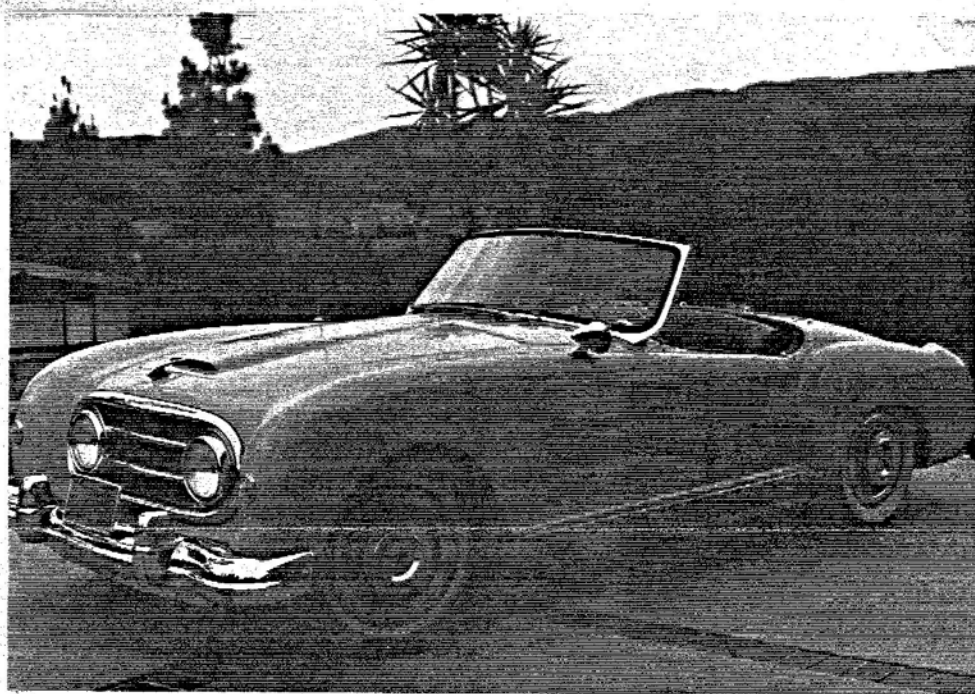




## Car club

NASH  
HEALEY  
NEWS

August 1984  
Issue No. 24



Dear Joanne,

I am pleased to advise that I have at last found and acquired our very own 1953 Nash-Healey roadster. Andrea, our boys Joshua (almost 5) and Matthew (almost 2) and I went to the Nash Meet in Fullerton, CA. which was terrific. We all got to see an assortment of Nash-Healeys in a variety of styles and conditions. One was for sale and a few weeks following the meet we managed to bring it into our family.

The car was previously owned by Art Moon of Santa Ana. Chassis #2332, engine #NHA1347, light beige color, saddle and beige interior. I hope to fill out the form with all the pertinent data, but before more time passed, I wanted to get this picture out to you so that I can change my "WANTED" ad for the next issue.

The second part of this comes about because I was going through some very old issues of the Nash-Healey News, the journals from the early '70's, and found a 1973 roster with

members cars listed. Wouldn't it be interesting to see if my car was among them? Sure enough, it appeared with the chassis, engine and body numbers, as the property of Howell Pinkston of Ventura, California, acquired by Mr. Pinkston September 1971. Leafing through further journals, I managed to find Mr. Pinkston's ad, offering the car for sale, and, in subsequent issues, the new owner's, Mike Pelligrino's letter requesting parts. I am now writing to Mr. Pinkston to determine the car's history back to the first owner in 1953-54.

Thought this might be interesting to members because sometimes we wonder why certain information (such as identifying numbers, etc.) is requested of us for club use -- and this is a good example of why such information can be helpful in documentary a specific car's past.

Will let you know how well I proceed in tracking down the "ROOTS" of our car.

Arthur Axelman - Tarzana, California

MINUTES OF MEETING AT NATIONAL MEET 7/14/84  
Quality Inn - Vernon, CT - 4:00 P.M.

The meeting was called to order by President, Ray Soles, Jr. The members present at the meeting were: Richard Bundy; Harold Case; Mike Feingold; Joseph Gutleber; Dave McMorran; Ed & Judy Moore; Don & Jane Robertson; Herb & Bernice, Robert, Mike & Nancy Sklar; Ray & Bertha Schell; Ray & Mary Soles, Ray & Joanne Soles.

Motion was made by Don Robertson to accept Minutes of last meeting (7-15-83). Seconded by Ray Soles, Jr. Motion carried.

Motion was made by Don Robertson to accept Treasurer's report of 5-31-84. Seconded by Herb Sklar. Motion carried.

#### OLD BUSINESS

A copy of tentative By-Laws was handed out to members present. These tentative By-Laws were prepared and sent to Ray Soles, Jr. by Vice President, Gordon McGregor. Basically they are the current By-Laws that the Nash Car Club of America uses and they are a little to extensive for the Nash-Healey Car Club. Ray asked the members present to review these tentative By-Laws and in the very near future write down their comments and mail them back to him. Don Robertson commented that they should be brief and simple and should be based on the restoration and preservation of the Nash-Healey.

#### NEW BUSINESS

Ray brought up the subject of purchasing Club Meet insurance. He explained the basic policy and what the premium prices would be for \$300,00, \$500,000, and \$1 million coverage. We have a quote from J.C. Taylor. Ray is also going to contact Condon, Skelly, and Male for another quote. Richard Bundy commented that for piece-of-mind we should get the \$1 million dollar coverage.

Ray Soles, Jr. made a motion to purchase Club Meet insurance, after all quotes are in. Seconded by Joseph Gutleber. Motion carried.

Harold Case made a motion to purchase the \$1 million dollar coverage. Seconded by Herb Sklar. Motion carried.

Mike Feingold, Club Librarian, would like to make the membership aware of what he has available in the club's library. All the material Mike has is his own personal material. He will compile a complete list of everything available and send it to Joanne Soles, Editor of the Nash-Healey News. This list will be published in the very near future as a special publication. It was suggested to make funds available to Mike for expenses incurred but in further discussion

it was decided to charge the members for what copies they would want reproduced.

Don Robertson made a motion that a nominal 10¢ per page plus postage be charged to members. Seconded by Dave McMorran. Motion carried.

Herb Sklar commented that he didn't think it necessary for the yearly membership card be sent out. Several members commented they enjoyed receiving cards and expressed they would like to continue getting them.

Herb Sklar made a motion to discontinue sending out yearly membership cards. Motion was not seconded. Ray Soles, Jr. said before the cards were reordered (there is still about a 3 year supply) he would present this motion to the membership again.

Dave McMorran made a suggestion to publish a listing each month for parts exchange list. It was discussed and decided to call it "CROSS REFERENCE SECTION". The list would contain (1) current manufacturer name, (2) current manufacturer part no., (3) Nash-Healey part no., (4) directions to adapt it to the Nash-Healey.

Dave McMorran made a motion to have a monthly "CROSS REFERENCE SECTION", in the newsletter. Seconded by Don Robertson. Motion carried.

Dave McMorran asked about getting a bumper badge reproduced. He is going to look into this possibility to see if it is feasible to have the badge made and will send Ray Soles, Jr. all the necessary information.

No other business was discussed. Don Robertson made a motion to adjourn the meeting. Seconded by Dave McMorran. Motion carried.

#### 1984 NCCA CENTRAL NASHIONAL MEET

On August 17 & 18 the Erie Shores Region of NCCA has planned, which should prove to be, an exciting meet. The meet headquarters will be at Knight's Inn, 1250 N. Dixie Highway, at I-75 and M-50 (exit 15), Monroe, MI 48161. Details were in Issue 22 of the Nash-Healey News.

Ken Havekost (Nash-Healey Car Club member) is the Region Director of NCCA and would like to see a good turnout of Nash-Healeys. If your car isn't running don't let that keep you from attending this meet.

Ray and I (and our 2 girls) will be going to this meet. Ray and Mary Soles will be driving their Nash-Healey. Whenever we attend meets, whether N-HCC or NCCA, we always enjoy talking with old and new friends, so hope to see you at this meet!!

# TESTING THE OVERDRIVE SOLENOID ON THE CAR by Jerry Newton

If you suspect that your solenoid is not kicking in, here's a quick and painless way to determine if it's electrically responsive or absolutely dead. You will need two clip leads to make this test.

