

# Nash Healey

## Car club

NASH  
HEALEY  
NEWS

April/May 1985  
Issue No. 28

RACING MY NASH-HEALEY by Bob Loudon

Thought you might be interested in some reminiscences of one of the few of us who had the fun of racing our Nash-Healeys back in the good old days. I've wanted to send you something for quite a while, but it seems there is never the time. At any rate!

Like many of my peers' I got the bug to buy a sports car back in the early fiftys. At the time, I was traveling on the road covering six states and driving a beautiful new black and red '54 Nash Ambassador with overdrive, what a neat car that was. At any rate, my company made the decision to supply us cars and I had to go from a Nash to a new '54 Ford. What a come down that was. No comparison in the two cars. Anyway, the Ford was free, which is about what it was worth, so I sold my beautiful Ambassador and went sports car hunting. I lived in Aurora, Ill. then which is 40 miles from Chicago, so my hunting took place in and around Chicago. We went into Chicago on a Saturday morning resolved to drive home in either a Jaguar or a Nash-Healey. We went to the Nash dealer in Berwyn who had a new Healey in stock. I drove the car and really wanted it but he needed six hundred more than I could buy a Jag for. I told him I would pay as much as a Jag but not six hundred more. At any rate, I could not get the Nash-Healey, so I went up to Wilmett and bought a Jaguar. My Jag was a bright red coupe and a rare car in those days. I raced the Jag that summer and won most of the time and everyone got to talking about my fast Jaguar. That was fine, but I was more interested in selling me than Jaguars, so in a way it kind of irritated me. However, much to my extreme delight, I ran across a very wealthy Nash-Healey owner who wanted to dispose of his car in the belief that it had terminal problems. He had broken a piston somehow, so it did smoke and rattle a bit,

but the bar under the transmission was also broken which made the clutch chatter like mad, so I had myself a '52 Farina Roadster. I bought a whole engine from a wrecking yard in Chicago out of a totaled '54 so I got the 252 C.I. engine and this little purchase only cost me \$200 so I had me a Nash-Healey. At this point it was by-by Jaguar and hello N.H. I worked on the Nash-Healey during the winter and had it in tip-top shape by Spring of '55. I planned on racing it so I made a few modifications: First, I got the brakes off of a wrecked '54 Nash which were bigger and wider hence more lining area and I drilled the backing plates full of holes and fastened air scoops to them. Then I installed Lincoln shocks on the rear, milled the head, installed a set of Grey Rock high friction linings, shortened the front axle limit straps, installed an Isky cam with a set of 41 chilled iron lifters and found a set of Chrysler New Yorker wheels which fit perfectly but were six inches wide and stronger than the Nash wheels. There were no wide oval tires back then, but I went to a few of the tire stores in the area and found some N.O.S. high pressure tires which they were tickled to get rid of and which suited my plans to a tee. I think they were 6.50 x 15 and had wider treads and more or less straight sidewalls. Anyway, with about 50 pounds in them they were just the ticket for racing.

Comes Spring of '55 and the first event was a Spring warm-up at a local stock car track, a paved  $\frac{1}{4}$  mile oval. This was just a time trial event to get the cob webs out. When I showed up with my pretty black and gold Nash Healey my friendly rivals were incredulous and thought I had taken leave of my senses. The day was unbelievable however. Nashes were pretty tough cars on  $\frac{1}{4}$  mile tracks in those days what with the torque and power of

# Euro-American Nash-Healey

By Tom LaMarre

It may have seemed like an unusual combination, but Nash-Kelvinator and the Donald Healey Co. of England entered into a joint venture to produce one of the most exciting sports cars of the 1950s — the Nash-Healey.

Planned by George Mason and Donald Healey at a meeting on the "Queen Elizabeth," the basic idea was simple enough. Nash would ship the engines and drivelines to Warwick, England, where bodies built by the Donald Healey Co. would be installed.

