

Nash Healey

NASH
HEALEY
NEWS

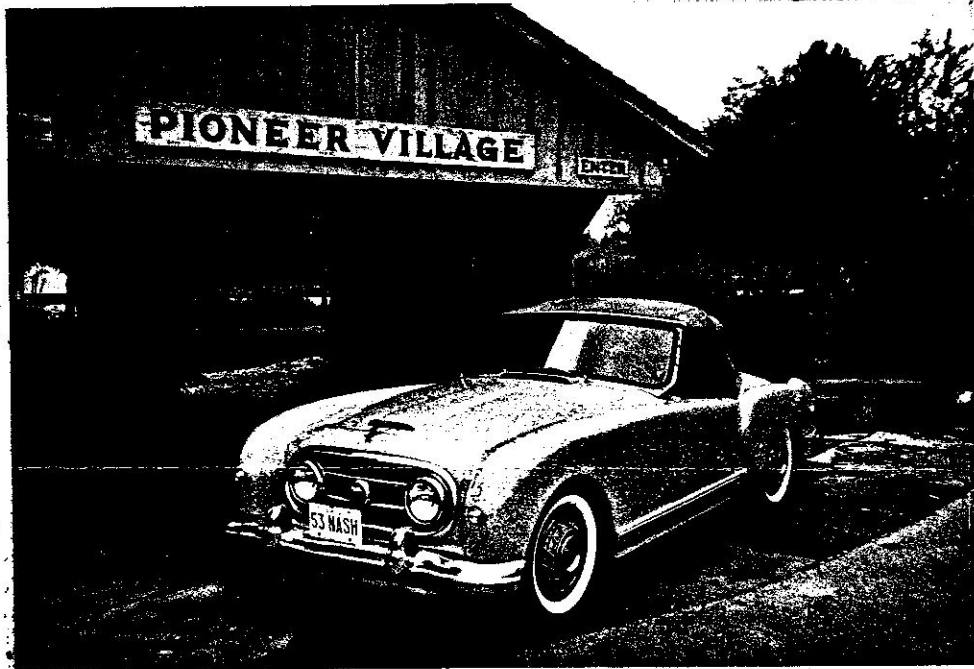
September/October 1984

Issue No. 25

Car club

5254139 BENAN

WILLIAM BARTELS 1953 NASH-HEALEY ROADSTER



Dear Ray & Joanne,

I thought you and possibly the other club members would be interested in a copy of the original dealer invoice for my 1953 roadster.

The car was ordered in 1952 and arrived in February 1953. The reason for the \$500 discount is that when the car arrived in the states, Nash wanted to use it, and did, at the Pittsburgh, PA Auto Show for one week. Thus the original owner was compensated for his extra one week delay in delivery.

I purchased the car from Mr. Tony Beatrice, the original owner, in 1977. It has 69,000 miles and is totally original except for the tires (has the original spare) and battery. I added Nash wire wheel caps after I purchased it but still have the original disc caps.

The overall appearance of the car is very good. The top and interior are only fair but paint and mechanical are excellent. Considering the car is 31 years old and was driven daily in good weather, I'm amazed at it's condition.

With a number of cars in my collection, it's difficult to drive each one during the non-salty months in Ohio. When I last drove the Healey in 1981, it ran excellent. The car is currently in heated storage and I hope to be able to bring it out for some touring before the summe of 1984 passes.

It would be interesting to see if there are any other totally original '51-'54's left.

Best wishes for continued success with the Nash-Healey Car Club.

Nash Motors

Division of Nash-Kelvinator Sales Corporation

Pittsburgh
NON-ZONE.

DATE
3-16-53

FOR ACCOUNT
OF
CITY AND
STATE

Jordan Motor Sales
695 E. Taggart St
East Palestine, Ohio

WE ARE EFFECTING SETTLEMENT
FOR THE CAR SHOWN IN THIS
NON-NEGOTIABLE INVOICE FROM
THE FINANCIAL INSTITUTION
SHOWN.
NASH-KELVINATOR SALES CORP.

Commercial Credit Corporation
Youngstown, Ohio

SF	TER	MOTOR NUMBER		FACTORY INVOICE NUMBER						AMOL
		7A 367		3-3-53						
COLOR	UPH.	CUSHIONS	FRONT SEAT	DIR. SIGNALS	CRUISING GEAR	WEATHER EYE	RADIO	O. B. A. C.	CLOCK	
25362	Ivory					WE				51.80

ADDITIONAL ACCESSORIES AND EQUIPMENT

Car shipped direct to dealer - Warehouse charges waived

MFG'S. CERTIFICATE OF ORIGIN
ISSUED.

