

NASH-HEALEY ASSOCIATION BULLETIN #1

(The term "Association" is used to convey that there exists an association by mail at least. This Bulletin, much delayed by a two months absence from my office, will be followed by another when there is enough material at hand to make up a second one. It does not attempt to editorialize - just to cross pollinate information. If anyone has an alternate idea - by all means let us use it. Hope to meet some of you this year.

F. A. Celler
P. O. Box 413
Cortland, New York)

I. The following have written as of this date:

Mr. C. Chakmakian
Technical Advisor
American Motors Corporation
14250 Plymouth Road
Detroit 32, Michigan

Mr. Harold L. Baldwin
19 Boynton Avenue
St. Johnsbury, Vermont

Mr. James L. Riggs
4500 Summit
Kansas City, Missouri

Mr. J. Murray Smith
479 South Hudson
Pasadena, California

Col. John R. Levering
Air Attache, Budapest
Department of State
Washington 25, D. C.

Dr. Howard R. Blackburn
Hayburn Building
Louisville 2, Kentucky

Mr. Bruce B. Hampson
c/o Brower Nash
Mont Clare, Pennsylvania

II. Questions raised:

a) Q. Replacing original engine with a Nash V-8.

A. C. Chakmakian of American Motors told me over the phone in Detroit that he planned to do this with his car this Spring. How about it? Have you done so, and if so, can you let me have the necessary information for the next bulletin? Incidentally, I saw an NHF with a Buick V-8 at Elkhart Lake two years ago. Does anyone know of its whereabouts?

b) Q. How many NH (English bodies), NHF open, and NHF closed were built?

A. Please, Mr. Chakmakian, the data for the next bulletin.

c) Q. How can owner obtain NH maintenance manuals?

A. Once more, Mr. Chakmakian.

d) Q. Repainting difficulties.

A. I have had mine repainted twice, once as result of being run into by a truck. (Incidentally, the coachwork hammers out well.) First, the hood and trunk covers, as well as the dash panel are aluminum. (Use a magnet to convince the body shop.) Next, paint will peel unless the original prime coat is completely removed. This is a very difficult process, but is well worth while. I have not attempted to repaint the dash. Also, do not let anyone take the windshield glass out of the frame unless they have the special tool to reinsert it. I know of two broken windshields from this.

e) Q. How about spare parts?

A. I have been able to obtain spare parts with major delays and at somewhat high prices. Please see attached letter.

f) Q. How should the stress rod beneath the transmission be adjusted and does it have any effect on the clutch action?

A. UNIT POWER PLANT STABILIZER - The engine stabilizer consists of a rod threaded at both ends; one end is attached to a bracket under the center of the transmission and the other end is attached to a bracket welded to the cross member back of the overdrive.

UNIT POWER PLANT STABILIZER ADJUSTMENT - The fabreeca washers adjacent to the cross member bracket are to be tightened fairly snug by the adjusting nuts and held secure by the lock nuts. Loosen the rear adjusting nut on the transmission bracket and tighten the front adjusting nut to obtain a slight tension on the rod. Then tighten the rear adjusting nut and secure both by tightening the lock nuts.

NOTE: The function of the unit power plant stabilizer is to insure smooth operation by minimizing the fore and aft movement of the power plant alleviating the possibility of erratic pressure plate finger movement in the clutch cover during clutch application.

(Above quoted from Service Manual)

g) Q. New top for convertible?

