



NASH  
HEALEY  
NEWS

August 1982  
Issue No. 10

## Car club

### PURPOSE AND BENEFITS OF NASH-HEALEY CAR CLUB

The Nash-Healey Car Club is now an International Car Club for all Nash-Healey owners and enthusiasts. Other Nash and other type Healey owners are also welcome to join. The Nash-Healey Car Club has members in the United States, Canada, and England.

It is our desire to promote the preservation, restoration and maintenance of all Nash-Healey cars.

To unite all Nash-Healey owners and enthusiasts of the marque.

To promote the showing of the Nash-Healey cars on a Regional and National scale.

To provide a source for all members in finding, buying, selling and trading Nash-Healey cars, parts, and literature as well as other automobiles.

To publish a bi-monthly newsletter for all members. This will include informative articles, technical tips, restoration tips, pictures, reports on Nash-Healey meets, and news of Nash-Healey's and other Nash and Healey cars. A classified section is included and advertising will be free for all members in this section.

All members will be entitled to, and encouraged to send in news items, articles, and stories on restorations. Letters and pictures of members cars will be welcomed.

Membership dues for one year is \$9.00 This includes a membership card, one year subscription to the Nash-Healey Newsletter and a roster which lists all members.

### NASH-HEALEY CAR CLUB NATIONAL MEET

The weather in Fullerton, CA was beautiful and it was perfect for our 1982 Nash-Healey Car Club National Meet held July 15 to 17.

Ray, myself, and our daughters decided we needed a long overdue vacation and being the N.H.C.C. National was in conjunction with the N.C.C.A. Grand NASHional it was perfect. Also, Hudson was having their National the following week at Knott's Berry Farm in CA.

On Thursday and Friday it was the usual routine meetings and early registration for the meet. The car show on Saturday, July 17 opened about 9:00 a.m. There were a few people selling parts & literature but as usual very few things for Nash-Healeys. Ray did pick up a few pieces of literature. Altogether, there were about 65 cars registered in the show and 3 were Nash-Healeys.

The members of the N.H.C.C. who attended the show were Rudy Franco from San Diego, CA. He didn't bring his car because a few days prior to the meet the windshield cracked in his car; Ray & Wilma Hren from Roseville, CA brought their 1954 coupe; Gordon & Carolyn McGregor from Carmichael, CA brought their 1954 coupe and a 1932 Nash convertible; Jim & Mike Paradiso from Los Banos, CA brought a Nash; Don Richards from Montrose, CA no car registered; Emmett & Ruth Ryan from Upland, CA brought their 1952 roadster; Sieg Wroebel from Alameda, CA brought a 1940 Nash; Boyd & Deborah Goddard from Rancho Santa Fe, CA no car registered; and Ray & Joanne Soles from Trafford, PA came in an American Airlines 747. A meeting was held and details are on page 2.

We attended the N.C.C.A. banquet and had a nice time. Three trophies were given in the Nash-Healey class. 1st place - Emmett & Ruth Ryan; 2nd place - Ray & Wilma Hren; and 3rd place - Gordon & Carolyn McGregor. We enjoyed meeting everyone from California and hope to do it again. (JMS, Editor)

N-H.C.C. MEETING - MINUTES - JULY 17, 1982

The meeting was held at Griswold's Inn in Fullerton, CA on July 17, 1982 at 1:00 p.m.

The meeting was called to order by President Ray Soles, Jr. The members present were: Rudy Franco-San Diego, CA; Ray & Wilma Hren Roseville, CA; Carolyn McGregor & Gordon McGregor, Vice President - Carmichael, CA; Jim & Mike Paradiso - Los Baños, CA; Don Richards-Montrose, CA; Emmett & Ruth Ryan-Upland, CA; Ray Soles, Jr., President & Joanne Soles, Editor-Trafford, PA; and Sieg Wroebel, Northern CA Director-Alameda, CA.

Ray Soles, Jr. started the meeting by saying he was very disappointed in the turnout of Nash-Healeys at this meet. He said that we have 14 members located in CA and he thought we would have a better turnout.

A discussion on the set-up of the newsletter was the next business. There were no complaints on the present set-up but several members preferred that it be returned to the old magazine style. Gordon McGregor made a motion to return to the magazine style, seconded by Sieg Wroebel. Motion carried. It was also decided to publish the newsletter/magazine bi-monthly (6 issues plus a roster) and if necessary during the busy season to send out a flyer between issues.

