



*Nash
Healey*

Car club magazine

Vol. 1 No. 6

Nov. - Dec. 1970



1970 National Meet

PURPOSE & BENEFITS OF THE NASH HEALEY CAR CLUB

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

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

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

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

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

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

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

Membership dues for one year are \$4.00 and includes a membership card, one year subscription to the Nash Healey Magazine (published bi-monthly) and a Directory which lists all members and all known Nash Healey cars.

NASH HEALEY CAR CLUB MAGAZINE

The Nash Healey Car Club Magazine is the official publication of the Nash Healey Car Club and is published bi-monthly. It is sent free to all paid up members. Each member will receive all issues of the Nash Healey Magazine for the year he joins regardless of what month he joins. No part of this magazine shall be reproduced without the permission of the Nash Healey Car Club officials.

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Volume 1 - Number 6

Nov. - Dec. 1970

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- EDITORIAL

Our Nash Healey Car Club is one year old now and we have achieved most of our initial goals. We have over 100 members, we held one National and two Regional Nash Healey meets, our club publication is steadily improving, and we have some real fine club supporters in Burt Horman, John Kerins and Dick & Susan Law, and many others.

To continue to have an active and interesting club we must keep progressing. I have been steadily receiving more material for our N. H. Magazine and I want to thank the members that have taken the time to write an article or sent in a photo of their Healey. Members have been asking for more articles on technical and mechanical points on N. H.'s.

N. H. parts will become more and more difficult to obtain as time goes on. There are two things we can do. One is to have certain parts made, another is to use other parts that are close to the original part. In this respect Burt Horman is working on an article right now. I think all the members enjoyed the original drawing Burt made for our cover of the Le Mans issue.

I would like to make a request of all members. We need a complete set of king pins and bushings to use as a pattern. These will be returned after we have a quantity made up by a machine shop. They will then be available for all members. If you can help in this regard, please send them to the Nash Healey Car Club as soon as possible. Many members cannot get their Healeys on the road until they can get king pins and bushings.

As I mentioned in the last issue I wrote to the Pittsburgh Plate Glass Co. concerning the possibility of having some N. H. windshields made. I received a reply from Mr. P. H. Patton of Safety Glass Sales. He said he was sorry to advise us that the Company could no longer make any N. H. windshields as they scrapped all of the tooling and patterns in 1967. I am not giving up however. I have now written the Corning Glass works about the possibility of having some windshields made.

On a brighter note we had a very fine write-up on our Spring Meet in the August issue of the *Atlantic Auto Advertiser*. This magazine is now merged with the *Antique Motor News*.

We had a fine time at our N. H. Fall Meet at Woodbury, N.J. in September. The weather was beautiful and there was a good crowd on hand. There were only a few members and Healeys. I just cannot understand why more members do not show their Nash Healey's. There was a lot of interest from spectators concerning N. H. sports cars. I had a chance to chat with Dick Langworth, Associate Editor of *Automobile Quarterly*. He told me that they may be doing a complete history on the Nash Motor Co., which would include some material on the Nash Healey.

I sent Dick a complementary copy of our N. H. Magazine. He said he enjoyed it very much and made a special offer to all members of the N. H. Club. A regular \$22.50 subscription to *Automobile Quarterly* for only \$17.95 and that he would send along one extra issue, or a total of 5 issues. This magazine is without a doubt the finest car magazines available. But you must mention that you are a member of the Nash Healey Club when sending in your subscription. Send it to: *Automobile Quarterly*, 40 E. 49 St., New York, N.Y.

While on the subject of car meets I received a letter from John Conde of American Motors. I had asked if AMC could supply the trophies and plaques for our National Meet in Kenosha next year. He stated he was making arrangements for this from the company as well as arranging for a plant tour. This will probably be the first or second weekend in July. I only hope all members will support this meet. We should have complete details on this, early in 1971.

The Hershey meet this year was out of this world. It was estimated that there were over 60,000 people there on Saturday. Several of the N. H. members were at Hershey. The possibility of having king pins made and the Kenosha meet were discussed, as well as Nash Healeys in general.

