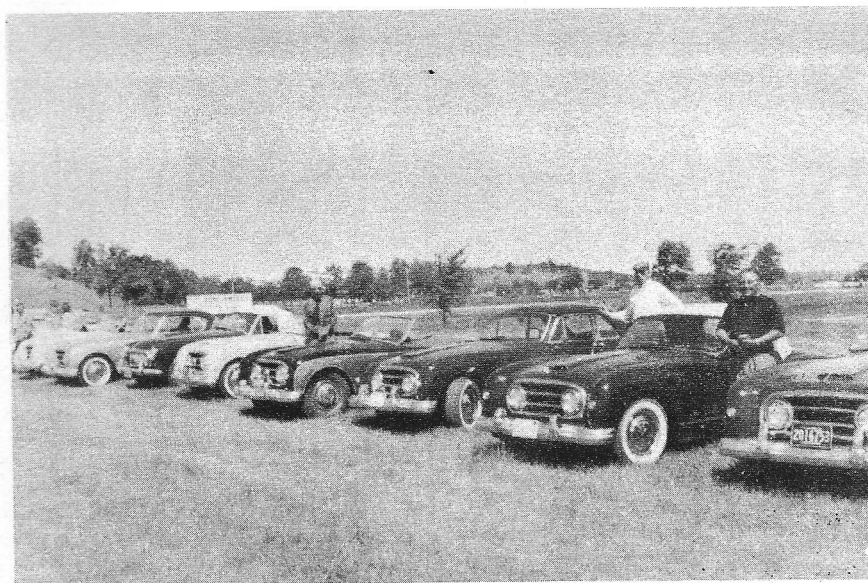


Nash Healey

Car club magazine

Vol. 2 No. 5

Sept. - Oct. 1971



N. H. Elkhart Lake Meet

PURPOSE & BENEFITS OF THE NASH HEALEY CAR CLUB

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

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

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

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

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

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

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

Membership dues for one year are \$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.

PRESIDENT & EDITOR

Richard M. Kauffman
R. D. 2, Boyertown, Pa. 19512

VICE PRESIDENT & DIRECTORY EDITOR

Burt Horman
1100 Terrace Ct.
Lynden, Wash. 98264

ASSOCIATE EDITOR & CLUB TECHNICIAN

Richard Law
318 Cordova St.
S. F., Cal. 94112

PARTS SECRETARY

Bruce Hampson
P.O. Box 73
Convent Sta., N.J. 07961

PRINTER & CO-ORDINATOR

Susan Law
318 Cordova St.
S. F., Cal. 94112

WEST COAST REPRESENTATIVE

Frederick J. Roth
3148 Carlton Drive
Thousand Oaks, Cal. 91360

MID WEST REPRESENTATIVE

John Kerins
R. R. 3, Box 176
Cloverdale, Ind. 46120

Volume 2 - Number 5

Sept. - Oct. 1971

CONTENTS

NASH HEALEY NEWS AND VIEWS	4
N. H. ROAD AMERICA MEET	6
REPRINT OF SILVERSTONE HEALEY	Center
CHEAPER BY THE DOZEN, by Dick Kauffman	10
THE MAIL BAG	11
SO. CALIF. MINI-MEET, by Fred Roth	13
NASH HEALEY CLASSIFIED COLUMN	14

EDITORIAL

If there is any city in the world that knows and appreciates Nash and Nash Healey cars it must be Kenosha Wisconsin, so I hope you have your Healey all shined up and ready to go the the National Meet, August 20, & 21, 1971. There will be a caravan of Healeys leaving from the east for Kenosha on Wednesday, August 18th.

All Eastern Nash Healey members will want to attend the Eastern Fall Regional Meet in Woodbury, N.J. on September 18th, 1971. This is the largest car show in New Jersey and draws thousands of spectators each year. The location of the Show is; Stewart Park, Red-bank Ave., Woodbury, N.J. Car registration \$2.00 if sent in advance, or \$3.00 the day of the show. All members last year had a good time and there was much interest in our Nash Healey cars.