Gordon McGregor asked if any correspondence was ever received regarding copies of the old by-laws of the club. Joanne Soles reported that letters were sent to Richard Kauffman & Peter Williams last year. Mr. Kauffman did answer her and said he didn't have a copy of the by-laws. Mr. Williams never answered her letter but sent all the material he had when he was the editor and when she went through the material there wasn't any by-laws. A letter was also sent to Irene Schlang, former Secretary-Treasurer and she didn't have any club material or by-laws. It was then discussed and decided that an article would be put in the newsletter asking if any of the members who belonged to the club before had a copy of the by-laws. Ray Soles, Jr. said he would call Frank Vollmer and ask him if he had a copy of the old by-laws. Gordon McGregor & Ray Hren volunteered to start setting up new by-laws for the club. They are going to give a detailed report to the President.

N-H.C.C. MEETING - MINUTES - continued

Carolyn McGregor asked Jim & Mike Paradiso to write an article on their experience in meeting Donald Healey personally this past Spring. Carolyn is also going to contact Bill Emerson who also met Mr. Healey.

Sieg Wroebel is going to talk to the Board members of the Nash Car Club to see if they would put in their guidelines that the members of the Nash-Healey Car Club could show their Nash-Healeys at a NASHional meet without being members of the N.C.C.A. Mr. Wroebel will contact the President as soon as he finds out their decision.

Ray Soles, Jr. talked about contacting the members who have reproduced parts to find out the name of the companies where the parts were made so people who have other make cars could possibly use this information to have similar parts made for other make cars.

Ray Hren mentioned that a Nash-Healey Car Club badge which attached to the license plate was sold by the club. It was suggested to contact Richard Kauffman, former President of the club, to get the name of the company who made them. Possibly we can have them made again.

Sieg Wroebel is planning to attend some meets later in the Fall in Northern Calif. and would like to set up a small seminar for Nash-Healey owners during these meets. He will keep Joanne Soles posted so it can be published in the newsletter when this will occur.

Ray Soles, Jr. appointed Don Richards as Southern Calif. Director so he can try to get the Nash-Healey owners in Southern CA out to the meets.

No further business was discussed. A motion was made by Gordon McGregor to adjourn the meeting. Seconded by Sieg Wroebel. Motion carried.

NASH-HEALEY PARTS LIST by Jim Paradiso

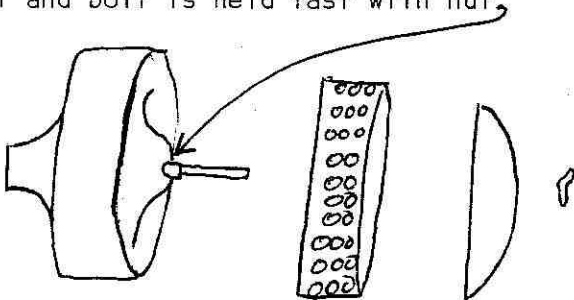
<u>PART NAME</u>	<u>PART NUMBER</u>	<u>BRAND NAME</u>
Points	DR-2437P	Standard
Condenser	DR-60	Standard
Rotor	DR-158	Standard
Distributor Cap	DR-413	Standard
Coil	UC-14	Standard
Voltage Regulator	VR-8	Standard
Generator Brushes	RX-58	Standard
Starter Brushes	RX-60	Standard
Starter Switch	SS-564	Standard
Stop Light Switch	SLS-25	Standard
Oil Pressure Switch	PS-15	Standard
Dimmer Switch	DS-51	Standard
Sparkplugs	L-85 (.025 gap)	Champion
Oil Filter	207	Hastings
Thermostat	E-114 - 180° or E-114 - 160°	Edelman
	30238 or 30236	Proven - Valve
Radiator Cap	TR-102 (7 lb.)	Stant
Rear Shocks	2126 N	Monroe
Carburetor Kits (Carter Y-H)	447 (per carb.)	Hygrade (Standard) Jiffy Kits
		FEL-PRO
Full Gasket Set (less intake manifold)	FS-7592S	FEL-PRO
Intake Manifold Gasket	MS-9378B	FEL-PRO

Most of these part numbers can be interchanged with other brand names.

TECHNICAL TIP by Bruce Sheaffer

When I first acquired my '54 Nash-Healey one of the first things I did was to replace the old steel wool type carb. air filter with a paper element filter. The total modification only took me about 15 minutes to do and it has saved me possible engine damage from bits of the old steel wool element becoming injected into the engine.

