

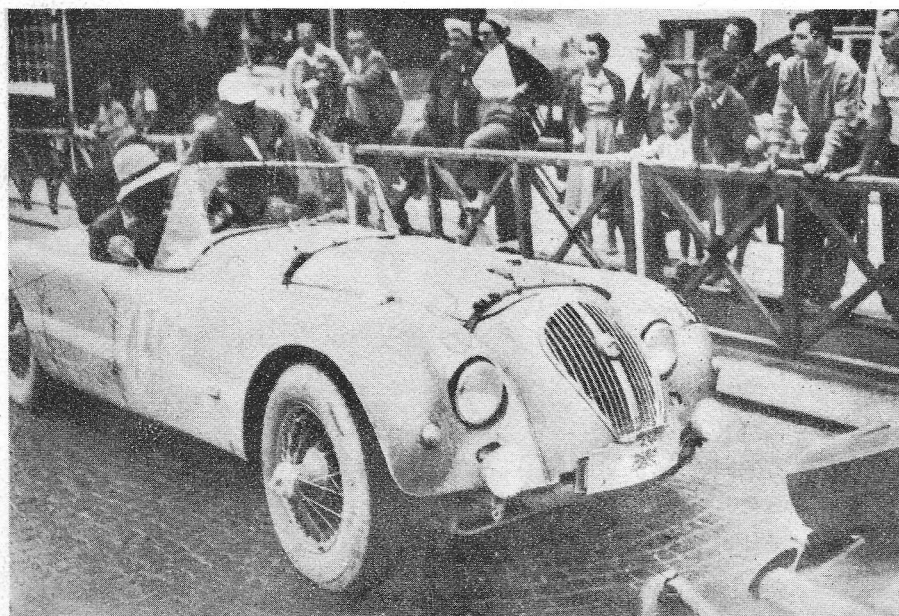


# *Nash Healey*

## *Car club magazine*

Vol. 2 No. 3

May - June 1971



*N. H. in the Alpine Rally*

# 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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May - June 1971

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EDITORIAL

What is that well known proverb, In the Spring a young mans fancy turns to .... Car shows and swap meets. Well, at least for the antique and sports car buff it does. We will be looking for a good showing of Healeys at the second annual Nash Healey Eastern Regional Spring car show and swap meet to be held 4 miles north of Boyertown, Pa. on Rt. 100. All N.H. members in the East were sent a registration flyer some time ago. All N.H. members showing their Healey at this show, as well as all Nash Healey meets this year, will receive a special N.H. souvenir as well as an attractive dash plaque.

All N.H. members on the west coast don't forget the west coast get together at the home of Fred Roth, Thousand Oaks, Calif. on Sunday, May 16, 1971. There will be refreshments and prizes awarded, and a heck of a lot of fun, so please try and support our new west coast region.

And I know many members are eagerly looking forward to our National meet in Kenosha, Wisconsin on August 21st. A registration form on this will be included in the next issue. I have most of the details on the meet now. Chuck Giorno of the Nash Owners Club is the meet Chairman. The Entry Fee will be \$2 per car. A fee of \$2 will also apply for flea market vendors. The meet will be held in the Kenosha municipal stadium. The awards banquet will be held at 7 p.m. Saturday evening at the Midway Motor Lodge, 1800 - 60th St., Kenosha. Tickets for the banquet will be \$4.50 per person and includes a steak dinner. John Conde of American Motors will speak on the Nash History. There will be 300 rooms available for members and their families of both the Nash and the Nash Healey Car Clubs. But don't wait to come on Saturday. Come to Kenosha Friday the 20th. There will be the hospitality room available to all members on Friday for early registrations and perhaps light refreshments and friendly association. So plan on making this the big event of the year.

I received the sample N.H. bumper badge from Harry Puffer and it is terrific. The colors, detail and quality are excellent. It will be shown at our business meeting at Kenosha. Show your interest and support your club by attending this meeting. There are

several important points that will be brought for discussion.

