



## Car club

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

Issue No. 38  
Sept./Oct. 1986

### LETTER FROM MEMBER

Dear Joanne:

I'd like to share just one of my adventures in finding parts to restore my car. I had carried a list of the door handles, window mechanisms, etc. for several years, and when we vacationed in England in 1984, I decided to go hunting in England's junk yards.

English junk yards are small, and cars are routinely stacked 3 or 4 high. Almost all scrap metals are recycled, and finding car parts from the 50's is quite difficult.

I rode the London Transport (the tube) for miles, throughout London and its suburbs. Finally, in a burrough called Bromley by Bow, I was given permission to roam freely through a salvage yard to search for parts. It was raining heavily, and the manager of the yard was not about to leave the dry office to help. My needed door hardware was there all right; on a 3.5 liter Rover coupe, early 50's vintage. After several trips to the office for tools, advice, etc., I was able to get both exterior and interior door handles, locks, etc. for 2 Pounds sterling, or about \$2.80 American money. I was soaked to the skin, and my shoes were literally filled with water.

The English are quite concerned with restoring and preserving almost anything old, and I found them very sympathetic to my problems of finding old parts.

Thomas H. Brendel

### CLASSIFIED

WANTED: "Help", crossed flag emblem for trunk lid on 1952 Farina cars. I lost mine when my car got pained. Robert B. Loudon - 410 Monticello Drive - Ballwin MO 63011 (314) 227-6925.

FOR SALE: Nash-Healey Car Club wrist watch with club logo, men's or women's, guaranteed a full year only \$22.95 each plus \$2.00 shipping & with each order you get a free Nash-Healey lapel pin or tie tac. Please allow 4 to 6 weeks for delivery. Order yours today from Richard Kauffman - 112 W. Church Street - Lakeland GA 31635. (912)482-3915

FOR SALE: Back issues of Nash-Healey Car Club magazine 1970-1974 \$1.50 each. Also genuine leather key case \$2.50. Original magazines from 1950's with photos and articles on Nash-Healey \$4.50 each (specify 1951 or Farina Nash-Healeys). Get a free Nash-Healey decal with every order. Please add \$1.00 for shipping on all orders and send to Richard Kauffman - 112 W. Church Street - Lakeland, GA 31635 (912)482-3915.

WANTED: 1951 parts. Especially front bumper and brackets. Also 15" Nash wire wheel covers. Pay your price! Thanks Charles Garber - 1606 No. 85th St. - Omaha NE 68114 (402)391-5270

August 15, 1986

Mrs. Joanne M. Soles  
530 Edgewood Ave.  
Trafford, PA 15085

Dear Joanne,

I am sending you a few pictures I took at the Grand Nashional, July 20, in Kenosha, Wisconsin. These 2 Nash-Healey's were the only 2 at the show this year, but Nash-Healey was well represented by such fine cars. I regret that I could not show my 1951 Nash-Healey this year.

You may remember that I have been restoring my 1951 Nash-Healey for 6 years now. When I was given this car as a birthday present in 1980, it had been stripped of the interior, all outside trim, bumpers, door handles, window mechanisms, etc. The car was in running condition, but needed work on the suspension, rear end, clutch, etc., etc.

I initially had the body and chassis stripped to bare metal, rust proofed, and painted in the original light maroon color. The front suspension and engine were rebuilt, and the car was trailered to the 1983 Grand Nashional in Kenosha.

After the show, I attempted to get the engine running, and then discovered that it had "siezed" since the the body/chassis restoration began. Back to the start with the mechanics, with a complete engine rebuild, radiator reconditioning, etc. Once the engine was shaped up, it became obvious that the rear end needed a complete rebuild. Next, the clutch, pressure plate, and throw-out bearing!

