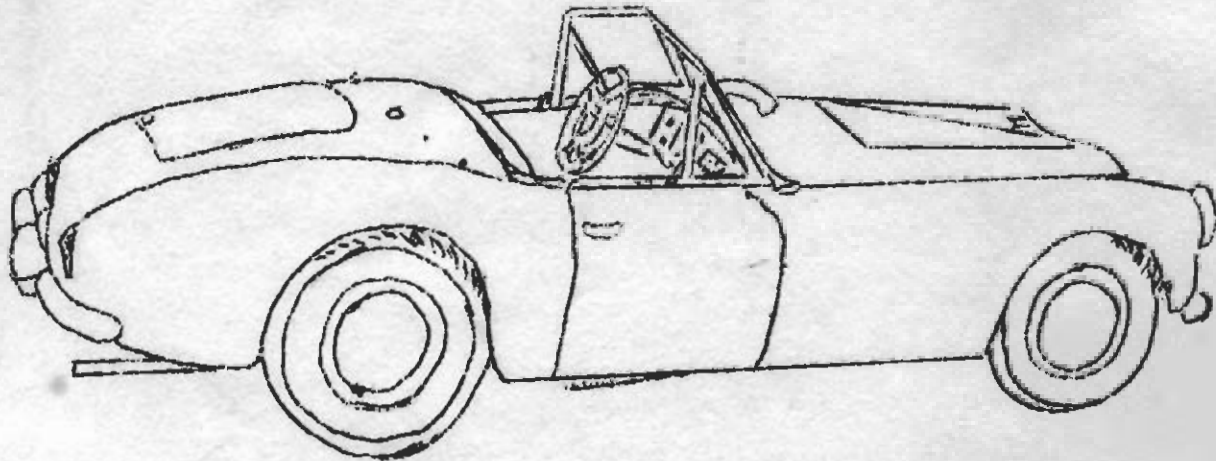


$\frac{2}{3}$ pt. less oil in chkr. } $\frac{7}{8}$ x 10" copper tubes (2)
3.6 gts without filter

January, 1960

NASH-HEALEY ASSOCIATION BULLETIN #7



EARLY 1951 NASH-HEALEY

This delightfully beautiful car was the first Nash-Healey to reach full production. An earlier model existed but evidently only one or two were built. The earlier one had doors that did not go all the way to the bottom of the car and an odd base to its windshield. There was no inward curve to the bottom of the car's sides and many components, such as bumpers and headlights, did not match the curves and contours of the car. It is rather fortunate this prototype was not produced. However, the car pictured above, which did reach limited production was a beautiful thing to behold. It was an absolutely typical example of British styling of the day, utilizing the newly found (for the British) Italian theme of the envelope body, as opposed to the earlier British theme of separate body with "wing" or "clam shell" fenders, which was still widely used in 51. This car is quite similar to the famous 1949 Ferrari Type 166 racing sports car, which the A. C. Ace seems to have been copied from also. I have tried (unsuccessfully) to find out what man or men designed this first production Nash-Healey. He, or they, certainly deserve more thanks than we can ever express for turning out such a beautiful car.

In typical fashion the American buying public showed its inability to appreciate really fine design when it is presented so this early car and its later big brother (more on this model in the next newsletter) were discontinued at the anniversary year in favor of an absolute Italian design. The difficulties with

this early 1951 seems to have been lack of sufficient body clearance between the fenders and the tops of the tires at full wheel bounce. One of the quickest ways of spotting one of these early cars is to look for the almost horizontal line of the top of the front fenders and the notch cut out of the forward top corner of the doors. This car had "pull-up" (by a chrome tab) glass side windows.

BUSINESS

Well, it looks like Mr. Celler, Mr. Baldwin and I lost in the picking of a name for the club. I still think I had the right idea in thinking that the name should be Nash-Healey Association "of America," and Mr. Celler wrote again to explain how he meant the "Classic Club" part of the name that he picked should be understood and affirmed his vote for same. It will, however, be neither of these. The voting is in and by popular vote the name of the club will be "Nash-Healey Association." So it all ended the way it began. Little did Mr. Celler know that when he casually called our first group "Nash-Healey Association" it would retain that name for good. Here is how the voting stood as of the last and final counting. "Nash-Healey Association" - 13. "Nash-Healey Classic Club" - 3. "Nash-Healey Association of America" - 5.

MEMBERSHIP

Here is the membership as of January, 1960. It is not up to my expectations; but who can say what the membership of a club devoted to just 506 cars should be?

Robert M. Englebrecht
Crescent Ave. & Kingston Road
Rocky Hill, New Jersey
(Farina Hardtop Conv., 1954)


Harold L. Baldwin (Eastern Gov.)
19 Boynton Avenue
St. Johnsbury, Vermont
(Farina Roadster, 1953)

Joe and Dorothy Pinneri
4918 West Lennox Boulevard
Inglewood, California
(Farina Hardtop Conv., 1954)

Franklin Morgan
Box 360A
McClellandtown, Pennsylvania
(? ?)

Frederic Celler
P. O. Box 413
Cortland, New York
(Farina Roadster, 1954?)

