



Car club

NASH
HEALEY
NEWS

September/October 1983

Issue No. 18

NASH-HEALEY CAR CLUB 1983 NATIONAL MEET

The 1983 Nash-Healey Car Club National Meet was held in Kenosha, WI on July 15 & 16 at Kemper Center. This meet was held in conjunction with the N.C.C.A. Grand NASHional.

Friday, July 15, most of the day was for early registration and meeting old and new friends. Quite a few members signed up for the AMC tour and from what everyone said it was very interesting and informative. After the tour our club held a brief membership meeting, the minutes of this meeting are on page 2. On Saturday, July 16, the weather was perfect and car show registration began at 7:00 A.M. The Nash Car Club of America invited several clubs to this meet, namely, the Metropolitan Club, the AMC Rambler Club, and of course the Nash-Healey Car Club. As usual parts were scarce for Nash-Healey's.

Members in our club who registered and/or attended the meet were: John & Marian Barth of Livingston, WI - 1949 Healey Sportsmobile; Tom & Gwen Brendel of Libertyville, IL - 1951 N-H roadster; Paul A. Capelli of Kenosha, WI - 1953 N-H roadster; William Clark of Arlington, VA; Dean Dietrich of Hinsdale, IL; Ken Havekost of Monroe, MI; Jack & Dee Heisler of Pittsburgh, PA - 1951 Nash Ambassador; Vince Ruffolo of Kenosha, WI - 1953 N-H coupe; Paul & Oma Shaw of Iowa City, IA - 1970 Javelin; Ray & Joanne Soles of Trafford, PA - 1954 N-H coupe; and Ray & Mary Soles of Addison, PA - 1953 N-H roadster.

Tom & Gwen Brendel left the car show to head home to get ready for the banquet. They only live about an hour away. Later I received a call at the banquet hall from Gwen explaining they wouldn't be able to make it back because they had problems in their brand X car on the way home. They were towing

their Nash-Healey because restoration isn't quite complete. We missed them and hopefully next time they will have better luck.

We attended the banquet where there was good food and we had a great time reminiscing with friends. Our President, Ray Soles, Jr., presented a special plaque to Paul Shaw who is 87 years young and has been a member of the Nash-Healey Car Club since 1959 (the club's name then was the Nash Healey Association). As far as we know Paul has only missed one Nash-Healey National meet and we felt he was long overdue for special recognition. We are lucky to have such a dedicated member.

It was a very enjoyable meet and each year we attend a National they seem to get better. The N.C.C.A. has informally invited our club to the 1984 Grand NASHional to be held in Connecticut. Start preparing those Nash-Healey's for 1984 so we can have another great turnout.

NASH-HEALEY CAR CLUB 6TH ANNUAL EASTERN MEET

The 1983 Sixth Annual Nash-Healey Car Club Eastern Meet was held on August 21 at the Butler Fairgrounds in Butler, PA. It was a hot and humid day but well worth it just to get together with friends. The members who attended this meet were: Paul & Oma Shaw of Iowa City, IA - 1970 Javelin; Ray & Bertha Schell of Milton, PA - 1953 N-H roadster; Ray & Mary Soles of Addison, PA - 1953 N-H roadster; William & Dorothy Clark of Arlington, VA; Frank & Shirley Vollmer of Beaver, PA - 1952 N-H roadster; George & Lorraine Vollmer of Beaver, PA - 1955 Nash; Jack Heisler of Pittsburgh, PA - 1937 Hudson; and Ray & Joanne Soles of Trafford, PA - 1954 N-H coupe.

NASH-HEALEY CAR CLUB

MINUTES

JULY 15, 1983

Midway Lodge
Kenosha, WI
Room 201
3:30 P.M.

The meeting was called to order by President, Raymond E. Soles, Jr. The members present at the meeting were: John & Marian Barth of Livingston, WI; Joseph Gutleber of Forest Hills, NY; Ray & Joanne Soles of Trafford, PA; and Ray & Mary Soles of Addison, PA.

The President stated that the minutes of the last meeting, which was held in Fullerton, CA were published in Issue #10 of the newsletter therefore it was not necessary to reread them. Also the up-to-date Treasurer's report was passed around for the members present to read. This Treasurers report was published in Issue #17 of the Nash-Healey News.