All West Coast Nash Healey members will want to attend the First West Coast Regional Meet on October 17th, 1971, at J.C. Penny Warehouse, Valley View at Orangethorpe, Buena Park, Calif. All entries will receive dash plaques and Nash Healey trophies will be awarded. Entry fee is \$3.00 and should be sent to our West Coast Regional Representative, Fred Roth, 3148 Carlton Dr., Thousand Oaks, Calif. 91360. We have quite a few members in California so please support our West Coast Region Meet.

We are trying to arrange for a Mid West Regional Meet in the Chicago area, but this is not definite yet. All members living in the Mid West area will be informed as soon as arrangements are complete.

Attending a Nash Healey meet is really a lot of fun, not only do you have the joy of having many people admire your Healey, but you get to meet other members and exchange ideas and information. We need to build up club unity or we will fall apart just as so many other small car clubs have. Many times you have the opportunity to help in the judging of cars which is also very interesting. So if you have a real interest in Nash Healey sports cars, get out and support our Nash Healey club activities.

Our club received some fine publicity in *Group 4*, a Peoria, Illinois sports car Magazine. The article was entitled "Road Racing Nashes", and described the racing accomplishments of the Nash Healey sports car. This was submitted by member Steve Parsons, of Peoria, Illinois. Steve said they plan to use a photo of one of the N.H. Le Mans race cars on the cover of an upcoming issue.

Our Regional Representative in England, Richard Ellis, had a nice write-up on our club in the *Healey Gazette*, the publication of the Assoc. of Healey Owners in England.

We have had several members request the possibility of having club emblem jacket patches and club decals made up. I have contacted a company in Michigan to get prices on these club items. This will be discussed at the Kenosha Meet.

I am sure all members have received their 1971 Nash Healey Register by now. If not, please write; Burt Horman, 1100 Terrace Dr., Lynden, Wash. 98264. In going over the Register I note Burt has done a good job, but the register is far from accurate. This is not Burt's fault but many owners have not sent in any registration or have not included correct details. The '71 Register lists only 85 cars; I know of about 200. So what I propose is that with the next issue, new registration forms will be included. Please fill one out, for each car, in detail. Include all known information on the car and send it to Burt Horman, so the 1972 Register will be much more accurate.

Please note the following price changes on N.H. club items: The plastic license plates are out of stock - there are no plans to have any more made - please do not order this item. As of August 1, 1971 N.H. lapel pins are \$2.25, N.H. leather key cases are \$1.50. All Vol. 1 issues of the N.H. Magazine are 75¢ ea. All Vol. 2 back issues (1971) are now 50¢. All N.H. dash plaques of meets are now 75¢ each. All items will be sent Post-paid. Send all orders for club items to: Nash Healey Car Club International, R.D. 2, Boyertown, Pa. 19512.

Richard Kauffman

NASH HEALEY ROAD AMERICA MEET

As we approach our Second National Meet in Kenosha, Wisconsin, August 20 & 21, I think it would be good to reflect back to 1959 when the old Nash Healey Association held their Second Meet at the famous Road America in Elkhart Lake, Wisconsin.

The First Nash Healey Meet was held at Elkhart Lake in September of 1957. According to bulletin #6 of the N.H. Association, there were 10 N.H. owners and 6 Nash Healeys present. It seems a brief informal meeting was conducted.

It was decided by the then President of the Association, Kent Martin, to hold a second meet at Elkhart Lake in 1959. The '59 meet was considered very successful by all standards. There were 14 Nash Healey owners and 10 Healeys on display (as far as I can ascertain no dash plaques or trophies were awarded). It is interesting to note that among the N.H. owners present were Bob Loudon and Paul Shaw. Both Bob and Paul attended our National Meet in Indianapolis last summer. That means that these two real Nash Healey enthusiasts have attended every National Nash Healey Meet ever held. I certainly hope to see both of them at Kenosha in August.

Kent Martin relates how his girl friend, a Miss Daisy Coleman, was spontaneously elected "Miss Nash Healey of 1959". Of course quite a few pictures were taken and there were general discussions of Nash products.

There was some discussion as to the name of the organization. Some preferred Nash Healey Classic Club. This name was dropped because at the time Nash Healey sports cars were not old enough to be considered Classic (however this point is very debateable. I personally feel some cars are Classics from the very beginning, such as; S.J. Duesenberg, Auburn Speedster, and a few others including the Farina bodied Nash Healey. Others became Classic after a period of years).