First, one paragraph of background. The overdrive solenoid is isolated from the positive voltage line (chassis ground) by two switches in series (the lockout switch, and the governor switch). When the right conditions are met, these two switches close and the solenoid is triggered into action.

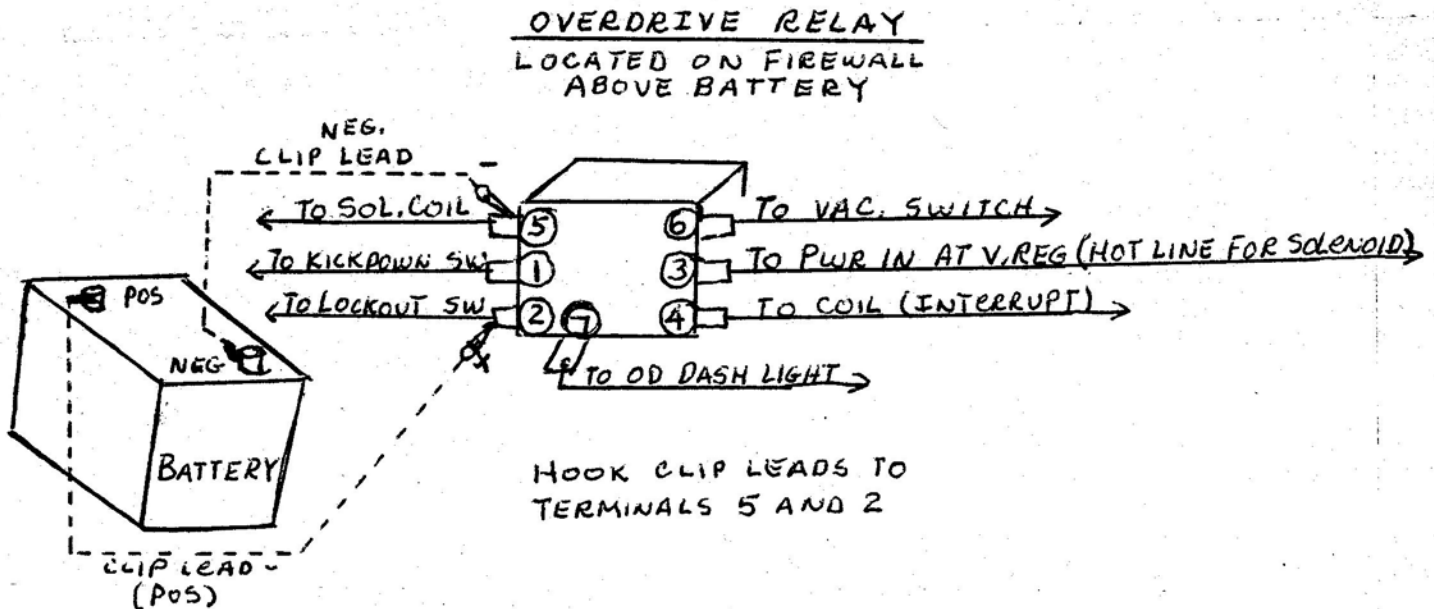
An audible click or "kerthunk" is heard when the solenoid piston is activated. This sound can easily be heard from topside with the hood up and the engine off.

You can simulate the conditions for firing the solenoid by applying voltage to: (1) the

lockout switch line, and; (2) the solenoid coil hot line. These two lines are located on the overdrive relay which is located on the firewall above the battery.

Consult your overdrive wiring detail in the manual to identify where these terminals and lines are located on your particular relay. On the "7 terminal" overdrive relay, the terminals and their functions are given below. The positive terminal of the battery is connected to terminal number 2, and the negative terminal of the battery is connected to terminal number 5.

If the solenoid fails to "kerthunk" you have a problem in the wiring harness or, more likely in the solenoid itself. See also Michael Feingold's article in the Jan/Feb 1983 issues of the News.



On some cars, a single clip lead to the lockout switch line will do the job. I've recommended two clip leads to cover for variations such as a defective 30 amp fuse, wiring modifications, etc.

## REMOVING AND REPAIRING THE LUCAS WINDSHIELD WIPER MOTOR (On Some Coupes) by Jerry Newton

Virtually no accessory worked on my recently acquired 1953 coupe (lights, heater, radio, horns, overdrive system, tach, gauges, etc.) Unfortunately it wasn't just a matter of power loss, but one of malfunctioning components, the windshield wiper motor being one of them.

For my coupe the 1952-1953 Technical Manual Supplement was not much help. On page 69 is shown the wiper motor mounted in the engine room near the firewall up there by the signal flasher. In actual fact, my wiper motor was mounted up under the dash back by the heater water valve control fixture.

Look not on the wiring diagram for the wiper motor or its power line. (They thought that it would go away if they ignored it). It ain't there!

For most installations, the sturdy little Lucas unit makes sense. However, Lucas intended that the unit be used in installations where there was free access to the rear where the power terminals are located. These terminals, I might add, are pinhole sized with set screw anchors. If a wire breaks or slips loose from the Lucas up there under the dash, there is no way in God's green earth that you will ever get it back in without removing the entire motor.

Like the dreaded heater, this is probably a case of making use of an existing stock for economic reasons.

If you have an under-the-dash setup, prepare to engage in positions similar to those used by Olympiads in gymnastic floor exercises.

To remove the unit, you must first remove three nuts that anchor the motor to a frame mounting bracket. It goes without saying that the threads will be frozen. The nuts are attached to a rubber foot-stud setup which is glued to the wiper motor frame.

Surely, someone at Nash was wearing their hatband too tight that year.

When you turn that frozen nut, what do you think "gives" first? You guessed it, the glued rubber foot! Chances are pretty good that you'll end up with three rubber feet broken loose. Not to worry, they'll dis-

mount later when you can get both hands up under there.

Next, remove the transmission cover (on the wiper motor) and the drive cable using a nut driver.

The unit may now be lifted out for a bench overhaul. May as well remove the recalcitrant rubber feet at this time while you're still giddy from standing on your head for 20 minutes.

The wiper motor in my car hadn't been used in years. The hot wire in back broke loose years ago, and everyone along the way looked the job over and said "To Hell with it" (and with good reason).

The grease in the gearbox had hardened to such an extent from disuse that the motor couldn't budge the gears. A thorough clean-out of old grease, and inspection and filing of the gears, and a liberal application of Lubriplate brought 'er back like new.

I used fiberglas matting and epoxy glue to mount the rubber feet back onto the motor frame. Let it set up overnight.

I used stranded tinned wire with a strain relief to take care of the wire situation for a long haul (vinyl covered, of course).

Re-installation goes much easier.

I would like to look you in the eye and say that it was all worth it. Unfortunately I haven't been able to stand upright and look at anything squarely since fixing the wiper motor. My wife has taken to calling me Quadidomodo, and I've taken to ringing the bells down at the church a lot lately. Sanctuary.

## CLASSIFIED

WANTED: Original Nash-Healey instruction manual for a 1953 roadster, shop manual and an original gear shift selector knob. I also need a "Farina" emblem. I still want any original ads for all Nash-Healeys, literature and toy models: Arthur Axelman - 19652 Weeburn Lane - Tarzana, CA 91356



LETTERS FROM MEMBERS

1984 NATIONAL MEET HELD JULY 12 THRU 15

Dear Ray & Joanne,

6/84

I see by the latest Nash-Healey News that I'm late with my dues. Well, there's a reason - I've sold my Healey, so have decided not to renew. I sold it for \$7,000, which I feel was a fair price for both of us.

I shall miss the enthusiasm of your newsletter and the occasional call from other N-H owners. People ask why I sold it and the only reason I can really come up with is that it was time too, as I'd lost interest in maintaining it and driving it. In general, I've lost interest in old cars in general. Times change, I guess!

I feel the Nash-Healey is a pretty good car over all. It wasn't the best sports car ever, but it was a very good towing sports car. It could easily cruise all day at 65-70 mph on our Interstates. It also handles pretty well when driven in competition. I ran mine a few times in the local sports car hillclimb and it did quite well, especially when you consider I ran it on old bias ply tires. I feel Jerry Newton was being unfair when he referred to "dreadful" engineering in the front end (I guess he meant suspension and steering) and water pump. Certainly, these designs are far out of date today (the suspension was actually out of date by '51), but when they were designed in the '30's & '40's they were considered good designs, and if cared for, they do do their intended job quite well.

Best wishes for the club and it's members and their cars!

