

# Nash Healey News

1981 N.C.C.A. WESTERN NASHIONAL MEET  
by Gordon McGregor

The 1981 Nash Car Club of America Western Nashional meet was held in Alameda, CA July 10, 11, & 12, 1981 and hosted by the Northern California Region.

Carolyn and I left Sacramento Friday morning for the meet. I was towing my '32 Nash convertible sedan with my son Gordon, Jr. and Carolyn was driving the '53 Nash-Healey roadster with our daughter Heather. Ray Hren drove down with us in his 1954 Nash-Healey coupe.

Less than 10 miles out of Sacramento my trailer began to whip. We pulled off at a service station to position the '32 further forward to get more weight on the tongue. While we were at the service station a few folks admired the Healeys and the '32. One fellow asked if the Healeys were old Mercedes

We arrived in Alameda before noon without any more problems. The afternoon offered a trip to San Francisco for the out-of-towners. The region members toured out to set up the field at Alameda Junior College for the car show on Saturday. The evening was spent with a presentation on how to do body work, the tools and materials used by a body shop owner. This was followed by an open membership meeting, then some Nash films.

Saturday everyone toured out to the college for the car show. In total there were about 75 plus cars. There were four Nash-Healeys. Jim & Mike Paradiso took first place with their 1953 roadster, Ray Hren took second with his 1954 coupe, I took third with my 1953 roadster, and Bill Emerson showed his 1954 coupe.

Carolyn McGregor showed slides of the "First Ladies Evening Gowns" from the Smithsonian. It gave the ladies and some of the men a break from the heat and car show.

Saturday evening concluded with the banquet dinner and awards presentation. (My 1932 took first place in class C).

LIST OF PARTS & PRICES EFFECTIVE 12/24/52  
by Michael Feingold

Perhaps it may be of interest to club members as to the original cost of repair parts for the Nash-Healey. Following is a list of parts and prices which were in effect as of December 24, 1952:

Engine	\$491.30
Head	\$134.60
S.U. Carburetor	\$ 43.40
Carter Carburetor	\$ 30.00
Radiator Core	\$127.10
(Nash Ambassador radiator \$55 less)	
Rear Axle Assembly	\$168.90
Steering Wheel	\$ 25.15
Gas Tank	\$ 31.75
Grille (1951)	\$ 46.00
Steering Gear	\$ 78.00
Front Suspension Box	\$ 46.35
Muffler	\$ 16.40

MESSAGE FROM OUR PRESIDENT

At this time of the year, with the temperature at 10° at 2:00 P.M., it's hard to think and plan for the day when I'll first take one of my cars out for that Spring drive. At this time of the year, on Super Bowl Sunday, with snow blowing in all directions at the garage door, it's hard to think about planning a car show, but plan we must. All those directors out there, get to work, talk to your members, find out what they would like to do about shows in your area and at the national. I don't know where the national for our club will be. I think the turnout was great with the NCCA, so maybe we'll try to arrange a dual meet again. In future issues we will publish a schedule of events. Write to your district representative, members, or call and let them know what you would like to do and see happen with your club.

As your club president for this new year, I hope our club meets grow in attendance and in value to all members. We the privileged few, lucky enough to own a Nash-Healey, need to hang in there and get it done.

Your friend,  
Ray Soles, Jr.

MY NASH-HEALEY by Harold E. Case

About four years ago, my father-in-law who is another NASH nut, was visiting Houston, Texas overnight on business and was reading Old Cars classified ads when he came across an ad under "misc. for sale" which read "2 Nash-Healey coupes for sale" in Wisconsin. It turned out that one was running with some new chrome and one was not running that was originally purchased as a parts car.

Needless to say, I got a phone call from Houston and a few days later I was the proud owner of the non-running coupe, sight unseen.

After checking with an auto transporter we decided that I could rent a trailer and retrieve it for about the same amount of money, so why not take a trip? A friend and I took off early one Saturday morning and arrived in Akron, Ohio where my parents live, about 12 noon. We finally managed to rent a car trailer after almost being forced to leave my Dad as collateral since we were "out-of-staters" wanting to take his trailer to another state. We departed Sunday morning about 5 A.M. for Wisconsin and arrived in Madison about 4 P.M. You think traffic is bad on the Long Island Expressway on a summer Sunday afternoon west bound, than you should try that section of interstate going North from Chicago towards Milwaukee.

Words cannot describe the feeling I had when we finally located the estate and the barn door opened. There sat the dirtiest, most neglected car I think I've seen and it was on flat tires besides. The left front wheel had a very severe lean inwards at the top and steering was difficult if not impossible. Rust was everywhere! Closer inspection of the front end revealed that the famous Donald Healey trailing arm suspension had a terminal case of salt induced corrosion. A large magnesium casting had corroded through at a critical point and had the effect of a broken king pin or an upper ball joint failure.