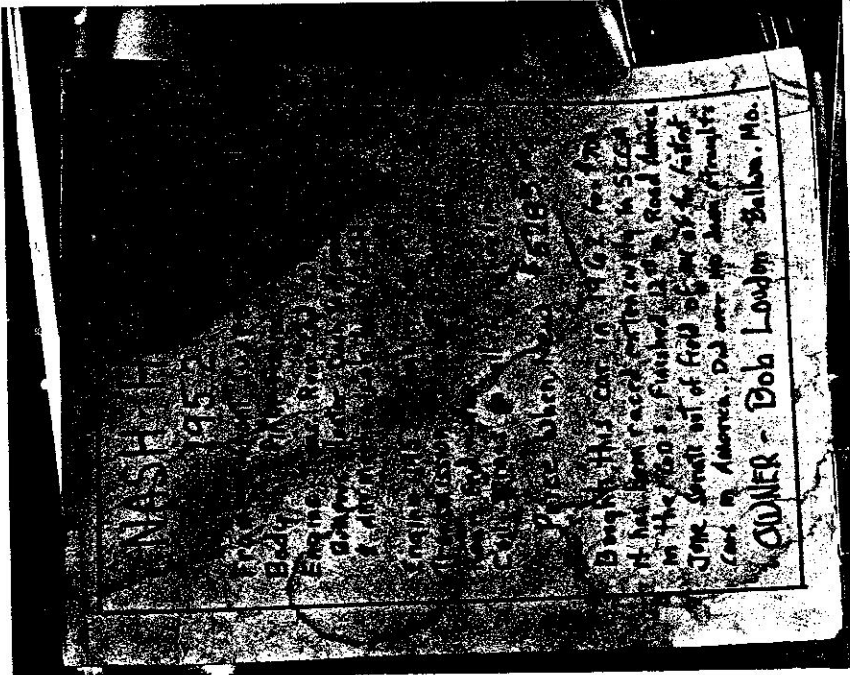
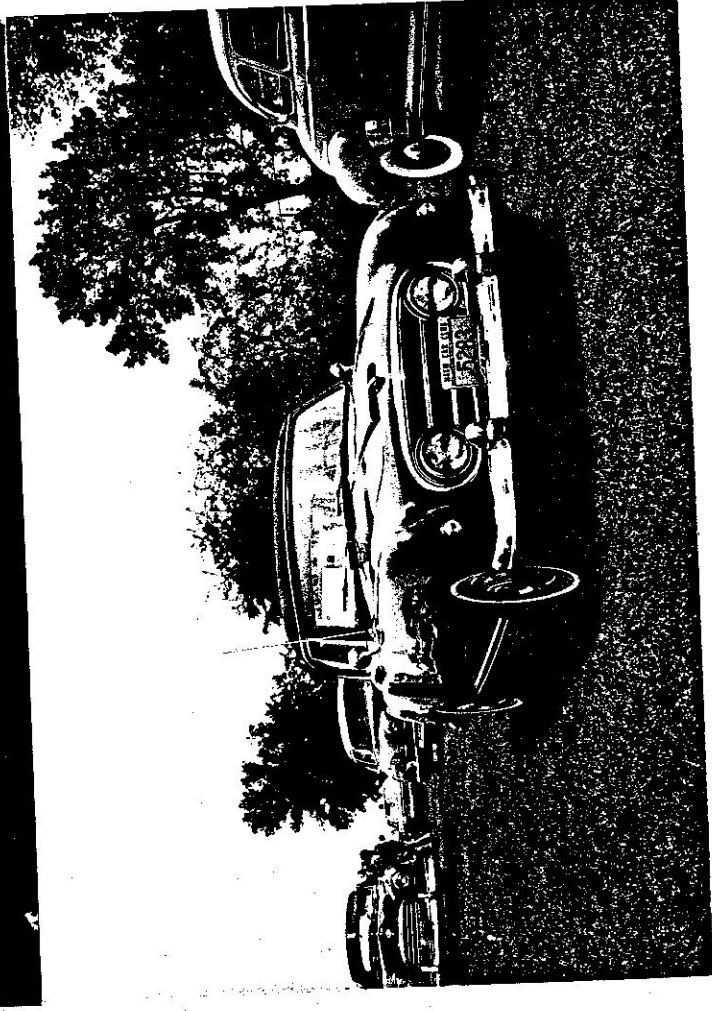
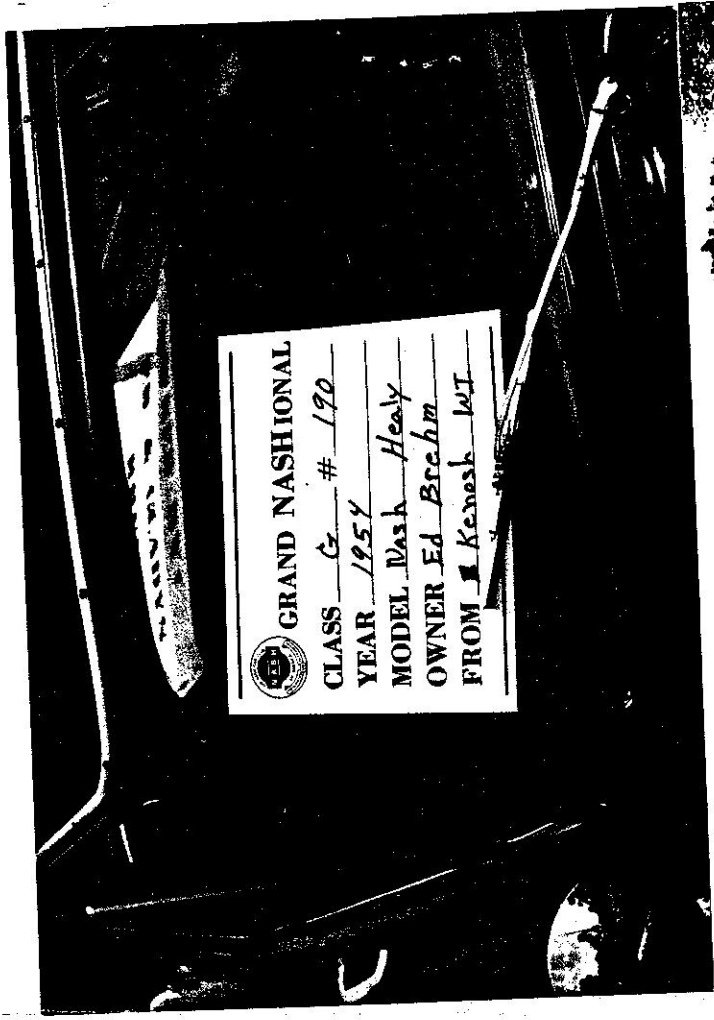
At the present time, I've been able to accumulate bumpers, grill, door handles, window mechanisms, trunk lock, etc. I'm now ready to tackle the interior and top. One small problem---I've never seen a 1951 Nash-Healey interior!!! This should be fun, but I've come to realize that all is possible, and with the help of the folks in the Nash-Healey Club (Mike Fiengold, in particular) the job may get done. I've found parts 10 miles from home, and in London, England's junk yards. I've had to adapt parts from an old English Austin taxi cab, and have found new sources for Nash mechanical parts.