Gordon McGregor submitted a tentative copy of the By-Laws for the Nash-Healey Car Club. It was reviewed by all members present. The President stated this tentative copy would be mailed to all Board of Directors and Officers for their review, comments, approval or disapproval. It was suggested by John Barth to have an attorney review the By-Laws to be sure they are legal. A follow-up will be published in future newsletters.

~~John Barth made a suggestion that the Nash-Healey Car Club write to the early Healey owners (cars before 1950) and ask them to join the Club and also attend our meets. He will give Joanne Soles a list of names and address.~~

Mary A. Soles would like to relinquish her Secretary/Treasurer office to Joanne Soles. Joanne said she would have no problem handling this office because she takes care of it while Mary is in Florida from November to May. President, Ray Soles will poll the Board of Directors and Officers on this request. He is also going to ask the Board if the President & Vice President office should remain the same until the next National Meet.

Joseph Gutleber asked a general question if members of the Club are having any problems in buying or selling items through club members. He mentioned there had been a problem years ago and was just concerned. Ray told him no member has complained and he assumed everything was fine and the credibility of the Club and members are excellent.

Ray mentioned about the excellent meet Sieg Wroebel held on the West Coast in November 1982. It was mentioned that \$25 was sent to Sieg plus the money he collected at the meet were used for registration and other expenses. Ray thought this was a great idea and encourages other Directors to do the same. The Nash-Healey Car Club will pay for a meeting room, etc., within reason.

No other business was discussed and the meeting was adjourned at 4:30 P.M.

Minutes taken by
Joanne M. Soles



Nash Motors

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

USZ 53-9
USD 53-9

File Under: GROUP 4.000
FUEL-CARBURETION-
EXHAUST SYSTEM

April 2, 1953

ALL ZONES AND DEALERS

CARBURETOR - 1953 NASH HEALEY
SERIES

The Carter Model "YH" Horizontal Climatic Control Carburetor 973-S (Front) and 974-S (Rear) became effective at the following Nash Healey Serial Numbers:

<u>WHEEL BASE</u>	<u>SERIAL NUMBER</u>	<u>ENGINE NUMBER</u>
102"	NH-2310	NHA-1325
108"	NH-3024	NHA-1247

The specifications and adjustments for the Model "YH" 973-S and "YH" 974-S Carburetors are outlined in Milw. Att. #53-7.

Yours very truly,

F. H. Brodek
Technical Service Supervisor

F.H. Brodek
ctp
Attach.

PRINTED IN U. S. A.



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Yours very truly,

F. H. Brodek
Technical Service Supervisor

F.H. Brodek
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Attach.

Carter Carburetor
Model "YH" 973-S and "YH" 974-S

SPECIFICATIONS:

Dimensions:

Flange size, Special 1-1/4" 3 bolt.
Primary venturi, 11/32" I. D. Secondary
venturi, 11/16" I. D. Main venturi,
1-5/16" I. D.

Float Level:

See Adjustments.

Vents:

Outside, none. Inside balance vent tube
to air horn ahead of choke valve.

Gasoline Intake:

Spring loaded, needle. Size No. 46 (.081")
drill, in needle seat.

Low Speed Jet Tube:

Jet size No. 70 (.028") drill. By-pass in
body, size .0492" drill. Idle bleed size
No. 58 (.042") drill. Economizer, size
No. 54 (.055") drill.

Idle Port:

Upper port, slot type; length .162".
Width, .030".

Idle Port Opening:

Top of port: .124 to .128" above top edge
of valve with valve tightly closed.

Lower Port
(For Idle Adjustment Screw):

Size .0615 to .0655" diameter.

Set Idle Adjustment Screw:

3/4 to 1-3/4 turns open. For richer mix-
ture, turn screw out. Do not idle engine
below 550 r.p.m.

Main Nozzle:

Nozzle is installed permanently. DO NOT
REMOVE.

Metering Rod:

Economy step .069" diameter; power step,
.052" diameter.

Metering Rod Jet:

.089" diameter.

Metering Rod Setting:

See Adjustments.

Carter Carburetor
Model "YH" 973-S and "YH" 974-S

SPECIFICATIONS:Dimensions:

Flange size, Special 1-1/4" 3 bolt.
Primary venturi, 11/32" I. D. Secondary
venturi, 11/16" I. D. Main venturi,
1-5/16" I. D.

Float Level:

See Adjustments.

Vents:

Outside, none. Inside balance vent tube
to air horn ahead of choke valve.

