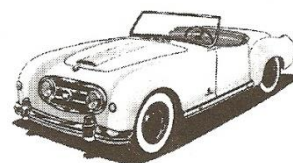


# Nash Healey



*April 2014*

*Newsletter*

## The Nash-Healey's Demise

There's no mystery about the reasons for the Nash-Healey's demise. As has been mentioned, it was too expensive -- much costlier than its main rivals, the Kaiser-Darrin and Chevrolet's Corvette.

Then too, a Nash dealership was the last place most enthusiast buyers expected to find a sports car. Sales volume was insufficient to warrant spending money for promotion and further model development, and Nash had other, more important fish to fry.

By 1954, the firm was losing about \$2 for every \$1 the Nash-Healey brought in, and the merger with Hudson in May of 1954 made it imperative to establish the Rambler, which would be sold by both Nash and Hudson dealers, as the basic volume product for the new American Motors.

Also, the imported Metropolitan, introduced in March, was gaining sales momentum. Then came the sudden death of George Mason on October 8, 1954. The practical-minded George Romney was elected to succeed him four days later, and he had no use for marginal products with limited sales prospects.

However limited their sales, there were some who loved the Nash-Healeys -- and who love them today. Review the specifications of these short-lived vehicles with the chart below:

### 1951 to 1955 Nash-Healey Production and Major Specifications

Model	Wheelbase (in.)	Weight (lbs)	Price	Produced
1951 roadster	102	2,690	\$4,063	104
1952 roadster	102	2,700	5,868	150
1953 convertible	102	2,700	5,908	
1953 LeMans coupe	108	2,970	6,399	162*
1954-1955 LeMans coupe	108	2,970	5,128	90**
Engines	Bore X Stroke	bhp	Availability	
L6, 234.8	3.38 X 4.38	125	1951-1952	
L6, 252.6	3.50 X 4.38	140	1952-1955***	

\* combined production, all body styles.

\*\* production terminated August 1954, total includes 1954 models sold as 1955s

\*\*\* from serial #N2250 and engine #1163

by [the Auto Editors of Consumer Guide](#)

## *Visit with new Nash Healey Owner*



It all started with a passing comment from Clarence Becker. Jackie and I were paying a visit to Clarence and Nancy at their winter place in Naples, Florida. Clarence mentioned that this past summer there was an article in the TNT that someone from Naples had joined the club and has a 1951 Nash-Healey. That caught my attention. We should try and find him and the search began. I sent out several e-mails and Doug Noel came back with the information we needed. Clarence called him and indicated we were Nash club members and could we see the car? His name is David Spellberg and he said he would be glad to show us the car! We motored over to an industrial area and at first could not find the address. We did remember the name of the bldg. and after driving in circles finally found "Euro Motors". The building turned out to be a facility that repairs and restores foreign cars. Either Clarence or I had reversed the address numbers, not unusual for our age group!

David and his partner Russ Fournier welcomed us and escorted us thru several garages and finally into a dimly lit back storage area. We passed by an Alpine Spider, then a Jaguar, a Rally Sport Camaro, a Rolls Royce, a Bentley, and then a rare Allard sports car with a Lincoln engine. Then we spotted it, a dust covered 1951 Nash Healey! Talking with David, this car is most recently out of the Chicago area. His intention is to fully restore the car from the ground up. It is the 25<sup>th</sup> car built in 1951. Car condition is in the 3 to 4 range. My guess is that the car will get a proper restoration based on the 1964 Jaguar he also showed us. It recently was a Concours winner as well as winning 1<sup>st</sup> at the National Jaguar meet.

I am sure he will be spending time on our club e-mail system (MOL) and the Nash-Healey Registry looking for advice and parts. We gave him some names and a few suggestions. He was well aware of the fact that Nash-Healey number 1 sold in 2013 for \$500,000. I did some searching on Google Images for 1951 N-Healey and came across a photo of this car. It has a large maroon scallop painted on the side. Car had Virginia plate on the front. In those images the car looked in nicer shape. No doubt someone in the club knows the history of this car.

