



NASH
HEALEY
NEWS

March-April 1986

Issue No. 35

Car club

"WHAT DREAMS ARE MADE OF"

Can you imagine how excited a teen-age boy can get when he learns that a real Nash-Healey is coming to the Harrisburg (Illinois) Nash Company on a warm summer day?

I worked at the Nash garage from late '51 to early '54 as a flunky sweeping floors, greasing and washing Nash cars. I thought Nash was the best car on the road, bar none. (I still drive a '53 Statesman Super.) I had heard of the Nash-Healey and had seen photos but had never actually seen one in the flesh. When Charlie Kuhn, the Nash dealer, told me that we would have a short visit from a St. Louis zone "rep" driving a new Nash-Healey, I just about went nuts.

A few days later, about noon, here came a beautiful white, top down convertible racing machine right up to our door. Wow, was that ever a beauty of a car.

The Zone man opened the hood exposing the modified Ambassador engine complete with dual carbs and lots of chrome. Naturally a sizeable crowd gathered to see such a beast in our small town. Everybody was buzzing with curiosity and several insisted on taking it for a drive.

My heart sant as the time slipped away. It seemed everybody in town drove that car - but me. Finally the Zone man said he had to leave! I couldn't pass up this opportunity. After all, I knew I wouldn't get another chance to drive a car like this - ever! I pleaded with the fellow to let me get my hands on the wheel. Guess he couldn't stand to see a dreamy eyed kid be disappointed.

As we got in the car, he said we would have to make it a short ride. My hands trembled as I took the wheel. I lost my breath when I nudged the accelerator peddle with my foot. But suddenly I was on the road. What a thrill. That Nash-Healey seemed to be part of me. Never before (or since, for that matter) have I driven anything that even came close to the feeling I got while nestled behind the wheel of that Nash-Healey. There are no words to describe that day - that feeling - that special time in a boy's life.

I probably will never be fortunate enough to own - or to drive - or even to see another Nash-Healey, but I would like to dream that teen-age boy's dream - again. Please send information about membership in the club, benefits such as news letters or magazines, etc..

Sincerely
Dick Harold
NCCA #3732
6104 Broadway
Indianapolis, IN 46220
(317)253-4905

Dear Joanne,

Enclosed are 40 decals. I pulled out ten for Carlisle-Taunton swap meets. I plan to sell club items, and help promote the club at local car shows and swap meets. I now have an AUTHORIZED NASH-HEALEY SERVICE sign in the window of the garage, made by putting one of these decals on a piece of aluminum. People see it and start Healey conversations. It's a good way to locate cars, parts, and memorabilia. I was disappointed to hear that the license plate badges & lapel-hat pins, with the club emblem, aren't moving very well.

There were only 100 of each of the items made. I kind of pushed to have these made so we would have ways of promoting the club, kind of like other clubs do. We had them made last September, in time for the Carlisle and Hershey shows. I'm willing to buy all the badges and pins that are left after Hershey this year. I don't want the club to lose any money, on anything, I have anything to do with.

The Eastern National for the Nash Car Club is being held in Burlington, VT in July this year. Any club member needing any kind of help with their car, parts or information or advice can call me either at my garage (617) 966-9721 days or (617)966-1433 nights at my home. Let's get these cars going.

Ed Moore

ED,

I read your letter very carefully and decided it should be printed in our newsletter. First of all we do not want you to buy back any of the items you worked so hard to have made. It was the club's decision to put out the money for club items and we just can't thank you enough for all the time you spent setting it up. I can not understand why the members won't buy something that promotes the club. Ray and I are getting very discouraged with trying to keep the club together. When we have meetings at the meets members want items made but when it is done - where is the memberships support. Promoting the club is one thing, SUPPORTING the club is another. You have done more than your share and so have a FEW other members. I'm sure we will eventually sell the items so don't worry about it.

(JMS, Editor)

Ed Moore of Bellingham, MA will be at Spring Carlisle Flea Market from April 17, April 20 - SPACES ~~M44-46~~. Fairgrounds A: Flea Marketeers, 1000 Bryn Mawr Rd., Carlisle, PA 17013. Stop by to talk with Ed and buy a few club items.

