



Car club

NASH
HEALEY
NEWS

September 1985

Issue No. 32

LETTER FROM MEMBERS

Hi Ray:

Well, the Longs are Healey owners once again. Our old Healey is now over in Los Banos, CA with Jim & Mike Paradiso. It was a one-family car for a long time as my father-in-law purchased it new, down in Redlands, CA late in 1953. The new car is the same one owned by Chuck Thomas of Gladstone, OR., so it is not new to the club. It should be a very interesting project indeed as there seems to be some differences of opinion when it comes to the car's numbers (chassis, etc.) I was most happy to see Mike Feingold here for the Grand NASHional for he seemed to think the car looked pretty good and mostly right. According to Mike, the auto is one of twenty-three 1953 coupes to come with the smaller engine (234.8). It also carries S.U. carbs as do the other 125 bhp's. The door handles are of the "Farina Italian type" and are really nice looking. One unusual facet about the car are the window locks on the rear quarter windows. The locks look like those used on front vent windows, but are turned sideways. They look very factory, but just how they work, I am not sure. When unhooked they free the upright window channels for removal. Perhaps it was just to give the car a coupe de ville look should the owner care to. I understand Donald Healey may be out here for the Monterey Historical Races, so we may get some info that way.

We'll be looking forward to the club's newsletter, etc. We will be needing a few things I am sure (like a inside rear-view mirror and wheel covers, the non-spoke type).

Many thanks.

Sincerely,

Lewis & Barbara Long
3707 Cefalu Drive
San Jose, CA 95124

CLASSIFIED

WANTED: Drivers door glass and channel or just channel for 1954 Nash-Healey coupe: Fred Roth - 1255 LaBrea Dr. - Thousand Oaks, CA 91362 (805)497-1955

WANTED: Tail light bezels, trunk handle for a 1953 Nash-Healey roadster: Gordon McGregor 1334 Mission Ave. - Carmichael, CA 95608

WANTED: Nash-Healey emblem for center of grille, need some parts that go on trunk, knobs and pulls on dash, directional switch, for a 1953 Nash-Healey roadster: T.J. Stice - 8324 Foxwood Lane - Dallas, TX 75217.

WANTED: Steering wheel, hood latch ornament (handle), front & rear windshields, trunk script (N-H), inside door panels, hubcaps, wiring harness for a 1953 coupe: Boyd T. Goddard - P. O. Box 2005 - Rancho Santa Fe, CA 92067

WANTED: 1953 Nash-Healey roadster hood, windshield frame, any condition, tachometer: Leonard McGrady - 209 Walnut Lane - Aberdeen, MD 21001.

FOR SALE: Nash-Healey carpets, 100% nylon pile, custom sewed carpet. Write for color sample, send SASE. Full set \$149.00 plus tax for California resident. Shipping \$5.00 : Sieg Wroebe - 1215 Pearl St. - Alameda, CA 94501 (415)523-0454

TORQUE FOR ALUMINUM CYLINDER HEAD STUD NUTS

The Zone letter on the following two pages was submitted by Mike Feingold. He wanted the membership to be aware that the torque for the aluminum cylinder head stud nuts was revised and was increased to 65-70 pounds at room temperature. The revised letter was published in issue #6 of the Nash-Healey News.



Nash Motors

Division of Nash-Kelvinator Corporation
3280 South Clement Avenue
Milwaukee 7, Wisconsin

USZ 51-3
USD 51-3
CZ 51-3
CD 51-2

File Under: GROUP 2.000
COOLING SYSTEM

September 27, 1951

ALL ZONES AND DEALERS

PREPARATION AND MAINTENANCE OF COOLING SYSTEM FOR WINTER DRIVING

Preparation of the cooling system is a most important factor where any type of anti-freeze is used. Prior to installation of anti-freeze, the cooling system must be inspected for evidence of leakage and condition of water hoses.

REPAIR ALL LEAKS, as one drop of liquid lost per minute will result in two quarts of coolant loss in a three-week period. A leaky cylinder head joint or water pump may cause contamination of the coolant or engine lubrication, rapid rusting, foaming, overflow loss of coolant, overheating, and serious engine damage.