Another subject that came under discussion was having a club badge made up (note how their goals were much the same as ours today, however I believe the Association was dis-banded before the badge project ever materialized). It would seem Bob Loudon was put

in charge of the badge project. I will check with Bob on this. There was some disagreement on the design of the proposed badge. It seems they wanted to include Nash, Farina, and Healey trade marks.

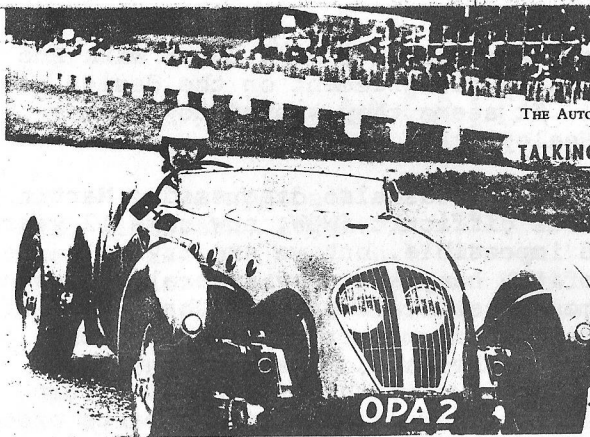
The parts situation was also discussed. Martin said getting parts was difficult (WOW, now some 12 years later, it is almost impossible, but we are trying). He said perhaps some of the complaints by several N.H. owners and perhaps some assistance from Carl Chakmakian of American Motors had speeded up parts delivery. Parts were now coming through, he said, in about ten days. Before, it took at least two months or never. Martin stressed the need to make a duplicate of the parts order for usually a quarter of the parts are not received.

Kent Martin discussed the different type classifications of Nash Healeys (I think this could help clarify a few points for our N.H. Club Members today so the following is quoted, word for word, from N.H. bulletin #6). "Only two technical manuals were made pertaining only to Nash Healeys. One applies to the early 1951 Convertible, and one to the 1952-53 Farina Roadster and Coupe. Incidentally, for clarity and to be explicit I will explain that I do not use the improper terms the factory chose to use, to identify the different models. For instance (to most Americans) if a cloth topped car does not have a glass or plexiglass side that lowers into the door it is a 'Roadster' and if it does have the lowering type, it is a convertible. If a steel topped car (in this case the single rear window 1953) fits all the specifications of cars that other sports car manufacturers call 'Fixed Head Coupes' then the '53 is also. And if a steel topped car has that American feature of a wrap around rear window (in this case the 1954 and '55) combined with pillarless side windows then it is a Hardtop Convertible to most Americans. I don't know what the Europeans would call this, probably a 'Coupe' also."

Martin added "I'll probably get indignant letters for this personal reclassification, but what is traditionally right is right, and when the traditional names are not adhered to, it is wrong. Therefore I call the '51 cloth topped aluminum car with glass pull up side windows (and on later cars, windups) a "Convertible", the '52-'55 Farina designed cloth topped car with removable side curtains, a "Farina Roadster". The steel topped long wheelbase cars of '53 (single rear window)

Cont. Pg. 10

TALKING OF SPORTS CARS : No. 331



Better half, not "better half." Mrs. Mortimer habitually turns Goodwood faster than her husband in OPA 2 and holds the unofficial ladies' lap record—1 min 53.2 sec.

SILVERSTONE HEALEY

SATISFYING AND ECONOMICAL COMPETITION, SPORTS AND EVERY-DAY ROAD CAR

FOR those who would fain motor race and still practise what the late Lucius Scrooge called "the science of avoiding unnecessary expenditure," the Silverstone Healey is a sovereign tool. It looked that way to Charles Mortimer when he bought OPA 2 in December, 1949, and it looks no different now that he and his wife have a crowded season of combined operations behind them. So, wotting well that racing budgets, so far from making sense, seldom even make nonsense beyond about their third month, Mortimer is writing a book on this one of his, and much m.e.p. to his elbow.

OPA 2, the second Silverstone ever built, started out as a works car and in that capacity ran in the 1949 B.R.D.C. production car race, driven by Rolt. When the Mortimers acquired it the Healey had done about a thousand miles. In the way that early samples of a series have, the car lacked a few of the furnishings afterwards standardized. It had, for example, no speedometer.

