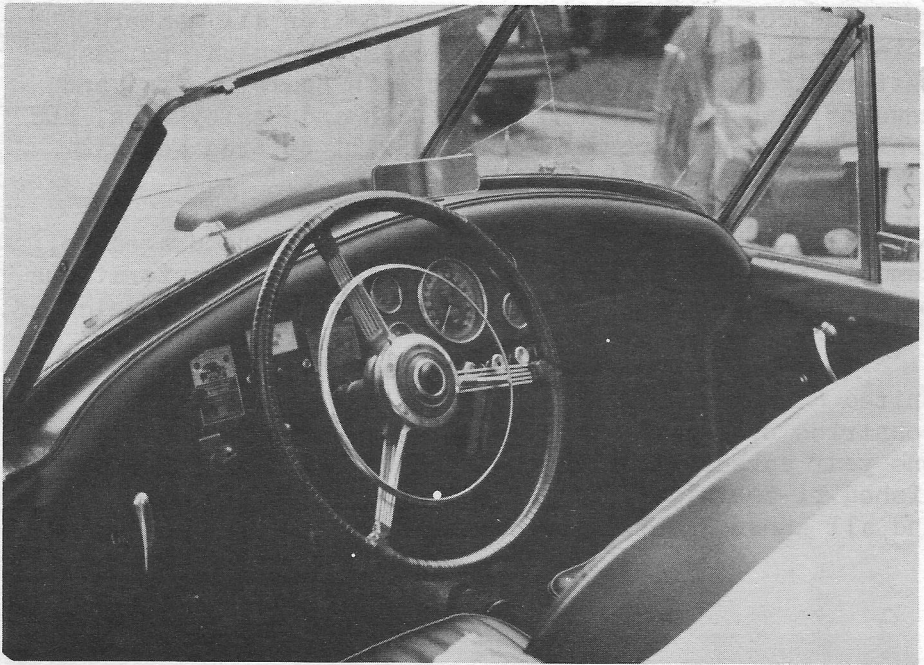


Nash Healey

Car club

VOL. 6 NO. 6

NOVEMBER 1977



1951 Nash Healey

PURPOSE & BENEFITS OF THE NASH HEALEY CAR CLUB

The Nash Healey Car Club is now an International Car Club for all Nash Healey owners and enthusiasts. Other Nash and other type Healey owners are also welcome to join. The Nash Healey Car Club has over 100 members in the United States, England, and the Virgin Isles.

It is our desire to promote the preservation, restoration and maintenance of all Nash Healey cars.

To unite all Nash Healey owners and enthusiasts of the marque.

To promote the showing of Nash Healey cars on a Regional and National scale.

To provide a source for all members in finding, buying, selling and trading Nash Healey cars, parts, and literature as well as other automobilia.

To publish a bi-monthly magazine for all members. This will include pictures, articles, technical points, restoration tips, and reports on Nash Healey meets, and news of Nash Healey's and other Nash and Healey cars, and a classified section (advertising will be Free for all members in this section).

All members will be entitled to, and encouraged to, send in news items, articles, and stories on restorations. Letters and pictures of members cars will also be welcomed.

Membership dues for one year are \$9.00 for the United States and \$8.00 a year for England and other countries overseas. This includes a membership card, one year subscription to the Nash Healey Magazine (published bi-monthly) and a directory which lists all members and all known Nash Healey cars.

TABLE OF CONTENTS

Purpose & Benefits of Nash Healey Car Club.....	1
Letters from members.....	3,4,5
Classified.....	6,7,8
Parts for Sale.....	9
Club items for sale.....	10

Letters from members...

Parts are getting harder to get for the engine. You might encourage the members to go out and buy bearings and rings. Perhaps an increase in demand will stimulate the continued manufacture of parts. Do the readers/members know that the chassis serial number should be stamped on the front tubular cross member of the frame? It's not stamped very deep, and on some cars it's hard or near impossible to find.

If the engine's bearing clearance is too large, it can be reduced by placing strips of aluminum foil under the bearings. You must be careful not to get the bearing too tight, naturally. Use plasti-gage to check clearance. When checking the clearance of the mains, use a hydraulic jack to force the crank up against the upper bearing. (Only necessary, of course, if engine is still in car.)

Also, when rebuilding the engine, be sure and check for excessive clearance between oil pump shaft and bushing. New bushings may no longer be available so they may have to be made-Good Luck! When installing the oil pump, care should be taken to make sure the shaft is not binding in the bushing. To do this, install pump but only lightly tighten bolts. Then reach up and turn shaft (leave drive-pinion off till this adjustment is over). If it turns hard, tap housing around till shaft turns freely. Tighten bolts and install drive pinion.