1986-1987 MEMBERSHIP DUES

Membership dues for the 1986-1987 year is payable on or before June 1. The amount is \$9.00 Send it today to avoid missing any upcoming newsletters.

NOW to MAY 15

NASH-HEALEY CAR CLUB
530 Edgewood Avenue
Trafford, PA 15085

MAY 16 and AFTER

NASH-HEALEY CAR CLUB
R.D.#1 Box A161
Addison, PA 15411

LETTER FROM MEMBER

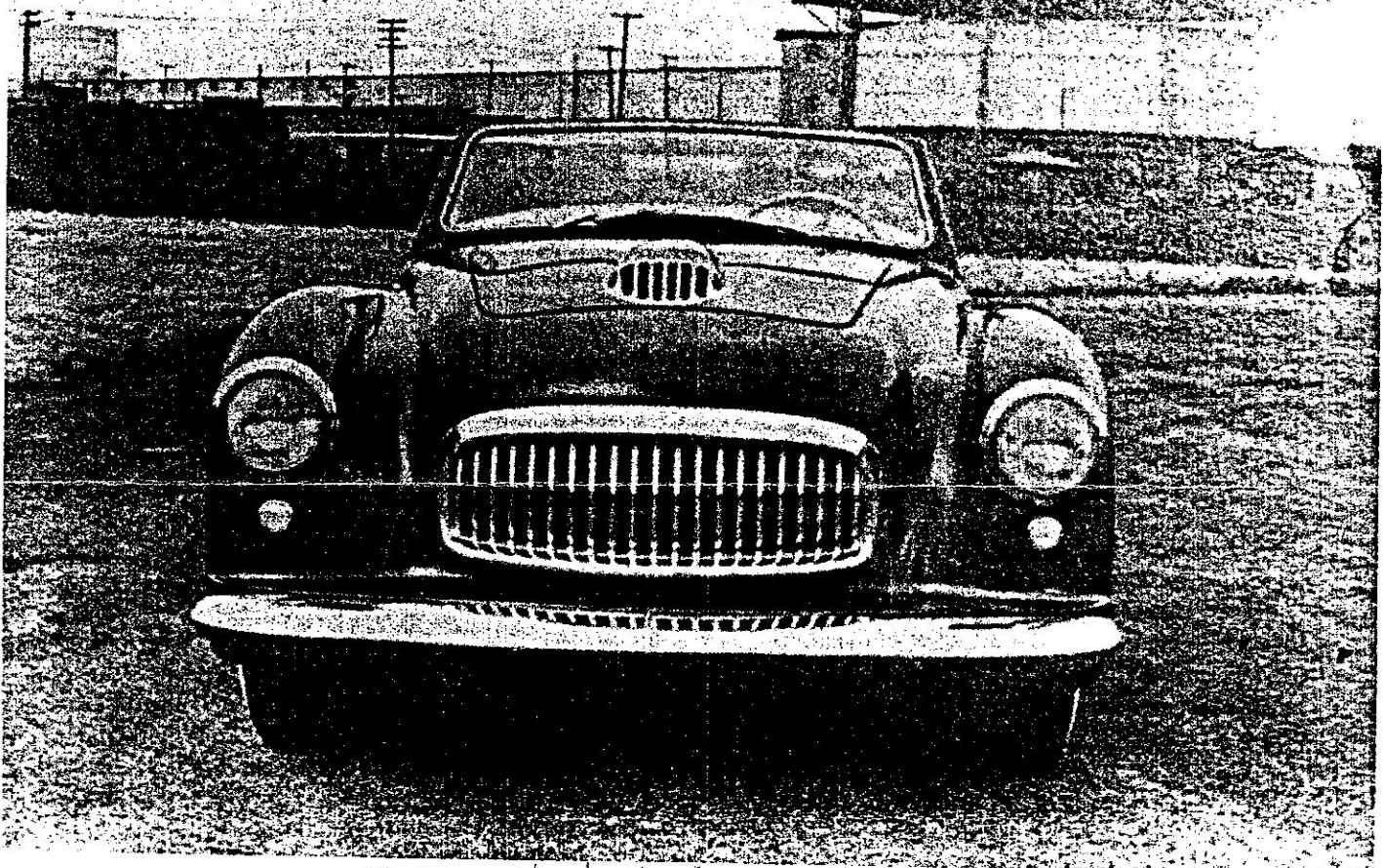
Dear Mary,

Enclosed are 4 copies of Nash-Healey X-7 after 10 years of searching these copies and the following information has come to light.

