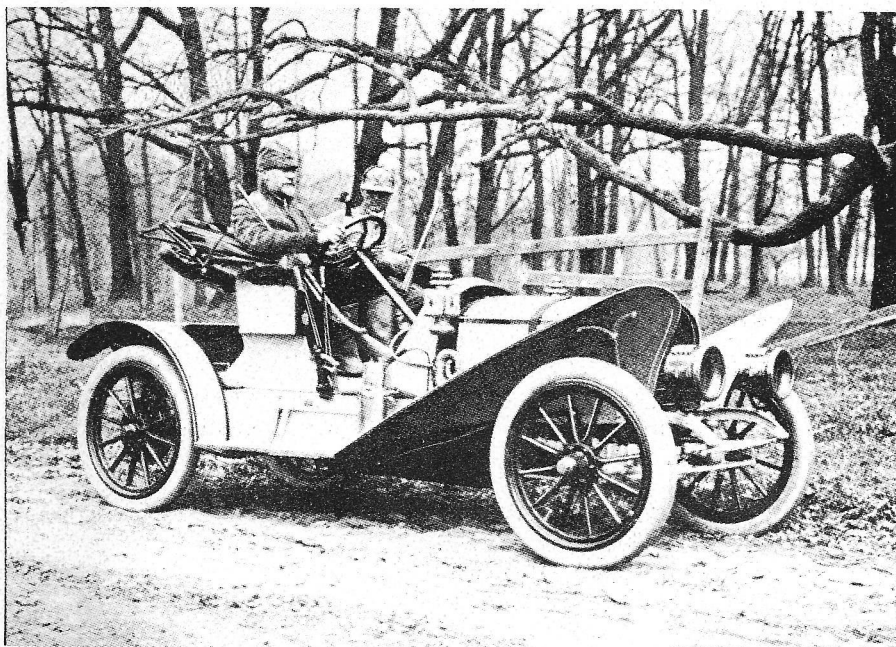


Nash Healey

Car club magazine

Vol. 2 No. 2

March - April 1971



Nash History 1902 - 1941

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 \$6.00 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 2 - Number 2

March - April 1971

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EDITORIAL

It looks like our 1971 National Meet will be held in Kenosha, Wis. on August 21st. A tour of the American Motors plant could not be arranged this year, that is the reason for the August date. We will have complete details on the meet in the next issue.

Our Nash Healey Eastern Regional Spring Car Show and Swap Meet will be held 4 miles north of Boyertown, Pa. at Longacre's Dairy on Pa. Rt. 100, May 1, 1971. There will be a special class for Nash Healeys and every Healey entry will receive a special memento as well as a dash plaque, plus the opportunity to win a fine trophy in the concours judging. Entry fee is \$2 per car and \$5 for flea market space. I hope all members in the Eastern area will plan to attend. I know that several members are already planning on attending. A flyer with registration will be sent with the next issue.

I am very happy to announce that Fred Roth of Thousand Oaks, Calif. is our new West Coast Regional Representative and since we have quite a few members in the Calif. area we are going to get some Regional activities going. To kick things off there will be a N.H. Regional "Get Together" on Sunday, May 16th at Fred's home at Thousand Oaks (about 9 - 10 a.m.). Later a picnic is planned at Oak park in Simi Valley. I certainly hope all members in the West Coast area will plan on attending. There will be Free Coffee and Donuts as well as prizes awarded, compliments of our National Nash Healey Car Club. I will send a list of all members in the Calif. area to Fred. We are also trying to arrange a Nash Healey Regional car meet in Calif. for the Fall of '71.

We are also planning a Mid-West and Southern Regional meet this Fall in addition to our Eastern Meet, to be held in Woodbury, N.J. in September.

We are really an International club now, as we will be establishing a Nash Healey Region in England. I received a very nice letter from Richard Ellis, Editor of the Healey Gazette. This is the club publication of the Assoc. of Healey Owners in England. Mr. Ellis, as well as a few others over there, are joining our club. I hope to have a write up on their club in our magazine in the near future. All Nash Healey owners are welcome to join the Assoc. of Healey Owners in England.

Nothing definite yet on the NASH HEALEY Script but we are working on it. The king pins and bushings will be available by April 15, 1971. I want to thank Paul Shaw of Iowa City, Iowa for sending along a pin and bushing for the pattern.

Member Richard Snell of Jackson, Mich. sent me a copy of the Nash Healey membership certificate he is making up and it looks real fine. Each member will receive one as soon as they are completed. This will make a nice wall decoration.

