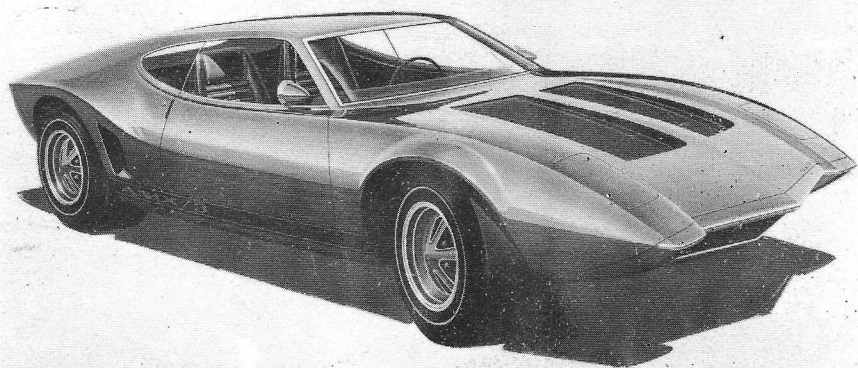


*Nash
Healey*

Car club magazine

Vol. 2 No. 4

July - August 1971



The AMX/3

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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July - August 1971

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Editorial

Our Nash Healey sports cars received some fine publicity in the April issue of *Antique Motor News*, with Rick Schlang of East Liverpool, Ohio and his '51 Nash Healey on the cover. There was a four page article on the car by Clifford Sklarek, well-known auto historian. Included were some good photos of the car including Rick receiving his trophy at our National Meet in Indianapolis last summer. Basically the article was very good, but there were a few errors; Rick received a trophy for the condition of his car, not for driving 2 laps around the speedway track; also, the '51 body was not styled by Pinnin Farina. It was an all aluminum Healey body; and finally, there was no Le Mans hardtop N.H. offered in 1951. We will be looking for Rick and his Healey at Kenosha in August.

We had a fair turn out of Healeys and N.H. club members at our Eastern Regional Spring car show on May 1st. This year, with better organization, we showed a profit. (See the article in this issue on the Meet).

Just received a letter from Fred Roth on the West Coast get-together that was held on May 16th. All I can say was it was a disaster. (Details in the next issue).

By this time all members have received complete details on our 2nd Annual National Meet to be held in Kenosha, Wisconsin, August 20, 21. Try to arrive by Friday afternoon if possible because we are arranging for a business meeting for late Friday afternoon. There will be an informal get-together in the evening, highlighted by a showing of the 1952 Le Mans race, so don't miss this. Then Saturday will be the Car Show and Swap Meet, so let's show everyone that interest in Nash Healey sports cars is still alive by supporting this meet and showing your car. Please be sure to send in your registration form to show your car and for the dinner tickets by August 12th. There will be no dinner tickets available the day of the show.

The Nash Healey lapel pins have finally arrived and they are beautiful, original colors and N.H. Script. All members that have ordered the pins have received them by now. If you have not ordered yours send \$1.95 today. As of the 1st of August the price will be \$2.25.

We have, however, only a limited supply. Someone suggested the possibility of using one of the pins for on the trunk deck, if you do not have the cross flag emblem. Of course this would not be original but it would look real nice.

Richard Snell of Jackson, Michigan sent me a good supply of the Nash Healey club membership certificates. These are really nice and suitable for framing. All club members attending the National Meet in Kenosha in August will get their certificates at the meet. The others will be mailed later.

There is much concern today because of legislation by local, state and federal government to ban older cars from the highways as well as anti-pollution laws and banning all junk yards. If this type legislation continues, it will definitely effect all old car enthusiasts. Some want to form a central club, supported by all old car owners and enthusiasts, to fight such legislation and uphold the rights of older car owners. It certainly is a situation we can not ignore. If indeed anything can be done to unify all older car owners and various club members, it must be done now. I would like to know how other N.H. club members feel on this and what our club's policy on this vital issue is. Please send in your comments and suggestions on this issue and write today. Tomorrow could be too late!!