Leakage of coolant into the engine through a loose cylinder head gasket is a common cause of trouble. Therefore, special attention must be given to the cylinder head prior to the use of any type of anti-freeze.

IN ALL CASES TIGHTEN THE CYLINDER HEAD TO THE FOLLOWING TORQUE SPECIFICATIONS:

RAMBLER AND STATESMAN SERIES

CAST IRON

57 to 60 Foot Pounds
Torque

NASH HEALEY AND AMBASSADOR SERIES

CAST IRON

65 to 70 Foot
Pounds Torque

ALUMINUM

55 to 60 Foot
Pounds Torque
Engine at Room
Temperature

A loose cylinder head also permits exhaust gas to enter the cooling system under explosion pressures even though the joint were tight enough to prevent liquid leakage into the engine. This gas may cause serious overflow loss of the coolant, and when dissolved in the coolant causes corrosive damage to the system through acid formation as well as a rapid rust formation.

A leak at the water pump or any point between the pump and radiator will allow air to be sucked into the cooling system when the pump is operating.

With the engine running, thoroughly check the cylinder block and head for leakage with the engine both cold and hot, and correct all leaks found. Small leaks that may appear as damp spots often cannot be detected when the engine is hot.

The use of an approved radiator sealer prior to the installation of anti-freeze will provide added assurance against anti-freeze seepage.

Where the cooling liquid is found to be rusty or the inside of the radiator dirty, the system must be thoroughly cleaned. Reverse pressure flushing with an air and water gun to remove all loose rust and scale is suggested regardless of the type of radiator cleaner used.

Water or anti-freeze should be added to the radiator only when the cooling system is cold and then only when the level of the coolant has dropped to a point where it barely covers the radiator tubes.

Anti-freeze solution, as well as, water expands approximately one-quarter pint per gallon when heated from 40° to 180° F. Where the radiator is overfilled when cold, expansion will result in loss of coolant through the overflow pipe. Adding unnecessary water weakens the solution and may result in freeze-up.

Preparation and maintenance of the cooling system is definitely the responsibility of the dealer and/or the car owner. Therefore, no credit consideration will be given for repairs of engine damage caused by any type of anti-freeze leakage due to lack of proper maintenance.

Yours very truly,



F. H. Brodek
Technical Service Supervisor

F.H.Brodek
ctp

NASH-HEALEY EXPERIMENTAL ENGINE

A. C. Sampietro is an internationally known automotive engineer. He was closely associated with the Healey project in both England and U.S.

by A. C. Sampietro

Early in 1949 it was realized that the modified Riley engine, which we had been using in our Healeys, and which had been such a reliable friend, could not be developed to give more than 105-110 bhp on commercially available gasoline.

Donald Healey is a great enthusiast, and he wanted an ideal sports car engine . . . light, powerful, and rugged. I tried to incorporate his ideas in a suitable design and came up with a narrow-angle V-8 with wet liners in an aluminum block, hemispherical combustion chambers, overhead valves operated by short push rods and rockers, and valve springs in the form of torsion bars acting thru the rocker shaft. This design had a bore of 3.125 inches and a stroke of 2.93 inches—the estimated bhp was 220. We had all confidence in our design and could build experimental engines, but not even Healey's enthusiasm could overcome the difficulties of production. It just was not possible to make a few hundred of these engines a year at a reasonable cost.

We then started looking for a suitable engine that could be modified for use in a sports automobile. The Nash Ambassador, with its 7 bearing large diameter crankshaft, and general robust yet light construction, seemed very attractive. Everyone at Nash was so willing to consider our propositions, and so keen to help us in every way. George W. Mason, president of Nash Motors, and Donald Healey quickly reached an agreement and the project was under way.

The stock Nash Ambassador engine was then producing about 115 bhp. We started working on modification for this engine along two lines: one set-up for immediate use and production, the other as a research project for future development.