STEVE PARSONS  
119 Stahl

Washington, IL 61571

*I'm sure anyone who has met Steve wishes him the best of luck in whatever his endeavors are today!*

JMS, Editor

Dear Joanne,

I noted that I'm past due - check enclosed. Did you know that there is a '53 Nash-Healey model being made in England? The scale is 1/43, metal kit. I brought one to the Western NASHional and the N-H people seemed to like it. Price is \$20 plus postage.

BILL EMERSON

if interested 3086 DeLuna Drive  
contact: Rancho Palos Verdes, CA 90274  
(213) 514-2978

I just wanted to let you know that in the next issue of the Nash-Healey News there will be an extensive article, with photos, regarding the National Meet held July 12-15. We met members for the first time and also members we have seen at other meets. Everything turned out great and we had a terrific time!

REPEAT OF ARTICLE - Issue No. 15 - June 1983  
THE 1951 NASH-HEALEY: VARIATIONS ON A THEME  
by Michael Feingold

The fact that the 1951 Nash-Healey was produced in two distinct versions is not generally known. For purposes of clarity they will be referred to here as the "first series" and "second series".

First series Nash-Healeys, which consisted of approximately the initial 30 cars produced, are most readily identified by the shape of the doors which are cut back at the upper front corner. Other distinguishing exterior and interior features are shown in the photos on pages 6, 7, & 8. Note that considerable variation exists within each series as well as between them. Then too, unusual items may appear in both series. For example, most 1951 models were upholstered in genuine leather and featured a fold-down center armrest. In contrast, some first and second series cars were equipped with imitation leather seats lacking the armrest feature.

My friend, Farina-loving club member Edward Moore, once told me that Donald Healey kept changing the 1951 model in a futile effort to get them right.

This writer prefers to believe that the myriad variations found on these cars can only serve to enhance their unique charm.

ACKNOWLEDGEMENT: Thanks to Ed Moore for allowing the writer to photograph his Nash-Healey collection. Special thanks to Steve Parsons for taking the time to photograph the unusual features of his first series Nash-Healey.

NOTE FROM EDITOR: The reason this complete article is being reprinted is that the first time the photographs were not clear.

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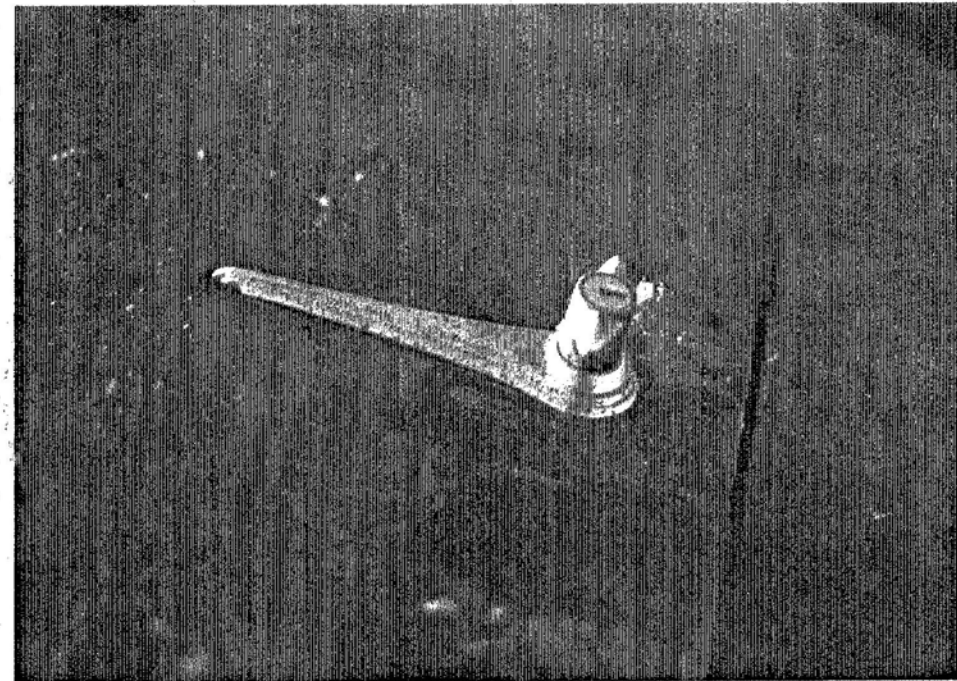
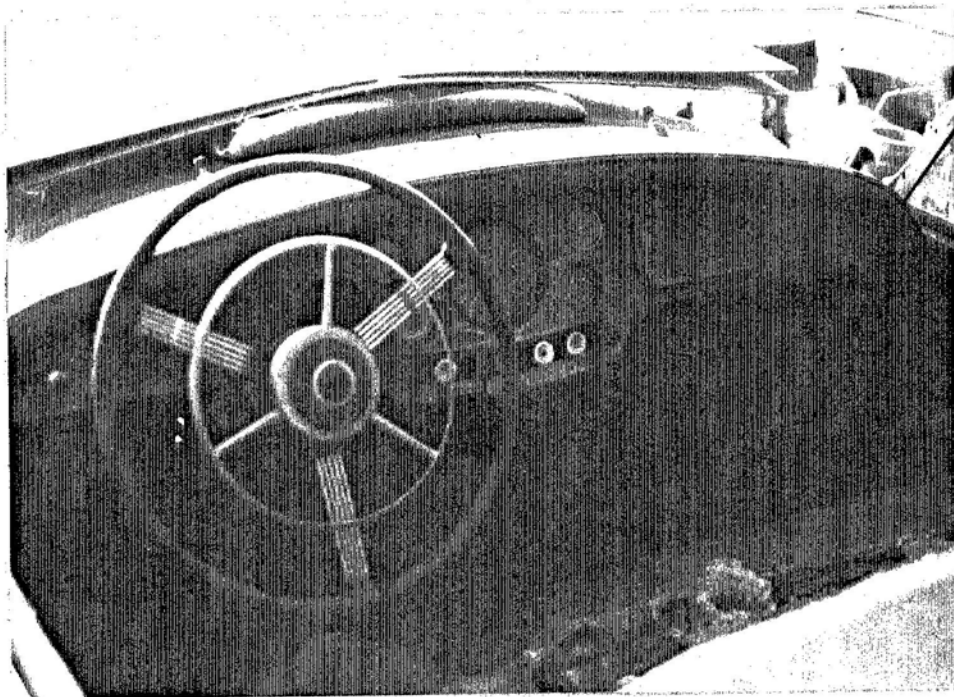
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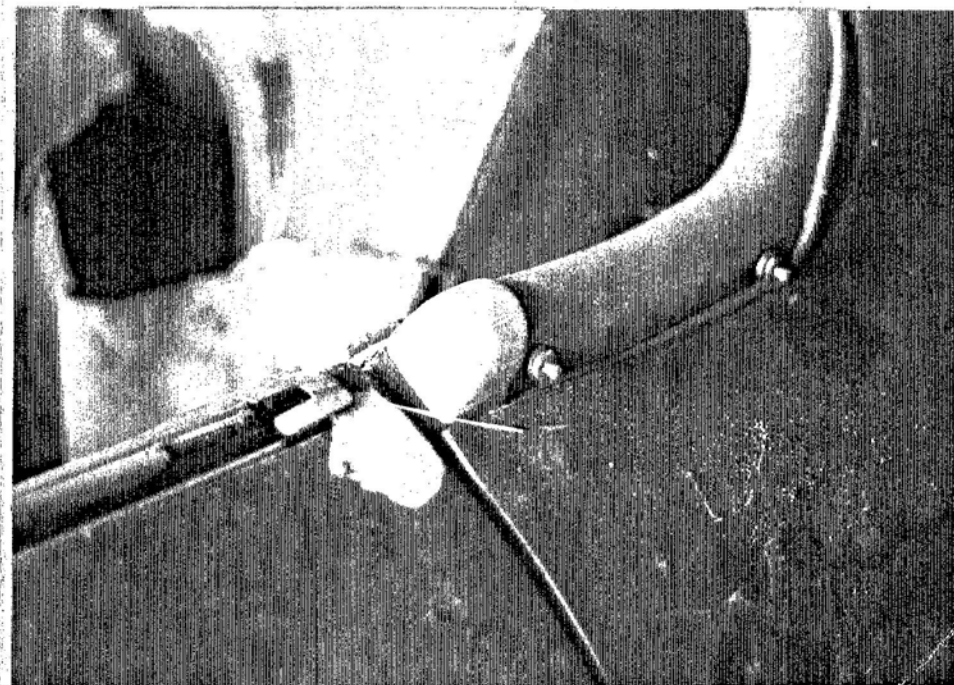
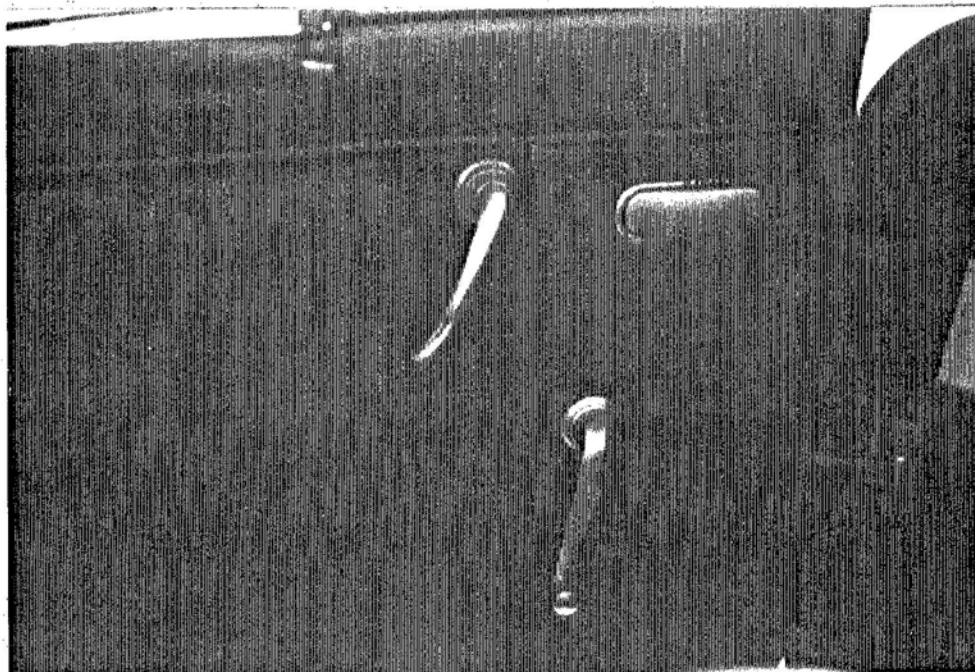
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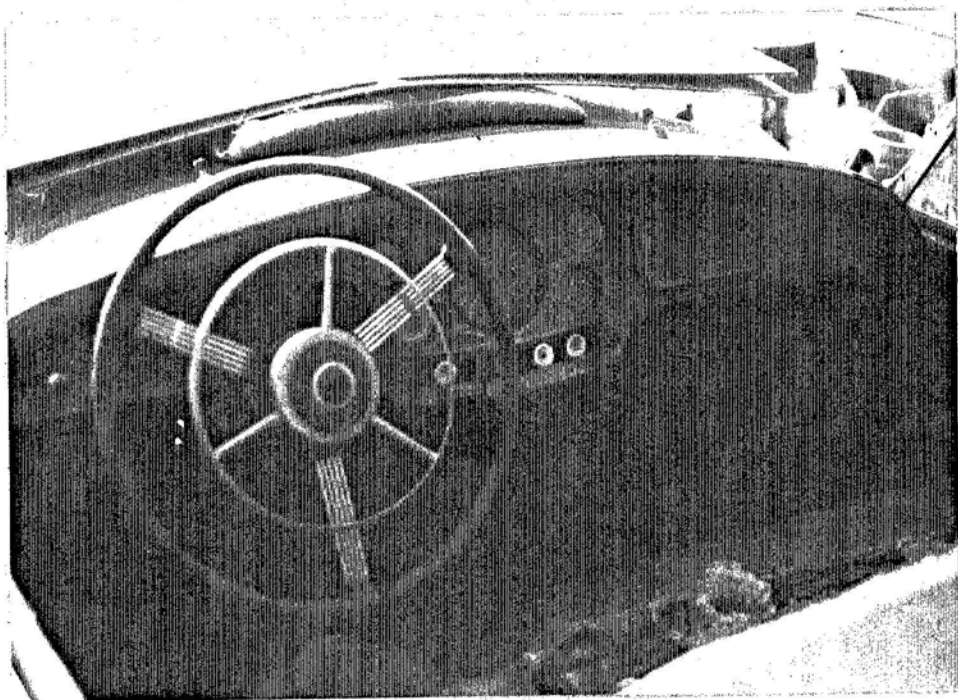
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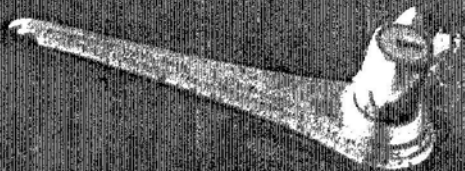


