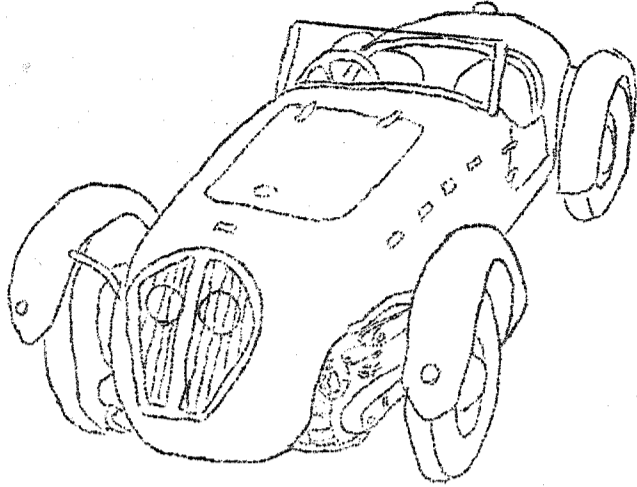


July, 1959

NASH-HEALEY ASSOCIATION OR CLASSIC CLUB BULLETIN #6



1950 HEALEY SILVERSTONE

This famous racing sports car is the father of our Margue, all of whom are direct descendents of it. It placed fourth in the 1950 Le Mans 24 hour race, regardless of class. It was powered by a 3.8-litre Nash Ambassador engine of 3 3/8 inch bore with two SU carburetors. This first competition Nash-Healey was available for sale in 1951 as well as the full bodied Convertible that we know, but evidently not one was sold, all orders adhering to the Riley powered Silverstone. This model, equipped with a Cadillac V8 by Briggs Cunningham, made quite a success racing in the United States.

BUSINESS

I want to thank all of you who sent in your reply cards from Mr. Celler and your membership dues checks. Here are the charter members of the Nash-Healey Association or Classic Club by right of paid membership.

| | | |
|---------------------------|---------|--------|
| Mr. Frederic Celler | June 5 | \$5.00 |
| Mr. Robert M. Engelbrecht | June 5 | " |
| Mr. Joe Pinneri | June 6 | " |
| Mr. J. Murray Smith | June 9 | " |
| Mr. John F. Orloff | June 10 | " |
| Mr. Ronald G. Lane | June 10 | " |
| Mr. Burton Schair | June 11 | " |
| Mr. Harold L. Baldwin | June 13 | " |
| Miss Mildred Heidbrink | June 17 | " |
| Mr. R. Bradley Jones | June 18 | " |
| Mr. John R. Livingston | July 1 | " |
| Mr. Kent C. Martin | July 6 | " |
| Mr. James G. Ward | July 6 | " |

Those who have pledged their membership to date are:

| | |
|-------------------------|--------|
| Mr. Bruce B. Hampson | May 3 |
| Mr. Carl Chakmakian | May 4 |
| Mr. M. Witherell | May 15 |
| Mr. F. L. Summers | May 16 |
| Mr. Roy D. Stetina | May 17 |
| Mr. Frank Coppotelli | May 18 |
| Mr. George G. Herbert | May 22 |
| Mr. Howard R. Blackburn | May 25 |
| Mr. Fred H. Schussler | May 28 |
| Mr. E. S. Craig | June 8 |

After this one, no newsletter will be sent to owners who have not proven their interest in this Association by sending their dues. Dues money will be used only for printing of the newsletter and postage for it, and letters pertaining to club business. I plan to write again to Mr. Donald Healey and Mr. Pinin Farina. Neither of these gentlemen answered Mr. Celler's letters. Also,

there will be the negotiation with Charmont Imports for the club badge after it is decided on.

To handle most complaints ahead of time, I feel that I should tell a little about myself. First, I am very honored to be picked as one of the three Board of Governors and spokesman for the entire club. I will do my best with the newsletter and try to see that it is always as informative as is possible. I have never held an office of any kind, in any club before, so if my procedure is a bit awkward or uninhibited, it is because of this. I am twenty-six years old, single, (which means no wife to help with this) a graduate of high school only, and am employed as an operating engineer of heavy equipment in a stone quarry. I have two Nash-Healeys and am equally enthusiastic about both, though they are completely different. One is a mid year (large) 1951 aluminum convertible and the other is a 1953 Farina Coupe (called Le Mans Hardtop by shop manual).