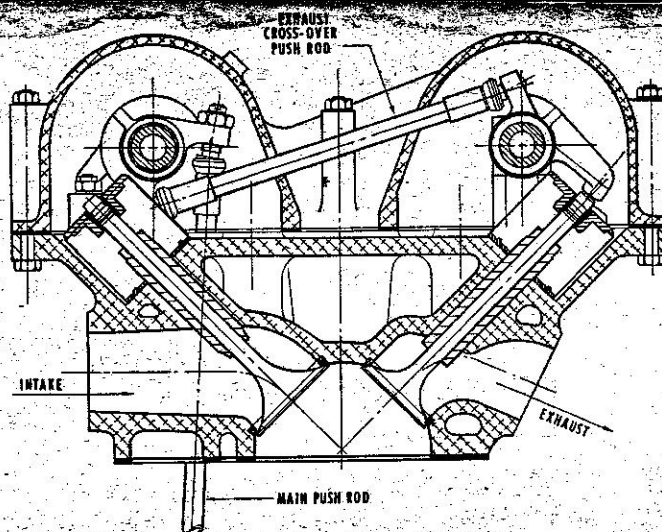
For immediate use, we re-designed the manifolds, installed two S.U. carburetors, developed a new camshaft, and raised the compression ratio to 8:1. As a result, the 3½ inch bore engine now produces 140 bhp.

For the second stage, an entirely new cylinder head, to fit the existing Nash block, was designed. The objective was a hemispherical-chamber head, with good water circulation around the ports and spark plug bosses, and . . . as an essential design requirement . . . location of the spark plugs outside the valve cover.

Our suggestions and preliminary sketches were submitted in March 1950, the decision to go ahead was reached in September, and by the middle of October all drawings were ready. By then, however, I had joined the Willys-Overland Company at Toledo, and the re-armament program was in full swing both here and in Great Britain . . . so very little could be done on sports cars.

It was necessary to call in my old friend "Uncle Taylor," managing director of Thomson and Taylor,* to develop the necessary manifolding and to build the head. Some readers may be interested to know that Thomson and Taylor made the patterns, had the head cast in high duty light alloy, ma-

Cross-section of experimental Nash-Healey head. Valve operation is very similar to BMW.



Hemispherical combustion chambers and six-port intake manifold are features of head.

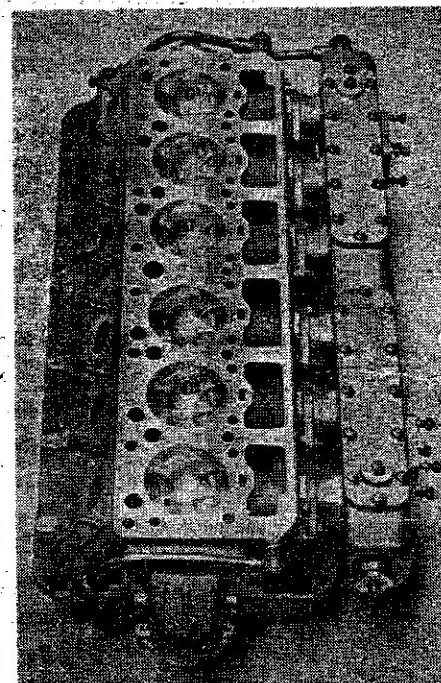
chined them and most of the allied parts, assembled three complete heads, and developed suitable manifolding to get 189 bhp with the 3½ inch bore engine (171 with the 3¾ inch bore version) . . . all for a total cost of only \$7000.

Nash-Healey is now testing these heads in their competition cars. The usual troubles which arise when bhp is increased by over 50% have occurred, but in due course they will be overcome and a high performance engine based on stock components will be available for sports car use.

*The famous automotive engineering firm located at Brooklands. They built John Cobb's Rallion . . . which still holds the World Absolute Land Speed record.

Editor's footnote—It is possible that the head described above will be available in the not too distant future. The feasibility of placing such a head in limited production depends entirely upon the probable number which could be sold.

If you would like to see such a head made available . . . write to:
Nash-Healey Company, c/o Nash Motors
Kenosha, Wisconsin.



