



NASH
HEALEY
NEWS

Issue No. 39

Jan./Feb. 1987

Car club

LETTER FROM
CLUB MEMBER

9/86



Sorry to hear you are not getting too much in the way of goods for the news letter. I have not put much time in our Nash-Healey, but hope to this winter. The '35 Nash 400 has been getting most of the attention of late. There should (maybe) be a nice article about it in "Special Interest Auto" sometime after the first of the year.

As for the Healey meet held out here a few months ago - there is good reason for not hearing anything. It was your basic "no show"; only three people showed up, thus not much to report. There was a swap meet in the area that day also, but if one is to support the Nash Healey meet, a little extra effort would be appropriate.

The photo is of the '85 Grant NASHional in San Jose. The coupe in the foreground is our car, while the roadster is our first Nash-Healey. The Paradiso brothers in Lost Banos, CA own the car presently. The '54 in the back belongs to Sieg Wroebel. Carolyn McGregor's '53 had to stay home. Gordon was really under the weather and they had no cars at the meet. Saw him this spring and he is feeling and looking much better. Speaking of that meet, we surely enjoyed meeting and talking with Mike Feingold. I have been intending to drop him a line. We have the use of a super photo lab and I was thinking perhaps we could round up a few unusual, not often seen, or rare Nash Healey pictures for reproduction. They could be sold at cost or maybe a couple extra shekels to go in the club treasury. Well anyway, it's a thought.

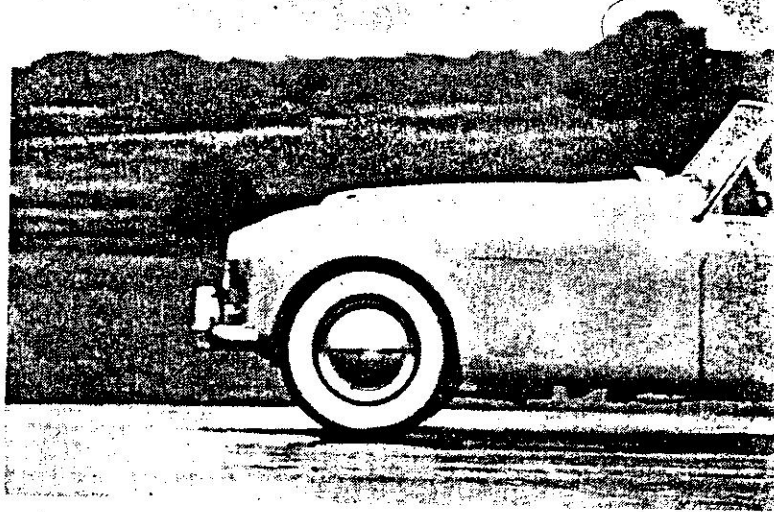
Attended the Monterey Historical Races last weekend and got to see a couple of Silverstones do their thing.

Had better close. Keep up the good work. Please place our needs in the next news letter's wanted list.

