

Nash-Healey



JUNE 2010

NEWSLETTER

This bi-monthly publication is produced by the Nash Healey Registry. In order to continue receiving this Free newsletter, please register your Nash Healey by completing the form on the last page of your newsletter or by sending your information to jbrookes@moradnet.ca. The purpose of this newsletter is to inform owners of the registry, to encourage participation and to create a network through which Nash Healey owners can connect and share information.

MOTORSPORT MAGAZINE ARTICLE - JULY 1952

The Nash-Healey Farina sports car is the latest example of the two-way street of design and engineering that stretches between America and Europe.

The man behind the body-design is 56 year old Pinin Farina, a silver-white haired ruddy complexioned and stocky Italian. The quiet, affable Farina is well-known for his work that literally covers the globe. His custom bodies are as much sought-after by royalty as by notables of stage and screen. In his years of creating car bodies, his work has been seen on the Cisitalia, Alfa-Romeo, Lancia Aurelia, Fiat, Simca, Jaguar, Bentley & Rolls.

For many months, Farina and the engineers and designers at Nash have been working together on the 1952 Nash Ambassador and Statesman. The results of that collaboration are now on the roads, fresh from dealers' showrooms, the first time an American automobile company has commissioned a foreign designer to style its car for mass production.

Farina was born in Turin in an era 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 bodies for automobiles. Farina now employs 650 people in his plant in Turin where about 100 custom bodies are produced each month.

Just as a painter with oils or a sculptor with stone understands his medium---Pinin Farina understands his medium--the automobile. The individuality without sensationalism of a Farina car distinguishes it with eye-pleasing line and form. Farina, himself, describes his cars as "functional design". He practices what he preaches.

REGISTRY UPDATE

Almost a year has gone by since the beginning of this project at the NCCA 2009 Grand Nashional. Throughout the year we have compiled a list of 358 Nash Healeys which are believed to still exist – we have verified through the Registry a total of 92 and will continue to encourage participation. A Roster will be compiled soon and sent to all Registered Owners.

NEWSLETTER

I would encourage everyone to send articles and photographs for inclusion in this newsletter. Events in your area make for interesting articles. A newsletter is only worthwhile if it engages the reader and contains interesting and informative information. Please send information and feedback to jbrookes@moradnet.ca



1951-55 Nash-Healey Production & Major Specifications

Model	Wheelbase	Weight	Price	Prod.
1951 roadster	102.0	2690	\$4063	104
1952 roadster	102.0	2700	5868	150
1953 convertible	102.0	2700	5908	162 ¹
1953 LeMans coupe	108.0	2970	6399	
1954-55 LeMans coupe	108.0	2970	5128	90 ²
Engines	Bore × Stroke	bhp	Availability	
L6, 234.8	3.38 × 4.38	125	1951-52	
L6, 252.6	3.50 × 4.38	140	1952-55 ³	

1: combined production; body style breakdown not available. 2: production terminated August 1954; total includes 1954 models sold as 1955s. 3: from serial #N2250 and engine #1163.

The following information on Nash Healey production figures has been reproduced from the January 1983 issue of the Nash Healey News.

REVISION REGARDING NASH-HEALEY HORSEPOWER RATINGS by Michael Feingold

All 1951 Nash-Healeys and those 1952 and 1953 models equipped with the 234.8 cubic inch engine and S.U. Carburetors were rated at 125 horsepower. Nash-Healeys with the 252.6 cubic inch engine and Carter Carburetors were rated at 140 horsepower.

CORRECTIONS - Issue No. 11, Page 2 - REDBOOK NATIONAL MARKET REPORTS, Particularly notes #2 and #3 by Michael Feingold

Most Nash-Healey owners are aware that sometime during production of the Farina-bodied cars the Company began to supply Carter in place of S. U. carburetors. Considerable confusion exists and inaccurate information has been printed concerning exactly when this change came about. Subject to the accuracy of Factory data and based on field observations by the Writer the following story emerges.

Production of 1953 roadsters began with chassis N-2310 and engine NHA-1325. This means not only that all 1952 models were equipped with S.U. carbs but also that the first 20 1953 roadsters (N-2290 to N-2309 inclusive) were too.

The first regular production coupe began with chassis N-3000 and engine NHA-1223. Installation of Carter carburetors was initiated beginning with chassis N-3024 and engine NHA-1247. This indicates that the first 24 coupes (N-3000 to N-3023 inclusive) were equipped with S.U.'s. It must also be mentioned here that at least two 1953 coupes with similarly unique styling features were constructed on what ordinarily would be considered 1951 model chassis. This would bring the number of S.U. equipped coupes to 26. As will be shown later these two Nash-Healeys may share yet another exclusive property.