Recently club member Richard Leber of Allentown, Pennsylvania had the windshield broken by a baseball, while at college, on his '53 N.H. hardtop coupe. Dick's father was able to have a glass firm in Allentown make up a new windshield by using the old glass as a pattern and resizing a tinted laminated windshield from an American made car which has the exact same curvature. The company would not state what car the glass was cut from, however they are keeping the pattern and will make other windshields for any members that need a windshield. For complete details and price write: Roger Williams, Mgr. Penn Allen Glass Co. Inc., 513 No. 16th St., Allentown, Pa. 18105, or call; (215) 435-1516.

Richard Kauffman

1971 NASH HEALEY EASTERN REGIONAL MEET

On May 1st the Second Annual Nash Healey Spring Car Show and Swap Meet was held at Lonacre's Grove near Boyertown, Pennsylvania. Cars from four different states were entered.

The weather cooperated with a beautiful Spring day. By 9 a.m. the Flea Market was busy.

Again the Independance Region of the C.H.V.A. were invited and many cars from the 30's and 40's were represented. The judging started at 1:30 p.m. under C.H.V.A. rules. This year there also were games, candy and ballons for the kids.

There was quite an assortment of Nash Healey parts for sale, new and used, and a few pieces of Healey literature.

Ten Nash Healey members attended the show. Five Healey cars were on display. All members showing their cars received a dash plaque and a Nash Healey key case.

TROPHY WINNERS WERE:

- 1st Place: Ray Schell, Milton, Pa. - '53 Roadster.
- 2nd Place: Dick Kauffman, Boyertown, Pa. - '52 Rdstr.
- 3rd Place: Richard Leber, Allentown, Pa. - '54 Hdtp.

And taking the longest distance trophy for the second straight year was Paul Shaw, Iowa City, Iowa driving over 1000 miles to attend the meet. This is what I call a real Nash Healey enthusiast. Paul and his wife came in his red '51 Nash Healey.

Members George Vollmer from Rochester, Pa. and Lee Guth of Fullerton, Pa. along with Paul Shaw, helped with the judging.

Shortly before the meet was over Bruce Hampson came in and sold some Healey parts. The members had some interesting discussions on the total number of Nash Healeys built. Paul Shaw insists that back in the 50's he saw figures of 1200 Healeys built. This was in the Kenosha plant. He also added that the serial numbers indicate many more than the 506 figure given by the Nash Co. This is something we are going to check into in the near future.

None of the members could understand the French Head on Tony Huggins '53 Farina Roadster. The car was reportedly in Germany for sometime.

Of course the Kenosha National Meet was discussed. Several of the members from the East will probably go as a caravan to Kenosha.

* * * * *

DAYS OF GLORY

By Bob Loudon

Part II - Conclusion.

One other interesting little story. I went into O'Hare Speedway in Chicago one time to watch a bunch of sports cars run with the late model stockers. They had a bunch of guys with MG's, Austin-Healeys, Vettes, etc. but nothing that would really run. During the time trials, the stockers made the sports cars look sick and as a sports car buff, made me feel sick. So before the first race, I went down to the pits and griped about the sick bunch of cars they had dug up to race the Pros with and before you could wink, they had conned me into racing the fastest stocker in a five lap match race. This fellow who was driving a big, new, thumping Pontiac sponsored by a Chicago Pontiac dealer was a very good egg and offered to take it easy on me and make it look like a race. I thanked him but said no thanks and told him I wanted to race. I asked him only to not bugger me if I should get ahead of him but otherwise, if he could lap me to go right ahead because I intended to beat him if I could. I should point out that I had never been on this track before and that he raced here three nights a week, he had a 5.56 axle and I had a 4.11, his car was set up for going left and mine was not, etc., etc. In addition to this, we flipped for the pole and he won. Now I know how David felt when he met Goliath except I didn't have the Lord in my pit. We took off and I out dragged him into the corner and got in front of him. He spend the next four laps trying to pass on the outside and we took the white flag wheel to wheel. He nosed a little ahead of me on the back stretch and we went into the last turn with everything hung out and would you believe, he spun out and backed into the guard rail and I won. I took the checkered flag for a slow lap and the crowd really

roared. I swear, I wouldn't have taken ten thousand for old Super Nash that night.