THE MEETING

I think the second meeting at Road America (Elkhart Lake, Wisconsin) could be termed a genuine success.

At the first and very informal meeting there during the September event in 1958, we had ten owners and six Nash-Healeys present. They were:

| | |
|----------------------|---------------------------------------|
| Mr. Ferril Miller | 1955 Farina Roadster |
| Mr. Robert Baurle | 1952 Farina Roadster |
| Mr. Robert Loudon | 1952 Farina Roadster |
| Mr. Paul Livingston | 1952 Farina Roadster |
| Mr. Frank Coppotelli | Car not present |
| Mr. Charles Motter | Car not present |
| Mr. Kent Martin | Car not present |
| Mr. Carl Chakmakian | Car not present |
| Mr. Martin Silverman | 1955 Farina Hardtop Convertible |
| Mr. James Moore | 1955 or 56 Farina Nash Siata Roadster |

We had a good time taking pictures and discussing various things about Nash-Healeys and American Motors products past and present, but no business was carried out toward an organization.

This year, however, we really got down to business, though it was a struggle from the start. The pitch of excitement ran high for myself and a few others, if not all present, for at least two hours. I never did contact two of the owners present as they were part of a working pit crew. They had parked their cars with the rest and left before I arrived. I am still trying to locate the owner of the red 1951 with the white top. If anyone knows his name and address will he please send it to me.

After we had parked our cars in line with the rest, (we being Mr. and Mrs. Frank Coppotelli, their son Fred, and my friend, Miss Daisy Coleman), who should be the first to introduce himself to us, but Mr. Harold Baldwin. I was surprised and very pleased that he had been able to come after all. He had written me that he probably couldn't make it and I really hadn't expected anyone from the East or West to show up, anyway. I sent invitations to everyone only as a matter of courtesy and to let them know that we hadn't fallen apart. Mr. Baldwin not only came but he drove his Farina Roadster all the way from Vermont in order to have it present. I appreciated this gesture on his part very much. I only wish I had had more time to look his car over more closely, as it looked like it was in Concourse condition. I am going to try to be at Watkins Glen for the fall races and I am hoping that possibly I'll see him again.

Everyone was busy examining and admiring each other's cars and there was much picture taking with owners posing with their pride and joy. About this time Miss Daisy Coleman was rather spontaneously elected "Miss Nash-Healey of 1959" and a little more photography was in order to celebrate the occasion. I think this election would make a rather nice feature of every June meeting and could be terminated in the Queen reigning at the September meeting and in (if possible) a Nash-Healey parade of the Road America Track. There has been in the past, a parade around the track of classic and vintage cars and I plan to see if something along that line can not be arranged for us.

After awhile, we finally managed to get away from the cars (ten of them) and gather into one group for the meeting. Incidentally, the owners and cars present this year were:

| | | |
|---------------------|------------------------|--|
| Jim Ward | Aurora, Illinois | 1954 Hardtop Convertible |
| John Livingston | Aurora, Illinois | 1952 Roadster |
| Robert Loudon | Aurora, Illinois | Past Nash-Healey owner |
| Richard Minnick | Plano, Illinois | 1952 Roadster (Pontiak V8) |
| Frank Coppotelli | Joliet, Illinois | 1952 Roadster (Chev. V8) |
| Robert Baurle | Waukegan, Illinois | 1952 Roadster (Supercharged) |
| Jack Hansberry | Rockford, Illinois | 1951 Aluminum Convertible |
| Kent Martin | Naperville, Illinois | 1951 Aluminum Convertible |
| Lester Parry | Janesville, Wisconsin | 1953 Coupe (not present) |
| | | 1952 Roadster (removable hartop) |
| | | 1952 Roadster (Buick V8) (not present) |
| Harold Frauendorfer | Milwaukee, Wisconsin | 1953 Coupe |
| Ferril Miller | Highland, Indiana | 1955 Roadster (Buick V8) |
| Richard Smith | Minneapolis, Minn. | 1955 Roadster (not present) |
| Gene Craig | Memphis, Tenn. | ? (not present) |
| Harold Baldwin | St. Johnsbury, Vermont | 1953 Roadster |

I think a special thanks is due also to Messrs. Smith and Craig for coming, even though they couldn't bring their cars.