I mentioned in the last issue we would have a report on the Nash Healey activities from Richard Ellis of London, England. But the British mail strike has messed up our schedule on this. We will have a report in the next issue.

We had some nice comments on our Nash issue, as well as several of the other articles. I wish we could print all of the letters that come in but we just don't have the space. We are glad to hear both your praises and your gripes however so instead of the Questions from N.H. Members, as of the next issue, we will have a Letters From N.H. Members column. This was a suggestion from a member in Ohio.

A point on the possibility of having new Nash Healey script made - I have inquired at several places and the cost of having brass dies made would run from \$300 to \$500 alone and quantities would have to be 500 or more. So, unless some member has another idea on this, I feel we will have to drop this project.

On the subject of N.H. windshields - Paul Shaw of Iowa, sent the following along, "I note there is some concern about windshields for Nash Healeys. Those of us with the '51 Healey have no problem with the flat glass. Having been in the aviation business for 35 years our windshields were Flexiglass which can be heated and formed. It would seem to me someone with the right equipment could make the molds to form the windshields for the Farina jobs and they should not cost a fortune either. And with proper care they would last indefinitely!" Our thanks to Paul for this information. Any comments or ideas on this possibility? Let us hear from you.

Marino Ruggere of Reading Pa. sent a letter saying, "Please renew my membership in the N.H. Car Club. Keep up the good work. I think you are doing a great job!" We certainly appreciate hearing this type of comment. If you know of anyone interested in joining our N.H. Car Club, send us his name and address and we will be glad to send him details and a sample copy of the N.H. Magazine.

\*Continued on Page 8 \*



## NASH HEALEY IN THE ALPINE RALLYE

In the August 13, 1952 issues of the British car publication, *the Motor*, there was an article entitled, "Alpine Viewpoint" by Joseph Lowrey. I feel all Nash Healey enthusiasts will enjoy the feeling and excitement of the Alpine Rallye, which is perhaps one of the greatest sports car rallyes held anywhere in the world.

Mr. Lowrey was not the driver of the Nash Healey entry but rather the navigator or co-driver. It was at the end of the '51 Alpine that Lowrey was invited by Edgar Wadsworth to be his navigator in the Healey for the '52 Alpine. The Alpine is perhaps one of the toughest and most demanding of both man and machine of any rallye.

Originally a Healey Silverstone was again to be used but at the last moment it was decided to use a 4 litre Nash Healey instead of the 2½ litre Healey. Of course, the Nash Healey had more power and speed but the brakes and semi-automatic transmission were as yet untried in the mountains. On the eve before the rallye started, the stock export Nash Healey was not available, so a makeshift experimental N.H. that had seen service in the famous Le Mans race in France & the Italian Mille Migila was used. A few statistics may prove interesting at this point. The course is 2,043 miles over very rough roads, about 80% to 90% of all the entries dropped out before the end of the rallye. In '52, 95 cars entered but only 10 finished the rallye. Before starting we had to locate a better hydraulic jack and do some revamping on the electrical system but this was completed and we had covered the first leg to Cortina in good time.

Actually the Nash Healey was never properly tuned before we left and now the motor was sounding very rough. We knew it was either the spark plugs or dirty fuel line and on top of this the exhaust system was coming loose. Briefly stopping to fasten it with copper wire, we were on our way again through the circuit of the Dolomites (see photo on back cover). Later new plugs were installed as well as the carburetors drained. More power was available again to take us across the Gross Glockner Pass comfortably and carry us over the Monte Giovo Pass with its treacherous surface and turns. We now had to refuel and were on our way again. On the approaches to the Stelvio, however, our exhaust noise was beginning to

come ominously from under the bonnet instead of from the back of the car. Its volume increasing smartly as the silencer and tail pipe dropped into the roadway. With no time to stop we pressed on. It was the Jaguars that were now setting the pace and we were anxious to see how the Healey would compare up with the timed Stelvio accent. Then I sadly failed to allow for our projecting knock-off hub caps on one corner and grazed the wall with one and found myself with two front wheels pointing in opposite directions. Hurried attempts to re-straighten the steering failed. Gone was our good lead, and then with 30 minutes lost we were disqualified. However, 62 cars had already been forced to retire. In all, the Healey covered 1,113 miles of the course. This was a bad break but considering the exhaust manifold was completely fractured, our chances of going much farther would have been slight.