The first Nash-Healeys were introduced early in 1951 and were priced at \$4,068, making the cars the most expensive Nash models. They were luxurious autos, including such standard features as leather interior, whitewall tires, adjustable steering wheel and overdrive. But they performed just as well as they looked, thanks to a six-cylinder Ambassador engine with dual carburetors and aluminum head. Only 104 of the '51 Nash-Healeys were made, and one of them finished fourth at LeMans.

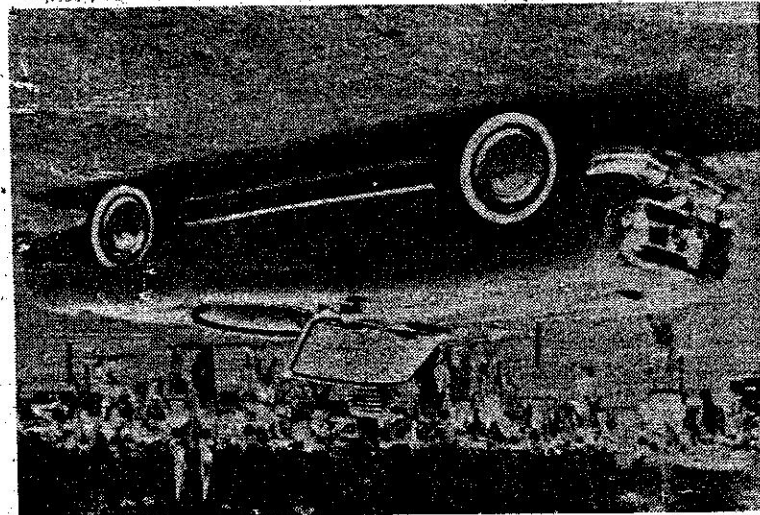
Surprisingly, the Nash-Healey was restyled for 1952, with a new aluminum body built by Pinin Farina of Turin, Italy. The split windshield gave way to a one-piece curved section, and the rear fenders were elongated. The front fenders also had a new look, with the headlights contained within the grille. And there in front of the doors were the Pinin Farina tags.

A LeMans hardtop joined the Nash-Healey line for 1953, but the model year production of 162 cars was only 12 more autos than had been built the previous

year. Then, after 90 '54 models had been made, the Nash-Healey was dropped in August 1954.

The sports car had made a greater impact than its production total of 506 indicates, though. Even in 1955 Nash advertising pictured a silver and black LeMans hardtop with red interior in the background, along with the announcement, "From the world-famous Nash-Healey sports car come the swift lines and distinctly different styling of the new Nash."

One of the most desirable of all Nashes, the Nash-Healey

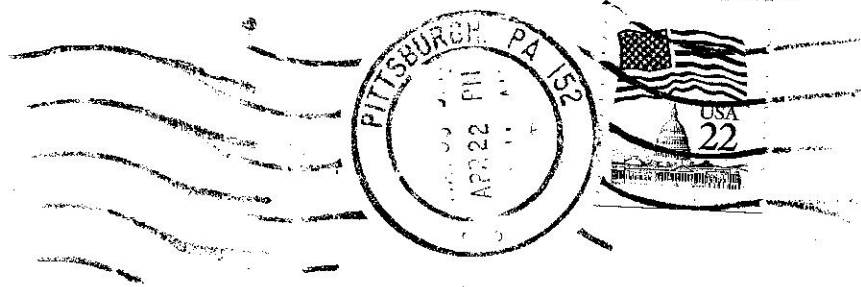


with aluminum body by Pinin Farina of Italy.

Sent by: Arthur Axelman

NASH-HEALEY NEWS  
Mrs. Joanne M. Soles, Editor  
530 Edgewood Avenue  
Trafford, PA 15085

Mr. William Clark  
4715 N. 38th Street  
Arlington, VA 22207



the engine and my car handled great. I would have come home happy to have beaten by Jag friends, but when the day ended I had beaten everything there and set fastest time of the day. I recall a guy with a new Corvette who dam near killed himself trying to do what I was doing and he couldn't even come close.