The first item of business to be discussed and voted on (for a primary's sake) was a name for this organization. I had received notes enclosed with the dues checks before this meeting saying that the sender was not in favor of the name "Nash-Healey Classic Club" and would I please vote against it for them at the meeting. There were only a few, but I was surprised because usually what I don't like, everyone else does like, and I had been against this name since I first saw it. We discussed this matter at some length and Mr. Baldwin felt (besides being in favor of the name "Nash-Healey Classic Club") that we owed this much to Mr. Celler for all that he has done in taking it upon himself to get the Club started. I respected his point very much and agreed that it is quite true that we all owe Mr. Celler quite a vote of thanks for getting us organized. However, I strongly feel that this name is wrong for us. Here are the reasons why I feel this way.

If you will remember back a few years, the general public (a few of whom now own sports cars and belong to sports car clubs) never thought too favorably of Nash automobiles and quite often admitted while engaged in car conversation, that they classified Nashs with Kaisers, Packards, (post-war) Willys, Hudsons, and other lowly products now gone from the passenger car scene. In fact the name "Nash" is now gone also (unfortunately) and as you know, carries on as "American Motors", makers of "Rambler". I suspect that the Company felt that they were bucking the tide with a dying name (Nash) where their other name (Rambler) remained bright and shiny in the public eye, and growing brighter every year.

Because of this slightly contemptuous outlook that the general public has towards what used to be Nash cars, I feel that we can not afford to have any flaw in the name of our club, that could be an excuse for a laugh or a snide remark. We possess too noble a car to have it laughed at, and that will most certainly be the result if we pick the name with "Classic Club" in it. A car must be quite old to be rated a "classic", and most people envision a rather large limousine, town car, or four door roadster or convertible such as Auburn, Duesenberg, Stutz, etc. when they hear the title "Classic". I even sneer a little myself when I see an ad in a newspaper or magazine for a "Classic" MG-TC. I like the TC model more than any other MG and it may some day be a classic, when a sufficient number of newer models have followed it, and when there are only a few left. The Nash-Healey will, without doubt, some day be a cherished classic sports car, but please don't be in such a hurry to bury the Marke out of the present, and revert its name in memoriam. That is exactly what you'll be doing if you tack the title "Classic Club" onto the end of our name.

I think (and a few others have expressed the same feeling) that the Nash-Healey (1951 through 1955) is a contemporary sports car and that it is a little better, and certainly no worse than any modern production sports car produced

today in the same quantity that it was. There is nothing wrong with a Nash-Healey of any of the different kinds that can not be remedied with a good V8 and better brakes. The handling characteristics are as good as, if not better, than most quantity produced sports cars and the car is not excessively heavy, even with the quite heavy six. Ever watch a 59 Corvette negotiate a fairly sharp corner at speed, or even a 59 XK150 Coupe? They act worse than the same models of each did a few years ago, so it is not a matter of having to pare off weight in order to stay up with the modern cars; in fact the opposite seems to be the rule with these later production cars or else they are going to softer springs. I see no backward difference in capabilities between a Nash-Healey (short wheelbase models only) and a 59 Jaguar or Aston Martin, other than the aforementioned accelerating and stopping abilities of these newer cars.

Therefore, I think we should have a modern name, or at least not a dated one, for this modern car club, and rely on the performance of our race-prepared V8 powered cars (Shorty, Frank, and Dr. Whalen, it's up to you, now) and on our Marques past laurels at Le Mans to defend our good name. Not to rely alone, on the beautiful design and quality of coachwork as our claim to fame, as "Nash-Healey Classic Club" most surely would.

The name of the Club should also give an implication of largeness, as we would be, if more cars had been produced. This will be the only Nash-Healey Club and it will be world wide, but of course, probably 98% of the cars are in the United States and 99% on this Continent.