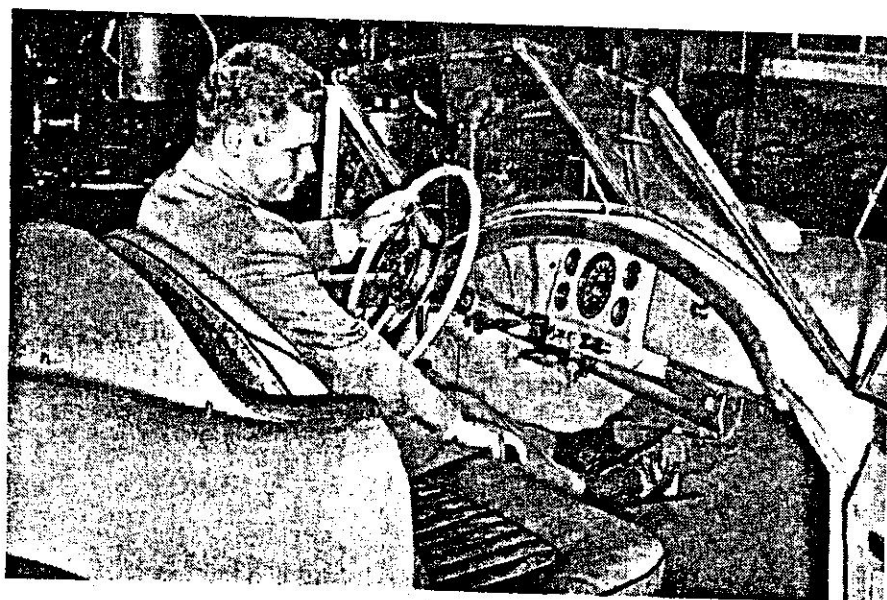
Best regards,
Lewis Long

PROVING GROUND SHAKEDOWN OF THE NASH-HEALEY

By Dick Van Osten



FRONT VIEW of car shows low chassis. Nash-Healey handles well, has plenty of reserve power



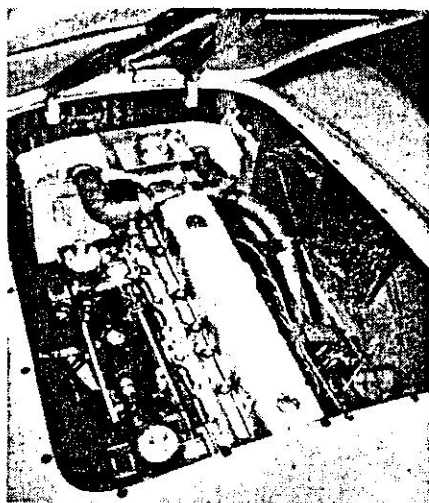
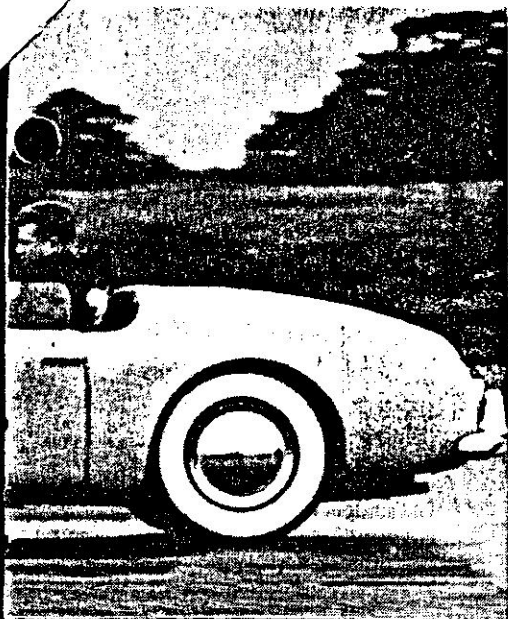
POSITION OF accelerator and gear shift lever is clearly shown here. Shifting is smooth and positive with short lever. Accelerator poorly located for quick action. Front seat accommodates three

WHEN WALT WORON, MOTOR TREND's Editor, returned from his annual pilgrimage to Detroit and points east, he had driven the Nash-Healey and suggested that we obtain the car for a Sports Trial. None being available on the west coast, I flew to Chicago to meet Bill Haworth, Director of Public Relations for Nash Motors. We drove to Kenosha, the Nash home plant, and out to the proving ground under threatening skies that finally broke open with the usual Wisconsin unpredictability. There went our Sports Trial.

The usual comprehensive tests of acceleration, braking, and top speed could have been performed under existing conditions but I felt that it would not produce a true picture. It's pretty hard to bang a sports car around on wet pavement and come up with any statistics that make sense. However, here are a few driving impressions gleaned on the outer track of the Nash proving grounds.

