

Nash-Healey



APRIL 2010

NEWSLETTER

358

REGISTRY UPDATE

We now have know of a total of 358 Nash Healeys. 90 of these are currently registered.

This newsletter is produced by the Nash Healey Registry. In order to continue to receive your complimentary copy of this newsletter, you must register your Nash Healey. If you have not already registered, please take a moment to complete the form on the last page and return it to me. We hope to send an actual Registry to registered owners later this year.



USA 1951-1954

NASH-HEALEY

Before Donald Healey forged his alliance with Austin to form Austin-Healey, he worked with the Nash company here in the U.S. Using Nash mechanical components, Healey built this interesting sports car for the U.S. market.



Produced by
Healey Motor Company
Warwick, Great Britain



VITAL STATISTICS

Top speed:	105 mph
0-60 mph:	11.5 sec.
Engine type:	In-line six
Displacement:	4,140 cc
Max power:	135 bhp at 4,000 rpm
Max torque:	230 lb-ft at 2,000 rpm
Weight:	2,950 lbs.
Gas mileage:	22 mpg
Price:	\$5,908

Details apply to 1953

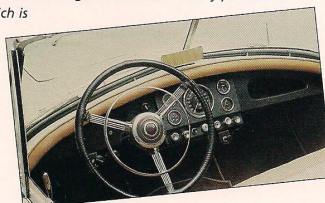


"...feeling of control."

"Compared to other cars of the day, the Nash-Healey was a revelation. Even today, its qualities shine through. The car was widely praised for

its handling and especially its ride, which is extraordinarily good for a sports car. Thanks to Healey's input, it handles well with a great feeling of control, and it's certainly fast enough to be called a sports car. In truth, though, it was built more for the boulevard than the race track."

The large-diameter steering wheel dominates the simple fascia.



Milestones

1949 Nash-Kelvinator president George Mason and Donald Healey meet on board the Queen Elizabeth liner and find common ground to build a Nash-Healey sports car.

1950 A prototype is shown and a racer takes ninth place at the Mille Miglia and fourth at Le Mans.



Pinin Farina was commissioned for the 1952 restyle.

1951 The Nash-Healey is launched in the U.S. at the Chicago Auto Show and is sold through Nash dealers.



The Nash-Healey had some success in racing.

1952 Pinin Farina restyles the roadster and builds the bodywork.

1954 Production ends after 506 cars have been built.

VALUE GUIDE

ORIGINAL PRICE	
1953	\$5,908
CURRENT VALUE	
	\$19,500-\$40,750
PRODUCTION TOTAL	
	506

REGISTERED OWNER FEATURE



NASH
HEALEY
NEWS

September/October 1984
Issue No. 25

525 4134 CENAN

WILLIAM BARTELS 1953 NASH-HEALEY ROADSTER



Dear Ray & Joanne,

I thought you and possibly the other club members would be interested in a copy of the original dealer invoice for my 1953 roadster.

The car was ordered in 1952 and arrived in February 1953. The reason for the \$500 discount is that when the car arrived in the states, Nash wanted to use it, and did, at the Pittsburgh, PA Auto Show for one week. Thus the original owner was compensated for his extra one week delay in delivery.

I purchased the car from Mr. Tony Beatrice, the original owner, in 1977. It has 69,000 miles and is totally original except for the tires (Nash the original spare) and battery. I added Nash wire wheel caps after I purchased it but still have the original disc caps.

The overall appearance of the car is very good. The top and interior are only fair but paint and mechanical are excellent. Considering the car is 31 years old and was driven daily in good weather, I'm amazed at it's condition.

With a number of cars in my collection, it's difficult to drive each one during the non-salty months in Ohio. When I last drove the Healey in 1981, it ran excellent. The car is currently in heated storage and I hope to be able to bring it out for some touring before the summe of 1984 passes.

It would be interesting to see if there are any other totally original '51-'54's left.

Best wishes for continued success with the Nash-Healey Car Club.

The copy to the left is reproduced from an article in the 1984 issue of the Nash Healey Car Club Magazine.

When Mr. Bartels registered his Nash Healey with us, he sent the photo in the lower corner and indicated the car is still in original condition.
Amazing!!!

Nash Motors
Division of Nash-Kelvinator Sales Corporation

FOR ACCOUNT OF: Jordan Motor Sales
CITY AND STATE: 695 E. Taft St. East Palestine, Ohio

DATE: 3-16-53

WE ARE OFFERING A DISCOUNT FOR THE CAR CLUB MEMBERS WHO ARE REGISTERED FROM THE FRANCHISE INSTITUTION SHOWS.

Commercial Credit Corporation
Youngstown, Ohio

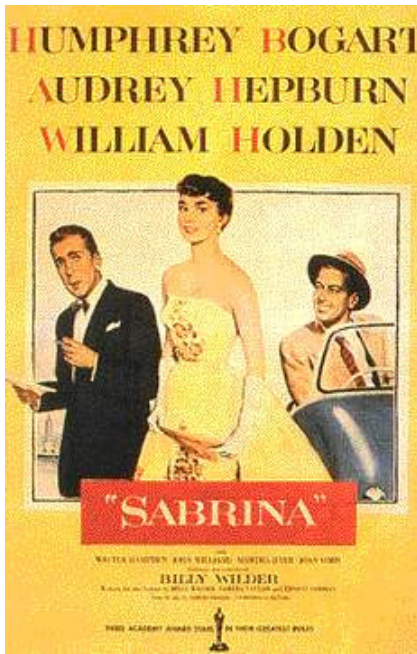
NASH-KELVINATOR SALES CORP.

