Nash Healey Car club

NASH
HEALEY
NEWS

January-February 1986
Issue No. 34

A MEMBER IN NEED OF SOME HELP

11/20/85

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

Dear Mary,

I am the confused owner of a 1953 Nash-Healey Roadster. Engine or ID number NHA 1204, tab number K2697420, class AF, type veh. 120. The body is freshly painted red with no marks, the classic Nash grill, windshield chromed without glass, no tail lights, interior needs major work, a running engine, and I don't know where to start. To complicate things we are moving to Hawaii and can't take it with us. Therefore I need to sell it but I have no idea what to ask or how much it's worth.

It seemed like a great project nine months ago but now I would like your help in finding a new owner for this potential beauty. I will send anything you need to help me in this endeavor. Pictures? What kind black & while or color, both? Upon reading the club newsletter I was really excited to join this special group of Nash-Healey owners but circumstances beyond my control, and totally unexpected, force me to change my plans with the car.

Any help you can give me through your publication and members will be greatly appreciated. Please let me know what I should do. There must be someome out there that would give this car the attention it deserves.

Sincerely yours,

William B. Blok
21918 Winnebago Rd.
El Toro, CA 92630
(714)859-8933

LETTERS FROM MEMBERS

Dear Mrs. Soles:

Please be advised that I am the owner of a 1953 Nash-Healey Coupe which I intend to sell at the Atlantic City auction held by B & E Productions on February 14, 15, and 16. As you are aware, this is probably the largest indoor auction in the East all year.

The '53 Nash-Healey is in good condition and runs good. I thought that you may want to let your readership know of its availability.

Richard G. Bundy, Jr.
55 Thomas Street
Rockville, CT 06066
(203)875-8424
(203)872-7800 office

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Dear Joanne,

I got my Roster for 1986 and have a few corrections.

The X-7 was built by Donald Healey, having a Tickford built body. There were 2 other body builders in 1951 for Nash-Healey so it's actually a Tickford Nash-Healey.

X-7 Tickford Nash-Healey was built Dec. 1950. I just got 4 factory photos infront of the Detroit office.

I own two 1953 race cars. #11, Chassis 20235 Motor NHA 1516; #10, X-14, Motor NHA 1517. They were the twin race cars for 1953.

Of interest: In 1952 there were 2 race cars built: Ed Moore's open race car - X-6
closed race car - 2023
A total of 6 race cars were built from 1951 to 1953. There were 2 series of race cars: (1) X cars and (2) 2023 cars.

Leonard McGrady
209 Walnut Lane
Aberdeen, MD 21001
(301)272-5985

Dear Nash-Healey Lovers,

I recently acquired a 1952 Nash-Healey roadster not too long ago. It is a local car from here in Glendale, California. The previous owner had it for almost 25 years and it has not been driven since 1965. The car is fortunately 100% complete and has a straight body with absolutely no rust.

The way the body of this car is constructed and welded to the frame leads me to believe that there can't possibly be that many surviving that are realistically restorable. I think even the slightest fender bender would require a master craftsman to restore the original body contour.

The number of this body is 11838. It is stamped on just about every part of the car except for the driveline and chassis.

I have sent the car out for professional lead body work and paint. I still don't know what color to paint it. What colors were available? Were they ever black? That's what I think this one was under all the layers of paint.

The biggest problem I think I will encounter is replacing the cracked windshield. I hope you can help!

Dean LaChasse
1321 N. Howard
Glendale, CA 91207
(818)242-1320

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ADDITIONS AND CORRECTIONS TO ROSTER

DEAN LACHASSE: 1321 N. Howard - Glendale, CA 91207 - (818)242-1320 or (818)242-3102 - 1952 Nash-Healey roadster - Body #11838 - Chassis #2234 - Motor #NHA1147 (NEW MEMBER)

WILLIAM T. DICKIE - 951 N. 42 #204 - Seattle WA 98103 - (206)632-0525 (NEW MEMBER)

CHARLES L. OLSON - 1725 A Concordia St. - Alameda, CA 94501 (ADDRESS CHANGE)

LETTER FROM MEMBER

Dear Mrs. Soles 10/27/85

I just read the letter in the October issue of the Nash-Healey News regarding the 1953 Nash-Healey used in the filming of the T.V. series "Superman", and was amused to learn that our car doesn't exist!