There were a lot more stories and a lot more races, but this gives you an idea of what at least one Nash Healey owner was doing in those days and there may have been others although I never heard about any except Andy Rosenberger from Milwaukee. Andy was racing one of the original Le Mans Healeys with a supercharged six. It went pretty well too and Andy and I made ourselves known in the midwest.

These two pictures of Andy's car might be of interest. (See last months N.H. Magazine - Pg. 11, bottom picture for one of these). They were taken at Wilmot Hills where he did very well. Andy was at it quite awhile before I was and would probably have some good stories to tell if he could be located. The last I knew, he was in L. A.

The Nash was snapped at Milwaukee in a 150 mile race in 1953 (see last months N.H. Magazine - Pg. 10, bottom picture) and was driven by a guy named Bob Cristy from Grant's Pass, Oregon. This was about in the twilight of Nash's racing history, but they were still doing well and Hershel Buchanan had actually won the I.M.C.A. National Driving title in '52 in a Nash. My first Healey was a black and gold one and the one I have now is a solid color one.

Hope this is all of interest to others who like myself, enjoy these nice old cars. I get kind of long winded, but it is such fun to relive those old, happy days.

See you at the next meet.

* * * * *

NOTICE

If you have not sent in your registration form for the National Meet in Kenosha, Wis. please send it in now. This is one meet you won't want to miss.

PUBLIC RELATIONS

By Dick Law

"What kind of a car is this?" I have been asked this question at least 50 times since I acquired my Nash Healey.

A person will carefully look at the grill emblem, walk around to the side for a look and then examine the script and emblem on the trunk and ask: "What kind of a car is this?" I smile, while gritting my teeth, and say, "It's a Nash Healey!" At this point I have but one thought in the back of my mind; "You have read the emblem that says Nash Healey, you've read the trim on the trunk that says Nash Healey and now 'ding-a-ling' you are asking me a question with an obvious answer."

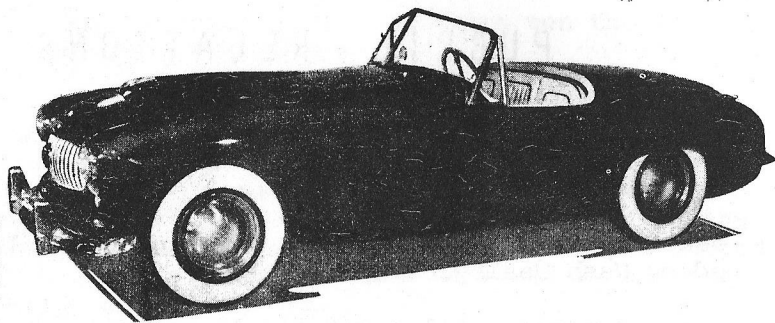
Now the curious person begins his onslaught. "Where did you get it? Did you make the body yourself? Nash - who's that? How many were made? How fast will it go? Can you get parts for it? Why don't you sell it to Harrah in Reno, you could make a mint, etc, etc, etc."

I go through this all of the time but I consider it a challenge and in good fun. Here is the possibility of making a new friend, being nice to a stranger, or building up ones ego as an owner of a beautiful car. I always take the time to be curious and polite. It's enjoyable for me! How about you?

* * * * *

NOTICE

All members planning on attending the Nash Healey National meet in Kenosha, Wis., Aug. 20, 21 - You must send in your registration form in by Aug. 12, 1971. This is for car entries and banquet tickets. These tickets must be ordered and paid for in advance. Rooming accomodations should be sent to the Midway Lodge.