We do appreciate receiving letters from all members on the type of material you want in the N.H. magazine. Many ask for more technical articles. Well, I am sure you enjoyed the one on the N.H. suspension and Dick Law has come up with another fine one in this issue. Also, especially for all our old Nash owners and lovers of older Nash cars, there is the article on the "Wonderful Nashes", sent in by member Post Wright of Wrightstown, N.J. We have some more pictures of our member's Healeys in our Family Album Section this month.

You will notice a special insert in this issue on the new book, *Healeys and Austin-Healeys*. Mr. T. E. Warth of *Classic Motorbooks* has taken a full page display Ad in our magazine on the new Healey book. This is a very interesting book on the Healey marque. Mr. Warth is making a special offer to N.H. members only. If you wish to order the Healey book you may deduct 20% off the list price, but to get the discount you must mention you are a N.H. member and use the order blank on the insert. See the book review on this book for additional information.

We do want to keep advertising limited in our magazine. However if any member knows of a reliable company that would like to run a display Ad or have an insert, let us know. The rate is 2 pages - \$25; 1 page - \$15; half page - \$8; quarter page - \$5. A member can also use a quarter page Ad to sell a car or parts and he could include a photo or drawing at the \$5 price.

R. M. Kauffman

BOOK REVIEW

In reviewing this new book on the Healey marque, I found it to be very interesting and informative. The authors, Peter Browning and Les Needham, are certainly very knowledgeable on Healey cars.

There are some very interesting points on the early career of Donald Healey, his racing competition, his designs, and his cars - from the Healey Elliot to the latest Austin-Healey Sprite.

I found the book to be well illustrated on all types of Healey cars. There is a separate chapter on each type of Healey car. In the appendix section there is tuning data, technical specifications, competition records held by Healey cars, and production figures.

I know our N.H. club members will enjoy the chapter on the Nash Healey. It describes the '51 model and briefly touches on the Farina bodied Healeys. It seems to discuss the racing achievements of the Nash Healey more than the standard road cars. There are some excellent photos of the N.H. race cars. There is also technical data on the Nash Healeys. One glaring error is the actual production of the Nash Healey. The book states a total N.H. production of 404. It was actually 506 plus 5 special built race cars.

While the price of the book is rather high, the quality of the book is excellent, making it of special interest to all Healey enthusiasts.

* * * * *

TECHNICAL TIP

If you have some problem with the exhaust manifold pipe, members may be interested to know that I had one made here in Florida. They did it in one day and the price was reasonable. Total cost was \$18.50. The end was capped and the matching square holes for the exhaust ports were perfectly done. I will be glad to assist other members in getting one made.

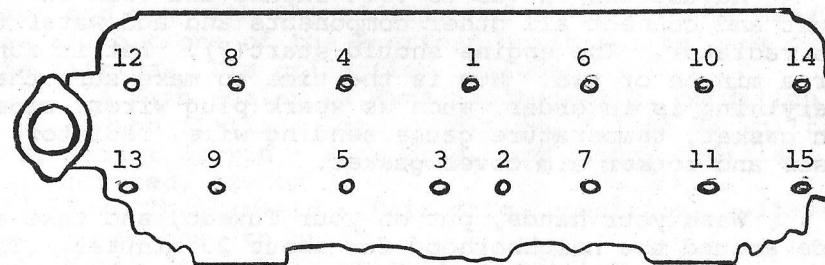
Harvey Baron
5018 Roosevelt St.
Hollywood, Fla. 33021

THE NASH & NASH HEALEY
CYLINDER HEAD

HOW TO TORQUE DOWN THE CYLINDER HEAD ON A NASH ENGINE

The day will come when your engine needs an overhaul or possibly you may need to replace the head gasket.

The factory manual states that the "stud nuts" should be tightened to 50-60 foot pounds at room temperature and in the following order.



There is a little more to the story that I would like to pass on to you.

It is important to thoroughly clean the block with a scraper to remove all residue. This is especially important around the studs. The head itself has no projections, so clean and scrape it until it is a clean, shiny work of art. If you leave any small particle on the block or on the head you can expect problems as the compression in the cylinders or the corrosive action of the cooling water will find the spot that was missed. If you discover any obvious "low spots" you should have the head surfaced at an automotive machine shop. This will make it reasonably flat and help the gasket to seal. CAUTION: Make sure that only a minimum amount of metal is removed. Your engine has probably been worked on before and the head may have been surfaced or milled. The more metal you remove the higher the compression ratio will become and you will find that a six volt starter will not turn the engine over fast enough to start the car. The head on my Healey had been cut so many times that the side pan bolts had to be screwed into the head gasket.