Unable to correct the 90° toe out of the damaged steering arms, we successfully tried a get-you-home measure.- removing a half track-rod completely to allow the left hand wheel to "castor" freely without any steering control whatever. The trick worked, though very peculiarly indeed upon hairpin bends to the right. We went quite briskly up to the summit then far more gently down to a repair shop at Bormio. First gear had to substitute for brakes which could not be used with one wheel steering. A pity we had to retire for essentially the sturdy Nash Healey has what it takes for an Alpine trial; handling beautifully in trying conditions, going as fast as necessary, the "funny" semi-automatic overdrive transmission doing a good job, the brakes also performed very well, never giving us a moments worry.

After seeing how well the Nash Healey performed, I have changed my view of the past. I always felt the smaller British Hillman and French Renault's had a slight advantage as to a safe ride and being able to maneuver better. But now on the contrary. I rate the Nash Healey and Jaguar and other larger cars the safest because of the extent to which good excelleration shortens the danger period which is sometimes inevitable when overtaking other traffic.

Members may be interested to know Nash Healey race driver Tommy Wisdom took a class first in a Hillman Minx in the 1950 Alpine. So while the Nash Healey did not win the '52 Alpine Rallye it is good to look back and see just how the N.H. compared with the other makes in the Alpine Rallye. Did Nash Healey ever enter any other Alpine Rallye's? I don't know. If any member has any other information on this or other achievements by



Nash Healey in other rallye's, send information to us for publication.

\* \* \* \* \*

## THE WONDERFUL NASHES

By Post J. Wright

Part II - Conclusion.

1938: The entire '38 line was modified, but slightly, from the '37 cars. This adversely affects the vehicles from the special interest standpoint. The public didn't go for the minor face lift either, for sales decreased by a whopping 54,000 from the prior year total of almost 90,000 units.

1939 saw a completely redesigned line which was modified slightly in 1940 and redesigned again in 1941. Ambassador convertibles qualify as special interest cars, but most other models are not out of the ordinary nor sufficiently distinctive to create interest. Of course the chief claim to fame of the '41 models is the unitized construction, which permitted discarding of the frame rails. Nevertheless, Nash was not the first manufacturer to utilize this type of construction. Many European marques having pioneered and developed its use many years before.

Throughout it's history, Nash produced as many special interest cars as any other manufacturer. It serves as a wonderful illustration of the principle that popularity may make for special interest. A brief resume' of the company's history clearly shows that the cars which are of special interest today are the cars that sold best when first built.

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EDITORIAL: Cont. from Pg. 5

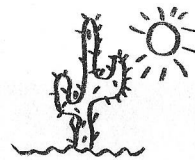
As you may or may not know, William Harrah of Reno is a member of our club & there is a N.H. Farina Roadster in his fine collection of cars. A copy of each issue of our N.H. Magazine is kept in their research & reference library. Harrah's automotive is second only to the Philadelphia Automotive Library & incidentally they also have a permanent file of each issue of our N.H. Magazine. We are very proud that these two fine reference libraries have permanent records of the N.H. sports car.

Richard Kauffman



REPLACEMENT CHROME TRIM

By the California Dude



When you decide its time to strip your body and have it painted you will discover that there are problems when you try to finish the job.

Now wait a minute! You are a "dirty old man". I'm talking about Nash Healey's. Knock it off!

You can solve your personal problems, I hope, and I will help you with a major trim problem with your car.

Granted this is being written from the land of the "Topless/Bottomless" but if you will stay with me for a minute I can solve a problem for you.