The element I used in the modification is a Kohler #235116 element which cost me \$5.25 for each carb. Since the element is a bit thicker, the bolt that the wing nut is screwed on must be changed to a longer bolt. Below is a diagram of this simple modification. A hole was drilled for new 2" long bolt and bolt is held fast with nut,



ADDITIONS AND CORRECTIONS FOR ROSTER

Ray & Wilma Hren - 7661 Tall Pine Lane - Roseville, CA 95678 (916) 791-4905; two 1954 Nash-Healey Coupes.

Russell K. Taggart - 230 Granville Rd. - North Granby, CT 06060 (203) 653-2286; 1954 Nash-Healey Coupe.

Address Change: Spencer Grant - 1220 Miller - Stockbridge, GA 30281

TEE SHIRT SALES

Order a t-shirt today and support your club. The sizes are S, M, L, & XL. The colors are yellow & blue with a coupe & roadster on the front. The price is \$6.00 plus \$1.00 for shipping per shirt. Make check payable to the NASH-HEALEY CAR CLUB and send order to Joanne M. Soles, Editor--NASH-HEALEY NEWS 530 Edgewood Avenue - Trafford, PA 15085.

PRODUCTION — NASH-HEALEY SPORTS CAR

	<u>1950</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>
January .....	--	26	1	41	0
February .....	--	36	1	25	0
March .....	--	6	1	44	27
Quarterly Totals .....	--	68	3	110	27
April .....	--	0	4	31	1
May .....	--	0	0	21	7
June .....	--	0	2	0	20
Quarterly Totals .....	--	0	6	52	28
July .....	--	0	17	0	21
August .....	--	0	8	0	14
September .....	--	0	40	0	0
Quarterly Totals .....	--	0	65	0	35
October .....	--	0	41	0	0
November .....	--	0	18	0	0
December .....	--	0	17	0	0
Quarterly Totals .....	--	0	76	0	0
Calendar Year Totals	36	68	150	162	90
Members of N-H.C.C.					
*incl. #10 & #11 Race Cars	*3	23	25	54	26

I decided to do a little checking into the membership roster of our club and we have 131 Nash-Healeys registered. I think we have done fairly well during the past year and hopefully we will go even higher this year. If you have purchased anymore Nash-Healeys since the last roster was published please let me know. I would like to know

the Year, Model, Chassis No., Body No., and Motor No. I will be printing a new roster in the next few months and need this information as soon as possible. If you have any changes in the present information please notify me: Joanne M. Soles, Editor - Nash-Healey News -530 Edgewood Avenue - Trafford, PA 15085. (412) 372-3952.

5TH ANNUAL NASH-HEALEY EASTERN NATIONAL

This is just a reminder that on August 21 & 22nd the Nash-Healey Car Club will hold its Annual Eastern National Meet. The location is at the Butler Fairground - 7 miles West of Butler, PA on U.S. Route 422.

Sat./Aug.21 - 8:00 a.m. to 6:00 p.m. Swap Meet & Car Corral

Sun./Aug. 22- 8:00 a.m. Swap Meet opens  
9:00 a.m.-2:00 p.m. Antique Auto Registration

As in the past, it will be held in conjunction with the Butler Old Stone House Region of the A.A.C.A. Annual Antique & Classic Auto Show.

NASH CAR CLUB EASTERN NASHional MEET

The Long Island Region of the N.C.C.A. will be holding their Eastern NASHional on August 21 at Kenneth A. Guglicicci - 249-21 88th Road - Bellerose, NY 11526. It's an old fashioned picnic so bring your own picnic basket.

8:00 a.m.-12 noon: Welcome & Registration & Flea Market

12 noon-1:30: lunch, bring your own basket  
1:30-5:00 p.m. - afternoon of NASH fellowship slides and Nash talk

This is not a Nash-Healey Car Club sanctioned meet but Mike Feingold & Ed Moore will be attending this meet. If you are in the New York area try to attend. Sounds like a day of fun.

LETTERS FROM MEMBERS

Dear Ray & Joanne Soles:

I appreciate what Mike Feingold said in his June letter. Sure there should be more contributors, but we don't have too much know-how to write about. So Mike, please don't stop!! You and the few others who really have the depth of experience and back ground that we lack are a great help to all of us.

Now for my contribution. I have a 1953 coupe (that is, my son Robert has). The engine gasket was blown and we had a deuce of a time trying to remove the aluminum head. It was obviously the material that accumulated between the head and studs due to a chemical reaction between the aluminum and steel. All winter I doused the studs (14 of them) with all sorts of lubricants. You name it--I tried it!! Finally 9 of the studs came out (tightening 2 nuts together on the stud permits you to unscrew the stud out of the block--a trick I learned). Heat, was suggested coupled with the warning of what could happen to the head, so I was not only afraid to try, but even to let a professional engine shop do the job!