Many members have asked about having Nash Healey Car Club lapel pins made. I have made definite arrangements with Harry Pulfer of California to have these made. It will be a miniature of the Nash Healey grill emblem and will be a quality equal to that of the Packard and Rolls Royce club pins. There will be a limited

amount made. Members can order a lapel pin now by sending along \$1.95 for each pin. They will be sent, postpaid, early in 1971. Members can use the handy order form included in this issue.

We received a letter asking the average speed of the '53 Le Mans Healey that came in 11th. Actually this car was faster than the '52 No. 10 Healey. The average speed was 92.45. Members can insert this on page 18 of the Le Mans issue if they wish. Another comment on the Le Mans issue; on page 17 I made the statement that Nash Healey's record was the best for any American powered car and that the record still stands. I was reminded of Ford's impressive record in 1966, as stated in the first issue of *Special Interest Cars*. But I was referring to the total results of the 4 years Nash Healey ran at Le Mans. Ford does have the best one year record, but they did not follow up on it after that.

I would like to remind all members that the 1971 membership dues are due now. To renew your membership in the Nash Healey Car Club please send \$6.00 to the Nash Healey Car Club. Use the handy form in this issue. By special arrangement with Mike Lamm, all members renewing their membership will receive a copy of the first issue of *Special Interest Cars* with the article on Nash Healey. This is a \$1.00 bonus.

Members may like to know that about 60,000 copies of the first issue of *Special Interest Cars* with the N. H. article in it were distributed. This is fine publicity.

One final note. You Nash buffs will be pleased to know, we will have a special Nash issue in April so don't miss it.

R. M. Kauffman, Editor

1970 NASH HEALEY NATIONAL MEET

To hold a National Meet a year ago would certainly have been impossible. Yet on August 9, 1970 our Nash Healey Car Club, combined with the Nash Owners Club, held the 1st National Nash meet.

We had been eagerly looking forward to the meet since the announcement of the date. Shortly after we started for Indianapolis, we did have some mechanical difficulty with the damper pulley. We had it fixed temporarily, then, with the help of the fellows at Indianapolis Rambler Inc., we had a new one installed. These fellows know their stuff. As we pulled into our motel, I noticed a Farina roadster. It was Bob Loudon's, who was there with his wife from Ballwin, Missouri. Quite a few of the Nash Club members were staring at the same motel so we had quite a bull session on Friday evening.

Sunday morning arrived damp and dreary. The weather did not look good, but after shining up the Healey a bit we started for the Speedway. We got to the entrance only to find out we could not get in. This was because of a mix-up in a list of members that were coming. The meet was not open to the public. Here is something I hope will never happen again. So after checking with one of the officials we made out a rough list of members we thought would be coming and the old pro that he is, Bert Shaw of Iowa, helped clear the members as they arrived.

Shortly before noon there were about 48 cars in the Show Area, including 7 Healeys from 5 different states. A small but interesting Flea Market was going strong. Even the sun was now shining brightly. All of the entries received a dash plaque of the meet. Some found memories were discussed as well as some technical points. Most of the people took off shortly after 12 Noon for some fried chicken or hamburgers on sale near the Speedway.

Three new members joined our N. H. Club. Several other members wanted N. H. license plates and Magazines. Now it was time for the judging. Bob Loudon, Bert Shaw, and Jim Dworschack helped in the judging. The awarding of the trophies was scheduled for 3:00 p.m. I was quickly totaling up the scores and the results were as

follows:

BEST-OF-SHOW: John Kerins, Ind. - '54 Le Mans Hardtop
LONG DISTANCE: Dick Kauffman, Pa. - '52 Roadster
1st CONV. CLASS: Dick Kauffman, Pa. - '52 Roadster
2nd CONV. CLASS: Bert Shaw, Iowa - '51 Convertible
3rd CONV. CLASS: Rich Schlang, Ohio - '51 Convertible
2nd HARDTOP CLASS: G. Francis, Ind. - '54 Le Mans

After the Nash Club awarded their trophies, all of the cars lined up to go around the Speedway track. After going around the track about 35 mph and the track official saw that there were no smart alecks, he said we could go around again a little faster. We were now going about 50 mph. You could just imagine spinning around the track at 200 mph, but all the members really enjoyed this. All the Healeys lined up then for pictures. Some of the members had to leave after the track tour but the rest of us visited the very interesting Museum of Speed. Souvenirs of the Speedway could be purchased.