As I said at the meeting, the only fair way to settle this name problem will be to vote on it. I have picked four additional names (for variety's sake) to add to the original two which were:

- | | |
|-----------------------------|----------|
| 1. Nash-Healey Association | N.H.A. |
| 2. Nash-Healey Classic Club | N.H.C.C. |

These four are:

- | | |
|---------------------------------------|----------|
| 3. Nash-Healey Owners Club | N.H.O.C. |
| 4. Nash-Healey Owners Association | N.H.O.A. |
| 5. National Nash-Healey Association | N.N.H.A. |
| 6. Nash-Healey Association of America | N.N.A.A. |

I much prefer #6 as it gives that feeling of largeness and finality that we'll need, and would also be of greater appeal to any owners in Europe or elsewhere. I must note though, in all fairness, that out of about fourteen people at the meeting, eleven voted for "Nash-Healey Association", two for "Nash-Healey Classic Club" and I voted for the "of America" on the end of "Association".

In your voting, don't forget that this name will be on your club badge which will be displayed on your car. Wherever your car goes, and is admired, with that customary "Well, wha-du-yu-know, it's a NASH!", so, too, will the badge be scrutinized. I have somehow always felt more respect for the owner of a sports car if I saw a Marque Club badge on his car. It shows that he cares enough about the car and is interested in it as a sports car, and not just as a flashy piece of transportation to haul him about.

Clip off along dotted line and send to:

X I vote for:

- | | | |
|--------------------------|---------------------------------------|------|
| <input type="checkbox"/> | 1. Nash-Healey Association | NHA |
| <input type="checkbox"/> | 2. Nash-Healey Classic Club | NHCC |
| <input type="checkbox"/> | 3. Nash-Healey Owners Club | NHOC |
| <input type="checkbox"/> | 4. Nash-Healey Owners Association | NHOA |
| <input type="checkbox"/> | 5. National Nash-Healey Association | NNHA |
| <input type="checkbox"/> | 6. Nash-Healey Association of America | NHAA |

Kent C. Martin
127 W. 14th Ave.
Naperville, Illinois

BADGE

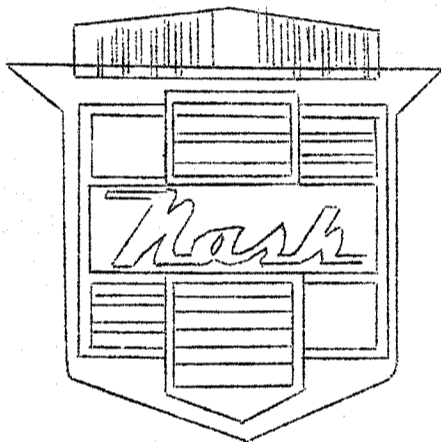
Speaking of the club badge, that was the next item brought up at the meeting. The only thing that we all could agree on, and this was unanimous, was that it must be in very good taste to match the character of the car it will represent. Our idea was that every interested member who can, should submit a drawing or rendering of some sort, of his or her (I'm not forgetting you, Mrs. Haag or Miss Heidbrink) idea, either in color, or color charted. Mr. Baldwin has an artist working on his idea now, and I am anxious to see the design. I also have a pet design of my own that I plan to submit.

It will be better if the designs are sent to a disinterested party so that there will be no argument over copying designs. Therefore, if you will send them to Mr. Robert Loudon, a past owner, I will appreciate it. He can bring them to the meeting, as he will most surely be there.

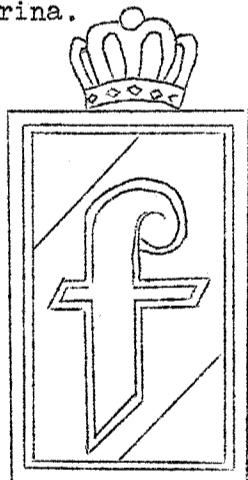
Robert Loudon
421 Grand Avenue
Aurora, Illinois

Here are the requirements for the design.