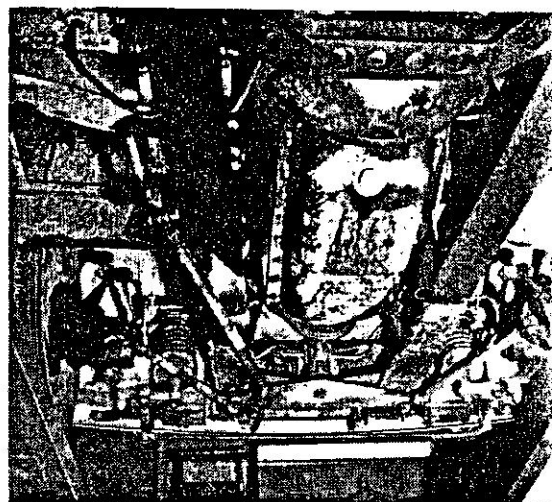
I like the Nash-Healey! Nash Motors has a potential success on its hands after a few more bugs have been worked out. At present, teething troubles are very much in evidence. The original radiator did not cool the engine properly and is being replaced by a larger capacity core. Trouble has also been experienced with gear ratios, not in the transmission, but trying to find an all-around rear end gearing. Many other details have provided problems for the combined engineering staffs of Nash and Healey. All in all, it is somewhat surprising that the two firms have not encountered more difficulties while trying to coordinate their problems over 3000 miles of land and water.

The item that left the best impression with me was the low speed torque. You can lug the car down to eight or 10 mph, kick it to the floor, and off it goes with no strain. This torque feature is one much



TWO BRITISH SU carburetors and 8:1 head are only modifications to 234.8 cu. in. Ambassador engine. Some competition versions in Europe have higher compression ratio and reground high-overlap camshaft giving claimed 125 mph

UNUSUAL STEERING arrangement is provided by the laterally located plate actuating two short tie rods, one to each front wheel. Front suspension is coil spring trailing link, rear has coil springs with substantial torque tube drive



demanding by the let's-not-have-to-shift American driver. Couple this with a power to weight ratio of 20.8:1 and you can see why the Nash-Healey 0-60 acceleration figures are in the under 10 second bracket. The best run I was able to get on a short stretch of dry pavement was 9.5 seconds, just barely dropping into high at 60 mph. In its present trim, the car is good for around 105 mph top. With a fully modified engine, the windshield removed, a belly pan and tarp, a figure of 125 mph has been claimed.

For fast cruising with an American engine, the Borg-Warner overdrive is a natural. I liked the idea of the positive horn ring control rather than pushing the accelerator through the floorboard trying to find a solenoid switch. The 4:1 rear axle ratio brings the overdrive gearing down to earth providing plenty of power

without continual downshifts to conventional.

The Nash-Healey rides far better than the average sports car without any apparent ill effect upon handling qualities. The front end goes and stays wherever you put it! The car that I drove would have handled a lot better if the steering wheel had been a little more resistant to movement. Until I had become familiar with this particular set-up. I had a tendency to oversteer, a liability that is not inherent in the design but did provide two or three interesting seconds on the wet Nash track. Tire clearance is being increased as the prototypes have a tendency to rub the wheel wells over choppy surfaces. This is typical of the very low chassis. The front sway bar clears a level road with only six inches to the good, the gas tank has a seven to eight in. clearance,

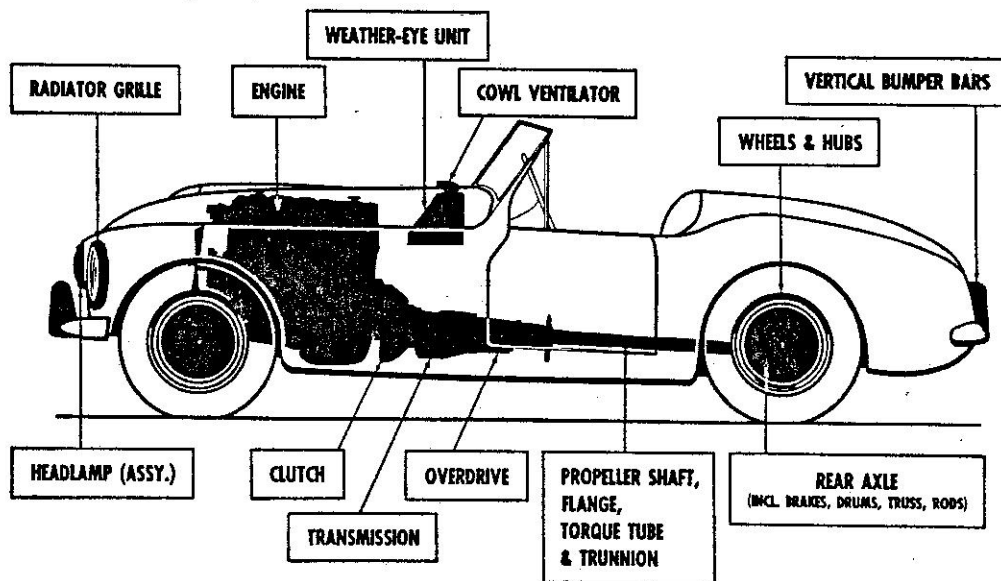
and the muffler only five!