The news letter has been quite valuable in giving helpful hints, parts interchanges, etc.

My plan now is to complete the interior, then replace the top, and complete exterior detailing. The engine and drive train are now as new and will require further breaking in. My major mechanical problem now is in the overdrive. Hopefully I'll work this out.

Sincerely,

  
Thomas H. Brandel, MD



9/7/86

Dear Mrs. Soles,

I thought I'd pass on a little information to augment the list supplied by Mike Feingold regarding the Nash Healey marque in T.V. and films.

In addition to the Superman episodes Mike listed, I am aware of at least 2 others: "The Man with the Lead Mask", and "The Dog That Knew Superman", both in black and white. These episodes were really the ones that got me started in my interest of Nash Healey originally when I was probably 9 or 10. Ironically, we ended up with the actual "Superman" car after nearly 30 years!

Mike lent me the "King For a Day" episode recently, as well as the movie "Susan Slept Here", and we were encouraged to find out that the Nash Healeys in both films were the same color as ours - dark silver exterior and dark red interior. Since Dick Powell starred in "Susan", and drove the car himself in the movie, and since Mr. Powell was (according to "Mac" McGrady) the original owner of the "Superman" car, we're speculating that the same car was used in both shows. The only discernable difference in the cars was the wire hubcaps in "Susan", and the lack of a front license plate in "Superman". But, obviously, the California plate wouldn't look quite right on Clark Kent's Metropolis based car!