I can assure Mr. Axelman that it does exist, and it is living happily in Grand Rapids, Michigan.

I'll have to admit I'm old enough to remember the old T.V. series when it was a new T.V. series, and I've seen several episodes in which the car was used by "Clark Kent" when he wanted to get somewhere really fast!

Mike Feingold has at least two of the shows on video tape as proof positive. In fact, "Superman" is still being syndicated in our area and I'm taping them each week, until I find the "right" episodes.

Ironically, I became interested in the Nash-Healey marque, at least to a large extent through watching old "Superman" shows. I joined the Nash-Healey Club originally in 1970, and dropped out when the publications started coming rather sparadically. I never lost my interest though and relished the infrequent Nash-Healey encounters I had at car shows in various parts of the midwest.

I made an inquiry on the car when it was advertised in Hemmings about 7 years ago, but the asking price (relative to the apparent condition) was prohibitive. Our purchase of the car was completely by chance since the old Hemmings ad was shown to me only after I had responded to a recent ad and made the too null trip to Ohio to see the car. I was amazed to discover it was the same Healey! The owner had been a little reluctant to represent the car as the "Clark Kent" Healey since he wasn't really sure. However, after making a call to "Mac" McGrady with the serial # of the car, I was assured that it was indeed the car! I made the deal in August and trucked the beast home shortly thereafter.

It'll be a few months (or years) until the car is show-ready but it is a good, solid, basically complete unit just crying out for a first class restoration!

We have a 1954 Kaiser Darrin which I'm just finishing up for next seasons shows, then it's on to the "good stuff"!

In the meantime, I'd be happy to hear from any member who has additional information on restoration tips. I'll need all the help I can get.

Thanks again for providing a forum for our Nash-Healey ramblings. It's good to be back in the fold after all these years!!!

Jeffrey J. Wells
2443 Raymond S.E.
Grand Rapids, MI 49501

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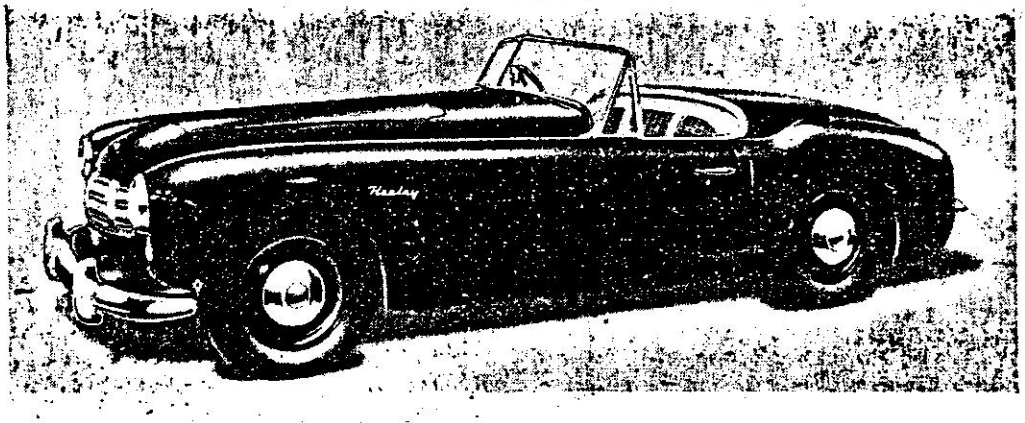
CLASSIFIED

FOR SALE: Ed Moore - Box 357 - Bellingham, MA 02019

Heavy Duty Blue Streak Points		$ 8.70
Heavy Duty Blue Streak Condenser		$ 3.35
Distributor Cap		$ 8.45
Distributor Rotor		$ 2.85
Set of six spark-plug cover boots		$ 6.50
Carburetor Rebuild Kits for Carter YH Carburetors used on 1953 & 1954 models	each	$15.00

WANTED: Old steering wheel (outside rim not important), buy any Nash-Healey parts. Please write to Leonard McGrady - 209 Walnut Lane - Aberdeen, MD 21001

WANTED: For 1953 Nash-Healey roadster: Grille medallion and bezel, crossed flags trunk emblem, trunk handle, shift knob, outside and inside rear view mirrors, plastic "knob" door handle, small triangular metal piece above door pillar (inside), wire wheel hub caps, jack hole plugs and sample of original carpet. Need N.O.S. or new parts for show. Also need lenses and tail light bezel. Jeff Wells - 2443 Raymond St.- Grand Rapids, MI 49507.



