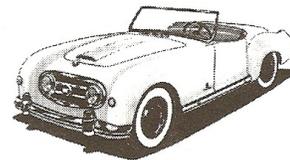


# Nash-Healey



**FEBRUARY 2010**

**NEWSLETTER**

## **NASH HEALEY REGISTRY UPDATE**

We have now progressed to a total of 350 known Nash Healeys.

Thanks to those of you who have taken the time to send in your information. We appreciate your input and thanks to you, we have validated a number of additional vehicles. Every one counts.

We would urge those of you who have not registered to please take a moment and complete the form at the end of this newsletter or simply email your information to [jbrookes@moradnet.ca](mailto:jbrookes@moradnet.ca)

Th vehicle numbers are being matched to the production numbers to create the Registry.

Please be assured that your information will be held in confidence.

Once you are registered, you can choose to be part of the online information sharing or you can choose to be part of the group that only receives information via the newsletter.

If you are currently registered and would prefer to opt out of the regular online group but still receive newsletters, please let me know.

## **A HISTORICAL RACE PHOTO**



Above and upper left: The fourth-place N-H in action at LeMans 1950. Left (l to r): Drivers A.P.R. "Tony" Holt and J.D. Hamilton, Healey Paris agent Tom Kenny, Donald Healey, and Harry Costley of Nash celebrate after the race. Car 14 sits directly behind them.

## **2010 GRAND NASHIONAL**

The 2010 NCCA Grand Nashional- First in Airflyte will be held July 5<sup>th</sup> to July 11, 2010 at the Holiday Inn in Cleveland, Ohio. The meet will be hosted by the OH-Penn Region

## **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>

## **NASH HEALEY NEWSLETTER**

This Newsletter is produced to promote interest in the Nash Healey Registry and to create a sense of connection among Nash Healey owners. Thanks to everyone who contributed to this edition. This newsletter is only possible if we have items of interest to include. Please continue to send your photos, articles and ideas to [jbrookes@moradnet.ca](mailto:jbrookes@moradnet.ca). The next newsletter will be sent in May 2010.

## NASH HEALEY PROJECT FOUR MONTHS FROM START TO FINISH

BY LEONARD A. MCCUE!



When I first saw that 1953 Nash Healey on the floor of my shop, I thought, NO WAY! With four months to go before the Pittsburgh Grand Prix, my goal of restoring this vintage car and actually racing it seemed impossible. The car was a hulk with lots of missing parts. On the plus side though, it still had its original floor. That was a major factor compared to other cars I've dragged into my shop. No one who saw the car as it came off the trailer thought the deadline was possible.

We begin any restoration by sending the body to the media blaster. When it returned, to our surprise, we found a body made up of more than 50 pieces. The pieces were not so skillfully welded together. We were amazed though with the craftsmanship of the many hand made panels. We were fortunate to be able to make all of the missing or rotted panels in our own shop on an English Wheel. Though this skill is quickly disappearing, we employ a number of people capable of creating perfectly fitting panels.

Being obsessive to a fault, each and every piece on the car was removed, repaired and painted or re-chromed as required. The interior was reupholstered in red leather to factory specs. The interior was modified with the installation of a roll bar, painted red to match the interior. A set of racing seats was also installed as the original interior is removed during racing. The racing seats and the five point harnesses also match the interior. I was able to locate a company in California who had the catalog specs of the original Nash Healey wire wheels. A set of them was ordered and is used on the car when touring. A reinforced set of original steel wheels is used for racing. A custom steering wheel was installed though the original wheel is being restored.

A number of items remain missing from the car, but a few of them have already been meticulously reproduced to original specs by copying items lent to me by the noted Nash Healey collector, Len McGrady. For example, the dash plate through which the ashtray, radio and sundry knobs are mounted, has been faithfully reproduced and is in fact available to anyone else restoring their Nash Healey. Recently, in its touring form (with its fully equipped interior seats and mats), the car won "Top Winner" in its class at the SPYC Vintage Car Show with over 300 cars competing. Once the body was repaired, our young, but highly talented body and paint man, prepped it. He honed his skills building and painting custom cars. I'm proud to say a number of his creations cruise the country.

My interest in the Nash Healey began, coincidentally, when I recently began to vintage race my 1959 Elva Courier. Not being one who enjoys sitting around between races, I decided to get a second racecar. I wanted something different for myself and one that would be interesting to spectators. Everything I looked at was quite common at vintage races; Alfas, Jags, etc. were especially plentiful. Browsing the Web one evening I scanned the inventory at Hyman Motors and found this Nash Healey needing restoration. It filled the bill! There certainly would not

be many others on any racecourse. This despite Nash Healeys having a colorful racing history. In 1950 a Nash Healey finished fourth at LeMans. In the 1950 Mille Miglia a Nash Healey finished ninth. In 1951 and 1952 Nash Healeys finished third and first respectively at LeMans. After my shop manager and I discussed the pros and cons, I decided to purchase the car. My daunting project then arrived at our shop on February 6<sup>th</sup>, 2009

The car had many needs, but a bigger problem was the Pittsburgh Grand Prix was only 4 months away. In any time frame, the restoration of this classic sports car posed a challenge. With only four months time to accomplish my goal, I was beginning to hear each tick of the clock. So was my racing team.

With great satisfaction, the Nash Healey was completed in time to be shipped to Pittsburgh for its inaugural Grand Prix Race. The car performed exceptionally well needing little to be competitive. It was also one of the most popular cars with the spectators despite being displayed along side many million dollar racecars including Maseratis, Bugattis and Ferraris. It has since been raced at Lime Rock Race Track, Connecticut and can only be described as a terrific and enjoyable racecar!