Sweeping wings and a prominent Nash grille are features of the new sports car, which has 3-abreast full-width bodywork on a Healey chassis.

1951 CARS

The NASH-HEALEY

Striking New Three-seater with 3.8-litre Nash Engine and Transmission Line

ILLUSTRATED on this page is a new Healey model—or, to be more accurate, the Nash-Healey—which has been specially designed for the American market and is to be sold in that country in conjunction with the Nash Motor Division of the Nash-Kelvinator Corp. of America. In brief, this car consists of a slightly modified Healey Silverstone chassis, a Nash engine and transmission line, and an entirely new three-abreast body designed specifically to meet U.S. requirements.

Except for the latter, the model will be recognized by sporting enthusiasts from these details as the car which, in prototype form, put up such a fine performance in this year's Le Mans 24-hour Race, in which it finished fourth in general classification, having covered 2,103.4 miles in the 24 hours at an overall average of 87.64 m.p.h.

Special arrangements have been made for importation of the Nash engine and transmission components, which are to be built into the Healey chassis at Warwick. Fitted with British coachwork, the complete cars will then be exported to the U.S. for sale through the Nash dealer organization.

A Low, Flat Floor

The normal Silverstone chassis is used, except for a modification to the cross-members, normal cruciform bracing being omitted and the frame suitably strengthened elsewhere to allow of a lower propeller-shaft line. In this respect, Nash components are particularly suitable in that the engine itself is of relatively small overall height, having regard to its capacity, whilst the gearbox is particularly compact in a vertical plane by reason of side-located selectors. The net result is to make possible a low and almost-flat floor, which is only 13 ins. from the ground with the car unladen and rises to the extent of only 2 ins. over the gearbox.

The engine is the standard six-cylinder push-rod-operated o.h.v. Nash Ambassador unit—of 3½ ins. (85.7 mm.) bore and 4½ ins. (111.1 mm.) stroke, giving a capacity of 3,848 c.c. (234.8 cubic ins.)—except for the fitting of two S.U. carburettors in place of the single instrument normally used and the fitting of a camshaft providing a greater degree of overlap. These modifications combine to produce considerable improvements in breathing, increasing the power output from 115 b.h.p.

at 3,400 r.p.m. to 140 b.h.p. at 4,200 r.p.m. on a compression ratio of 7.3 to 1.

The standard Nash clutch and gearbox are retained, but the hypoid axle has a higher ratio of 3.54 to 1, giving overall gear ratios in direct drive of 3.54, 5.73 and 9.09 to 1. With the overdrive (which is of the usual Warner kick-down type) in operation, the two upper ratios are raised to 2.48 and 4.01 to 1.

Weight has been kept down to 20½ cwt., so that the car has an outstandingly good power/weight ratio and very notable performance factors. On a litres-per-ton-mile basis, the figures are 5,220 on direct top gear and 3,670 on overdrive, whilst the cruising speeds at a piston speed of 2,500 ft. per minute work out at 75.1 m.p.h. on normal top and 107 m.p.h. on overdrive top.

So far as auxiliaries and equipment are concerned, the aim has been to use British components wherever possible, but of a type offering interchangeability with standard American parts; tyres, for example, are of the latest 6.40 by 15 size normally used in America, whilst the head lamps are arranged for the incorporation of American sealed-beam reflectors.

The body, which is of steel and light-alloy construction with no wood framing, is of the full-three-seater type, giving a width across the front seat of 54 ins. The latter is of the divided-bench type with a single-width section for the driver, which mates up closely with a double-width section for the passenger or passengers.

Special attention has been paid to visibility, and the excellent range of view provided to the front by the deep fixed Vee-screen is matched, when the all-weather equipment is in position, by large quarter-lights, as well as a large window in the hood.