In order to complete the story a further complicating factor must be introduced. Although it has been written that the switch to Carter carbs. occurred during the 1952 model year evidence has been presented showing that the change was not made until 1953 production was underway. However, an important mid-year increase in engine displacement, from 234.8

CORRECTIONS - Issue No. 11, Page 2 - REDBOOK NATIONAL MARKET REPORTS (Continued)

to 252.6 cubic inches, was instituted beginning with chassis N-2250 and engine NHA-1163. One is now drawn to the conclusion that although all 1952 roadsters may have been equipped with S.U.'s they were available in two engine sizes with the last 40 cars (N-2250 to N-2289) having the 252.6 cubic inch engine.

Lacking evidence to the contrary it is assumed that all coupes were equipped with the larger engine with the exception of the two unique models discussed above.

Author's Note

Although the preceding information is based on the most reliable data currently available the reader is cautioned that even though supplied by Nash Motors it is sometimes found to be inaccurate, contradictory, or incomplete. This is especially true where the Nash-Healey is concerned.

In addition, one finds the results of an attempt to compile an accurate numerical list of Nash-Healey engine, chassis, and body numbers riddled with inconsistencies. The more numbers we can gather the more accurate will be our knowledge. This is why the Club urges members to send in all available identification numbers from their cars.

CORRECTION - Issue No. 11, Page 2 - under Note #5 by Michael Feingold

Price of the 1954 model was listed as \$5,125.05. The correct number is \$5,128.05.

The following tips are included in reference to overheating problems as covered in the on-line discussion group. Two solutions from owners are included. For interest sake, I have included at the bottom of the page an article from a 1970 issue of the Nash Healey Car Club Magazine.

I worked with our local radiator shop on 3 Healey radiators, mine was done first and required a return visit. Initially, I had one request -- add as much cooling capacity as possible and still maintain an original appearance. My 3 row core was replaced with a 5 row that filled up the side frames, but did not alter the appearance of the radiator (a 4 row with larger tubes was also available, but had the same performance specs). The radiator received a normal rebuild and was returned to me for installation. The following are my list of changes that soon became necessary, and were incorporated in both of the following radiators.

1. The original filler neck and cap use a loose rubber gasket for a seal, and there are a series of dimples around the neck to keep the donut gasket in place -- these dimples also keep a new or modern cap from being able to be used without modification. If during the rebuild, a regular truck filler neck is installed, the change is invisible, and now both a new cap and an expansion tank can be used since the new cap has the return system capability. (I added a "hidden" expansion tank behind the front bumper and maintained the appearance of the engine compartment)

2. The drain valve uses the metric version of straight threads and a sealing washer instead of tapered pipe threads, my 50 year plus old drain dripped, by changing the small drain valve flange, the choices of drains are endless since most of the older American standards used this system.

3. On the radiator top tank, the expansion section is formed with "open" corners, and they are only sealed with soft solder -- I experienced a split on an early hot, high pressure run. This area was strengthened by forming brass "corners" and silver soldering the corners to the expansion tank, then the tank was installed as original with extra rivets added between the factory spacing.

These changes took care of all of my problems, and they probably add less than \$40 to the cost of the radiator rebuild. I would also advise referencing the old issues of TNT and finding Jim Walton's article on water pumps with the carbon seals, I also consider this a necessity with the 10 pound system. Also, by 1954, the Healey's had side seals and top baffles as standard -- I would have incorporated them if I had know before I painted my engine compartment. My last changes will be a 6 blade fan and high flow thermostat that will happen this week.
Paul Supan

I own a Nash-Healey and have done a number of things to improve cooling. I am pleased to report that the car never overheats even after extended running at idle and non-movement, like waiting at show fields or street car shows..

I built my own design shroud in four sections because of the extremely close quarters to install it without removing the radiator. The basic design is a hoop and panels of 20 gauge aluminum bent on a hand brake that are pop riveted because I am not great shakes at welding thin stock aluminum. The side pieces have a lip that mounts on the radiator vertical sides. The sections are assembled with socket button head cap screws and captured nuts which makes reaching easy with a hex driver and extension. When the shroud is in place and assembled it has no where to go but stay in place. The assembly is painted radiator black and looks like a factory installation. I now use a six blade flex fan trimmed to 1/2" smaller than the circular hoop in the shroud. I had my radiator recoored with a four row core, actually I was told by the shop the core is used on Ferraris and other European Exotics, it sure cost like it was, but I wasn't going to argue. The shop worked all the dents of a lifetime out of the top and bottom original tanks and internal flow directing pieces. I got to see the tank work done before the shop did the assembly. I have installed a 165 °F thermostat. Finally, after finding a new heater temperature control valve I made a change to the stock arrangement for the heater. I installed a ball style valve that can be open or closed in the supply line to the control valve. I also installed a short by-pass with a similar ball valve between the outlet at the back of the cylinder head and the return line from the heater that can be open or closed. I think you can see where this is going. This is a trick we have used with 400 c.i. Chevrolet V-8 engines, affectionately know as steam boilers because the cylinders have no coolant between the cylinders, it is how GM can get 400+ cubes in a small block that started life as 265 c.i. and didn't see any casting changes until it reached 350 c.i. These piping changes maintain the coolant flow from the rear of the engine back to the water pump whether or not the heater is in operation by simply switching the flow patch of coolant. I believe this is an important change because the rear of the engine will normally run hotter than the front and middle cylinders.

