

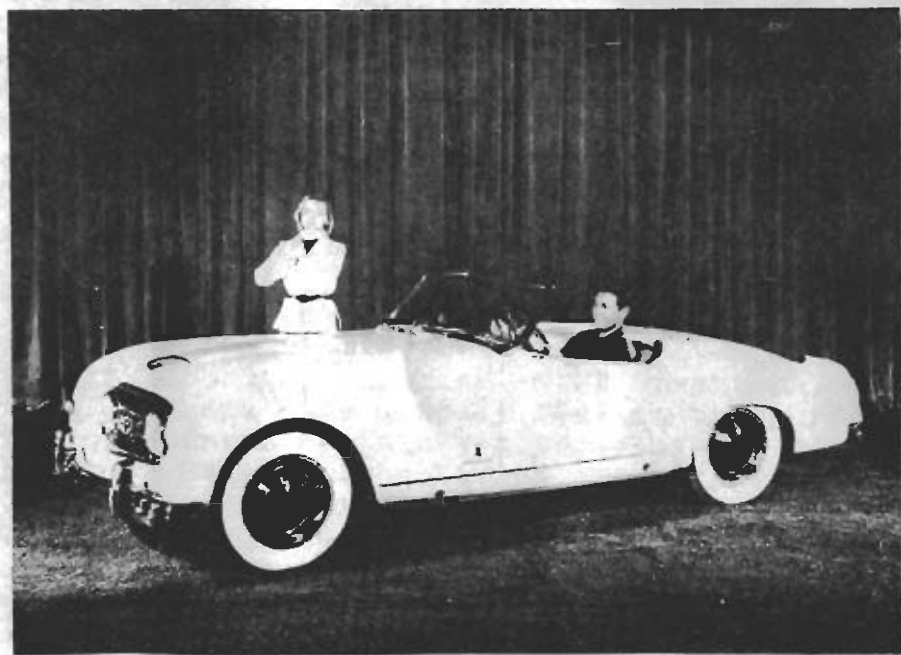
NASH-HEALEY

CAR CLUB

MAGAZINE

VOL. 1 NO. 3

MAY-JUNE 1970



1952 N-H FARINA SPORTS ROADSTER

The Nash-Healey Car Club Magazine is the official publication of the Nash-Healey Car Club, and is published bi-monthly. It is sent free to all paid up members of the Nash-Healey Car Club.

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Nash-Healey Car Club Magazine
Vol. 1 No. 2 May-June 1970

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Nash-Healey Car Club-NEWS and VIEWS
-Editorial

Well Spring is here, and the 1st. annual Nash-Healey car show will be held on April 25 at the Grandview Speedway, 2 miles N. of Boyertown, Pa. Several members have already sent in their registration forms, I certainly hope we have a good showing of Healeys. John Kerins, our Mid-West Rep. will be coming in from Indianapolis, Ind. I might mention the fact that there is a fine camp site only 1/2 mile from the show area, rates are reasonable. This may be of interest to members coming a long distance. I would also like to announce that we will try and hold a brief business meeting at the Spring Meet.

While we are on the subject of Nash-Healey meets, I received a letter from Dick Zimmerman of the Lakes Sports Car Club of New Jersey. He confirmed our arrangement to hold our Eastern Reg-

ional Fall Meet, at the Woodbury Auto Show in Woodbury, N.J. Sept. 19, 1970, complete details on this in the next issue.

Some members will remember back in Oct. & Nov. when we were just getting organized, I said we would try to hold a National Meet in 1970, O.K. hold your hats, the 1970 Nash-Healey National Meet will be held in Indianapolis, Ind. at the worlds famous Indianapolis Speedway on Aug. 9. The new Nash Car Club will also hold their National meet at the same time. I think this is terrific, and I hope every member will do his best to attend this 1st. National Meet. Our Mid-West Rep. John Kerins is arranging the meet, and we will have all the detail in issue no. 4, but start planning for the meet now.

