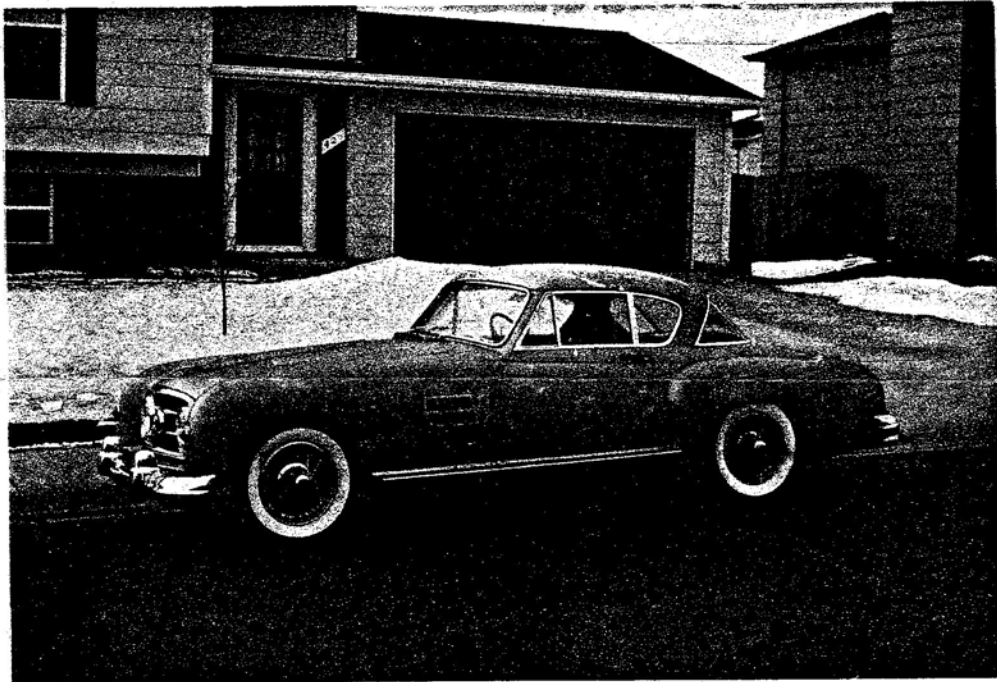




NASH  
HEALEY  
NEWS  
May 1984  
Issue No. 21

## Car club



Dear Ray,

When speaking with you by phone I mentioned that I would send you a picture of my 1954 Nash-Healey with supercharger. I might just mention that George Vollmer of New Brighton, PA was extremely helpful to me in obtaining parts needed for the motor overhaul. I find a loyal fraternity among Nash-Healey owners and several have been very helpful.

Sincerely,  
Pastor A. C. Mote  
P. O. Box 1326  
Ft. Collins, CO 80522

LETTERS FROM MEMBERS

Dear Mrs. Soles:

March 31, 1984

I wrote either you or Mary Soles a few weeks ago that I would be acquiring a few Nash-Healeys for my collection in the near future. This note is to inform you that I have just acquired the two cars previously owned by Roger Williams of Modesto, CA.

Roger gave me the current roster, along with his backfile of the News back to 1981. Here are the data for the club registry:

1953 Nash-Healey Coupe - Body \$13505, Chassis #N-3004, Motor #NHA1227 original but now has Ambassador LMA277104. 1953 Nash-Healey Coupe Body #13552, Chassis #N-4058, Motor #NHA1281 original but now has Ambassador A203343.

I'll be sending you technical articles as I fix the cars. I haven't done a literature search through the back issue to see if my stuff might be redundant, since I really don't feel that it's relevant. In technical information, it's good to hear the same thing said by someone else.

I've been restoring cars for 25 years, and don't see much unique about the Nash-Healeys. A cursory examination suggests some pretty dreadful engineering in the front end, the "Weathereye" heater setup, and the water pump.

However, it is a sports car and shouldn't be judged by ordinary standards. When Gordon Buehrig was asked to define a sports car for Ford Motor Co. when the Thunderbird was in its early planning stage said, "A sports car is a small, good looking, uncomfortable car which is difficult to fix".

In any event, I should have a good deal to write about. Roger and his predecessors spent all their time in cosmetics. As near as I can tell, not a single solitary thing works. It's really reassuring to know that the broken overdrive vacuum switch is chromex plated. I'll start work on one of the cars next week.

