

Nash-Healey

OCTOBER 2010



NEWSLETTER

REGISTRY UPDATE

At last, we have an actual Roster of all Registered Owners. Those of you who do not receive electronic updates will receive your Roster with this newsletter. If you have not received your copy, please contact me jbrookes@moradnet.ca.

If you know of a Nash Healey owner not listed in your roster, please contact them and encourage them to participate.

At this point we have a total of 100 Registered Nash Healeys. My list of known cars totals 358 so we have a long way to go.

NEWSLETTER

Thanks to everyone who has sent me material for the newsletter. It is wonderful to see photos and articles showing Nash Healeys out and about, wowing the public. Please keep up the good work and send me your articles at jbrookes@moradnet.ca I welcome any ideas and input to improve our newsletter.

ORPHAN CAR SHOW LEAVENWORTH, WASHINGTON



This photo spread sent to us by John Gumbinger who is the President of the NCCA Pacific Northwest Region. John and his wife Pauline organized the Orphan Car Show in Leavenworth, Washington.. Some photos from the meet are scheduled to appear in Hot Rod Magazine.

The photos below of a lovely 1953 Nash Healey Roadster are sent by Registered Owner Joachim Schwarz of Dusseldorf, Germany



MILWAUKEE MASTERPIECE CONCOURS D ELEGANCE



There was a 1953 Nash-Healey Roadster very dear to me (mine) at the Milwaukee Masterpiece Concours d'Elegance on Sunday ,August 22, 2010. I was in the American Sports Car Class, which was won by a big block Corvette. The show was very nice with about 100 vehicles ranging from the teens to the seventies. Best of Show was a beautiful Duesenberg Dual Cowl Phaeton.

I'm attaching a photo of car 421 chassis 2404.
Cheers, Jim Rugowski



The October 2010 issue of **COLLECTIBLE AUTOMOBILE** includes a Personality Profile on Pinin Farina - very interesting reading.

MORE FROM THE AHCA RENDEVOUS IN EUGENE, OREGON



NEWLY COMPLETED RESTORATION

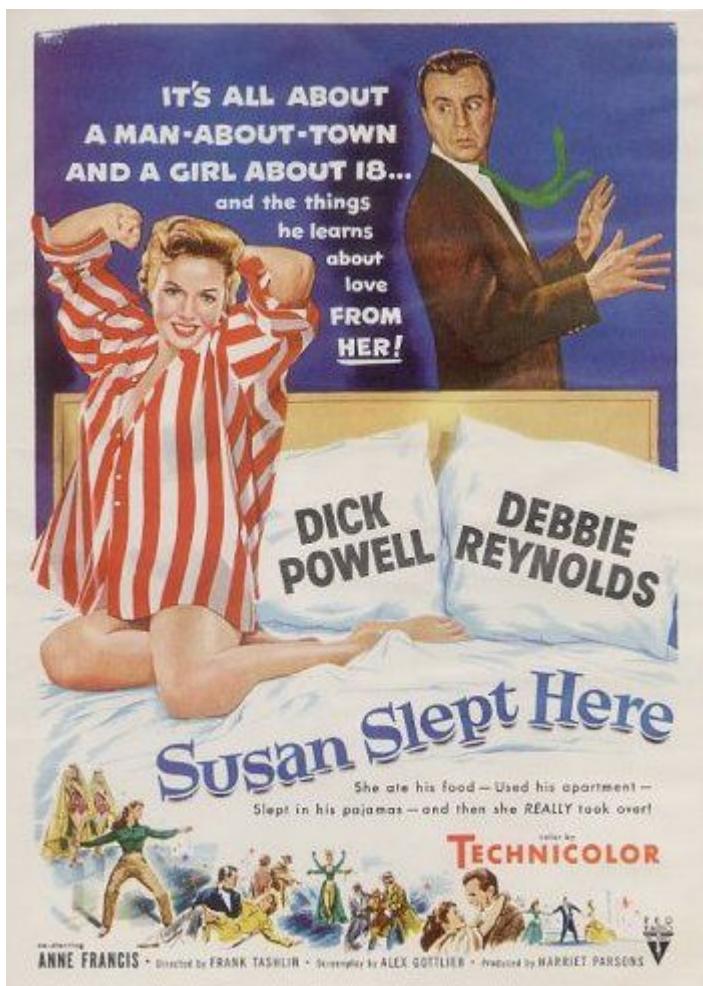


This 1954 Nash Healey coupe was completed in early July and shown at its first meet in Calgary, Alberta. The owner is Ron Brookes of Hinton, Alberta. Way up here, no one has ever heard of a Nash Healey. Reaction has been amazing.