Next install the head gasket. Take your time and carefully work it down over the studs. Do not use any

kind of gasket sealer as this is unnecessary on auto cylinder heads.

The next step is to install the head. I recommend having a helper at this point so that the head can be started over the studs without scoring its face. Scratches and scores cause leaks. So align the head with the studs and lower it carefully.

Install the nuts and washers and torque them down by the book. This is the most important part of the whole job. Install the push rods and rocker arms and torque down the rocker arm stands to 35 foot pounds.

Adjust the valves to .014 intake and .018 exhaust and connect all other components and add water to the radiator. The engine should start(?). Let it run for a minute or two. Now is the time to make sure that everything is in order, such as spark plug wires, sidepan gasket, temperature gauge sending wire, radiator hoses and rocker arm cover gasket.

Wash your hands, put on your Tuxedo, and take a ride around the neighborhood for about 20 minutes. The next step is to put the car in the garage and leave it idling while you change into your coveralls. Assuming that you did not close the garage door and die of carbon monoxide poisoning, the next step is to remove the rocker arm cover and adjust the valves. The engine is now warm and the intake valves should be set at .012" and the exhaust should be set at .016".

Now that you have made like a Hindu contortionist with a wrench in one hand, a screwdriver in the other, a feeler gauge in the other, the instruction book in the other hand - - well, you can figure it out - - (some Nash Healey owners go through this at one time or another) - put on the rocker arm cover and take a ride. It feels good doesn't it! But remember tomorrow is another important day. You must torque down that head again! At this point you will discover that your 3/4" socket will not clear the rocker arm assembly. You will have to grind down the back end of the socket for clearance. It's a shame to grind a tool but there is no other way to get the job done properly. Tighten the nuts by the book. Start the engine and with your work clothes take another ride to warm up the engine. When you return home, remove the rocker arm cover, grab your feeler gauges, wrench, and screwdriver and again set the intake valves at .012" and the exhaust at .016". Now you can have a months fun driving your Tiger.

Continued on page 12

THE SPECIAL INTEREST CAR COLLECTOR

Today there is a new breed of car collector, the Special Interest car collector or the collector of sports cars of the fifties. There are two types of these collectors; those that collect only American built cars of the fifties and those that collect all types of rare sports cars of the fifties.

Fred Roth of Thousand Oaks, California falls into the first category. He is a special interest car fancier and now with the addition of a '54 N.H. Le Mans he has all but one of the American built sports cars of the fifties. His collection includes:

1. '54 Nash Healey Le Mans hardtop-Orig. condition.
2. Hudson Italia - Good condition, #17 of 25 built.
3. Kaiser Darrin - Poor orig. condition, Cadillac powered, one of 3.
4. Ford Thunderbird - Fair orig. condition, believed to be the 7th built.
5. Muntz Jet - Fair original condition.
6. '54 Studebaker Starlight Coupe - Fine orig. cond.

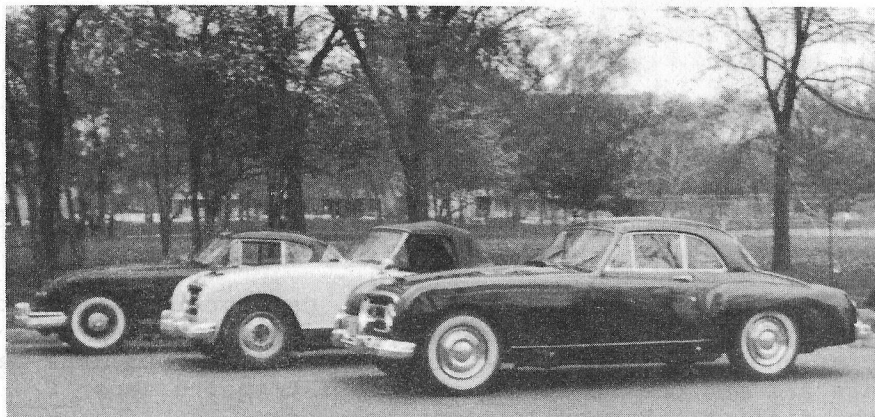
Fred is still looking for the right priced '53-'54 Corvette. How will he ever restore all the cars. He said he was a glutton for punishment.

Fred is restoring the Healey now. He says because the car is in such good shape the restoration should be relatively easy.