Other details of equipment include wheels which are secured by five bolts (as opposed to the usual studs) and have stainless-steel nave plates which extend to the rims, separate side lamps, which are also wired to serve as flashing direction indicators in the usual American manner, and crash pads on the scuttle edge.

Special care has, in fact, been taken to ensure that the car conforms to legal requirements throughout America, and there seems little doubt that, backed by the resources of the Nash concern, this car, with its maximum in the neighbourhood of 120 m.p.h. plus, should prove a ready dollar earner across the Atlantic.

PRODUCTION - NASH-HEALEY SPORTS CAR

	1950	1951	1952	1953	1954
January	-	26	1	41	-
February	-	36	1	25	-
March	-	6	1	44	27
Quarter Totals	-	68	3	110	27
April	-	-	4	31	1
May	-	-	0	21	7
June	-	-	2	0	20
Quarter Totals	-	-	6	52	28
July	-	-	17	-	21
August	-	-	8	-	14
September	-	-	40	-	0
Quarter Totals	-	-	65	-	35
October	-	-	41	-	0
November	-	-	18	-	0
December	36	-	17	-	0
Quarter Totals	36	-	76	-	0
Calendar Year Totals	36	68	150	162	90
TOTAL.....506					

NOTE: Production of the Nash-Healey ended in August, 1954.

All cars built in 1950 and 1951 were designated as 1951 models, with bodies produced by Donald Healey Company in Warwick, England; all models built from January, 1952, through August, 1954, had Farina bodies built in Turin, Italy.

John A. Conde
October 22, 1970

AMERICAN MOTORS A M X/3 SPORTS CAR

In 1951 Nash Motor Corporation took a bold step in announcing the new Nash Healey sports car, which was years ahead of its time as to design and performance. Now in 1971 American Motors are still showing the now sports car minded public as well as their automotive competitors that they can come out with a unique sports car, the AMX/3.

And again, as in the case of the Nash Healey, AMC has turned to Turin, Italy for graceful body styling. With the Nash Healey it was Pinnin Farina. With the AMX/3 it is Giotto Bizzarrini. And as with the Nash Healey this new mid-engined coupe is a blend of American and European technology and craftsmanship. This is America's first mid-engined sports car. The engine is American Motors 390 CID V-8. The transmission is an all new Italian designed, all-synchro 4 speed gear box and differential. This is the type most thought should have been in the Nash Healey, instead of the 3 speed with overdrive.

The BMW motor works thoroughly tested the car as to chassis, suspension, breaking, etc. Dick Teague of AMC said the production AMX/3 will be 4" longer than the proto-type because of larger exhaust mufflers.

What's the price tag on this fine machine? About \$9,500. Initial production calls for about 25 cars. We hope a few more than that will be produced.

SPECIFICATIONS—AMX/3

Engine.....American Motors V-8, ohv	Front suspension: unequal-length A-
Bore x stroke, mm.....105.8 x 90.8	arms, coil springs, tube shocks,
Equivalent in.....4.16 x 3.57	anti-roll bar
Displacement, cc/cu in.....6383/390	Rear suspension: unequal-length A-
Compression ratio.....10.0:1	arms, coil springs, tube shocks,
Bhp @ rpm.....340 @ 5100	anti-roll bar
Torque @ rpm, lb-ft.....430 @ 3600	Curb weight, lb.....3090
Transmission...OTO Melara 4-sp all-	Distribution, f/r, percent.....43/57
synchro in unit with differential.	Wheelbase, in.....105.3
Final drive ratio.....3.45:1	Track, front/rear.....60.6/61.2
Brakes.....Ate ventilated disc	Length.....175.6
Wheels....Campagnolo alloy, 15 x 6½	Width.....74.9
front, 15 x 9 rear	Height.....43.5
Tires.....Michelin X radials,	Ground clearance, unloaded.....5.9
205(F70)-15 front, 225(H70)-15 rear	Fuel tank capacity, US gal.....24.0
Frame.....semi-monocoque	Maximum speed, mph.....160

THE
MAIL
BAG



*Comments & Views from
Nash Healey Members.*

From: Dick Law, S.F., Calif.