The first big race was at State Fair Park in Milwaukee which consisted of a one mile race track plus another mile of infield roads for a total of two miles per lap. This was a biggy and all of the class machinery in the Mid West was there including several very fast Jaguars driven by top caliber drivers. There must have been at least 35 Jags plus all of the other cars that ran in C production back then. I of course had the lone Nash-Healey. I recall some teenagers heckling me as we stood by our cars before the race. They didn't think too highly of my chances it seemed. It was suggested that they look me up after the race and we could continue our discussion, but they were not around I guess. Anyway, as the race progressed, I worked my way through traffic and began a steady advance on the two leading Jaguars. These were excellent, well driven cars and I did succeed in catching them, but they both drove that much harder and there was no way that I could get by them. They could both haul off and leave me down the long straights, but I could out brake and out corner them with ease and stay with them on the infield section. We finished 1-2-3 in a tight little pack and we had a whole lap or more on the 4th place Jaguar. He was heard to comment afterward that he knew he couldn't beat Jeffords or Gatz but where in the hell did that goddam Nash-Healey come from. We went on to win several hill climbs and races at other tracks and nobody laughed anymore. They all knew they had their work cut out when the old black and gold Nash-Healey showed up to race because it always finished and it always ran well. Probably the most astounding encounter was that following winter when we decided to enter the Silver Lake Ice Races. I had never been in an ice race but I knew how to go fast on snow and ice so there was no way but to give it a shot. The course was about three miles per lap and featured a 4000 foot straight followed by a 90 degree corner to the right. They had spread sand on the course to give us some semblance of traction, but by the time all of the cars had run their races there was little

sand left for the big, fast cars to run on. The class act of the day was a very nice chap from St. Paul, Minnesota who was well known for his ice racing and he was driving a J2X Chrysler Allard which was blisteringly fast. There were the usual Jags, Healeys, Aston Martins, several new 300 SL Mercedes Gullwings and assorted modifieds of all kinds and descriptions. By the third lap I found myself out in front of everybody but the Allard which was just ahead of me. I managed to catch him, but he would motor off and leave me on that long straight, a fact that I could do little to change. However, there was one place on the course where he was taking the wrong line through the curve and I worked out a plan to get by him which I proceeded to do. He would go by me like I was parked when we would hit that long straight, but the point was that I was always still ahead of him when we would cross the start-finish line, and that friends is the whole ball game in racing. So all I had to do was to keep on doing what I was doing and I would win the race, right? Wrong! On the last turn of the very last lap with about 50 yards left, to the finish, we came into this corner with yours truly in front and this monster breathing down my neck and all I have to do is stay in front for about another 50 yards or so and the race is mine. The only problem was that we had an obstacle in front of us in the form of some kind of an MG Special which we had lapped several times. Now this is the whole game right here, so we have to get around this turkey and fast, so we try to go to the inside and can't, so we hit this guy in the ascend and we do a 180 in the middle of the very last turn. Meantime, the Allard tries to go around on the outside which he can't so he ends up in the snow bank. So here we are facing the wrong way on glare ice and the Allard trying to get unstuck from the snow with an engine on fire. I couldn't get my car to spin around or do much of anything but sit there and spin the wheels. I finally got it turned around by backing up. In the meantime, Don got the Allard moving again and we had a drag race on glare ice to the finish line with Don's engine in flames. Well, we almost made it but right at the line we got passed by Bill Victor of the gasket company of the same name, in his beautiful gold and bronze 300 SL. The Allard did trip the light first to win and in the last 20 feet I went from second to third. At any rate, it was a ball and I wish



I could do it all over again.

With the sudden interest in vintage car racing, there are some great races taking place and although my current Nash-Healey, which I have had for almost 25 years, is all freshly restored, it may just find itself out on a race track again one of these days. I raced this car quite a bit of years ago but it was run as a modified with the AMC 327 V8. It did very well and would make another story at some future date if anyone is interested. Anyone who knows anything about sports car racing would be interested to know that we finished 12th at Road America running with all of the Can Am cars in June of '65. There was 44 cars in the race and they were all rear engined V8's with big wings and two foot wide tires, etc. except for my antique Nash-Healey.