Total mileage is currently 4,000, of which only a small fraction has been racing miles. Between whiles the car plays the ordinary unspectacular roles common to every family's daily round—shopping and getting around generally; plays them with credit, too, the day having gone when vehicles of the sports-racing persuasion threw temperaments all over the place. "I go, I come back," as that chap used to say in the Handley show.

This Healey, as revealed by its public performances, is rather swifter than the regular run of Silverstones. Precisely what gives it its bigger bangs is Charles Mortimer's business, and, understandably, he won't talk in detail. "When we bought it we had the engine all apart and put it back again very carefully," is the noncommittal way he tells it.

The success of these molestations is best measured by the progressive rigour of the handicappers' attitude to OPA 2 and its operators, for although the car piled up a satisfying number of places during the 1950 season it never won a

race. At Goodwood in August, for instance, Jean Mortimer found herself in flattering solitude on the scratch mark for a five-lap handicap, and even then finished fifth, lapping in the process in 1 min 53.2/5sec; officially, no such thing as a ladies' record existed, but that time was faster than any scored before or since by a memsahib, and I believe there is talk of giving it official record status. At the same meeting she came third in a scratch five-lapper up to three litres, behind the phenomenal Connaught of Kenneth McAlpine and Peacock's Le Mans Replica Frazer-Nash.

Mama Knows Best

In the early Goodwood meetings, Charles, in the "papa knows best" spirit natural to papas, entered himself for the scratch races and his wife for the handicaps, but as time wore on and the stopwatch evidence became more and more

face-reddening (for him) he ruefully vice versa'd the roles. The Healey did, however, console him with one Goodwood "second"—in the June club meeting.

In club affairs at Silverstone, too, the appearance of the device kindled a gleam in the handicapper's eye, as witness the time when Jean, under Midland M.E.C. auspices there, was called upon to give long starts to male drivers of 3½-litre Jaguars and the rest of the Silverstone Healeys. There was nothing much that could be done about that, but OPA 2 was placed third, again with the wife and mother at the stick, in a five-lap scratch race the same afternoon. And in another Silverstone clubfest, viz., the Maidstone and Mid-Kent's, Mrs. Mortimer ranked second and fourth respectively in sports and racing scratch races, *libre c.c.*

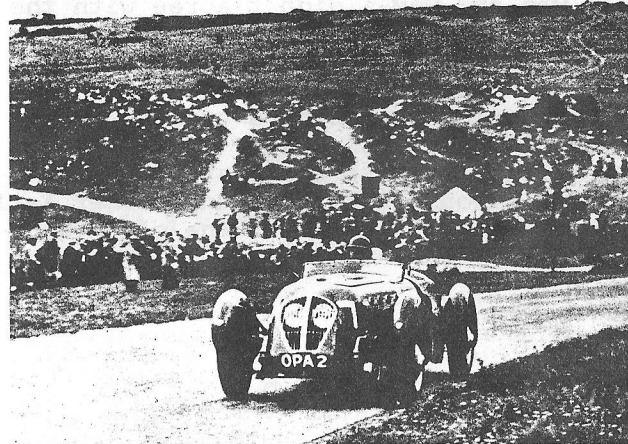
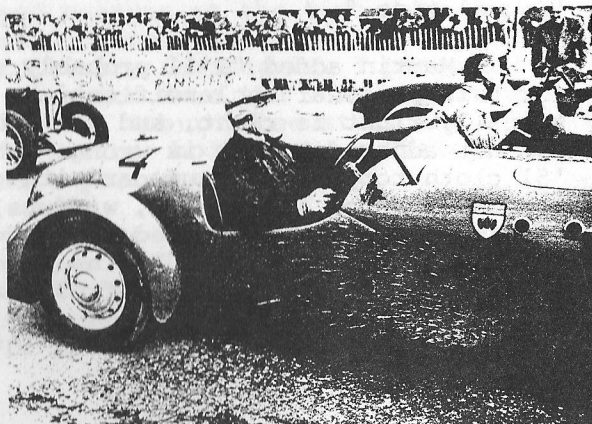
There are two varieties of piston for Silverstone Healeys, high ones giving 7.2 to 1 compression, low ones at 6.9 to 1. The car had and still has the low type, but the first time it gave best to another Silverstone Healey was in the B.R.D.C. production car race at Silverstone in

August, the Mortimers' ninth meeting on this car, when, with C.K.M. up, it ran fifth in its class, averaging 76.61 m.p.h. against the 79.92 set by the class-winning Healey of Duncan Hamilton. The Hamilton car had the high pistons.