I also saw an episode of "My Little Margie" last December in which Margie and Mrs. Odettes schemed to get a loan from the bank for the purchase of a new sports car. The amount mentioned was \$6,000.00, and the car was (surprise) a Nash Healey roadster!

The loan was eventually obtained, and Mrs. Odettes (then in her 80's) drove up at the end of the show in her new N.H. Quite a match!

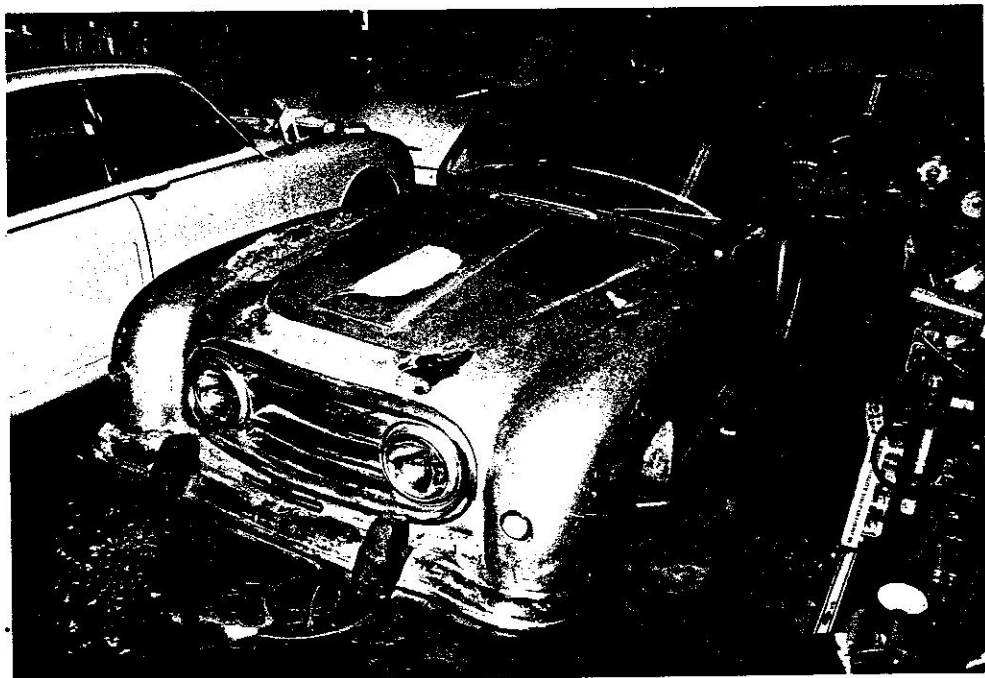
We've had an extremely busy summer this year restoring and driving 3 of our other cars (non-Nashes), but we have managed to have the seat reupholstered on the N.H., and we just got the engine back from the shop after a very difficult and expensive overhaul. I'll finish the door panels soon with the remaining leather, and complete the stripping of the paint. Then on to the sand blaster for the undercarriage. Hopefully, the body shop is on the agenda for the winter. I haven't picked out the shop yet - any suggestions from club members would be welcome!

I've enclosed a fairly recent photo of the Healey in our very crowded garage. As you can see, it still needs a little "touching up", but hope springs eternal! I'll send updates from time to time.

Thanks again for the forum, as well as your tireless efforts as editor. Even though it may not always seem so, we do appreciate you!