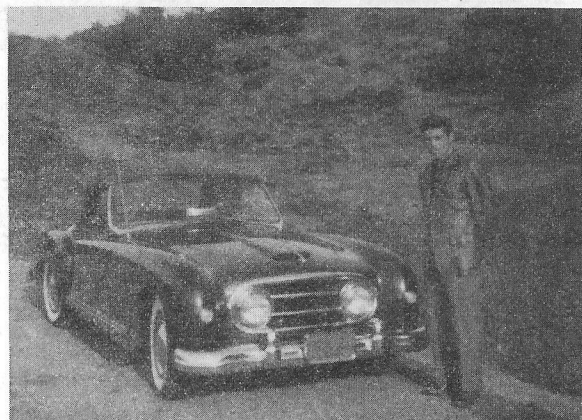
Fred certainly has an interesting Healey as this was one of the two Healeys that were given to Walt Disney Studios by American Motors. At the time Disney had an A.M.C. advertising account and was also sent a Hudson Italia. One of the Healeys was a medium metallic green. "My car", Fred said, "is off-white with a yellow-green top but that same metallic green is underneath". Either the color was changed when in the factory or Disney changed it so the two cars could be distinguished. Disney sold the car to one of his executives, Norman Palmer. He drove the car until it developed a noise in the engine. His wife loved the car and wanted him to repair it. Like many busy executives Norman never got around to it and the car sat in his garage from 1963 until November of '70, when he decided he would never fix it and sold it to Roth.

Continued on page 12

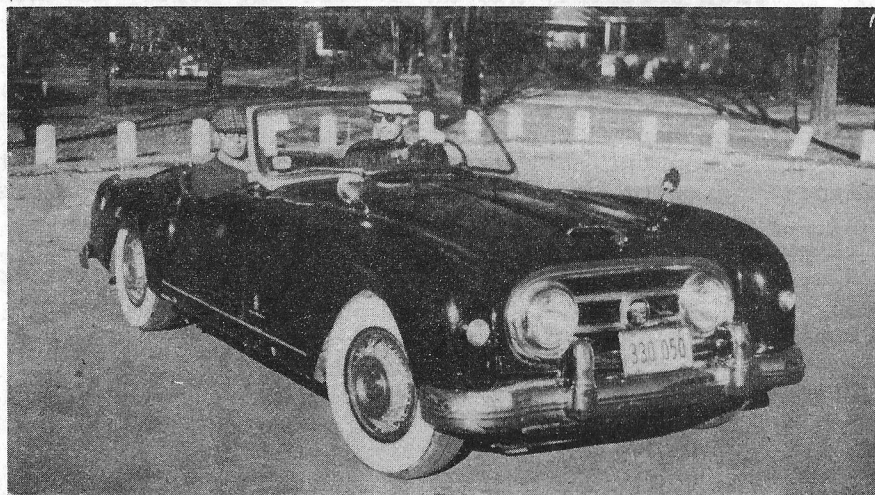
THE NASH HEALEY FAMILY ALBUM



Ed Novotny, New York City, N. Y.



Paul Jensen, Oakhurst, Calif.



Emilio Fanjon & John Crane, Chicago, Ill.

FAMILY ALBUM

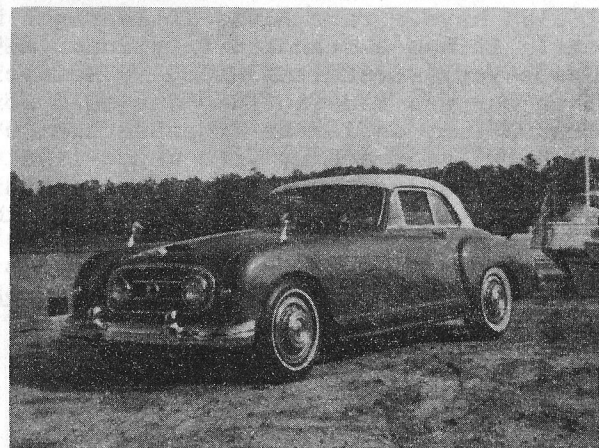


Leo Mateas,
Aurora, Ill.



Andrew Kuzma,
Flushing, N. Y.

Richard Leber,
Allentown, Pa.



LAW: Continued from page 8

After one months driving I recommend tightening down the head once again. The reason for this is the aluminum head expands more than the studs stretch when hot. This compresses the head gasket and there is a possibility of a leak developing. This generally occurs at the very back of the engine. There are two small water passages at the very back of the block and if a leak develops this is where it usually occurs.

Have fun and get that grease out from under your fingernails. Take a ride to show everyone the most beautiful car in the world!

Dick Law

* * * * *

KAUFFMAN: Continued from page 9

Members living near the west coast will have an opportunity to see Fred's collection in May at the West Coast Regional "Get Together".