The August issue of the newsletter included a photo of Jim Waltons Nash Healey Coupe at the AHCA Meet in Eugene. The above photo is of the Strandburg's (Green) and Gloria MacDonald's (Silver) Nash Healeys at the same meet. There were in excess of 100 cars at the meet.

The impressive list of Nash Healey attendees included:

Cliff and Julie Strandburg with two 1953 Roadsters
Myrna Geddas 1953 Roadster
Matt Hackney 1953 Roadster
Wayne ,Dana and Samuel Redding 1954 Coupe
Gloria McDonald 1954 Coupe
Dennis McAllister 1952 Roadster
Jim and Maurita Walton 1954 Coupe



Susan Slept Here (1954) is a romantic comedy film ([Technicolor](#)) starring [Dick Powell](#) (in his last film role) and [Debbie Reynolds](#). It was based on the play of the same name by Steve Fisher and Alex Gottlieb. The film's plotline was later used again by director [Frank Tashlin](#) for 1962's [Bachelor Flat](#).

It's Christmas Eve in Los Angeles, and Oscar-winning screenwriter Mark Christopher (Dick Powell) unexpectedly finds himself housing a 17-year-old juvenile delinquent, Susan Landis (Debbie Reynolds), for the holiday. Come Christmas Day, Mark's haughty but gorgeous girlfriend Isabella (Anne Francis) is horrified to phone Mark's apartment and hear a woman's voice confirming that SUSAN SLEPT HERE. Before he knows what hit him, Mark finds himself spending Christmas whisking Susan off to Las Vegas for a quickie wedding in order to prevent her from going to jail. He intends it to be a temporary marriage in name only, but he hasn't counted on the determination of his besotted young bride.



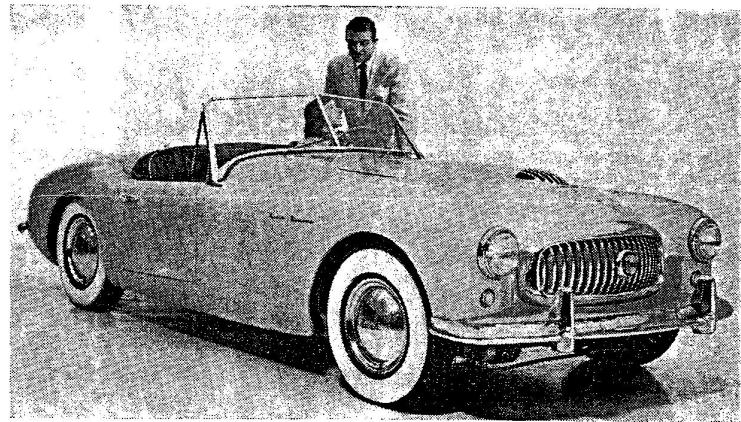
Although numerous sources report a Nash Healey prominently featured in this movie, I was unable to locate an image. If anyone has further info on this, please let me know. It would be good to know which model was used.



FROM:
Public Relations Department
Nash Motors Division
Nash-Kelvinator Corporation
Detroit 32, Michigan