This model, it will be remembered, was in a sense built down to a price, expressly to beat the double purchase tax, but a strenuous season of mixed motoring, competitive and otherwise, on the sample in question, has revealed only one small weakness which might be attributed to pricebound workmanship. Inside the 17-gallon fuel tank are two vertical pipes, one for the normal supply, the other for reserve. During practice for the opening Goodwood meeting, both these pipes parted at their common attachment point, enforcing a non-start.

For Mortimer, in common with most other competing types, the rain-lashed Tourist Trophy in September is something best forgotten, but, as he doesn't

Offside view of the Healey shows the perforated disc wheels, affording good brake cooling, and the retractable windscreen in the full-drop position.



Charles Mortimer hugging the grass on the ascent to Cuckoo Corner in the Blandford production car race last Whitsun, in which his Silverstone Healey finished third at 72.61 m.p.h.

SILVERSTONE HEALEY

continued

have to read this, we will recall it just the same, if only because his Dundrod experience points a moral which may save others woe.

Immediately before the practice period, OPA 2's brakes were relined. By some mischance they were lined with a non-standard material leaving practically everything to be desired. After the first training sance, during which Homerical pedal pressures begat negligible retardation, they were relined again with the right stuff—but, warned the expert anchorites, the brakes would need several hundreds of miles' bedding-in. Time did not permit, and consequently for Charles the T.T. resolved itself into one bad pull-up for carmen after another. What with being ten-tenths brakeless and soaked to the proto-plasm, he was feeling altogether pretty uncalled-for by the end, though, creditably enough, the Healey did average 66.48 m.p.h. and finished fourteenth out of 27 survivors.

It being the owner's intention, as mentioned in my opening, to dash into print at some length himself on the pounds, shillings and pence of limited-scale sports car racing, I will refrain from going into detail regarding the costs of OPA 2's 1950 season, but it can anyway be said that these were most moderate. During most inter-meeting huls, nothing was done to the car at all, apart from greasing. The cylinder head was not lifted between the initial teardown and close of play in September. For the T.T., the services of a Riley works mechanic were laid on (Correct, Reader Proudfoot, the Healey has a Riley engine and gear box), more as a precautionary measure than anything, in view of the long lines of communication involved.

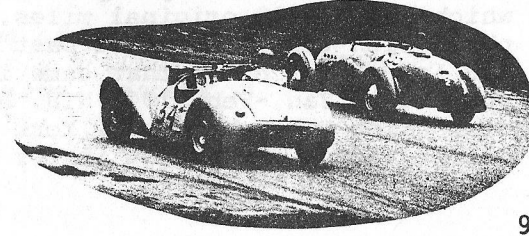
Moderately compressioned for a sports engine, this Riley unit puts a good face on Pool. Routine maintenance jobs are much facilitated by the divorcement of the wings from the slim body, allowing a really close-up approach to the bonnet's contents. Although light, the body structure as a whole, consisting of a stressed shell of 16-gauge light alloy on channel

section framework, stands a lot of bashing without developing rattles; and crotins in car parks are continually frustrated by the spare wheel, which, being slotted horizontally into the tail, just at the point of maximum sabotage, serves the important secondary purpose of an impregnable bumper.

It is, of course, no secret that the Silverstone model has a lower maximum than the saloon, for obvious aerodynamic reasons, but for owners who can take some climate on the chin the open Healey has it all over the closed one for really fast touring. Its high power-weight ratio—104 horse, 18½ cwt dry—gives it a beak of a pick-up to the sort of speeds—eighty and some—at which it will cruise all day. The absence of metallic lingerie around the wheels, moreover, affords as good brake cooling as we were accustomed to twenty years back, before all this Progress broke out, and the brakes in consequence, when lined with the right linings and properly bedded down, are immune from fade under anything but the most relentless pedalling.