The top folds completely out of sight behind the seat when not in use. Basically designed as a three-seater, the car has a fold-down armrest for use when carrying two persons. The leather upholstery is typically British as is the leather covered instrument panel. A normal complement of instruments is furnished, but I missed a tachometer during the acceleration trial. The windshield may be taken off for competition by the removal of the eight attaching screws, but the quarter windows remain fixed.

There are several other features that I would like to see the Nash factory change. The position of the accelerator between the clutch and brake pedals is almost impossible for anyone wearing over a 5AAAA shoe. Possibly the glass windows

(Continued on page forty-five)

ALL PARTS listed in this diagram are Nash built. Other components are made by Healy



Uniform Vehicle Code

(Continued from page thirty-seven)

in Los Angeles at 35 mph during rush hour but for the same speed in a 25 mph zone in Berkeley he will get a citation. This difference in enforcement effectively nullifies the gains made by adopting the Uniform Code, and leaves the motorist as badly confused as before.

In all matters concerning law-making the citizen is the final boss. You are the citizen and you are the one who will eventually make the decision on adoption of the Uniform Code in your state. Besides clearing up the confusions detailed in this article, adoption of the Code will make interstate buying and selling of automobiles much easier; protect you against drivers who, under some present laws, are not required to carry liability insurance or post bond in case of an accident; greatly facilitate the movement of trucks by eliminating some of the restrictive laws on size and weight.

The benefits are many. First, of course, is reduction of accidents. Secondly, there will be greater freedom from unexpected citations in your state and in others. Freedom, too, from all the minor irritations of driving under strange laws, trying to remember which reaction is correct for which locality. Finally, there is the feeling of security from the knowledge that in the event of an accident the other driver is financially responsible for damage he caused. These are worth working for—worth the few minutes required to write a letter to your representative in the state legislature, worth the time required to stir your civic group into action.

Nash-Healey Sports Trial

(Continued from page twenty-five)

could be done away with as they are not positive in position control and, in the aluminum body, will rattle in a few months. The steering post should have a vertical adjustment for greater comfort.

A little more research applied to this car and Nash will have a product of which they may be justly proud, and the re-entry of an American manufacturer to the sporting field should establish a precedent that others will follow.

GENERAL SPECIFICATIONS

ENGINE	
Type	Overhead valve 6
Bore and Stroke	3 3/8 x 4 3/8 ins.
Stroke Bore Ratio	1.31:1
Cubic Inch Displacement	234.8
Maximum Bhp	125 @ 4000 rpm
Bhp Cu. In.	.490
Maximum Torque	210 ft. lbs. @ 1600 rpm
Compression Ratio	8.1:1

DRIVE SYSTEM

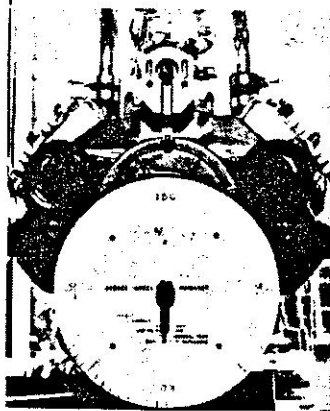
Transmission Ratios	Conventional three-speed
	Low—5.27:1, Second—1.55:1,
	Third 1:1, Overdrive—70:1
Rear Axle Ratio	Torque tube drive 4:1

DIMENSIONS

Wheelbase	102 ins.
Overall Length	172 ins.
Overall Height	52 3/4 ins.
Overall Width	66 ins.
Tread	Front—53 ins., Rear—54 7/8 ins.
Turning Radius	17 1/2 ft.
Weight (Shipping)	2600 lbs.