*Sold
Tony Beatrice*

ADVERTISING	25.00
FREIGHT	35.54
WAREHOUSING	
ANTI-FREEZE	1.85
PREPARATION FOR DEL.	17.50
E. O. H.	440.00
TOTAL	4709.04

INVOICE

1570
4209.04
No 91944



Nash Motors

Division of Nash-Kelvinator Corporation
3280 South Clement Avenue
Milwaukee 7, Wisconsin

USZ 53-12
USD 53-12

File Under: GROUP 4.000
FUEL-CARBURETION-
EXHAUST SYSTEM

July 9, 1953

ALL ZONES AND DEALERS

CARBURETOR UNLOADER ADJUSTMENT
AND METERING ROD ADJUSTMENT
YH 973-S (FRONT) AND 974-S (REAR)
CARBURETORS - LE MANS DUAL JETFIRE
AND NASH HEALEY

Service bulletin USZ 53-10 dated June 16, 1953, filed under Group 4.000, Fuel-Carburetion-Exhaust System, outlined the change in method of metering rod adjustment on YH 895-S and YH 895-SA carburetors "Ambassador" Series. These same recommendations requiring tool T-109-104 also apply to the Le Mans Dual Jetfire and Carter equipped Nash Healey carburetors.

In addition, a change has been made in the unloader specification on the Le Mans Dual Jetfire and Nash Healey Model YH 973-S and 974-S carburetors. The unloader adjustment is now made to give a 5/8" choke valve opening at full throttle position for unloading. Refer to the 1952 Technical Manual, Fuel-Carburetion-Exhaust Section, Page 10, Figure 20, for the unloader adjustment procedure. Tool T-109-85, 5/8" float level gauge, can be used for the revised setting.

Yours very truly,

A handwritten signature in cursive script that reads 'F. H. Brodek'.

F. H. Brodek
Technical Service Supervisor

F.H. Brodek
ctp

PRINTED IN U S A



Nash Motors

Division of Nash-Kelvinator Corporation
3280 South Clement Avenue
Milwaukee 7, Wisconsin

USZ 53-10
USD 53-10

File Under: GROUP 4.000
FUEL-CARBURETION
EXHAUST SYSTEM

ALL ZONES AND DEALERS

June 16, 1953

METERING ROD ADJUSTMENT -
CARTER CARBURETOR MODEL
YH-895-S AND 895-SA -
1952-53 "AMBASSADOR" SERIES

The original metering rod adjustment specifications, as outlined in the 1952 Technical Service Manual, advised that the metering rod must contact the bottom of the metering rod well at time of adjustment. A special gauge was, therefore, not required.

Subsequently, a redesign of the metering rod eliminated a section of the lower portion of the metering rod. Therefore the following recommendation now applies:

Insert gauge (Tool T-109-104) in place of metering rod seating tapered end of gauge in metering rod jet. Hold the gauge vertical to insure seating in jet. With throttle valve tightly closed, press down on diaphragm shaft until metering rod arm contacts lifter link at diaphragm stem. With diaphragm shaft held in this position, metering rod pin must rest lightly on metering rod gauge. To adjust, bend metering rod arm. Use bending tool T-109-22.

After adjustment of the metering rod, the metering rod arm must contact the lifter link at the diaphragm shaft and at the outer end of the lifter link.

Where the original adjustment is continued in service with the new metering rod (Carter Part 75-852), the metering rod will be set approximately 1/16" lower than correct setting.

Yours very truly,

A handwritten signature in cursive script that reads 'F. H. Brodek'.

F. H. Brodek
Technical Service Supervisor

F.H.Brodek
ctp

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NASH-HEALEY CAR CLUB NATIONAL

by Ray & Joanne Soles

The 1984 Nash-Healey Car Club National was held in conjunction with the N.C.C.A. Grand NASHional at the Quality Inn in Vernon, CT from July 12 thru 15. This meet was hosted by the Northeast Region.