At the Danbury, Conn. Antique Auto Show recently, I was given this advice: Move the car into the sun and let the sun's heat quietly and gently heat the block. Since aluminum expands at twice the rate of steel (I was told) there was a chance that the other 5 studs would come out. Well, when the head began to feel really warm (I could hardly wait) I started on the 5 tough studs. After 1/2 hour of sweat, one of the studs groaned and to my amazement started to turn! Two hours later the other 4 were out and I gently lifted the head. What a great day in the morning!! Now all we need are rings, piston rod bearings, felt and washer seals for the valve stems, etc., etc..

My son Robert and I have lovingly put this beautiful car's engine in top shape. We're going to try to get out to the Eastern NASHional in Bellerose and it would be great to attend a N.H. club meet and get to speak to Mike Feingold and Ed Moore as well as others.

Sincerely, Herbert Sklar  
(Chief Mechanic for Robert Sklar)

P.S. Here is our check for dues. We're grateful you folks take the time to keep us together and informed.

LETTERS FROM MEMBERS - continued

*\*\*\*Thanks for your contribution to our newsletter and I'm sure your tip will be most helpful to other members who are having the same problem. No matter how small or large a technical tip may seem it is always a help. I hope you make it to the N.C.C.A. Eastern NASHional and I'm sure you will enjoy talking with Mike Feingold & Ed Moore.*

(JMS, Editor)

Here enclosed are my membership dues for 1982 thru 1983. Getting ready for my first National Meet. I've never been to one before so this will be a thrill I'm sure. I'm going to the one in Fullerton, CA. Hope I'll find some needed parts for my car.

Rudy Franco

*\*\*\*Ray and I were glad to have had a chance to meet you at the National in Fullerton. Hopefully the next time we see you you will have your car with you. Did you find any parts for your Healey? I know Ray looked for parts for our '54 but as usual there were very few. Again, Rudy, nice meeting you at the National.*

(JMS, EDITOR)

I am renewing my membership for another year. I have enjoyed your fine job with the newsletter. Am also glad to see some hard to find parts are being reproduced. Seems like the windows cause many problems. My rear window is cracked. Keep up the good work.

Ken Havekost

*\*\*\*Thank you for your membership renewal and glad you are enjoying the newsletter. It is the good membership we have that makes this club a success. A special appreciation goes to the members who are putting their time and money into reproducing the parts so many of us need.*

(JMS, Editor)

LETTERS FROM MEMBERS - continued

Looks like I'd better get this to you. Been forgetting to mail my dues. I'm hoping to get my car painted in a month or so. I've been going to paint it for the last 8-10 years! May think of selling it afterwards, tho.

Bill & Joan Murphy were asking about springs in the June issue. New springs should be able to be made at a spring company - towns of 50,00-100,000 people or more may have such companies. Peoria has a couple (Peoria is 150,000 people).

Steve Parsons

*\*\*\*Hope you get your car painted in a month or so. I remember meeting you at the NASH-ional in Kenosha in 1980 and you mentioned painting it then so keep up the good thinking!! Eventually you will get it painted and I'm sure once you see how good it looks you won't be able to sell it. Also, thanks for the information on the springs. Hope it will be of some help to the Murphy's.*

(JMS, Editor)

Thank you for the reminder that my dues were past due. Enclosed find my check. Keep up the good work. I am very busy these days with a new assignment and often don't read my mail. However I am on the threshold of retirement and in about a year hope to be able to spend much more time with my hobbies.

M. Ruggere

*\*\*\*Even if you are a little behind in reading your mail, at least when you do have a chance you have some interesting material to read. Thanks for your renewal.*

(JMS, Editor)

OFFICERS

- Ray Soles, Jr. - President
- Gordon McGregor - Vice President
- Mary Soles - Secretary/Treasurer
- Michael Feingold - Club Librarian
- Joanne Soles - Editor

DIRECTORS

- Edward T. Moore - Massachusetts
- Frank Vollmer - Pennsylvania
- Steve Parsons - Illinois
- Don Richards - Southern California
- Sieg Wroebel - Northern California

REPRODUCED NASH-HEALEY PARTS

Several members of the Nash-Healey Car Club have taken their time and money to have parts reproduced for the Nash-Healey. Listed below are the names of the members and the parts they have reproduced. For the correct price please contact them.