Gasoline Intake:

Spring loaded, needle. Size No. 46 (.081")
drill, in needle seat.

Low Speed Jet Tube:

Jet size No. 70 (.028") drill. By-pass in
body, size .0492" drill. Idle bleed size
No. 58 (.042") drill. Economizer, size
No. 54 (.055") drill.

Idle Port:

Upper port, slot type; length .162".
Width, .030".

Idle Port Opening:

Top of port: .124 to .128" above top edge
of valve with valve tightly closed.

Lower Port
(For Idle Adjustment Screw):

Size .0615 to .0655" diameter.

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3/4 to 1-3/4 turns open. For richer mix-
ture, turn screw out. Do not idle engine
below 550 r.p.m.

Main Nozzle:

Nozzle is installed permanently. DO NOT
REMOVE.

Metering Rod:

Economy step .069" diameter; power step,
.052" diameter.

Metering Rod Jet:

.089" diameter.

Metering Rod Setting:

See Adjustments.

Accelerating Pump:

Diaphragm type, vacuum and mechanically operated. Discharge (pump) jet size No. 68 (.031") drill (discharges in nozzle passage). Intake ball check (in diaphragm housing) seat size .115-.120" diameter. Discharge ball check (in body) seat size .115-.120" diameter. Vacuum passage restriction (in body) size No. 46 (.081") drill. Vacuum bleed (to throttle bore) size No. 65 (.035") drill.

Pump Adjustment:

None.

Choke:

Carter Climatic Control, set one point lean. Butterfly type, offset choke valve. Choke heat suction hole, size No. 42 (.0935") drill.

Vacuum Spark Port:

Slot type. Size .125 by .041". Lower edge of port .026 to .036" above top edge of valve, with valve tightly closed.

ADJUSTMENTS:

Float Adjustment:

With gasket removed, bowl cover assembly inverted and float resting on pin in seated needle, the distance from the bowl cover to the top of float should be 7/16" (Gauge T-109-81). Do not depress float lip against spring loaded pin in needle, but let float rest of its own weight. Adjust by bending float lever. Float setting must be checked with bowl cover held at eye height in a level position.

Float Drop:

With bowl cover assembly held in upright position, the distance between float seam (at free end) and bowl cover should be two inches. Adjust by bending stop tab on float arm.

Metering Rod Adjustment:

This adjustment is important and should be checked each time the carburetor is reassembled. Insert (Gauge T-109-104) in place of metering rod, seating tapered end of gauge in metering rod jet. Hold gauge vertical to insure seating in jet. With throttle valve tightly closed, press down on diaphragm shaft until metering rod arm contacts lifter link at diaphragm stem. With diaphragm shaft held in this position, metering rod pin must rest lightly on metering rod gauge. To adjust, bend metering rod arm. Use Bending Tool T-109-22.

After adjusting, metering rod arm must contact lifter link at diaphragm shaft and at outer end of lifter link.

Accelerating Pump:

If acceleration is not satisfactory, remove pump housing intake rivet plug and ball check. Then remove discharge ball check and spring. Examine diaphragm for wear or damage. Be sure intake check and discharge check are not clogged with lint or foreign matter. Intake and discharge ball checks must seat, as a leak at these points will result in poor acceleration. Inspect and replace all worn parts, clean and blow out all passages with compressed air. PUMP JET IS PERMANENTLY INSTALLED, DO NOT REMOVE.

Fast Idle Adjustment:

With thermostatic coil housing gasket and baffle plate removed, crack throttle valve, and hold choke valve fully closed, then close throttle valve. This will allow the fast idle cam to revolve to fast idle position. With choke valve held tightly closed and slight tension on throttle lever, there should be .030" (Gauge T-109-29) clearance between throttle valve and bore of carburetor (side opposite idle port). Adjust by bending connector link at lower angle. (Use Tool T-109-213.)

Unloader Adjustment:

This adjustment must be made after fast idle adjustment. Hold throttle valve in wide open position and close choke valve as far as possible without forcing. There should be 1/2" (Gauge T-109-83) clearance between lower edge of choke valve (vent tube side) and inner wall of air horn. Adjust by bending choke shaft unloader arm (Use Bending Tool T-109-105).

HARD HOT STARTING "YH" CARBURETOR

Submitted by: Michael Feingold

Hard hot starting may be noted on some Nash-Healeys. This usually occurs when attempting a normal hot start after approximately a five or ten minute shut down of a hot engine.