NEWCOMER.—Having the sleek bodywork of the Nash-Healey, the new Alvis-engined three-litre has a smaller grille, cleaner bonnet line and other slight external changes.

NEW 3-litre HEALEY

Attractive 3-seater Convertible with Alvis Engine and Gearbox

IN addition to the well-known 2½-litre Riley-engined Healey models with Tickford saloon and Abbot drophead coupé coachwork, a new three-seater Healey will appear at the Motor Show powered by a slightly modified 3-litre Alvis engine. This car fills an undoubted demand which has existed in this country ever since the introduction of the Nash-Healey, which it resembles in many ways, but which is, of course, an export only model.

Known as the Healey 3-litre Sports Convertible, the new model closely follows the Nash-Healey in general outline, but differs considerably in front-end treatment. It is fitted with a smaller front grille, more in keeping with British ideas, Lucas long-range head lamps and modified bumpers; other changes in external appearance are brought about by the fact that the opening bonnet panel is devoid of any "power bulge" and that there is no external scuttle ventilator, whilst further points include the fitting of twin Lucas fog lamps and smaller wheel nave plates. The net result is to produce a car of exceptionally clean line.

Modifications to the Alvis engine are of a very minor nature, apart from the fitting of two S.U. horizontal carburetters, together with attendant induction arrangements. The engine, complete with clutch and gearbox, drops neatly into the normal Healey frame and the unit is rubber mounted at three points.

Transmission differs from previous Healey practice in that an open Hardy-Spicer propeller shaft is used and transmits the drive to a hypoid axle. The absence of a torque tube has, of course, entailed certain modifications to the rear suspension. The layout is very similar to that of previous models (with vertical coil springs acting directly between the axle casing and the upswept chassis members), but, to look after torque reaction and axle location, a pair of trailing links is now incorporated between the frame and brackets on the axle casing on each side. The length and disposition of these links has been carefully arranged to provide a desirable degree of understeer.

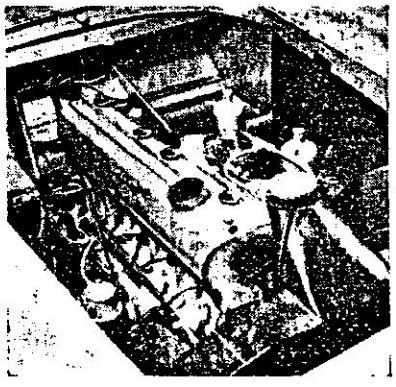
It is interesting to note that these alterations have resulted in a saving of weight in transmission and suspension components of something like 50 lb. Light weight is, in fact, a special feature of this new model which, despite its generous width, turns the scale at 22 cwt. dry.

The interior of the body, besides being exceptionally roomy (the internal width across the seats is 54 ins.), is very comfortably and attractively furnished. Doors are fitted with wind-up windows and the walnut facia board is in traditional English style and incorporates a large-dial speedometer, together with separate circular dials for oil pressure, fuel, engine temperature and charging rate. As with the Nash-Healey, an attractive disappearing head giving good vision is fitted.

So far as performance is concerned, the manufacturers state that a maximum speed of the order of 100 m.p.h. is obtainable.