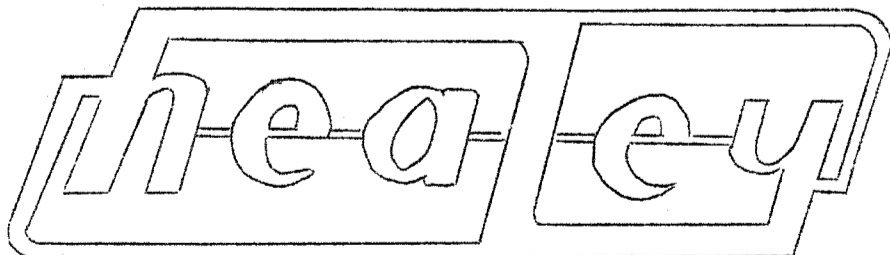
- A. It can be any shape as long as it is not higher than 3 1/2 or 4 inches and not wider than 3 1/2. Most badges are round or higher than they are wide and seldom are they the reverse of this. They are often the shape of a shield, crest, or diamond.
- B. It must incorporate into its design
 1. The name of the club in full, (no abbreviation).
 2. The trade mark of Nash.



3. The trade mark of Pinin Farina.



4. The trade mark of Healey.



C. It must have these colors:

| | |
|--------|--|
| Red | These are, of course, the colors in the |
| White | preceding designs. I'm sorry but I don't |
| Black | know the color of the center of the Healey |
| Blue | trademark, but I will find out. Just |
| Chrome | leave it blank for the time being. Other |
| | colors may be included also. |

Please get your design to Bob before the end of August, so that he can bring them to the September 13th meeting at Road America for the primary choosing.

Before the business was terminated at the meeting, Mr. Baldwin suggested I be elected President. This rather shocked me, as I had expected to be only the author of the newsletter, and not to have to accept any real responsibility. However, a majority agreed with Mr. Baldwin, so I was elected. As far as I am concerned, this is not official until I have heard from all of you, but I am going to have need of this title in a forthcoming letter of indignation, to "Sports Cars Illustrated" magazine, so please don't be surprised when I use it. It will lend an appearance of unity to what is still really a rather loosely united club. More about this letter of indignation later on. Of course the co-governors will still be Messrs, Jones and Baldwin, and I'll need all the help they can give. Please, if any of you do not like this arrangement (especially of my presidency) please write and say so, as I do want to be humble about this matter.

PARTS SITUATION

Evidently someone has done something about the parts situation as I have been receiving parts (thru my dealer) in about ten days from order date. This was absolutely unheard of in the past, the time usually being two months to never. That never part is still there unfortunately, as it seems about one quarter of the items ordered are always left out, without any explanation of why they weren't sent along with the rest of the order. I have found that having patience does no good. If they don't come with the order they were supposed to, and if no back-order notice was sent, they'll never come. You just have to re-order. It's something like holding a conversation with a person who is hard of hearing. Make a habit of keeping your original parts order list and let the parts man copy it or duplicate it from his F2404 parts book. Then if parts are missing from the order, you'll know it, and there usually is. I am speaking on the basis that you have access to the aforementioned parts book. This book should always be used in conjunction with the two shop manuals pertaining to your particular car. One for the engine and drive train, which is the same as for the sedan of the corresponding year to your car, and one for your model of Nash-Healey.

I almost overlooked something that can cause trouble. Evidently a few 1952 Farina Roadsters were equipped with the 1951 3 3/8" bore engine. I just noticed that Mr. J. Murray Smith is the owner of the very car mentioned on page five of the 1952-53 tech. manual, as being the dividing line between the two engines, and his is a 1952 model. How many 52 Farina roadsters precede his I don't know, but the owners of these would use the 1951 sedan tech. manual for any parts not listed in the F2404 Nash-Healey parts book.

Only two tech. manuals were made pertaining only to Nash-Healeys. One applies to the early 1951 convertible, and one to the 1952-53 Farina roadster and coupe. Incidentally, for clarity and to be explicit, I will explain that I do not use the improper terms that the factory chose to use, to identify the different models. For instance (to most Americans) if a cloth topped car does not have glass or plexiglass side windows that lower into the door, it is a "roadster", and if it does have the lowering type, it is a "convertible". If a steel topped car (in this case the single rear window 1953) fits all the specifications of cars that other sports car manufacturers call "Fixed Head Coupe", then it is also. And if a steel topped car has that American feature of a wrap around rear window (in this case the 1954 and 55) combined with pillarless side windows, then it is a "Hardtop Convertible" to most Americans. I don't know what the Europeans would call this, probably a "Coupe" also.