Friday, July 13, planned trip to Old Sturbridge Village. This village is a re-created agricultural community of the newly formed republic. You walk through the village meeting and talking with historically dressed interpreters as they do the work of early New Englanders. There was a working historical farm, blacksmith shop, shoemaker shop, copper and potter shops where they crafted their own products. A gristmill, woolcarding mill, and lumber mill run strictly by water wheels (no electricity). All the homes and various buildings have been completely restored to their original condition. It is a magnificent place to visit if you are ever in Sturbridge, Massachusetts.

Saturday, July 14, was a busy day. The car show began at 9:00 a.m. There were five Nash-Healeys at the show. These cars were brought by: Ed & Judy Moore - #10 Race Car; Mike Feingold-1951 roadster; Ray & Bertha Schell-1952 roadster; Ray & Mary Soles-1953 roadster; and Ray & Joanne Soles - 1954 coupe. The #10 Race Car is a unique car and Ed Moore and Mike Feingold spent many hours preparing this car for the show. It won first in its class and third overall in the 24-Hour LeMans race in 1952. Ray always makes the comment that the Race Car is "THE Nash-Healey". Mike and Ed set up several displays: photographs and history of the Race Car; a display case with Nash-Healey model kits, model cars, decals, car plates, etc.; and a one-of-a-kind Nash-Healey Authorized Service sign. Mike also brought along all the club library material.

Other members who attended the National were: Richard Bundy, Harold Case, Joseph Gutleber-1951 Statesman Sedan, Fran Keem-1957 Ambassador Custom, Dave McMorran, Don & Jane Robertson, and Robert Sklar & family.

There were approximately 60 Nashes displayed at the show and 10 to 12 parts vendors. By observing the parts people were carrying,

sales were doing well. I'm happy to announce that Ray found the overdrive relay he has been looking for. Now that he has found it maybe, just maybe, we can finally get to look at the show cars instead of parts, parts, and more parts. It's amazing when you're talking to club members and they ask you "Have you seen such and such car" and you answer by saying "no I haven't got around to the cars yet but if you need this part or that part I can tell you what vendor to see". Sound familiar, ladies?

At 4:00 p.m. we had a Nash-Healey Car Club meeting, a copy of the minutes was in the Nash-Healey News, Issue 24.

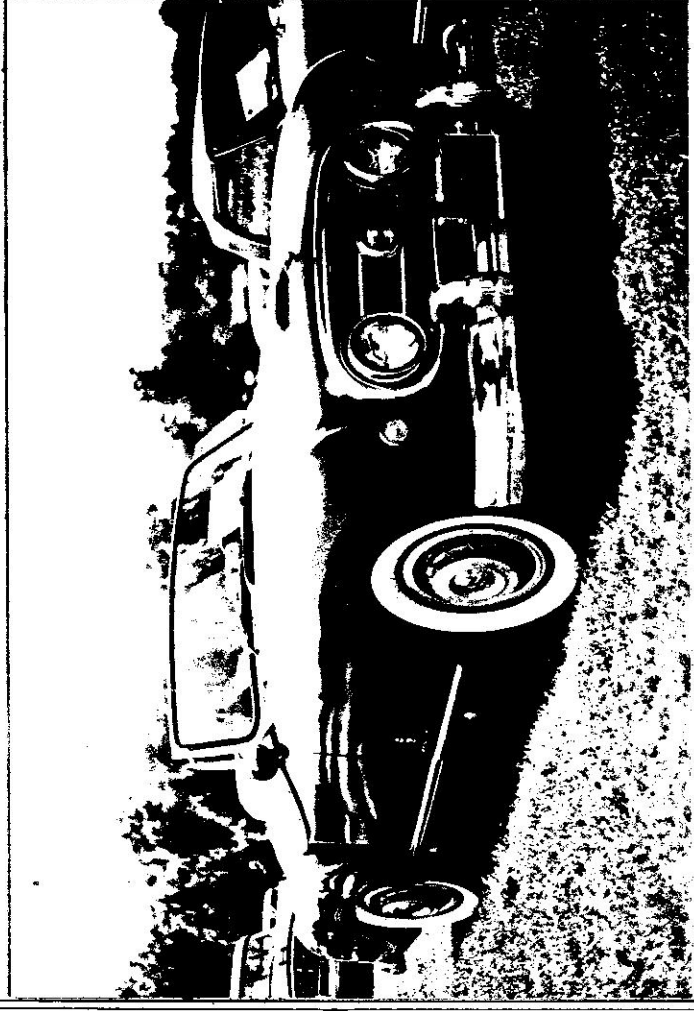
The awards banquet was held at 7:00 p.m. at the Quality Inn-Vernon, CT. The food was excellent, the atmosphere the friendliest. After everyone finished eating, the awards ceremony began. The trophies awarded were uniquely designed and personally made by Bob Majeski (NCCA member #2). They were stained glass cars mounted on wood, depicting the era for whatever class your car was in. In the Nash-Healey class the following were presented awards: Ray and Bertha Schell-1st place; Ray and Joanne Soles-2nd place; Ray and Mary Soles-longest distance driven. The main door prize was a large stained glass NASH window/wall hanging which was also hand-made by Bob Majeski. Bob Aaron of Ohio (NCCA member) won this prize. There were other door prizes to numerous to mention.