Kent C. Martin (President)
127 West 14th Avenue
Naperville, Illinois
(English Aluminum Conv., 1951 -
Farina Coupe, 1953)



J. Murray Smith
24 $\frac{1}{2}$ West Arrellaga
Santa Barbara, California
(Farina Roadster, 1952)

John F. Orloff
36243 Gratiot Avenue
R. 7, Box 79
Mt. Clements, Michigan
(Farina Roadster, 1953)

Ronald G. Lane
316 Lakeview Drive
Giant Oaks
Cannonsburg, Pennsylvania
(English Aluminum Conv., 1951)

Burton Schair
Braintree, Massachusetts
(? ? ?)

Mildred Heidbrink
14656 Burgess
Detroit 23, Michigan
(Farina Roadster, 1953)

John R. Livingston
422 Sperry Court
Aurora, Illinois
(Farina Roadster, 1952)

Col. John R. Levering
Air Attache, Budapest
State Department
Washington 25, D. C.
Correspondence C/O
Col. James Todd
2512 North Washington Blvd.
Arlington 1, Virginia
(Farina Roadster, ?)

R. Bradley Jones (Western Gov.)
5205 S. W. Menefee Drive
Postland 1, Oregon
(Farina Roadster, 1953 -
Farina Roadster with 270 bhp
Nash V8, 1953)

James G. Ward
603 Iroquois Drive
Aurora, Illinois
(Farina Hardtop Conv., 1954)

Frank Coppotelli
104 3rd Avenue
Joliet, Illinois
(Farina Roadster with Chev. V8, 1952)

Dr. Howard R. Blackburn
402 Heyburn Building
Louisville 2, Kentucky
(Farina Roadster, 1952)

George G. Herbert
R.D. #2 - Box 226
Finleyville, Pennsylvania
(English Aluminum Conv., 1951)

William J. Tandy
4572 Round Top Drive
Los Angeles 65, California
(Expectant Owner)

Bruce B. Hampson
Brower Avenue
Mount Clare, Pennsylvania
(English Aluminum Conv., 1951)
Ferril M. Miller
2329 Ridgewood Avenue
Highland, Indiana
(Farina Roadster with Buick V8
and many racing changes, 1952)

Eurith C. Jourdan
1106 Tracy Place
Carlsbad, New Mexico
(Farina Roadster, 1953)

Carl Chakmakian (Factory Consultant)
American Motors Corporation
14250 Plymouth Road
Detroit 32, Michigan
(Farina Roadster with 270 bhp
Nash V8, 1952)

Capt. Robert McConnell
1st. RBS Groupe
Carswell A.F.B., Texas
(Farina Roadster, 1953)

Paul B. Shaw
528 East College Street
Iowa City, Iowa
(English Aluminum Conv., 1951)

Dr. Leland A. Mlejnek
375 Santa Clara Avenue
San Francisco 27, California
(? ? ?)

E. S. Craig
P. O. Box 5776
1101 Poplar
Memphis, Tennessee
(Farina Hardtop Conv., 1955)

W. L. (Les) Parry
17 Elm Street
Janesville, Wisconsin
(Farina Roadster, With Buick V8,
1952 -
Farina Roadster with removable
Hardtop, 1952)

Robert Baurle
525 South Victory Street
Waukegan, Illinois
(Farina Roadster with Supercharger,
1952)

William T. Bahr
1555 Tuttle Avenue
Wallingford, Connecticut
(English Aluminum Conv., 1951)

George C. Robinson, Jr.
450 Old Connecticut Path
Cochituate, Massachusetts
(Farina Coupe, 1953)

John J. M. Larson
2517 Pied Piper Lane
Wausau, Wisconsin
(Farina Roadster, 1952)

Gerhard W. Heisler
4725 N. Beacon St.
Chicago 40, Illinois

Those not on this list have not paid their membership dues of \$5.00. I just checked the Association file and found that 25 of the supposed members are not really members at all, never having bothered to send their dues. That is a lot of people, considering that we have only 32 paid members. Please forgive me for not having sent receipts.

HONORARY MEMBERS

I think that honorary membership in the Nash-Healey Association should be bestowed upon the following people:

1. The late George Mason, President of Nash Motors, for fathering our Marque.
2. Donald and Geofry Healey, for fathering our Marque.
3. Pinin Farina, for fathering our later cars.
4. Tommy Wisdom, for driving #10 to victory at LeMans.
5. Leslie Johnson, for driving #10 to victory at Le Mans.

I will consider this to be acceptable to all of you unless I receive some objections.

THE MEETING

You may as well all know. The fall meeting at Road America was a failure. I know from correspondence and phone conversations that quite a few had planned to come but only Ferril Miller and Paul and Jack Livingston (the enthusiastic brothers who keep swapping a Farina Roadster and a Rambler American back and forth) showed up Sunday morning. I managed to locate the owner of the red 51 Convertible in town Saturday night. Mr. Paul Shaw of the Iowa Region S.C.C.A. owns the car, but he was to be flagging at one of the corners Sunday. He turned out to be a very enthusiastic Nash-Healey owner, however. It is a good thing the arrangements for the parade of Nash-Healeys did not go through, as it would have been a failure also with only three or four cars. From now on there will be no planned arrangements for any meeting at any time unless enough of you write and ask for it. I will always be at Road America for the two main events every year and I hope so will some of the rest of you. Evidently, all business will have to be carried out by mail. As a last resort, is there any chance that a number of us could meet at some (very long) pre-determined date in Chicago, Milwaukee or possibly Detroit, or, for that matter, any place central enough to all of those wanting to meet? Could I hear your views on this?