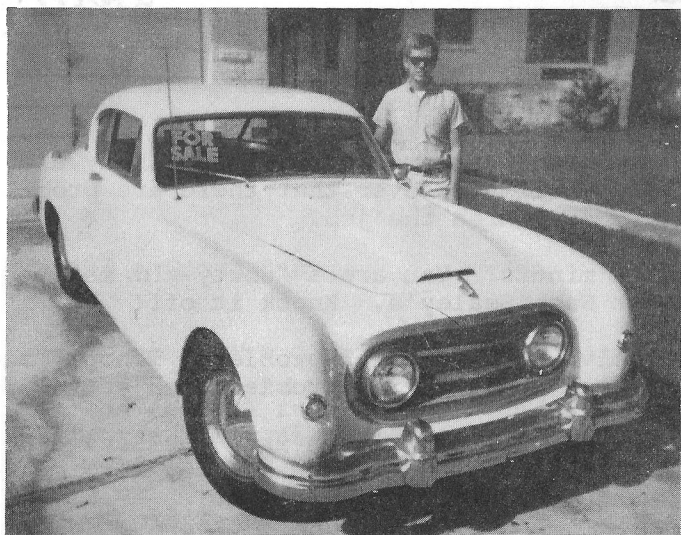
I have restored the body on my N.H. Hardtop and after rechroming the hardware and painting the body, I still didn't quite know what to do with that oxidized, corroded, and very bent trim under the door.

When I started all of this I removed the aluminum strip and snapped off several of the delicate hold-down clamps. I thought that I could "fix it" one way or another because we have to keep it original. After I had spent many days rubbing out the body and installing my newly chromed plated parts I looked at these bent and forlorn things and said, "These have got to go! I don't care if I'm going to be arrested by the Nash Healey Car Club, they go into the garbage can."

For days I looked at various chrome trims on the American "gook wagons" and couldn't find a thing that would do as a substitute. I eye-balled Pontiac, Chevrolet, and etc. I hate to say this but a bug drove by me and this was it! A Volkswagen Fast-back. There it was staring me in the face! I went to the local Volkswagen dealer and bought three pieces of side trim, part No. 311853509-B and 16 hold on clips, part No. 311853585-C. Granted these are all of a plastic material but I defy anyone to say, "Hey man - that ain't original!"

Installing these parts is quite easy. In fact it is so easy I suggest that everyone in the club give it a thought. It cost me \$7.45 plus I eliminated the exposed screw heads on the trim under my doors and eliminated the dull look of the aluminum.

THE NASH HEALEY



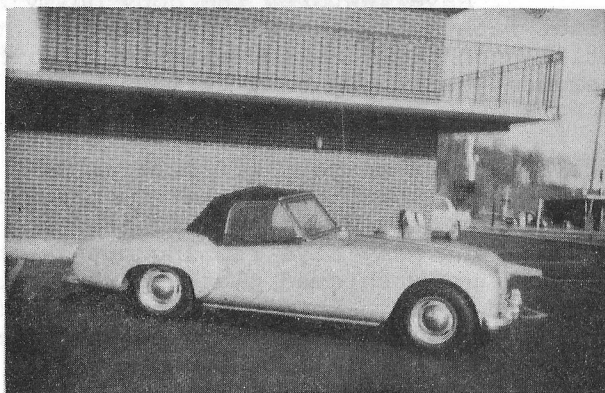
David Batson,  
Merritt Isl.,  
Florida.

FAMILY ALBUM

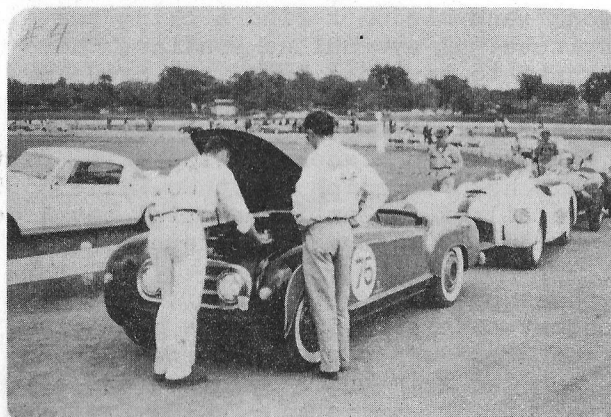


Tom Young,  
Sarasota,  
Florida.