Hope this is of some interest to some of you and maybe it will flush out some other interesting stories of Nash-Healeys in competition. Hope to see you all some day.

#### CLASSIFIED

James A. Dapp: 6223 S. 23rd St. - Milwaukee, WI 53221 (414)761-2035. Would rather swap than sell or buy:

#### NEED:

Tachometer electric sending unit  
Tonneau Cover  
Top canvas or pattern  
Aluminum head w/valves & rocker assembly  
Grill medellian w/bezzel

#### HAVE TO SWAP:

4 interior door handle rings  
2 exterior door handles  
2 interior door panels - light brown with arm rest  
2 rear fender grills  
1 rear view mirror  
1 license plate light assembly  
right & left upper door moldings  
upper windshield molding  
both sunvisors  
upper rear window molding  
lower windshield molding  
outer interior parts (moldings) nuts, bolts, screws, etc.

All for 1953 Nash-Healey coupe.

Dear Joanne,

Finally sat down and wrote you about the Old Cars weekly article. It's nice but why do non Nash-Healey people always make the same mistake -- that the Farina edition was fabricated in aluminum? I've seen it a dozen times. Yes the hood and trunk lid were indeed made of aluminum, but the rest of the car is steel. But the most ironic Nash-Healey misstatement ever made has to be an article in a 1976 issue of Milestone magazine. In paying tribute to Pinin Farina for his work with the '52 to '54 Nash-Healeys and finally accepting the car as a Milestone auto what picture do they use? Why a 1951 Nash-Healey which the Italian stylist had absolutely nothing to do with!

We just put on four new tires (the original 6.40 x 15) that we were able to get through a local dealer. Wide whites replacing narrow white walls and looking more authentic. Next will be a color-sanding, steering wheel re-finish, radio repair and ultimately a new front window.

Finally caught "Sabrina" the 1954 movie starring Audrey Hepburn, William Holden, and Humphrey Bogart and a 1953 Nash-Healey. I taped it to show to admirers of my '53 how very special this car is. While I understand it also appeared in another Bogart picture "Desperate Hours" how many readers can list some other movies where we might find a Nash-Healey.

Finally, I have a plea to all members. I really would like to get an original gear shift knob. If anyone has one they can part with, great, but if not, if there is some kind soul out there who would lend me one for a few weeks, I have a craftsman who will duplicate -- that is, hand carve it from the same kind of wood used. But I need to give him a model to use. Help!

Since I look forward to the newsletters with great interest and anticipation, I can't imagine that disinterest will force this club down to a quarterly. Your message finally compelled me to sit down at the desk. This problem is not unique to us, it's the torment of every editor in all the clubs I belong to (including Airflow, CHVA, Old Radio Clubs, etc.) but the proof is in the pudding. When I sat down to drop you a line, I thought I didn't have too much to say. And here I've rambled on for two pages.

Hope everybody gets the message.

Arthur Axelman  
(article from Old Cars on very last page)

Dear Joanne:

I have a beautiful 1953 coupe and have been slowly rebuilding the brake system prior to using silicone fluid. Here is what I found:

	N-H Manual	Existing
Front wheel cylinder bore	1-1/16"	same
Rear wheel cylinder bore	15/16"	7/8"

Harold Case (Harold, you'll get a picture of my N-H yet!) reported a rear wheel cylinder bore of 13/16" (actually a 1952 Rambler dimension). It seems to me that in prior rebuilding on our cars, 7/8's and 13/16's were substituted for the proper 15/16" bore. I'm trying to locate 15/16's if I can. By the way, the master cylinder bore is 1-1/8".

As far as the brake shoe linings and shoes were concerned they were the same size as in the manual:

Primary - Front 2" x 9" Bendix #302653  
 Rear 2" x 9" Bendix #302661  
 Secondary-Front 2-1/2"x11-3/32" Bendix 302653  
 Rear 2 x 11-3/32" Bendix 302661  
 Front prior to serial No.  
 N-2250 was 2" x 11-3/32"

Now this is at variance with the Friction Materials Standards Institute specs that Sieg Wroebel was kind enough to have you publish but that's what I found.

