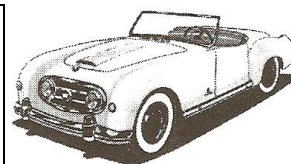


Mask Healey



May 2015

Newsletter

Survives in Texas



This very late 1954 Coupe was recently registered by John Wesley Sweat of El Paso , Texas.

I recently inherited this particular car. It's been park in a barn since 1973. It is 100% complete and original. It is a 2 owner car. It overheated in 73 and that's when he parked it. It looks real dirty and such, but is rust free. Tires are all flat. I verified that the motor number matches the engine block. The block also has a casting date of 11-18-52

An often discussed topic is the total lack of any sequence to the numbering on these cars. My only source of reference is the listing in Bill Emersons book. This particular car, with its numbers being
NHA 1512 Chassis 3112 Body 13650
Is a perfect example of why it is next to impossible to extrapolate numbers in the series.

We will try to update this later as John has a chance to further examine his new acquisition



Nothing Lasts Forever

...and Tires Are No Exception

Tires are manufactured by bonding rubber to fabric plies and steel cords. And despite the anti-aging ingredients mixed into the rubber compounds, there is a realization that tires are perishable, as well as a growing awareness that some tires will actually age out before their treads will wear out.

"Environmental conditions like exposure to sunlight and coastal climates, as well as poor storage and infrequent use, accelerate the aging process. In ideal conditions, a tire may have a life expectancy that exceeds ten years from its date of manufacture. However, such conditions are rare. Aging may not exhibit any external indications and, since there is no non-destructive test to assess the serviceability of a tire, even an inspection carried out by a tire expert may not reveal the extent of any deterioration."

How Long Does a Tire Last?

Rubber Manufacturers Association says there is no way to put a date on when a tire "expires," because such factors as heat, storage and conditions of use can dramatically reduce the life of a tire. Here's more on each of these factors.

Just because a tire is unused doesn't mean it's new. In a number of instances, consumers have purchased "new" tires at retail stores only to find out later that they were manufactured years earlier. In addition to having a shorter life on the road, a tire that's supposedly new but is actually old may be past its [warranty period](#).

How To Determine the Age of a Tire

To determine the age of the tires on your vehicle find the D.O.T. number on the sidewall of the tire and look at the last 4 digits of the D.O.T. The first two numbers in that sequence is the week the tire was built and the last two numbers is the year it was built.

Week tire was built--year it was made



The life span of a tire can vary greatly depending on how it is used. Contrary to popular belief, infrequently used tires can result in a shorter life than one that is used daily. Most people relate tire life to number of miles driven. However, rubber needs to be exercised to remain in top condition. Sitting around for extended periods of time, then being asked to go into full service can result in [flatspotting](#) (both temporary and permanent), as well as [cracking](#). This is more likely to happen when the tires remain mounted on a vehicle and sitting idle with the vehicle weight on them, as opposed to stored off the vehicle

Further information at www.tirerack.com/tireaging

an **ANGLO-** **AMERICAN** **RARITY**

This is a partial reprint of an article written by Anthony Pritchard in The Automobile in April of 2004. We do now have Nash Healeys registered in England, but not a 1951 that I am aware of.



It is said that the Nash-Healey was conceived by a chance meeting on the Queen Elizabeth between Donald Healey, who was travelling to the United States to investigate the possibility of using Cadillac power plants in an export version of his cars, and George W Mason, President of the Nash-Kelvinator Corporation. The conversation started with a discussion about 35mm cameras and soon moved on to cars.

The result was the Nash-Healey, probably the only car built in Britain with an American engine exclusively for sale in North America. As a result there is only one Nash-Healey in the UK known to the Healey Drivers' Club - although there are rumours that a second has recently been imported from France. Nash did not envisage the Healey built car as a big-selling sports car, but more a model that would publicize their range of production saloons.

Apart from the right-hand drive works cars, all of which were eventually exported, there should have been no Nash-Healeys in the UK from new. However. Bill Elliot's left-hand drive car, which was built in April 1951 and registered in June of that year, escaped the net and has spent its whole life in the UK. Apart from this little else is known about the car's early history. When he was living in the Dorking area in 1987, Bill heard from a friend about a Healey for sale. He went to see it, without having a clue as to what model it was. When he did inspect it, he wasn't much the wiser, for he had never heard of the Nash variant. It had been stored in a scrapyard at Colnbrook for around 25 years with the hood down, so the floor-pan and the leather seat covers had rotted away. Although the aluminium-alloy body was in reasonable condition, most of the paint had fallen off. Once he made enquiries, Bill realised that the car was something special and bought it at a time when prices were high for £3750. Bill and his son Steve stripped the car completely and a long rebuild started - disrupted by Bill's move to Cornwall. What soon became apparent was the complete lack of original parts for the car in the UK. In some cases parts could be adapted, such as by the use of British Glacier bearings (after they had been narrowed down, holes redrilled and locating slots recur) and a modified Range Rover clutch plate. Bill received a lot of help from American enthusiasts and one managed to locate and send him a set of original Nash hub caps. The rebuilt car was resprayed Champagne Ivory (this and Sunset Maroon were the only colours originally offered). It was back on the road in time to take part in the Healey Drivers' Club Jubilee Rally in June. 1988.

Note: This car is not part of the Nash Healey Registry and we have no knowledge of its whereabouts. I have included this to illustrate that there still many survivors out there that we have yet to find. I appreciate all leads and try my best to locate the owners.