R. Lee Aston,  
Elberton,  
Georgia:



Charles  
Blumenschein  
Jr.,  
Bellefontaine,  
Ohio.



Bob Loudon, Story  
Pg. 14, State  
Fair Park in Mil-  
waukee - June  
of 1956.



Bob Loudon, Story Pg. 17.  
'52 Nash Healey AMC 327 Engine at Wilmot, lead-  
ing Chevy powered Apache. Summer of 1965.



To install the new chrome trim I carefully drilled out the holes under the door to the same size of those on the body. NOTE: Use a hand drill. It might be a good idea to heavily mask the areas around the holes because one slip and goodbye paint job. Be extremely careful removing the tape. You could pull off the paint.

Next I installed the plastic hold-down clips which fit into the existing holes.

You will find the length of the trim is too short so a splice is in order and this is quite simple. First hang the two long sections on each side after sawing or cutting off the tapered ends with the pointed ends exactly where you want them. Do not snap the trim completely over the clips. It's hard to get them off again and you are inviting scratches.

Take the third piece of trim and cut it off just a bit longer than you need to meet the rear fenders. Now cut this piece to match the contour of the fender on each side.

To make the splice between sections you can use your own ingenuity. I used aluminum telescopic tubing that I purchased at a local hobby shop. I squashed two short pieces to fit the contour of the underside of the trim and this aligned the trim parts. You could use something as simple as a piece of wood trimmed to the correct shape to keep the two parts in alignment. Anything goes to get the job done.

Snap the trim in place, check the cut at the rear to make certain it follows the fender contour, and butt the two pieces together tightly.

After you wipe your grubby fingerprints from the car and dig the metal chips out of your socks you are ready to take a ride.

Show off that car and have fun!

*Dick Law*

## DAYS OF GLORY

*By Bob Loudon*

Dear Dick;

Sometime back you asked me to sometime write about some of my experiences in racing the N.H. and at this time, during the holiday season, I find the time to reply. This is really a pleasure for me as old, retired, race drivers enjoy nothing more than recounting their old days of glory or near glory. Also of course, it is great fun to once again remember how I upset people by winning races in a greatly underrated car which most considered only a nice underpowered personal car. That is actually how the whole thing got started in the first place for me.

I first saw the original '51 Healey at a truck stop just outside of Pittsburgh in 1951 or possibly even as early as 1950. I was in the trucking business then and owned two transports and I hauled more Nash's than anything else and as my first car had been a '36 Nash 400 I was still very much interested in everything Nash was doing. I even owned, at the time, a new Ambassador which was very, very fast and used to get my jollies by blowing off Olds 88's which were supposed to be the hot rig in those days. The Olds was fast but a good Ambassador with overdrive would get them on top end every time and my old Nash just kept getting faster and faster at the drags which were then sanctioned by the Grana-tellis at an old Navy air strip near Chicago and turned a very respectable 80 in the quarter. All of this leads up to why I felt that the N.H. was grossly underrated by the contemporary automotive experts.

I saw this friend of mine at this truck stop, as I said, in Pittsburgh, and he showed me what he was hauling. He knew nothing about the car other than that everything on the truck was an experimental car including a Nash Ambassador, Dual Jetfire which had the Healey engine with two down draft Carter carbs and I always felt ran better than the side drafts. These very rare '51 Nash Ambassadors, by the way, would be a real find now. They all had the o.d. transmission and on the speedometer face, in little gold letters, it said (Use High Octain Fuel). They would top an honest hundred at the time and would take the measure of anything on top end.

