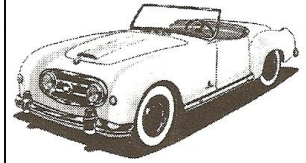


Nash Healey



August 2015

Newsletter



Healey Rendezvous 2016



Nash Healey Best of Show
winner Bob Segui

with his 1953 LeMans at the 2015
AHC Rendezvous at the
Alderbrook Resort and Spa in
Union, Washington.

Mark your Calendars:

2016 Rendezvous will be held in Penticton, BC June 20 – 25, 2016

Best of Show

Congratulations to
Alan Schachman. His
1952 Roadster Won
Best of Show in
Boyton Beach , FL
earlier this year



More Nash Healey Exhaust

Following a series of online discussions , the May 2015 Newsletter included photos of a recently installed exhaust system on a 1954. There was a variety of reactions to these photos and more discussion. Here we are printing photos , provided by Jim Walton of an original Nash Healey exhaust pipe. This pipe was purchased from AMC parts in the early 60's. It is made of aluminum, not steel, and note the original AMC parts tag still on it. Also, note how it goes below the axle tube.



2015 Grand Nashional

Falbrook, California

July 20 – 25, 2015



Only three Nash Healeys made it to the show field at the Grand Nashional in Falbrook, CA July 20-25. All three were from California. They were Jim Walton with his 1953 roadster, Dennis McAllister with his 1954 Coupe and Gordon McGregor with his 1953 Roadster(“ The Sabrina Car”). Best in Class was taken by Jim Walton.

Two of the featured tours on the meet included collections featuring a Nash Healey. At the Deer Park Winery near San Diego was a neglected 1953 Roadster, Chassis 2332. Another private collection visited also featured a 1953 Roadster, Chassis 2399, with a removable hardtop.

The ***2016 Grand Nashional*** is tentatively scheduled for Richmond, VA at the Wyndham Virginia Crossings Hotel & Conference Center, Glen Allen, VA (outskirts of Richmond). The dates are September 14 – 18, 2016. A very impressive lineup of events is planned.

Amelia Island Concours d Elegance

Congratulations to Shawn Till of Potomac, MD.

His beautiful 1951 Roadster won the Amelia Award at the event in March 2015





Pininfarina: 50's Nash Healey Design

A series of rare images and sketches from the Pininfarina archive produced by Sergio Pininfarina

[Sergio Pininfarina](#) took control of the business following his father's death in 1961. Throughout his long career, he designed some of the most beautiful and important automobiles in history – according to this article which was originally published in [Domus 729 / July 1991](#). These images and sketches of the Nash Healey were displayed at the Politecnico di Milano in 1991, to celebrate the launch of a new program in industrial design.

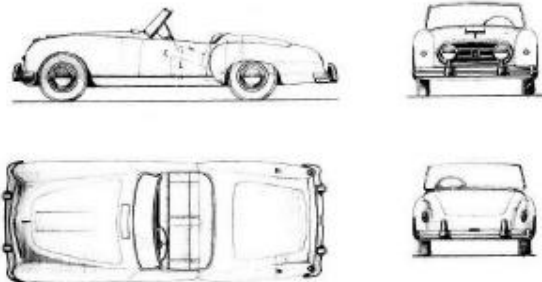


Until the '50s, very few blueprints were sent to the plant. They consisted of a schematic, though precise, contour diagram in scale 1: 10, plus one or more "realistic" renderings of the car. Also, since the cars usually were custom models or turned out in small batches, the renderings served, above all, to seduce the customer by providing an enticing overall view of his purchase. To reach this objective, no graphic trick or refinement was spared: artfully deformed perspectives, hyper realistic pastel drawings, and tempera applied with an airbrush to imitate reflections and chrome plating.



The gradual introduction of automation into the body works called for many changes. All the information has to be encapsulated in the drawings. The renderings can no longer rely on false perspectives and the mechanical drawings are increasingly detailed. The transformation is much more radical than the switch to new graphic techniques, such as the use of felt-tip-pens. The language of the design process itself is revolutionized. The big risk engendered by the dizzy whirl necessitated by today's pursuit of production perfection is that one may lose sight of the object itself.

The transformations which Pininfarina's drawings have undergone in its fifty years of business testify to the evolution of the design process itself. Initially, they were utilized by craftsmen who bashed out the car body by hand, but gradually these representations were modified to suit the needs and the pace of increasingly mechanized, automated manufacturing. The first thing one notes is that the drawings get progressively more complicated.