SP	TER	MOTOR NUMBER	FACTORY INVOICE NUMBER	AMOUNT
25362	Ivory	25362	25362	51.80
ADDITIONAL ACCESSORIES AND EQUIPMENT				
Car shipped direct to dealer - Warehouse charges waived				
MFG'S. CERTIFICATE OF ORIGIN ISSUED				
SOLD Tony Beatrice				
ADVERTISING				25.00
FREIGHT				35.50
WAREHOUSING				1.00
ANTI-FREEZE				17.50
PREPARATION FOR DEL.				440.00
TOTAL				4709.00
INVOICE				4217.00

William Bartels of Canfield, Ohio purchased his 1953 Roadster from its original owner in 1977. The car is 100% original and totally unrestored. Original condition applies to paint, top and interior. Battery and tires have been replaced. This car is a true original survivor.



No 91944



Note the liberty the artist creating the movie poster took in moving the steering wheel to the right so that Holden could be shown driving the Nash Healey

This car, the movie and the Nash Healey history were prominently featured in the February 2001 Cars & Parts



Of all of the Nash Healey's movie appearances, perhaps the most famous is the 1954 Paramount Pictures' "Sabrina" featuring Audrey Hepburn, Humphrey Bogart and William Holden. Appearing several times in that film was a lovely platinum colored 1953 Nash Healey Roadster.

Here is a photo of the car as it exists today. Gordon and Carolyn McGregor, who currently own this car tells their story below.



I purchased the Nash Healey in 1977 from Jacques Harguindeguy. Jacques told me it was the Sabrina Car. He had purchased it from a retired movie producer living in Hillsborough, CA. The car was stored for many years as number five piston was broken. It had 24000 plus miles on it when I bought it. After the movie, it was painted red. After that, Barris of Hollywood did some customization work on it, removing the air scoop, hood handle, cross flags, script and tail bezels and leaded in the holes. It was then painted white, leaving the red dash with a tan top. Sometime later, following a minor accident it was repainted a Fiat white.

I restored it in 1977 stripping off all the paint and putting it back to original with Jacques' help in getting the parts. I painted it '69 Fiat White with the dash remaining red. It has the original red leather interior, floor mats, door panels and cockpit trim. I will never change the interior as that is where the actors sat. I was forced to have the steering wheel refinished as the original disintegrated.

My wife and I drove the car about 20,000 miles and decided last year to have it professionally restored. Not the interior, of course. It should be ready by mid April.

Gordon and Carolyn McGregor



Sabrina

In "Sabrina" (1954) a straight laced executive (Humphrey Bogart) attempts to woo the chauffeurs daughter (Audrey Hepburn) away from his irresponsible brother(William Holden) to save a business deal.

The 1995 remake starred Harrison Ford but unfortunately missed the best part and did not use a Nash Healey

Sabrina

TRIVIA

Humphrey Bogart was a last minute replacement for Cary Grant.

Bogart and William Holden did not get along.

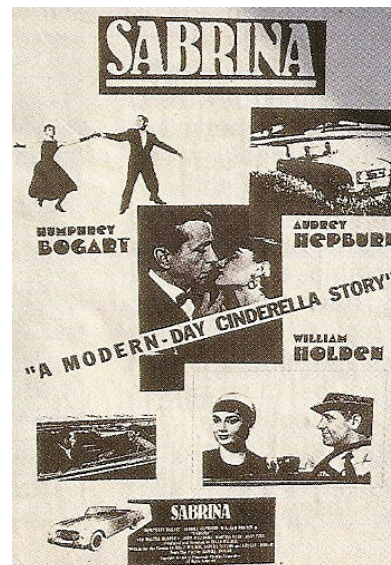
Bogart wanted his wife Lauren Bacall cast in the role of Sabrina.

Co-stars Audrey Hepburn and William Holden fell in love during the making of the film. The relationship was later ended by Audrey Hepburn

The estate on which the film was shot belonged to the chairman of Paramount pictures.

Bogart was paid \$300000 for the film, Holden got \$150000 while Hepburn was paid only \$15000.

No matter what, Humphrey Bogart quit work at 6 pm on the dot. That was the time he started drinking scotch and soda.



TECHNICAL TIPS

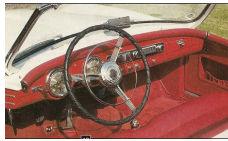
STEERING WHEEL TIPS

Got a Bump on your Steering Wheel???

Reprinted from Nash Healey Newsletter June 1984

Many Nash Healey steering wheels have a tiny, almost imperceptible bump or "wart" on the outside edge which, when the wheels are straightforward, is located at the nine or ten o'clock position (where your left hand would normally fall when driving)

This is not an imperfection in casting, it is there for a purpose. It serves to calibrate when the wheels are pointed straight ahead. If you have someone restore your steering wheel, advise them not to file this bump off.