We had to drag the car onto the trailer with a Ford tractor. After a short period of storage in Ohio, I brought the car home and began to remove rust (baskets full) and to assess damage and parts required. I advertised for months for a good casting with no response, having to finally resort to having one machined from a one foot square piece of 4 inch aluminum. The suspension pivots on ball and needle bearings which are difficult to find and expensive besides. After clean-

MY NASH-HEALEY (continued)

ing and painting etc., the new part had to be heated to 200 degrees and quickly pushed into place. After the front end problems were taken care of, I turned to the brakes which are the same as a 1953 Nash Ambassador.

The engine was next and required rebuilding as it couldn't be persuaded to turn over even with a pry bar directly on the flywheel ring gear. I had to remove the head and rod bolts then using a short piece of 2" x 4" lumber and a hammer I hammered the pistons one by one until they were removed. The engine is basically an Ambassador "LeMans" with twin Carter sidedraft carbs, although some of the earlier cars were fitted with S.U. carbs!! After rebuilding and painting the engine and restoring the under-hood components and wires the engine cranked to life on New Years Day 1980 and sounded great. The body work and a new interior lay ahead, but I think the worst is over. Just one addition worth mentioning just to keep things interesting, they used American SAE threads on nuts and bolts for the engine and transmission, English Whit worth on the front end and chassis components and metric on all the body fasteners as the body was built by Farina in Italy. This forces one to keep a very good track of what goes where!

My father-in-law has finished his restoration and I had the opportunity to drive a "new" Nash-Healey. Sig Wroebel did the leather-upholstery which is just beautiful. At about 60 M.P.H. the engine was loafing at about 1800 RPM.

ADDITIONS FOR ROSTER

Please add the following names and information to your roster:

Harold "ED" Case - 31 Hillcrest Ave. - Port Jefferson, NY 11777; 1953 coupe; Motor No. NHA1228; (516) 473-3482

Edward G. Novotny - Apt. 12-A North - 2 Tudor City Place - New York, NY 10017; 1952 roadster; Body No. 11900; Chassis No. N--2281; Motor No. Buick V-8; (212) 490-2065

Roger J. Williams - 700 W. Union - Modesto, CA 95356; 1953 coupe; Body No. 13505; Chassis No. N-3004; Motor No. NHA1227



# Nash Motors

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

USZ 53-13  
USD 53-13

File Under: GROUP 4.000  
FUEL-CARBURETION-  
EXHAUST SYSTEM

September 1, 1953

ALL ZONES AND DEALERS

CARTER CARBURETOR MODEL YH 973-S  
AND 974-S FAST IDLE ADJUSTMENT

Original carburetor recommendations specified a fast idle adjustment of .030" (Tool T-109-29).

Revised specifications now require a .015" (Tool T-109-44) adjustment.

Please note the change in specifications in your service letters and Technical Service Manual.

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 53-5  
USD 53-5

File Under: GROUP 1.000  
ENGINE

September 3, 1953

ALL ZONES AND DEALERS

ALUMINUM CYLINDER HEAD  
STUD NUT TORQUE - 1951-53 SERIES

Original specifications recommended a 55-60 foot pounds torque for aluminum cylinder head stud nuts with a recheck of torque, after period of operation, with engine (cold) at room temperature.

Torque specifications have now been increased to 65-70 foot pounds at room temperature.

Please change your copies of Nash service publications accordingly.

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

LETTERS FROM MEMBERS - continued

LETTERS FROM MEMBERS - continued

Dear Joanne,

Dear Joanne,

I've received a couple requests for information on having steering wheels repaired. I'd like you to put this information in the newsletter. I had my steering wheels done by Bill Peters Restorations, 37 Dekoven Court, Brooklyn, NY 11230; Phone (212) 434-7721.

I'm sure many or most Nash-Healey owners have car covers. For those that don't know what to order: a '58 corvette car cover fits a '52 to '54 Nash-Healey coupe better than a '58 vette.

I talked to member Calvin High at Hershey, who also had Bill Peters do his wheel, and he was please with the results also.

Also, I am reproducing center grill bars and baffles out of original material. The bars will be chromed and baffles painted ready to install.

There is also a metal model of the 1950 LeMans Nash-Healey Race Car available for \$18.95 from, Mini-Wheels of Midland, Box 7414 Midland, Texas 79703. They are made in England by Mikansue. They are small, but have very good detail.

I don't have the exact cost yet. These will be hand formed as original and will only make a dozen pairs.