After all awards were presented and everyone thought the banquet was over---Mike Feingold presented Ray and Joanne Soles with a special appreciation award. This award was for their reorganization of the Nash-Healey Car Club back in May of 1981 and the continuous running of the Club to present. It was a personally autographed box of Pinin Farina Hot Cereal. We were totally surprised. Someday we will repay Mike for this fine award. By the way Mike, it was delicious!!!

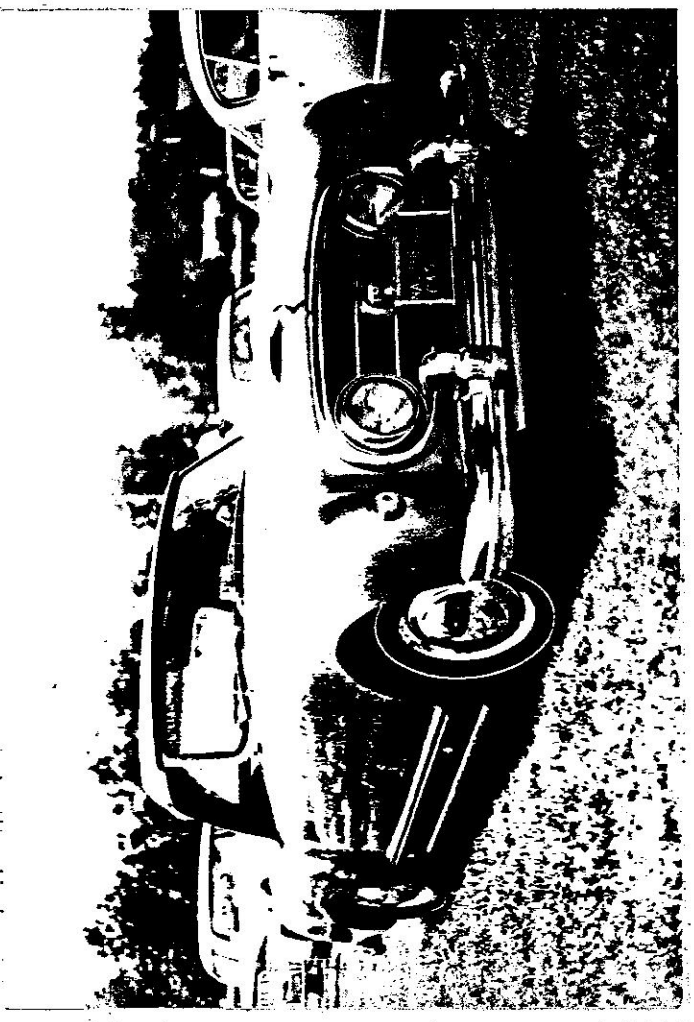
It was a great meet and the Northeast Region did a tremendous job putting everything together.