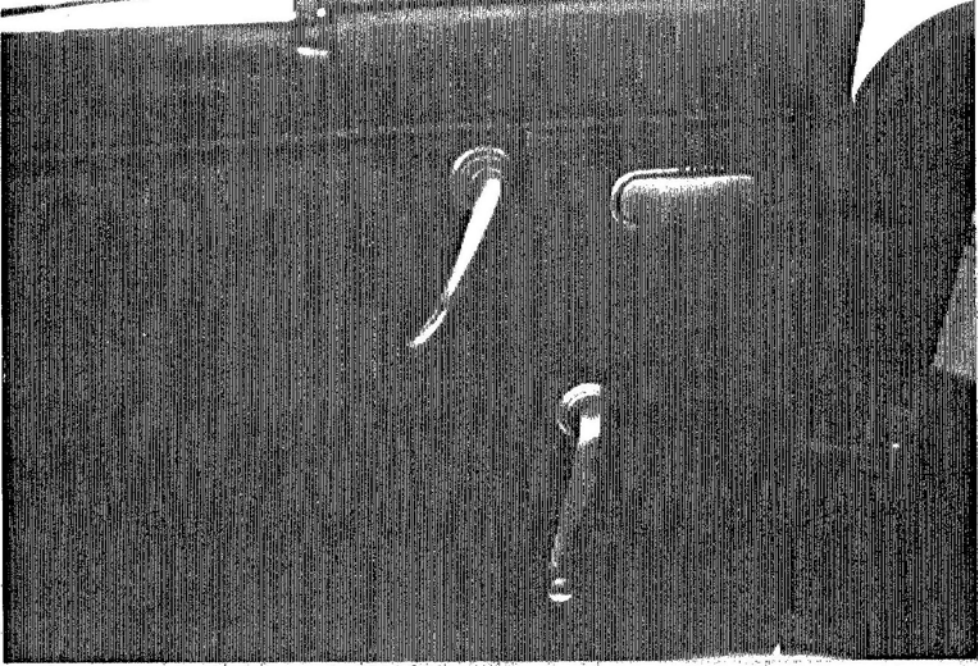
The features shown on this page were added toward the end of the 1951 model production run. ABOVE: Half-inch thick plywood dash. Hole behind steering wheel is for tachometer. ABOVE RIGHT: Locking trunk lid handle was useful item. BELOW LEFT: Wind-up windows replaced roll-up type. Door panel is not original. Note chrome door stop. BELOW RIGHT: Rear crash pad was finished with chromed end caps. Top of door glass is protected by chromed steel molding.