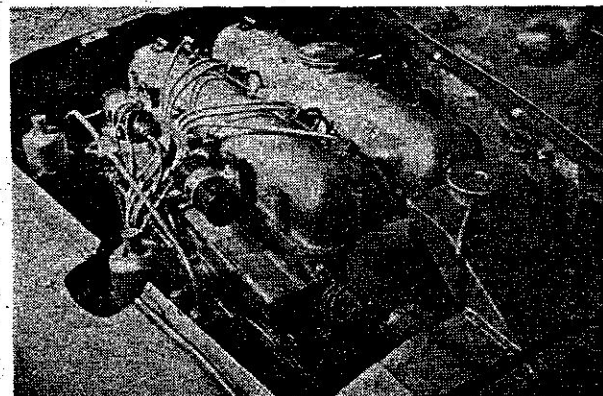
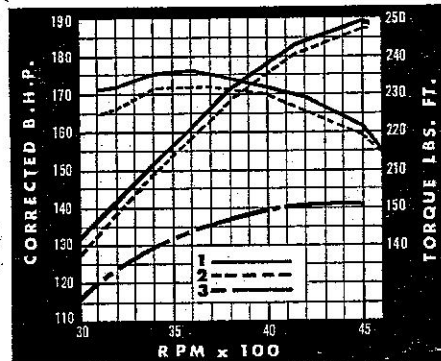
HP and torque curves for Nash-Healey

Test engine had 3½ inch bore, 4¾ stroke.

Curves #1 and #2 are for new experimental "A.C.S." head with 8:1 compression ratio, two S.U. H-6 open carburetors (yellow springs, V.E. needles), NA-10 Champion plugs, "A.C.S." camshaft, no fan, and Martlett pistons.

Curve #1 is with A.M.-15 (80 octane) gasoline, while curve #2 is with L.M.C. fuel.

Curve #3: comparative results using Nash aluminum head (8:1), dual Jetfire manifold.



Experimental head, tested on one of the team cars at the Le Mans 24-hours Race. Combustion chamber is almost identical to Chrysler V-8. Head will fit the Nash Ambassador ohv six engine.

Guido L. Eckstein
17 Oak Hill Road
Lloyd Harbor
Huntington, N. Y. 11743

August 22, 1985

Nash-Healy Car Club
530 Edgewood Avenue
Trafford, PA 15085

Dear Sir:

I read with much interest and nostalgia about the developement of the Nash-Healy in the current issue of "Collectible Automobile". I was especially interested because I purchased a new one in September of 1953. After looking through some of my old automobile memorabilia I found the original bill of sale from the New York City Nash dealership on Broadway. Broadway in the upper fifties in those days was automobile row.

The car that I took delivery of was two-toned green. A light metallic green on the bottom and dark green on top with tan leather seats. It came with chrome wire wheel discs and oddly did not come with the Nash medallion on the grill. I have old photographs of my car. In fact, there were no Nash insignas anywhere on the vehicle other than the chrome script on the trunk lid saying Nash-Healy. Even the wheel discs were blank.

I paid \$5300 for the car, not the \$6399 as stated in the article. There was a \$10 delivery charge added to the price.

I wonder if the car is still in existence. I sold it a couple of years later to a man from Toronto, Canada. I found the driving position uncomfortable. That was before the days of tilt steering wheels. The serial number was N3050 and the motor number was MHA1273. Maybe someone in your club might have knowledge of this old car.

Trusting this information might be of some interest to you and the members of your club, I remain,

Yours truly,


Guido L. Eckstein

Nash

INVOICE

SERVICE - PARTS

247 W. 12th ST.
CH 3-7600

SALES

1780 BROADWAY AT 57th ST. NC N° 1018
PL 7-7475

To GUIDO LUCHOW ECKSTEIN
6 YON ROAD,
HUNTINGTON, L.I.

Date 9/18/53

Order No.

Salesman ZEVIN

QUAN.	YEAR	MAKE	MODEL	TYPE	MOTOR NUMBER	SERIAL NUMBER	KEY #	COLOR
ONE	1953	NASH HEALY	SPT CP	SPT CP 2 DOOR	MHA1273	N3050		T/T GREEN

EQUIPMENT

ONE 1953 NASH-HEALY 2 DOOR SPORT COUPE
TRANSPORTATION

*One top
One Vision
1 w/s
2H - Bond
9/18/53*

ALLOWANCE FOR USED:	YEAR	MAKE	TYPE	MOTOR NUMBER	AMOUNT
NEW YORK CITY SALES TAX		DELIVERED BY COMMON CARRIER			5300 00
LICENSE PLATE \$		LICENSE TRANSFER \$			10 00
		WEIGHT CERTIFICATE \$			
		TOTAL			5310 00
		LESS DEPOSIT			500 00
		DUE ON DELIVERY			4810 00

MV 50 NO. G285020

SILVER LAKE

Ice Races

by Roy Fleischman

photography: William Dobbins



Above: Skin diver Chuck Stanley keeps warm in -4° weather by shoveling five tons of sand from truck that broke through ice. Below: At drivers' meeting, Race Chairman Fleischman was brief and to the point.



