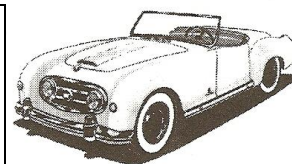


Nash Healey



July 2014

Newsletter

Nash Healey Registry Update

The Nash Healey Registry had its humble beginnings at the Grand Nashional in Pleasanton, CA in July of 2009. The Nash Healey owners present thought we needed to identify and validate, through the registration process, as many Nash Healeys as we could locate in an effort to determine how many of the original 506 built are still in existence. To date, we have 161 registered and 385 believed to exist. We began with various listings from owners and previous registries which gave us an initial list of 338. The cars we have registered are truly all over the world. There are cars in Austria, Australia, Belgium, Bermuda, Canada, Cyprus, England, Germany, Guatemala, France, Italy, Mexico, Morocco, South Africa, Switzerland, The Netherlands and of course the USA. From a three country car to seventeen so far. The secondary goal of the Registry was to create an information network for owners to source information on parts and technical issues. The amount of information out there has exploded, thanks to the efforts of various owners. If you have not checked out all of the three below, please do so. You will be amazed at the information available.

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

Lastly, A special Thank You to those few knowledgeable members who tirelessly answer so many questions and share their expertise with everyone. We all truly appreciate the time you spend doing this.

Nash Healey Graces the Prince of Monaco Collection

Nash Healeys show up in the most unique locations. While at the recent Rendezvous in Bend, Oregon. A fellow was showing me these photos taken on a recent trip to Monaco. I have written to the Museum in the hope they will add this beauty to the Registry.



1951 Nash-Healey Series 25 - Classic Car Price Guide

Hagerty Insurance
History of the 1951-1954 Nash-Healey



In 1950, Donald Healey and George Mason, the CEO of Nash-Kelvinator, devised a way to supply Healey with the engines he was hoping would power his next project, and simultaneously give Nash a product that could invigorate its dying nameplate. A prototype was built shortly after an agreement was reached, and the resulting Nash-Healey hit the track. Finishing fourth at Le Mans convinced Mason that Nash had its halo car and proved to Healey that he had sufficient power.

Nash began shipping a high-compression version of the Ambassador's 125-hp, 3.8L drivetrain from Kenosha to Warwickshire. Healey would then promptly fit aluminum heads, hotter cams, and dual SU side-draft carbs to the powerplant. The cars received a suspension system similar to the ones utilized with much success on the Silverstone Healey, with coil springs and roll bars front and back, a front trailing link setup, and a solid rear axle. From there the chassis were sent to Panelcraft in Birmingham, where a Healey-designed aluminum body was slipped over the package and sent back stateside.

The car's hefty initial price was approximately \$4,000, which was more than a new Cadillac or XK 120. Far from being luxurious, standard equipment included a 3-speed Borg Warner manual transmission with overdrive, leather seats, chrome disc wheels, whitewall tires, plexiglass side windows, hydraulic drum brakes, and a tilt steering wheel. The car wasn't centered around luxury, however, and it finished ninth at the 1951 Mille Miglia and sixth at the 1951 Le Mans. The car's cost, limited distribution channel, and lack of name recognition conspired to keep sales down.

For the 1952 model, Pininfarina redesigned the skin. The 1951's curvaceous fenders morphed into large slab sides, and the headlights migrated to within the grille. A single piece of glass replaced the dual pane windshield, and the new Nash-Healey resulted in a polarizing treatment of 1950s chic. At the time, and even now, the Nash-Healey was unique in its styling.

The new, now-steel body was sent to Healey in England from Italy, where the package was again assembled and then sent to market in the US. In all, it wasn't unusual for a Nash-Healey to rack up more than 8,000 miles from start to finish (Kenosha to England; Turin to England; England to New York). As such, it was difficult to cut the car's price to compete with similar roadsters of the era.

