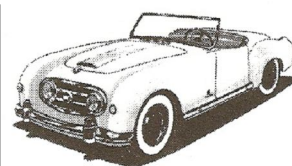


Nash Healey



April 2012

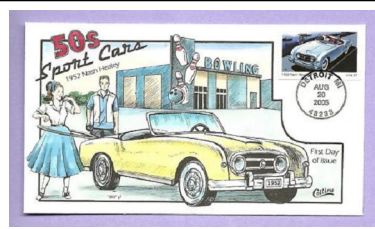
Newsletter

Nash Healey Registry Update

We are pleased to advise that the Nash Healey Registry now includes a total of 136 cars. Our list of the number believed to still exist has grown to a total of 372..

Since the last newsletter, we have added numerous cars, notably Cars numbered 1 and 2, located in Texas. Car #1 has just completed a total restoration and we hope to bring you more details in a later issue.

We have also added new registrations from Germany and Belgium. It never ceases to amaze me how these unique cars have become a desirable collectible worldwide. We now list cars from Belgium, Canada, Germany, Guatemala, France, Italy, Mexico, Morocco, The Netherlands, South Africa, Switzerland and of course the United States.



The above photo is reprinted from the Hemmings Blog featuring Chapter 8 of "Cars I've Loved and Hated" by Mike Lamm. The following was added from a website Cars in Depth.

Cars In Depth features 3D photos and video and they believe the Nash-Healey wouldn't have happened were it not for 3D. It's a true story, or at least it's been repeated in most histories of the car.

Donald Healey wanted to build a prototypical Anglo American sports car, along the same lines of thought of Briggs Cunningham, Allard, Carroll Shelby, and now Hennessey – put an American V8 in a lightweight British sports car. Actually, Cunningham had put a Cadillac V8 in one of Healey's Silverstone roadsters. Healey also wanted to sell cars in the profitable US market, not just in war ravaged and slowly rebuilding Europe. Healey came to Detroit in late 1949 hoping to make a deal with Cadillac to supply him with their then new high compression overhead valve V8. He might have gone back to England empty handed because Ed Cole told him that Cadillac was selling every V8 powered car they could build. GM also may not have wanted to do business with a small, indebted British specialty automaker. However, on the Queen Elizabeth coming over to the States, Healey, a photography buff, noticed a large, heavyset man taking pictures with a stereo camera, probably a Stereo Realist ("The camera that sees the same as you"), popular during the 3D craze of the 1950s. The large man taking 3D photographs was George W. Mason, who was the president of Nash-Kelvinator and who would later forge the merger of Nash and Hudson into American Motors. Taking the Queen Elizabeth wasn't Mason's only luxury. The Stereo Realist camera cost \$159 back in 1950, which with inflation would be over \$1,400 today.

Bob Segui and his 1953 Le Mans Coupe



Photo at La Jolla Eighth Annual
Concours d'Elegance 2011
2nd Place Winner



29th Annual Dana Point
Concours d'Elegance –
2011 3rd place winner

Once you own a Healey something happens inside, and when you find yourself without one, you find that you want another one. This is what happened to me after selling my award winning 1959 Austin Healey Sprite a couple of years ago. I had owned my Sprite for over 30 years and found that as I got older, I was getting bigger and my car seemed to be getting smaller. I knew that I wanted another Healey and thought it would be pretty cool to have a car that was made the same year I was born. So, I started looking at cars by Donald Mitchell Healey (DMH) that were made in 1953

My search started with the Austin Healey 100. I had seen them at club meets and I even had the privilege when I lived in San Diego of taking DMH for a drive in a red 100 when he was visiting a fellow club member in Rancho Santa Fe, California. I believe that this is the car that he is seen standing next to on the cover of *Donald Healey, My World of Cars*. On the plus side, I liked that the car had great lines, was a little bigger and had more horsepower than my Sprite. On the minus side, I ruled the 100 out because I felt I also wanted a car that I could lock and had roll up windows, so the search continued. I remember seeing Nash Healey roadsters at the 2002 International Meet in Lake Tahoe, and started rereading my Healey books so that I could learn more about this car. DMH in the book, *Donald Healey, My World of Cars* shared that his company in the late 40s was in financial troubles and the teaming up with Nash allowed him to get out of debt and to make the Healey 100. I learned that a coupe version was also made in 1953; I liked that the car had roll up windows and that the car could be locked.



Bob Segui holding the #9
Rallye De Paris Trophy & Sign
that his 1953 Nash Healey won
when it was raced by Thomas
Harrington in 2000.

Bob is an enthusiastic supporter of the Nash Healey Registry and a regular contributor of leads and information

Nash Healey Paint Colors

There has been much discussion on the issue of authentic paint colors for the Nash Healeys. Apparently there are no objective records any more about the original colors Nash Healeys were painted.. These colors were chosen by Pininfarina in Italy at the time and do not necessarily correspond with colors of regular Nashes from 1952 - 54. Pininfarina has no records any more of all the colors they used these years and certainly no records of a specific car and its color.

Jim Walton has put together the following in this regard:
Nash Healey Paint Colors (Pinin Farina Bodied Cars, 1952 Through 1954.)

The following is from my weak memory of growing up with these cars and also from my research over the past twenty or so years.

All metallic paint colors used a very fine metallic particle popular at that time, not to be confused later metallic in paint colors.

Most of the paint colors were also used on other Pinin Farina bodied cars of that era.

All paints used were Pinin Farina colors and while some had Nash colors somewhat close, none were actually correct and the difference can be noted.

There are no Pinin Farina records still available nor are paint chips or mixing codes. Nash never advised their Dealers or customers of color mixing codes, they were just matched individually by sight.

Silver: was a light shade metallic silver.