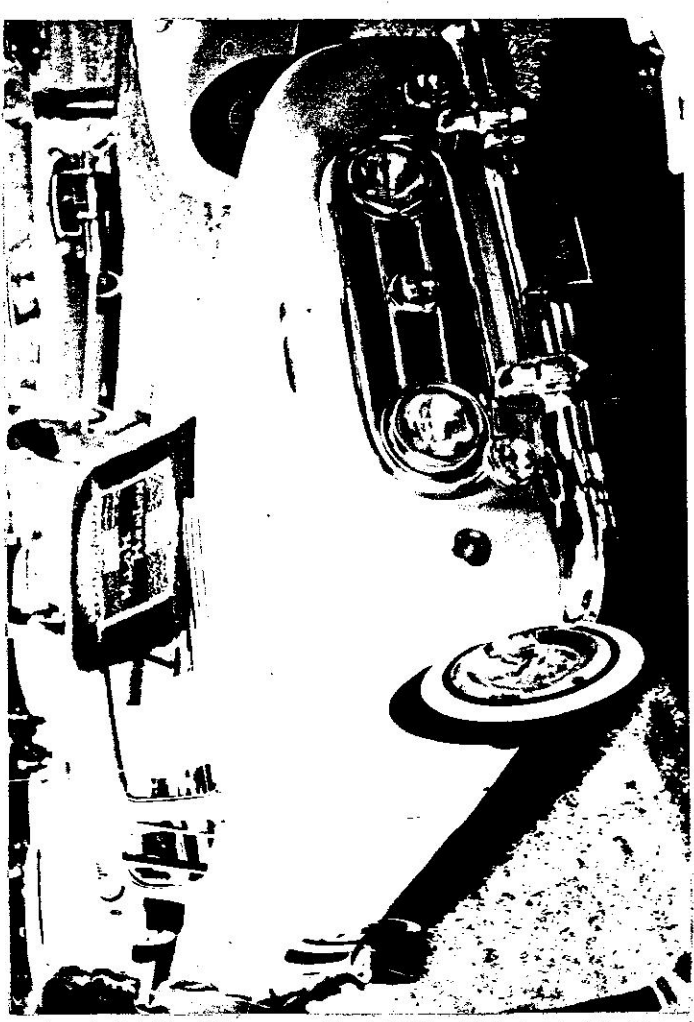
#10 Race Car - Owned by Ed & Judy Moore - Took 1st in its class & 3rd overall at 24-Hour LeMans Race 1952



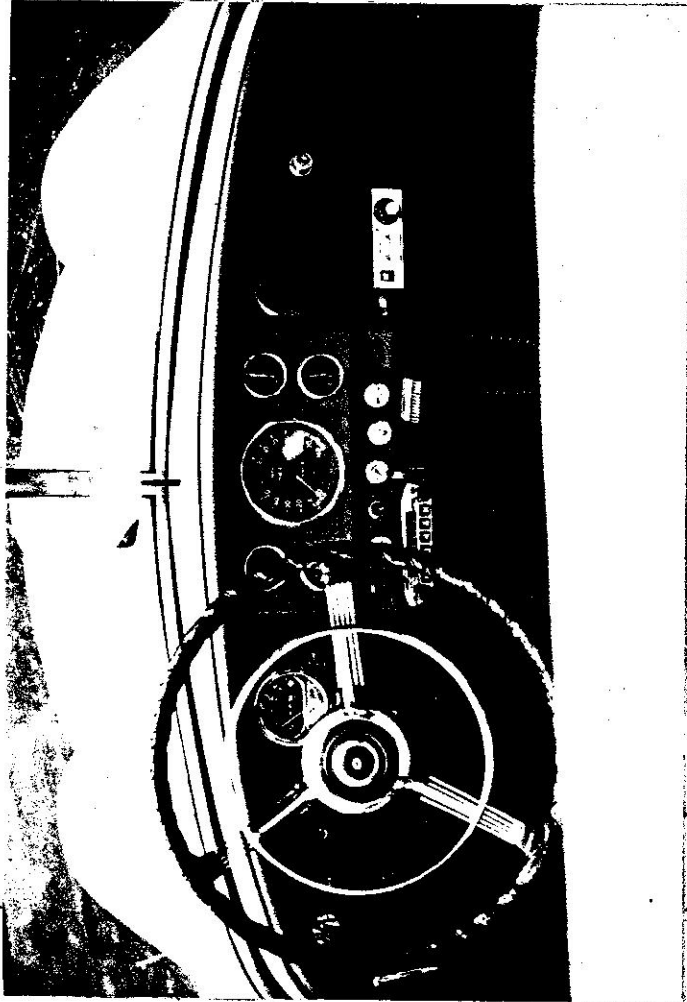
1953 Nash-Healey Roadster - Owned by Ray & Mary Soles



