

# *Nash Healey*

## *Car club magazine*

Vol. 2 No. 6

Nov. - Dec. 1971



Jim Cash in Front of Midway Motor Lodge, Kenosha, Wisconsin

## *1971 National 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 for the United States and \$4.00 a year for England and other countries overseas. This 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

## MEMBERSHIP SECT/TREAS.

Irene Schlang  
P. O. Box 2034  
E. Liverpool, Ohio 43920

## PRINTER & CO-ORDINATOR

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

## REGIONAL REPRESENTATIVES

### WEST COAST

Frederick Roth  
3148 Carlton Dr.  
Thousand Oaks  
Calif. 91360

### MID WEST

James Cash  
6251 N. Sheridan St.  
Chicago  
Illinois 60626

### ENGLAND

Richard Ellis  
1 Marie Ave.  
Downton, Wilts,  
England

Volume 2 - Number 6

Nov. - Dec. 1971

## CONTENTS

NASH HEALEY NEWS AND VIEWS . . . . .	4
N.H. 2ND ANNUAL NATIONAL MEET, <i>by Mrs. Schlang</i> . . . . .	7
PHOTOS OF PRIZE WINNERS FROM 2ND ANNUAL NAT. MEET. Center	
HERSHEY - - 1971 . . . . .	13
N.H. ODDS & ENDS DEPT. . . . .	14
N.H. '52-'53 WIRING DIAGRAM . . . . .	16
NASH HEALEY CLASSIFIED COLUMN . . . . .	17

## EDITORIAL

Well, the Second National Nash Healey Meet is now history, but what a meet it was. There were 20 Nash Healey members there with 12 Nash Healeys on display. A crowd of about 1,000 people really enjoyed the fine display of Nash Healeys and older Nash cars.

And for the first time I feel we held a real Club business meeting. The meeting was held in the club room of the Midway Motor Lodge - they do have very fine facilities.

One of the most important items discussed was the point of having the club legally incorporated. This could save many problems for the Club in the future. To incorporate in the state of Pennsylvania can run into hundreds of dollars. I checked with a lawyer on this when we started the club. However, Paul Shaw of Iowa said it is very reasonable to incorporate in Iowa so he is checking into this now. Another aspect was to have insurance for liability in holding our Club Car Shows. Jim Cash of Chicago, who is field representative for Travelers Insurance is handling this.

We are working on the possibility of having Nash Healey Car Club bumper badges made and will have something definite on this early in 1972 - the same with jacket patches and club decals.

As you may or may not know, up to now a couple of Club Members have been handling all the responsibilities of the club and our club is growing slowly but surely. So it was decided at the Business Meeting that to insure the future progress of the club, there would have to be a greater distribution of responsibilities. So, there have been some necessary changes in our club officers. As of now, Irene Schlang of Ohio will be our club Secretary & Treasurer. Jim Cash of Chicago will be our new Mid-West Regional Representative. Jim has promised me that there will be one or two meets and other N.H. club activities in the Mid-West area in 1972. We have also established a National Board of Directors. You may wonder why? Well, from time to time difference of opinion, technicalities in the judging of cars, direction and supervision of National and Regional N.H. car meets, club policies and

changes will be handled through the Board of Directors. Each Director will serve for a period of one year and at our annual National Business Meeting, which will be held at our National Meet, a director may be replaced by another member or appointed to serve another year. All club members have been, and will be, encouraged to attend this annual Business Meeting so as to voice your opinion. We have tried to select Directors that have a knowledgeable background of Nash Healey cars as well as an enthusiastic attitude toward club activities, and not all in one geographical location.

Our 1972 National Board of Directors are as follows: Ray Scheel, Milton, Pa.; Ellsworth Pritz, York, Pa.; Paul Shaw, Iowa City, Iowa; Burt Horman, Lynden, Wash.; Fred Roth, Thousand Oaks, Calif.