Sincerely,

Jeff Wells



The first real race was at State Fair Parks in Milwaukee and was a real first class event. I was of course in C production with all the Jaguars and there were a bunch of them including three very fast Jags which were always first, second, and third in most races. They put me back in about the middle of the pack for the standing start race for the big production cars. I recall as we all stood by our cars being heckled by some young guys who obviously didn't think much of Nash-Healeys. One remark was about me being run over when the race started. I invited them to come down and talk to me after the race was over. Those Jags could really haul me down the long straight, but I could go deeper into the corners, go through the corners faster and accelerate out of the corners right with them. Well, we didn't win gang, but we out ran all but the two fastest Jags in the Midwest, we lapped the fourth place Jag and at the finish line, I was about six inches behind the second Jag who was about the same distance behind the first place Jaguar. The crowd was on my side and we stole the show. The Jag drivers couldn't believe it and the fourth place guy was quoted to me as having said, "I knew I couldn't beat Jeffords and Gatz, but where in bloody hell did that Nash-Healey come from?" I believe third place was my worst finish that summer and never have I had such fun with a car. It was totally reliable, never broke in a race, required very minimal maintenance and was always noticed by all. One other memorable race was the Silver Lake Ice Races in February of 1955. We swapped the lead back and forth all through the feature race with a Cadillac Allard driven by a pro ice racer from Minneapolis and on the last lap I was leading the race and had the bad luck to be spun out in the last corner by a slow car. I managed to still finish third, but I certainly would have won except for the mental lapse of another driver.

I used to run with another Nash-Healey driver named Andy Rosenberger who had one of the LeMans Nash-Healey race cars. He ran it when I first knew him with the Nash engine which was super charged and went very well. Then he put a Packard V8 in it which was in it when I bought it a few years ago from Augie Pabst. I sold the car to Leonard McGrady who has it now and plans to put a good ole Nash engine back in it. Way to go Len!!

I sold my first Nash-Healey in 1959 when I got married. Bought a coupe in 1960, a 1954 model with the wrap around rear window. Sold that in January 1962 and bought my 1952 roadster which has had a 327 AMC V8 in it since I installed it right after I bought it. I still have this car, love the hell out of it, would not sell it, and I now have four sons who would disown me if I did. It got new paint and leather plus a new top just two years ago and I had it at Kenosha in July for the Nash homecoming.

I hope you will find all this a little bit interesting and can maybe use it to fill some space.