THE SECOND running of the Lakeshore Car Club's sports car ice races took place with the thermometer hovering around the zero mark, in contrast to the 50-degree weather that almost drowned out last year's event. However, the temperature apparently affected the five thousand spectators more than it did the field of sixty entries, as most of the drivers stayed right on the ice of Silver Lake, Wisconsin, from the time practice opened at 9 A.M. until the finish of the feature race, which ended with the onset of dusk. The 1.8 mile course laid out on the icy lake surface would have been considered sufficiently challenging were it a dry-land road course, having a .6 mile straight, as well as a hairpin turn, a reverse S and several 90-degree lefts and rights. Several days of zero weather left the ice hard for the sand (applied by hand after the sanding truck fell thru the ice) to bite into it, and after several laps of practice the turns were quite interesting, the snowbanks surrounding the course being regularly adorned by cars whose drivers' enthusiasm was not equaled by their cars' adhesion. Crowd control was handled by uniformed personnel of the Racing-Kenosha Squadrons of the Civil Air Patrol, who sponsored the event. Spectators were able to park their cars in a plowed-out track that circled the sanded track close to the shore line, following the progress of the races on their car radios rather than via the public address system.

The first event, The Kenosha News Trophy Race for novices, fielded eighteen sports car drivers who were getting their first taste of racing the hard way. The five-lapper was under way with a pace lap and flying start, as were the four other races on the day's card, and the Jaguar of Harry Jenkins, Wau-

watosa, Wisconsin, although threatened at all times by the Porsche of Ray Olson, Park Ridge, Illinois, was never headed. Third spot went to Morrie Keyser, Chicago, while Dr. Joe Vielle worked his way thru the spinning pack to nail down fourth spot. Race two, Class F Production, was a ding-dong seven-lapper that saw the lead change place each lap between the MG's of three Milwaukeeans, Sterling Albert, Dick Vogel and Walt Mayer, who finally finished in that order. The Volkswagen contingent, competing for separate silver, had its dozen entrants led home by Fischer, Hiss and Pergantis.

In Race 3, for Production Cars 1300-2000 cc the slick ice of the course began to take its toll of the brave, the two previous events having swept the corners bare despite the vain efforts of the Lake Shore impressarios to spread sand by hand between races. The stepped-up pace of the faster cars and more experienced drivers left several who seemed to be in a challenging position vainly spinning their wheels in the snowbanks. The Porsche Speedster of Fred Vetter, Milwaukee, after leading for six laps spun out in the hairpin turn and relinquished the lead to Ed Burman of Kenosha, who had been threatening throughout. Burman held the lead carefully for the last two laps, although Vetter recovered to cinch second place only a few lengths behind the leader. The Speedsters of George Reed, Midlothian, Illinois, and Ruth Levy of Minneapolis meanwhile were having their private dice for third spot, which went to Reed by a narrow margin.

The fourth race, for Production Cars over 2000 cc by marque, featured a thrilling battle between the 300-SL's of Ed Crawford and Bill Victor, two Midwesterners well known



Even with sand on the ice, traction was a little dubious in the curves.



At the beginning of the second race, MGs and VWs bear down towards the first turn.

on the sports car scene. The cars were seldom more than a few lengths apart, and as they roared into the final turn before the finish line, both tried to occupy the same spot simultaneously, an expensive ambition with high-priced German machinery. The checkered flag fell first for Crawford for Class and Overall, with Victor second. Reed's SL was third of that marque. Jenkins led home the Jaguars, with Ed Krause of Milwaukee second and Roy Fleischman, Kenosha, third. Keyser's A-H led the British Class D Group.