There was only one Tickford bodied Nash-Healey built in December 1950. A special long wheelbase (9 ft), special 'X' chassis was sent to Tickford where they built the first Power Top for Tickford, automatic trans fender skirts, wider body, curved windshield, wood dash and trim. Color was Maroon with tan top and leather trimmed maroon, vent windows work. These photos were taken outside NASH headquarters in Michigan in 1951. Note: MFR - plates. I personally think it is the best looking Nash-Healey ever made.

P.S.: 1951 LeMans coupe #19 is now in U.S.A. as of March 14th 1986.

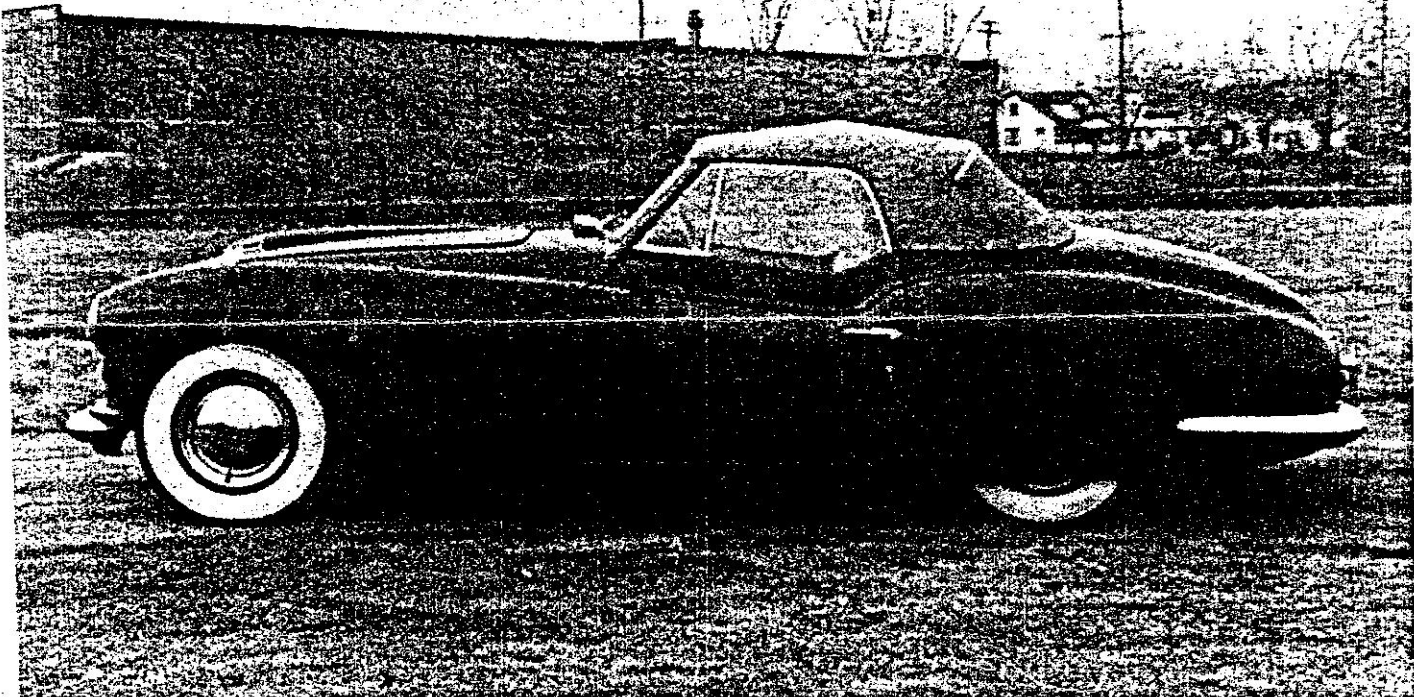
Sincerely,
Leonard N. McGrady
209 Walnut Lane
Aberdeen, MD 21001