I would like to thank the editors of Car Life for the write up in the March issue, we have had good response from the article. I would again like to encourage all members to write to all the car magazines about our Nash-Healey sports cars, we need all the publicity we can get.

I sent Mr. Bernard A. Marvin, Editor of the Atlantic Auto Advertiser a copy of our first issue this was his reply "Thanks so much for the excellent Nash-Healey Mag. Vol. 1 No. 1 perhaps this issue will someday be a collectors item. In any event, we appreciate the issue and would like to receive all of the issues. We have inclosed a check for the \$4. Mr. Marvin has also made our club a very special offer if any Nash-Healey club member or any of their friends subscribe to the Atlantic Auto Advertiser at the special rate of \$2.00 a year, the club can keep 50¢ on each subscription. So send in your subscription today, not only will you enjoy this fine car magazine, but you will be helping our club.

The Nash-Healey Car Club is not only a National club, but now we are International with a member from the Virgin Islands, Howard C. Hensley. We have also received letters from several other countries, Prof. Antares Parvulescu of the university of Hawaii, wrote he had owned 2 N-H's and that they were great cars. Also from Sao Paulo Brasil, Jose Rubens wrote and ask for information on the club. I also received a letter from the

Healey Register of England and a letter from a fellow in Canada. Jim Kohlmeier of the Evensville Courier and Press wrote asking for details on the club. I feel all of this interest definitely proves there are still many people interested in Nash-Healey Sports cars.

And I do not want to forget Kent C. Martin, the Pres. of the old N-H Assn. is also now a member of our club, Kent has been a real N-H enthusiast for many years, I know he will be able to contribute much knowledge on Nash-Healeys to the club.

John Conde of American Motors sent along some interesting information on N-H along with a fine poster depicting the 1953 Nash and Nash-Healey cars, he mentioned that he enjoyed the N-H Mag. very much, but suggested being more careful on the spacing, will do. We also appreciate helpful counsel. I hope all members will continue to send in their news and view for the magazine.

R.M. Kauffman, Editor

The Fabulous Pinin Farina

In every field there is always one man or one company that stands out, the best in the business so to speak. If you notice the Rolls-Royce advertisements for example, very simple, just a picture and the words "the best car in the world" and so far no one seems to dispute that fact over the years. In the sports car field, as to body design two words say it is one of the most beautiful sports cars built, those two words are Pinin Farina. When Nash Motors decided to change the body style of the Nash-Healey sports car in 1952 many sports car designers were considered, but Pinin Farina was chosen. You might say Farina is to sports cars, like body by Fisher is here in General Motors cars.

Pinin Farina is gone now, but his creative greatness lives on. And the Farina co. is still turning out fine body styles in sports cars.

But what of the man behind the fabulous Nash-Healey bodies from 1952-54. Farina was a quiet

ruddy complexioned, stocky man, and certainly was admired by every one that knew him. Pinin Farina was born in Turin, Italy in an area when the gas buggy was still a rarity on the roads. By birth he had an affinity with the art of mobile design for his father owned and operated a coach making business. In early youth, Pinin was more interested in how fast a car would go rather than its design. He found out—as a racing driver—and a good one. But his father's coach-building business soon exerted the greater influence.

As the automobile assumed a more important role in the customs and economics of the world. Farina followed its development with much interest. He soon diverted his father's establishment into the business of building the bodies for cars. At the time Farina was building the bodies for Nash-Healey he employed 650 men in his Turin plant, and was building about 100 custom bodies a month.

Farina bodies are well known all over the earth. His custom bodies were and are as much sought-after by royalty as by notables of the stage and screen. In his years of creating car bodies, his work has been seen on the Crisitalia, Alfa-Romeo Lancia, Fiat, Simca, Jaguar, Bentley, Rolls-Royce Ferrari and of course Nash-Healey.

The true mark of greatness is not only how good a sports car looks new, but how good will the body style look 10 or 20 years later. In this respect I feel the Nash-Healey is just as outstanding today in 1970 as it was in 1952.