HEALEY 3-LITRE SPORTS CONVERTIBLE DATA

Engine Dimensions :		**Chassis Details :**	
Cylinders	6	Brakes	Girling hydraulic (2LS on front)
Bore	84 mm.	Brake-drum diameter	11 ins.
Stroke	90 mm.	Friction-lining area	184 sq. ins.
Cubic capacity	2,993 c.c.	Suspension: Front	Independent, coil and trailing link
Piston area (sq. ins.)	51.5	Rear	Non-independent, coil and trailing link
Valves	Overhead (pushrod)	Shock absorbers	Girling hydraulic
Compression ratio	7 to 1	Wheel type	Disc
Engine Performance :		Tyre size	6.40×15 ins.
Max. b.h.p. at r.p.m.	106 at 4,200	Steering gear	Adamant
B.h.p. per sq. in piston area	2.1	Steering wheel	17 ins., telescopic column
Peak piston speed, ft per min.	2,480		
Engine Details :		**Dimensions :**	
Carburetter	Two S.U. H4 horizontal	Wheelbase	8 ft. 6 ins.
Ignition	Coil	Track: Front	4 ft. 6 ins.
Plugs : make and type	Lodge HNP	Rear	4 ft. 7 ins.
Fuel pump	AC mechanical	Overall length	14 ft. 6 ins.
Fuel capacity	15 gallons	Overall width	5 ft. 6 ins.
Oil filter (make, by-pass or full-flow)	By-pass	Overall height	4 ft. 6 ins. (hood up 4 ft. 8 ins.)
Oil capacity	1½ gallons	Ground clearance	7 ins.
Cooling system	Pump, fan and thermostat	Turning circle	34 ft.
Water capacity	3 gallons (approx.)	Dry weight	22 cwt.
Electrical system	12-volt		
Battery capacity	63 amp./hr.		
Transmission :		**Performance data :**	
Clutch	10-in. Borg and Beck S.D.P.	Piston area, sq. ins. per ton	46.8
Gear ratios: Top	3.77 (s/m)	Brake lining area, sq. ins. per ton	167
3rd	5.02 (s/m)	Top-gear m.p.h. per 1,000 r.p.m.	20.6
2nd	7.28 (s m)	Top-gear m.p.h. at 2,500 ft./min. piston speed	87.2
1st	11.20	Litres per ton-mile, dry	3,980
reverse	11.20		
Prop. shaft	Hardy-Spicer		
Final drive	Hypoid bevel		



NICE FIT.—The comfortable way in which the Alvis engine with its twin S.U. carburetters fits into the Healey, is well illustrated in this photograph.

"The Motor"

100 pe DOLLAR

Warwick Factory Now Totally Engag Nash-Healey Mod

COMPOSITE—Engines and transmissions built in America by Nash Motors are installed in race-bred Healey chassis at Warwick.

CHALK and cheese have at least as much in common as photography, with 35 mm. cameras, and the production of high-performance sports cars—or as little. Yet it was, oddly enough, a mutual interest in 35 mm. cameras which brought together two passengers who were on their way to New York in the liner "Queen Elizabeth" in December 1949, and paved the way to an unique export achievement by a British motor-car manufacturer; and, if it comes to that, to an unprecedented commercial arrangement by an American car manufacturer as well.

The personalities concerned in this chance meeting were Mr. Donald Healey, managing director of the Donald Healey Motor Co., of Warwick, who was on his way to the U.S. to investigate the possibilities of using American power units in an export edition of the Healey, and Mr. George W. Mason, President of the Nash-Kelvinator Corporation of America. It was as a result of preliminary conversations which took place on this voyage that the Nash-Healey project finally arose.

As readers are now aware, although the fact was not public knowledge at the time, it was the original prototype of this new Anglo-American marque which took fourth place in the general classification of the Le Mans 24-hour Race last summer, having covered 2,103.4 miles at an average speed of 87.6 m.p.h. in the process. First public announcement of the car appeared in "The Motor" of October 4 last year and the car was exhibited for the first time at the London and Paris Motor Shows immediately afterwards. In America, the car made its initial appearance at the Chicago Automobile Show just under two months ago.

Now, the entire facilities of the Healey factory at Warwick are devoted to its production. Thus to Donald Healey goes the credit, not only for seeing the possibilities of an Anglo-American link-up in sports-car production, but also for the enterprise necessary to carry through the project to a stage in which the entire energies of his factory are devoted to dollar-earning—a position unique in the history of the motor industry.