Other things to look for--loose piston pins (over-size pins are available), loose pistons (they can be knurilized to reduce clearances). The water pump seals can be a problem. The type that uses a carbon seal is best (it is the one with the oil resevoir). A couple of years ago, you could still order the shaft and seal assemblies for the Statesman Rambler engine from AMC. The shaft would have to be shortened to use on the Ambassador engine, but seal cartridge is still the same.

One thing that is hard on cars that are only driven occasionally is starting them up after sitting a long time. Wear is heaviest then because the oil has drained away from the bearings and it takes a few seconds to build up oil pressure. Well, I found that most hardware stores sell a small pump that you hook up to an electric drill. It works real nice for pre-oiling the engine before start up. Cost is around \$7-\$8. I run the inlet tube into the oil in the oil pan through the oil filler/dipstick tube (actually, I find I need to tape the tube to the dipstick, since it is flexible plastic or nylon and tends to curve up out of the oil unless held straight). Then, I hook the outlet tube into the oil gallery and turn the drill on. I had to lengthen the outlet tube with some clear tubing. Let the drill and pump run for a couple of minutes. Stop the drill and turn the engine over with starter only. You should see the oil now flowing backwards slightly in the tubing indicating you have filled the oil gallery and pump with oil. If it doesn't flow backward, pump some more. Before actually starting the engine, remove the outlet tubing from the gallery and close off the opening in the gallery. Start the engine immediately and you should see the oil press climb immediately. Be careful when inserting the inlet tube in the oil pan so as not to bottom it in the pan, where it might pick up sludge and sediment. This pump is also good for pre-oiling a freshly rebuilt engine. Just pump the new oil into the engine with this pump through the oil gallery.

Went to England this last summer. Met John Bowers and Diana Hunter of AOHO, plus some other AOHO members. Had a great time. For a car enthusiast, England is HEAVEN! We put 1800 miles on a rented car. What a pleasure to be able to drive 70-80 MPH again-and in a car that does it with ease and comfort. We had a 1800cc Leyland Princess. It had a 4 cylinder, transverse mounted MGB engine, front wheel drive and hydroelastic suspension. It makes a 4 cylinder Pinto feel sick and crude.

Steve Parsons

More letters.....

I found some rubber that worked real well for the bottom rubber seal for the windshield. It's the rubber seal for the bottom of a garage door. It is shaped like this  I cut it and used the left end piece. I had to look for awhile to find a black one.

I have a good used radiator for a '51 Healey, front suspension and most of a frame that could be used. Would trade for a horn ring assembly.

Francis Stewart
744-12 Street
Charleston, Ill. 61920

Assistance needed....

Specific information on who makes a paint that is as the original. Need 4 wheels, also need a manifold.

Chris Nizic
7083 Murray Park Dr.
San Diego, CA 92119

Editor's Note -

Got an application to the Club from Allan Thomann who has a rather unusual Nash Healey which he believes was driven by Nash executives. The car has a factory installed super-charger and now has a total of 47,000 miles on it.

Best Wishes for a
Happy Holiday!

CLASSIFIED

FOR SALE

Front-hood latch handle for sale (two parts) \$32.50 (Set) Nash Healey Script \$12.50 each Prices are subject to completion costs. Parts are recently manufactured as identical replacements.

Leonard McGrady, 468 Hillcrest Drive,
Aberdeen, MD 21001

1954 Nash Healey Coupe-Very good running condition. New Eng. has less than 1,000 miles. Car is complete drive anywhere (No rust ever) \$5,000.00 firm.

WANTED

1951 Roadster-prefer excellent original condition or restored. Fred Neff, 408 Cleveland Ave. N., Apt. 204, St. Paul, Minn. 55104 (612)646-4927

HELP! Car out of use. Need exhaust system and exhaust manifold. It would be satisfactory to get referred to a person who would manufacture one for me. I would like to know of someone else's solution. (As close to San Diego as possible). Chris Nizic
(714)469-8162 7083 Murray Park Dr.
San Diego, Calif.
92119

1952 Roadster Parts Needed-

Steering Wheel
Front and rear bumper guards
Radio and speaker
Jack-hole plugs
S.U. Air cleaners
Grill Emblem

Art Lombardi
266 Webb Circle
Monroe, CT 06468

ALSO '52 ROADSTER FOR SALE \$4000-
NEW CHROME & PAINT & SHIP.
NISO'S DETAILING

Classified continued

FOR SALE: 1953 Nash Healey Coupe, 62,853 miles, willow green with tan interior, partially restored, \$6,000. Also selling 3 moon hub-caps. Mark Morgan, 1911 Hughey St., Kissimee, Florida 32741