I'll probably get indignant letters for this personal reclassification, but what is traditionally right is right, and when the traditional names are not adhered to, it is wrong. Therefore I call the 1951 cloth topped aluminum car

with glass pull up side windows (and on the later cars, windups) a "Convertible", the 1952 through 55 Farina designed cloth topped car with removable side curtains, a "Farina Roadster". The steel topped long wheelbase cars of 1953 (single rear window) and 1954 and 1955 (with the three piece wrap around rear window) are the "Farina Coupe" and "Farina Hardtop Convertible" respectively, to me. I am very sorry for being so repetitious, but so many people have asked me what the difference was and why I didn't agree with the manual.

Now back to the manuals. The one for the 1951 Convertible shows only the earlier small car and the only difference of any importance between this car and the later majority of 51 models is in the firewall arrangement and the placement of accessories on each side of it. If any owners of 1951 models are interested in knowing all the differences, write to me and I will send a list, but these differences are really of little importance other than for identification purposes. To me the styling of the earlier small 51 seems a little more graceful and more pleasant (and I own the later large type).

The manual for the 1952 and 53 Farina Roadster and Coupe does not show the later Hardtop Convertible. In this case this is a little unfortunate as the whole upper cab of the Hardtop Convertible is quite different from that of the Coupe. In fact, the only interchangeable parts seem to be the windshield, side windows and the mechanism for same. It doesn't even look like the quarter vent door windows are exactly the same between the two cars. All the glass on the Hardtop Convertible is framed in chrome or stainless steel reveal moulding, where the Coupe uses narrow aluminum reveal moulding for windshield and rear window. Also there is only a narrow aluminum color-separating-line at the top of the windshield posts on the Coupe. However, the Hardtop has a continuous chrome or stainless steel raintrough along the sides of the roof and across the top of the windshield.

Incidentally, if anyone who belongs to the club owns, or knows of, the early 1953 Coupe without a quarter vent window in the door (as with Porsche and most European Coupes) would he or she please write to me about it. As far as I can tell there was only one made like this (probably the first Coupe) and it may be a 1952. It looks much neater this way, but I'm glad someone decided to change the plans as it would be very impractical when it's raining or snowing, and unbearably hot in the summer.

VENTILATION

Some of you have written asking about adding more cool air ventilation to all the models. They all need it, I agree, and especially the Coupe and Hardtop Convertible. Mr. Ferril Miller was the first to come up with an answer (that I know of) to this very urgent problem. He told me how to install it and what it consisted of, at Elkhart last Fall and I put two in my 51 Convertible, just in time for WINTER. So I crammed them full of rags as an extra precaution against cold air leakage and waited patiently for summer, to try them out. Now that it is here, I truthfully don't know how I stood it before without them.

I have a triple exhaust system on the 51 and two of the header pipes are right in front of my legs and feet on the driver's side. You can imagine the heat they radiate (I can't honestly see how my carburetors stand it and still function) and a lot of that heat comes thru the many layers of insulation I have under my floor carpeting. Without these fresh air vents I would have completely cooked feet instead of only partly so. I will have to talk with Shorty and get the details of how to put the units on the Farina cars, but here is how I did it on the 51.

THE UNIT

You obtain two fresh air units from two (I believe it was 49 or 50) Fords. You only use one of the side units from the Ford as the other side has a Y in it to feed air to the Ford heater. This Y unit will not close all the way, so you must get another (I believe it was the driver's side) side unit from another Ford of the same year. Don't worry, this is a rather popular year and make in the junkyards. When stripping the units from the two Fords, (all you need is just the metal housing where it mates to the firewall) don't forget to take all the parts with you. They consist of the tubular metal

housing (engine side), a rubber boot (engine side), the push-pull control for butterfly, and a neat round door with a handle on it complete with gasket for mating to the tubular housing. The door can be sanded and the Ford handle removed if you want. Then you can paint it to match the interior of your car and put a nice chrome Nash knob on it, which you can obtain from the dash board of any 51 and up Nash which will be sitting right along side of all those Fords. You'll need a small Alan wrench to remove the two Nash knobs.