DUES

The dues will probably be due in June or July and by then we are GOING TO HAVE A TREASURER, OR ELSE! I can't manage everything, as I have been doing, any longer. It's just too much of a job.

EXPENSES

Here is an accounting of what has been used from the treasury to date, and balance. As you can see, it cost quite a bit more than it should have to have the newsletter put out. The mimeographing cost very little of that \$38.00. Most of that went to the stenographer who typed up the stencil. If the club had furnished me with a secretary that extra cost would have been saved. She said it took her nearly eight hours to type it all from my longhand notes. I have a typewriter now, but can not cut stencils with it, but at least the stenographer will have an easier time with the note pages.

Dues from 31 members		\$155.00
July 28, 1959 Mimeographing 10 legal stencils 100 each . .		35.00
lrm paper #24		3.00
July 30	One stapler	2.75
	Staples	1.39
	Postage for Newsletters	?
August 12	Typing two letters	1.50
September 2	Re-run 10 legal stencils 50 each	15.00
	Paper #24 legal	1.75
	Mimeographing 25 post cards	1.75
	Post cards70
	50 stamps	2.00
November 27	Folder to Healey	?
Feb. 1, 1960	Letter to Ireland75
		<u>\$65.59</u>
		\$155.00
		<u>65.59</u>
	Total left	<u>\$ 89.41</u>

Incidentally, my Mother has very kindly been acting as treasurer and bookkeeper and these have been her accounts. BUT she said that she will no longer do it. I haven't a head for keeping money accounted for, so you had better get together (those of you around here - and there are quite a few of you) and vote or appoint me a treasurer.

THE BADGE

I have a badge design of my own finished in color. No others were sent in. An idea for some badges was sent but not finished. Is interest waning already? Once the final design is made into a baked enamel badge for your badge bar or grill, I thought having miniatures made up for use as cuff links, tie clasp, lapel pin or key ring ornament might be nice. I, for one, have long wanted some of these things, but of course they were not available in a Nash-Healey design. Can I hear from all of you on this matter?

I am really becoming afraid to plan on anything for fear I'll get left "holding the bag." This could be bad, as things like this usually amount to more money than one person could easily pay, if the members didn't order; and once obligated it would have to be paid.

Please tell me how many of you will want a badge for your car? I have no idea yet what they will cost, but should think they won't be over \$10.00 each. Here is a rough sketch of what it will look like. I have this design done on poster board in poster paints and this sketch was made from it. It is about twice the actual size that it will be when it is finished in metal. Here are its colors:

The outer circle is WHITE, with the Nash-Healey Association in RED. The entire center space is BLACK, with the trade marks done in their respective colors. The Nash trade mark is SILVER with the four squares in RED, the name "Nash" in WHITE on a BLACK rectangle. The Farina trade mark is SILVER with the "F" in BLUE and the two triangles and the center of the crown in RED. The Healey trade mark is SILVER with its background, or the space between the letters, in RED. All colors, trade marks and the outer writing will be separated with SILVER line.

If you think you don't like it, please take the time to sit down and fill in the badge with the colors I gave. Then you may find that you do like it.



PARTS SITUATION

It is definitely getting better. But, it is still far from being as efficient as it should and could be. Here is the difficulty and a new twist has been added. When a Nash-Healey order comes to a dealer from the warehouse (and it now comes promptly), besides sending a few wrong items, they send double quantity of right and wrong items alike. They also still persist in leaving a few items unsent with no explanation as to why. I have a standing order going almost all the time with Beutel Rambler of Joliet, Illinois, so I know what I'm talking about. As soon as an order comes in, I send another out re-ordering the items that were left out and adding a few. The reason for this standing order is that Nash-Healey parts are usually quite expensive and it kills me to hand out a large sum of money (to me) for a little box of parts. As example, my last order came to \$69.65 and it wasn't for very many items. Therefore, I order as I feel I can afford it. Some of you may be shocked at my attitude of pouring money into old cars, but as most of you probably know, you can't keep a car new and in tip-top shape unless you constantly replace worn-out or deteriorated parts. I think it is a crime to own and drive one of these wonderful cars if you don't spend money on its upkeep, and the upkeep runs high on these. I am far from being rich but I feel it is my duty to keep my two Nash-Healeys in as excellent shape as I can, or else sell them to someone who is willing to do so. There are too few of them around to end their usefulness in junkyards. If they aren't kept up soon the cost of a restoration reaches the point where no one but a very rich (and devoted) person could "foot" the bill for it. I just thank my lucky stars that parts are still available and do not have to be made up at a machine shop as needed. This process puts the cost of owning an "out of production" car in the impossible category, at least for a person in my income bracket.