OPA 2, according to Mortimer, has a top speed of just about 105. On the Lavant Straight at Goodwood, which isn't long enough for the revs to stop building up in top gear, he gets an r.p.m. reading just equivalent to the "ton." As for acceleration, over the standing-start

Acceleration duel between the Healey, farthest from camera, and a Connaught, at Goodwood, where the Healey scored a number of places but no outright wins during 1950.



kilometre in the West Essex club's speed trials at Chelmsford last spring, Jean Mortimer put up 33.16 sec, which was fastest ladies' time and second fastest time regardless (Mathews' 3½-litre Jaguar beat her for top place by a decimal).

About seven times out of ten, it seems, one finds oneself quoting Brighton performances as accelerative criteria, but although OPA 2 ran there we perhaps never will know how fast this car can cover the Madeira Drive. First, Charles arrived after his class had been run off. Second, the class he had entered turned out to be the wrong one. Third, when he did run—rather swiftly—the timing gear didn't register. Fourth, when he tried again it was to return a time of such sloth that they nearly reopened the road on him.

Sustained consumptions as good as 22 m.p.g. are normal under fast highway conditions, while in the T.T.—it will be remembered that the regulations permitted non-standard carburettor settings—the average was just better than 8 to the gallon.

All in all, looking at the matter from a cost-performance point of view—which is exactly how these combined operators intended all along to look at it—the conclusion formed from OPA 2's first competition season is that a Silverstone Healey has an all-round raceability which it would be hard to beat at the price, and which consistently places it close on the heels of costlier opponents. It is easy to tend, hard to break, by no means hoodlum in exhaust note and very passably tourable provided you don't wish to bump rafts of baggage; you can't have it both ways, of course, and the ability to carry seventeen gallons of fuel has to be paid for in terms of luggage room; the goods department between the seat squab and the petrol tank mightn't impress Messrs. Carter Paterson but it serves well enough for a one- or two-night stand by an un-exacting twosome on the laughing side of forty—I mean thirty in Jean's case.

The Mortimers, as a matter of fact, are unreacting to the point that they don't ever erect the hood, no matter what, and sidescreens have they none, although such screens are regular equipment on later and fully standard examples. The windscreen, which slides up and down in a trough instead of folding, leaving six inches protruding at full retract, is neat and rattle-proof and shrugs the airblast accurately over the driver's head in its lowest position.

By the time this appears in print, the Silverstone may have gone to a new home. If it hasn't, it will be seen some more in '51 around the circuits and sprint venues of old England and peradventure Ireland. In that case they will put in a set of the taller pistons and perhaps amend the body contours here and there to relieve drag a piece.

DENNIS MAY.

and '54 and '55 (with the three piece wrap around rear window) are the "Farina Coupe" and "Farina Hardtop Convertible" respectively, to me. I am very sorry for being so repetitious, but so many people have asked me what the difference was and why I didn't agree with the factory manual".

As far as I know this proved to be the last Meet of importance of Nash Healey sports cars until 1970. But for those of you old time Nash Healey owners, I am sure it is good to reflect back to the historic Meets held at Elkhart Lake. I would like to thank member Karl Baldwin for sending me several copies of the old N.H. Association's bulletins.

* * * * *

CHEAPER BY THE DOZEN

By Dick Kauffman

Many people are amazed to see a Nash Healey car coming down the street or in a parking lot. But several of our club members have more than one Nash Healey.

Member Donald Moore of Bellingham, Massachusetts, I believe, holds the record for most Nash Healeys owned. He has Five; 2 - '51's, a '53 Roadster, '54 Le Mans Hardtop, and a '52 right hand N.H. Le Mans race car. I suspect this is the No. 11 car, the one that was driven by the French drivers Veyron and Giraud-Cabantous and had the N.H. experimental engine.

Member George Vollmer of Rochester, Pennsylvania has Four Nash Healeys. He has a '51 that needs complete restoration, a "mint green" '52 Farina Roadster that is in mint condition. This car was purchased by the Vollmer Nash dealership in July of 1952, the car was never titled in existence. He also has a '53 Le Mans Coupe and a '54 Hardtop.