The next time I saw a Healey was down in Florida at Reed Nash in Orlando and the Reeds were kind enough



to let me take the car out for a "Loudon" road test which I enjoyed tremendously and from then on I was hooked. This was of course a '51 and had a chattering clutch like so many had, but I felt I could cure that. As it actually worked out, I bought a '53 Jag a couple of years later as the Healey was selling for quite a bit more than a Jag and wasn't as fast a car by any means, so I went the Jag route.

This was when I started racing sports cars and I won my very first race. About this time, *Road and Track* or somebody, ran a road test on the N.H. and summed up by calling it a pleasant, sporty car with no potential for racing. Well friends, I had won too many races with Nashes to buy that line and I reasoned that with the Healey chassis, there was no reason for the car not to win at least some times so I bought my first N.H. just to prove the experts were wrong. Prove it I did and had a ball doing it, so on with the story.

The car was a '52 Farina roadster which had a broken piston, so I pulled the engine and put in a '53 engine which, as I recall, had 254 cubes as opposed to the earlier one which had 234. I also put later Nash brakes on the car which had 11 inch drums, a good inch bigger than the Healey and drilled and air scooped the backing plates. I used the aluminum head which I milled 90 thousandths, made a set of exhaust headers and had Isky grind me a very modest cam which passed for stock but which gave me some power above 3000 rpm which was where these engines started to get wheezy. At the rear, I ran the pipes below the axle travel and up front, I shortened the cables that limit the front end rebound. At this point I had a car which would stop better than a Jag, corner flat and come out of the corners fast. On long straights, the Jags would tear me up, but on short, twisty courses and on the corners I could tear them up.

My first contest, as I recall, was on a quarter mile race track which was just my meat. The car ran in C production which put it head to head with the Jags. I had a ball that day as I not only wiped all the Jags, but I had fastest time of the day over all classes. Most of those cats had never seen a good Nash on a race track before and weren't at all prepared for such humiliation. They all said it was due to my track experience and would give the car very little credit. However, there were more races coming.

Next up was a real honest to goodness, big time road race at State Fair Park in Milwaukee. At this course we had long straights as well as tight corners so it

would be a real contest. They used to line you up in those days according to performance potential, so they put me clear at the back and all the fast Jags up in front which really was fine with me because passing people was always most of the fun anyway. We were lined up prior to the start, all sitting there with our engines shut off and the crowd hanging on the fence looking the cars over and talking to the drivers. Some typical, teenage, types tried to be clever and they asked me if I wasn't afraid that I might get hurt out there with all of those real cars. I smiled and suggested that they come down after the race and ask me that again. Anyway, we fired up and took off from a standing start. As I said, I had brakes and cornering and used both to the utmost. I passed everybody but four Jags from there to the first corner. We came onto the big mile track running 1, 2, 3, 4 and the three Jags all pulled away from me down the back stretch, but when they slowed for the south turn, I caught and passed the one ahead of me and gained a little on the other two. These two again pulled out a bit on the next straight, but I gained that back and then some on the tight part of the course and got right up on their tails. These two were both top notch drivers and one went on to a national championship. At any rate, we all drove like mad men and lapped every car on the track including the Jag in fourth and we finished in a tight little bunch 1, 2, 3. It was a moral victory for me as I was spotting them at least 50 h.p. and Nash Healeys weren't supposed to win races anyway. I never saw the wise guy teenagers after that and nobody that knew anything ever made fun of my N.H. again. That was my worst finish that year and I had several overall wins.