FOR SALE: 1952 Nash Healey Roadster, presently under restoration, body in prime & in very good condition. Windshield cracked but has extremely rare wire wheel covers with "N" in cap. \$4,000. firm. Contact - Ron Ayers, 405 Cheyenne Dr., Simpsonville, S.C. 29681
1-303-963-3917

FOR SALE: 1952 Roadster - will part out - contact Peter A. Williams, P.O. Box 16, Village Station, New York, NY 10014 (212) 691-2301

FOR SALE: 1952 N.H. Roadster, new convertible top, \$4,500. contact Jacque Harguindeguy, 167 Richard La., Walnut Creek, Calif. 94595 (415)934-5499

WANTED: 2 new carbs., 1 new fuel pump, exhaust system, dash knobs, round "N" insignia bet. grill bars, licence plate light. Contact David A. Jones, 279 Legion Way, Cranston, R.I. 02910

WANTED: Complete horn ring assembly, would consider steering wheel with horn ring assembly, overdrive relay box, vacuum switch, overdrive wiring.

Francis Stewart, 744-12 St., Charleston, ILL. 41920

FOR SALE: Fox tails, genuine, not imitation, fluffy and furry, approx 10" long. Looks Great Flying in the Breeze! \$6.50 ea. James T. Maguire, 79-17 Hollis Ct. Blvd., Oakland Gardens, NY 11364

WANTED: Exhaust manifold. Has anyone had a manifold fabricated? Chris Nizic, 7033 Murray Park Drive, San Diego, CA 92119

WANTED: Information on suppliers for the weather-stripping around the doors, a supplier for a new steering wheel & parts for the steering gear box. John Kemmer, 3217 N. 35th St., St. Joseph, MO 64506

CLASSIFIED

WANTED: harness, new head for engine (Pina Farina Body) Howard Kapso, 1323 Home Ave., Berwyn, Ill. 60402

WANTED: 1951-54 Nash Healey Roadster or Coupe. Must be excellent condition. Restored or original. Prefer mid-West area. Allan Thomann, 206 Edwards St., Danville, Illinois 61332 (217) 442-3929

WANTED: Wiring harness for 1951 Nash Healey, R.W. Nash, Rte.#1, Box 490A Old Church, Mechanicsville, Virginia 23111

WANTED: Crossed flags, N.H. trunk lid - grill medallion-chrome 3 piece or aluminum at door bottom-Pina Farina letters for front fender. Charles Olson, 661 Logan La., Danville, Calif. 94526

WANTED: The complete front and rear bumpers for a 1953 Nash Healey. Also, overdrive relay, radio, - speakers, center grill ornament, 2-inside door handles, gas-cap handle. Rudy Franco, 740 Sampson St., San Diego Calif. 92113 (714)232-3345

WANTED: Tail-light rims, one original parking light, set of side curtains with or without plexiglass, Nash Healey script for trunk. Ray Hren, 7661 Tall-Pine Lane, Roseville, Calif. 95673

WANTED: Two tail-light lenses, for 1953 Nash Healey Hard Top. Mark Morgan, 1911 Hughey St., Kissimee, Florida 32741

FOR SALE: 1953 Nash Healey Roadster, completely restored in 1972, super charged. Paul Shaw, 528 E. College St., Iowa City, Iowa 52240

Brand new parts for Nash Healey-

Complete parking light assembly(less lens).....	14.50
Fan Belt.....	4.95
Voltage Regulator.....	18.95
Ignition Coil.....	14.95
Brake Master Cylinder Repair Kit.....	5.95
Wheel cylinder repair kit.....	3.95
Starter solenoid.....	9.95
Light dimmer switch.....	3.95
Brake hose.....	5.95
Fuel pump.....	16.95
Water Pump.....	26.95
Front wheel bearings(inner or outer).....	6.95
Piston ring set(3 1/2 in. bore).....	26.95
Starter drive.....	9.50
Exhaust valves(set of six).....	26.95
Intake valves(set of six).....	22.95
Horn relay.....	5.95
License plate lamp holder (orig.).....	25.00
Set of chrome lock latch strikers for trunk.....	12.00
Set of six piece chrome trim for crash pad('52-'54).....	25.00
Rebuilt water pump.....	15.00
Set of rear coil springs(like new).....	15.00
(for above) shipping.....	4.00