## Hurry, I think I hear a Train Coming By Al Ruckey



This 1952 Nash Healey Roadster is the last car built in 1952 and is owned by Al Ruckey of Michigan. It is one of the three vehicles to have a Nash V-8 installed in the engineering garage in Detroit. The car was purchased from the estate of Carl Chakmakian, who worked for AMC in Detroit Engineering and Service Operations. According to his sister, he was also the Racing Director.

## **Hurry, I think I hear a Train Coming!**

The club scheduled a pleasant driving cruise to the local historical little town of Holly. Visit the antique shops with hopes of finding the "treasure". This was followed by lunch at nice place. The guys kicked tires and the girls went off shopping. By late afternoon after the usual stop at the ice cream shop we all headed off at different times for home. I hopped in the N-Healey and headed out of town. We came to a double set of rail road tracks and bounced over the first set. As we came to the second set the car was in full rebound in the lowest position. There was a loud bang and the car came to an abrupt stop as the passenger door flew open. It scared the hell out of me and my wife Jackie.

Then I noticed the right front of the car appeared to be touching the ground, which is was! The right front wheel was tucked up under the fender. This is what had happened. The second set of railroad tracks was sticking up about two inches above the grade. The first set of tracks put the suspension in the up position. Just as it came back down (lower than normal) it met the track that was two inches above grade. The track caught aluminum support that holds the coil spring in position. It was sheared off and the coil spring came out. The trailing link suspension really likes to have that spring there!

Obviously, the car could not move stuck there on the tracks. Well the first thing my wife (Nervous Nellie) said was "do you think there are any trains coming"? In my "keep things in control" response, hell no I said, it's Sunday and 3 o'clock in the afternoon! As luck would have it, we were the last club member out of town and no friends to be found. The usual crowd gathered and asked what happed, flat tire? And the "you know you should get that off the tracks"! No kidding! So my wife had to ask, any trains come through on Sunday? Only the 4 o'clock one! Now the beads of sweat are forming on my forehead along with the lump in my throat.

Thanks goodness for cell phones. I called AAA and they indicated they could have a truck out in about an hour. An hour an exclaimed, listen I have a serious problem here and I explained. Oh, I guess we can put you on the priority list.

Thanks, I appreciate that! Well, the truck showed after what seemed like a long time. It was one of the trucks with the flat ramp. The driver winched the car up and secured it with chains. The three of us jumped in the cab for the ride home.

As we were driving away the driver said I think I hear a train whistle! With that my wife's face turned ghost white. She also said "I'm never riding in the damn car again"!

After a few days I managed to get the Healey onto the hoist in my hobby garage. The only damage underneath the car was the sheared off aluminum support bracket. However, I did have a slight wrinkle in one of the body panels. Using the Members on Line (MOL) I found a support bracket. Jim Walton had picked up a couple of them at a flea market several years previous and agreed to sell me one.

In the e-mail communication I found out that Jim owned a 1950 Tub. I said to him would you be interested in one original Nash sleeping bag that was an accessory for you Tub? He agreed and we exchanged items. I often wonder who got the best part of that deal. I did tuck a note in the bag which said "Charles Nash slept here"! He found the note about 6 months later. As Paul Harvey often said, "now the rest of the story". About a year later I opened one of the cardboard boxes of spare parts I received with the Nash-Healey and out came two aluminum support brackets! Boy, I miss that sleeping bag.

While up on the hoist, I power washed everything in sight. This resulted in a rather unpleasant discovery, the left front trailing link aluminum/ magnesium assembly looked like Swiss cheese! It looks like the Michigan weather had attacked the material and eaten holes in it. That discovery started a one year quest to find a replacement part. That story is the subject of my next article! Hope you enjoyed this little story.

Respectfully Submitted, Al Ruckey #7606 aruckey@yahoo.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
All Nash Healeys front stabalizer bar. (3 times stiffer)	\$395.00

Contact Jim Walton [nshjw@aol.com](mailto:nshjw@aol.com) or  
Dennis McAllister [denmca@comcast.net](mailto:denmca@comcast.net)

The NCCA library has the following Nash~Healey literature of note. This service is available to NCCA members only.

Thanks to Reggie Nash, a copy of the early [1951] Nash Healey Technical Service Manual Supplement, this is used in conjunction with the 1950 TSM  
The 1952-1953 Nash Healey TSM, used in conjunction with the 1952 TSM [I do not know of 1954 specific manuals, having said that, I will be corrected]  
1951-53 Nash-Healey parts catalog; This is parts specific to the Nash-Healey, and is used in conjunction with the Nash Ambassador parts catalog of the corresponding year.  
The NCCA Library charges for its copy service.  
If someone is interested in obtaining literature copies, email me [put NASH in the subject] and I'll quote you the cost plus postage.  
Dave Siringer  
[flattaxes@yahoo.com](mailto:flattaxes@yahoo.com)  
[dsiringer@ohio.net](mailto:dsiringer@ohio.net)

### FOR SALE

NH dash plates through which the ash tray, radio and knobs protrude. They are nickel plated so they look exactly as original.  
I'm charging \$200.00 plus shipping.  
Len McCue  
[info@qlaw.com](mailto:info@qlaw.com)



### NEWS AND EVENTS

I believe every car has a story. Please share yours by sending stories and photos to me at [jbrookes@moradnet.ca](mailto:jbrookes@moradnet.ca). I would also love to include information and stories on events in your area.

Many thanks to Bradley Rawling, who has sent me Rosters and newsletters from the 1980's. These are a wealth of information and I hope to include many of the Technical Tips in future newsletters. The rosters have provided me with a whole new list of names to pursue.

### *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](mailto:jbrookes@moradnet.ca)  
or send by regular mail to the above address