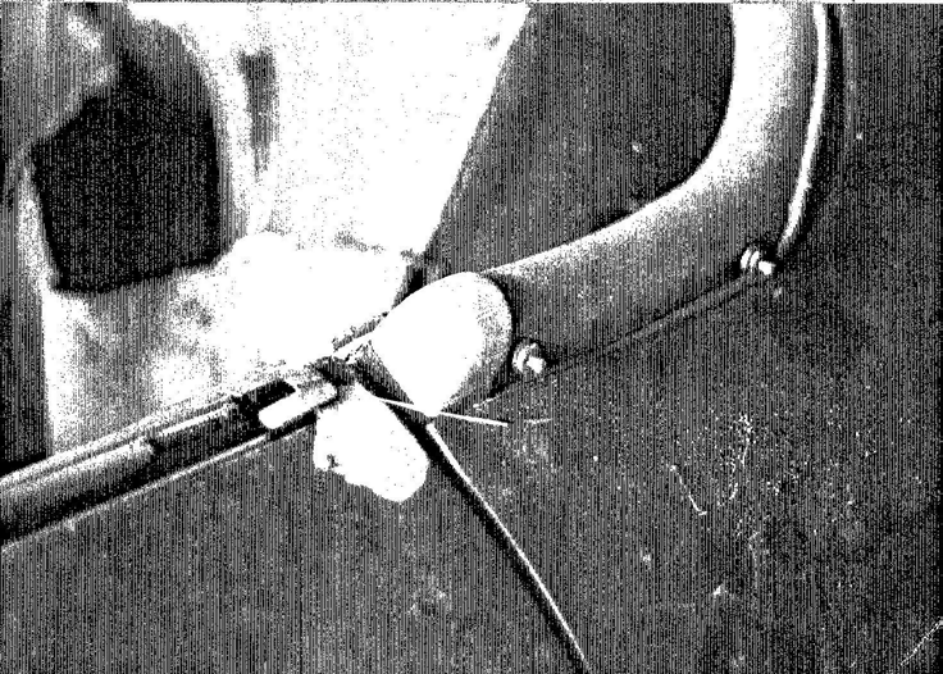


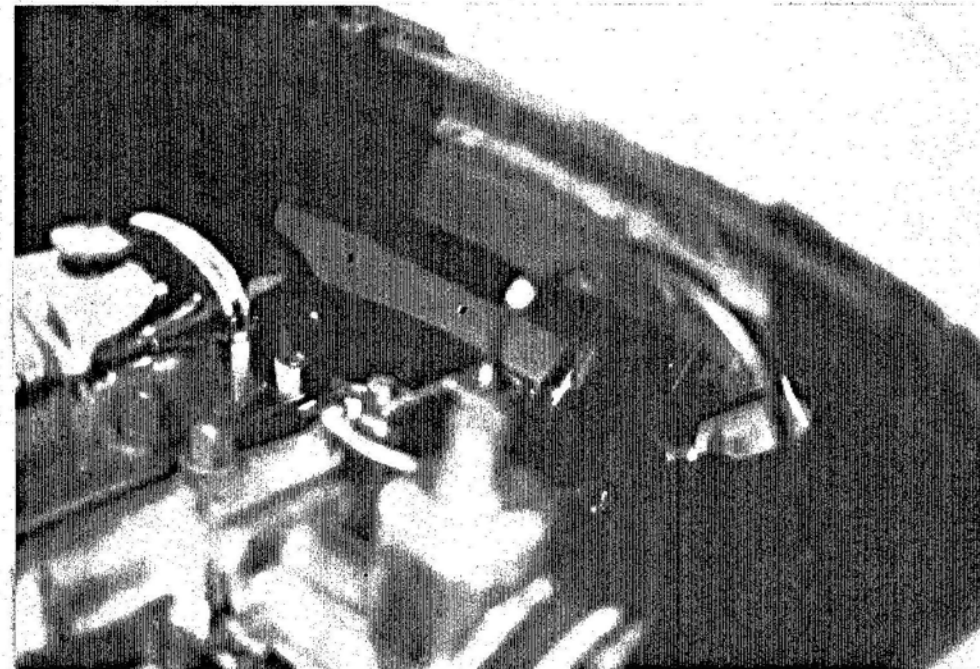
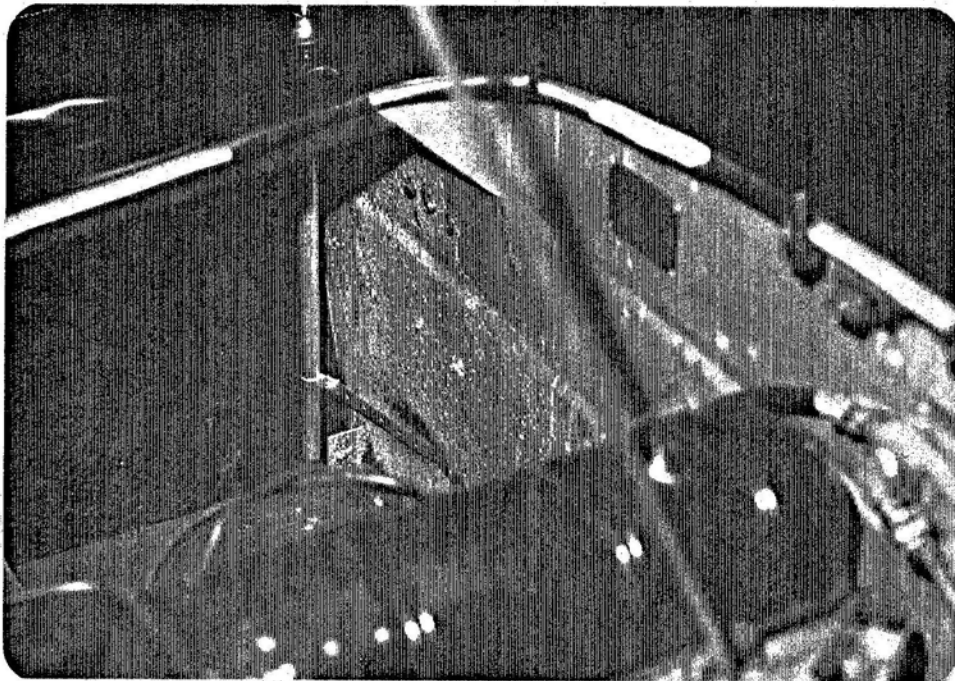