In the Jan-Feb. issue I published an article about the problems of the N.H. front end. Apparently everyone did not read the article carefully. If you will note there is a reprinted page from the Nash Technical Service manual (figures 2 & 3) on page 21. If you read the article and refer to the pictures and exploded views it will make my discussion perfectly clear.

For clarity I would like to dispense with adjectives and give some additional points as follows:

- 1) The front of the trailing link did not depart from the frame. This is impossible as the sway bar and clamps will hold this assembly together in case of failure.
- 2) The failure occurred at the back end of the trailing link. The single row ball bearing failed and the spindle bracket came out of the trailing link and the wheel and spindle bracket were held under the car by the top shock absorber arm. The shock arm was quite bent after this failure and straightened easily with a torch.
- 3) The front main bearing housing (figure 2, page 21) is made of cast iron, which is brittle. It is installed with a close fit in the aluminum front suspension box by a shrink fit and this housing supports the assembly and there is no way that the modifications that I have suggested can cause it to fail.
- 4) If you will note in the article I substitute the single row bearing (pc 12, pg 21) with a double row bearing (photo pg 19 center) and no machining or modifications of the trailing link are required. The only change is in the design of the bolts that hold the spindle bracket to the bearings and this will cost you \$20.00 at your local machine shop.

5) Modifying the bolts that hold in the spindle brackets with a larger hex or size is not feasible. It has been suggested that a bolt with a larger head be installed so that in case bearing failure occurs the head will contact the outer race of the bearing and prevent the assembly from falling out. This will not work as the bearing cap (pc 10, pg 21) will not contact the face of the outer race and the bearing will be free to move in and out as it will not be locked in the housing.

6) Single row ball bearings that are used in the back end of the trailing link assembly are bad news. Ball bearings of this type can have a side clearance of from five to fifteen thousandths of an inch. When a car enters a curve the forces shift the entire sideways thrust on these bearings and they are not designed for this. Result: Bearing failure and/or the cemetery.

7) Re-read my article! Put your car on a grease rack and grasp the front wheels on top and bottom and vigorously shake them back and forth. If you feel any "clunking" make sure the wheel bearings are tightened correctly. If they are alright and there is something loose, "somewhere", you had better do some serious checking.

Notice that in the past I have called myself, "The California Dude" and I like to write in fun plus give different ideas and suggestions but this time I am quite serious.

- - -

From: Paul Shaw, Iowa City, Iowa

..... I note there is some concern about windshields for Nash Healeys. Those of us with the '51 with the flat windshield have no problem. Having been in the aviation business for 35 years our windshields were Flexiglass which can be heated and formed. It would seem to me that someone with the right equipment could make molds to form windshields for the Farina jobs and they shouldn't cost a fortune either and with proper care they would last indefinitely.

We are looking forward to the Boyertown Meet.

- - -

From: W. Fenton Meredith, Youngstown, Ohio

The improvement in the Nash Healey Magazine has indeed been noticeable and praiseworthy. I congratulate all concerned and wish you every success in the future.

My most urgent hope is that the Nash Healey Car Club and the Nash Car Club can be mutually helpful to each other and cooperate in earning long overdue recognition for some very fine automobiles and fine engineering and craftsmanship.

I think we all wholeheartedly agree with Fenton. Our having joint National meets with the Nash Club, as well as sharing ideas, prove we have the same goal.

Ed.

- - -

From: Earl Beauchamp, Sec. of the C.H.V.A.

Dear Dick,

I am in general agreement with you concerning "special" interest cars which can qualify as Neo-Customs or custom built cars, as defined in the C.H.V.A. By-Laws. Yet I think even they can be rushed, for example the Thunderbird. Time is proving them to be real classics. In the near future no doubt the National Officers will exercise their prerogative, as defined in the By-Laws, and accept some of the cars of the very early 50's such as the Nash Healey, which can qualify in these standards.