Al Ruckey

## The Houston Classic Auction May 3

**1951 Nash-Healey Roadster 2014**  
**The Houston Classic Auction**  
**ESTIMATE: \$225,000 - \$275,000**  
**CHASSIS NO: N2041 –**  
**See more at: <http://www.worldwide-auctioneers.com>**



**1954 Nash Healey LeMans Coupe**

**MOTOSTALGIA**  
 AUCTIONS D'ELEGANCE

**Seabrook, Texas**  
**May 2, 2014**

## \$400,000 restoration turns out better than the original



*Another sighting of  
 the beautiful  
 Nash Healey #1*

I borrowed this article from  
**Nigel Matthews, Driving**

**Originally published: October 22, 2013**

My wife rarely makes a comment about cars other than she would like to have a new Aston Martin (so would I, actually). So when she spotted the 1950 Nash Healey Roadster at the Louisville Concours, I was quite taken aback when she commented that she really liked the Sunset Maroon roadster with its full-wheel chrome hub caps and wide whitewall tires. I had the chance to scrutinize the vehicle very closely because it once was on the cars in the class that I was judging. Having undergone a \$400,000 restoration, which included a \$21,000 restoration of the steering wheel, I asked myself, "How is this possible?" My critical eyes could not find anything wrong with the car other than probably an over-restoration because I doubt that the car looked as good when it was new, as it does today. The engine was a little noisy when started cold but that was probably due to the modern oil (not enough zinc, which is recommended for breaking in new engines), and that it had only been driven five miles since the restoration was completed. The significance of this Anglo-American vehicle is that it was America's first postwar production-built sports car, and this particular car was built for Donald Healey. The combination of the beautiful Healey designed hand-built aluminum body by Panelcraft of Birmingham England incorporating a Nash grille, bumpers and other trim was mounted on a widened Healey Silverstone chassis. The in-line six-cylinder Nash Ambassador engine had been stroked by Healey in that the stock cast iron cylinder head had been replaced with a high-compression aluminum cylinder head. Donald Healey had originally intended to fit a 331-cid Cadillac V8 engine and so had designed the engine compartment to accommodate that engine. A few owners later fitted V8s in themselves. Only 104 examples rolled into the showrooms in 1951. Americans enthusiasts were probably bewildered why the conservative Nash Motor Company had entered the sports car market. The \$4,063 price tag also played a role in the small number of sales.



## *Another Honor for Leonard McCue of Florida*

At the Boca Raton show here in Florida (a top concourse) the NH was chosen as one of the top 25 cars receiving a beautiful sterling silver tray from Tiffanys as an award. A number of the judges said they thought the car was really impressive and lamented so few of them are seen on the show circuit. Thought you would like to share my pleasure!

Leonard McCue



**This Andy Warhol type display of a 1953 Nash Healey LeMans Coupe was sent to us by Bob Segui, now of Port Townsend, WA**



# ***Owners Gallery***

**This 1954 Nash Healey Coupe belongs to Lynn and Joy Nash of Campbell River, BC**



**This lovely 1953 Nash Healey Convertible was recently purchased by Wayne Graefen of Kerrville, Texas. Wayne is the third owner of this car.**

**Gene Mostellar of Ivyland, PA is the owner of this 1953 Roadster. Gene is the third owner of this car.**

**Please send me your photos to include in the Gallery. Send to [nashhealeyregistry@gmail.com](mailto:nashhealeyregistry@gmail.com)**





## ***Registry Update***

The Nash Healey Registry is now almost five years old and stands at 151 registered vehicles. Our list of those believed to exist is at 382. Amazing out of the original 506. We are always seeking to identify and qualify more Nash Healeys. I try to follow up on the leads you send me. Thank you to all who sent me items for the newsletter as well as information leads. Your contributions are appreciated by all of us. Please send your contributions to the next newsletter to [nashhealeyregistry@gmail.com](mailto:nashhealeyregistry@gmail.com).

## ***Mark Your Calendar 2014 Events***

Hopefully by now you have made your plans, downloaded and completed your registrations and are all set for a busy summer of car events. Here are just a few to keep in mind.

### **2014 AHCA Rendezvous**

Bend, Oregon June 23-27, 2014

### **2014 AHCA Conclave**

Hot Springs, Virginia June 15-20, 2014

### **2014 Grand Nashional**

Oxford, Ohio September 3-6, 2014

## ***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](mailto:nshjw@yahoo.com) or

## ***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](mailto:ambo49@gmail.com) or call **714 991 6260**. See full description on our website [www.NashRamblerRubber.com](http://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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