Just as a painter with oils or a sculptor with stone understands his medium Pinin Farina understood his medium—the automobile. The individuality without sensationalism. A Farina car distinguishes it with eye pleasing lines and form. Farina himself described his cars as "functional design" I think we can all agree with that, but perhaps we could add the terms grace and beauty. All of us Nash-Healey owners are very grateful for Pinin Farina's creativeness and contribution to the Nash-Healey story.

Part 3

In 1952 the Nash-Motor Co. made a dramatic change in the Nash-Healey sports car, not in engine (this came later) but in the body and style. Even though the '51 English body by Healey was very well accepted, Italian body styles were getting more and more popular. After considering many different Italian sports car body stylists, Nash decided to have Pinin Farina design and custom build the bodies for the 1952 Nash-Healey sports Roadster (as no hardtop model was offered in '52) in his Turin, Italy plant.

It might be noted at this point that there were no Nash-Healey sports cars built from April 1951 to January 1952. A total of 150 of these Farina Roadsters or as some refer convertibles were built, we believe at least 100 of these still exist.

The new Farina designed Nash-Healey was shown for the first time at the Chicago Automobile Show in February 1952.

With the Nash-Healey sports car now in its second year of production, it was still a year ahead of the Corvette and two years ahead of the Ford Thunderbird.

By this time, the Nash-Healey was truly now an international car. The engine and main parts were manufactured by Nash at its plant in Kenosha, Wis. then shipped to Warwick, England, where the chassis with "trailing link" front-end suspension was added by the Donald Healey Co. (it was this terrific suspension system that gave the Nash-Healey such outstanding cornering ability) the chassis with engines were then shipped to Turin, Italy, where the custom body was built by hand in the Pinin Farina plant.

Some of the colors offered in 1952 were Champagne Ivory, Maroon, Baby Blue, and Mint Green, as to the interiors they were genuine leather in Morocco Green and Saddle Tan, and possibly Black.

The 1952 Nash-Healey sold for about \$5,500 this depending on location. But it has been rumored that the Farina bodied Nash-Healeys cost the Nash Motor Co. about \$9,000 each, of course the Nash Co. made no comments on this.

1952 was a good year for the Nash-Healey cars both in sales and also on the race track. In France on June 14, 15 a special bodied N-H race car was entered in the LeMans, and under the able direction and management of Donald Healey and the skillfull driving of Leslie Johnson and Tommy Wisdom, who brought the famous no. 10 home to 3rd place, this was truly one of the best showings ever for an American powered sports car. In issue no. 5 we will have a special issue on the racing achievements of Nash-Healey.

It seems that most of Nash-Healeys were sold through the big city Nash-dealers, I know the one I have was originally bought in Phila. Some buyers had to wait quite a while and had a lot of difficulty in getting delivery from some dealers, in fact about all many of the small Nash dealers saw of the Nash-Healey was in the sales bulletins and manuals put out by Nash.

A point of intrest to all '52 N-H owners on the engine. Nash used two diffrent size engines in the '52 models. A few (I suspect between 30-40) of the early '52 Healeys had the 3.8 litre or 234.8 cubic in. engine. Often refered to as the "small six" the same size as all of the '51 N-H had. This type had twin S.U. carbs. It would seem some owners had trubble with the S.U.s, however I have a '52 Farnia roadster, and have had no trubble at all with the S.U.s. The majority of the '52 Nash-Healeys have a larger bore 252.6 or 4.1 litre engine with a pair of Carter side draft carbs. Now according to American Motors the way to asertain which engine you have is to check the cars serial and engine numbers. If the serial number is under N2250 and if the engine number is under 1163 you have the 3.8 engine, higher no. is the big 4.1 engine. There seems to be a slight error here for my car has S.U. carbs and a 3.8 engine and my serial no. is N2255! any comments on this.



Nash-Healey on the Track

Club member Bob Loudon sent in a very interesting letter describing his experiences in racing his Nash-Healeys, I use the plural because Bob has had 3 of them, 2 '52 roadsters and a '54 Le Mans hardtop. Bob was also a member of the old N-H Assn. back in 1958.