Regards,  
Jerry Newton  
Rt. 1 Box 262  
Woodland, CA 95695

LETTERS FROM MEMBERS (continued)

Dear Editor:

April 7, 1984

My penchant for accuracy compels me to comment on the useful suggestions offered by Jerry Newton concerning electrical repair of a Nash-Healey overdrive. (Issue No. 20)

First, contrary to Mr. Newton's statement, the circuit drawing accompanying my article (Nash-Healey News No. 12) is not "open" and will function precisely as indicated. Apparently, Mr. Newton is unfamiliar with the type of overdrive resistor used for many years on Nash products. No terminal lug is shown at the top of the resistor because none is required. The resistor wire exits from its protective ceramic coating forming a concentric loop at the top thus providing the necessary means of electrical contact. With this type of resistor, the simple expedient of placing an insulating washer on the hold down screw results in an inoperative kick-down system. The washer serves only to insulate the head of the screw from the resistor. The screw shank is still free to make contact with the bare wire loop on top of the resistor causing a short circuit. This has been my experience having rewired three Nash-Healey overdrive systems.

Second, the Retma Code notwithstanding, the use of tape as an electrical insulator and protector is a well established and accepted procedure. In reattaching storm-damaged 220 volt power lines to my house the utility repairman wrapped the newly installed connectors with tape. The tape wrapping on the old connectors was still intact after ten years exposure to the elements.

I consider a single carefully applied wrap of tape around the head and neck of the resistor hold-down screw to be a safe, reliable and permanent method of repair. If there is some device to accomplish this otherwise perhaps Mr. Newton could pass this knowledge along to the club. If the original type of resistor is missing or broken then the set-up described by Jerry should serve well.

Michael Feingold  
12 Sherwood Avenue  
Randolph, MA 02368



## NASH CAR CLUB OF AMERICA

April 20, 1984

Sieg Wroebel, Western Director  
NASH HEALEY CAR CLUB  
1215 Pearl Street  
Alameda, CA 94501

Dear Sieg,

I received Joanne Sole's letter on April 16, 1984 and as per her request am replying directly to you with a copy to her and the appropriate members in the Southern California Region, NCCA.

Your request to host a meet in conjunction with the NCCA Western NASH-ional on June 22 thru 24th, 1984 has been accepted.

The Region was willing to reserve a room for your use. However, as I pointed out to them, the date, time and address for billing for the room was not indicated in Joanne's letter. As an alternative, it was suggested you contact Griswold's directly at 800-367-5500 and reserve a room which will meet with your Club's schedule. You would also know to whom the billing for the use of the room should be sent.

All Nash Healeys (whether the owner belongs to NCCA or not) will be parked together at the Car Show on Saturday, June 23, 1984. It was suggested that you have your own registration of Nash Healey Club members sent directly to you so that you have an accurate record of what NHC members are present with their cars. Those who are members of both Clubs will of course be registering with NCCA as well and will then have two voting numbers in their window...one for NCCA and one for NHC. Also, this will help distinguish if a Nash Healey Club member is not an NCCA member, by the absence of a NCCA voting number in the window.

Those Nash Healey Club members who do not belong to NCCA, but are planning to attend the Banquet on Saturday nite starting at 7 PM, should send \$14.50 per adult and \$7.00 per child under 12 to Bill Archer, 9518 Gunn Avenue, Whittier, CA 90605. If those same members wish to attend a Farewell Breakfast on Sunday, June 24, 1984 at 8 AM they should send Bill \$5.50 per person. This must be done by June 1, 1984.

As requested, time will be allotted for presentation of Nash Healey Club Car Show awards at the Banquet on Saturday evening.

Since the meet is only two months away, I don't know if you will be able to get room discounts for Nash Healey Club Members at Griswold's. Those Nash Healey Club Members who also belong to NCCA, of course, can register at the special NCCA rate since arrangements have been made way in advance. The address for Griswold's is 1500 S. Raymond Avenue, (at I-91 exit), Fullerton, CA. Reservations can be made at 800-854-5733 (or 800-367-5500 for those who live in California).

If you need any further coordination or assistance, please let me know.