That winter at the ice races at Silver Lake, Wisconsin, we had another great moral victory. They prepared the ice by spreading cinders on it a week before the races and letting them freeze in. This gave a course which on the good spots was about like racing on gravel and on the bad was like racing on ice. There was a top notch ice racer from Minneapolis with a big, thumping, Chrysler Allard who was expected to win all the marbles and the usual hero drivers running everything from 300 SL's to MG's and of course yours truly who had never raced on ice before, at least not officially. This time I was up near the front at the start and got right into second place behind the Allard on the first lap. He could bomb off and leave me down the straights, but I could again catch him in the corners. I began to feel content with my secure second place as I felt I had little or no chance of passing him and nobody was about to catch us, but then I noticed he was taking a bad line

through one fast corner and just maybe with a little luck we might be able to sneak by. I set myself up for him on the next lap and sure as hell, I made it. My fun was short lived though as he got me again on the main straight. We battled all through the race this way and again, although I didn't win, the moral victory was again mine. *Road and Track* had suitable remarks to make and they were a bit nonplussed as to how a Nash Healey could run with a Chrysler Allard. They said it had a Buick engine in it, but it was just that big old iron, six, friends.

At this time I wanted to go faster so I contacted Nash about getting one of the then new 250 cubic inch V8's, but they weren't interested in helping me, so I put a Pontiac V8 in it which had the cubes and was almost as light as a Chevy. This was in the winter of '55-'56. Everything else remained the same except that I converted everything to 12 volt at this time.

That year I won a race at Elkhart Lake and a number of other places running as a modified, even beating the Ferraris and such, but as it was no longer a legit N.H., my luck from here on would probably not be of too much interest. I had a lot of fun with this rig though.

This car made the supreme sacrifice and went to help pay for my furniture and stuff when Jan and I got married.

Then came a '54 hardtop which I put a 327 AM V8 in. All I did to this one was mill the heads and put a hard lifter cam in it and a set of homemade headers. It went though. I raced it one time only in a 10 lap exhibition race at a late model stock car show and I won easily turning times as fast as the stockers on a half mile dirt track.

Then came my current '52 Farina roadster. I again chose the 327 engine because it proved to be both faster and more reliable than the Pontiac and of course is an AMC engine. In this one I put an Isky cam, reworked heads, bigger carb, reworked distributor, etc. In addition I used Buick aluminum brakes with metallic linings and '56 Chrysler wheels which are 6 inches wide and fit the Healey hubs with no alteration. This was supposed to be strictly a street machine, but after I had driven it a while I got the old bug again. So we got out the old roll bar, removed the windshield and as we had not raced in several years, we applied for drivers school.

The SCCA drivers school that year was at a great old track called Wilnot Hills right smack on the Wisconsin, Illinois border which in previous years I had held a track record on in a Type C Jaguar. So this was kind of like a home coming for me and of course I had driven there with my old N.H. also, so it was really with a thrill and a feeling of nostalgia that we arrived there to race. During practice, we were among the faster cars but I was not getting down to the lap times that I felt I should be turning. The real humiliation was getting passed by a little Porsche which was very fast and a consistent winner. However, I felt we would get faster in the race, but the guy that had come with me to crew for me was a died in the wool Porsche lover and was really putting it on me. The race started from a slow roll and as I was near the front, I got right to the task of mixing it up with the fast boys. I always was able to go faster in a race than in time trials and such and that proved true once again. There was a race prepared Vette in front of me, then a smaller modified car, a big modified car and another big modified leading. We ran that way for quite a while with the Vette pulling me slightly down the straights and me catching him again on every corner. I was using 7000 for a shift point and the only reason the Vette could pull me was because I was running a three speed box and of course he had a four speed. As the race wore on, the Vette blew something and so did the one big modified car running second so I finished 3rd overall and 2nd in class. Our friend in the Porsche, by the way, never got near me during the race so I had the last laugh on old Lou.