September 1951

At Last a DEGREE WHEEL!



We can build an engine like this
Send 25c for new wholesale and retail
illustrated catalogue

HONEST CHARLEY SPEED SHOP

1100 McCallie Ave., Chattanooga, Tenn.
Phone—Long Distance 4-6950

For setting your camshaft to the regrinders' own specifications.

THE ANSWER TO YOUR SPEED SECRETS

List \$19.95 NET \$12.95

Send money order. We will mail postpaid—or will ship C.O.D. in U.S.A.

EXHAUST BAFFLES

Retail \$3.95
PER PAIR NET \$3.00

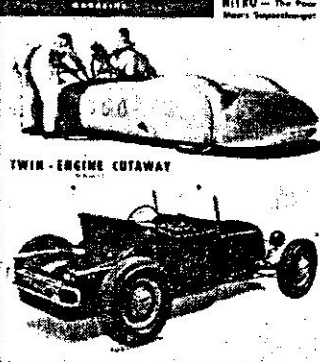
Fits in center of exhaust port of V8.
Cools engine, adding horsepower. Fits Fords or Mercs. thru '48.



Adjustable Steering Arm

Retail each \$19.95. Fits Fords or Mercs.
Lincoln-Zephyr thru '48. NET EACH \$14.95

HOT ROD



NITRO—The Poor Man's Supercharger

Some people refer to the use of nitrates and super fuels as "playing with dynamite." But to the boys of the hot rod speed trials, "nitro" is the solution for gaining that last bit of speed needed to keep them at the head of their class—if it works. If not, they're in trouble. Read what HRM Technical Editor Don Francisco has to say on this timely subject in the September issue of HOT ROD MAGAZINE on sale Aug. 17th.

Now A BIGGER, BETTER

Custom Restyling

MANUAL

GREAT
NEW 176 PAGE

1951
EDITION

OVER 350 PHOTOS, CUTAWAY DRAWINGS, SKETCHES
TREAT EVERYTHING FROM SPECIAL INTERIORS TO PADDED TOPS.

SPECIFIC CHANGES cover Crosleys to Cadillacs
Literally THOUSANDS of Comprehensive IDEAS

Post Publications

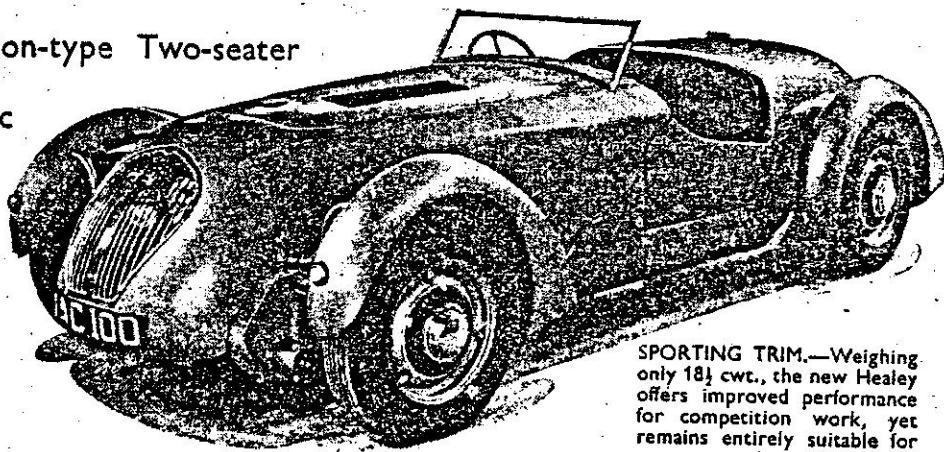
BOX 926-M, ARCADIA, CALIFORNIA

\$2
POSTPAID
Satisfaction Guaranteed

Light Competition-type Two-seater

to Sell at Basic

Price of £975



SPORTING TRIM.—Weighing only 18½ cwt., the new Healey offers improved performance for competition work, yet remains entirely suitable for normal road use.