Sincerely,

*Connie Graeber*

Mrs. Connie Graeber  
Western Director

- cc: Joanne Soles, Nash Healey Club
- Jim Dworschack, President, NCCA
- Bob Walker, Chairman, Southern California Region, NCCA
- Neil Black, Western Divisional Meet Chairman
- Bill Archer, Registration Chairman

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CLASSIFIED

WANTED: 1952 or 1953 Nash-Healey roadster. Restored, number 1 or 2 condition, needing nothing except tender loving care. Would consider possibly cosmetically - deficient mechanically-perfect gem. Give price wanted in first letter. Send clear photos which I will promptly return. Also wish to purchase photos, literature, dealer signs, manuals and advertisements for above years: Arthur Axelman - 19652 Weeburn Lane - Tarzana, CA 91356

FOR SALE: Body lock pillar to door sealer rubber, just like original - \$12.50 - enough to do both doors, includes shipping: Charles Thomas - 490 River Rd. - Gladstone, OR 97027

FOR SALE: 4" NASH-HEALEY CAR CLUB EMBROIDERED JACKET PATCH. The price is \$3.00 for one or if you buy two or more the price is only \$2.50 Order today from Joanne M. Soles -Nash-Healey News - 530 Edgewood Ave. - Trafford, PA 15085 Make check or money order payable to the NASH HEALEY CAR CLUB.

NASH-HEALEY CAR CLUB 1984 NATIONAL MEET

This is just a reminder about the 1984 Nash-Healey Car Club National meet to be held July 12 thru 15. This meet is being held in conjunction with the N.C.C.A. Grand NASHional in Vernon, Connecticut. The meet headquarters will be at the Quality Inn in Vernon. The Northeast Region of NCCA is hosting the meet and they are taking care of all registrations. For complete details regarding the meet agenda, accommodations, and registration form refer to Issue #20 of the NASH-HEALEY NEWS. Remember pre-registration deadline is June 30.

MEMBERSHIP DUES FOR 1984/85

Membership dues is due on or before June 1. The amount is \$9.00. Make check or money order payable to NASH-HEALEY CAR CLUB and mail promptly to Mrs. Mary A. Soles, Secretary/Treasurer - Nash-Healey Car Club R.D.#1 Box A161 - Addison, PA 15411

**I**f you don't know the name Pininfarina, you should turn in your driving gloves and take up crochet! His name graces some of the most exotic and exciting cars ever created: The design team at Pininfarina has created everything from mid-engined Porsche prototypes to the new Rolls Royce Camargue. (Nothing will drive up the price of a car like the name carefully engraved on a dash panel.)

Pininfarina has become a legend in his own time as have Ferrari, Lamborghini and Maserati.

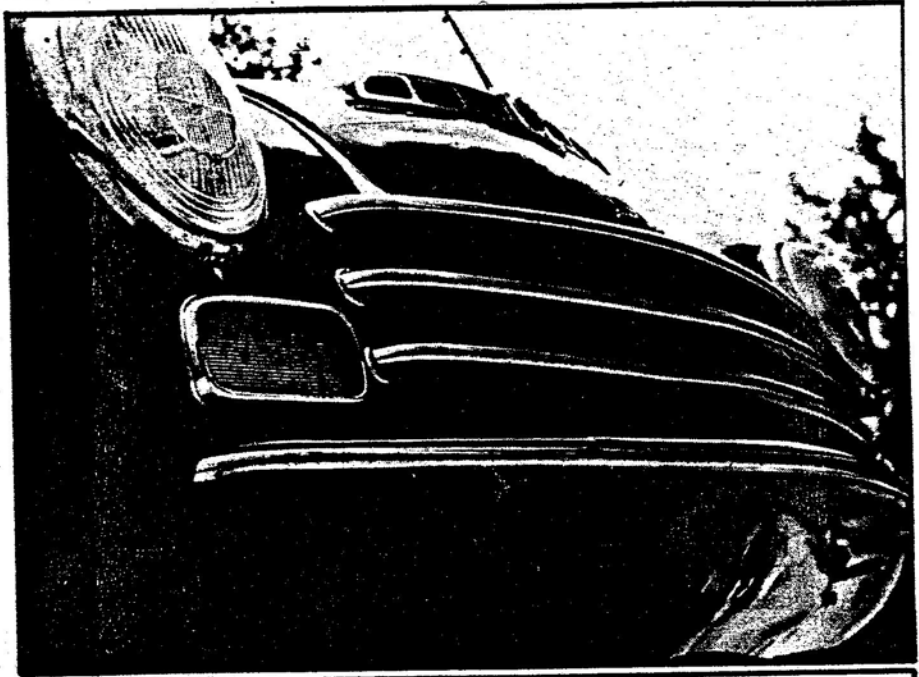
This one-off 1948 Pininfarina Alfa-Romeo was designed for Signor Pininfarina's private use: He wanted something neat and sporty to get to work, so he whipped up a sketch and sent it over to the metal shops where they constructed a body—as simple as that. He got bored with it after six months because he had this terrific idea for a mid-engined, super-wedged Porsche prototype. (These designers are so temperamental and they get bored so easily. We should get so bored!)