I'm a little late in this, but I want you to know that the Sklar family thoroughly enjoyed meeting all of you at last year's Connecticut meet. You're all first class!! I especially want to thank Ed Moore and Mike Feingold for their patience and fortitude in helping me (even though they didn't stop and say hello on their way to see Leonard McGrady). Bruce Sheaffer of Lititz, Pa. went out of his way for me--so did Leonard McGrady. Great people--all of them!

Ed Moore wrote about the wiring harness for 1953 N-H. I'm interested. Count me in! He also mentioned the license plate badge. They are beautiful and everyone should have one.

We do appreciate all the work you folks do for us and we'll try to do our part to stay in touch. Give our best regard to all.

Sincerely,  
 Herbert Sklar  
 (Robert's chief mechanic)

Dear Ray,

Quick note to advise that I finally finished the major article on the Nash-Healey. I have been advised it will run in the May issue of COLLECTIBLE AUTOMOBILE. That's the beautiful new magazine, heavy on color, published in Skokie, Ill., by Consumer Guide. Many of my never-before-published photos are included. I appreciate your help and leads.

All the best,  
 John A. Conde

BRIEF NOTE: Ed Moore and Mike Feingold will be at SPRING CARLISLE FLEA MARKET - Carlisle, PA - April 18 thru 21 - Spaces M-44, 45 & 46.

ROSTER ADDITIONS, CORRECTIONS, OR CHANGES

Steve LeFevre: Body #12472, Chassis #N-2433, Motor #NHA1480

Charles L. Olson: Body #11800, Chassis #N-2196

Don Robertson: Motor #NHA1412

Richard Kauffman: 112 W. Church St. - Lakeland GA 31635; 1952 Roadster (912)482-3915

E. L. 'Pete' Lamb: Motor #NHA1073

James Aho: 6740 Braun - Centerline, MI 48015 1953 Roadster; Body #12209, Chassis #N-2399, Motor #NHA1414 (313)759-5776

Les Viland: 30001 Menton Avenue - Livonia, MI 48150

C. Truman Libbey - Zip Code # 59407

Walter M. Swasey: Body #11957

Douglas R. Johnson: 644 Green Pond Road - Rockaway, NJ 07866; 1951 Roadster; Chassis #N-2065 (201)983-9508

Robert Sklar: Motor #NHA1255

Gary L. Trebilcock - 1826 Pleasant Valley Rd. Girard, OH 44420 (216)539-5433

G. Michael Adams - 4728 Wicklow Drive Middletown, OH 45042

Bruce Hampson: Box 34 - Montclare, PA 19453 (215)933-8498

Reggie Nash: 1111 Vickilee Rd. - Richmond, VA 23236

James A. Dapp: Zip Code No. 53221, Chassis #N-2319, Motor #NHA1334



# Nash Healey

MEMBERSHIP APPLICATION

Dues payable on or before  
June 1 of each year.

## Car club

Member's Status: NEW \_\_\_\_\_ CURRENT \_\_\_\_\_ PREVIOUS \_\_\_\_\_

PLEASE PRINT:

NAME: \_\_\_\_\_

ADDRESS: Street \_\_\_\_\_

State \_\_\_\_\_ Zip Code \_\_\_\_\_

TELEPHONE NUMBERS: Home \_\_\_\_\_ Area Code \_\_\_\_\_ Office \_\_\_\_\_ Area Code \_\_\_\_\_

MAKE OF CAR: \_\_\_\_\_ YEAR \_\_\_\_\_ MODEL \_\_\_\_\_

BODY #: \_\_\_\_\_ CHASSIS #: \_\_\_\_\_ MOTOR #: \_\_\_\_\_

AMOUNT FOR DUES: \$ 9.00\*\*

Please make check or money order payable to:  
NASH-HEALEY CAR CLUB

Send to: NOW TO MAY 15  
Mrs. Joanne M. Soles  
Nash-Healey Car Club  
530 Edgewood Avenue  
Trafford, PA 15085