A few of the early Pininfarina cars were equipped with the same 3.8L engine that powered the 1951 models, but a 125-hp, 4.1L quickly replaced the smaller six-cylinder (starting with S/N N-2251). Using this engine, the 1952 Nash-Healey recorded its best Le Mans finish, placing third behind two Gullwings. The 4.1L was used for the rest of the car's production run.

A hardtop coupe was added to the line in 1953, while the roadster was discontinued before the 1954 model year. The coupes, which were six inches longer than their roofless counterparts, were christened Le Mans in an effort to capitalize on the marque's run of racing success. The car was too expensive and too different to gain a toehold, though, and the Nash-Healey was cut from the model lineup once American Motors absorbed the Nash name. In all, 506 examples of both body types were produced from 1951 to 1954.

Hagerty 2014 Valuation in thousands

	Production	Condition	1	2	3	4
1951 Roadster	104		\$115	\$88	\$68	\$49
1952 Roadster	150		\$117	\$93	\$68	\$50
1953 Roadster	100		\$120	\$95	\$71	\$52
1953 Coupe	62		\$ 88	\$64	\$45	\$35
1954 Coupe	90		\$ 88	\$64	\$45	\$35

Rendezvous 2014

Bend , Oregon June 23 – 23 2014

The Austin Healey Club of Oregon outdid themselves with a fun filled and well organized Rendezvous 2014 held at the Riverhouse Hotel in Bend, Oregon . The high desert location made for interesting touring through the very scenic area.



Among the sea of BJ8, BN7, 3000 MKI , and Bugeye Sprites there were two Jensen Healeys and three Nash Healeys. The 1953 Roadster belongs to Jim and Maurita Walton of Alamo, CA, The silver 1954 Coupe belongs to Ron and Judy Brookes of Hinton, AB and the Red 1954 Coupe belongs to Wayne, Dana and Samuel Redding of Portland, Oregon

Best of Show

First place honors were awarded to Jim and Maurita Walton with their very lovely 1953 Nash Healey Roadster.

Everyone had a wonderful week in a lovely venue enjoying the cars, the fun activities and rallies, the tech sessions and the great company.

Many thanks to the members of the Austin Healey Club of Oregon for all of their efforts.



New York City Auto Shows 1952-56



motor life

Madison Square Garden, Eighth Avenue between 49th and 50th in Manhattan. Photos dated in pencil, this one 3/53.

Fred Pitterra's 1st World Motor Sports Show, Madison Square Garden, 2/53.

Ultra-exclusive exhibit of Brewster Automobiles, Oyster Bay, New York. Car in first picture looks like a 1951 Nash-Healey Panelcraft roadster with no hood scoop



Glamorous 1953 Nash-Healey hardtop by Pininfarina amid humble brethren at a Pennsylvania farmers market with live poultry and antiques. . 9/53.



Vintage Racing

If you have never seen a Vintage Car Race and are interested in seeing a Nash Healey participate, Here are the events that Leonard McCue will be racing in the near future

Mt. Equinox Hill climb (Manchester Vermont):
August 8th-10th
Lime Rock. Historics (Lakeville, Conn).
August 29th- Sept 1st



Nash Healey Gallery



This beautiful 1953 Roadster is part of **The Peterson Automotive Collection** in Los Angeles. This is believed to be the car used in the Superman series.

This lovely 1951 Panelcraft Nash Healey Roadster (one of two originally in mint green) was recently purchased by Allentown Motors in PA



Mark Your Calendars

Still Ahead

2014 NCCA Grand Nashional

To be held September 3 – 6 2014

Hueston Woods Lodge, just 4 miles from Oxford, Ohio
Check out the NCCA website for details and registration

Check this out

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



www.CranberryRunConstruction.com

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
Contact Jim Walton nshjw@yahoo.com

Items for sale

Nash Healey Torque Tube Drive Stabilizer Trunnion. 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

The Nash Healey Newsletter

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