I feel the difficulties in ordering parts might be remedied in this way. First, find and correct all the errors in the F 2404 parts manual. This would take at least two and maybe three Nash-Healey owners with a very thorough knowledge of the four different kinds of Nash-Healeys, and a talk with the person or persons who compiled the parts manual. Secondly, these gentlemen should discuss the difficulties with the parts man at the warehouse who draws up and sends the orders. Thirdly, and to eliminate any overlooked chance for a mistake in an order, different ordering systems should be allowed for Nash-Healeys whereby additional correspondence (if needed) in the way of a thorough description and a sketch is included with the order. The whole trouble seems to stem from the fact that the man drawing up the order does not have an intimate knowledge of the particular Nash-Healey he is drawing parts for. Of course, this is only to be expected and those of you reading this who work for American Motors will say, "He goes by parts numbers and shouldn't need any knowledge of the car he is drawing parts for." Well, that attitude just doesn't apply in this case. For

instance the most often encountered mistake found in the parts book is something like this, which is just for example. The number of screws needed for a certain item. The parts book will list 2 when 4 or 5 are needed; and they need to be chrome headed "Whitworth" screws. The order will come with one American threaded screw (SAE or STANDARD), and it will not even be chromed. Most owners throw up their hands in disgust at this sort of treatment and after a little more of it put their car up for sale. I'm not "kidding." I have received 5 notices of Nash-Healeys for sale; four of them from what had once been devoted owners. And just passing it off by saying, "Get a tap and die set," won't do. Someone is going to have to do something about this.

MAINTENANCE TIPS

A good part of the wear damage in Nash-Healeys is caused while the car is in the shop being repaired. This may sound ridiculous but it is absolutely true. The fewer times a Nash-Healey has been in a shop the more "mint" its condition usually remains; but, of course, if a major thing becomes faulty the car must go to the shop to be repaired. I dread it every time one of mine must be repaired, because I always have to correct all the fool mistakes that have been done to it after I get it home. I don't mean to sound like a know-it-all, or mechanic, because I hope I am not the first and, for convenience sake, wish I were the second. The first thing they'll do, if the trouble is in the bottom of the car, is to run a wheeled floor-jack under the car and jack it up. Here is the start of an attitude that you'll find is going to result in much trouble to come. Most floor jacks have a round pod with four upward facing teeth distributed around the edges of this pod. The idea of this design is to place side frame members of the car between the teeth, or the teeth are supposed to form a non-slip grip on whatever is sitting on them. This is all well and good for use on Detroit iron, but spells damage to a Nash-Healey. Usually about two of these teeth will come in contact with the bottom plate of the frame box side members. They bend the plate up and leave deep impressions in it. Now, this isn't so terrible, but when they bend the plate up it usually breaks the weld holding it to the rest of the box section. If this happens to enough different places on your frame side members, you soon have a very flexible automobile that will start coming apart at all its joints. My 51 has experienced this. It results in many body stress cracks in the aluminum. The thing to do to prevent this is to saw up a 2x4 of wood into about six lengths of six inches each. Carry these in your trunk and insist that they be used between your car and any kind of jacking or stand device. First get under (or put the car on a grease rack) and count the number of impressions and/or breaks in the spot welding along the frame box sections and write the number somewhere so that you won't forget. When any repairs have been done check to see if there are any new impressions. If there are make them deduct the cost of the welding it will take to close the openings that will probably be along your bottom plate. Oh yes, be sure to pass the word around about the kind of careless service this place gives.

Special care must be used when placing a jack or jackstand under the aluminum castings of the Healey Trailing Link also. I carry sawed up pieces of thick rubber to use over any jackstand to be used in this area. **BUT DON'T LET THEM GET GREASY**, as they'll slip out and down will come the car with a crash. A Nash-Healey will most surely crush your face and chest if it ever slips off its blocking and you are anywhere under it. This has happened to me twice, but most fortunately I wasn't under the car either time.

This brings up another matter. In both of these instances it was caused by lifting one of the low sided wheels (in a case where one side of the car is already jacked up) off the ground. As soon as the low sided wheel leaves the ground it loses its side grip and the car swings around and falls off its blocking. (Incidentally, I am speaking in terms of the use of some sort of frame jack, such as a scissors or hydraulic. I only use the English ratchet jack for changing flat tires. These ratchet jacks should not be trusted for very high jacking, such as for repairs underneath.) This side thrust (caused by the narrowness of a sports car, and therefore steepness of its jacked up side) is even enough to sometimes overturn a regular jackstand.

Even if you can get the people servicing your car to use the wood or rubber blocks, you'll probably find that they left wires, such as overdrive, hanging too low to clear the smallest of objects on the road, so they get yanked apart. Another thing is putting all the nuts and bolts in one box or pail, not making any attempt to keep track of where they came from. The result? You guessed it. S.A.E., Standard and Whitworth or Metric all jumbled together. The terrible aftermath? American threaded bolts driven down into foreign threaded holes. Another annoyance is the use of special length screws just anywhere, and then putting any size screw into the holes that take a special length. The reason? He didn't read the manual first or during the reassembly. Stay away from a mechanic who won't refer to the manual. Be envious of the driver of Detroit Iron who can drive his car into a shop, say "Fix it" and walk out; but don't try to do likewise. Either stay and watch (annoying as it may be to the mechanic) or take your car to a trusted friend. It is well worth the effort to find an intelligent mechanic who is used to, and has the patience to work on, foreign cars. He may charge more, but in the long run it saves money and inconvenience. The most ideal man is an even-tempered, independent mechanic, who owns and drives a foreign car himself. It won't take long to see if he goes about his work intelligently. One more tip. Try always to have your car clean and shining when it goes to be repaired. Its quality will show and even the trusted friend is found to be more careful with it; besides, fender cloths over a dirty fender just grind the dirt into the paint. Ever hear of a patient going into surgery without first having been bathed and shaved? Before you think I am either crazy or a fanatic, please think back to the last Concourse DeElegance you attended. You may have noticed that the cars were antiseptically clean.