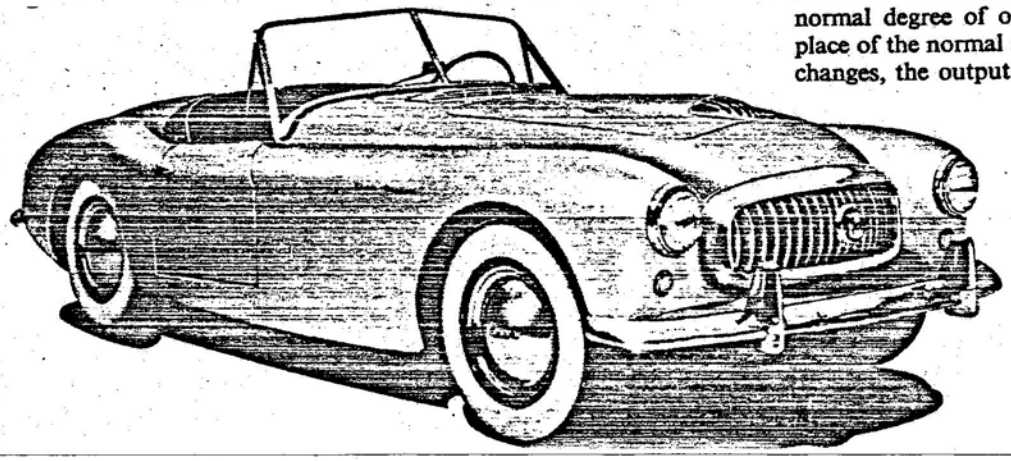
As readers who are familiar with the American scene will know, the sports car occupies a far less prominent position in the U.S. market than is the case in Europe; no major American manufacturer, in fact, has seen fit to introduce a sports model since the mid-20's. There exists, nevertheless, a very enthusiastic fringe which has hitherto been catered for solely by European cars; and it is to this small but enthusiastic field that the Anglo-American Nash-Healey, with an initial target output of 500 cars a year, is designed to appeal.

Combined Effort

The basis of the car is a slightly modified Healey Silverstone chassis, a Nash engine and transmission line (complete but slightly modified for the purpose in hand) and a three-abreast body specifically designed for the American market. Production arrangements involve importation of the Nash components under special licence, their installation into the Healey chassis and the fitting of British bodywork, after which the complete cars are shipped to the U.S. for sale through the Nash dealer organization.

In view of the description already published and the full specification set out in the usual way on these pages, there is no point in dealing with the design in detail here, but one or two points of particular interest must be mentioned.

The engine, for example, is fitted with a high-compression aluminium head, a camshaft giving a greater-than-normal degree of overlap, and two S.U. carburetters in place of the normal single instrument. As a result of these changes, the output is increased from 115 b.h.p. at 3,400

