

Nash - Healey

September 2011

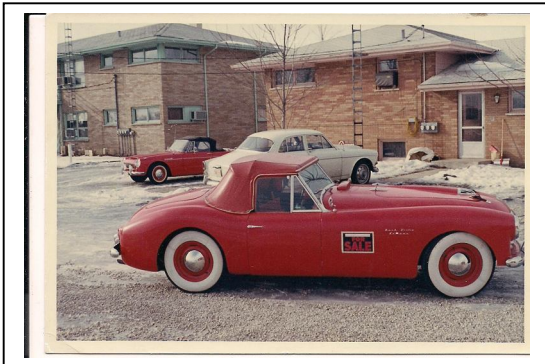
Newsletter



Nash - Healey History

This very interesting Nash Healey Badge surfaced this spring in an Ebay auction. After purchasing the badge, Nash Healey owner Bob Segui circulated a request for information on the history of this badge through the Nash Healey Registry. Thanks to Mark Moser and Kent Martin for the following information and connection to the full story.

This badge was designed by former Nash Healey owner Kent Martin of Alto, New Mexico. Kent was an enthusiastic Nash Healey owner and racer in the late 1950's. He was well known in the Nash Healey Group and began the first Nash Healey Association in 1956. After the formation of the group, Kent designed this badge and had a company in Spain make a sample badge. He was not happy with the quality they produced and did not proceed with further production. Kent displayed this badge on his Nash Healey until it was lost or stolen. Interesting that it would turn up on ebay after all these years.



Here is a photo of the 1951 Kent Martin used to race as well as one of a 1953 coupe he owned that had previously belonged to George Mason.

Nash - Healeys at AHCA in Vancouver, WA



Rendezvous 2011 was held at the excellent Heathman Lodge in Vancouver, WA. Three Nash Healey's joined the Austin Healey group for three days of touring and enjoying the area. Jim and Maurita Walton of Alamo, Ca, Ron and Judy Brookes of Hinton, AB and Wayne, Dana and Samuel Redding of Portland, OR were the Nash Healey participants. The well organized meet included a Picnic in the park, a wonderful road rally through the surrounding area and a drive through the Columbia River Gorge to the Columbia Sternwheeler Cruise. An awards banquet ended the event. First in class went to Jim Walton's beautiful 1953 roadster and first in the Healey Bowling was won by the very enthusiastic Samuel Redding. We were joined for dinner one evening by local Nash Healey owners Cliff and Julie Stranburg, Gloria MacDonald and Greg. It was a good opportunity to get to know each other and much Nash Healey details were discussed.. The Cascade region of the AHCA did a great job and the meet was thoroughly enjoyed by all. Rendezvous 2012 will be held at the Tigh Na Mara Resort just out of Parksville on beautiful Vancouver Island.



We are sad to report there were no Nash Healeys at the NCCA Grand Nashional in Kenosha, WI. A few Nash Healey owners were in attendance. Hopefully, we will do better in 2012. Further details of the Grand Nashional in 2012 will be included as soon as they are available. Early reports indicate it will be in Post Falls, Idaho.

1953 Nash Healey wins Best of Show



Congratulations to Joe Conlon, whose gorgeous 1953 Nash-Healey Le Mans Coupe captured Best in Show at the sixth annual Hemmings Sports & Exotic Car Show in August at the Saratoga Auto Museum in Saratoga Springs, New York. Joe's coupe also captured first place in its class, the cars of Donald Healey, one of this year's four special classes. Joe has owned the car for 30 years; three years ago, he began a home restoration of the car. He and his sons, Joe Jr. and Bret, did most of the work, with the bodywork and painting done in Joe's barn by Fred Ferrera. The restoration was completed the night before the August 6 show. From Hemmings Daily

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.

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.

We have had 10 sets of 4140 billet steel seats machined, new ball studs also machined from 4140 steel billets and professionally molded with aircraft quality urethane. They are also twice the wall thickness and many times stronger. We currently have 1 set remaining and have 6 more being machined.