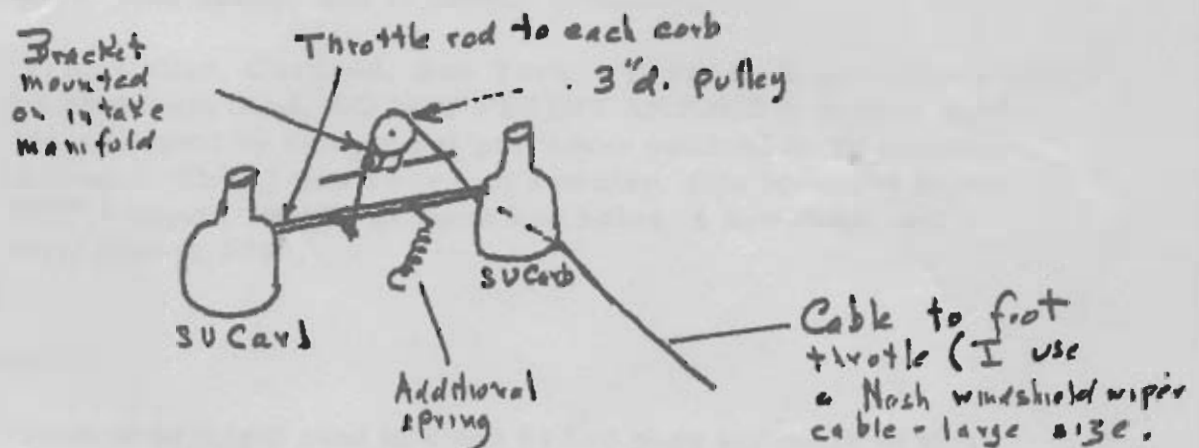
A. Have it made locally and properly fitted. Costs from \$75 up.

h) Q. History of Nash-Healey?

A. See attached letter to American Motors.

i) Q. "I have two suggestions for improving the car and both concern the accelerator. My car has a cable control from pedal to the lever between the SU carbs. The cable was stiff and did not allow for accuracy in speed control. I greased the cable and this did not help much. In desperation I purchased a new cable and housing from American Motors, had the housing cut in the middle and sweated a grease fitting in the cut out space. Now I can have it easily greased at regular lube times and have an adequate control. I understand others have replaced the cable with rods. I would like to know the details of this conversion." Mr. J. Murray Smith.

A. Any information from anyone will be welcome. I have a cable and pulley which replaced the rod, as per schematic sketch.



j) Q. Does anyone know how to remove scratches from the plexiglass side windows?

A. Please let us know.

- k) Q. I have had considerable vapor-lock starting problems in hot weather and have tried everything except an electric fuel pump. Is this a common fault?

A. Please pass on any information.

III. Information:

- a) J. M. Smith, Pasadena, California. "The other difficulty I had was with two pins that hold the accelerator pedal rod in the casting that pulls the cable. These pins bent and wore and the resulting play was annoying. I took them out and after a bit of fitting found that 3/32 inch drill rod mated the holes perfectly. Of course the holes in my accelerator have been worn oversize. Drill rod is available in many sizes and surely one of the sizes will fit in any car. Drill rod is tough and my current set has lasted over two years. I cut a length (about 1/4 inch) of rod and bend a short head on it before inserting. This keeps it from dropping through and makes it easy to remove."
- b) F. A. Celler, Cortland, New York. "I have replaced my original floor mats with diamond sponge rubber matting which is used as an underpad for household carpets. It can be purchased by the yard, cuts easily, and is simple to install."
- c) F. A. Celler, Cortland, New York. "If you have an engine with an aluminum head, DO NOT PERMIT ANYONE to tighten head bolts, except by using exact procedure outlined in the service manual. While I was away last summer, this occurred to my NHF - result, cracks at three bolt holes, a new head, and a total cost of \$200.

IV. Suggestions:

- a) Each of us might send in a one or two page summary of their car's history, good and bad. These would be included in Bulletins (not all at once), and much cross information could result.
- b) A number of people have asked about the purchase of an NHF. Whenever anyone knows of one becoming available, please let me know. Conversely, let me know of anyone who wants to purchase one. I am NOT a broker - just would like to have examples of the marque get into good hands.
- c) Please send in list of any maintenance facilities which have done good work on an NH. The information will be published in Bulletin.