Walker Edmiston, a member from Woodland Hills, Calif. is also a Special Interest car collector. His interests include not only American made sports cars but unique sports cars from other countries such as the Al-lard and Jowett Jupiter and Jag XK 120 in addition to his Nash Healey. And certainly England as well as Italy and France have produced some fine sports cars.

I myself fall into this category. Besides owning a '52 Farina roadster and the '53 N.H. Le Mans race car I also have a rare Alvis TB 14, right hand drive, sports car. It has a standard 4 cylinder Alvis engine, but has a very streamlined body by Metalcraft of England. This car was made in 1950 and sold for a terrific price. Production, as far as I can determine, was about 50 or 60 cars. Oh, and my wife would like to include her '65 Renault Caravelle, It does have a unique body design but I am not sure it would fit into the Special Interest class, but on the other hand maybe it would.

R. M. Kauffman

THE WONDERFUL NASHES

By Post J. Wright

Nash automobiles have been with us since 1902, though it is conceded by all but the most die-hard enthusiasts that Nash never built an automobile that was a classic. Production started at the turn of the Twentieth Century under the name of Rambler. The Rambler became the Jeffrey in 1914 and the Jeffery became the Nash in 1917. The great majority of cars built from 1914 to 1939 are of special interest because of continuous designed, handsome production. Nash built so many fine models which qualify under the special interest definition that it would be a great injustice to single out any particular car as an example. Though it may sound like a tribute, the general rule is "in the special interest field, you are safe with a Nash".

Every Jeffrey built from 1914 through 1917 is a special interest car. The cars were all quality built, well advanced in design for the year of manufacture and chock full of mechanical innovations. Using the year 1916 as an example, the cheapest was the two passenger roadster which sold for \$1000, the most expensive, the J6 limousine at \$3700. Sandwiched in between was a six cylinder touring car featuring a one man top which sold for \$1450.

As previously noted, it would be a great injustice, almost an impossibility to single out any particular Nash as the finest example of a Nash special interest car. The field is so fertile that it is actually easier to list most of the Nash models that are of special interest, with an explanation as applied to the particular cars.

1917 Model 671 Coupe: Though not a Nash designed car, this two passenger featured a split windshield and rakish appearance with an abundance of leg and head room. Most outstanding was the long hood with the squared passenger compartment (à la Continental) and the stubby squared, turtle deck.

1917 Model 671 Sedan: Outstanding appearance was achieved through construction which permitted removal of center posts dividing front and rear passenger compartments. Car was actually the predecessor of contemporary hard top convertibles.

1918 Model 681: Appearing in the latter part of 1917, this car featured a six cylinder, valve-in-head engine with a balanced three bearing crankshaft. The engine was so well designed that it comprised the basis of the engine used in Nash cars as late as 1955.

1919 Model 681: No changes appeared of major importance in 1919. The cars were almost duplicates of the 1918 models, yet were so successful that sales were tripled over those of the previous year.

1920 Model 685: Minor body changes to meet contemporary styles caused a lowering of these cars in the eyes of special interest enthusiasts. Powered by the same engine as that used in 1918, the cars were priced at approximately \$2000.

1920 Model 687: Built solely as a sport car, these featured wire wheels and narrow bodies designed for four passengers only. They rate very high in the special interest field.

1921 Model 681: Basically the same car as the 681 series first produced in 1918. The cars were equipped with bodies making further concessions to style changes. Due to a business recession, prices were reduced although the six cylinder, valve-in-head engine remained unchanged. During the year, the company introduced a four cylinder engine (also with valve-in-head) for competitive reasons. Prices for the four cylinder cars were drastically reduced and started at \$1195 for the roadster.

1922: In this year Nash introduced rubber engine mounts and based its advertising campaign on the elimination of vibration. From a special interest standpoint, Models 695, 697, and 692 are the best. Models 41 and 45, equipped with the four instead of the six cylinder engines are not as valuable.

1923 Model 41: This competitively priced car was again equipped with the four cylinder engine. Priced at \$900, it has little value to the special interest enthusiast. The model 46, also a four, is of special interest due to the "carriole" type body which was, in effect, a two door sedan featuring a ribbed effect above the narrow trunk. Model 47 of the same year was one of six, four cylinder models of this era, the only exception being the two door sedans previously described.

1924 Models 694 & 695: Expensive, heavy cars, these vehicles caused a dent in the prestige market. The famous disc wheels made their appearance and the model 697, with sidemounts, was unsurpassed by any other car for sheer beauty. During the year, the company acquired the LaFayette automobile, which at that time was a \$5500 car with a top speed of more than 90 miles per hour. Realizing that the cars would not sell at the \$5500 price and that the price could not be reduced unless quality was also reduced, Nash immediately discontinued production and saved the name for use on cars built in 1934. The early LaFayette (105 horsepower V8 engines) are all of special interest, but those made in 1934 and thereafter are not.