It was not possible to arrange for a dinner, but Burt Shaw and his wife, the Schlang family, George Francis, and our family went to the Holiday Inn for a cup of coffee and little more chit-chat. All expressed their desire to come to the '71 National Meet. This will be held in Kenosha, Wisconsin. Complete details later.

There is no question about it. Some improvements could be made as to registrations, judging, and organization. But considering this was our 1st National Meet, I feel it was a real success and John Kerins and the fellows in Indianapolis really made all of us feel right at home.

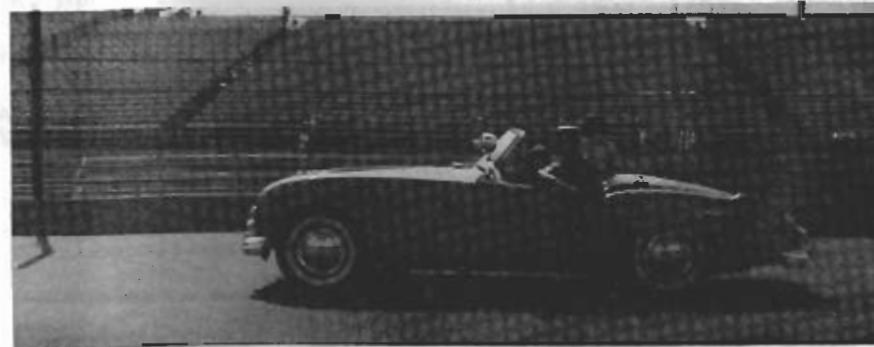
I hope we have three times as many members and Nash Healeys at Kenosha in 1971.



BEST OF SHOW - John Kerins, Indiana



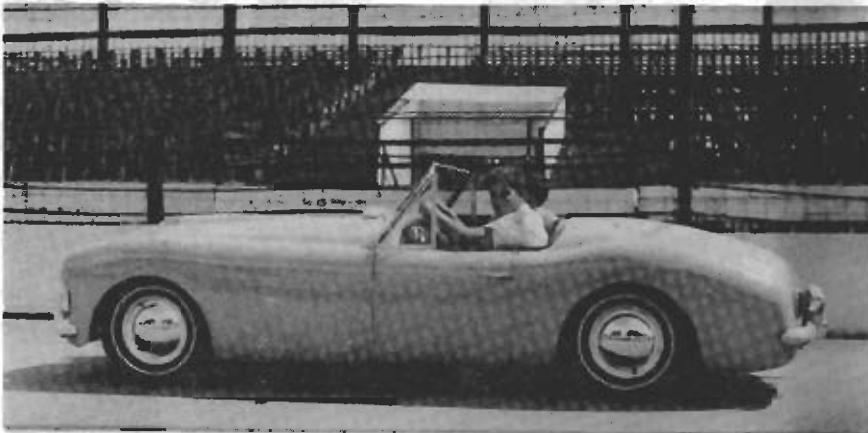
Receiving Trophy - Rick Schlang, Ohio



1st in Convertible Class - Dick Kauffman, Pa.



George Francis, Indianapolis, Ind.



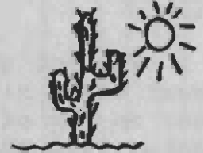
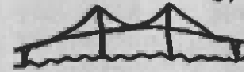
Rick Schlang, East Liverpool, Ohio



Ray, Schell, Milton, Pa.

ASSOCIATE EDITORS MESSAGE

BY THE CALIFORNIA DUDE



I feel it is important for everyone to renew his membership for 1971. As you know, it is difficult to obtain parts or information concerning our cars. If we continue to stay together and enlist more people in the club it will enable us to exchange ideas, pass on technical pointers, have a Want Ad Section in this Magazine which benefits all members, and it gives us an idea of what other people are doing with their cars.

I have submitted to the Editor an article on the complete rebuilding of the front end, (including king pins and bushings), of the Nash Healey. This should be printed early next year. It is an important article that must be read by all Nash Healey owners. I plan on writing over 20 more tips or full technical articles for our Magazine. To be specific, I have two types of articles; those that I consider fun things and those that pertain to the mechanical aspects of the car. My tentative list is as follows:

FUN ARTICLES OR TIPS

1. Replacement Chrome Trim.
 2. 12 Volt Conversion.
 3. Replacement Trunk Handle.
 4. Picture Exchange.
 5. Replacement Parking Lite Lenses.
 6. Discussion of Threads.
 7. Underside Painting.
 8. Jump Seats for Coupes.
 9. Public Relations.
 10. Straighten Up Those Bumpers!
 11. The Local Machine Shop.
 12. Chrome Plating.
- ETC.