I have 3 Healeys myself; a '52 Farina Roadster which has 25,000 original miles. I have won seven trophies with this car in the past two years. I have the '53 Le Mans race car that came in 11th (this car was described in Jan.-Feb. 1971 N.H. Magazine) and a '53 Roadster which I bought in New York last November. This car has no engine. I bought it for a parts car.

Several other members have two Nash Healeys, so till now we have accounted for approximately 215 Nash Healeys. Of this number about 175 are running and on the road. I hope we can locate a few more in the future.

* * * * *

THE MAIL BAG

*Comments & Views from
Nash Healey Members*



*From: Dave Kissileff
Editor of the Steering Wheel
C. H. V. A. Publication*

Dear Dick,

I was all set to come to the Spring Meet when I developed a problem with my Plymouth, and so I just couldn't make it.

Your Nash Healey Magazine looks just great. The photos are among the best I have seen in any club publication and the articles are informative and well written. The format is handy too. I was especially impressed by the overall neatness.

I am glad the Boyertown meet was such a success. I will make it next year if I have to hitch hike.

- - -

From: Dave Batson, Merritt Isl., Fla.

Thanks for your letter and issues of the N.H. Magazine. I have sold my N.H. to a fellow in Chicago. He knows of the club, so I suppose he has joined. My present interests are motorcycles. This is why I am not interested in renewing my membership. My main disappointment with Nash Healey's was that the car was little known and not much fun to drive and show off. I wish you much success in promoting the N.H. to a well known and classic car.

This is the type of letter I hate to receive, however Dave is certainly entitled to his opinion but I am sure most N.H. owners disagree with him. Ed.

- - -

From: David S. Blackburn, Waco, Texas

Dear Sirs,

I am enclosing a check for \$6.00 for the purpose of becoming an active member in the N.H. Car Club. For years I have had my eye and heart set on owning a Nash Healey and finally I have one in my possession. This desire began when I was in High School and my older brother, Dr. H.R. Blackburn of Noblesville, Indiana, purchased new a N.H. and toured the country. I had the opportunity to drive it on many occasions. I have never forgotten the joy of driving his Healey. Although I have owned Corvettes which I enjoyed, I always wanted to own a Healey.

While discussing cars with a student during his class, I learned with the greatest surprise his father had purchased a N.H. several years ago (which needed a great deal of work) and wanted to sell it, since it had been sitting in a garage for about six years. I expressed immediate interest and went to Longview, Texas to see the car. By this time, I found it sitting in a junk yard (the man was supposed to work on the car in his spare time, took no interest in the car, and left it out in his junk yard rather than in a garage.) I got the car for a very good price, had it towed back to Waco, and began restoration. I hope to have it in pretty good shape and on the road within the next month.

I look forward to an active association with the N.H. Club knowing I will benefit greatly from this membership.

We all share Daves joy in owning a Nash Healey. How many more Healeys are just sitting around in Junk Yards?
Ed.

From: Marvin Miller, Bellmore, N.Y.

Dear Richard,

Thank you for sending the back issues of N.H. Magazine. I have found them informative and helpful in obtaining information on where to get parts. I found it very easy removing the head and I was all set for a difficult job. I followed the pattern outlined in the N.H. Magazine and the head came apart beautifully.

If I can get the car on the road in the near future I would love to make the trip to Kenosha and meet some of the other club members, but at present I am hung up.

Do you advise my getting a 327 V8 AM engine, if I can't get a rod for my engine? I would like to keep the car as original as possible, but I would also hate

to have it sitting around for months, waiting for a part. A part I may never find. I do need some new wide white wall tires too. Thanks again for all the help.

Several members have asked about V8 conversions. We will have an article by Dick Law on this in the near future. On wide white wall tires see the last issue of our N.H. Magazine for the names of some companies that sell this type of tire. Ed.

SOUTHERN CALIFORNIA MINI-MEET

Sunday,
May 16th
saw the
First South-
ern Calif-
ornia meet-
ing of the
N.H. Car
Club, but
it didn't
turn out as
planned.
Even though
the coffee
was hot, the
donuts were
fresh, and
my garage
was spotless
after hours
of labor,
the turn out
could not be
described as stupendous. Sunday was also the perfect day for a meet - the weather was ideal with clear blue skies and the temperature at 80 degrees.