1925: Again, the six cylinder cars are of special interest and valued at much more money than the four cylinder cars. Nash acquired the Ajax, a six cylinder car during 1925, but production was discontinued after a year. It is not of special interest.

1926: The "Advanced Six" and Model 261 were two of the 24 different models built during 1926. Prices ranged from the low to the luxury fields. Most of the cars were handsome in appearance which, coupled with extreme dependability, resulted in 135,521 sales. The same basic six cylinder valve-in-head engine was used, with the modifications of an extremely minor nature.

1927: The most handsome models being the convertibles in the larger series. Sales totaled 122,000 and word "Ambassador" was used for the first time on the 267, a 127 inch wheelbase series.

1928: Few changes occurred in 1928. The company startled engineers when it introduced twin ignition on the larger six cylinder cars. Classic lines were inherent in all but the cheapest series. Popularity of the marque was proved by more than 138,000 sales, a figure that was not surpassed by the company until 1949.

1929: Despite the collapse of the stock market and impending depression, Nash popularity continued and sales were recorded at a merry pace. Prices ranged from \$885 to \$1685 for the limousines. Again the larger models are of special interest. The cheapest models are interesting, but do not have the financial value of the larger cars.

1930: The impending market collapse, coupled with the fact that only six cylinder cars had been manufactured for a five year period, caused Nash to introduce an eight cylinder car in 1930. These are the cars of utmost interest to enthusiasts. Crankshafts were balanced and twin ignition was continued. Twin ignition was also used on the six cylinder line. Body design was greatly improved and solid disc wheels made a gradual disappearance. Fender sweeps lengthened and, as a result, it is extremely difficult to find any car manufactured in 1930 with a better appearance than the large Nash vehicles.

1931: If it were absolutely necessary to choose the handsomest car built by Nash, the 1931 model 881 Convertible Sedan would rate near the top. It weighed in at 3275 pounds, yet sold for only \$1325.

Due to the depression, sales had decreased to 54,605 cars in 1930 and there was a further drop to 38,616 in 1931. Three series of eight cylinder cars were built on 116 $\frac{1}{2}$, 121, and 133 inch wheel bases. To bolster sales, prices were reduced drastically. Due to rigid manufacturing policies, every 1931 Nash is considered of special interest today. An analogy may be drawn between the thinking of modern day enthusiasts and early 1930 car purchasers, because even though the depression was on, Nash showed the greatest profit of any automobile manufacturer except General Motors. This was most unusual, for the great majority of automobile builders were going to the wall and showing huge losses.

1932: Even though sales dropped to 18,000 in 1932, Nash was the only company aside from General Motors to show a profit. Many cheap cars were produced which are definitely not of special interest. The large six and eight cylinder series were pepped up. For production cars, they were capable of performances equal to custom jobs costing two or three times as much money.

1933: The depression prohibited any major changes and the cars were essentially the same as the 1932 models. The large eights were similar in appearance and performance to the Imperial Chrysler and Cadillac. During the latter part of the year, the company went into production of cars with all steel tops. A series built on 142 inch wheelbase was designed to compete with the best that competitors could produce.

1934: This was a big year for body changes, as the entire line appeared with semi-stream lined bodies. The grille sloped in a manner similar to the Lincoln grille and fenders sported skirts which were then very much in vogue. The LaFayette was introduced as a cheaper edition of the Nash though it was very similar in outward appearance. The entire line was the most ornate of all contemporary cars, raised molding being used on fenders as well as other body components to create the illusion of motion. The clutch pedal starter was pioneered and interior upholstery of the finest material available was used on the cheapest cars. The LaFayette (produced from 1934 to '40, when it was replaced by the 600) helped bolster sales to 28,000. Because of appearance, all 1934 models are of special interest except LaFayette.

1935: Happy at the increase of sales in 1934 due to the new body designs, Nash again changed body design in 1935. The cars were longer, lower and much more streamlined. The LaFayette series remained practically the same as in 1934. Purchasers had their choice of a LaFayette for slightly more than \$500 or an Ambassador Nash for \$2000. Proof that the company was still on the right track was evidenced by the sale of 44,637 units.

1936: This was another year of minor face lifting. Grille and trunk were modified as were the hood side panels. The now famous "sleep in your car" feature was adopted and sales again increased. Extremely low prices were maintained on some lines by ingenious engineering. As an example; the 3645A model (commonly known as the 400) sold for \$715. Access to the trunk was possible only from inside the car and this saved a minimum of \$30. Because of an overall appearance that was fairly similar to other contemporary products and because other manufacturers had made such rapid engineering strides, only the largest Ambassador models of 1936 are of special interest.