I also run a 7 p.s.i. cap with an expansion tank, a poly style tank that can be purchased at most auto parts stores. The sum of these changes have cured my opportunity with cooling the Big Lemans Dual Jet Fire Six. Many purists may not like these changes but the majority of the spectators who see the car at local and out of state car shows think it is great that it is a driven car not a trailer queen. I hope I have contributed some ideas for people having a cooling problem.

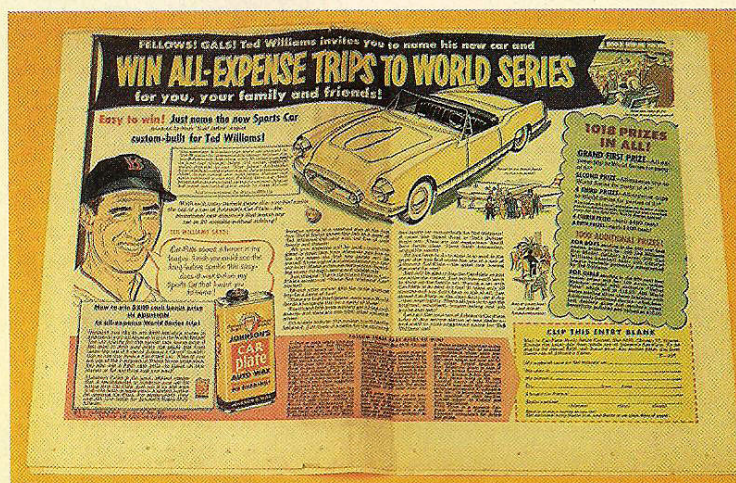
Cheers Jim Rugowski

TECHNICAL TIP by Bruce Hampson (Reprinted from Vol 1 No 4 issue of old Nash-Healey Car Club Magazine)

Overheating is a condition that should not occur with our cars. I had me '51 N-H in the middle of New York City on a 100 degree August day one year and the temperature did not go above 200. As soon as I got on the George Washington bridge, the temp dropped to approx. 175 and that was the extent of my overheating.

Two manufacturers supplied radiators for the N-H, American Eureka and the British Delaney. Eureka's radiators are not marked, however the Delaney-Gallay units carry a plaque located below the filler cap, rear center. Most radiators of both makes are 3 5/16" thick with the core indented 1/2" front and rear for a core thickness of 2 3/16" . If you feel you need more coolant capacity, you could have a full width core installed by a radiator shop, as cores are standard items that are ordered by height, width and thickness. For some unexplainable reason, the radiator in my '53 coupe is a Delaney-Gallay with a full thickness 3 7/16" core. I never had any form of overheating or running hot with the coupe and the full core 3 7/16" radiator may be the reason.

Now, how can we prevent overheating in our cars? First of all you must have a clean cooling system in order to give the 17 qt. Capacity as indicated by the 1951 owner's guide. (this guide applies to all years and was the only one printed). Also be sure to use the specified 170 degree thermostat with gaskets placed on both sides of the outer flange of the thermostat in the thermostat housing. Use a 7 lb. Pressure cap, and be sure the overflow pipe is clear. I used an old speedometer cable as a snake for cleaning the overflow pipe. It would appear to me that the 17 qt. Capacity refers to the 3 5/16" radiator (2 3/16" core) and don't know how much extra capacity would be obtained by installing a full width 3 5/16" core. The next thing to check is the generator mounting, as this drives the water pump and therefore cools the engine. You MUST be sure the dowel pin on the generator housing is located in its hole on the engine block.