FOR RELEASE FEB. 15th PM'S OR LATER

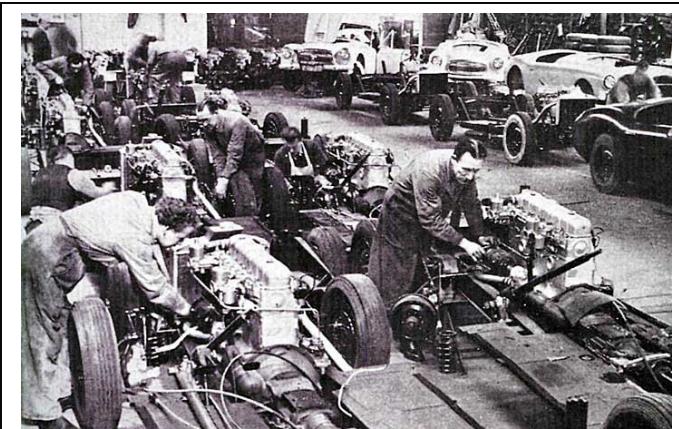
New 'Nash Healey' Sports Car



Nash Motors' new Nash Healey 2-passenger sports car features European sports car styling. Its distinctive front end appearance is achieved by clean functional design with broad low hood and car-long horizontal body lines flowing gracefully from front to rear. The front grille follows the design of the familiar Nash "Airflyte" chrome barred racing air scoop. Powered by the equally new "Dual Jetfire" Ambassador engine, it has an estimated speed of 125 mph. Production of the new car will be limited, according to Nash Motors. The Nash Healey represents the combined skills of Nash Motors, U.S.A., and the Donald Healey Company of Warwick, England.



This is an image of the Panel Craft Sheet Metal production facility in Birmingham. The image below is of the actual assembly facility.



A CHANCE MEETING

Who would believe, some 61 years later that George Mason's 1949 trip to Europe, returning aboard the Queen Elizabeth could coincide with Donald Healey's journey to secure Cadillac engines for his new sports car. Their chance meeting and General Motors refusal to supply him with engines made automotive history.

Soon a few Nash Ambassador engines and powertrains were enroute to the Donald Healey Motor Company in Warwick, England. Healey immediately converted his factory to a limited production Nash Healey facility.

Their first production attempts were entered in famed European Racing venues to establish performance and stamina records. Next, they moved on to the first roadgoing model with the all aluminum bodies being supplied by Panelcraft Sheet Metal. The prototype was shown publicly for the first time at the Paris Motor Show in early fall of 1950. Actual production began in December of 1950, only nine months after the start of the project.

The Nash Healey made its US debut at the Chicago Auto Show in February of 1951 amidst a flurry of publicity. The initial Nash Healey's arrived at a suggested price of \$4063. This included leather upholstery, adjustable steering wheel, chrome wheel discs, whitewall tires, directional turn signals and overdrive. Color choices were limited to Champagne Ivory or Sunset Maroon. Each car reportedly cost \$9000. This makes the \$4063 seem very reasonable but buyers could purchase an XK120 for \$3945 or a Cadillac Series 61 for \$2940.



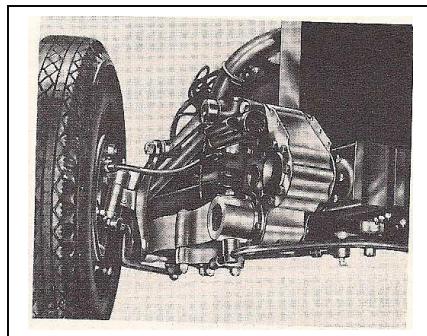
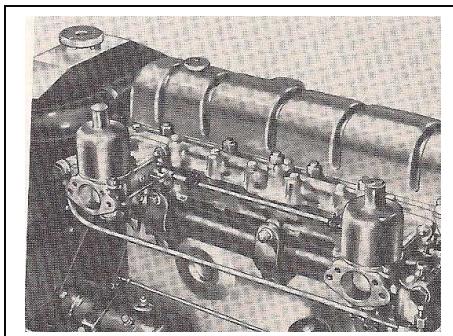
The first Nash Healey prototype, right out of the shipping crate arriving from England.



A great deal of publicity surrounded the launch of the Nash Healey in 1951. A last minute change in plans saw all 104 units produced being returned to the United States. Numerous changes were made between the first 36 produced in 1950 and the balance which were made in 1951. We will explore these differences in the next issue.