TECHNICAL ARTICLES

1. King Pin & Bushing Plans.
 2. Windshield Wipers.
 3. Torqueing Down The Cylinder Head.
 4. Wiring Diagrams.
 5. S.U. Carburetors.
 6. Tire Sizes.
 7. Engine Oils & Additives.
 8. Window Lift Cables.
 9. Radiator Water & Electrolysis.
 10. Chevie Engine Conversion.
(That's a NO-NO).
 11. Machining Starters & Generators.
- ETC.

As you can see there is enough "Stuff" to last for the next ten years. This is only my endeavor to pass along the word. When you add this to all of the

things that are submitted to the Editor by you and others, we will have a Magazine jam packed with information.

Why not get out your check book and send in your renewal blank right now! The answer to your problem may appear in one of next year's publications and instead of spending \$100 on a repair bill you may find a "do-it-yourself" article so that you can make your own repairs or have specific information for a mechanic that will enable you to have work done on your car at a reasonable cost.

Hope to see you next year.

Dick Law

↓ DETACH HERE ↓

1971 MEMBERSHIP APPLICATION
(Please Print or Type)

Nash Healey Car Club

Return To: Nash Healey Car Club
R. D. 2
Boyertown, Pa. 19512

NAME _____ PHONE _____
ADDRESS _____ CITY _____
STATE _____ ZIP _____ COUNTRY _____
YEAR OF CAR _____ MODEL _____

Other Information About Car:

I understand that I will receive a FREE copy of Special Interest Cars for my 1971 renewal.

PLEASE SEND ME THE FOLLOWING NASH HEALEY ITEMS, POSTPAID:

<input type="checkbox"/>	N. H. Lapel Pin(s)	-	-	-	-	-	-	\$1.95 ea.
<input type="checkbox"/>	N. H. Genuine Leather Key Case (Black with Silver)	-	-	-	-	-	-	\$1.95 ea.
<input type="checkbox"/>	N. H. License Plate (Black Plastic w/ Silver Letters)	-	-	-	-	-	-	\$3.50 ea.
<input type="checkbox"/>	N. H. Spring Car Show Dash Plaque(s)	-	-	-	-	-	-	\$1.00 ea.
<input type="checkbox"/>	N. H. 1st National Meet Dash Plaque(s)	-	-	-	-	-	-	\$1.00 ea.
<input type="checkbox"/>	Both May Be Purchased For	-	-	-	-	-	-	\$1.75 pr.
<input type="checkbox"/>	Back Issues of Nash Healey Magazines	-	-	-	-	-	-	\$.75 ea.
	Vol. 1, No. 2 () No. 3 () No. 4 () No. 5 ()							
	(Vol. 1, No. 1 is no longer available)							

MAKE CHECKS PAYABLE TO: Nash Healey Car Club.

TOTAL AMOUNT - \$ _____



Harvey Baron,
Hollywood, Fla.



Kent C. Martin,
Aurora, Ill.



Post J. Wright,
Wrightston, N. J.

THE NASH HEALEY EXPERIMENTAL ENGINE

As most people know, Donald Healey used a Riley engine in his Silverstone model as well as his Le Mans car for 1949. But after the finish of the '49 Le Mans, Healey realized that no more power could be realized from the small and reliable Riley engine. So Healey enlisted the aid of A. C. Sampietro, well known automotive engineer, to find a more suitable engine. Several V-8 engines were considered, but the cost of producing a small amount of this type of engine made it impossible.

The Nash Ambassador with its 7 main bearings, large diameter crankshaft, and general rugged yet light construction seemed the best. Both Nash and Healey were enthused. An agreement was made and the project was under way.

The stock Nash Ambassador was producing about 115 bhp. The project was set out in two stages. Stage one; slightly modify a Nash engine for immediate use and production, The other as a research project for future development. The production Nash engine had the manifold redesigned and had two S.U. carburetors (later Carter side draughts), a newly developed camshaft and a raised compression ratio of 8:1. As a result, the 3½" bore now produced 140 bhp.