1952 Nash-Healey Roadster - Owned by Ray & Bertha Schell



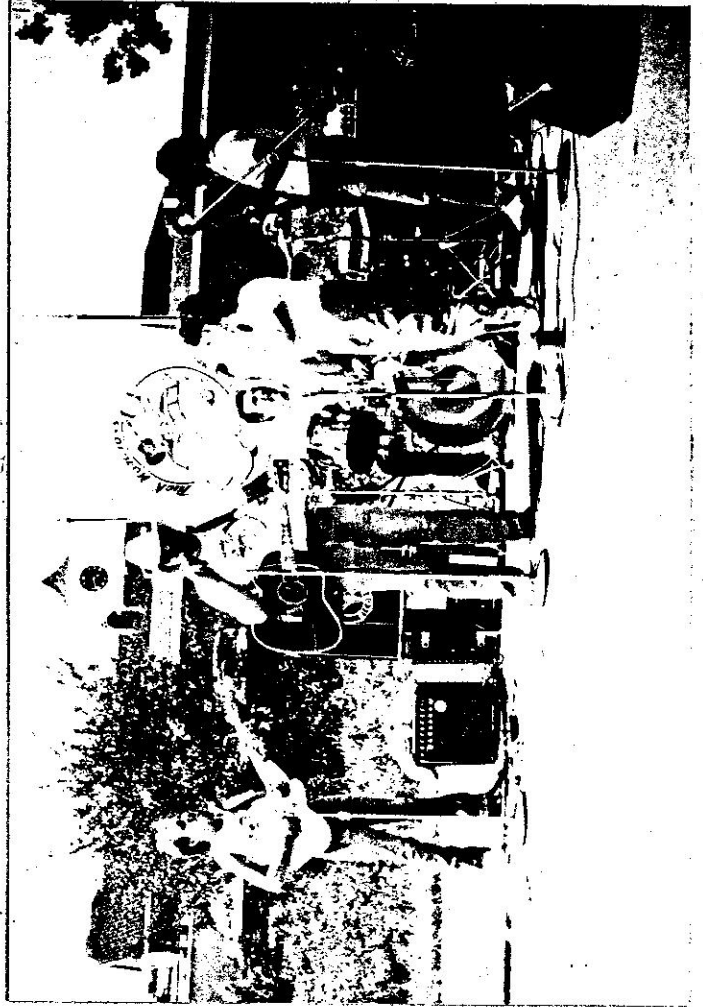
1954 Nash-Healey Roadster - Owned by Ray & Joanne S



Dashboard of Mike Feingold's 1951 Nash-Healey Roadster



One-of-a-kind Authorized Nash-Healey Service sign



Rick Norcross & band performing during car show



Herb Sklar & family member dancing & enjoying the music.

After having heard this story, I'll be a lot more cautious about who I farm out a rear window removal to. I called the shop in question to verify the story; here's the tale.

A former owner of one of my cars was having the entire interior re-done, including the headliner. The rear window moulding was in bad shape, so he thought that it would be best to have it replaced while the car was being upholstered. He farmed the job out to a local auto glass shop, one with a deservedly good reputation.

The window was removed, and the car was sent on to the upholstery shop sans window. When the car came back to the glass shop, the window was "missing".

As near as the glass shop owner could determine, the technician must have dropped the glass on the floor and broke it. The technician said that he "threw it away in error". The technician was fired shortly thereafter, and the owner settled with the Nash-Healey owner for \$500.00 plus a free Lexan installation.

If you're going to farm out a windshield or rear window job, do your best to get a Nash-Healey owner/technician to do the work. Fortunately, we have at least three Nash-Healey owner/craftsmen in Northern Calif. who are skilled at window removal (Jim & Mike Paradiso, and Slim Lunt).

With all the pitfalls out there, it's a wonder that any of these cars get restored or stay in shape!

RECYCLING NASH-HEALEY DASH LIGHT SOCKETS by Jerry Newton

Unless there has been disintegration, virtually any Nash-Healey light socket can be recycled. The biggest job is salvaging the original center "hot" terminal fitting.

The original wire is cut off flush with the terminal. The fitting is then placed in a vise, and is bored out with a small bit. A new wire is then soldered into the fitting terminal.

Most of the dash lamps have "bullet" end connectors, which are available at any well-stocked supplier of automotive electrical components.