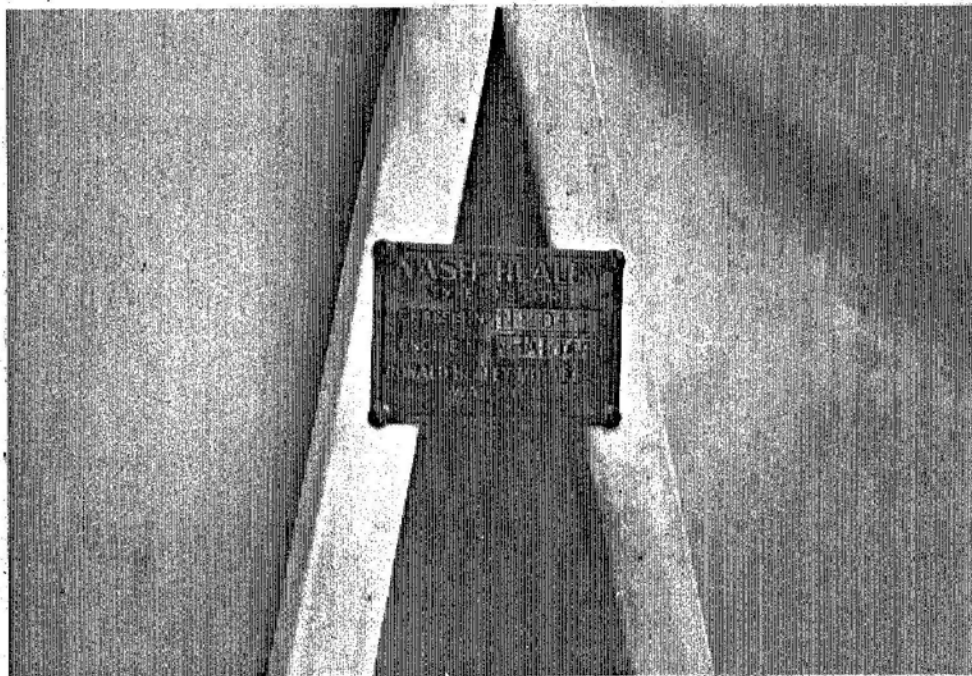




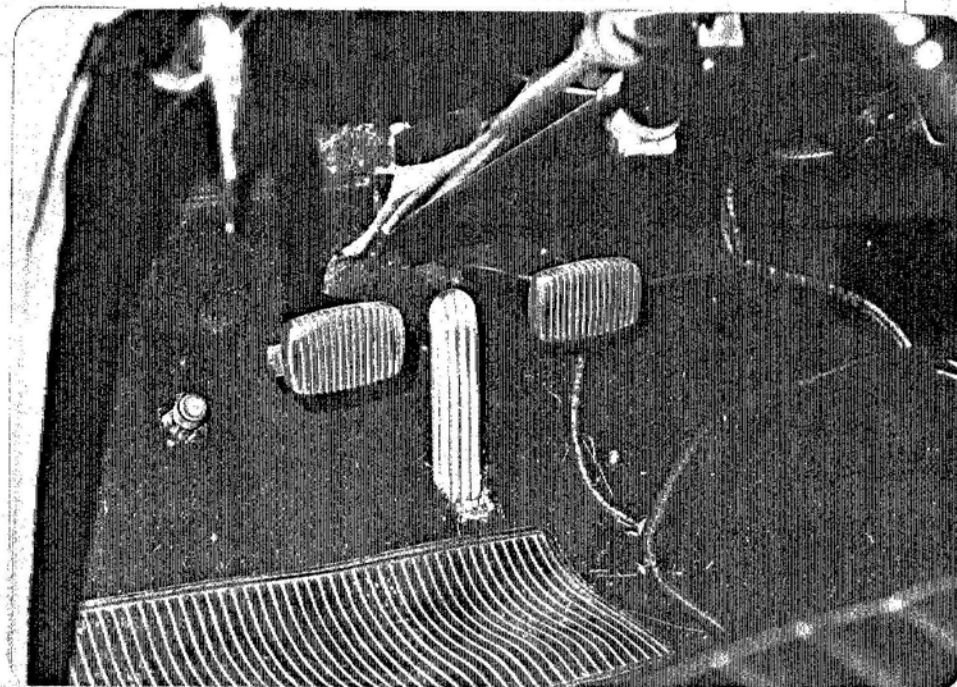




Vertical firewall of first series (left) provides ample mounting space for brass ID plate. Redesigned firewall of second series (right) tilts sharply inward at top to accomodate heater core mounted behind engine. Battery was moved to right rear side of engine compartment from previous left side location.

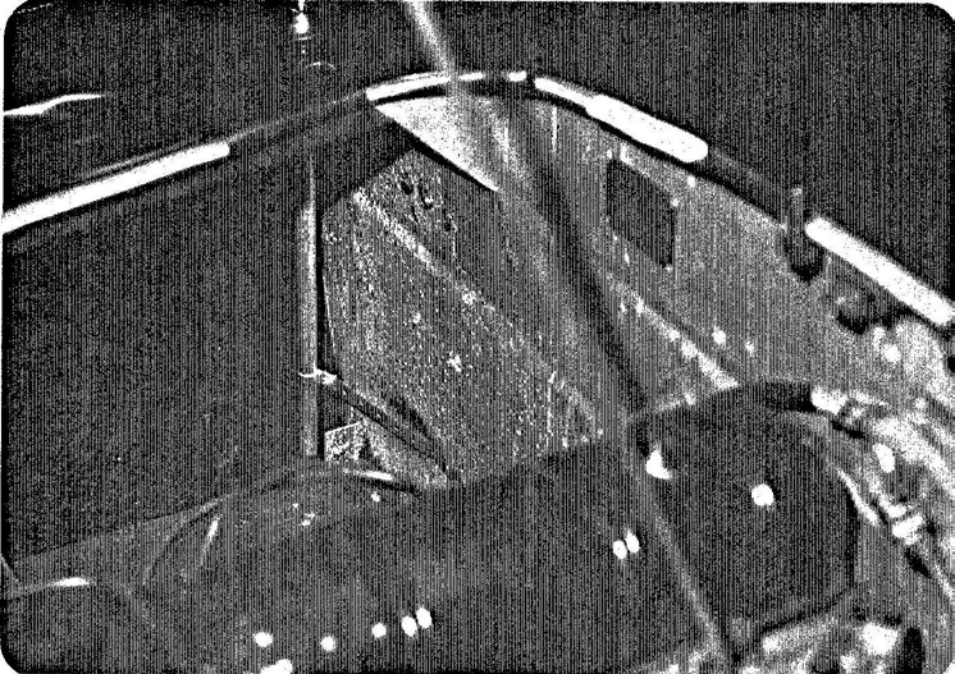


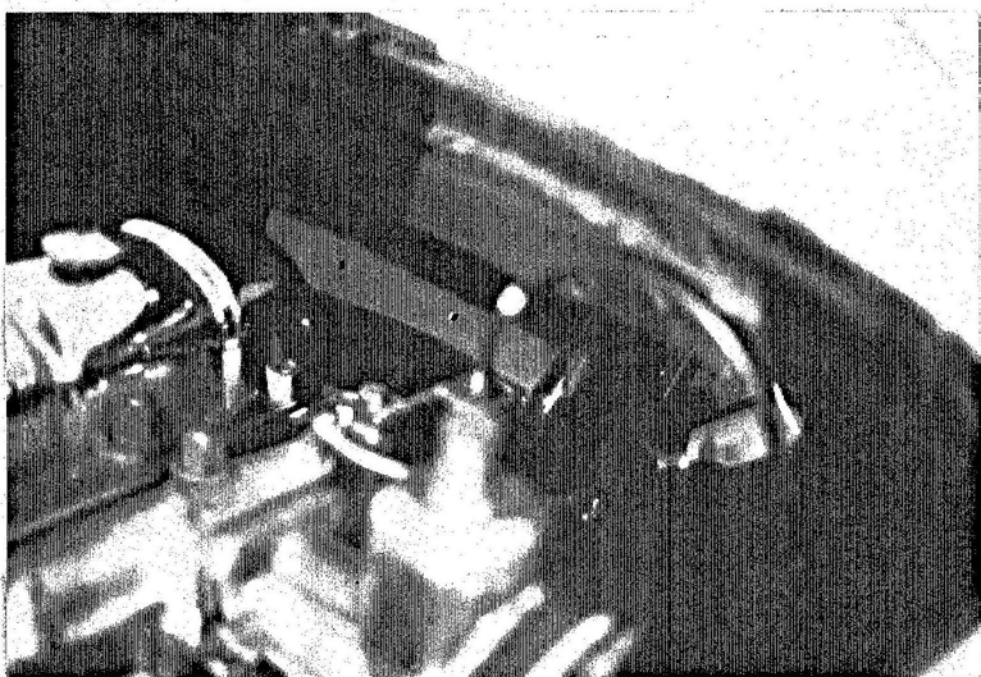
Second series ID plate is mounted to the braces on the underside of the hood.



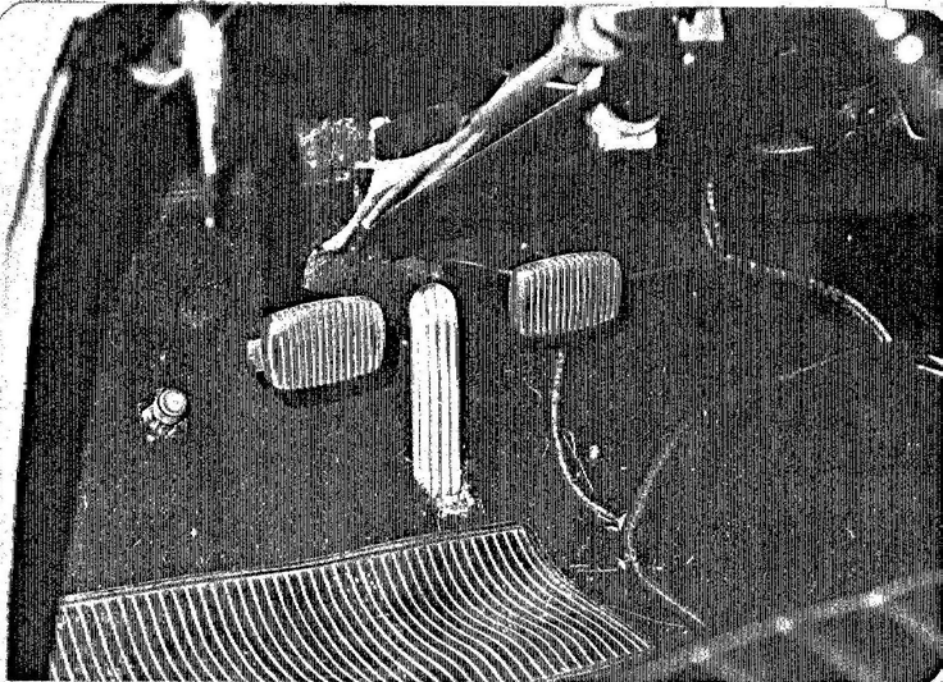
Unconventional pedal arrangement was installed on some early cars.