New Healey "Silverstone" Model

MANY requests have been received by Mr. Donald Healey for a competition-type two-seater edition of the Healey, which would be suitable for normal road use but, at the same time, would lend itself particularly to the special requirements of drivers who run their cars in sporting events. Parallel with these have been other requests for a simple, practical body of good appearance, with equipment and trim on a scale which would enable the complete car to sell at a figure of under £1,000, and thus eliminate the incidence of double purchase tax.

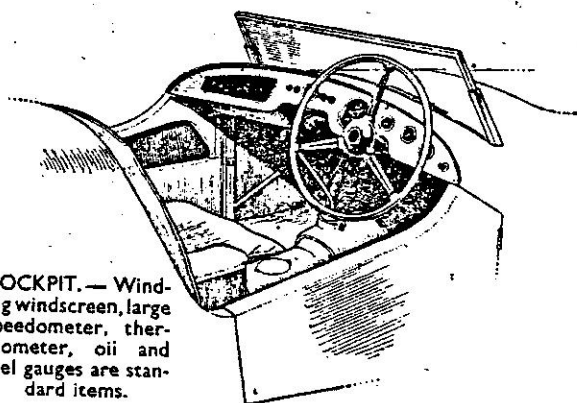
Both these demands have now been fulfilled in a single model—the new Silverstone two-seater—the first example of which Donald Healey himself is driving in the International Alpine Rally. In production form it will sell for £975, plus £271 11s. 8d. purchase tax, making a total of £1,246 11s. 8d.

In all its essentials, the chassis is standard except for an alteration to the tank mounting to suit the new body; this has enabled a bigger tank (17 gallons) to be mounted further forward, and has thus eliminated the rear extension of the frame which normally carries the tank. Other minor changes which will be found on production models of the new type will be the adoption of direct-acting Girling shock absorbers at the rear and stronger clutch springs for competition usage.

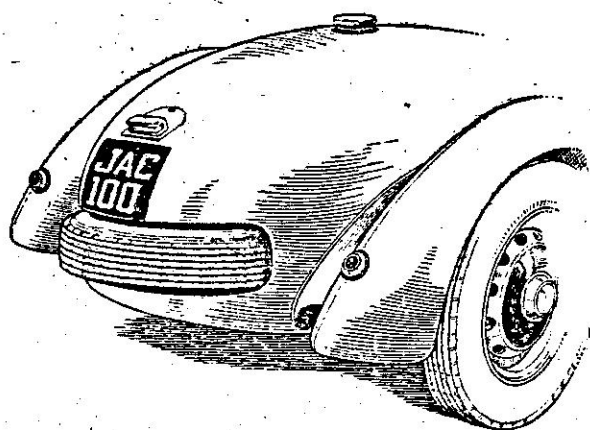
So far as the new body is concerned, this is intended purely and simply as a two-seater of businesslike but

not unattractive line, with readily detachable fared wings which can easily be removed either for sprint events or for maintenance work. This question of easy removal does not end at the wings, but extends to the entire body, which is attached to the chassis by approximately a dozen bolts and can be lifted clear with a minimum of disconnection. Except for a few essential leads with quick-acting terminals, for example, the entire electrical wiring is attached to the body and comes away with it.

The body itself consists of a stressed-skin shell of 16- and 18-gauge light alloy on a channel-section framework with tubular bracing. Fabricated by the Abbey Panel and Sheet Metal Co., Ltd., of Coventry, and trimmed by the Healey concern, it is light, strong and provides adequate leg room coupled with a width of



COCKPIT.—Winding windscreen, large speedometer, thermometer, oil and fuel gauges are standard items.