SPARK PLUGS

Reprinted from Nash Healey Newsletter
Jan 1983

The factory supplied Autolite AL-5 Spark Plugs for use in all engines equipped with an aluminum head. This included the Nash Healey. Today, ones choice might be influenced by availability. An alternative, recommended by the Champion Spark Plug Company is the H-10. These should be adjusted to the correct gap of .030" prior to installation.

WATER PUMP AND COUPLING INSTRUCTIONS

Reprinted from Nash Healey News March 1986

NASH MOTORS
Division of Nash-Kelvinator Corporation
Milwaukee 7, Wisconsin

WATER PUMP AND COUPLING INSTRUCTIONS

To Remove the Impeller and Shaft

The rivet retaining the impeller to the shaft is accessible for removal through a pipe plug hole in the side of the housing. It may be reassembled in the same manner.

To Install Water Pump Body Bushing

As the hole in the pump body in which the water pump bushing is located has a shoulder at the inner end to insure longitudinal location of the bushing with reference to the oil hole, it is not possible to drive the bushing into the pump body for removal. Being a split bushing will permit collapsing or pull out from the packing gland end of the housing. The new bushing, 3103426, may be driven in place with a suitable driver after ascertaining that the hole in the bushing will coincide with the oiler hole. The bushing should then be reamed with a .500 reamer, KMO 314.

Repacking the Pump

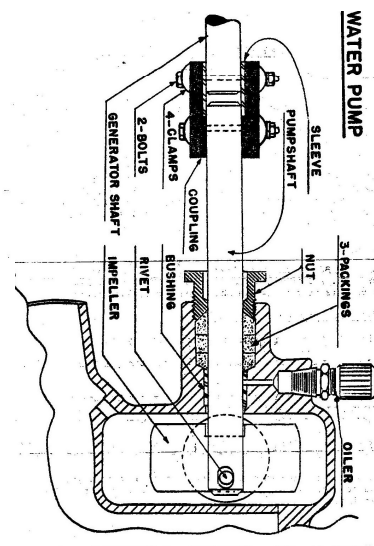
Three packing rings, 82830, are installed in the gland, preceded by a small amount of water pump lubricant, and the gland nut tightened slightly, final tightening to be made only after the pump is completely assembled and the engine idling.

Alignment of Water Pump and Generator Shaft

Upon installation of either unit, the following assembly procedure must be observed:

1. The generator must be assembled to its mounting, making sure that the dowel pin is located in its hole.
2. The water pump must be adjusted up or down through the clearance holes in the mounting flange and in or out through the use of variable quantities of gaskets to provide perfect alignment between the two shafts.
3. The water pump drive shaft coupling sleeve must pass freely between the two shafts with mounting nuts tight as a check to insure perfect alignment.

The packing nut should be tightened while the engine is idling, and then only to a point where no leakage occurs, as over-tightening might result in scoring the shaft or damaging the packing.



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
All Nash Healeys front stabilizer bar. (3 times stiffer) \$395.00
Nash Healey rear motor mounts recast in urethane for \$85.00 each on an exchange basis only
Contact Jim Walton nshjw@aol.com or
Dennis McAllister denmca@comcast.net

SPEEDO OR TACH LETTERING

Reproduction lettering sheets available for speedometer \$25. or tachometer \$25.
Contact Ron Brookes
jbrookes@moradnet.ca

NASH HEALEY FOR SALE



1954 Nash Healey Coupe. New upholstery, paint, good chrome. nice white walls. Runs.
Contact
Charles Giorno for details.
262-818-1951

COMING EVENTS

2010 GRAND NASHIONAL

The 2010 NCCA Grand Nashional- First in Airflyte will be held July 5th to July 11, 2010 at the Holiday Inn in Cleveland, Ohio.
The meet will be hosted by the OH-Penn Region
Call Rex Fisher
330-707-2013 or email
rfish905@aol.com

THANK YOU

Many thanks to everyone who contributed to this edition. A very special thanks to Gordon McGregor, for his Sabrina materials and to Brad Rawling, who sent me a selection of newsletters from the 1980's. You will be seeing excerpts from these in many newsletters to come. Please send any ideas or articles you have to me at jbrookes@moradnet.ca. The next newsletter will be sent in June 2010

Nash Healey Registry



Judy Brookes
PO Box 6452

Hinton, Alberta Canada T7V 1X7
Phone 780- 865-7066.

Year
Body Style
Body Number
Chassis Number.....
Motor Number
Condition
Special Info or History
Name
Address
Email
Phone

Please complete this form and email to jbrookes@moradnet.ca

or send by regular mail to the above address

Please call me if you have any questions about the Nash Healey Registry.

2010 HEALEY RENDEZVOUS



The Austin Healey Club of Oregon is hosting the 2010 Healey Rendezvous. This event will be held June 28th to July 2nd in Eugene, Oregon. It would be great to see a number of Nash Healeys there. For additional

information; <http://healey-oregon.org/rendezvous-2010>