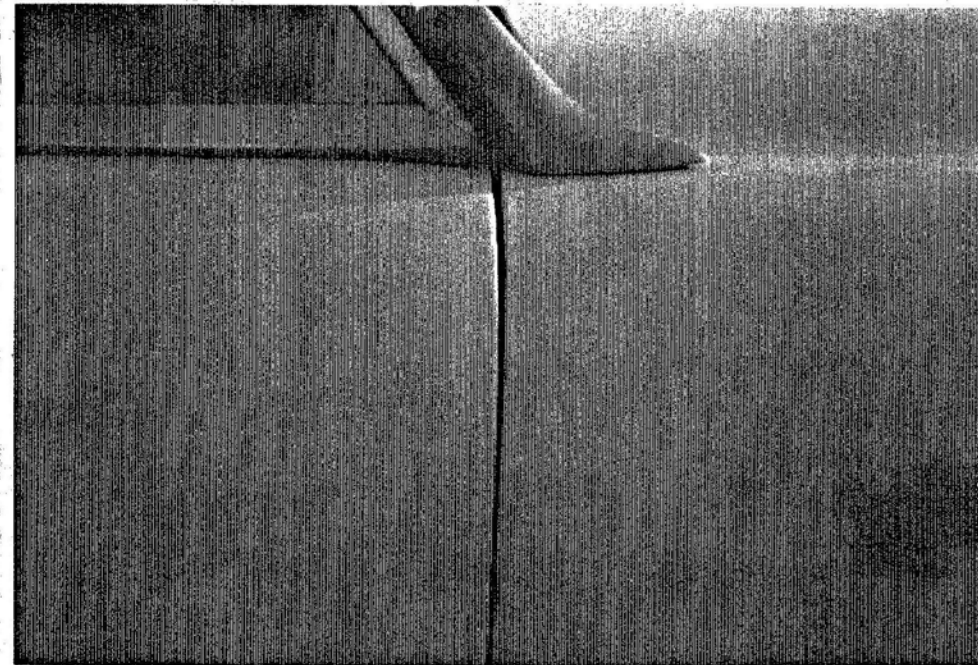
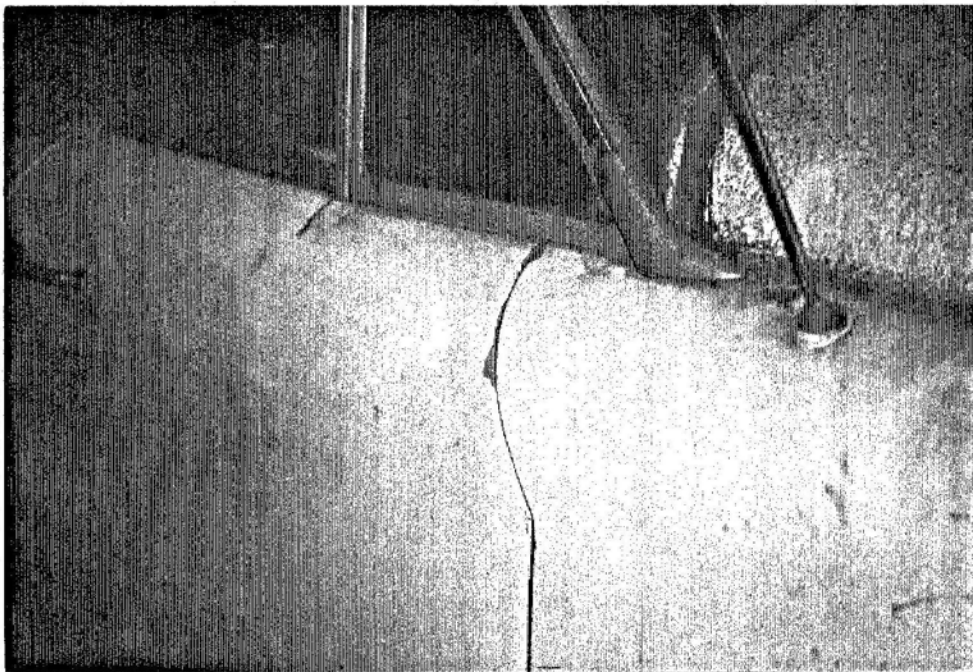