INSIDE THE 1951



As modified by Healey, the 234.8 cid Ambassador six was rated at 125 bhp at 4000 rpm. Providing the extra horsepower was a pair of British SU sidedraft carburetors, a hotter cam and an aluminum cylinder head with sealed intake manifold and an 8.0:1 compression ratio

The Healey designed "trailing arm" front end suspension was developed to help his fast, low sports cars hold the road on curves and aid the driver in steering at all times. The front wheels are mounted on pivoting arms ahead of the wheel center line. This arm is cushioned against a coil spring. In taking bumps, each wheel deflects vertically in an arc without change to tread or camber

SPECIFICATIONS

1951 Nash-Healey

General

Vehicle type: front-engined RWD roadster
Structure: steel box-section frame with pressed and tubular crossmembers and aluminum body panels
Market as tested: United States
Price (1951): \$4063

Engine

Type: longitudinal L6, iron block and aluminum head
Displacement (cc): 3847
Compression ratio: 8.1:1
Power (bhp): 125 @ 4000 rpm
Torque (lbs. ft.): 210 @ 1600 rpm
Intake system: 2x1-bbl. sidedraft carburetors (SU)
Valvetrain: two overhead valves per cylinder
Transmission type: 3-speed manual w/ overdrive

Dimensions

Curb weight (lbs.): 2600
Wheelbase (in.): 102
Track, f/r (in.): 53/53
Length (in.): 170
Width (in.): 66

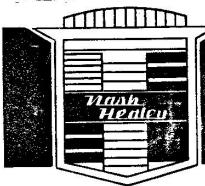
Suspension, brakes, steering

Suspension, front: trailing links with coil springs and antiroll bar
Suspension, rear: live axle with coil springs and track bar
Tires (in.): 15 x 6.40
Brakes, f&r: drum/drum

Performance*

0-60 (sec.): 11.5
Quarter-mile (sec.): 18.0

*1954 model, courtesy *Road & Track*



Car club

Nash Healey

N A S H
H E A L E Y
N E W S

May 1983
Issue No. 14

THE FIRE THAT ALMOST DESTROYED MY 1951 NASH-HEALEY by Ted Perrin

My 1951 Nash-Healey was in pretty good, but well-worn shape when I bought it. The engine needed a piston, rings, valve job, and the crank ground with new bearings.

The body had rust-out areas in the normal places, in front of the doors and behind them, of which I heli-arc welded patches on.

I had the seat re-upholstered but the rest of the interior was O.K. except needed a new steel floor.

The car had never been badly hit which was a big help. While stripping the paint I found white, maroon, yellow, and a light tan color. The car is now yellow again. It seemed to have some kind of a white filler material under the white paint (kind of chalky material).

I used Ford Mustang brake shoes which had to be reworked but did fit, and had the drums turned.

It was said that the original owner bought it for his son who was in the Korean War but

never returned. It was then sold to a man in the jewelery business in Attleboro, Mass.

I had it 90% done and on the road last Spring. After taking it for a ride I parked it in my barn. About a half hour later my boy came running in and announced that it was on fire. Well, it was a real wipe out. Am lucky we have a barn left much less the car. Along with the gallant efforts of some neighbors and the fire department all was not lost. The fire ruined the interior - glass - wiring - paint - etc.

I now have it pretty much back together again and am hoping for a better time this year.

On yes, I do believe the fire started from grounding the throttle cable to the big wire from the battery to the starter motor.

I do need the side and trunk emblems and the correct gauges, and steering wheel overdrive switch assembly but that will come with time.

Am anxious for warm weather to get here so we can really get to drive and know this car.

SURVIVAL OF 1951 NASH HEALEYS

The total production of 1951 Nash Healey's was 104 units. The survival rate of the 1951 appears to be far lower than that of the other years. To date, we have only 10 1951's in the Nash Healey Registry. My list of known vehicles indicates 58. It will be interesting to see how many we can validate as time progresses. If you know of someone not registered, please have them contact me at jbrookes@moradnet.ca

REGISTRATION FORMS

Although there is no registration form included in this newsletter, they are always available. Please call me at 780-865-7066 or email me jbrookes@moradnet.ca for information or to register your Nash Healey. If you know of Nash Healey's not registered, please send me contact info and I will send them information and newsletters.



This lovely 1951 Nash Healey Roadster is owned by Terry Gale of Elizabeth, Colorado. It is the same 1951 discussed in the Nash Healey Newsletter from May of 1983 reproduced above.