Fred Roth & his son Christopher, display some of their most prized possessions.

Even with all the odds in our favor our line up of cars ended up consisting of a 1954 Nash Healey Coupe and a 1959 pedal car. The award for greatest distance traveled was given to my 7 month old son, Christopher, who made it from his crib to the garage. However, he turned down the prize of the Nash Healey litter bag in favor of a jar of Gerber spinach which he felt tasted better. The award for cleanest engine went to me for obvious reasons. The award for most patience and endurance went to my lovely wife, Deanna, for helping me

set up this meet.

I don't want you people to get the idea that I am discouraged with this light turnout. I would just like to find out if there is anyone out here interested in having meets of this type. Oh well, at least I finally got my garage cleaned and my Nash Healey running for the first time in 8 years. I must say it was a real thrill driving her for the first time. I am extremely impressed with the sound of the engine and the ride of the chassis. My wife is also not sad. She says, "Let's have a meet like this every two months and that will keep that blankety-blank garage clean.

Hope to meet some of you sometime.

Fred Roth

* * * * *

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 time.

CARS FOR SALE

1951 N.H. Conv. - New paint, good cond. Price \$1500. For more details & photo send to: Tom Young, 1801 N. Washington Blvd., Sarasota, Fla. 33580.

1954 N.H. Le Mans Hardtop - Some restoration done, most parts have been rechromed, body has some rust, motor runs good. I am open to reasonable offers. Write: Bill McNellis, 28063 Palmer, Madison Hts., Mich. 48071 Phone: 546-1768.

1969 AMX - 14,000 miles, has won several trophies at car shows, 390 V8 engine, 4 speed/Hursh, all extras poss. including special factory paint. This is a real show car. Over \$6000 invested, Asking \$3000. Write: Bob Cosgrove, 29 West St., E. Paterson, N.J. 07407, or call (201)791-2241.

1950 Healey Silverstone - Original cond. 2½ litre Riley engine, new interior & paint. Price \$3200. Write: Dr. H. Kelley, 77 Flower Hill Rd., Huntington, L.I., N.Y. Phone: (516)421-1157.

CARS WANTED

Nash Healey sports car - Please send complete details, price & photo if possible. Send to: Paul Shaw, 528 E. College St., Iowa City, Iowa 52240.

PARTS FOR SALE

N.H. radiators - New in orig. cartons. Price \$50, includes shipping anywhere in the East. Slightly higher to West Coast. Write Bruce Hampson, Box 73, Convent Station, N.J.

New 1953-54 dual jetfire O.H.V. aluminum cyl. head for N.H. or Ambassador - \$80. Write: Carl Mendoya, 1415 Lexington St., Santa Clara, Calif. 95050.

Just purchased lge. stock of 2¼" to 3 wide white walls. Good selection of 6.70, 7.10 & 7.60 X 15 sizes avail. in many name brands (orig. N.H. size). sold only in matched sets of 4 & 5. For complete list & prices send S.S.A.E., along with size needed & info. on car to: Michael Olsen, 7 Redwood Rd., New Hyde Park, N.Y. 11040

PARTS WANTED

Connecting Rod for '53 N.H. Roadster, Part No. 3137048. Also master cylinder & tech. service manual. Write: Marvin Miller, 2892 Judith Dr., Bellmore, N.Y. 11710

Help! I need a steering wheel puller for my '48 Nash. I will pay postage plus rental fee. Please help! Call collect (201)791-2241; Bob Cosgrove, 29 West St., E. Patterson, N.J. 07407

LITERATURE FOR SALE

Large stock of Nash & Hudson literature & Manuals. Write stating your needs to: E.S. Knudtson, 822 - 63rd Pl., Kenosha, Wisc. 53140

1951 N.H. Tech. service manual. Excellent cond. \$10.
'52 Nash master Tech. service manual, good cond. \$10.
'53 & '54 Nash tech. service manual, like new \$5 ea.
N.H. parts catalog - \$2. Brand new '51 N.H. owners handbook, \$5 ea. New '53 sales brochure, \$5 ea. New '51 N.H. sales sheet, \$2, & more. For complete list write: Bruce Hampson, Box 73, Convent Sta., N.J. 07961



Picture of No. 10 Race Car, '52, & '51 N.H.