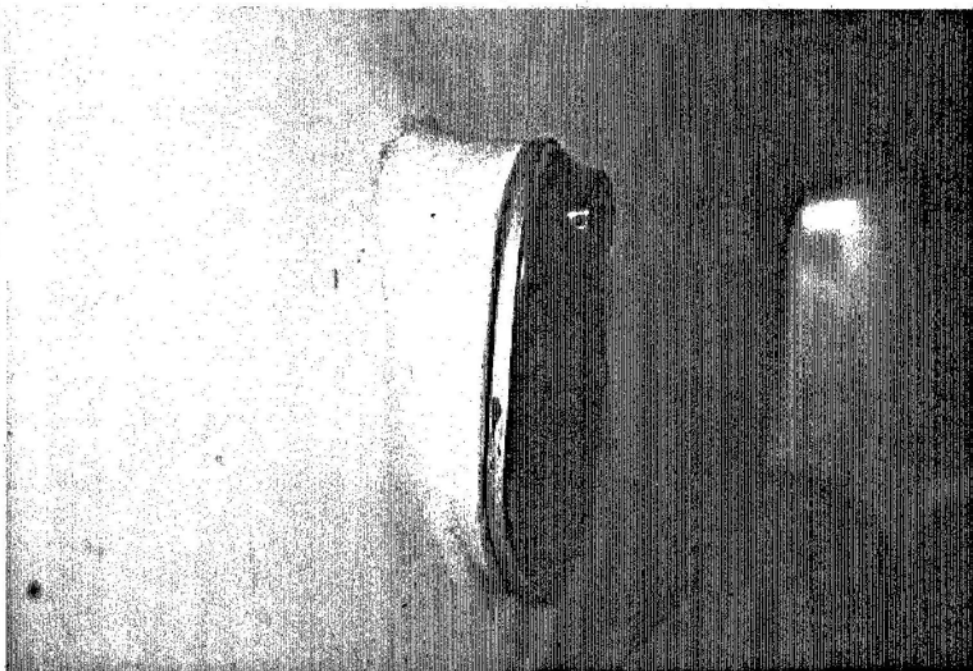




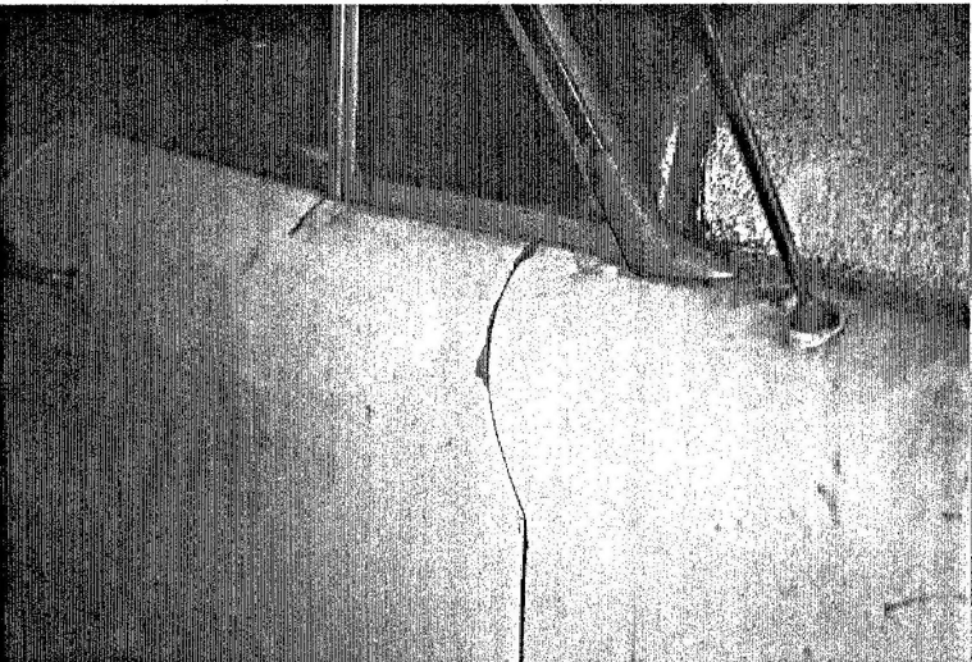


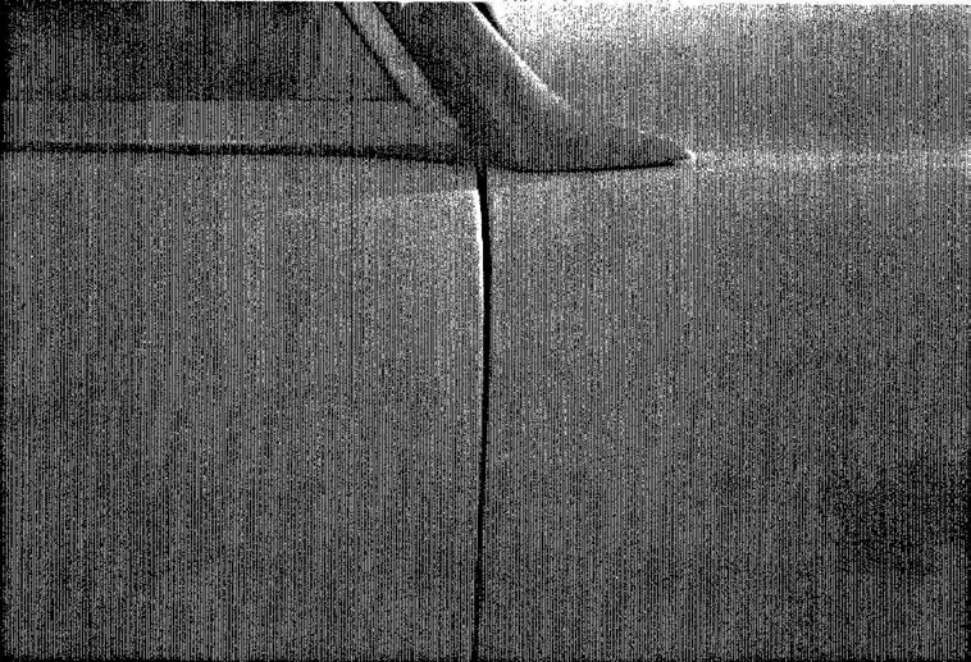


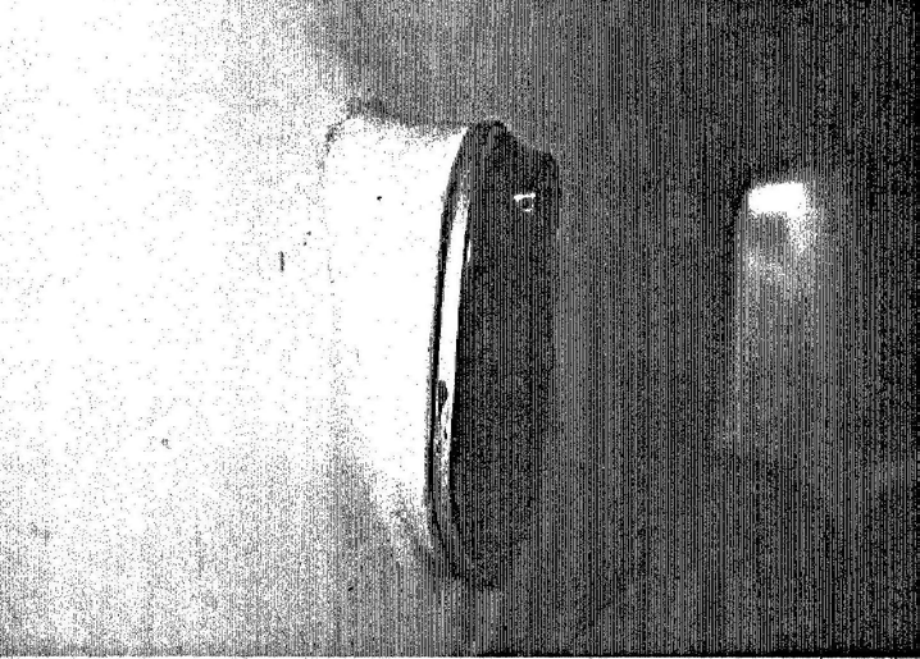
The shape of the first series (left) and second series (right) doors is perhaps the most obvious exterior difference. Most doors were made of aluminum, some were made of steel. In at least one instance one of each type metal was apparently installed on the same car.



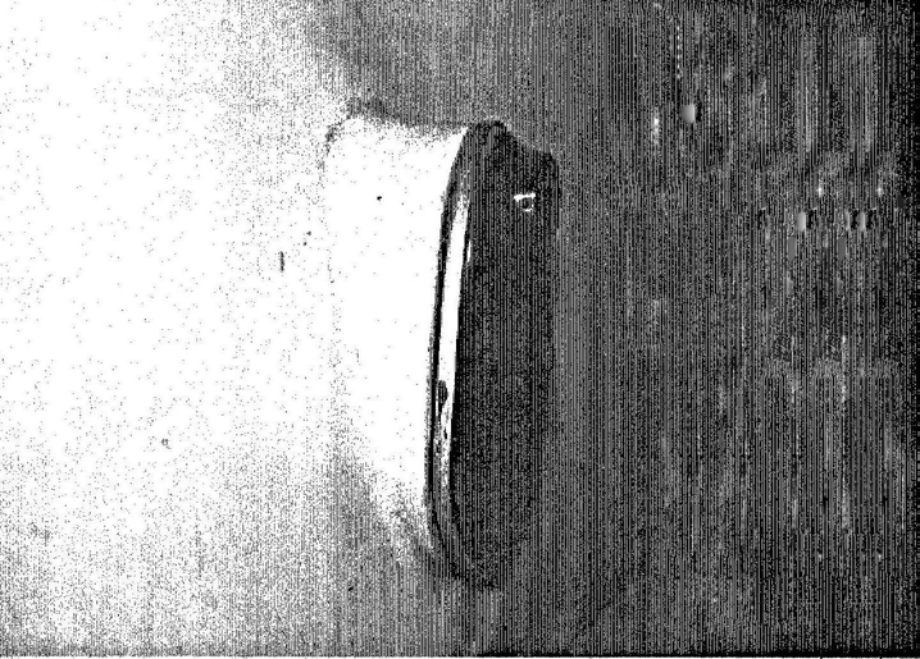
Compare pedestal mounted tail lights of first series (left) with shortened version found on the second series (right).



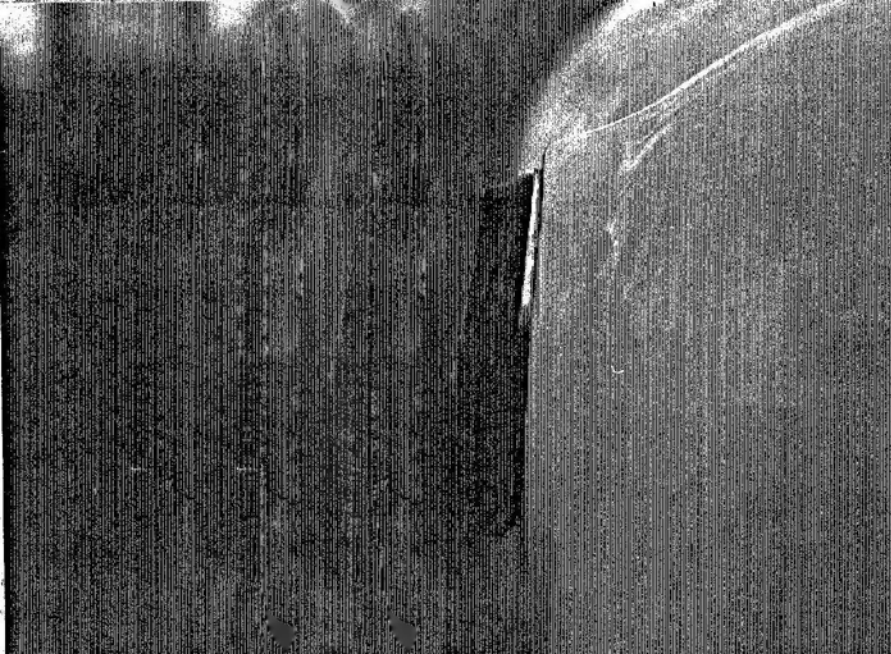












LETTER FROM MEMBER

To All Club Members,

The National Meeting of the Nash-Healey Car Club was held in conjunction with the Grand NASHional meet of the Nash Car Club in Vernon, Connecticut July 12-15. During the award ceremonies it was my privilege to present a personally autographed NEW OLD STOCK box of

Farina Breakfast Cereal to Ray and Joanne Soles as a small token of our appreciation of their efforts on behalf of the Nash-Healey Car Club. Were it not for Ray and Joanne there would probably not be a Club.

MICHAEL FEINGOLD, Librarian  
Nash-Healey Car Club



ENRICHED  
**Farina**  
**Hot Wheat Cereal**

NET WT. 27½ OZ. (1 LB. 11½ OZ.) 780 GRAMS 34 (¾ CUP) SERVINGS