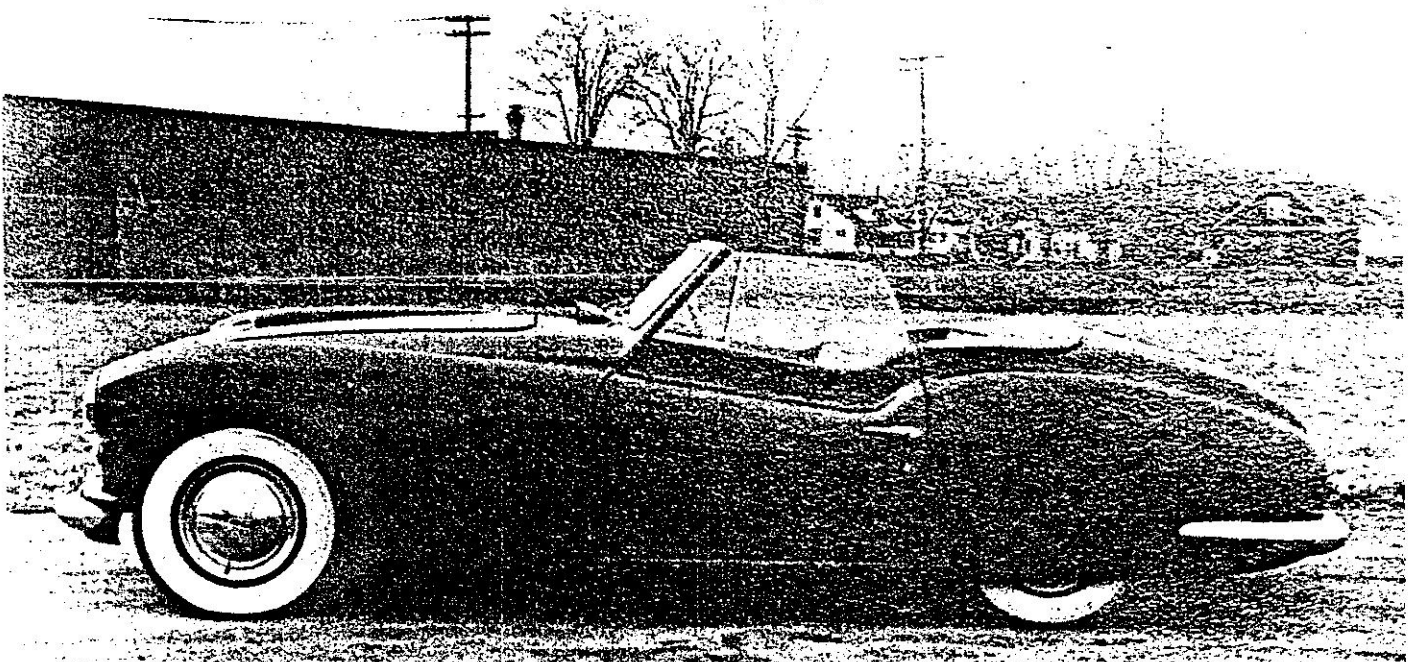
X-7 Nash-Healey 1950



X-7 Nash-Healey 1950



X-7 Nash-Healey 1950



X-7 Nash-Healey 1950

N A S H M O T O R S
Division of Nash-Kelvinator Corporation
Milwaukee 7, Wisconsin

WATER PUMP AND COUPLING INSTRUCTIONS

To Remove the Impeller and Shaft

The rivet retaining the impeller to the shaft is accessible for removal through a pipe plug hole in the side of the housing. It may be reassembled in the same manner.

To Install Water Pump Body Bushing

As the hole in the pump body in which the water pump bushing is located has a shoulder at the inner end to insure longitudinal location of the bushing with reference to the oil hole, it is not possible to drive the bushing into the pump body for removal. Being a split bushing will permit collapsing or pull out from the packing gland end of the housing. The new bushing, 3103426, may be driven in place with a suitable driver after ascertaining that the hole in the bushing will coincide with the oiler hole. The bushing should then be reamed with a .500 reamer, KMO 314.