The total CNC machining time is approximately 7 hours for each set plus the preparation and molding of the urethane.

Of those 18 individual spring seats replaced we have found 1 broken, 4 cracked and 1 ready to break. I must add that since those that we replaced have all been in California none have suffered any significant rust deterioration and I assume that the failure rate will increase with the addition of a rust factor since the originals are of mild steel and .062" inch material and only .050" where stamped at the inner radius.

We also are aware of 3 other failures of these seats that have occurred over the years.

Do not let yourself be caught off guard, these are a major problem.





Release:

1956

Starring:

[Chuck Connors](#), [Don Orlando](#), [Ewing Miles Brown](#) ...

Synopsis

In this off-beat action drama, a slightly psychotic big-game hunter is obsessed with getting revenge upon the Army officer whom he believes caused his brother to suffer a fatal heart attack while he was a soldier. The hunter challenges the offending officer to a strange duel involving specially designed camera guns. With these, they are to roam the LA streets and shoot pictures of each other. Of course the hunter plans on having a real gun with which to shoot the officer. Unfortunately, he accidentally gives the real gun to the other guy. The hunter becomes so anxious that he too drops dead of a heart attack. ~



Presenting

1954

Nash - Healey



Production of the 1954 coupe began with Chassis N3006 and ended with only 90 units produced. The engine was the same as that of the 1953 Nash Healey and the Nash Ambassador. The body of the 1954 remained the same except for the forward sloping rear window. The 1954 Nash Healey was beautiful and sadly, the last of the era. 506 units had been produced over the four years.

Nash Motors became a division of American Motor Company(AMC) that was formed as a result of a merger with Hudson Motor Company in January 1954. Nash was faced with limited resources for marketing, promotion, and further development of this niche market car in comparison to its volume models. By this time AMC knew that a similar luxurious two-seat Ford Thunderbird with V8 power was being planned. In light of the low sales for the preceding years, Nash delayed introduction of the 1954 models until June 3 and discontinued the convertible, leaving just a slightly reworked coupe, distinguished by a three-piece rear window instead of the previous one-piece glass. Healey was focusing on its new Austin-Healey 100 and the Nash-Healey had to be abandoned. Nash cut the POE (port of entry) price by more than \$1,200 to \$5,128. Production ceased in August. A few leftover 1954s were sold as 1955 models. A few of the later models owned by Nash Corporation executives were equipped with the new V-8 engine used in the 1955 Ambassador.



Donald Healey with a 1954 Nash Healey



Bing Crosby with a 1954 Nash Healey

Registry Update

The Nash Healey Registry now has a total of 126 registered Nash Healeys. To date, we have amassed a total list of 364 Nash Healeys believed to still exist.

I find it amazing that in the space of two years we have gone from a small group of owners to a Registry with 126 registered Nash Healey's. The last few months have greatly increased our numbers and I am thankful to everyone who has participated by sending me their information. I am delighted when I receive information about a Nash Healey not previously on Bill Emerson's list or any other I have seen. The Nash Healey has truly withstood the test of time at an unprecedented level and the information we are collecting validates this. Its unique design for the era combined with the low production numbers have made the Nash Healey a very sought after collector's vehicle.

It is a pleasure to communicate with various owners through our online service and provide the link to the various members who generously share both source and technical information to assist other owners in their restorations and mechanical issues.

I would invite anyone who has not yet registered to contact me. As I have stated many times, I believe it is in all of our best interests to have current accurate information on the number of Nash Healey's still in existence.

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 stabilizer 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

is produced quarterly and distributed free of charge to Registered owners. If you are not registered please contact me in order continue receiving your copy. There are no fees associated with The Registry and strict privacy levels are maintained. I have not included a registration form, but please contact me to receive one.

Please contribute to the Newsletter by sending me your photos and stories. We appreciate all contributions and suggestions.

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