The C.A.P. Trophy Race, the 15-lap feature event for all classes, had the crowd out of their cars and cheering lustily as a slam-bang three-way duel for top honors developed between the battered 300-SL of Bill Victor, who was striving to stretch his last year's win to two in a row, Don Skogmo, Minneapolis, whose perennial Chrysler-Allard is always a potential threat in the Big Iron Class, and a newcomer, Bob Loudon of Aurora, whose superb handling of a Nash-Healey received much favorable comment. Skogmo managed to remain in front of the SL for all but three of the 15 laps with Loudon shifting from second to third spot thruout. As they neared the final tight turn before the finish line in a closely-bunched group, it became a question of who would back off first for the hard V turn. Probably the person most concerned with the answer was the driver of a super-charged MG who had just set up for the now slick corner and suddenly found himself being overtaken and lapped by three monsters all of whom spun out. Skogmo was the first to recover, although the bottom and cockpit of the Allard could be seen flaming merrily from where a snowbank had ruptured a fuel line against the exhaust

pipe, and thus made a literally blazing finish to win, closely followed by Victor and Loudon, giving the latter first places in Classes D and C respectively. Class F honors went to Bill Wuesthoff of Milwaukee in an MG. The complete results follow.

RESULTS

Silver Lake, Wisconsin

FIRST RACE—KENOSHA NEWS TROPHY. Sports Cars, All Classes—Novice Drivers.

1. Harry Jenkins, Jaguar; 2. Ray Olson, Porsche; 3. Morrie Keyser, A-H; 4. Dr. Joe Vielle, Porsche; 5. Jim Place, MG; 6. Dick Trenk, A-H.

SECOND RACE—PRODUCTION SPORTS CARS UNDER 1300 cc—Senior Drivers.

Production Volkswagens and MG's. MG Class: 1. Sterling Albert; 2. Dick Vogel; 3. Walt Mayer; 4. Tito Nappi. VW Class: 1. Dick Fischer; 2. R. Hiss; 3. Don Pergantis; 4. Ben Burbo.

THIRD RACE—PRODUCTION SPORTS CARS 1300 to 2000 cc—Senior Drivers.

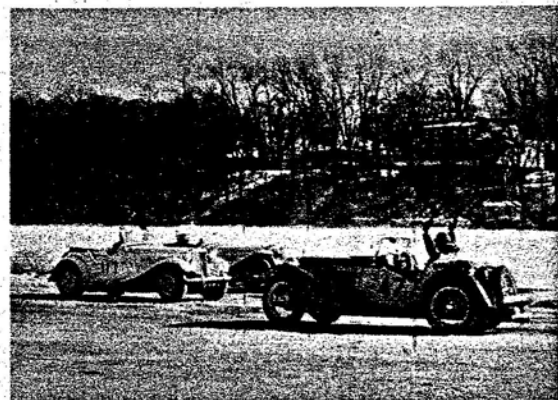
Class F (Porsches): 1. Ed Burman; 2. Fred Vetter; 3. George Reed; 4. Ruth Levy. Class E: 1. Len Valdez, TR-2; 2. R. Weaver, TR-2; 3. J. Wiegert, M-B 190 SL. Overall: same as Class F.

FOURTH RACE—PRODUCTION SPORTS CARS OVER 2000 cc—Senior Drivers.

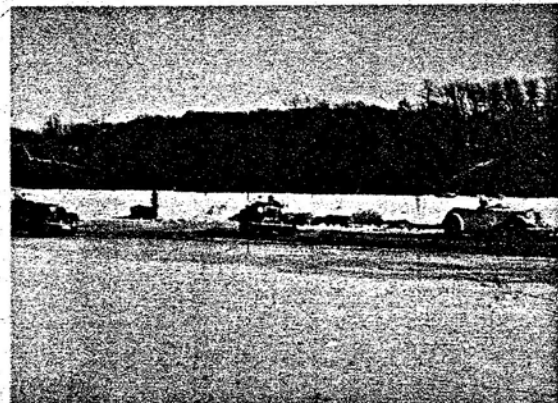
Over 2000 cc by Production Marque: M-B 300 SL's: 1. Ed Crawford; 2. Bill Victor. Jaguars: 1. Jenkins; 2. Ed Krause; 3. Roy Fleischman. Austin-Healeys: 1. Keyser; 2. Terry Neill.