Bob mentions how in the early '50s, he ran a regular six cylinder N-H in C competition with the Jaguars and always finished in no lower than 3rd. and often won overall. This would really get everybody shook up as the Jags. were supposed to be the hottest cars around in those days, the Nash-Healeys were just nice little road cars.

Bob entered the Ice Races at Silver Lake, Wis. in 1955. It was bitter cold and the track slick. Also entered in that race was one of the orig. N-H LeMans cars, the one that had the Healey Silverstone body. It belonged to a fellow named Andy Rosenburger, he later put a Packard V-8 engine in it, but according to Bob it never did very much.

Don Shogmos was also in this race with his Chrysler-Allard, which had a big Hemi engine, his car was very fast, but Bob said he could out corner him every time and kept passing him time after time. Bob and his Healey were leading the field on next to the last lap. Then just before the finish in the very last corner, a supercharged M.G., which we had both lapped umteen times got in our way and spun us both out. I finally got going again, but the Allard beat me to the finish line and a 300 SL Mercedes passed me not more than 10 ft. from the finish line. So I had to settle for 3rd overall and 1st in my class. Except for the M.G. incident I would have won.

Bob also entered the Rockford Hillclimb, and took 3rd place out of some 90 starters, he said the Healey ran great, and he beat all of the Corvettes except one competition car.

In June of 1965 Bob entered the famous Road America race at Elkhart Lake, Wis, Running with a modified 327 Ambassador engine in his no.76 N-H. This race was for class C modified sports cars. And some of the countries best drivers and top cars were entered, names like A.J.Foyt, Jim Hall, Hap Sharp and a host of others. So to enter a 14 year old street machine took real courage.

The race started with a field of 44 cars, Bob started out 40th, and with skillfull driving and the excellent cornering ability of the Nash-Healey, came into the finish in 13th place. I guess some did not even think the Healey would finish let alone beat 31 of the best cars in the country.

Bob mentions for the benifit of any N-H owner thinking of changing engines, the 327 V-8 was 30 lbs. lighter than the six, starts quicker, runs quieter and of course is much faster. He added, he had installed 1955 Chrysler New Yorker wheels on the Healey, which fit fine and are 6in. wide. Bob has had good success with Michelin X tires.

Bob is a real Nash-Healey enthusiast, in fact he says his whole family is. They have really had a lot of fun and enjoyment with the Healeys over the years, Bob says he would probly have to move out if he ever sold the Healey.

Our thanks to Bob Loudon for sharing his fine racing experinces with us, I hope more members will send in articles, stories and other information we can use in the Nash-Healey Magazine.

Special Notice

Mr. John Conde of American Motors, informs me that You can obtain copies of photos of Nash-Healey cars all models in 8x10 glossy finish for \$1.50 each, Nash-Healey parts catalog is \$2.50, copies of American Motors family album are \$2.00 each. All items can be ordered from American Motors Detroit, Mic. attention John Conde, Public Relations

Technical Tips by Bruce Hampson

Inorder to work on and maintain our cars, you will need the proper tools. If you own a 1951 "English Aluminum", you need two sets of tools, a set of standard S.A.E. tools for the engine and most of the running gear, and a set of Whitworth tools for the body, chassis and the S.U.

carbs. If your car is a Farina bodided model, you need three sets of tools, a set of S.A.E. wrenches for the engine and most of the running gear, a set of Metric tools for the body, and Whitworth wrenches for the chassis (and S.U. carbs on the early 1952 cars)

You surely have a set of standard American S.A.E. tools, and by now Metric wrenches are no longer a mystery to most of us, but Whitworth, a British system of nuts and bolts, is little known today, and unless you are an old timer with this type of English car, you have probbly never heard of it. The Whitworth system was phased out around 1955 and replaced with a system called "British Unified" that is almost the same as our S.A.E. nuts and bolts. Therefore all English cars imported in the last 15 years will take our common, ordinary, everyday wrenches. There is a small difference between "British Unified" and our S.A.E., But it is rather technical in nature and not germane as far as we are concerned.