1937: A major face lift occurred that destroyed the cars from the standpoint of special interest enthusiasts. This was the year that Nash merged with the Kelvinator Corp. to create Nash-Kelvinator.

Largely due to past reputation, the cars sold well, sales increased to 85,949 cars.

To Be Concluded Next Issue

C L A S S I F I E D S E C T I O N

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.

C A R S F O R S A L E

1953 Nash Healey Le Mans hardtop - 327 AMC V-8 engine only 2,000 miles on engine. Body in red oxide primer ready to paint. Price \$1,500 firm. Contact: George Code, 953 Schuyler Dr., Milford, Mich. 48042 or Phone: (313) 363-5668

1947 Nash 600 Club Coupe - Orig. paint & floor mats, good clean upholstery. Chrome very good. Motor runs good. Drive it home for only \$350.

1925 Ford T Touring Car - Motor overhauled, 4 good tires, new wood in body, new wiring. Has seat springs & top irons. Car is sand blasted & primed. Motor runs good. This will make a fine restoration for someone. Asking \$1,000 or best offer. Write: George Sargent, 219 Wyandotte St., Lancaster, Ohio 43130

'51 Nash Healey Conv. - with orig. manuals, & Nash Ambassador parts car. Price for both cars - \$400 firm & cash. Write: Mr. Hoyt, Hoyt Auto Collection, 4101 Tucson, Ariz. 85714 (This was sent in by Jim Street of Oakland, Cal. in hopes one of our members can use the cars).

'51 Nash Healey - New paint, top, tires & rugs. Entire car is in very good condition & ready to go. This is a car for the N.H. enthusiast to enjoy & show at the N.H. meets. Interested? Then write or call: Jules Kurtz, 313 Fullerton Ave., Newburg, N.Y. 12550 or Phone: (914) 561-6305 or (914) 562-7718

P A R T S F O R S A L E

Nash Healey parts - Windshield, grill, top, side windows, doors, hood, trunk & other items. Write: Richard Kauffman, R.D. 2, Boyertown, Pa. 19512. Call: (215) 367-9741

New Nash parts - 30's, 40's, 50's. Also Metropolitan. A few Nash Healey parts left. What do you need? Write: John Kerins, R.R. 3, Box 176, Cloverdale, Ind. 46120

N.H. Radiators - Brand new, in orig. cartons. Price: \$50.
Write: Bruce Hampson, P.O. Box 73, Convent Sta., N.J.

Restoring your Nash Healey? We may have the part you need. Send us your list of needs & parts No's & we will send you a price quote. Write: AUTOMOTIVE INTERNATIONAL, 307 Stevens Ave., Jersey City, N.J. or call: Bill Hirsch at (201) 333-1438

P A R T S W A N T E D

For '54 N.H. Le Mans - Lock trunk handle & non pitted door handles. Write: Fred Roth, 3148 Carlton Dr., Thousand Oaks, Calif. 91360

Nash Healey Aluminum Head or Iron Head - Must be in A-1 condition. Also Oil & Heat gauge. Write: Howard F. Kapso, 1323 Home Ave., Berwyn, Ill. 60402

Center Section of Nash Healey Wire Wheel Hub Cap with large N on it - Either new or in good condition. Write: Richard Leber, 2233 Fairview St., Allentown, Pa.

Would like to buy '51 N.H. model kit (unassembled). Write: W. Fenton Meredith, 66 Ferncliff Ave., Youngstown, Ohio 44512

L I T E R A T U R E W A N T E D

Nash Healey sales brochures, manuals or other literature on Nash Healey. Write: Gary Cochrane, 13218 Palm Place, Cerritos, Calif. 90701