The second stage engine called for an entirely new cylinder head to fit the Nash block. Here the objective was a hemispherical-chamber head with good water circulation around the ports and spark plug bosses. An essential design requirement was for the spark plugs to be outside the valve cover.

In the *Road and Track* issue of November 1952, Mr. Sampietro made the following statements concerning this engine, "Our suggestions and preliminary sketches were submitted in March 1950. The decision to go ahead was reached in September and by the middle of October all drawings were ready." By this time Mr. Sampietro was working for the Willys-Overland Co. and could not devote the necessary time to sports cars. Mr. Sampietro turned to his friend in England. "It was necessary to call on my old friend Uncle Taylor", managing director of Thomson & Taylor (the famous automotive engineering firm located at Brooklands, England. They built John Cobb's Railton...which then held the world land speed record),

"to develop the necessary manifolding and to build the head." Members may be interested to know that Thomson & Taylor made the patterns, had the head cast in high duty light alloy, machined them and most of the allied parts, assembled three complete heads, and developed suitable manifolds to get 189 bhp with the 3½" bore engine (171 bhp with the 3 3/8" bore version). The total cost was \$7,000.

At this point I would like to refer back to Bulletin #3 of the old Nash Healey Association. In a letter to F. Celler the then President of the N. H. Association, member Kent Martin made this statement, "Where these engines are now is anybody's guess. One is possibly still on the old No. 11 ('52 Le Mans Healey, not to be confused with the No. 11 '53 Le Mans Healey), one of these experimental engines was laying around the Nash factory at Kenosha for years and is now lost." This letter was written in 1958.

Road and Track also had this in its November '52 issue, "Nash Healey is now testing these heads in their competition cars. The usual troubles which arise when bhp is increased by over 50% have occurred, but in due course they will be overcome and a high performance engine, based on stock components, will be available for sports car use."

Even though this engine was used in both the '52 and '53 Le Mans and it was very fast, it went out both times with mechanical problems. So the Experimental engine was never perfected on a production basis. However, it was a bold step for the Nash Company to take in search for a better sports car engine.

NASH HEALEY IN THE MOVIES

We have received quite a few letters and comments on the article, "Nash Healey In The Movies." In that article we mentioned the film SABRINA with Humphrey Bogart. Member Dick Law of San Francisco informs me that the Healey is still in the San Francisco Bay Area. Perhaps someone will inform the owner of our Nash Healey Car Club.

Steve Parsons of Peoria, Illinois writes about the time the film JOHNNY DARK was made. There was another movie about a truck driver running from the police. It seems he got involved with a girl (don't they all) in a Jaguar XK120 who was going to an international sports car race. I believe the race took place near the Mexican border. The truck driver ended up driving the Jaguar and winning the race. In the race was a Nash Healey Farina roadster. However Steve did not remember the name of the movie.

I am sure many of our members will remember the popular Superman TV series of the mid-fifties. They used quite a few Nash cars in this series. In fact Clark Kent (George Reeves) could often be seen driving a N. H. Farina roadster. Many of these old Superman films are still being shown on the UHF Channels.

And last but far from least; Boy this is wild! Dave Batson of Florida tells us he saw a Nash Healey in either an old Buck Rogers or Flash Gordon movie serial. He said Flash was taken to the queen of a foreign planet in a Nash Healey Farina roadster. If my memory serves me correctly, both Buck Rogers and Flash Gordon serials were made in the 1937-39 era and both starred Larry (Buster) Crabbe. But the Nash Healey Farina roadster did not come out until 1952. It would seem the space serial car was indeed way ahead of its time. Our thanks to these members for their comments on Nash Healeys in the Movies.

QUESTIONS FROM NASH HEALEY MEMBERS

QUESTION: We have received quite a few letters on the value of a Nash Healey Sports car.

ANSWER: This is a very difficult question to answer. It depends on the condition of the car, mainly. Actually, the year matters very little. For example; a good restored '51 Healey Convertible will bring just as much as a good restored '52 or '53. For some reason a clean, good condition '54 Le Mans Hardtop will bring a little more than a '53 Coupe in the same condition - Approximately \$300 to \$400 more. Prices range from \$50 for a junker to \$5,500 for a mint car - asking price for a '54 Le Mans in *Road & Track* about a year ago, but I do not know if he got this price. However, I do feel since the Nash Healey Club has been organized, the actual value of all Nash Healey Sports Cars has increased from 10 to 20 percent.