It was shown at the 1949 Paris Auto show and then sold to the Austin works in England for use as a design research vehicle. That's why it looks so much like the Austin Healeys which were to become so popular throughout the 'Fifties and 'Sixties. They just lifted the Italian designer's lines, made a few changes and presto, the 'Healey' was born.

The car was then sold to Holden Koto, a member of the Austin design team. When these photos were taken, the new owner was James King Kent, a St. Louis businessman.

The four-foot high Alfa has a 117-inch wheelbase and weighs in at 3340 pounds. The engine is a 2500cc, in-line DOHC (dual overhead camshaft) Six that produces 105 horse-

*Tight shot of the '48's quite distinctive nose: note the lack of energy-absorbing bumpers. Ah, the good old days!*



**Italian Virtuosos:**

**1948**

**pininfarina  
alfa-romeo**

**... The Nash-Healey's  
Godfather**

RESEARCH AND PHOTOGRAPHS BY R. D. HEGGE



*That little mast on the hood is supposed to hold a tiny pennant.*

power. Top speed is just under 100 miles per hour. That gives it a power-to-weight ratio of about 31.8-to-1. A little heavy even in those days, but it still provides dazzling performance.

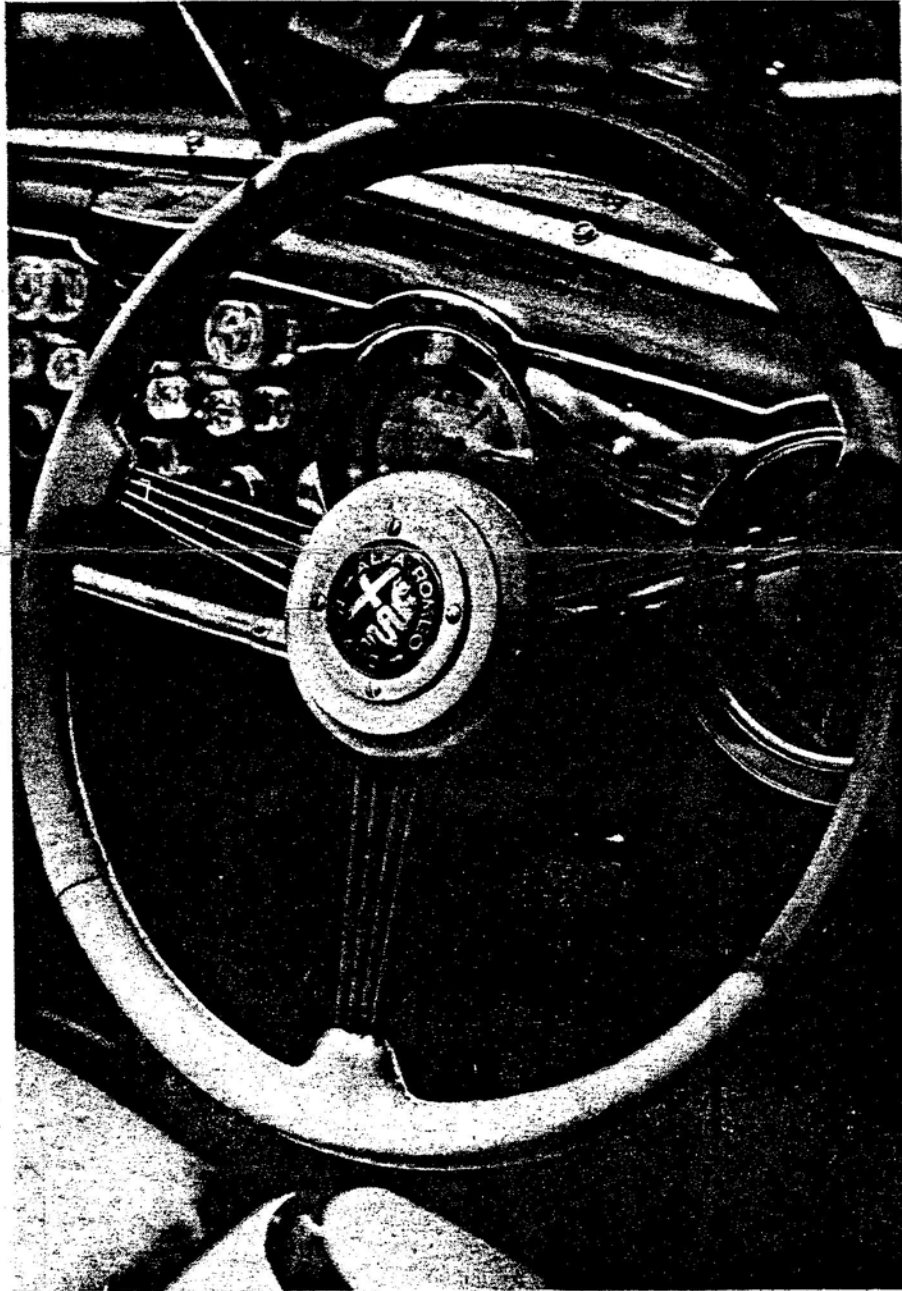
The interior was done up completely in leather, naturally, and it was designed to be of the 2-plus-2 configuration. Europeans are notoriously skinny, so this one-off 1948 model could really accommodate three people up front in a pinch. Since the car is a right-hand steering wheel model, we assume that it was intended from the