Up till now we have been using the C.H.V.A. judging rules at both our National and Regional meets. It was decided that the Directors, along with the President, will draw up our own set of judging rules and judging form. This new judging form will be available for all 1972 N.H. meets.

Some discussion on the judging of cars would be good at this point. At all future National Meets a head judge will be appointed. He must have judged in at least one National Meet and one Regional Meet. Another rule to go into effect in 1972 is; any car that wins Best-of-Show for two consecutive years will no longer be eligible for this award, but will receive a permanent plaque of club recognition. Emphasis will be on original condition and authenticity. For example, one point will be deducted for unoriginal paint and muffler, instrumentation or other equipment. Two points will be deducted for unoriginal seats or material. Five points will be deducted for unoriginal engine. Also one point will be deducted for each park lite lense that is cracked or distorted. Same for tail lite lenses or any other item that is still available. This applies to narrow white wall tires as well. Any member may see their judging form - as to how they were marked - but under no circumstances will they be allowed to keep the judging form. This will be permanently retained by the club. However, a member may request a copy of their judging form. Also to avoid any misunderstanding, no judge shall judge a class of Nash Healey cars if he has a car entered in that class. Being that there were two different body styles in Nash Healey cars, if there are four or more 1951 Nash Healeys entered at any N.H. meet there will be a separate class for the '51 convertibles.

# NASH HEALEY 2ND ANNUAL NATIONAL MEET

By Mrs. Robert L. Schlang

Also, since our club is open to owners of Austin-Healey cars, club members that own Austin-Healeys may show them at both our National and Regional meets but they will be judged in their own class. Silverstone Healeys will also be judged in this class. It is quite possible that eventually there could be more Austin-Healey cars shown at the meets than Nash Healeys, thus the need to have separate classes.

Some members may wonder why a woman was appointed as Secretary/Treasurer for the club? Actually there are several reasons. First, Irene Schlang knows and loves Nash Healey cars and is a real N.H. enthusiast. Also I feel it is good to have a woman's viewpoint from time to time.\* This you will note in the fine write-up on our Kenosha meet by Irene Schlang. In fact I would like to have more members wives have an active part in our club.

So, all 1972 club membership dues should be sent to; Irene Schlang, Sect./Treas., P.O. Box 2034, East Liverpool, Ohio. By the way, the 1972 dues are due now. See the enclosed application form. The membership dues remain the same - \$6.00 for the U.S. & \$4.00 for Overseas members. You will note on the application, all club items that are available are listed so you may order these at the same time you send in your membership dues. Also, please fill out in detail all information on your car for the 1972 N.H. Directory and send it to; Burt Horman, Lynden, Wash. 98264.

I would like to announce a special offer for those club members that could not attend the Kenosha Meet. If you would like a plaque depicting a Farina Roadster of the Kenosha National Meet along with an original booklet of the old Nash Factory and an original folder on "The Power to Win", describing the Le Mans victories. These three items are all original and are already collectors items. We have only a very limited supply and offer is limited to one set per member. The cost is only \$2.00 for the set. All money will go toward the club treasury and this offer will not be repeated. So send for your set today. Send to: Kenosha Special, N.H. Car Club, R.D. 2, Boyertown, Pa. 19512.

\*If it wasn't for a woman's viewpoint and hard work you wouldn't be reading a N.H. Magazine of this quality at this time. *Dick Law*

Ring, Ring ..... it was 3 a.m. Friday morning and 550 miles to Kenosha, Wisconsin to the Nash Healey Car Club International second meet. In the pouring down rain we put up the top and started out. We had a long way to go and we were anxious to be in Kenosha by afternoon so that we could attend the business meeting.

My son Rick, his friend Dick, and I were so excited we couldn't wait to get started. As soon as we reached the turnpike our job began ..... maintaining maximum turnpike speeds, without exceeding the limits, for our "Bug" as we affectionately call our 1951 Roadster, was raring to go.