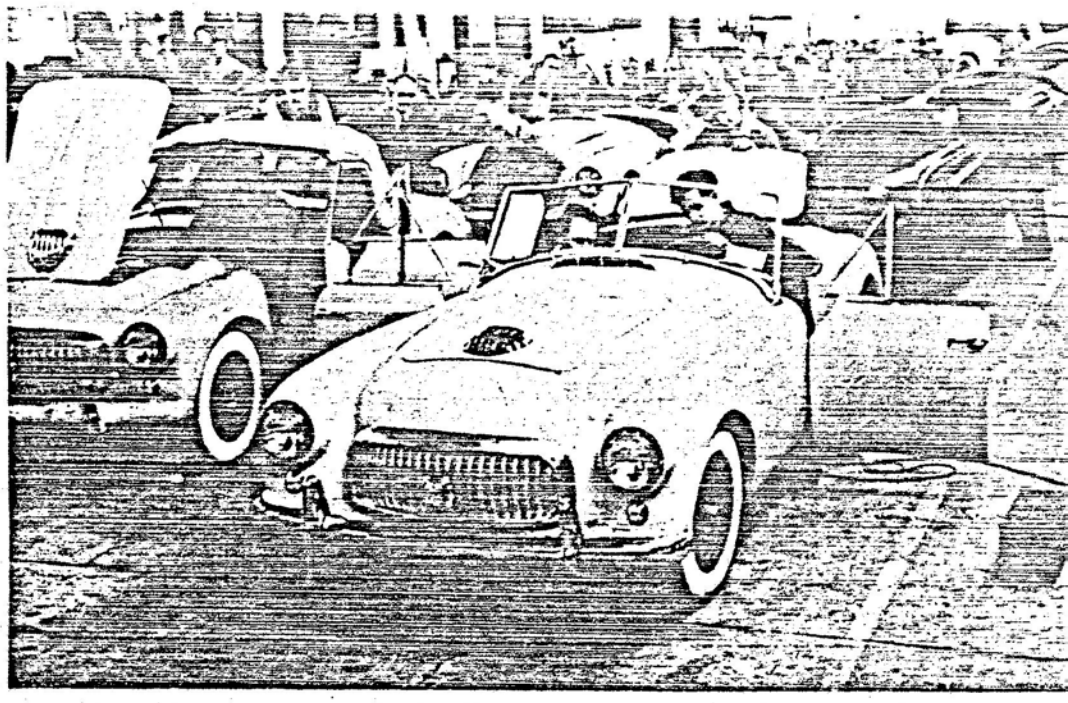


SPORTING LUXURY—Geared for three-figure cruising speeds in its overdrive gear, the Nash-Healey has three-abreast seating, winding windows, and a "Weather Eye" thermostat-controlled fresh air heating system. Lights are American, tyres white-wall Goodyears made in Wolverhampton.

SUBMITTED BY Bruce Sheaffer

cent. for EXPORT

the Healey Concern on the Production of for U.S. Market



FULL WIDTH—All enveloping coachwork was successfully tested in the 1950 Le Mans Healey, and is now produced in Birmingham.

r.p.m. to 125 b.h.p. at 4,000 r.p.m. (or 140 b.h.p. at 4,200 r.p.m. in racing tune).

So far as the transmission is concerned, there are several interesting points. One is that, although the usual steering-column change was naturally available to the manufacturers, a stubby remote-control lever of European sports-car type has deliberately been chosen at the instigation of the Nash concern. This new control has been installed particularly neatly alongside the gearbox, where it gives an unusually positive action and, being off-set, does not interfere with three-abreast seating.

Of even greater interest is the way the usual kick-down Warner overdrive has been modified to suit hard-driving needs. As most readers are aware, the usual overdrive of this type is arranged so that, at anything above a certain pre-determined speed, a driver has only to ease his foot off the accelerator for the overdrive to come into operation; conversely, reversion from overdrive to top is obtained simply by depressing the accelerator beyond its normal full-throttle position, when a relay switch momentarily cuts out the ignition and brings the vacuum-operated change into operation.

Whilst this system works excellently under normal conditions, it has the serious disadvantage for racing purposes that a change down from overdrive to direct on a corner involves a sudden and (with a power-weight ratio such as that of the Nash-Healey) violent increase in torque, just at the moment when the car is, in any case, on the verge of sliding; thus a broadside is very liable to occur.

In the Nash-Healey, this possibility has been overcome by eliminating the kick-down change and transferring the relay switch to the centre of the steering column for manual operation irrespective of the throttle position. The upward change remains as before.

A further chassis modification which has been made since the car was originally described, is the neat mounting of the rear telescopic dampers within the coil springs, the dampers abutting direct on the axle and the ends of cylindrical housings formed in the rear of the chassis frame.

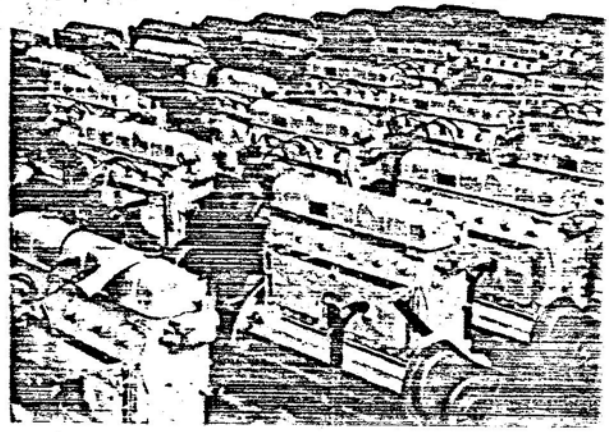
So far as bodywork is concerned, the pictures on these pages tell their own story, apart from the fact that no wood enters into the construction; fabricated by the Panelcraft Sheet Metal Co., of Birmingham, the bodies are complete all-metal shells, panelled in aluminium for lightness.