FIFTH RACE—C.A.P. TROPHY. All Classes—Senior Drivers.

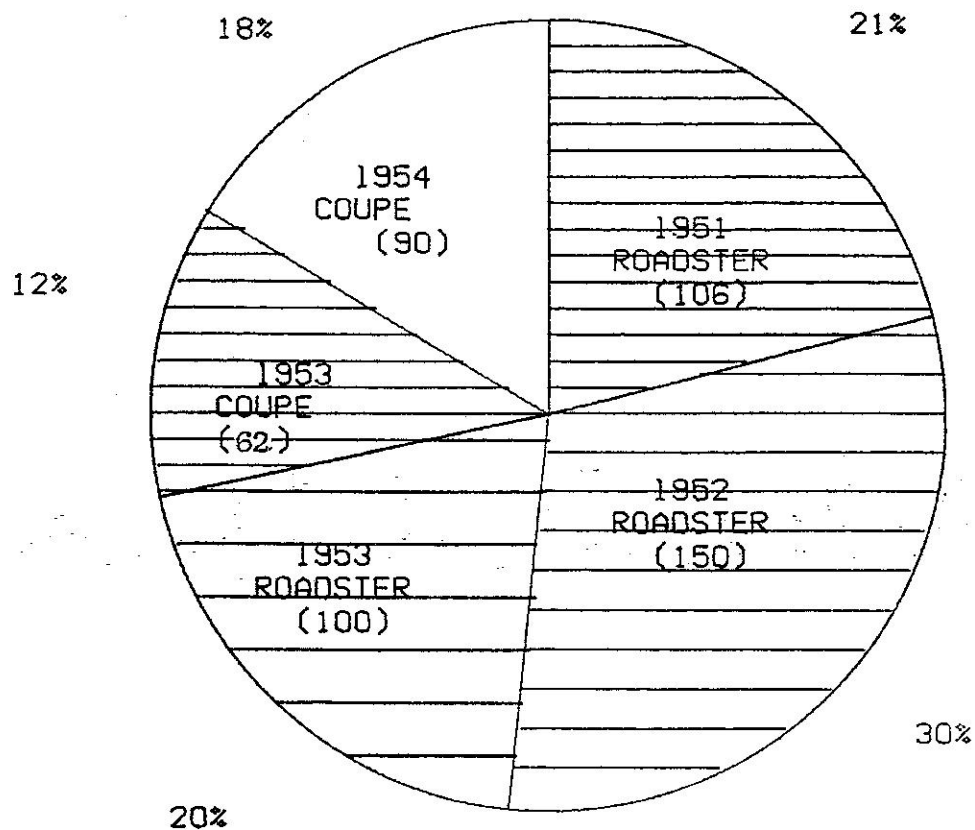
Overall: 1. Don Skogmo, Allard-Chrysler; 2. Victor; 3. Bob Loudon, Nash-Healey; 4. Jenkins; 5. Bill Wuesthoff, MG; 6. Ken Neill. Class C: 1. Loudon; 2. Jenkins; 3. R. McConnell. Class D: 1. Victor; 2. Neill. Class F: 1. Wuesthoff; 2. R. Smith, MG; 3. Cliff Meyer, Porsche.



More spins. Above: Lou Schauffner raises hands to indicate he'll stay put. Below: Doc Transwell finds the usual methods of steering correction somewhat less than adequate.



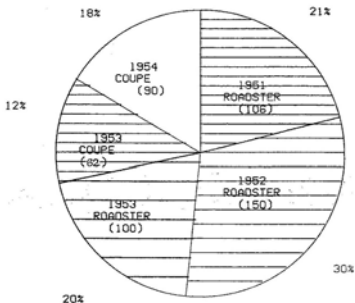
Nash-Healey Production by Year and Body Style



Production figures in parentheses are approximations based on the most accurate data available. See also "Production - Nash-Healey Sports Car", compiled by John Conde, Nash-Healey News, Issue no. 10.

Because of rounding figures do not add up to 100%.

Nash-Healey Production by Year and Body Style



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