Green: was a light shade green metallic called "Verda Tenue", which translated I believe means almost green or light green.

Red: was a light shade red metallic.

White: was a non-metallic white with a little brown in it which made it an off white almost favoring a very light tan, far from the popular bright white some were later repainted.

Maroon: was a non-metallic, medium dark maroon.

I have not properly addressed the top colors on two toned Coupes but I do believe that I have seen original silver with a dark top and green with a dark green top. The bottom colors were the same as described above.

Jim Walton

1951 Panelcraft Nash Healey Paint Colors

Standard colors for the 1951 Nash Healeys were Champagne Ivory and Sunset Maroon. Although it is believed no other colors were offered, there are known to exist two 1951's originally painted Mint Green



This 1962 Black and White movie stars John Comte and is the only film directing credit of Robert M Young.

Emmaline lives in a big mansion with her elderly crippled socialite aunt. One night she sees a murderer drown her aunt in the swimming pool. That traumatic experience causes her to be stricken with an extreme case of amnesia.

Years later, after inheriting the estate, Emmaline winds up marrying her aunt's old boyfriend. He moves her back into her aunt's old house, hoping that the location will trigger her memory.

It would appear that he is only after the money.

By all reports, not a film worthy of much merit but a Nash Healey sighting nonetheless.



Special Information Request



I attached pictures of my maroon 1951 Nash Healey. I am wondering if at least the front picture could be sent out in the next newsletter asking if anyone knows anything about this car's history, as in who might have done this modification and for what reason. Until I bought it, this Healey spent its entire existence in the TX panhandle and is supposed to have raced with a Chrysler Hemi under the hood at a (presumably dirt) track called Rattle Snake Raceway in the panhandle area of TX.



When I bought my Healey about 6 years ago, it was simply a rolling body shell, having had the Chrysler Hemi recently removed and sold. I'm guessing from the styling and the fact the Healey was pink that the front sheet metal was modified in the late 50's with the big grille, lids over the head lights, flattened hood and cowl air scoops. I don't have the skill to return it to the original look, as much as I'd like to. This Healey also had a dark blue paint job over the original maroon and under the pink.

I still have much restoration work to do with the car, but I'm happy to say this autumn I was able to drive it on a 200 mile trip without any difficulties, that is how freshly together this Healey is.

Jim Dworschack jdworschack@gmail.com

Nash Healey Safety Reminder

Although this was previously discussed in a flyer to all known owners, we feel the potential danger to all owners warrants repeating the warning especially for all of our new owners.

Jim Walton had this happen and urges everyone to be diligent in checking their cars.

Just a short note about the dangers of the front coil spring seat failures. A friend and I just replaced another set of the original spring seats. The left front on this car was severely bent downward at the outer edge and was not far from breaking. As you all know by now these failures will cause you to be unable to steer the car other than straight with potentially very hazardous consequences. The purpose of this note is to try and keep these catastrophic failures to a minimum.

We have noted that at the very least every owner should place a straight edge across the bottom of each spring seat and if the bottom has sagged any at all from a straight line then you are at great risk. This will not require any dis-assembly. Please contact Jim Walton for further information



Nash Healey Torque Trunion

I reproduce a critical safety part for the Nash Healey, the drive line stabilizer trunion. We have helped to keep many Nash Healeys and Ambassadors on the road by providing this. Through the years, owners have asked for a simple explanation of a torque tube drive. There has never been a short and clear explanation. So I have written one, and thought it would be of interest to Nash Healey owners

For a complete information on this product visit www.NashRamblerRubber.com



I have an article available written by Jim Walton on the driveability of the Nash Healey which recommends this type of trunion replacement. Space does not permit reprinting the article here, but if you would like a copy please email me jbrookes@moradnet.ca

Coming Events

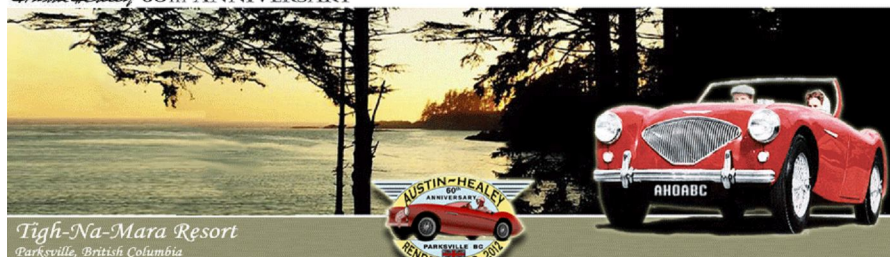
Mark your calendars. The Summer of 2012 promises a busy and fun filled schedule of Nash Healey Events. We are definitely planning to be at the Healey Rendezvous in Parksville, BC and the Grand Nashional in Post Falls, Idaho. Hopefully we will see lots of you there. It is always great to meet everyone and put faces and names together.



Louisville Conclave 2012

June 17 – 22, 2012 Louisville, Kentucky
Complete details : 2012conclave.com

Austin-Healey 60th ANNIVERSARY



June 25 – 29
2012

Tigh Na Mara Resort
Parksville, BC

Details at:
healeyrendezvous.com



Grand Nashional 2012

July 25 – 29 2012

To be held at the Red Lion Inn Post Falls, Idaho

For complete information

Visit the NCCA Website <http://www.nashcarclub.org/event>

MEET IN THE MOUNTAINS

Orphan Car Show

August 18th, 2012

Located at the

Der Ritterhof Hotel

LEAVENWORTH, WASHINGTON

www.leavenworthbeergarden.com for details

Items for sale

**Front Spring Seats all Nash Healeys \$700.00 per set
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
\$95.00 each on an exchange basis only

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

The Nash Healey Newsletter

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