I had a good time at Carlisle & Hershey. Sold quite a few front air deflectors for under the number on Farina bodied cars, Nash-Healey patches, and a few t-shirts. I also sold several grille emblems for Lenny McGrady. Most people were surprised to see a sign, "Nash-Healey Parts For Sale".

If anyone is interested please let me know as soon as possible.

Charles Thomas

Charles:

I met a few people with Nash-Healeys who are not club members and advised them to join. I would like some membership applications to hand out at future meets. I think it might be a good idea to think about a Nash-Healey Club patch. I also think that members should promote the club whenever possible.

I'm sure many coupe owners don't have a cover for their car (we don't) and this information is very helpful. I also hope you get a good response on the center grill bars & baffles.

Sincerely,  
Edward T. Moore

Dear Ray,

Ed,

Thank you for your letter and I appreciate the information you have sent to be published.

I am glad you had a good time in Carlisle & Hershey and were successful in selling the Nash-Healey items you have available. I have placed an ad in the classified section on items you have for sale. If there is any thing else you have please let me know.

Thought I'd drop you a line, to let you know what's going on with new Nash-Healey parts.

I've had NEW (1) front emblems made; (2) serial # plates including "Made in Italy; (3) windshields for roadsters. NOW (4) Nash-Healey Scripts, being plated at moment; (5) Pinin Farina scripts, being plated at moment (6) front air foils; (7) air foils for carbs made of stainless; (8) working on rear tail light chrome, being machined at moment. NEXT (9) trunk handles & F plate.

I have also put in the mail the membership applications you requested and agree with you that the members should help promote our club. We are a small club but with the help of ALL members it can be a success.

How about that!! Also coming up new seats & steering wheels. Any ideas on other stuff?

Sincerely,  
Mac (Leonard N. McGrady)

Again, Ed, thanks for your interest and support and if you need anything else let me know. We have looked into the possibility of a club patch and should know something within the next few months.

Mac,

Well, now that you brought the subject up, I do have one idea. Under the rocker panel trim strips would be real nice to have available. I don't have these pieces for my car nor do I have anyone's car near, to make measurements to have them made.

I'll be sending a check shortly for a front emblem to keep as a spare. Let me know about the trunk handles, I need one. Mac, I think what you are doing for our club is great. Keep up the good work, we're lucky to have you.

Ray

LETTERS FROM MEMBERS

LETTERS FROM MEMBERS - continued

Dear Joanne:

Dear Joanne:

Enclosed is a partial list of holdings contained in the club library. It was compiled over the past several years as items were accumulated which accounts for the disorganized condition. Some club members may share my enthusiasm for collecting Nash-Healey literature. A compilation of the magazine articles from the enclosed list would greatly assist their effort. Most of the magazines are readily available at old car flea markets. A similar, but less comprehensive list was published in an early edition of "The Nash-Healey Car Club" magazine. An additional list containing about 40 articles either not yet obtained or passed over because of duplication in another magazine already purchased is also available. Altogether, I believe we have the most extensive bibliography of Nash-Healey literature yet compiled. However, it is by no means complete and the search for additional material continues. Please let me know if you desire to publish any type of list or to reprint the 5 major Nash-Healey road tests that are available. Perhaps the addition of some photographs might be included in future editions of the Newsletter.

Please put the following ad in the Nash-Healey Car Club newsletter.

I'm working hard to get all the parts made for Nash-Healeys that aren't available. This month I have the "Chassis-Motor", "Body" serial plates.

I've also had feed back concerning my prices. It seems a large number of members believe I charge outlandish prices. First, I'm making these parts for myself (owning 43 Nash-Healeys). 2nd - since I will not part out a Nash-Healey there should be new parts.

An example of prices to have parts made goes like this. In 1980 I contacted ALL manufactures of windshields in Canada, U.S.,- Mexico and most of Europe. By phone, to find the original manufacture plus one that would make new windshields. The original mould was destroyed in 1968 and only one company would make a mould, on an order of less than 10,000. At that time a mould cost \$1,000. I waited one year and the cost went to \$3,000. At that time I contacted them and found out that it would run more to have them made later.

January 1981 I had 10 windshields made & one mould at a cost of \$5,000. Today, November 1981 the cost is \$6,000. Next, I've been told "that in Mexico you can have one made cheap." BULL! Windshield glass is made of 3 parts - outside glass, inside glass & center plastic. To make a curved windshield you must make 2 moulds one for inside one for the outside glass. Heat glass until they fit the moulds let cool and laminate with plastic, very expensive. In Mexico, they take flat untempered glass and heat with plastic still in it, until it fits, 6 months later you can't see through the glass because the plastic turns white. If you think prices are too high, have something made.

Mac (Leonard N. McGrady)

Mac:

I can't imagine why anyone would complain about prices. Getting parts for a Nash-Healey is quite difficult. I personally haven't heard anyone complain. I am sure after they read your letter it should be a little clearer on how hard and expensive it is to have parts reproduced for our precious automobiles.