This was in reply to a letter printed in the C.H.V.A. publication on more recognition for special interest cars like Nash Healey. Ed.

- - -

*From: Charles Blumenschein Jr.,
Bellefontaine, Ohio*

Enclosed find my check for my membership dues in the Nash Healey Car Club. I enjoyed reading the sample copy you sent very much.

Are you going to have jacket emblems or shoulder patches of the Nash Healey emblem made up?

We have no immediate plans for jacket patches but we will discuss the N.H. bumper badges at the National Meet in Kenosha, August 20, 1971.

* * * * *

REPORT FROM ENGLAND

Well, the Pony Express finally got through with some mail from England. Richard Ellis of Wiltshire is our Regional Representative for England. He is also Editor of the Healey Gazette.

The Northern National Meeting was held September 26, 1970 at Harewood House between Leeds and Harrogate. Thirteen Healeys were on display including six Silverstones. Johnathan Bowers and his wife arrived in their green Silverstone that he has owned since '53. He has driven his Healey over 250,000 miles. I think this proves the endurance of the Healey car.

Twenty-five members of the Healey Association attended the Southern National Meeting at Stanford Hall, June 7, 1971. Richard Ellis did not quite make it to the meet. En route he found he had damaged piston rings.

A distressing note is the refusal of the Montague Motor Museum to accept Healey cars up to and including the Nash Healey, at the lost cause rally held in September. They still link the older Healeys with the A.H. Sprite which is still in production.

Of interest to our Nash Healey members, the Association of Healey Owners has a very good spares service, such as front suspension parts, girling brake parts, other chasis parts, as well as rear springs. However, these parts are available to members only.

All Nash Healey sports car owners are eligible to join the A.O.H.O. Overseas membership is \$3.00 and includes their bi-monthly publication the Gazette. If any of you Nash Healey members are interested in joining the A.O.H.O., let me know and I will send you a prospectus and membership application. Write: N.H. Car Club, R.D. 2, Boyertown, Pa.

We expect to have another report from England in the next issue.

N. H. ODDS & ENDS DEPT.

Is any member interested in a N.H. parts car? Some parts still fairly good. Car is a Conv. Year unknown. If interested make an offer. Write: Gary Kaufman, 7614 Langdon St., Phila., Pa. 19111, or call; (215)725-2504.

Some members are having a hard time locating wide white wall tires for their Healeys. Here are two companies where you can get immediate delivery. All are 4-ply, size 6.70x15; Lester tire 2 - 11/16 white wall width, Croker 2" white wall width.

Prices - Lester Tire: \$59.00 ea. including tax.

Croker Tire: \$56.00 ea. including tax.

Croker also has seconds at 20% discount. In set of 4, Lester will pay shipping.

Address is: The Lester Tire Co., 26881 Cannon Rd., Bedford Heights, Ohio 44146

Croker Tire Co. Inc., 5100 Brainerd Rd., Chattanooga, Tennessee 37411

If you are restoring your seats and doors, for top quality Naugahyde, send a small sample of your leather to: Stitts, 2771 Brunswick Pike, Trenton, N.J. 08638

Having a problem with your steering wheel? Steering wheels repaired and rebuilt. Send S.A.E. for prices and brochure to: Steering Wheel Exchange, 2544-B Chico Ave., So. Elmonte, Calif. 91733

If you need fasteners, clips, nuts, 100's of types, send sketch, type of car, S.A.E. to: C.F. Pankow, 38800 Glenview Dr., Fremont, Calif. 94536

For older Nash Members, if you need wood top bows or other wooden parts send S.A.E. to: Anthony Weber, 10216 Burlington Rd., Kehosh, Wis. 53140

Windshield wiper motors repaired and rebuilt. All work full guaranteed. Write: Windshield Wiper Exchange, 2544-A Chico Ave., So. Elmonte, Calif. 91733

New rubber molded parts, send sketch of parts needed and illustrated catalog. On all items send 50¢ (refunded), to: METRO Moulded Parts, 2617 Washington, N. Minneapolis, Minnesota 55411.