New Healey Exhaust System

There have been numerous inquiries as of late regarding exhaust systems on our Nash Healeys. This example was recently installed by Don Rancatti on his 1954 Coupe



From Dusseldorf to Paris



This beautiful 1953 Roadster was recently purchased by long time Nash collector Tom Harrington of Paris. Tom has owned numerous Nash Healeys in the past and been an active NCCA member for years. After purchasing this car, Tom has gone on to purchase both 1951 #2017 and 1953 Roadster #2367. We welcome him back to the Nash Healey community.

Not one, But Two Wins For Nash Healey

HILTON HEAD ISLAND
MOTORING FESTIVAL
& CONCOURS d'ELEGANCE

An incredibly rare event took place November 2, 2014 when two 1951 Nash Healeys both won Palmetto Awards at the prestigious Hilton Head Concours d'Elegance. John Kruse #1 Chassis was also awarded a Journalist Award. Congratulations to both winners.



John Kruse
Auburn, IN



Shawn and Leanne Till
Potomac, MD

Spring Safety Check

The vehicle safety checklist provided here is intended to provide a guideline for owners to examine their vehicle from an objective standpoint to ensure that your vehicle is safe to drive.

Please take the time to ensure your safety and that of others.

Please Note: All of the items may not apply

Owner _____	Date _____
Address _____	Postal Code _____
Make _____	Model _____
Year _____	Body Style _____
VIN _____	License Number _____
Club _____	Insurance Expiry Date _____

Status Coding: ✓ - Safe X - Unsafe N/R - Not required N/C - Not Checked					
	General Operating	Status		Mechanical under the vehicle	Status
1	Windshield & Glass		26	Power Steering (if equipped)	
2	Rearview mirrors		27	Exhaust manifold or headers	
3	Doors & door locks		28	Hood safety latch	
4	Driver's window w/o signals		29	Wheels & wheel lugs	
5	Seat Belts		30	Tires - front	
6	Horn		31	Tires - rear	
7	Wipers and washers		32	Alignment (visual)	
8	Head lights - high & low beam		33	Steering box or rack, linkage	
9	Lights - tail, park, licence, brake		34	Rod ends	
10	Turn Signals		35	King pins, spindles & ball jts.	
11	Defrost/ heater		36	Shock & Sway bars	
12	Brake pedal reserve		37	Springs & Shackles	
13	Park Brake		38	Brake components - hydraulic	
14	Speedometer		39	Brake components - mechanical	
15	Neutral safety switch (automatics)		40	Exhaust system - mufflers, hangers	
16	Steering wheel lash		41	Fuel system - tank and lines	
17	Wiring - -underdash		42	Floor pan and frame	
18	Bodywork		43		
19	Fuel cap		44		
20	Bumpers		Optional Equipment		
Mechanical - under the hood			45	Fire extinguisher (ABC)	
21	Accelerator/carburetor linkage		46	Battery disconnect switch	
22	Battery, connections & hold downs		47	Trailer towing components	
23	Wiring				
24	Fan - Belts and hoses				
25	Master cylinders and fittings				

Factors Affecting the Value of a Nash Healey

Discussions quite often center around the values associated with any Collector Vehicle , particularly one as rare as the Nash Healey. With only 506 built over the four years of production, the true value is often under estimated. The collector car market has been very strong and values seem to be escalating. Appraisers are often unfamiliar with the marquee so we should be prepared to provide an appraiser with applicable data to be considered in conjunction with the following factors generally used.

Condition

Aside from the rarity and collectability of a vehicle, the condition is probably the most important factor affecting value, which is why the appraiser must very closely inspect and describe the vehicle to assess the overall condition as accurately as possible.

Geography

Certain types of vehicles are more popular in different parts of the country. Related to this are currency fluctuations.

Modifications

Some modifications add to the value while others can detract. There does not seem to be any firm rules in this regard.

Originality

There are some collectors that are willing to pay dearly for an original survivor, a car that is exactly as it was from the factory. This desirability may change if the vehicle is a survivor that has not been well cared for and shows extreme wear and tear.

Matching Numbers

This seems to be an important factor on any collector car. Many of the Nash Healey engines were changed early in their lifetime and the actual number series is difficult to determine , particularly on the later cars. Matching engines appear to be quite rare

Timing

Values do tend to fluctuate with the season, with the stronger values appearing during the summer months.

Documentation

The history of the car and its documentation are often an important component in the valuation process.

Registry Update

WOW!!

Here we are at the beginning of the 2015 driving season. There are lots of projects out there that seem to be nearing completion and we hope to hear all about them and the shows in future issues.

The Nash Healey Registry has recently reached a total of 166 Nash Healeys registered. Our total of those we believe to still be out there has risen slightly to a total of 390. Every one we are able to confirm is an important piece of the historical record we are trying to create. Every lead is important and we follow up on them to convince the owners that this is a worthwhile endeavor.

Thanks to all who contributed to this issue. Please continue to send me your thoughts and photos. Everyone likes to hear about your shows .

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
 Heavy duty front stabilizer bar \$495.00

All are in stock at this time except the heavy duty front stabilizer bars and they are on order.

Contact Jim Walton nshjw@yahoo.com

Also Available

Oversize king pins (.005or.010) \$200 set
denmca@comcast.net
[510-794-0968](tel:510-794-0968)

2015 Summer Events

AHCA 2015 Rendezvous

June 22-26, 2015

Hood Canal Union, WA

2015 Grand Nashional

SoCal Region assisted by The Northern California Region Pala Mesa Resort
 Fallbrook, California
 July 23 – 26, 2015

2015 Conclave

July 19-24, 2015

Gettysburg, PA

Check the individual club websites for further information

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



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

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



The Nash Healey Newsletter

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