THE PARTS BIN

This is to be a new column of parts that are for sale from club members. Mr. George G. Herbert suggested it and it is a very good idea. All of you who have spare parts that you want to get rid of send me a list these items and their individual or as-a-group prices and I will publish it in this column. It will be your right to put whatever price you want on the items, but you must state the condition they are in and, if your price is the same as or above the new price, chances are you will have a hard time unloading them. This is not to be a money-making deal, but rather a plan to get rid of parts that you would otherwise be stuck with and get nothing for. For instance, I have an aluminum Nash-Healey cylinder head from a Type A engine that I would like to get rid of cheaply. It is rather corroded, but I think it can be cleaned up. I also have the two S.U. carburetors for this head, but the cylinders in them are a bit worn. However, they worked well enough until I stopped using them. I have these items extra because I junked my Type A engine and installed Mr. Les Parry's Type D in its place in my 51. I have no idea what these items are worth but I would gladly unload the whole works for next to nothing, if whoever wants them will pay the shipping or transportation charges. I would bring them to Road America for no charge if they would be picked up there (at one of the meetings).

On second thought, just send your lists to be put in the newsletter and whoever wants your items can haggle with you over price, individually.

OWNERS TIPS

Here is a good tip also sent by Mr. Herbert for any of you who have had trouble with stripped spark plug holes in the Nash-Healey cylinder head. These can easily be tapped out for 18mm commercial spark plugs. He did this to his Nash-Healey engine (when he had it; it has long since been replaced by a Mercury V8) and it worked out fine. He said he would be glad to send the details to any member who is interested.

COMPETITION"LOCAL FAME FOR A N.H.A. MEMBER AND HIS CAR"

A Mile Trial was set up and run on a portion of the Meadowdale International Raceway in August by the Chicago Chapter of the M.G. Car Club. Among its competing members were Mr. Frank Coppotelli in his Farina Nash-Healey Roadster with Chevrolet V8 and yours truly with the modified (6 cylinder) 51 Nash-Healey Convertible. As usual, I accomplished nothing but had a lot of fun doing it. However, Frank's runs were an entirely different story. His Competition in B modified was a J2 Allard (very light, very fast), a 55 Supercharged Thunderbird (that went like blazes and surprisingly enough didn't handle too badly) and a 58 or 59 Corvette. You would have to see this Corvette to appreciate its

awesomeness. Talk about being "loaded for bear," this car was it. It had the windshield off and in its place one of those little compound curve plastic racing screens. There was a full tonneau cover that was tailored to fit around a big pipe roll bar. It had fuel injection, the big motor, four speed transmission, positration rear axle, traction masters (now as standard equipment), ceremetalex brake linings and Firestone 170 Super Sport racing tires.

After a few hours of sweeping and shoveling the track clear of washed down mud and clay, practise finally was started. The Allard seemed to be showing the best times with the Bird and the Corvette somewhere next. Frank took it fairly easy in practise to size up the competition and see who would be the man to beat. When the timed runs began, Frank started turning it on. Dan Saunders, our Club racing chairman, who was running the Allard, began to look worried. He evidently hadn't considered the Nash-Healey a threat. The Corvette was turning better times than in practise but seemed to be experiencing handling difficulties in a downhill "S" about three-quarters of the way through the course. The course consists of a long downhill (turning into an uphill) straight, then stand on the brakes and downshift for a sweeping downhill curve to the right. This one is really scary, wondering all the way through if you're going to slip too far to the left and hit the concrete wall. Coming out of this curve it's uphill into the "S". You almost aim for a silo on the crest, which is the first curve of the "S" and a left hander. Drifting by the silo you immediately set up for the sharp right hand bend coming up fast just below you. Struggling through this (feeling you never quite got the line that you wanted) you accelerate straight up hill towards a bridge at the top. Here is where the real fun starts. Shifting from second into third (conventional) just as you go under the bridge, you start into a great sweeping constant radius curve to the left. You're not quite at full throttle, but feathering that last little bit you have left in order to keep the left front wheel just brushing the rubber course markers. All this time the hind-end of the car is well out to the right and you begin to feel that strange motion come over the car (steering a little to the right or straight ahead while traveling to the left) that you are almost sure is a four wheel drift. You hold this very exhilarating angle all the way around the curve until you are out of it and simultaneously hitting full throttle (bending the floor board a little closer to the engine in the process.) You keep on standing on it as you fly across the finish line and under the next bridge. It is a very accelerating, and exhilarating, mile to say the least.

The description I gave is as the course appeared to me in the 51 (about 150 horsepower). How it appeared to Frank in the Roadster (about 250 horsepower) I can't even imagine. He told me that he looked down at the speedometer once while in the first down hill bend to the right, the scary one that everyone takes too fast (and not by choice), and that it indicated 100 m.p.h.! He immediately became worried. (I'll say "worried" as it sounds more heroic than the feeling I experienced while in this curve). He must not have stayed worried long, however, as his time for each run kept improving. Needless to say there was one

each worried T Bird, Allard and Corvette driver. Each evidently had come to the event thinking he was going to win it hands down. Frank had come with a feeling of curiosity as to the all-around performance (handling included) of this monster he had created out of a boulevard sports car. He was finding out quickly just how excellent this was. This Meadowdale event had changed my feelings toward my car also. I never thought I could fall in love all over again with a car that I've owned three years.