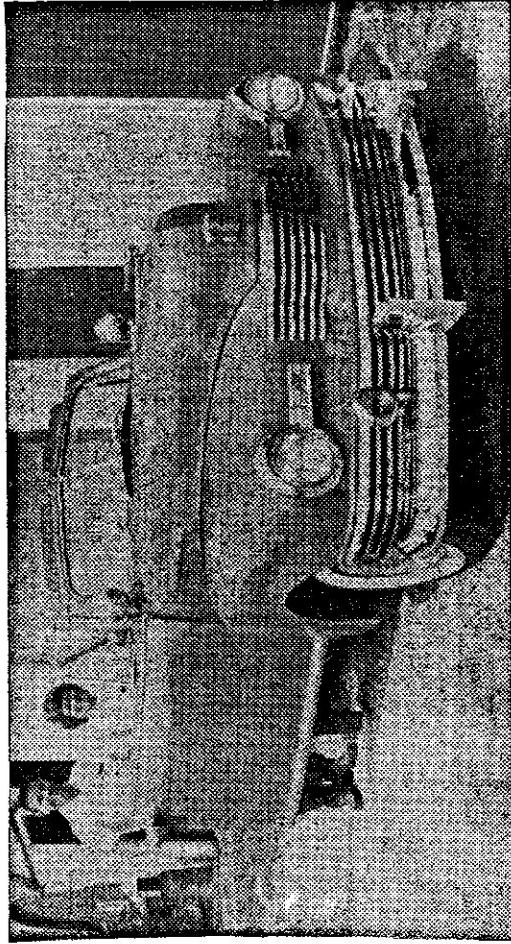
Examine the fibre end fitting before restoration to ensure that there has been no serious degradation of the material.

The N.C.C.A. Central NASHional meet, hosted by the Erie Shores Region was held in Monroe, Michigan on August 17 & 18.

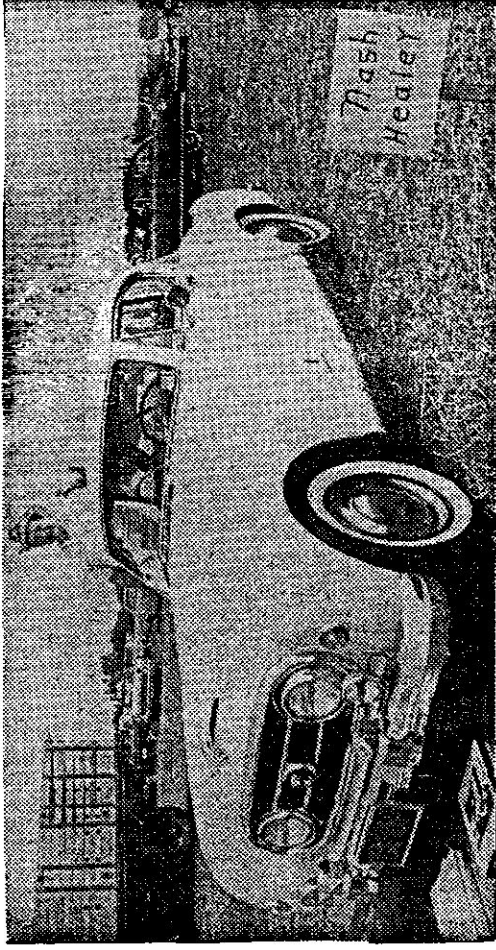
Friday, August 17, a planned tour to Frankenmuth, MI. Frankenmuth is a town with German Bavarian Heritage. The tour was an all day affair.

The car show was held Saturday, August 18, at Ken Havekost's farm. There was something for everyone. Cheryl Havekost conducted two craft projects for the women. Ken Havekost processed wheat into flour with an antique John Deer Mill powered by a 1936 John Deer tractor, everyone took home a sample. At 2:00 p.m. there was a hayride for young and old. Something was going on during the entire day. Approximately 60 Nashes were on display. Nash-Healey Car Club members at the show were Ray & Mary Soles-1953 roadster; Ray & Joanne Soles-1954 coupe; Ken Havekost-1953 coupe; Fran Keem-1957 Nash Ambassador Custom; and Glenn & Margaret Hunsucker. Ken Havekost had all of his cars displayed in a building next to the show cars. He had several displays set up which included Nash Neon signs, table after table of literature, 60 years of Nash hubcaps, grills from different year Nashes, and numerous other items. It was just unbelievable. If a Central NASHional is ever held in Monroe, MI again everyone should plan to attend for no other reason than to see Ken's "NASH HAVEN" (or tool shed)!!