start to be shipped to England. The shifter, also of British manufacture and British fashion, is mounted to the left side of the steering column. We've never been particularly fond of that sort of shift arrangement, but we suppose when you own a one-off creation, you learn to live with things like that.

The design of the car is thoroughly 'Fifties. The steering wheel is three-spoke wired and of a large diameter. The dash is a cheerful, polished metal

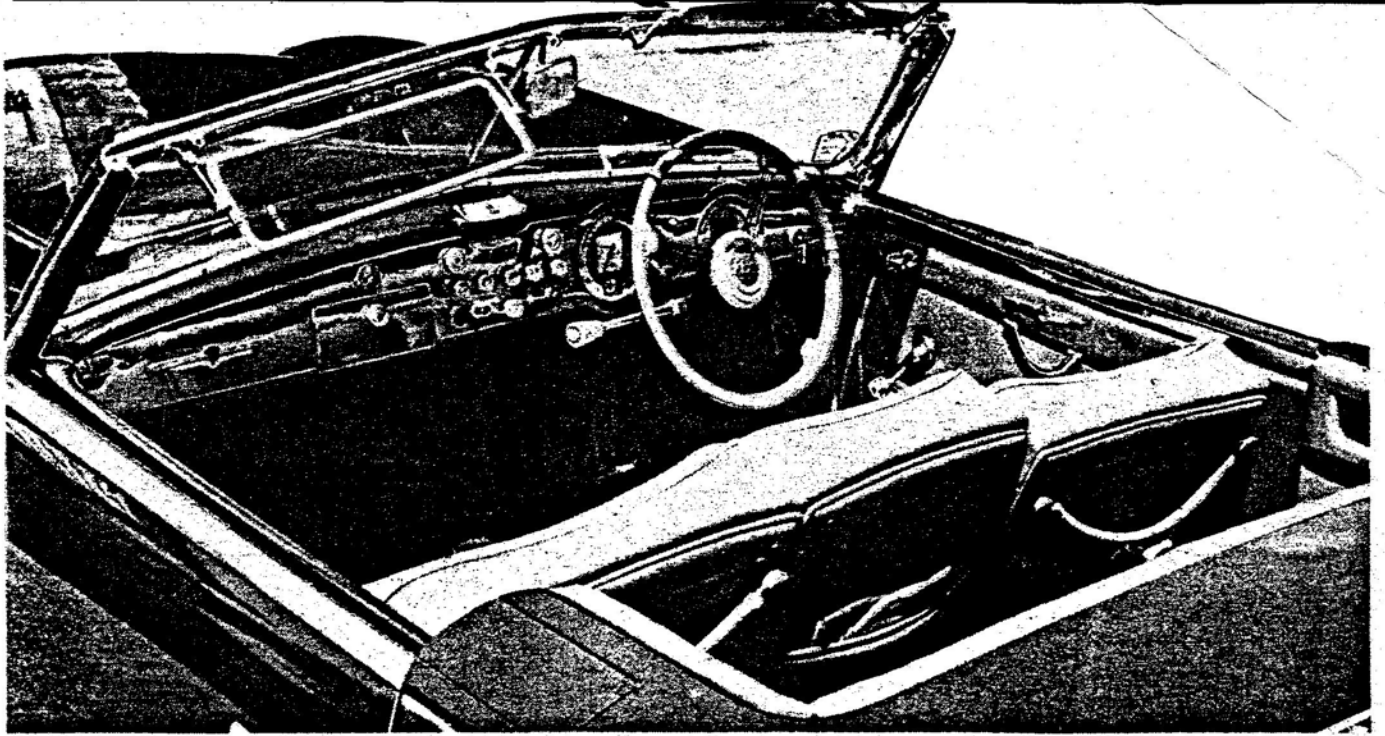
unit that houses a large speedo and tachometer. All the knobs are composed of clear plastic, which reminds us of the Chrysler Air-Flow (which is about as obscure as a 1948 Pininfarina Alfa-Romeo)!