If using the word "love" sounds silly to you, just go to the trouble of getting yourself a competition license and then enter your car in competition. Drive too fast, over extend your ability, get in over your head and into a lot of trouble. ~~Then (if you're driving a Nash-Healey or one of a few other choice machines) watch as the car seems to grasp the seriousness of the situation and holds on for all it's worth, juttering and bumping along but only giving away inches in the fight with equilibrium, to finally carry you through the corner safely and even in fine fashion.~~ The feeling you get for a car like this, that repeatedly saves your careless neck, can only be expressed as love. The cornering abilities of these cars (when set up for competition, i.e. old fashioned high pressure tires carrying 50 p.s.i., spring risers in the front coils, limit straps under the axle and quick steering adaptation) is absolutely terrific. Incidentally, ~~Frank has none of these modifications on his car, which makes his accomplishments all the more amazing.~~ During this event I decided not to sell my 51.

The driver of the Corvette had checked the times of the other three cars before his last run and must have decided that it was "do or die." On his last run he tried so hard that he "lost it" right in the middle of the "S", between the left and the right turns and spun off the course to the right. No damage to him or the car (nice soft mud to land in) but he threw mud all over the track in thrashing around to get out.

Frank then made his last run (through the mud) and I don't know if it was this last run or one of the others that did it, but when the results were tabulated they showed Frank as having FIRST IN CLASS and FASTEST TIME OF DAY! Mind you, this was done against some of today's best competition in the sport touring class and with a 1952 car, stock except for its V8 conversion.

I don't know who was more proud of the trophy presentation; Frank, for what he had accomplished, or me, for what he had accomplished for all of us who drive Nash-Healeys. When he went up to get his big pewter mug for First In Class, and then back up again for another mug for Fastest Time of Day, it brought to my mind those wonderful events of a couple of years ago, when Bob Loudon was doing this very same thing with the "Nash-Pontiac-Healey Modified No.75 Special" (as it came to be known) at almost every local event. Usually, if Bob finished (and most of the time he did) it was a First in Class and F.T.D. When he graduated to a C Type Jaguar I stayed on his bandwagon, but it just wasn't the same. The cause was gone.

The postlude to this story is a sad one, but I believe in presenting all the facts. A month later at our fall race at Wilmot Hills, (still the Chicago M.G. Car Club) Frank was thoroughly beaten by that same Corvette. Sadly insufficient braking ability was the reason. He also picked up a rather smashed rear fender from a jealous XK 150 Jag. Coupe that couldn't quite keep up and stuck his nose into a "Proper Line" for a corner that Frank had gotten to first (by right of superior acceleration). Frank was a little disgusted (to say the least) but not discouraged. He said he'd be back next year, but better equipped to stay ahead of all that traffic. The Corvette had no trouble staying well ahead of the crowd (except for a Porsch Spyder that won Overall, as Wilmot is definitely a course for SMALL cars) and it was superior braking power that did it. A set of FINNED ALLOY BUICK BRAKE units are scheduled as the next phase of the conversion on Frank's "Nash-Corvette-Healey Roadster." You can bet that when Frank does return next season there will be more fame following right along behind him.

UNHAPPY OWNERS COLUMN (Was Sad Owners Column) (Nash-Healeys For Sale)

Miss Mildred Heidbrink wishes to sell her black 53 Farina Roadster. It has a new black top with oval side windows to eliminate the blind spot. It has new rod and main bearings, and valves ground. The tires are like new and it has about 42,000 miles on it. Her address is 14656 Burgess, Detroit 23, Michigan.

Mr. Gerhard W. Heisler has had his 53 Farina Roadster for sale for some time. It is supercharged, black, and has 29,000 miles on it. He is asking \$1750 or best offer. A friend of mine, Mr. Fred Schussler of Aurora, has seen the car and confirms that it is in excellent appearance. Mr. Heisler's address is 4725 North Beacon Street, Chicago 40, Illinois.

Mr. M. J. Foreman wants to sell his 53 Farina Coupe. It has 17,000 miles and has been stored for 3 years. It is finished in dark green iridescent and has natural leather. It has five new Dunlop blackwall tires, and Nash wire wheel hubcaps. His address is Medical Associates Corporation, 2105½ North Dixie Highway, West Palm Beach, Florida.

Mr. Martin Silverman still has his 55 Farina Hardtop Convertible for sale, at Fox Valley Sports Cars. This car is in very unusual condition. I have seen and driven it, so I can vouch for what I am about to describe. The odometer indicates 10,000 miles and it has the original, MADE IN ENGLAND GOOD YEAR TYRES, so I believe that it is the true mileage. However, the car is a mess. He is asking \$1500 for it and it is definitely not worth it. Anyone interested could try haggling with Mr. Silverman, I suppose. Write Fox Valley Sports Cars, 8623 Ogden Avenue, Lyons, Illinois, or telephone Hickory 7-8240.