USED PARTS

Used brake drum (for '52-'54).....	15.00
shipping.....	5.00
Used damper pulley.....	8.00
shipping.....	3.00
Used universal joint.....	6.00
shipping.....	2.00
Used front end ball joint.....	20.00
Used bracket part No.H5197.....	5.00
Used part No.H3043.....	5.00
Used part No.H4611.....	2.00
Used stay cover trunk hinge.....	3.00

Send orders to:

Richard Kauffman
100 Church Street
Lakeland, GA 31635

NASH HEALEY CLUB ITEMS ORDER FORM

N.H. lapel pin or tie tac, miniature N-H emblem.....	2.25ea
N.H. genuine leather key case(black w/silver).....	1.50ea
N.H. litter bags, vinyl, (specify color - red, blue, green, black).....	.50ea
Reprint of the 1953 8-page Nash Healey brochure.....	1.50ea
Reprint of 1951 Nash Healey sales sheet.....	.50ea
Special Milestone Car Magazine with Nash Healey article, limited number available.....	3.00ea
Special Interest Auto Magazine, Volume 1, No. 1, with Nash Healey article, rare, original.....	2.00ea
Back issues of Nash Healey Magazines:	
Vol.1 No.2() No.3() No.4() No.5() No.6()	
Vol.2 No.1() No.2() No.3() No.4() No.5() No.6()	
Vol.3 No.1() No.2() No.3() No.4() No.5()	
Vol.4 No.1() No.2() No.3() No.4()	
Vol.5 No.1() No.2()	

NOTE: All back issues are 75¢ each

Back issue orders: Peter A. Williams, P.O. Box 16,
Village Station, NY NY 10014

BRAND NEW FRONT END PARTS

Eccentric mounting pins for shock absorbers.....	\$20.00ea
Knuckle spindle.....	74.00ea
Sway Bar Anchors.....	10.00ea
Outer bearing felt washers (for trailing link rear end).....	4.00ea
Sway bar sleeves.....	6.00ea
Bearing retainer screw.....	4.00ea
Thrust washers for king pins.....	3.00ea

SPECIAL - 60 DAYS ONLY - N-H cross flag emblem 9.95
(limit one)

Brand new FARINA fender emblem.....	17.00
Carb. repair kits for S.U. carbs.....	5.95ea

Richard Kauffman
100 Church Street
Lakeland, GA 31635

PETER A. WILLIAMS
P.O. BOX 16
VILLAGE STATION
NEW YORK, N. Y. 10014

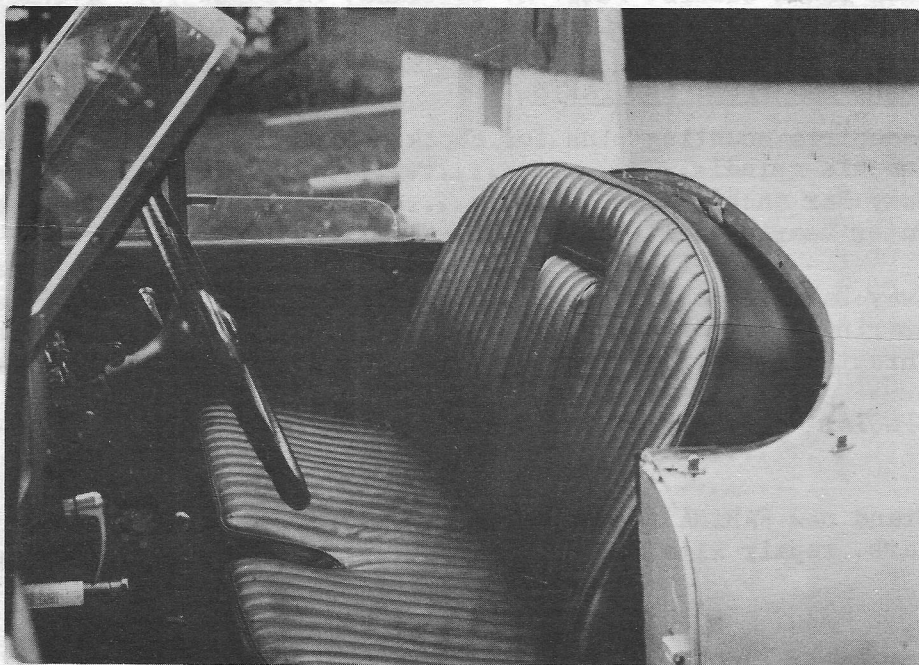


FIRST CLASS MAIL

TO:

Jacques Harguindeguy
167 Richard Lane
Walnut Creek, PA 94595

try CA.



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