Immediately after a hot engine is shut off, two things can happen in the carburetor.

First, due to a vacuum operated accelerator pump, fuel discharges from the main nozzle when the engine is stopped because the vacuum decreases to zero. This is almost the same as opening the throttle wide open in operation. Then, if the float chamber is hot enough, fuel is also discharged by percolation from the main nozzle. This action dumps fuel into the air horn.

The second condition is the cooling of the choke coil spring which applies closing force to the choke butterfly or valve.

These two actions occurring, cause a flooded condition on a hot start, because when the engine is cranked over, the choke position is partially closed causing further flooding. Here are some suggestions that may be beneficial in overcoming the hot start problem.

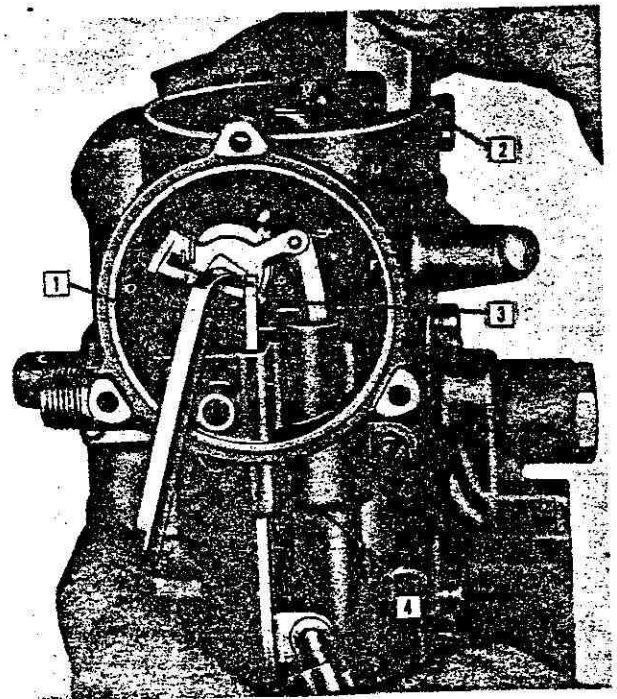
The thermostatic choke coil assembly should be changed from an "N" type to a "P" type coil. The "N" coil, identified by the letter "N", following the first number on the coil housing assembly, is of greater tension and quicker to apply the choke when cooling than the "P" type coil. Carter carburetor models affected are "YH" 973-S and "YH" 974-S. The "P" type choke coil assembly is Nash part number 3116673, Carter Carburetor number 170P-250S.

Adjust the climatic control to a tension of two to three notches lean. This reduces choke spring tension. Then adjust the unloader as follows: Hold the throttle valve in the wide open position and close the choke valve as far as possible by hand without forcing it. There should be 5/8" clearance

between the lower edge of the choke valve and the wall of the air horn. Adjust to this measurement by bending the choke shaft unloader arm using a bending tool. The throttle should be wide open when a hard start is apparent to prevent additional loading of the engine. The most severe flooded engines can be started by proper use of the unloader.

Authors Note:

This article was adapted for the Nash-Healey from material presented at a Nash service training seminar dated July 10-15, 1953.



**Bending Unloader Arm
for Unloader Adjustment**

TECHNICAL TIP by Bruce Hampson

Article taken from Vol. 1 No. 4 issue of
old Nash-Healey Car Club Magazine 7/70

Overheating is a condition that should not occur with our cars. I had my 1951 N-H in the middle of downtown New York City on a 100° August day one year and the temperature didn't go above 200°. As soon as I got on the George Washington Bridge, the temp. dropped to approx. 175° and that was the extent of my "overheating".

Two manufacturers supplied radiators for the N-H, American Eureka and the British Delaney-Gallay. Eureka radiators are not marked, however the Delaney-Gallay units carry a plaque located below the filler cap, rear center. Most radiators of both makes are 3 5/16" thick with the core indented 1/2" front and rear for a core thickness of 2 3/16". If you feel you need more coolant capacity, you could have a full width core installed by a radiator shop, as cores are standard items that are ordered by height, width and thickness. For some unexplainable reason, the radiator in my '53 coupe is a Delaney-Gallay unit 3 7/16" thick with a full thickness 3 7/16" core, otherwise it is the same as the other radiators of both makes. I never had any form of overheating or running hot with the coupe and the full core 3 7/16" radiator may be the reason.