At the moment, the Healey factory is rapidly building up to peak production and, when the target figure is reached, will be earning over 20,000 dollars a week—a most commendable figure for a specialist manufacturer who turned out his first car in the early post-war era.

NASH-HEALEY DATA

Engine Dimensions:		**Chassis Details:**	
Cylinders	6	Brakes	Hydraulic
Bore	85.7 mm. (3⅜ ins.)	Brake drum diameter	—
Stroke	111.1 mm. (4⅜ ins.)	Friction lining area	—
Cubic capacity	3,848 c.c. (234.8 cu. ins.)	Suspension: Front	Independent (coil, trailing link and anti-roll bar)
Piston area	53.6 sq. ins.	Rear	Coil and panhard rod
Valves	Overhead	Shock absorbers	Girling
Compression ratio	8.1 to 1	Wheel type	15 in. disc.
		Tyre size	6.40 x 15
Engine Performance:		Steering gear	Burman re-circulating ball
Max. b.h.p.	125	Steering wheel	Bluemel 17 in. adjustable
at	4,000 r.p.m.		
Max. b.m.e.p.	134.8		
at	1,600 r.p.m.	**Dimensions:**	
B.H.P. per sq. in. piston area	2.33	Wheelbase	8 ft. 6 ins.
Peak piston speed ft. per min.	2,920	Track: Front	4 ft. 7⅞ ins.
		Rear	4 ft. 5 ins.
Engine-Details:		Overall length	14 ft. 6 ins.
Carburetter	Two S.U. (H6)	Overall width	5 ft. 6 ins.
Ignition	Coil	Overall height	4 ft. 6 ins. (hood up, 4 ft. 8 ins.)
Plugs: make and type	14 mm. Autolite AL5 or Lodge CN	Ground clearance	6 ins.
Fuel pump	A.C. Mech.	Turning circle	34 ft.
Fuel capacity	17 galls.	Dry weight	21¼ cwt.
Oil filter (make, by-pass or full flow)	—	**Performance Data:**	
Oil capacity	10 pints	Piston area, sq. in. per ton	49.8
Cooling system	Pump	Brake lining area, sq. in per ton	—
Water capacity	4 galls.	Top gear m.p.h. per 1,000 r.p.m.	Direct, 21.8; Overdrive, 31.2
Electrical system	6-volt	Top gear m.p.h. at 2,500 ft./min. piston speed	Direct, 75; overdrive, 107
Battery capacity	105 amp./hrs.	Litres per ton-mile, dry	Direct top, 4,920; overdrive top, 3,440
Transmission:			
Clutch	Single dry plate		
Gear ratios:	Direct Overdrive		
Top	3.54 2.48		
2nd	5.48 3.84		
1st	9.09 —		
Rev.	9.09 —		
Prop. shaft	Nash torque tube drive		
Final drive	Hypoid bevel.		

STOCK-IN-TRADE—Nash engines arrive from America with modified camshaft, cylinder head and inlet manifold, twin horizontal S.U. carburetters fitted in England giving maximum performance and minimum engine height.