Next on the schedule was the June Sprints at Elkhart Lake and if that wasn't a sight to see, old Super Nash sitting out there on the track with the Chapparals and Mc Larens and the likes of A.J. Foyt, Jim Hall, Mark Donahue, etc. I'm sure they were all quaking in their boots. As luck would have it, the sky clouded up just before the race for the big modifieds and it started to rain. I guess I was probably the only one there who was happy about the situation, but with twice the weight and half the horsepower of anybody else, I figured the rain would help a bit. We pulled off my Indy tires and quickly put on a set of Michelin X street tires which I normally ran on the car and prayed for the rain to continue. When the race started it was pouring and on the parade lap I was laughing my head off watching all those big, high powered, rear engined jobs fishtailing all over the track. We got the green and roared off up the straight. I soon found that after feathering it out of the corners I could floor it and hit 7000 up the straights. I passed about 17 cars on the first lap and another 8 or 10 on



the next and continued to pass more as the race went on until I got up to around 6th or 7th overall. Finally, the rain ended and a few cars re-passed me and we ended up 13th. We were all so excited you would have thought we won the race. Not too bad for a fourteen year old antique street machine.

Then we ran the Rockford Hill Climb and out of about ninety cars, we finished 3rd behind a rear engine Lotus Chevy and a very fast, professionally prepared, Vette for 3rd overall and 2nd in class.

I ran one more race at Lindale farms, but I broke a brake drum in practice and withdrew. That was the last race for the old girl and after that, I put her back in street trim and haven't raced it since. The best part of all this is that that good old, indestructable Nash V8 has never been apart. Put that in your book Chevy fans.

\*To Be Concluded Next Issue\*

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NASH HEALEY CAR CLUB

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.

#### CARS FOR SALE

1957 Nash 4 door Ambassador - Motor good, inside of car very nice, transmission case & front universal broken, Make offer. Write: Andrew Kuzma, 189-11 39th Ave., Flushing, N.Y. 11358.

1951 Nash Healey - New paint, tires, rugs, etc. Completely ready to go & show. Write or Phone: Jules Kurtz, 313 Fullerton Ave., Newburg, N.Y. 12550. Phone: (914) 561-6305 or 562-7718.

1953 Nash Healey Roadster - 29,999 orig. miles. Excellent condition. No rust. Orig. factory installed super-charger, has slight front end damage. Best offer. For more details write: L.C. Gough, 8845 N. Mansfield Ave., Morton Grove, Ill. 60053, or call (312)966-9271.

#### PARTS FOR SALE

N.H. Radiators - New, in orig. cartons. Price \$50 - includes shipping anywhere in East. Slightly higher to West coast. Also many new old stock of Nash Metropolitan parts. Send S.A.E. for list: Bruce Hampson, P.O. Box 73, Convent Station, N.J. 07961.

N.H. Engine - 6 cylinder, dual side draught Carter carbs. Excellent running condition. Best offer. Also 2 S.U. carbs. & linkage to fit above. Best offer. Write: L.C. Gough, 8845 N. Mansfield Ave., Morton Grove, Ill. 60053 or call (312)966-9271.

N.H. Parts - Parking lite lens, tail light lens, grill, windshield, body parts etc. For list write: Richard Kauffman, R.D. 2, Boyertown, Pa. 19512.

#### PARTS WANTED

For 1928 Nash Rumble Seat Roadster - Cowl lights, radiator cap, tail lite lens, complete top hardware, horn button assembly, oil filter, water pump, one belt type shock, wood pattern for curved part behind doors where seat backrest attaches. Write: Bob Taylor, Box 398, Grant, Arizona 85643.

#### NASH HEALEY CAR CLUB ITEMS FOR SALE

Genuine leather Nash Healey key case with N.H. crest - \$1.95; Nash Healey lapel pin - \$1.95; also Dash Plaques on first N.H. Spring Meet and first National Meet - \$1.00 ea. or both for \$1.75; Back issues of N.H. Magazine - Vol. 1, Nos. 2,3,4,5, & 6, Vol. 2, Nos. 1, & 2 - Price 75¢ ea. All items sent postpaid. Send to: Nash Healey Car Club, R.D. 2, Boyertown, Pa. 19512.

#### IN THE NEXT ISSUE:

THE A M X 3

COMPLETE PRODUCTION ON N.H.

N.H. SPRING CAR SHOW

AND MUCH MORE

See you in Kenosha, August 20 - 21, 1971 at the Nash Healey National Meet.