Car Show Calendar

- April 25- 1st. Annual Nash-Healey Spring Show & Swap Meet-Grandview Speedway, 2 miles N. of Boyertown, Pa.
- May 1-2-12th. Annual Apple Blossom Meet, Winchester Va.
- May 30- 20th Annual Pebble Beach Concours d'el- egance, Pebble Beach, Calif.
- Aug. 9- 1st. Nash owners club and Nash-Healey car club National Meet, Indianapolis, Ind.

Nash-Healey Car Club CLASSIFIED Section

Please note all advertising in this section is FREE for all members. Adv. for non-members is 5¢ a word. So if you want to buy, sell or trade a car parts or literature use the N-H Classified. Send all adds to: Classified, Nash-Healey Car Club, R.D.2. Boyertown, Pa. 19512. All adds must be in one month ahead of issue.

Nash-Healey cars for Sale-

1954 N-H LeMans hardtop coupe. Some collision damage, but very restorable, or perfect parts car. Call or write for details. Bruce Hampson, Brower Ave, Mont Clare, Pa. 19453 Ph. (215) 933-8772

1952 N-H Farina roadster, needs shocks, 75,000 orig. miles. Car is in good shape. Can be seen in Washington. price \$2,000. write-J.F.Tims, Box 304, Louisa, Va. 23093

1954 N-H LeMans hardtop coupe, excellent orig. 60,000 miles, new paint and interior. Reasonably priced at \$1,100 firm-Harvey Lee Baron, 4601 W. Hawthorne Circle, Hollywood, Fla. 33021.

1953 Nash-Healey Farina Roadster, color Bing Cherry w/Black cloth top, orig. Tan leather upholstery. 43,000 orig. miles, very good mechanical condition, never raced or wrecked, never driven in foul weather. 3 speed trans. w/Laycock overdrive. \$3,000 firm or trade for new AMX or drophead Morgan. write- Paul M. Jensen, Sierra Route, Oakhurst, Calif. 93644 or Ph. area 209 683-7573.

1954 N-H LeMans hardtop, inspected, looks good, but is rusted underneath. price \$900 for details write Dave Baston, 109 Darwin Ave. Merritt Island, Fla. 32955

Nash-Healey cars Wanted-

Any type of N-H sports car, must be in driveable condition. send complete details to-Theodore E. Benoit, 7 Lewis St. Cohoes, N.Y. 12047.

Our goal-100 Nash-Healey Club members by 1971

Nash-Healey parts for Sale-

one rear coil spring, several "LeMans" scripts for the front fender, one right front shock, Several heater air deflectors (the ones that go under the dashboard) one oil filler dipstick, about 10 wire wheel covers, one windshield wiper motor, one out headlight door rim for right side. Note-all parts are New, Many other new Nash-Healey parts are still available-write describing needs to-John Kerins Indianapolis Rambler, Inc. 342 E. Market St. Indianapolis, Ind. 46204.

Brand new radiators in orig. cartons for all year N-Hs. price \$50.00 inc. shipping. Jack hole plugs-each Farina bodided car takes 4, price \$1.50 ea. Bruce Hampson, Brower Ave, Mont Clare, Pa. 19453.

Nash-Healey parts Wanted-

N-H parts for '53 coupe, King-pins, front shocks 2 Pinin Farina emblems-Post J. Wright, PO box 605 Wrightstown, N.J. 08562.

Nash-Healey front stablizer bar and crossed flags trunk emblem-Allen Glenney, 921 Egyptian Way, Grand Prairie, Texas. 75050

Nash-Healey engine for '51 conv. consider either with 2 S.U. carb. or single side-draft Carter. Need engine with overdrive trans. in good cond. Send all details to-Kent C. Martin, 755 N. Gladstone Ave. Aurora, Ill. 60506.