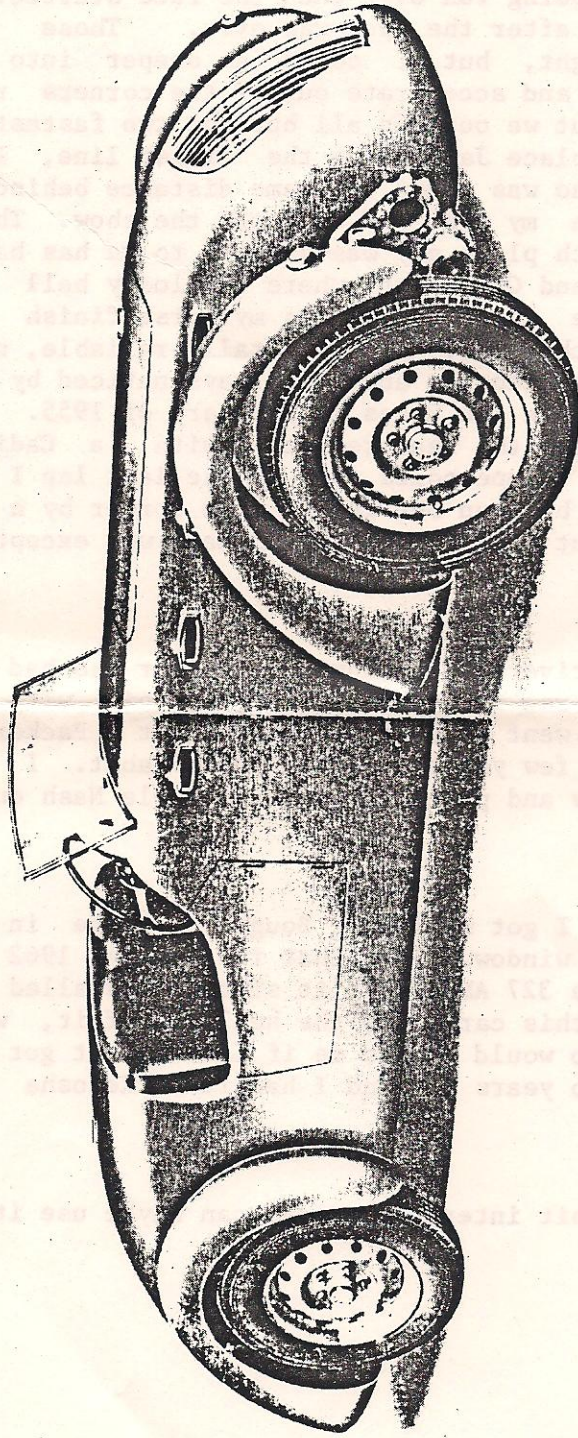
Regards,

Bob Loudon

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- |           |   |
|-----------|---|
| 1947. 1st | Rallye International des Alpes (2/3 Litre Category) |
| • 1st     | Targa Florio (Unlimited Touring Category) *         |
| 1st       | Mille Miglia (Touring Category)                     |
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- |           |   |
|-----------|---|
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| 2nd       | Rallye International des Alpes (2/3 Litre Category)                         |
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In addition to the above, under the official observation of the Automobile Club de France, a standard 2.4 Litre Healey Saloon covered a distance of 103.76 mls. in One Hour in Oct., 1948

**ENGINE.** Manufactured by Riley Motors Ltd., four-cylinder in line, BORE 80.5 mm. (3.16 ins.) X STROKE 120 mm. (4.7 ins.), 2.443 cc. (140 cu. ins.). R.A.C. rating 16.07 hp.

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The Company reserves the right to alter or amend this Specification without previous notice.

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## THE SUPERCHARGER FOR THE HEALEY 'SILVERSTONE'

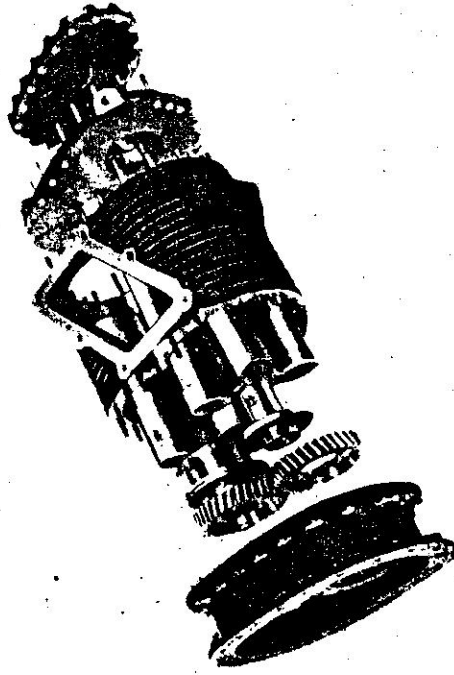
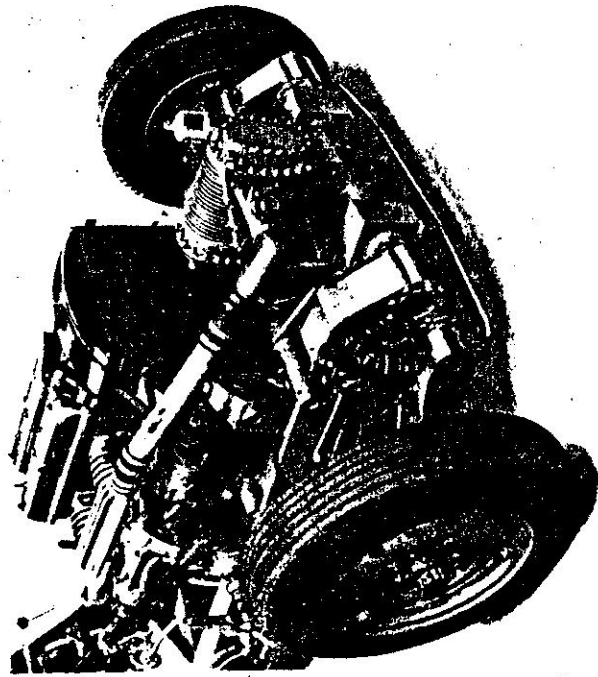
The Wade Vantor Supercharger can be supplied on Healey Silverstone Models, and also as a complete unit for installation on existing non-supercharged Healey Silverstone Cars.

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