The engine has a single down-draught Weber. An engine of that size seems to us to be choked with so little carburetion. Triple Webers could have added amazing gobs of horsepower to the 2.5-litre mill. Maybe the new owner will take that into consider-



*The split windscreen and forward sloping air scoop are remnants of the past, yet the spirit of which we'd like to see reintroduced.*

*In case he forgot what car he was driving that day, Signor Pininfarina had the Alfa logo sculpted into the steering wheel hub. That 160 kilometre-per-hour speedo indicates a top speed of 94 miles per hour. Certainly the engine was capable of more with the proper carburetion.*



Thoughtful touches like the rear handholds were the norm in the 'Fifties. Note the close proximity of the throttle pedal and the brake pedal—ideal for heel-toe performance driving.

Pininfarina Alfa added a dashing touch which later became popular in many American cars—particularly the 'Fifties Buicks.

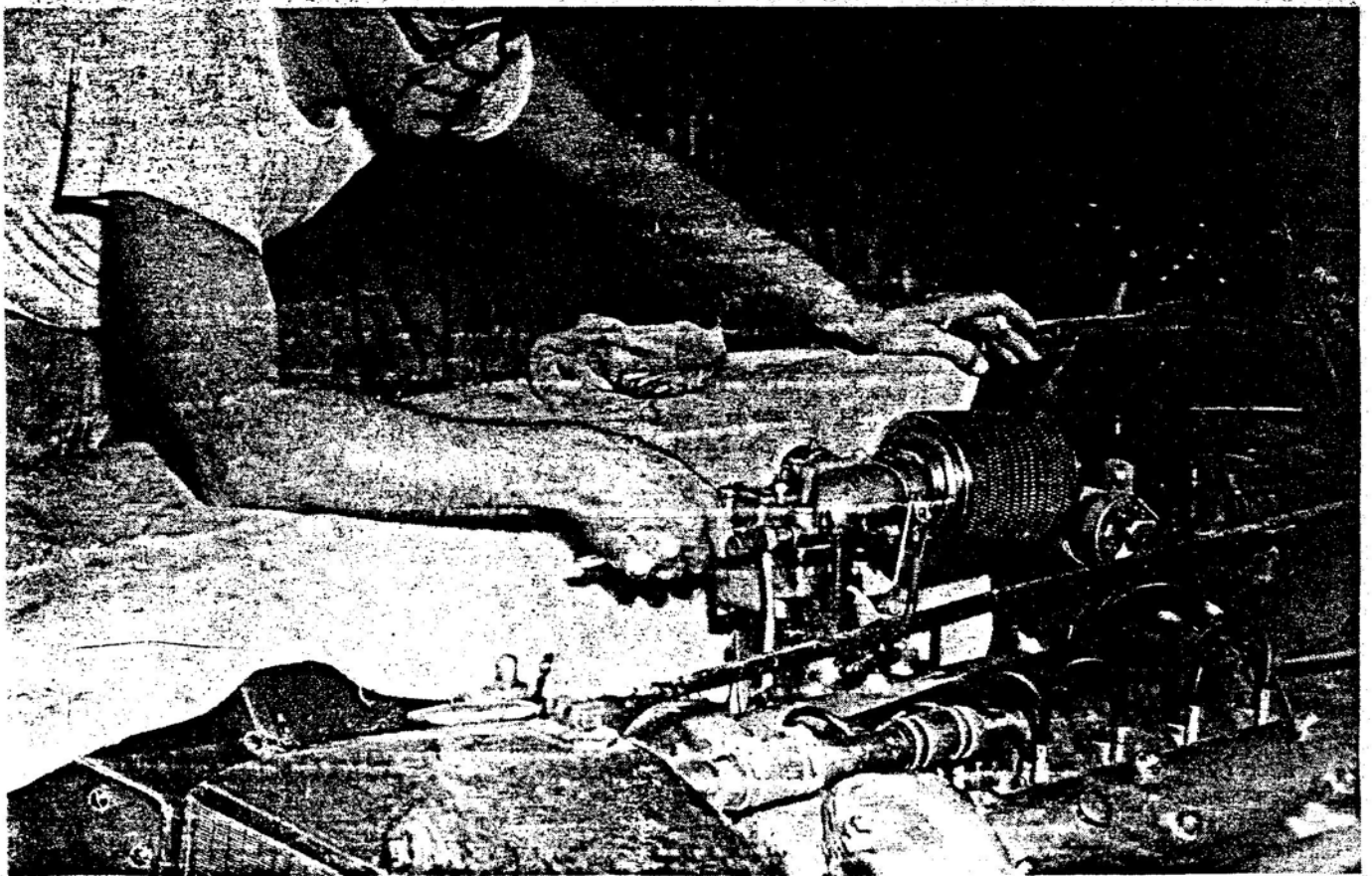
surprised should it someday turn up and appear in a museum.

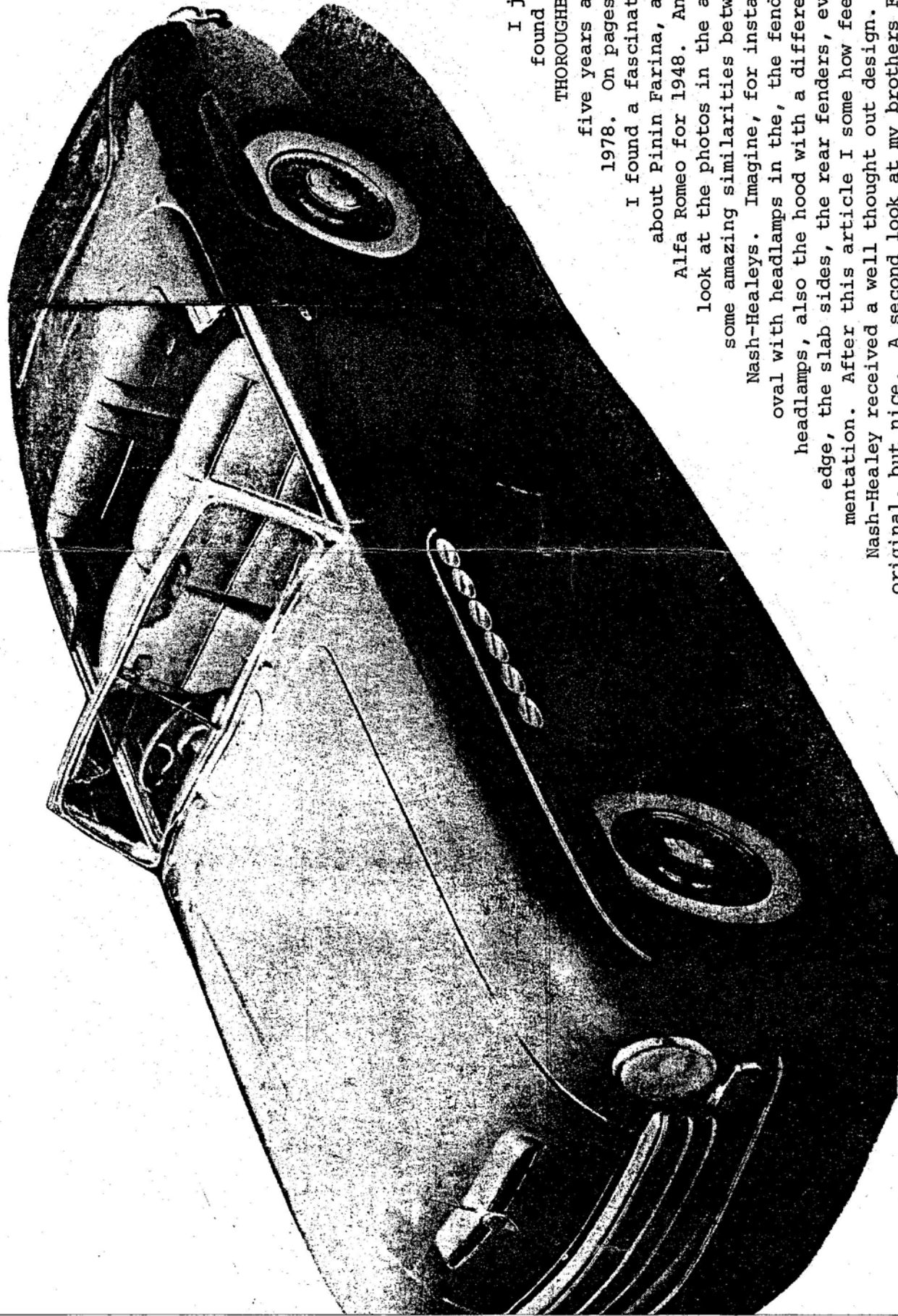
ation and invest in a conversion kit.

