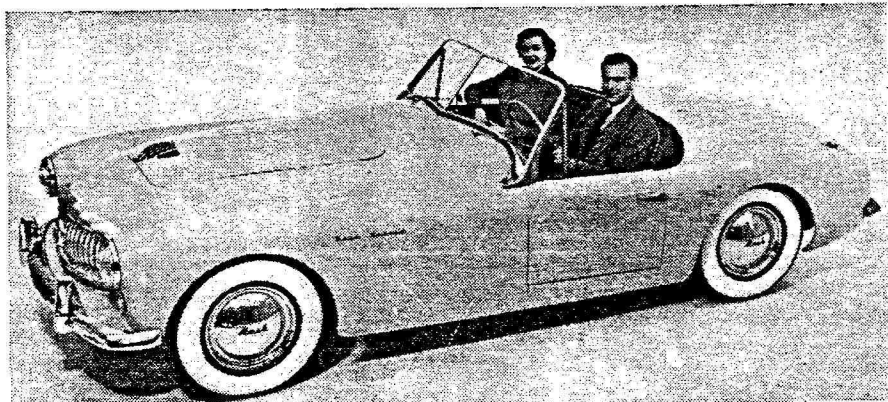


Nash Motors' new Nash Healey 2-passenger sports car features European sports car styling. Its distinctive front end appearance is achieved by clean functional design with broad low hood and car-long horizontal body lines flowing gracefully from front to rear. The front grille follows the design of the familiar Nash "Airflyte" chrome barred racing air scoop. Powered by the equally new "Dual Jetfire" Ambassador engine, it has an estimated speed of 125 mph. Production of the new car will be limited, according to Nash Motors. The Nash Healey represents the combined skills of Nash Motors, U.S.A., and the Donald Healey Company of Warwick, England.

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

FOR RELEASE FEB. 15th PM'S OR LATER

## Sports Car Offers Power, Style, Beauty



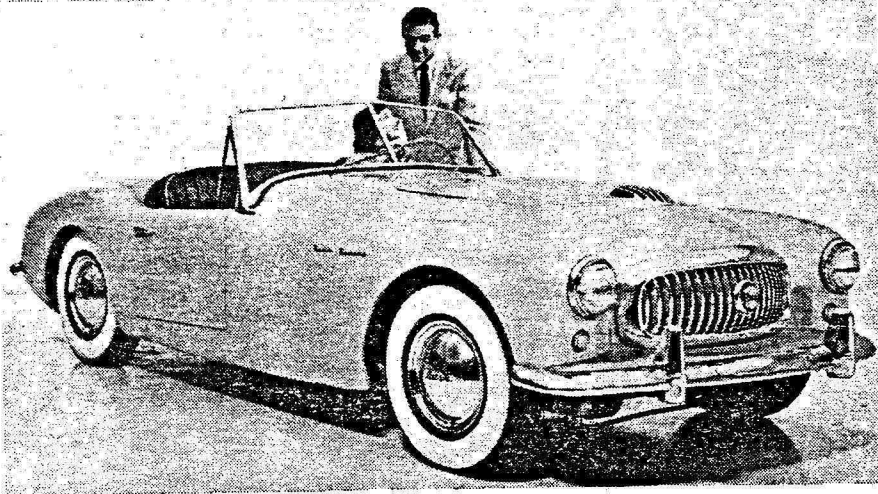
Fast, low and racy, Nash Motors' new 1951 Nash Healey is a 2-passenger sports car featuring latest automotive engineering advances and European styling. Powered by the equally new "Dual Jetfire" Ambassador engine, the low slung automobile stands 38 inches from road to hood top. Highly distinctive front 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. It has an estimated speed of 125 mph. Production will be limited, according to Nash Motors. The Nash Healey represents the combined skills of Nash Motors, U. S. A., and the Donald Healey Company of Warwick, England.



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CLASSIFIED

WANTED: Trunk handle for 1953 Nash-Healey roadster: Allan Thomann - 206 Edwards - Danville, IL 61832 (217)442-8927

WANTED: Horn assembly, original paint chart or mixing number for 1952 Nash-Healey roadster: Jeanne C. Simonsen - 5626 Beth View - El Paso, TX 79932 (915)581-9390

WANTED: 2 dove tails, drivers door parts, rear inside mirror, rear window molding (small pieces at bottom ends), lock for door handle (rubber gasket for rear window) for 1954 Nash-Healey coupe: Bruce R. Sheaffer, Jr. 509 Hummingbird Dr. - Lititz, PA 17543 (717) 627-6104

WANTED: Steering sheel, windshield gasket for 1953 Nash-Healey: Joseph E. Miller - 69080 Barton Rd. - St. Clairsville, OHIO 43950 (614)695-3598

WANTED: Rear window, inside door handle for 1953 Nash-Healey coupe: Ken Havekost - 5900 N. Stony Creek - Monroe, MI 48161 (313) 289-1438

WANTED: Always looking. Tach cable & connector (sending unit), jack parts, steering wheel for 1952 Nash-Healey roadster: Donald Davis - 5716 Goldway Dr. - Baca Raton, FL 33433 (305)368-1715

WANTED: Information on door windows, regulator, etc., hood lock, trunk lock for 1951 Nash Healey roadster: Tom Brendel - 1221 Oak Trail Dr. - Libertyville, IL 60048 (312) 362-9352

WANTED: Windshield frame for 1953 roadster, tach, seat, steering wheel (any condition), gauges for 51's: Leonard McGrady - 209 Walnut Lane - Aberdeen, MD 21001 (301) 272-5985

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

FOR SALE: 1948 Nash 600 Complete. Many spare parts: Joseph E. Miller - 69080 Barton Road - St. Clairsville, OH 43950 (614) 695-3598

FOR SALE: Parking light lenses, NOS NASH: Ken Havekost - 5900 N. Stony Creek - Monroe, MI 48161 (313)289-1438

FOR SALE: Have original brochures of Nash, Abbott, Alvis, Tierform, all types of Healey cars. Photo copies to members on request. N. Currie - 93 Firs Drive - Cranford, England TW59TB

NOTE OF THANKS from Leonard N. McGrady

I'd like to thank Bob Loudon for his help in getting me the Nash-Healey Race Car. He made the deal and transported the car. Many thanks to a long time Nash-Healey lover. He has helped keep these great cars on the road and racing.

Leonard McGrady  
Aberdeen, MD

CALENDAR OF EVENTS

June 14, 15, and 16  
Mid-Atlantic Region of the NASH CAR CLUB Spring Meet. For information see issue 29 of the Nash-Healey News or call Lew Brown (814)542-9850

July 4, 5, 6, and 7  
Nor-Cal Region of the NASH CAR CLUB is hosting the 1985 Grand NASHional in San Jose, CA. For information see issue #28 of the Nash-Healey News or call Sieg Wroebel (415)423-0454