QUESTION: What was the actual selling price of a 1952 Nash Healey Farina Roadster?

ANSWER: According to John Conde, Assistant Public Relations Director of A.M.C., the price of the Nash Healey was about \$5,500. But it depended on what section of the country they were sold. On the West Coast many dealers got that much, but in the Midwest dealers had to practically give them away. This could explain why a man told me last year at Hershey he had bought a new 1952 N. H. in Iowa for \$4000. Yet I know the fellow that bought my '52 Roadster new in Philadelphia, Pa. paid \$6,200. Also, if you check the Buyers Guide in the December 1953 issue of *Road and Track*, they list the price of the 1953 Farina Roadster and the Le Mans Coupe at \$6,200. Members may be interested to know that there was a public auction of the remaining 9 or 10 Nash Healeys sold in New Jersey in 1955. They were only Le Mans Hardtops. A few sold for \$3,000 according to a member from Allentown, Pa.

CLASSIFIED SECTION

Please note that all advertising in this section is FREE for all members. Advertising for non-members is 5¢ a word. If you want to buy, sell, or trade a car, parts or literature, use the N.H. Classified. Send all Ads to: Classified, Nash Healey Car Club, R.D. 2, Boyertown, Pa. 19512. All Ads must be in one month ahead of issue.

CARS FOR SALE

1951 Nash Healey - Modified with many improvements. Needs rebuild or new engine and transmission. Paint fair, chrome is very good and no dents. Price \$700 or best offer. Write: Kent C. Martin, 1424 N. Russell Ave., Aurora, Ill. 60506

1953 N.H. Le Mans Coupe - 95% restored, all running gear has been completely rebuilt. New paint & body work. Entered in N.J. car show, Price \$2000 or will swap for a Nash Ambassador 8, twin ignition, 1930-40, Coupe or Roadster preferred. Write: Post J. Wright, P.O. Box 605, Wrightstown, N.J. or phone: (609)723-2006.

1954 Nash Healey Le Mans Hardtop - Solid car, needs only a few minor things to put in top shape. 60,000 miles. Red with Black interior, new tires. Pictures on request - 50¢. Write: H. Baron, 4601 W. Hawthorne Circle, Hollywood, Fla. 33021.

1928 Chandler Sedan - Rare car, runs great, clean interior. Either car, Healey or Chandler - \$1300. Address same as above or Phone: (305)989-2424.

1952 Nash Healey Roadster - Partly restored & priced for quick sale - \$400.

1954 N. H. Hardtop - Good restored condition & ready to go. Price \$1500. Write: David L. Shelley, 9830 Lakewood Drive, Grosse Ile, Mich. 48138 or Call: (313) 676-3916.

1953 Nash Statesman - 4 door Sedan, Stick shift, 70,000 miles, one owner. Body, interior, engine rubber all in top condition. Can go anywhere. Make offer. Write: F. M. Hiller, 806 Maple Ave., Decorah, Iowa 52101.

1953 Nash Healey Le Mans Hardtop - Needs only minor attention to be fully restored. For additional information, price, & pictures write: Donald R. Samples, 198 - 15th St. N.W., Barberton, Ohio 44203.

CARS WANTED

Nash Healey Sports Car - Needing repairs, wrecked or damaged. Must be priced reasonable. Please write giving details and price to: Norm Goodman, 19219 Euclid Ave., Apt. 549, Euclid, Ohio 44117.

1957 Nash Ambassador 2 door Hardtop - Prefer good body, mechanical condition not important. Will pay reasonable price. Prefer a car in the mid-west. Contact: John Kerins, 342 E. Market St., Indianapolis, Ind. 46204.

PARTS FOR SALE

Nash 1937-57, Rambler 1950-57, also some Metropolitan, Hudson & Nash Healey parts available. Most items new & reasonable. Send list of needs & SSAE to: John Kerins, 342 E. Market St., Indianapolis, Ind. 46204.