Repacking the Pump

Three packing rings, 82830, are installed in the gland, preceded by a small amount of water pump lubricant, and the gland nut tightened slightly, final tightening to be made only after the pump is completely assembled and the engine idling.

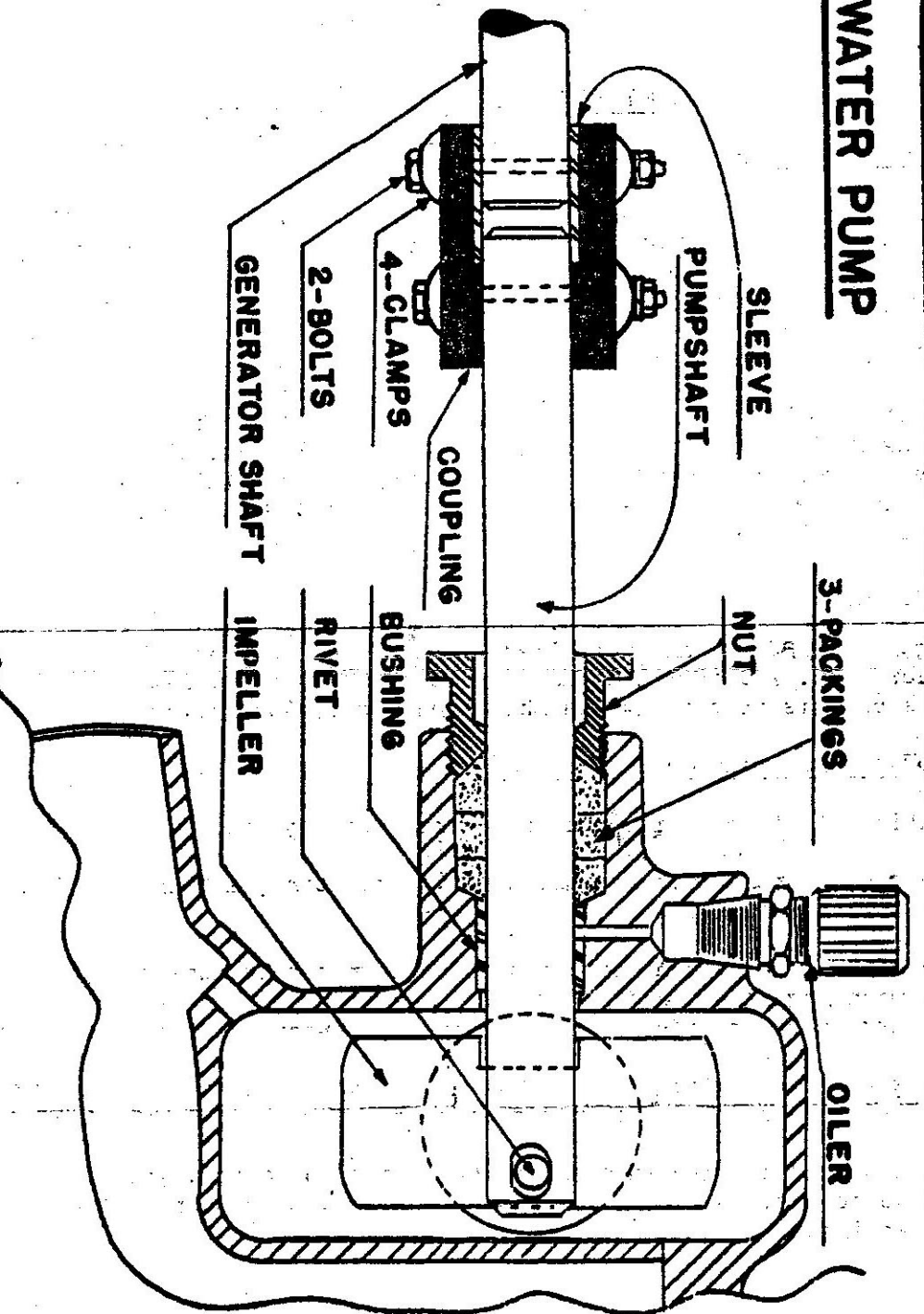
Alignment of Water Pump and Generator Shaft

Upon installation of either unit, the following assembly procedure must be observed:

1. The generator must be assembled to its mounting, making sure that the dowel pin is located in its hole.
2. The water pump must be adjusted up or down through the clearance holes in the mounting flange and in or out through the use of variable quantities of gaskets to provide perfect alignment between the two shafts.
3. The water pump drive shaft coupling sleeve must pass freely between the two shafts with mounting nuts tight as a check to insure perfect alignment.