AFTER MAY 16  
Mrs. Mary A. Soles,  
Secretary/Treasurer  
Nash-Healey Car Club  
R.D.#1 Box A161  
Addison, PA 15411

Membership Dues  
NASH-HEALEY CAR CLUB

DATE PAID \_\_\_\_\_ AMOUNT \_\_\_\_\_ CHECK NO. \_\_\_\_\_



## Car Club

Please answer all questions completely. If you have more than one car please use a separate sheet of paper for each car. Return form to: Joanne M. Soles, Editor - Nash Healey News - 530 Edgewood Avenue - Trafford, PA 15085.

OWNER'S NAME: \_\_\_\_\_

ADDRESS: Street \_\_\_\_\_ City \_\_\_\_\_

State \_\_\_\_\_ Zip Code \_\_\_\_\_

Telephone \_\_\_\_\_

Area Code \_\_\_\_\_ Number \_\_\_\_\_

MAKE \_\_\_\_\_ YEAR \_\_\_\_\_ BODY STYLE \_\_\_\_\_

BODY - COLOR: Original \_\_\_\_\_ Repainted \_\_\_\_\_

Color - if not repainted \_\_\_\_\_ Color \_\_\_\_\_

UPHOLSTERY - COLOR: Original \_\_\_\_\_ Restored \_\_\_\_\_

Color - if not restored \_\_\_\_\_ Color \_\_\_\_\_

BODY NO.: \_\_\_\_\_ CHASSIS NO.: \_\_\_\_\_ MOTOR NO.: \_\_\_\_\_

MILEAGE: Approximate on car at present: \_\_\_\_\_

CONDITION: Original - Excellent \_\_\_\_\_; Good \_\_\_\_\_; Fair \_\_\_\_\_

Restored - Fully \_\_\_\_\_; Partially \_\_\_\_\_; Parts Car \_\_\_\_\_

DATE ACQUIRED - by present owner: \_\_\_\_\_

If known, previous owner: \_\_\_\_\_  
(name)

PARTS OR LITERATURE TO SELL OR TRADE:

PARTS OR LITERATURE NEEDED:

COMMENTS ON CAR(S) HISTORY:

Current Member \_\_\_\_\_ Previous Member \_\_\_\_\_ New Member \_\_\_\_\_



# The Grand Nashional

A meeting to celebrate the lineage, past and present, of the Nash Motor car.

July 4, 5, 6, 7, 1985 San Jose, California

A Nash Car Club of America Event

Ray Soles  
Nash-Healey Car Club  
530 Edgewood Ave.  
Trafford, PA 15085

TO ALL SHARING THE NOSTALGIA OF KENOSHA BORN  
AUTOMOTIVE PRODUCTS AND THEIR KINDRED KIND:

The 15th Annual GRAND NASHional as sanctioned by the Nash Car Club of America will be hosted by its Nor-Cal Region in San Jose, CA, July 4-5-6-7th - Headquarters, San Jose Hyatt Hotel.

We hope all of your participating members will want to join with us in some of or all the events as shown on the registration form and Schedule of Events as attached, and assure you that we are anxious to share our friendship with you. So, please ask each participating member to register with us, using the registration form provided. Registration fee applies to all participants. That we may officially welcome and recognize you and your club, your registering will be extremely helpful to us. Also, trophies and/or awards will be made to each car category of the attending affiliated clubs and dash placques will be given to all concourse participants. We are anticipating a large gathering of Nash and affiliated cars - and the more the merrier!

Should you wish additional information or questions answered, please feel free to contact one of those shown below.\*\*

We shall be grateful to you for any and all effort made to help us make this event a great success. Thank you.