Nash Healey parts available. Most engine, transmission & rear parts. Also headlight, tail light, mufflers, water pumps & kits. Also some shop manuals available. If you need N.H. parts write stating part number for price quote. Many other Nash parts are also available. Write: AUTOMOTIVE INTERNATIONAL, 307 Stevens Ave., Jersey City, N.J. 07305 or call: Bill Hirsch at (201)333-1438.

Studebaker parts 1955-65. Reasonable prices. R. M. Kauffman, R.D. 2, Boyertown, Pa. 19512 - (215)367-9741.

Nash Healey parts - 1 set (2) '51 wind-up window mechanism with chrome winders, '51 radiator grill, 1 exterior door handle for '51, several grease fittings, 1 '51 gas filler pipe with cap, 1 chrome gas cap for '51, 1 radiator cap 7 neck N5-10, 1 '51 vent pull, 1 alum. accelerator lever, 1 hood spring button with elec. connection, 1 hood pull control cable & knob, 1 oil pump (used). Write: Kent C. Martin, 1424 N. Russell Ave., Aurora, Ill. 60506. Also for sale 1 set (4) like new, wide white wall 640-15 tires, original N.H. size for \$100.

PARTS WANTED

For '52 Roadster. Small metal screw, Part #311-6220 for left front door, front trim plate. Also ash tray knob & screw. Write: R. Lee Aston, P.O. Box 34, Elberton, Ga. 30635.

Needed for '51 Healey - Set of Smith Gages, flasher lite operating handle, original gear shift knob, Healey script for right fender, horn ring & hook up system in steering wheel, information as to original colors & other data in restoring my car. Write: James A. Street, 577 - 18th St., Oakland, Calif. 94612.

LITERATURE FOR SALE

1953 Nash Healey brochure - \$5.00. Many other car folders and brochures, most issues of Motor and Autocar from 1948-57, also Motorsport, some Road & Track & Car & Driver. Write: Richard Kauffman, R.D. 2, Boyertown, Pa. 19512.

Nash Healey items now available - Back issues of N.H. Magazine, Vol. 1, Nos. 2, 3, 4, & 5 - 75¢ per copy. Dash Plaques from Nash Healey spring show & National Meet - \$1.00 each, or both for \$1.75. N.H. License plate, black & silver - \$3.50. N.H. genuine leather key case - \$1.50. - Send to: Nash Healey Car Club, R.D. 2, Boyertown, Pa. 19512.

* * * * *

ATTENTION MEMBERS

We are looking for a Regional Representative for the Southern and New England areas. If interested, please write Nash Healey Car Club.

* * * * *

Keep sending in those photos of your cars and any other material on Nash Healey we could use in our Nash Healey Magazine.

* * * * *

IN THE NEXT ISSUE:

- 1953 NASH HEALEY LE MANS COUPE
- 1953 NASH HEALEY LE MANS RACE CAR
- THE SAGA OF THE BLACK MONSTER
- MORE NASH HEALEY PHOTOS

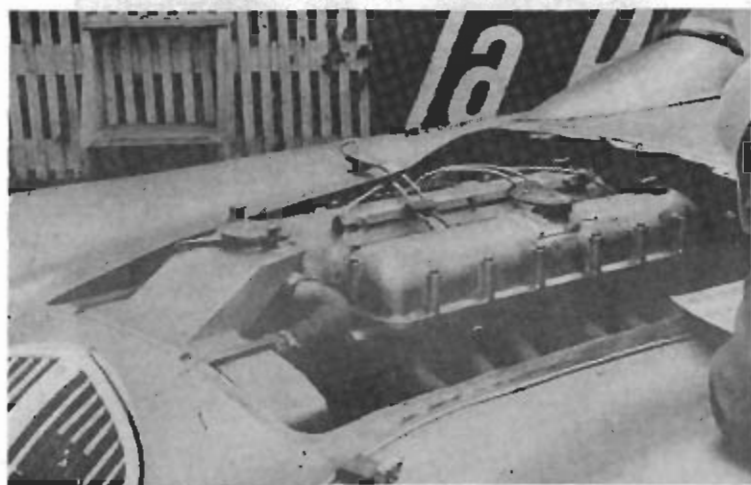


Photo by J. Azzaro

THE END !



1970 Nash Healey National Meet



Nash Healey Experimental Engine



Nash Healey Family Album
Bob Loudon, Baldwin, Mo.