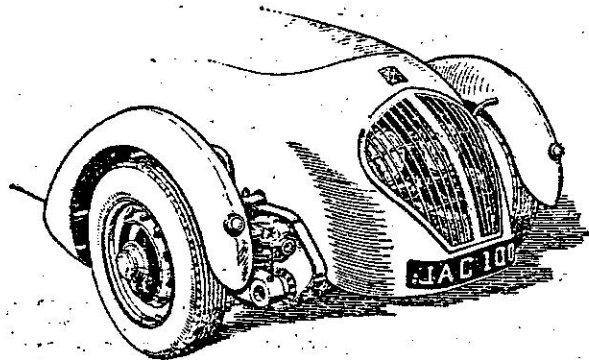


COMBINED USEFULNESS.—In addition to being easily accessible, the spare wheel is so placed that it finds use as a rear bumper.

39½ ins. between the cut-away doors. Behind the squab is a small space for essential luggage.

The driving position is of the type favoured by Continental racing drivers (with a 16-in. wheel relatively far forward), and a notable detail is the novel windscreen which is arranged to drop into the scuttle instead of folding flat. It slides in channel-section uprights, which enable it to be dropped into a light-alloy box or trough in the scuttle; in this position the depth exposed is reduced from 12 ins. to 6 ins., and the screen then merely acts as a wind deflector below the driver's line of vision.

No attempt, incidentally, has been made to secure a waterproof joint between the glass and the scuttle, weatherproofing having been achieved by the simple expedient of making the trough watertight and fitting



BEHIND BARS.—Twin headlamps are mounted behind the radiator grille, and interior ducting ensures a sufficient air flow to the radiator. On production models, small mud-deflecting spats, turning with the front wheels, may be fitted.

a drain pipe. The screen-wiper arms, which are operated by a rack from a separate motor, are recessed into small troughs of their own which drain into the main trough.

Another coachwork novelty is the way the spare wheel is recessed horizontally into the curved tail, so that the tyre protrudes some 2 ins. and forms an excellent bumper.

On a car of this type, head lamps present a distinct problem, the more so in view of the new regulations regarding height. On the Silverstone model these difficulties have been very neatly overcome by mounting the lamps (of 7½-in. size) behind the front grille and thus avoiding windage losses or cumbersome wing shapes, the wings in this case being of very light construction and carrying small side lamps only. Problems of accessibility have neatly been overcome by hinging the grille at the base, so that it may be swung open on the release of a single Dzus clip to give access to lamps and horns.

The space inside the nose has, incidentally, been ducted to ensure a good air flow through the radiator.

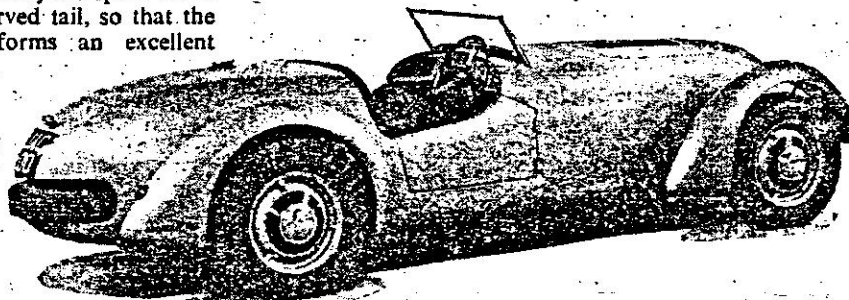
Engine accessibility is provided via a large and easily removed panel in the top of the bonnet.

A particularly important aspect of the front styling is that, in the interest of avoiding fade, there is no obstruction whatever to a free airflow to the front brakes, a further precaution being the use of ventilated disc wheels (which are, incidentally, shod with 5.50 by 15-in. tyres).

So far as equipment is concerned, a simple hood which disappears behind the squab is provided. The instruments include a large-dial speedometer, together with a thermometer, oil gauge and fuel gauge; the seat adjustment is a simple arrangement in which the cushions and squab are hinged together and located in alternative positions on the floor by dowels; tools are carried in a neat combined arm-rest and locker mounted on the propeller-shaft tunnel; and the usual remote-control gear lever and sturdy hand brake are retained.