Now, how can we prevent overheating in our cars? First of all you must have a clean cooling system in order to give the 17 qt. capacity as indicated by the 1951 owner's guide, (this guide applies to all years and was the only one printed). Also be sure to use the specified 170° thermostat with gaskets placed on both sides of the outer flange of the thermostat in the thermostat housing. Use a 7 lb. pressure cap, and be sure overflow pipe is clear. I use an old speedometer cable as a snake for cleaning the overflow pipe. It would appear to me that the 17 qt. capacity refers to the 3 5/16" radiator (2 3/16" core) and don't know how much extra capacity would be obtained by installing a full width 3 5/16" core. The next thing to check is the generator mounting, as this drives the water pump and therefore cools the engine. You must be sure the dowel pin on the generator housing is located in its hole on the engine block.

LETTERS FROM MEMBERS

Dear Ray & Joanne,

Ed Moore and I expect to be on hand at the Old Car Flea Market at Carlisle, PA from September 29 to October 2.

Ed will have a good selection of new and reproduction parts for the Nash-Healey. A large display of Nash-Healey literature and restoration information will be available for inspection by club members. We cordially invite everyone to stop by for a visit - Spaces O - 17, 18, 19.

Yours truly,
Michael Feingold

Mike,

Thanks for letting us know that you and Ed Moore will be at Carlisle Old Car Flea Market. There are usually quite a few members who attend this event and I'm sure they will stop by to see you. I also want to thank you for all the material you have sent me. Without your help and the help of a few other members this newsletter would not be a success.

(JMS, Editor)

Editor:

I would like to meet some fellow Nash-Healey Owners. I will be at Carlisle, PA meet on Sept. 29, 30, & Oct. 1. Will also be travelling in Eastern area for several days after the meet. Please let me know if I may visit with you to talk cars and take pictures which I will need for a full restoration of my Nash-Healey. Please call or write: Jerome P. Scherber - 5024 71st Avenue North - Minneapolis, MN 55429 (612)545-1466 days or (612)560-4250 evenings.

Mr. Scherber:

As you can see by the letter above, several of the club's members will be at the Carlisle meet and Mike Feingold will be a tremendous help to you on the restoration of your 51 Nash-Healey. If you are going to be passing through Pittsburgh, PA please give us a call. We would like meeting you & talking with you about Nash-Healeys'. Our phone number is 412/372-3952. We will give you directions on getting to our home. Good luck in Carlisle.

(JMS, Editor)

TECHNICAL TIP by Bruce Hampson

Article taken from Vol. 1 No. 4 issue of
old Nash-Healey Car Club Magazine 7/70

Overheating is a condition that should not occur with our cars. I had my 1951 N-H in the middle of downtown New York City on a 100° August day one year and the temperature didn't go above 200°. As soon as I got on the George Washington Bridge, the temp. dropped to approx. 175° and that was the extent of my "overheating".

Two manufacturers supplied radiators for the N-H, American Eureka and the British Delaney-Gallay. Eureka radiators are not marked, however the Delaney-Gallay units carry a plaque located below the filler cap, rear center. Most radiators of both makes are 3 5/16" thick with the core indented 1/2" front and rear for a core thickness of 2 3/16". If you feel you need more coolant capacity, you could have a full width core installed by a radiator shop, as cores are standard items that are ordered by height, width and thickness. For some unexplainable reason, the radiator in my '53 coupe is a Delaney-Gallay unit 3 7/16" thick with a full thickness 3 7/16" core, otherwise it is the same as the other radiators of both makes. I never had any form of overheating or running hot with the coupe and the full core 3 7/16" radiator may be the reason.

Now, how can we prevent overheating in our cars? First of all you must have a clean cooling system in order to give the 17 qt. capacity as indicated by the 1951 owner's guide, (this guide applies to all years and was the only one printed). Also be sure to use the specified 170° thermostat with gaskets placed on both sides of the outer flange of the thermostat in the thermostat housing. Use a 7 lb. pressure cap, and be sure overflow pipe is clear. I use an old speedometer cable as a snake for cleaning the overflow pipe. It would appear to me that the 17 qt. capacity refers to the 3 5/16" radiator (2 3/16" core) and don't know how much extra capacity would be obtained by installing a full width 3 5/16" core. The next thing to check is the generator mounting, as this drives the water pump and therefore cools the engine. You must be sure the dowel pin on the generator housing is located in its hole on the engine block.