Baseball, Hot Dogs, Apple Pie, and...Nash

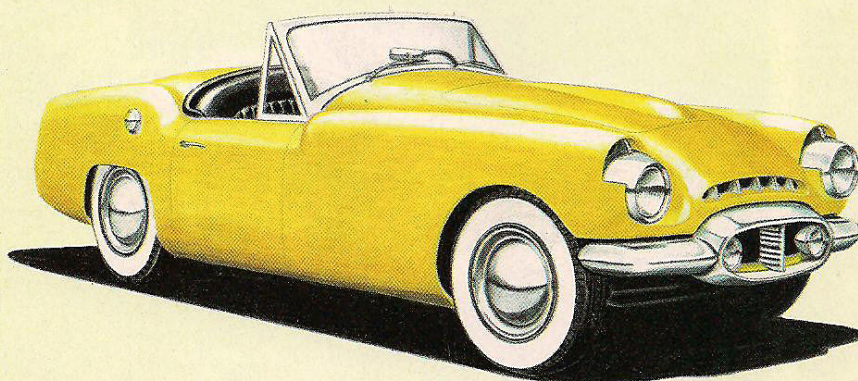
The most unusual Nash-Healey ever built wasn't really a Nash-Healey. In the summer of 1951, S.C. Johnson & Son of Racine, Wisconsin, bought one of the new roadsters with the idea of featuring it in a contest as part of a promotion in the U.S. and Canada for two of its car waxes. Ted Williams, star outfielder for the Boston Red Sox, was signed to appear in national advertising and would receive the car as a gift when the promotion ended.

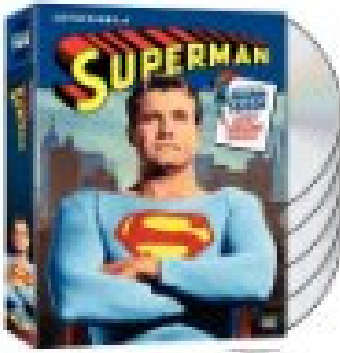
To make the car even more appealing, Johnson Wax commissioned William Flajole of Detroit to design and build a one-of-a-kind roadster body for it. A year earlier, he had devised the small NXI experimental that evolved into the British-built Metropolitan, and later became involved in the body design for several early Rambler models. Built by hand, the body cost about \$25,000 and sported a one-piece curved windshield and a front end that was markedly different from the standard car's. Most N-H diehards describe the latter as ugly.

Johnson Wax showed off its newly re-bodied N-H at a press conference staged at the Dearborn Inn near Detroit on July 5. Bill France of stock-car racing fame gave personal demonstration rides to reporters and Nash executives, including George Mason. The car then toured the country to promote Johnson's products and its contest, where the top prizes were all-expense-paid trips to the World Series. All you had to do was give the car a name.

This car was widely shown and generated considerable publicity. Surprisingly, no one at S.C. Johnson & Son seems to remember the winning name to this day. I attempted to find out, however, on numerous occasions during my career with Nash and American Motors, writing the Johnson company and perusing newspapers and trade journals of the period. Unfortunately, nothing turned up.

As a postscript to this reminiscence, I wrote to Ted Williams in early 1985 to find out what happened to the car after it was given to him. His response: "All I remember is that I sold [it] to someone in Detroit. I wasn't interested in the car. In fact, I never drove it."





The Nash Healey appeared in a number of Hollywood movies and at least one television series in the 1950's. Some of the more recognized appearances were in the television series "Superman"



Clark Kent (George Reeves) can be seen driving a Nash Healey Roadster in at least four episodes. 1. King for a Day

2. Clark Kent – Outlaw

3. The Man With the Lead Mask

4. The Dog That Knew Superman

The car used in this series was supposed originally owned by actor Dick Powell. It disappeared for a number of years, then was bought and later restored by Jeff Wells. Mr. Wells has since sold the car and its location is unknown at this time.



ITEMS FOR SALE

1952-54 Nash Healey Roadster Windshields	\$695.00
1953 Nash Healey Coupe back Windshields	\$695.00
1953 & 1954 Nash Healey Coupe Windshields	\$695.00
1954 Nash Healey Coupe back windshield weatherstrip.	\$450.00
All Nash Healeys extended front suspension caster adjuster	\$350.00
All Nash Healeys front stabalizer bar. (3 times stiffer)	\$395.00
Nash Healey rear motor mounts recast in urethane for \$85.00 each on an exchange basis only	

Contact Jim Walton nshjw@aol.com or
Dennis McAllister denmca@comcast.net

Speedometer or Tachometer Lettering

Reproduction lettering sheets
available for speedometer
\$25. or tachometer \$25.

Contact Ron Brookes
jbrookes@moradnet.ca

Nash Healey Registry



Judy Brookes

PO Box 6452

Hinton, Alberta Canada T7V 1X7

Phone 780- 865-7066.

Year

Body Style

Body Number

Chassis Number.....

Motor Number

Condition

Special Info or History

Name

Address

Email

Phone

Please complete this form and email to jbrookes@moradnet.ca

or send by regular mail to the above address