Mr. R. Bradley Jones (our Western Governor) wrote me saying he is going to sell his two Farina Roadsters. He sent them to a friend in Sierra Madre, California, who placed an ad in the Los Angeles paper and got calls from all over the coast and from Honolulu. At least one of the cars is a 53, and I think both are. One is stock except for a supercharger and in very nice condition. The other has been cobeled up a little here and there, but has the 270 BHP American Motors Ambassador V8 in a rather full house condition. It probably puts out more than 300 horsepower judging by the list of modifications. Mr. Jones sincerely believes this car to be the fastest street machine in the Northwest. It will take the average Mercedes Benz or Corvette with ease, and has done so repeatedly, I guess. Write to him for further information. His address is 5205 S. W. Menefee Drive, Portland 1, Oregon.

Mr. E. S. Craig of Craig Industrial Equipment Co., P. O. Box 5776 - 1101 Poplar, Memphis 4, Tennessee, has written as follows:

"You may recall our meeting at Elkhart Lake last June.

"For some time I have considered selling my NH F, hard top coupe, but I always talked myself out of the notion. Now, however, I have decided to let it go. My wife much prefers to use the Cadillac with automatic transmission, and since there are times when I must have a larger car, our having such a combination has worked a hardship.

"I purchased my NH F new in April 1955 and I am not sure if it is a 1954 or 1955 model. I am told that it does have the latest style hard-top and window arrangement.

"It has a dark blue top and silver gray body, etc. The top has just recently been painted. I was scratched by a passing car about a year ago - I mean to say the right side was scratched, very minor -- so I got a new paint job. I think I am safe in saying that the car looks like new both inside and out. It has had exceptionally good care - now has exactly 67,000 mi., and with exception of 525 mi., every bit of this was put on by Craig.

"Has never been raced or mistreated. Motor is not using oil and runs quietly and like any Ambassador in top, tune-up condition. Has o'drive. Only thing I added was an electric fuel pump down stream from mechanical pump and a Master Filter in the carb line. I purchased the car from the Nash Zone Office who had shown it on exhibition here in Memphis. My file of service records are intact.

"The Firestone 500 tires have about 10,000 mi. and look very good.

"I am enclosing my check for \$5.00. If you can assist me in locating an owner, your assistance will be appreciated. I will gladly fill in with more detailed information.

"I might say that the block gasket developed a leak at about 40,000 mi., so I had the valves ground too at that time.

"Brakes have recently been relined, and the clutch action is very good. I think I am safe in saying that, as is, this car should give about 50,000 additional miles before any major work would be required. I have driven Ambassadors for several years, and have put as high as 128,000 mi. on them prior to any major work done.

"About price. I don't know what to ask. I should think that it should be worth \$2250-2500 to anyone who can use it. I would deliver for \$2500, as I see it right now - mid-west.

"Be glad to hear from you at your earliest convenience.

"P.S. My replacement will be an air-conditioned Ambassador Station Wagon."

PANIC SELLING

Those of you who wish to sell your Nash-Healey, please try to avoid this situation. It only results in your getting a fraction of your investment back, and you influence the value of all our cars as well. Here is a sad (and true) tale to prove what I say. Mr. Bob Loudon's famous number 75 Nash-Pontiac-Healey, Farina Roadster, was purchased by Mr. Richard Minnick and then shortly after sold on the wholesale market in Chicago for \$750. This car, driven by Bob, made a name for Nash-Healeys here in the middle west that was rather forceful and not ignorable. From 1955 to 1958, while spectating at races, I saw this car go from the "Oh, look! Ha ha, there's a Nash-Healey in this race" to "There's that bomb, number 75, that has been winning the over 1500 modified races." This car deserved a much better fate than it received. Some conservative driving Nash-Healey enthusiast should have bought it and permanently painted the number 75 on its sides. Whenever the car would be seen in the lots at races its past glories (Silver Lake, many Milwaukees, a couple of Rockford Climbs, the Drags and that mad hassle through the doorways of Chicago's International Amphitheatre) would be recalled. The car had been restored to its original conformation after the Amphitheatre fiasco and was not in bad shape for a 1952 sports car. Mr. Minnick surely paid at least twice the \$750 he eventually got for it, when he bought it. This was really a crime, no matter what the conditions were that prompted its sale. Sometimes it proves to be a hardship (I think most of us have experienced this at one time or another) just to keep a Nash-Healey, and you can all feel proud of yourselves for having endured it, and in the end I think you have found that it was more than worth it, and left a feeling of deep satisfaction.

OWNERS' QUESTIONS

Well, here they are, and if yours isn't among them send it to me and I'll put it in the next listing; but I'll get the answer and send it to you before that.

How do you keep rear springs centered and not rubbing?

Would the factory completely restore a Nash-Healey to new condition?

What about Mr. Les Parry's homemade hardtop for his Farina Roadsters?
Would he make more and sell them or send specifications to owners who would like to make one themselves?

How many of each of the 5 different kinds of Nash-Healeys were built?
How many of the small 51s, how many of the large 51s, how many of the Farina Roadsters, Coupes and Hardtops?

What can be done about the difficulties of obtaining collision insurance for the all-aluminum 51 convertible?

Should you make sure your insurance company understands what they are up against if they are insuring your 51 for collision coverage as well as liability?

What are the aluminum 51s worth?

What about the double rocker cylinder head from England? Could more be made up?

What are the Farina cars of all three kinds worth?

Why aren't the later Nash-Healeys listed in the N.A.D.A. books of a few years ago?

Why do most, if not all, Nash-Healeys wander and/or have steering play?