After you have the holes cut (and this is the most miserable job you'll ever undertake, as you can't cut them out with a torch for fear of burning all your wiring and carpets, to say nothing of heat damage to your paint job) in the firewall, and the tubular housing (engine side) mated to the round door (passenger's side), you'll need some defroster hose. Measure the outside diameter of the tubular housing, and how far it is from a few inches onto the tubular housing, to your grill or other place where you will obtain your fresh air and get defroster hose to match this length. Don't forget to measure around obstacles and allow some extra just in case. If you position the front of the defroster hose too low you'll pick up snow, rain and slush, so it is better to put them in the grill. However, the rest is up to your ingenuity at this sort of thing. Mine wasn't very good, as I cut my openings in the firewall by drilling a million little holes in a circle, the size I needed. I managed to drill a few close enough together so that they tore through and joined each other. Then I taped the ends of about a dozen hack saw blades (be sure you put the tape on the end with the teeth facing it) and proceeded to rip along the holes until about a year and a chewed up hand later, I came around to where I had started. (What a fellow won't do to keep his feet from being blistered!) I had to use this procedure on both holes as there wasn't enough room to use a circle cutter or anything else. Happy hacking (but it's worth it.) Oh yes, cover the inlets of the large defroster hose with window screen patches to keep out the bugs and birds.

AMERICAN MOTORS

I have not been able to discuss further with Messrs. Chakmakian or Moore any plans for affiliation with American Motors. One or both of them might be at the September meeting. As it stands now though, I can see no advantage or anything to be gained by any kind of affiliation with the Company. They have already been of great help in straightening out the history of our Marque and evidently intend to continue to be of as much help as they can, so why ask more, or rather "What more can you ask?"

Mr. Moore stated in his letter to Mr. Celler, that Mr. Chakmakian has been designated to be of company assistance to the club, and I quote, "In closing I wish to assure you that the full co-operation of American Motors will be extended to you and your fellow owners. Inasmuch as the Nash-Healey sports car is no longer actively merchandised we are not in a position to offer the kind of support that might otherwise be forthcoming. However, we do retain a continuing interest in Nash Healey owners and will do all we can to provide information as to the car and the availability of parts."

James Moore
Product Manager-Sales.

INTERESTING OWNER'S LETTER

Here is this issue's "Interesting Owner's Letter". I hope to include one of these informative letters in every issue. Please excuse me if any one has appeared before.

"I have received your bulletins with much interest but have held off replying because of a project on the car. I have completed installation of a Chev V8 in my Healy and recommend it to anyone. No hashing or modifications to the car were necessary and the whole thing went very smoothly. I used the Nash Bell housing and transmission which solved all rear motor mount problems. The Nash clutch shaft accepted the Chevie clutch perfectly, and there is room to spare in the engine compartment. The car is about 100 pounds lighter and the weight is shifted a little to the rear.

"My sixteen year old son Frederic (his name too) and I did all the work. I will be happy to give all details to any owner interested. I recommend this change to anyone as I believe the car is not only a classic but by installing an engine that does justice to the chassis, a contemporary sports car that has to apologize to NO one. The car was fun to drive with the old engine, now it's exciting. In no respect does the owner have to fear any type of comparison with today's stock or sports cars. I plan to compete this car next year and will welcome any owners who would like to see and drive it.

Frank Coppotelli, Jr.
104 Third Ave.
Joliet, Illinois."

SAD OWNER'S COLUMN (Nash-Healeys For Sale)

"I'm writing you on a sad errand. I'm going to have to sell my Nash-Healey. Well, at least to me this is sad since I've had the car over six years and had expected to keep it forever.

"Due to a change in my work it has developed that both my wife and I must have a car. The Healey will really not serve for either use and we can't afford to keep it just for fun. We have used it up to now for our family car and my wife has used it some in her social work career. I have not needed a car at all being close enough to work to walk. So now I must sell the Healey and get two other cars.

"This letter to you is to inquire about any of the NH Classic Club members who might want my car or have friends who might want it. I think that those who are Club members should have first crack at it, if they want it.