Leonard N. McGrady - 209 Walnut Lane - Aberdeen, MD 21001 (301) 272-5985

1. Nash-Healey valve cover decal made of Mylar "LeMans Dual Jetfire"
2. Brass Nash-Healey script, zinc die cast, just like original
3. Pinin Farina scripts, die cast
4. Steering wheel spline coils, stainless
5. Grill Bars, brass just like original
6. New front grill emblems for Nash-Healey, plastic
7. Stainless steel air deflectors for carburetors
8. Serial Plates '52-'54 "Chassis - Motor" "Body" "Made in Italy"
9. Windshields for roadster

\*\*\*\*\*

Ed Moore - Box 357 - Bellingham, MA 02019 (617) 966-1433 or (617) 966-1230

1. Jack hole plugs for Farina bodied - unfinished cast aluminum
2. Tonneau covers and tops, made to order
3. New galvanized gas tanks, made to order
4. Front air deflectors for under bumper

\*\*\*\*\*

Charles Thomas - 490 River Road - Gladstone, OR 97027 (503) 656-6848

1. Body lock pillar to door sealer rubber enough for both doors.

CLASSIFIED

WANTED: For 1954 Nash-Healey Coupe - Lower inside windshield moulding, inside rear view mirror, one inside door pull, horn ring assembly, one wheel, spare tire hold down plate (original was dished and plated). Will purchase outright or have the following items to trade. One upper inside windshield moulding, one left and one right door handle. Ray Hren - 7661 Tall Pine Lane - Roseville, CA 95678 (916) 791-4905.

FOR SALE: Canvas jack bag for your Nash-Healey as original, black canvas. \$60.00 post paid in 48 states only. Write for other charges on shipping. Sieg Wroebel - 1215 Pearl Street - Alameda, CA 94501.

FOR SALE: 1954 Nash-Healey Coupe, excellent condition, super runner, body excellent with zero rust - beautiful as is or do a cosmetic restore. \$8,500: Ray Hren - 7661 Tall Pine Lane - Roseville, CA 95678 (916) 791-4905.

LETTER FROM NON-MEMBER

Dear Sirs:

I have a 1948, 4 door Nash that I would like to sell. It is located in Grants Pass, Oregon and seems to be in excellent shape except for the interior which is somewhat sun rotted. The exterior looks excellent and I'm told the car runs well. My husband bought the car sight unseen shortly before his death last year and now I am faced with selling it where it is or going to Oregon to pick it up which I am not really prepared to do. At this time I have about \$800 invested in the car.

Could you be of any help in suggesting ways I could advertise the car or in suggesting people who might be interested in it? Any help you can give me will be deeply appreciated. Thank you for your time.

Mrs. James L. Capen  
933 Lincoln Avenue  
Rock Springs, Wyoming 82901

*\*\*\*I received this letter and thought maybe one of the members would be interested in this car or perhaps you may know of someone who may want this particular year Nash.*

(JMS, Editor)

EDITOR'S COMMENTS ON NEWSLETTER/MAGAZINE SET-UP

I assume you have read the minutes completely on page 2. I attended the meeting in California and when the discussion came up about the set-up of the newsletter I was not asked my opinion or if I would like to do it in the magazine style. Several members at the meeting decided it should be done that way.

When I undertook the Editors job last year I assumed it would be a newsletter which takes less time to prepare than a magazine. It usually takes me about 3 days to do the newsletter. I tentatively set up this issue in the magazine style and it took me 5 days and I hadn't even started putting it into good copy. If you have it done by a printer there isn't a problem but our club can't afford the high cost of a printer. I am doing the typing, spacing and set-up myself and I just don't have the time to do it the magazine style.

I have enjoyed publishing the newsletter for the club but it seems some people are dissatisfied with the newsletter style. I am very upset with the decision. I am involved in several other organizations and can't spend all my free time setting up a magazine and it all boils down to, I don't like doing it the magazine style.

I did not enjoy working on the newsletter this issue and in past issues I couldn't wait until I published the next issue. Maybe I am selfish or perhaps there is another word for how I feel, but!! I thought the newsletters were improving as each issue was printed and we were finally getting a chance to publish photos.

It seems it has taken 3 years for someone to volunteer to do the newsletter or magazine and when I finally did say I would do it I feel some people are dissatisfied. I am asking every member, and I mean every, to read this article carefully and drop me a line to voice your opinion on the newsletter set-up. It all boils down to whether you want a newsletter or nothing. I have the time and enjoy doing a newsletter but I don't have the time and do not enjoy setting up a magazine. If you prefer the magazine I am giving my notice as of this issue. It is just too much work for one person to handle. It is all up to you, the members, and I must hear from you promptly. Joanne M. Soles, Editor