How can the throttle linkage be changed? (This one will get a lot of answering, and deservedly, as it is probably the worst feature of any stock Nash-Healey.)

Just how far can the Ambassador 6 cylinder engine be hopped up?

Are genuine wire wheels available for the Nash-Healey axle and spindle, and if so, from what source and how much are they for a set of five?

What can be done to insure the "sticking" of a new paint job on a Nash-Healey?

What about new tops for Roadsters and Convertibles?

Who pays for wrong parts that have been sent when ordering through a dealer?

Any chance of the Nash-Healey being revived with the Ambassador V8?

Will American Motors produce the Rambler Palm Beach as their offering in the sports car field?

HAPPY OWNERS COLUMN (Nash-Healeys recently purchased)

Paul Livingston bought John R. Livingston's Red Farina Roadster again, in exchange for the little American. This may become a three way swap in the future as I have seen their brother, Jerry, driving it around Aurora quite a bit recently.

I guess that is the only one. Everybody is selling - no one buying.

NEWS

Here is a very interesting reply I got from Mr. Hugh McGrillen in reply to my letter in "Sports Cars Illustrated" (November, page 8):

"Dear Mr. Martin:

"Permit me to attempt an explanation of my quite unforgiveable oversight which you so rightly called to account in this month's issue.

"In preparing the feature, I kept in mind the excellent performances of the Nash-Healys and, as you will remember, the marque was not completely omitted from my story. Confusion, however, arose as follows: I obtained from the Secretariat of the Automobile Club de l'Ouest complete lists of American participation in the G.P. d'Endurance; the Nash-Healys were not included in the years you mentioned. I think it is probable that the A.C.O. and subsequently myself, laboured under the same error, namely: that the earlier Nash-Healys were British entries. If my part in this misunderstanding is excusable it is on the grounds that Healys had been competing in British and Irish events, notably the Ulster T.T., under decidedly British auspices. No doubt you will remember the "Silverstone."

"In defense let me say that I checked the point, but through vagueness in the reports in my own records, I had nothing strong enough to go against the information sent to me by the responsible organizers. Perhaps this explanation will take me out of the 'almost unforgiveable' category. I am with you in hoping that full vindication of the Nash-Healy feats will appear in a subsequent issue.

Yours faithfully,

Hugh McGrillen"

DELAYED NEWSLETTERS

I am very sorry about these delays. I just barely got the July newsletter out by the end of that month and it was supposed to be out by the end of June. Now this issue, which was to be the October one, is being put out in February of the next year. I don't like to complain, but I need a secretary BAD. In the beginning I didn't mind contributing to the newsletter, but now that I have to do it all, from start to finish, I find that it is too much of a job for one person to handle by himself without help. I work 10 $\frac{1}{2}$ hours a day and 8 hours on Saturday and I'm not a white collar worker, so, needless to say, I'm rather tired when I get home. Enthusiastic and avid as I am, I would still like more of my free time to use as I please, instead of devoting most of it to the Club's business, as I am now having to do. Besides the newsletter, there has been more than a little correspondence to keep up with. In fact, I haven't been able to so far. My typing ability is rather lacking in speed also, which doesn't help my patience any. I'm going to have to have some help.

Sincerely,

Kent C. Martin

Kent C. Martin, President
Nash-Healey Association

POST SCRIPT

I want to thank all of you who sent me compliments on my first newsletter, but I really would appreciate complaints more so. Complaints are going to have to be a necessary part of this newsletter if it is to be of any value. I don't see enough of you to get an idea of what is liked and what is disliked about it. I have tried to make it as interesting as I could and the sort of material that I would want to read if I were on the mailing list of a Marque club. Actually,

I am (the M.G. Car Club), but I don't have an M.G., so it isn't of particular interest to me, and besides that I couldn't begin to duplicate their magazine "Safety Fast." Please make your complaints constructive, though, remembering that I don't know any more about this editing business than you do. (Those of you in the editing business excluded from that remark.)

I just received a letter from Mr. R. Boardman, representing Mr. Donald Healey. Mr. Boardman is Director and Personal Assistant to Mr. Healey, and was very cordial in his reply, thoroughly explaining why our correspondence had not been answered. Both he and Mr. Healey have been away and are just now answering their personal mail, so the lack of an earlier reply was not intentional. Here is what Mr. Boardman had to say about our Club:

"However, I opened your letter of the 28th January and, having now gone through your previous correspondence, we are delighted to give you permission to use the Healey insignias as illustrated in your letter of the 19th December as the insignia of the Nash-Healey Association and wish your newly-formed Club every possible success.

"I am enclosing twelve Healey lapel badges which we shall be pleased if you will accept with our compliments and distribute to your members. I am also enclosing a badge which was originally designed for the "Silverstone" as a souvenir. These badges will also serve to answer your queries in the fourth paragraph of your first letter."

Mr. Boardman was also very sympathetic and more than helpful in solving some of the problems I was having with the 51.

Those of you who want one of the twelve Healey lapel pins write to me and I will try to see that you get one - first come, first served, though. I am sure that if there are more requests than pins Mr. Boardman will send more of them, though this time I'll send some money to show our appreciation of these gifts.

Hope to see many of you at Road America in June. There are always some of us in the lower paddock parking area very early the Sunday morning of the race. No definite meeting is planned, however.