Overall dimensions are: Length, 13 ft. 6 ins.; width, 5 ft. 2 ins.; height (to top of screen), 3 ft. 10 ins. The chassis is of standard wheelbase and track.

The Midland Editor was able to take Donald Healey's own car for a short run, and reports that the general feel and handling are particularly good, even for a



PRACTICAL.—In providing a machine for the enthusiast, practical features have been blended with a clean outline.

Healey, and that the effect of the economy in weight (the new model turns the scale at 18½ cwt.) is very noticeable on acceleration. This, coupled with a third-gear maximum of close on 90 m.p.h., enables unusually high speeds to be reached on short straights, whilst cornering and braking are of a very high order.

NASH-HEALEY WINS HONORS AT
LE MANS 24-HOUR RACE

(6/20/52)

LE MANS, FRANCE -- The Nash-Healey sports car took first place in its class and third among all entries in the recent (June 15) running of the 19th annual Le Mans 24-hours "Grand Prix d'Endurance" sports car race. Fifty-eight cars started the gruelling race and only 17 finished.

The Nash-Healey captured the Gold Cup award in the 3000 to 5000 CC class, with a Ferrari second, Talbot third.

In the overall event, Mercedes-Benz finished first and second, with the Nash-Healey third, average 91.5 mph for 2,190 miles over the eight and one-half mile course.

Piloted by Leslie Johnson and Tommy Wisdom, the Nash-Healey attained an average one-lap speed of 99 mph and 140 mph on a straight-away. It required no additional water, oil or mechanical adjustments during the entire race.

The Nash-Healey was powered by a 1952 Dual Jetfire Nash Ambassadors engine, with dual carburetion and aluminum cylinder head with a compression ration of eight to one.

For the third consecutive year a single Nash-Healey entry in the Le Mans race placed high among the leaders in the classic event. Last year the Nash-Healey placed sixth and in 1950 took fourth place.

For many years the Le Mans race has been the outstanding sports car speed event in the world. The first race was held in 1923 and after a 10 year lapse from 1939, the event was resumed in 1949.

NOTE FROM EDITOR

The above article was printed stating a few more facts about the Le Mans 24-Hour race which was not included in past articles. I do not know who sent me this article but would like to give credit where credit is due. If the person who sent it would drop me a short note I will mention it in the next newsletter

LETTER AND CLASSIFIED AD FROM MEMBER

Since you are the editor of this club and know a lot of people that own and would like to own Nash automobiles, I was wondering if you could help me out.

I have a 1928 Nash Special Six Series 330 Roadster that I am going to sell. I am the second owner and originally bought the car in Nashville, Tennessee where it had been sitting in a garage since 1948. I have the Nash book that came with it from the factory. I started restoring this car eight years ago. It has the original yellow paint with black fenders and wide red stripe, and 20" wire wheels. We have not started any body work, but all the chrome work is done, six new tires and tubes, new special made hub caps, motor completely overhauled ready to set back in the car. The carburetor has been restored by professionals, and it even has a gold plated throttle knob. The pressure plate and clutch have been overhauled. All this car needs is body work. The springs for the seats are in good shape. The floor board is rusted out in places. The steering wheel, generator and starter have been restored and the radiator is perfect. So what else can I say.

The top bow's are wood and in good shape and I have new top material for it. This car will make someone a cream puff. If you know of someone that might be interested have them contact me direct.

Taylor Moore
963 Ironwood Drive
Bowling Green, KY 42101

CLASSIFIED

FOR SALE: One Nash-Healey hood handle in generally good condition, but some pitting. Sixty-five dollars or best reasonable offer. Howard F. Kapso, 1323 Home Ave., Berwyn, IL 60402

WANTED: for 1953 Nash-Healey coupe - inside rear mirror, tail light lens (type with added small reflector), and moon-type Healey wheel covers (must be in great shape): Lewis Long, 3707 Cefaeu Dr. - San Jose, CA 95124.