The packing nut should be tightened while the engine is idling, and then only to a point where no leakage occurs, as over-tightening might result in scoring the shaft or damaging the packing.

WATER PUMP



TECHNICAL TIPS from Ted Perrin

I thought some of our early Nash-Healey owners with 6 volt charging systems and S.U. carburetors might be interested in a new solenoid type switch available from Orpin-Orpin Battery Switch Division - P.O. Box 224 - Goldsboro, N.C. 27530. This thing delivers 12 volts to a 6 volt starter motor. No other electrical changes are necessary except for an additional 6 volt battery which I mounted on the car frame under the original battery. Now one can start the engine on 12 volts, then run it and all accessories on 6 volts, with no ill effects to the starter motor or any other part requiring 6 volts. It works great! The total conversion costs less than \$75 including a new battery and takes 1½ hours to install. Model B 6/12 volt It's a real pleasure. Just push the starter button and the engine cranks on 12 volts. Starts fast even when cold. It totally eliminates that crank-crank-crank of the old 6 volt system.

On another note - We just had a soft top made for our car, by a local genius. He has all the patterns and said he would be willing to make more at around \$300. If any interest contact Chuck Vergin - Silver Lake Road - Lockmore, N.H. 03276.

ADDITIONS FOR ROSTER

Roger K. Williamson - 8712 E. Hubbell St. - Scottsdale, AZ 85257 (602)946-4749. 1952 Nash-Healey Roadster; Body #11867; Chassis #N-2263; Motor #NHA-1176

Ronald F. Keller - 2211 N. 137th Street - Omaha, NB 68164 (402)493-4123; 1951 Nash-Healey Roadster; Chassis #N-2069

Bernardo Ucros U. - Carrera 8a No. 15-49 - Piso 50 - Apartado Aero 4687 - Bogata, Columbia Telephone #2531039; 1953 Nash-Healey Roadster; Body #11965; Chassis #N-2361; Motor #NHA-1376.

Verlin Boes - 7811 N.W. Potomac - Kansas City MO 64152 (816)741-5550

Taylor Moore - 963 Tornwood Drive - Bowling Green, KY 42101; 1928 Nash Roadster.

WESTERN NASH-HEALEY MEET

The meet has been set for April 5, 1986 (Saturday) "Brigadoon Restaurant" - 1591 E. Monte Vista Ave., Vacaville, CA (707)448-8446 Our host is Sieg Wroebe, Western Director.

Directions: Driving West from Sacramento on I-80 take the Monte Vista turnoff and stay on the frontage road and 500 feet on your right is the restaurant. Driving East from S.F. area on I-80 take the Monte Vista turnoff and take the overpass to the North side of the freeway. The restaurant will be on your right (1/2 mile). Parking instructions: Please park your Nash-Healey in the rear of the restaurant and BACK your car into the stall.

I want to thank those of you that replied to my letter and I'm looking forward to seeing all of you and your Nash-Healey's Let's make this a fun and educational meet.

AGENDA

- 10:30 - 11:20 AM - Arrival-get acquainted, look at cars.
- 11:30 AM - 12:20 PM - Meeting, Brigadoon Restaurant, Banquet Room Introductions; objective of the Western area; future meets.
- 12:30 - 1:30 PM - Lunch - Banquet Room
- 1:45 - 3:15 PM - Seminar on Nash-Healey auto - Banquet Room & parking lot. AGENDA: various Nash-Healey subjects.
- 3:30 PM - ADJOURNMENT. Have a safe trip home.

Please bring all literature and technical manuals you have

NOTE FROM EDITOR:

Sieg will have number badges, lapel-hat pins and jacket patches to sell for the Club. He will also have a sample of the*NEW*Authorized Nash-Healey Service decal.