The strictly cosmetic chrome exhaust ports on the side of the li

The Pininfarina Alfa-Romeo could historically be called the initial inspiration for the many Healeys which were later produced in large numbers. It is definitely a car of historic significance and we would not be

The engine and its new owner. The engine features twin overhead camshafts, straight sparkplugs which fire into a Hemi head. Single carburetor mixes air and petrol. We'd love to see what three 48IDA Webers would do that 2.5-litre beast!





Dear Mrs. Soles,  
I just recently  
found a copy of

THOROUGHbred CARS dated  
five years ago: September  
1978. On pages 72 thru 76

I found a fascinating article  
about Pinin Farina, and one on a  
Alfa Romeo for 1948. An analytical

look at the photos in the article reveal  
some amazing similarities between it and our  
Nash-Healeys. Imagine, for instance, the grill

oval with headlamps in the, the fenders without  
headlamps, also the hood with a different leading  
edge, the slab sides, the rear fenders, even the instru-  
mentation. After this article I some how feel that

Nash-Healey received a well thought out design. Not completely  
original, but nice. A second look at my brothers Ferrari shows  
some interesting similarities in the hood design. The Ferrari was  
custom made for King Farouk of Egypt. The hood design and cowlng is  
almost identical to my Nash-Healey.

Very truly yours,  
Marino Ruggere  
504 Grill Avenue  
Shillington, PA 19607

The low, streamlined shell is as visu-  
ally effective today as it was when  
first introduced.





# Pininfarina

CARROZZERIA - S. P. A. CAPITALE L. 8.000.000

SEDE: VIA SERRANO 9 - TORINO  
STABILIMENTO: VIA LESNA

Torino, 8/3/1960

PROT. N. 2297/DC

PF/me

Egr. Sig.  
Fred COPPOTELLI  
Segretario Assoc. Nash-Healey  
104 3rd Avenue

JOLIET, Illinois (U. S. A.)

Mi è pervenuta la Sua lettera del 29 febbraio e sono lieto di apprendere che è stata fondata un'Associazione Nash-Healey.

Per quanto concerne la Sua richiesta, sono d'accordo di darVi l'autorizzazione di usare il nostro stemma per realizzare l'emblema della Vostra Società.

La informo pertanto che, a parte come campione senza valore raccomandato, Le ho fatto spedire uno stemma della mia Società allo scopo di metterVi in condizioni di riprodurlo esattamente.

Gradisca i miei più distinti saluti.

(Pininfarina)