Very truly yours,

THE NOR-CAL GRAND NASHional COMMITTEE

\*\*Seig Wroebel (415)523-0454  
1215 Pearl St. Alameda, CA 94501

Bill Walker (408)739-3725  
1496 Prince Edward Way  
Sunnyvale, CA 94087

YOUR HOST: THE NOR/CAL REGION MEMBERS  
RESERVATIONS AND INFORMATION

Send LARGE S.A.S.E. to: Bill & Lila Walker, 1496 Prince Edward Way, Sunnyvale, CA 94087



## SCHEDULE OF EVENTS 1985 GRAND NASHIONAL

### THURSDAY, July 4

10:00 AM - Parade (Alameda or Redwood City)  
 1:00 PM to 5:00 PM - Registration at Hyatt Hotel  
 7:00 PM to 9:00 PM - No host cocktails, Movies, Slides, Videos

### FRIDAY, July 5

9:00 AM to 12:00 Noon, 1:00 PM to 5:00 PM, 6:30 PM to 8:00 PM -  
 Registration at Hyatt Hotel

8:00 AM to 11:00 AM Seminars (one hour each. Each given three times)

1. Body and Fender Restoration.
2. Problems and Solutions of Paint Restoration
3. Interior Restoration (Upholstery)

10:00 AM to 11:00 AM - Seminar (Given one time only)  
 Mary Kay Skin Care.

11:30 AM - Tours depart from Hyatt Hotel.

7:00 PM - National Board Meeting (Open)

8:00 PM - General Meeting

### SATURDAY, July 6

10:00 AM to 4:00 PM - Car Show, San Jose Historical Park, 635 Phelan  
 Ave., Corner of Phelan and Senter

Registration at show grounds

Raffle drawings at intervals during show

6:00 PM to 7:30 PM - No host cocktails (Mediterranean Room)

7:30 PM - Awards Banquet

### SUNDAY, July 7

8:00 AM - National Board Meeting (Open)

No host Farewell Breakfast

The meet ends officially at 12:00 Noon Sunday, July 7, 1985. Nor Cal  
 Region hopes you had a good time and urges you to drive safely on your  
 way home.



# SAN JOSE CALIFORNIA

## IT'S A DOUBLE CELEBRATION

## BE THERE!

### HEADQUARTERS - SAN JOSE HYATT HOTEL

double occupancy (4max) - \$48<sup>++</sup>

call toll-free world-wide-1-800-228-9000

*hosted & presented by members of NorCal Region*

RESERVATIONS AND INFORMATION

Send LARGE S.A.S.E. to: Bill & Lila Walker, 1496 Prince Edward Way, Sunnyvale, CA 94087

# Grand NASHional 1985

Name _____	Member No. _____	
Street _____		
City _____	State _____	Zip _____
Your Club's Name _____		
Registration Fee	\$ 6.50	\$6.50
After June 20 add late fee	\$ 2.50	_____
Dinner	@ \$ 15.00	_____
(Breast of Chicken)	No. _____	Amount _____
Dinner (Child)	@ \$ 12.00	_____
Tour No. 1	@ \$ 7.50	_____
Tour No. 2	@ \$ 7.50	_____
Raffle tickets	@ \$ .50	_____
Swap Stall	\$ 5.00	_____
Car For Sale	@ \$ 5.00	_____
Total Enclosed		_____

Cars to be Shown		
Year	Make	Model
_____	_____	_____
_____	_____	_____
_____	_____	_____

If you can donate a raffle prize check here

This Space for Official Use only

Miles Driven \_\_\_\_\_

Stall \_\_\_\_\_ Space \_\_\_\_\_ Class \_\_\_\_\_

Send requests for accomodations directly to:  
 Hyatt San Jose  
 1740 N. 1st  
 San Jose, CA 95112  
 Phone 408-298-0300  
 or call toll free 1-800-228-9000

NCCA rate \$48.00 (1 to 4 Persons)

Don't forget to mention NCCA.

Mall Registration with check to:  
 W.E. Walker  
 1496 Prince Edward Way  
 Sunnyvale, CA 94087  
 Phone 408-739-3725

Please Print.

Send check or money order.  
**DO NOT SEND CASH!**

Make checks payable to NCCA NorCal Region.