Complete exhaust system for 1954 N-H hardtop, prefer new if possible. write-Burt Horman, 1100 Terrace Dr. Lynden, wash. 98264.

For '52 N-H Conv. small metal screw part #311 6220 for left door, front trim plate, also ash tray knob and screw-write-R. Lee Aston, Box 34, Elberton, Ga.

Complete seat for 1953 N-H conv. also tan leather to re-upholster same-John C. Hogan 801 E. 2nd. St. Pass Christian, Miss. 39571.

Nash-Healey parts wanted-

Tie rod(drag link)ends,left and right threads,
Nash part #10,126..5115156& 3115137 at least one
of each-write-John M.Kerins,342 E.Market St.Ind-
ianapolis,Ind.46204

Cross-flags insignia for trunk,Pinin Farina script
Nash-Healey grill emblem,rear shocks,trunk lock
one front parking light lens.all for '52 N-H con.
James A.Talarico,6807 Pearl Rd.Southland Shopping
Center,Cleveland,Ohio.44130

Direct signal lite switch,driver window cable,and
complete wiring harness-Harvey Lee Baron,4601 W.
Hawthorne Circle,Hollywood,Fla.

New alum.head for '52 N-H conv.also rear shocks
and new springs-write-H.R.Blackburn,M.D.109 John
St.Noblesville,Ind.46060

Nash-Healey Literature Wanted-

1953 Owners manual-Chris J.Nizic 7803 Murray Park
Dr.San Diego,Calif.92119

Literature on '53 N-H roadster-Massaaki Hotta
Calvin Rd.weston,Conn.06880

Nash-Healey and other Literature for Sale-

1 1951 N-H shop manual,dirty but complete and
firm,very legible-Kent C.Martin,755 N.Gladstone
Ave.Aurora,Ill.60506

About 300 R & T & mic.car mag.the lot \$50.00
issues from 1954-67-Dave Baston,109 Darwin Ave.
Merritt Island,Fla.32955

In the next issue.....

Nash-Healey in the Movies

the modified Nash-Healey

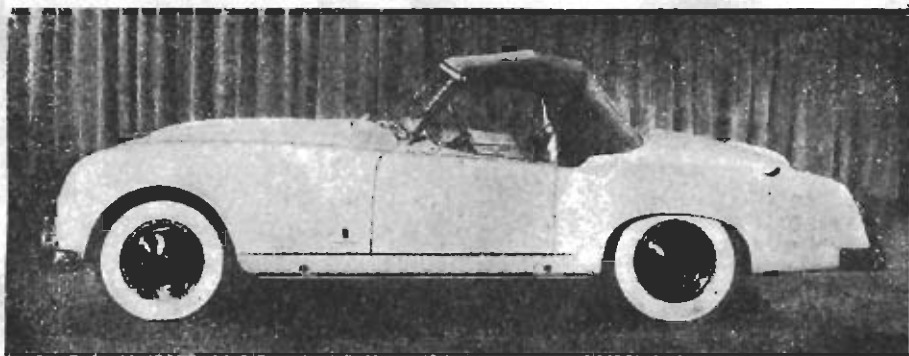
photos and story on the Spring Meet

and more

1952 NASH-HEALEY WITH ITALIAN COACHWORK

UNVEILED last Saturday at the Chicago Motor Show, this latest version of the Nash-Healey has Pinin Farina coachwork. The sleek body lines characteristic of this leading Italian

coachbuilder's products go with the established Nash-Healey chassis, the Nash engine and many other mechanical components being of American manufacture built into a British-made Healey chassis at Warwick. Recent design improvements include an increased cylinder bore of 89 mm., giving much improved torque and a peak power output of 135 b.h.p. from 4.1 litres displacement, and the installation of larger American-made brakes. Production of this Italian-bodied model in substantial numbers is planned, first deliveries being promised for late Spring.



NASH-HEALEY
NATIONAL MEET
INDIANAPOLIS SPEEDWAY
AUG. 9 1970