The rest of the work was done in the plant using mock-ups, small ones at first, then full-size; wood templates were constructed for shaping the sheet metal. All the technical problems that arose were tackled through the mock-up, by means of a constant dialogue between designer and maker that ensured that the results were continuously checked. The interiors and trim were done in the same manner, and every innovative feature immediately and automatically was added to the entire firm's collective heritage.



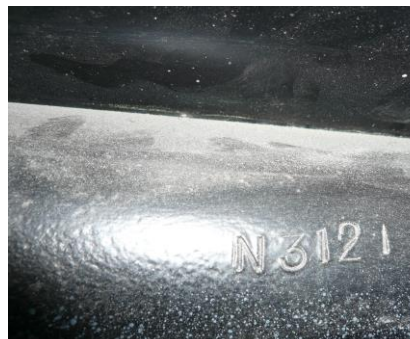
This article has been reprinted with permission from the newsletter of the UK Association of Healey Owners

Nash Healeys- By the Numbers

To the best of my knowledge, there are no actual production records for the Nash Healeys. The listing that has been used since the beginning of the Nash Healey Registry is the same list that appears in Bill Emersons The Healey Book. This listing was sourced from Leonard McGrady. There are many blank spaces in this listing which we have tried to fill in as you have registered your cars or as we have seen cars for sale with numbers listed. We have come across many conflicting and duplicate numbers in this process.

All (or almost all) Nash Healeys originally had a data plate as well as a chassis number stamped on the large diameter pipe joining the frame rails. There also would have been a number stamped on the engine which corresponded to the engine number on the data plate. Some of these plates are missing and some of them are very crudely stamped and the number is not clear. As it is the intention of the Nash Healey Registry is to create an accurate historical record of the Nash Healey, we are asking owners to please send us a photo of your data plate as well as a photo of the stamp on the crossmember. Since engines were the most changed major component over the years, please send a picture of that as well. Original Healey engines all started with NHA and some cars that were used for parts had their engines transplanted into other Healeys. This is a major point of confusion along with misinterpretation of the numbers stamped on the data plates.

If original data plates were missing, then the frame number and a number from a trim piece such as the trunk latch strikers would go a long way in clarifying both chassis and body numbers.



These are photos taken of our 1954 Coupe to illustrate both the plate and the crossmember stamp. Please send your photos to nashhealeyregistry@gmail.com

Registry Update

The Nash Healey Registry has a total of 166 Registered Nash Healeys. The total of those we believe to still be in existence remains at 390. This is an amazing survival rate and we continue to research leads and contact owners in an attempt to increase these numbers. Any and all assistance in convincing owners to contact me and register their Nash Healey is greatly appreciated. The separate database we plan to create with the data mentioned above will be an important part of the history of these wonderful cars. Your cooperation is an essential part of this project.

Items for sale

Curved front windshields \$695.00
Curved rear windscreens 1953 Coupes \$695.00
Rear windscreen weatherstrip \$450.00
Extended front suspension caster adjusters \$395.00
Billet steel front spring seats for one car \$695.00

All are in stock at this time Contact Jim Walton nshjw@yahoo.com

Also Available
Oversize king pins (.005or.010) \$200 set denmca@comcast.net
510-794-0968

Items for sale

• **Nash Healey Torque Tube Drive Stabilizer Trunion.** Restore safe driving. Prevent sloppy steering, wandering and certain drive line noises. A bad one causes the rear wheels to steer the car due to torque tube flex at the transmission. Exact factory replacement for all 51-54. Carry a spare. Nash never made them. \$219 Heavy Duty, lifetime warranty. Order by email from **Bob Walker** ambo49@gmail.com or call **714 991 6260**. See full description on our website www.NashRamblerRubber.com

Items for sale

Nash Healey Deck Lid Script

Dennis Collins, Wylie, TX. Phone number **972.442.6189**. This script looks like the original. The attaching studs are in the same original location. The thickness of the lettering is as original as is the size and font of the lettering. Their price is \$150.00 for the two pieces plus shipping



Cranberry Run Construction Company Inc

www.CranberryRunConstruction.com
Reproduction Nash Healey Parts. They add items to their website regularly. Also if you are looking for something not on the website email Patrick McGrady leonardmcgrady@gmail.com

Nash Healey Resources

If you are looking for information and connection to other owners check out the following websites.

1. The Nash Healey Discussion Group
nashhealey@yahoogroups.com
2. Larry Varleys site
www.acmefluid.com.au
3. Phil Auldridges Nash Healey Owners site
www.NashHealeyOwners.com

The Nash Healey Newsletter

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Contact Information

Judy Brookes
PO Box 6452
Hinton, Alberta Canada T7V 1X7
Telephone 780-865-7066
Or email nashhealeyregistry@gmail.com