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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

1951 Nash Healey Conv. - 40,000 miles. Stored last 3 years. Best offer over \$1300. More details write: Robert B. White, P.O. Box 1715, Salisbury, Md. 21810, or call; (310)742-3101.

1954 Nash Healey Le Mans hardtop - Original owner. Excellent running condition. New paint, upholstery, tires, spare parts, current inspection. Took a 3rd at the Eastern Regional N.H. meet. Price: \$2500 firm. Richard Leber, Box 1258, Allentown, Pa. 18105.

1953 Nash Healey Roadster - 46,000 miles. New inspection. New top, clutch slips but car runs good otherwise. Best offer around \$1250. Need money to complete restoration of '31 Chrysler. Write: James R. Schultze, M.R. 10 Butler Rd., Kittanning, Pa. 16201, or call (412) 548-1887.

1951 Nash Healey - New paint, tires, rugs. This car is in very good condition. For a real Healey enthusiast. Write or call: Jules Kurtz, 313 Fullertown Ave., Newburg, New York 12550. Phone: (914)561-6305 or 562-7718.

1950 Healey Silverstone Roadster - Excellent condition. 2½ litre Riley engine, twin cam, Aluminum body, color red. Price: \$3200. Also a 1947 Allard Roadster - \$2900. H. Kelley, 77 Flower Hill Rd., Huntington, N.Y. 11743, or call: (516)421-1157.

PARTS FOR SALE

Nash Healey body & front half of frame, including front suspension. No engine. Write: Robert B. White, P. O. Box 1715, Salisbury, Md. 21810.

Nash Healey or Nash Aluminum head for a '53-'54. This brand new, equipped for Carter side drafts. Price: \$80.00. Write: Carl Mendoya, 1451 Lexington St., Santa Clara, Calif. 95050.

Nash Healey parts - Park lite lenses, tail lite lenses, new complete tail lite assembly, horn relay, grill. Many body parts including windshield. Write for list to: Richard Kauffman, R.D. 2, Boyertown, Pa. 19512.

PARTS WANTED

I need the following parts for '53 Roadster - Complete heater, dash knobs, master cylinder. Write: Marvin Miller, 2892 Judith Dr., Bellmore, N.Y. 11710.

For '53 N.H. Roadster - 1 set of wire wheels, new steering wheel, Pinnin Farina fender script, rear deck emblems. Write: Bishoff Motors Inc., 200 Holland Ave., Morgantown, W. Va. 26505.

Does anyone have a windshield wiper motor, 6 volt, for my 1954 Le Mans N.H.? Please write: J.B. Yount III, Box 1062 Waynesboro, Va. 22980, or call (703)942-8261.

Hudson, Essex, Tereplane parts - 1909-54. Let me know what you have & the price. Write: Carl Mendoya, 1451 Lexington St., Santa Clara, Calif. 95050.

NASH HEALEY CAR CLUB ITEMS FOR SALE

The N.H. lapel pins or tie tacks are here & they are beautiful. Order yours today. \$1.95 ea. N.H. genuine leather Key Case: \$1.95 ea. N.H. dash plaques, real collectors items, 1st or 2nd N.H. Spring Show & 1st National Meet: \$1.00 ea. or all 3 for \$2.50. Back issues of the N.H. Magazine: Vol. 1, Nos. 2, 3, 4, 5, & 6; Vol. 2, Nos. 1, 2, & 3 - 75¢ ea. All items mailed postpaid. Send to: Nash Healey Car Club International, R.D. 2, Boyertown, Pa. 19512.

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N. H. Eastern Regional Spring Car Show



1971 Nash Healey National Meet
Kenosha, Wisc., Aug. 20, 21