Also in progress is a parts interchange for mechanical components and a catalog of technical tips.

Michael Feingold  
Club Librarian

Mike:

*Thank you for your letter and for the list of holdings contained in the club library. I do plan to publish a list in the future and I think the list you sent me is quite adequate so when you get additions just let me know and I will add them to the list you have given me.*

*If you want to send me the information on the 5 major road tests that were performed, I will publish a different one in future issues of the newsletter.*

*I hope to be able to get photos put in the newsletter but right now I am not sure if the copy machine we use will copy photos. If it can be done you will see photos in the upcoming issues. Thank you again, Mike, for all the technical tips, articles, etc. you have sent me.*

CLASSIFIED

TEE SHIRT SALE

FREE TO GOOD HOME: One set of black carpets for 1952-1954 Nash-Healey roadster. I went to red, don't want to toss the black ones out they're good. Will ship COD. First postcard gets them. No phone calls, please. Michael Lamm - Box 7607 - Stockton, CA 95207.

FOR SALE: from Michael Feingold - 12 Sherwood Ave. - Randolph, MA 02368:

(1) Nash-Healey shop manual reprints for Farina models, black & white covers \$10. The reprinted 1951 manual is sold out but anyone in need please contact me.

(2) Nash-Healey parts book will be reprinted if there is sufficient interest. Inquire

(3) Original 1951 Nash-Healey technical service manual supplement - excellent condition \$30.00.

(4) Original 1951 Nash-Healey owner's guide, \$25.00.

(5) Tail light lens for 1952-54 models. New Old Stock. Nash-Healey part number 3134475. Not for 1951 models - these have the hole for the reflector stud, \$9.25 each.

FOR SALE: Repro. gas tanks; jack hole plugs for Farina bodies; front air deflectors for under bumper on Farina bodied cars. Edward T. Moore - 5 Blackstone St. - Bellingham, MA 02019.

FOR SALE: (1) Grill Bars, brass just like orig. \$200 pair; (2) Grill emblems, plastic \$45; (3) Stainless steel air deflectors for carbs '52-'54, \$30; (4) Nash-Healey scripts, zinc die cast just like orig. (at chrome platers, \$20 each; (5) Pininfarina scripts also at platers \$45 each; (6) Serialplates '52-'54 Chassis-Motor, Body, Made in Italy \$3 each; (7) windshields for roadster \$500 each Leonard N. McGrady - 209 Walnut Lane - Aberdeen, MD 21001

FOR SALE: 1953 Nash-Healey coupe in very good condition with original engine and excellent running condition. It is cream color with new light beige leather upholstery. Completely restored. Reason for selling is decline in business. Also, considering selling my 1931 Nash Sedan with 26,000 original miles, body in excellent condition. If interested please contact Bob Bradley - 1733 Ginger Tree Las Vegas, NV 89102. Will deliver the car within a reasonable amount of miles. Home telephone (702) 457-5754; Office telephone (702) 384-1070

Order a t-shirt today and support your club. We still have plenty in stock and the sizes are S, M, L, & XL. The price is \$6.00 plus \$1.00 for shipping. They come in yellow with brown ink and blue with navy ink. They have a picture of a coupe and a roadster with the word Nash-Healey in script between them. Send your order to Joanne Soles, Editor - 530 Edgewood Avenue - Trafford, PA 15085.

Also, there is a possibility we will have golf shirts available. The tentative price is \$11 plus \$1.50 shipping. The design will be the same as t-shirts but printed on back.

If you would be interested just drop me a line and if I get enough interest I will order them. State what color and size you would be interested in.

SOMETHING FOR THE LADIES - Diet Delight

First Layer

- 1/2 cup ground walnuts
- 2 tablespoons granulated sugar
- 1 cup flour
- 1/2 cup oleo

Soften oleo. Blend together all ingredients above and pat into 9 x 13 pan (sprayed with Pam). Bake at 350° for 15 minutes. COOL.

Second Layer

- 1 cup confectioner's sugar
- 1 - 8 oz. Cream Cheese
- 1 cup Cool Whip

Soften cream cheese. Cream together with sugar. Add 1 cup Cool Whip out of a 9 oz carton of same. Pour into cooled first layer.

Third Layer

- 2 packages instant pudding Mix (any flavor)
- 3 cups cold milk

Mix together with mixer until thick. Pour over second layer.

Fourth Layer

Spread remaining Cool Whip on top. Chill, garnish with chopped nuts, coconut, or cherries.

After you have read this recipe you can see for yourself that it is not for the dieter, but it is delicious. Hope you enjoy it.