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CLASSIFIED

FOR SALE: Body lock pillar to door sealer rubber, just like original - \$12.50 - enough to do both doors, includes shipping: Charles Thomas - 490 River Rd. - Gladstone, OR 97027

FOR SALE: Carb. kits for 1951-52 Nash-Healey SU carbs H-6, \$16; S. Steel replacement cable yoke for trailing arms 9 1/2" length C-center \$30 each; crash padding filler rubber replacement for roadster cockpit trim: David F. McMorran - 48 E. Central - Natick, MASS 01760.

FOR SALE: 1953 Nash-Healey roadster - neat professional racing set-up (Ulrich-Illinois) 360 V-8 Buick, Jag discs all around, 4 speed Corvette trans; have engine, trans, rear end etc. to re-convert if necessary; solid body and frame \$6,200: David F. McMorran - 48 E. Central - Natick, MASS 01760

FOR SALE: by Roger Williams - 700 W. Union - Modesto, CA 95356

- (1) 1953 Nash-Healey coupe - new paint, chrome, leather interior, rebuilt engine, brakes - nearly finished \$7,500.
- (2) 1953 Nash-Healey coupe - needs restoration, missing hood and rear window \$2,200. Will buy hood & rear window.

FOR SALE: by Richard Kauffman - 100 Church Street - Lakeland, GA 31635:

- (1) Nash-Healey lapel pin or tie tac - \$1.95
- (2) Nash-Healey leather key case - \$1.50
- (3) Nash-Healey litter bags - 50¢
- (4) Nash-Healey vinyl decals - 50¢
- (5) Reprint of 1953 Nash-Healey Sales Brochure - \$1.50
- (6) Reprint of 1951 Sales Sheet - 50¢
- (7) Original Special Interest Magazine with Nash-Healey article - \$2.00
- (8) Back issues of Nash-Healey magazines (prior to April 1981) \$1.00 each
- (9) One set (4) brand new old stock wheel covers with 'N' in middle, for 1951-53 never been on a car - \$100 which includes shipping.

NOTE: Please add \$1.00 for postage on all items except #9

CLASSIFIED

FOR SALE: by Edward Moore - P.O. Box 357 Bellingham, MASS 02019 (617)966-1433 home or (617)966-9731 business:

- (1) Heavy Duty Blue Streak Points - \$8.70
- (2) Heavy Duty Blue Streak Condenser - \$3.35
- (3) Distributor Cap - \$8.45
- (4) Distributor Rotor - \$2.85
- (5) Carburetor Kits for Carter "YH" Sidedraft \$15.00 each
- (6) Set of six spark plug cover boots - \$6.50
- (7) Front Air Deflector, bolts to bumper on Farina model - \$15.00
- (8) Aluminum Jack Hole Plugs for Farina models, unpolished - \$3.00 each

NOTE: Please add 10% for shipping.

FOR SALE: 4" Nash-Healey Car Club Embroidered Jacket patch. Emblem is outlined in red and set on a white background. The border is also red. The background behind Nash-Healey is dark brown and the words Car Club are also dark brown. The price is \$3.00 for one or if you buy two or more the price is only \$2.50 each. Order today from Joanne M. Soles Nash-Healey News - 530 Edgewood Avenue - Trafford, PA 15085. Make check or money order payable to the Nash-Healey Car Club.

WANTED: For 1952 N-H roadster - seat, top, tach drive, grille medallion, heat control valve, rear license lamp bezel: George Uriarte - 119 East Rose - Stockton, CA 95202 (209)463-1814.

WANTED: Steering wheel, gauges and top bows for 1951 Nash-Healey roadster: Jerome P. Scherber - 5024 71st Avenue North - Minneapolis, MN 55429 (612)545-1466 days or (612)560-4250 evenings.

WANTED: Tail light bezels for 1952 Nash-Healey roadster: Gordon E. McGregor - 1334 Mission Avenue - Carmichael, CA 95608 (916) 487-6218

WANTED: I am desparate for gauges, control lights and switches for 1951 Nash-Healey. Any condition - almost any price: Charles E. Vernon - 2521 Mission Trail - Kalispell, MT 59901 (406)755-3497 home or (406)257-9444 office.