L I T E R A T U R E F O R S A L E

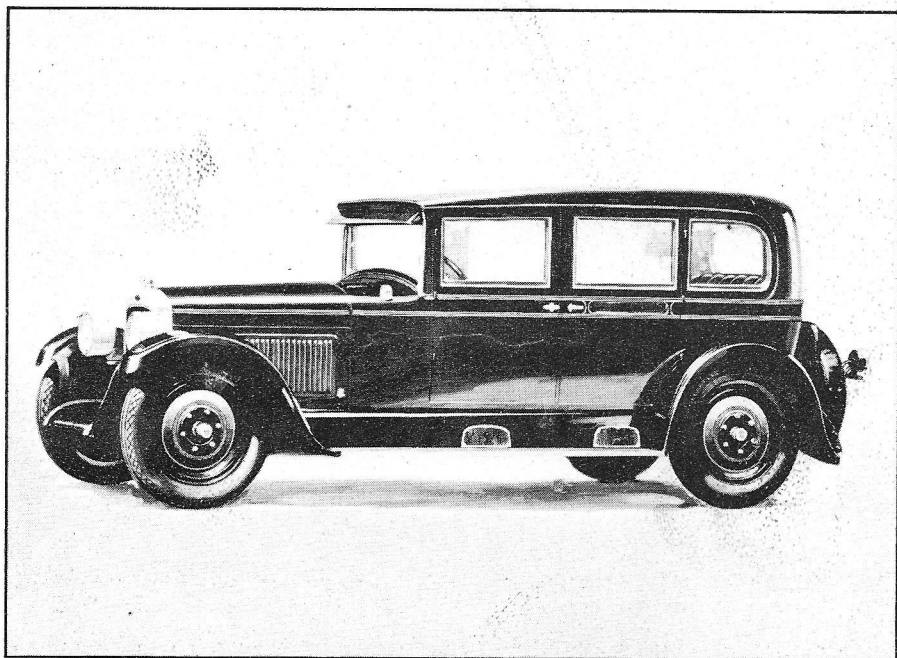
Orig. N.H. brochure; \$5. Nash Dealer News - some info on N.H. cars; \$1 ea. Nash golden anniversary brochure; \$3. Other Nash, Hudson & other make brochures & folders. Special: 12 assorted car magazines of the '50's; \$8 sent postpaid. Write: Richard Kauffman, R.D. 2, Boyertown, Pa.

Back issues of the N.H. Magazine still available. Vol. 1, Nos. 2, 3, 4, 5, & 6. Vol. 2, No. 1 @ 75¢ ea. Also N.H. key case in black leather with N.H. crest; \$1.95 sent postpaid. Send to: N.H. Car Club, R.D. 2, Boyertown, Pa.

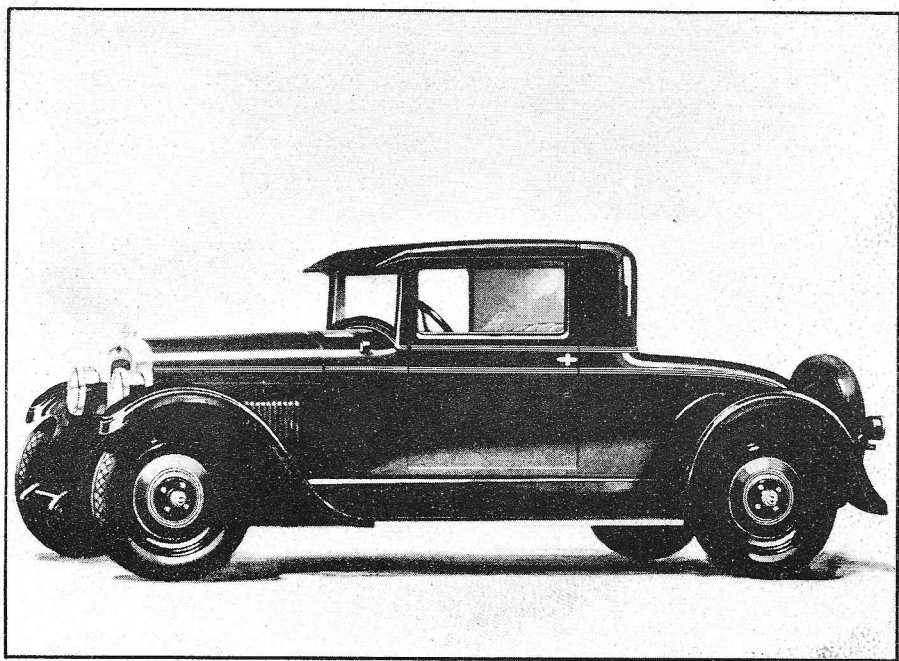
Don't forget the Nash Healey National Meet - Saturday, August 21, 1971 - Kenosha, Wisconsin.

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IN THE NEXT ISSUE: REPORT FROM ENGLAND
N. H. IN THE ALPINE RALLY



1928 NASH, Model 367--This four-door Nash Ambassador sedan was built on a wheelbase of 127 inches and sold for \$1,925. Three color options were offered: green gray, maroon and Arcadian gray.



1928 NASH, Model 325--This coupe in the Standard Six series sold for \$875. In 1928, Nash Motors achieved 3.67 per cent of the market as its three assembly plants worked at capacity.