"I believe you have a data sheet on my car that Mr. Celler had us fill out one time. It is a 1952 Convertible, metallic bronze lacquer, brand new tailor made top, all chrome recently replated, engine recently had a valve job and carb cleanup, no oil needed between changes. I've kept the car in as near original condition as possible. As far as I can tell it is mechanically perfect and most people think it is a new car. Of course seven years take their toll, a paint chip here and there and a certain mellowness about the leather upholstery. I'd planned on repainting in about two years. I had the wheel alignment checked last week and it was perfect, no change or charge. Chassis #2250. Motor NHA 1163. 43,000 miles.

"I realize that you and the NH Classic Club are not used car dealers and I don't expect you to go out and sell my car for me. I do feel, as I said before, that the Club members should know I'm selling it. I'm not in a hurry to sell. I'd like to move it by the middle of August if possible. I plan to advertise the car in Santa Barbara and Los Angeles in the event no Club member wants it. I'm sure it will sell easily here in California.

"I have no idea what the car is worth. I'll listen to any offers and take the best one I can get. Perhaps some of the Club members will know what it should bring.

"I'm enclosing a stamped, self-addressed envelope. Would you be so kind as to let me know of anyone who might want the car? I'll not sell it until I have heard from you or anyone in the club who is interested.

"I really regret making this move since I'd looked forward to being a member of the NH Classic Club for years and eventually getting together with a gang of you with our cars. But such is life. I'll appreciate hearing from you.

J. Murray Smith
24½ W. Arrellaga
Santa Barbara, Calif.

P.S. I have a 1951 & 1952 Technical Service Manual and a Nash-Healey Parts Catalog. Also a very good tonneau cover."

Sad Owner's Column (Nash-Healeys For Sale) cont.

My 1951 aluminum convertible is for sale (Kent Martin). I hate to part with it as I had planned to completely restore it and keep it for years. However, it just falls short of being the ultimate "week-end touring car" that I want. I have always wanted a rugged, ultra fast, hairy, individualistic, impractical, semi-sport, racing sports car, for week-end drives. Only a J2 Allard in touring trim can fill this need. Therefore the 51 must go as I certainly won't sell the very practical coupe.

Mr. Martin Silverman's 1955 Hardtop Convertible is for sale and has been for some time. The car is at Fox Valley Sports Cars; 8623 Ogden Avenue; Lyons, Illinois. Lyons is a suburb of Chicago and the phone number is Lyons 38240. It has only 10,000 actual miles, and the original "Made in England Good Year Tyres" are still on it. Not only that, but there is lots of tread left on them. However, the car is in quite shoddy condition, and looks like it has never been garaged since it was new. In Chicago this is enough to ruin a car.

Mr. Harold M. Frauendorfer; 5811 W. Elliot Drive; Milwaukee 8, Wisconsin is planning to sell his beautiful red 1953 Coupe, but he isn't too anxious to let it go. I saw this car and it is very nice.

Along with Mr. Frauendorfer's ad in "Road & Track" (July, page 74) there is one for a 52 Farina Roadster with a Cadillac engine. This owner doesn't seem to know much about his car, judging from the ad. If it's aluminum, it's a 1951 and not by Farina.

HAPPY OWNER'S COLUMN (Nash-Healeys Just Purchased)

Kent C. Martin, Chuck Motter's Silver Grey 1953 Coupe

Richard Minnick, Bob Loudon's #75 Farina Roadster (Pontiac V8)

John R. Livingston, Paul Livingston's Red Farina Roadster

Everith C. Jourdan, Paul E. Schreiner's 1953 Farina Roadster

NEWS

Watch future issues of "Sports Cars Illustrated" magazine for an apology to us for the unforgivable error that was made (concerning wins at Le Mans) in the story about Cunningham. The author of this story (Hugh McGrillen, page 40) really stuck his foot in his mouth, in thoroughly proving to the reader that he was writing about a subject he knew little about. Wonder how much research he did to come up with those wrong placings?

NEWSLETTER

The next newsletter will, among other things, contain all (I hope) the unanswered questions sent in by owners concerning Nash-Healeys and the Club. Then the eighth will contain if possible (Oh what a monster I have created) all the answers.

If I have left out anything important and of an urgent nature, please don't hesitate to write to me about it.

Sincerely,

Kent C. Martin.

Roy D. Stetina
Holiday Lakes RR 1
Garnet, Indiana