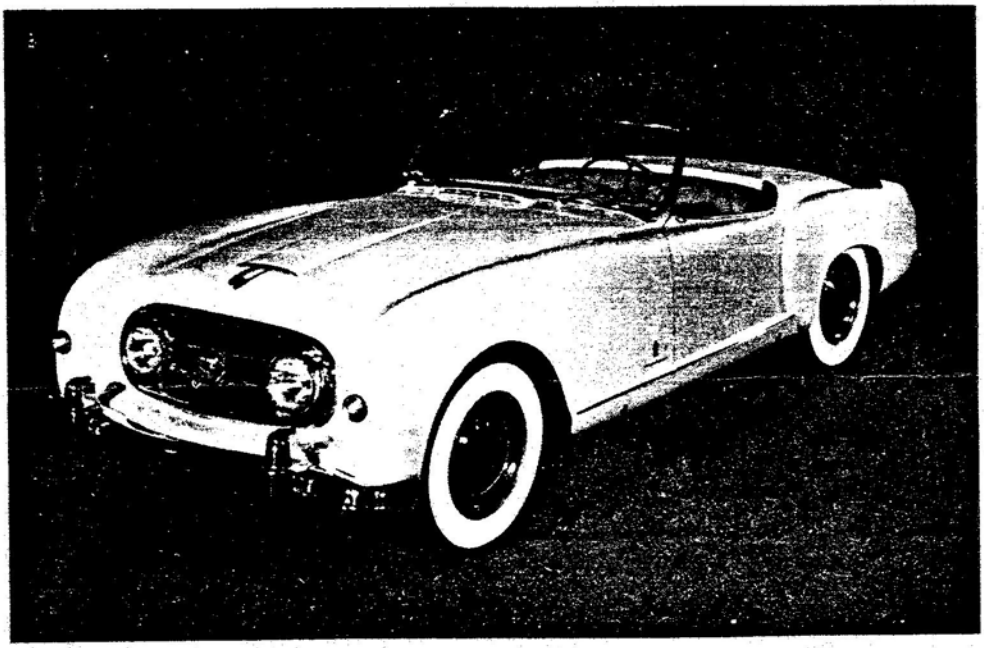


1953 Nash-Healey roadster co-stars with William Holden, Humphrey Bogart and Audrey Hepburn in classic 1954 Paramount motion picture "SABRINA." (Photo from Arthur Axelman)

PARAMOUNT PICTURES presents
HUMPHREY BOGART · AUDREY HEPBURN · WILLIAM HOLDEN in
"SABRINA"
A Paramount Re-Release

R65/263

Italian Influence on American Production Car Design



Did you ever happen to notice how the American taste in Sports cars, progresses in definite phases, each being, during its duration, a sort of national monopoly?

Look back through the years when the attention of the sporting enthusiasts centered about the following types; each in its own, the best of an era. The favorites of Pre-World War I were the monstrous chain drive Mercedes, in the early twenties the scene shifted to the light and dependable Stutz and Mercer. Later in the twenties the Bugatti, small, graceful and fast was the rage. In the early thirties the Monza type Alfas and the S and SS Mercs held the enthusiast's fancy. Just prior to the last war the dominance of the German Grand Prix cars carried a certain amount of prestige over to their sports cars, the 328 B.M.W. especially becoming favored.

Since the war Britain has enjoyed practically a monopoly here, with M.G's and Jaguars accounting for about 80% of the imported Sports cars. Recently, however, there has been yet another swing of the pendulum, this toward Italy. Names such as Ferrari, Cisitalia, Lancia, and Siata are becoming the centers of conversation, and the cars are already beginning to dominate their respective classes in competition.

It is not only in performance that the Italians are scoring, but also in the realm of body design. Their custom bodywork has become the guide for stylists of all countries. The Italian theory of "Purity in design" has been executed on a great variety of chassis, from all over the world, and the results always seem to be potential "Concours d'Elegance" winners.

Even Detroit couldn't ignore the designs of Italy for long, but it was Nash that made the first move in the proper direction. While the general trend in this country is to "Chrome and Rehash," Nash took a bolder step and engaged none other than Pinin Farina to completely restyle their entire line.

This is not the first instance of Nash taking a forward deliberate step.

One thing that we have been lacking from Detroit is an honest to gosh practical Sports car. Once again it was Nash that took the "bull by the horns." They looked around Europe for a practical, proven chassis for their car, and decided upon the Healey Silverstone. This chassis with its well designed frame and trailing link front suspension, was at the time doing quite well in competition with a 21/2 litre Riley engine. Nash rightfully calculated that this chassis with their large 252 cu. in. Ambassador engine (modified), transmission and rear axle would prove to be even faster, and because of the availability of parts and service, extremely practical in this country. Well you know the rest, a prototype was tried at Le Mans in 1950 where it finished third in overall miles driven.

This year while the car has been developed further, with minor chassis improvements, and larger brakes the greatest change has been in body work, this now being manufactured by Pinin Farina in Italy.

The body styling of the Nash Production cars shows a strong similarity to that of the Nash Healey, for obvious reasons of parentage. The styling features are a B.R.M. type of grille, low hood for best visability, in fact the hood is slightly lower than the fenders, end to end fenders, low window sills, and a general clean uncluttered appearance.

Getting back to Sports cars the Nash-Healey should be the answer to many people's automobile problems, the car embodies the graceful appearance of Jaguar, the road-holding of Healey and the maintenance economy of Allard.