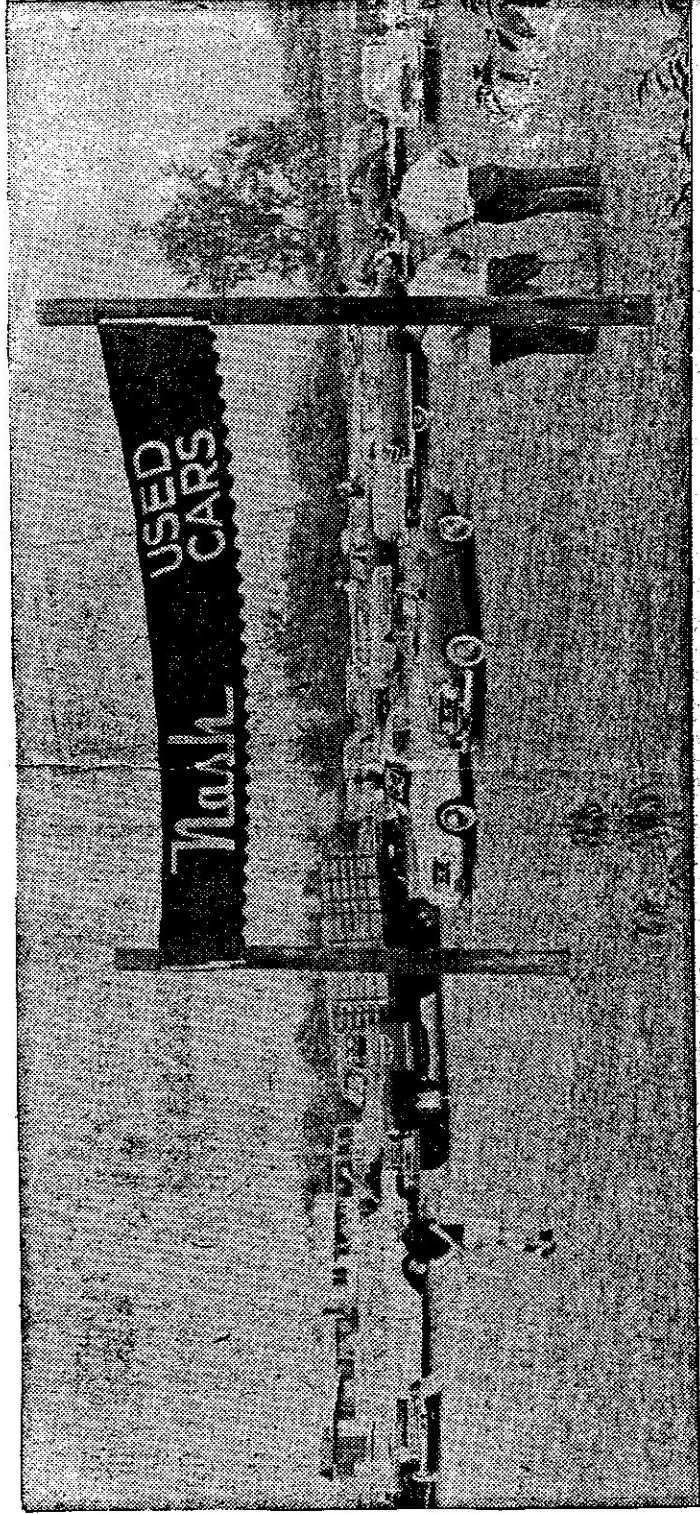
The awards banquet was held at 7:00 p.m. at the Holiday Inn-Monroe. The food was great, the atmosphere relaxed and friendly. Ten classes were awarded one trophy each. These ten trophies were quite unusual. Someone finally found a use for those radio filler plates (found on cars not equipped with factory installed radios). These plates were mounted on wood with pens on both sides. A very unique award. Ray Soles, Sr. won the award for the Nash-Healey class with his very driveable 1953 roadster. (He has driven his Healey to 4 of the last 5 NASHionals). At each table was a special centerpiece. A uniquely designed cross stitched 1948 Nash either a coupe or convertible. Cheryl Havekost designed and made each centerpiece. The color of the cars were authentic because she took paint chips to the store to match the exact thread color. These centerpieces were used as door prizes. Who said women don't become Nash Nuts! It was a great meet. If you didn't attend you missed out on a busy weekend.



Ken and Mary Havekost, who hosted the meet, show off one of their two 1948 Ambassador convertibles.



Roy Soles Jr. of Trafford, Pa., stands proudly behind his '54 Nash Healey coupe. These limited-production cars were designed by an Italian and assembled in England, using American Nash drive trains.



With some 70 cars of all eras, the Nash meet at the Havekost farm on N. Stony Creek Rd. did take on the look of a used car lot. Only a few of the cars were for sale, however.