The miles slowly ran themselves out and we finally arrived at the Midway Motor Lodge, Kenosha, Wisconsin, slightly late for the business meeting, but in time to be told that everyone would be having dinner in the Lodges' dining room a little later. About an hour later, we joined Bertha and Ray Schell, Christine and Ellsworth Pritz and their daughter Donna, Addie Jean and Dick Kauffman and Oma and Paul Shaw, who were new and old friends having dinner together.

What fun we had at the "Open House" later that evening together with the members of the Nash Car Club. We saw films of the 1952 Le Mans race, and also films of two Iowa races brought in by Mr. Paul Shaw ..... you know that those Nash Healey Roadsters really could go!!!! (Some of the other cars too!)

Saturday loomed bright and sunshiny and everyone was off to an early start ..... get those cars washed ..... shine them up and get down to Lake Front Stadium, as soon as possible. What a sight. Can you ... anyone who was not there ... imagine 12 - - yes 12, Nash Healey's all lined up. For those of us devotees of the Healeys, this was a superb sight.

As I looked at Frank Vollmer's white (original paint almost completely polished off) 1954 Hardtop ... it was hard to believe that a car could last this long and still look so good ... and then my eyes were drawn to that magnificent red 1953 Hardtop belonging to John

Kerins. How it shone in the sunlight; watching your reflection on the fender you could almost feel the loving kindness with which this car had been restored. It was indeed a sight to behold !!!

There on the side was a white Hardtop with a black vinyl top ... wow!! A closer look at this one was a must. Beside the car stood Garrett DeRuiter, proud owner and restorer ... and would you believe ... Laverna and Garrett DeRuiter had worked until midnight Friday night finishing the car. Amazing what some 1971 know-how and imagination can do to a 1953 Healey Hardtop. Nearby stood a silver and navy blue 1954 Hardtop owned by James Cash ... still as he purchased it a few months ago ... in all its original glory, slightly weather beaten, slightly shabby but still a proud old lady. But down the row of three 1953 convertibles, (each one more gorgeous than the other) a green one, fully restored (and how), owned by Ray Schell; a dark green owned by Ellsworth Pritz; and a gold and brown one owned by Richard Kauffman. Never have I seen anything so beautiful ... well, almost never, for nearby stood the 1951 turquoise Roadster owned by my son Rick ... and you'll have to admit that seen through a Mother's eyes there was no car finer.

You should have seen the 1951 red Roadster owned by Paul Moser ... leather straps with buckles on the hood to keep it in place ... and all sorts of changes, but somehow, whatever you felt like doing to these cars, nothing could detract from their grace and beauty. Definatly in the running, competition wise, was the 1953 red Roadster that belonged to Lawrence Gough, the 1953 red Roadster brought in by Paul Capoli and the bronze and black 1952 Roadster owned by John Crane and Emilio Fanjon.

I do not envy the judges, Mr. Paul Shaw, Senior Judge; Frank Vollmer, Ray Schell, Judges; and Richard Kauffman, Referee, their job ... they had some tough decisions to make. Of Prime importance was original or original replacements of the components of the cars. The cars were judged on the basis of 100 points with extra points for optional equipment.

After many tense moments and long hours (or so it seemed) of waiting, the ballots were turned in. Everyone gathered at the Judges Stand to hear the decisions. We were told that when your name was called, go to your car and drive up to receive your Trophy. And then the suspense was over ... our President's voice

came over the Public Address System ... Mr. Ray Schell - Best of Show; Mr. Ellsworth Pritz - Longest Distance (beating our President by about 17 miles). Convertible Class - Richard Kauffman .. First Place; Ellsworth Pritz .. Second Place; Rick Schlang .. Third Place. Hardtop Class - Garrett DeRuiter .. First Place; Frank Vollmer .. Second Place; John Kerins .. Third Place.

As the winners circle formed and the cars drove up to receive their trophies, the sky clouded up and it began to look like rain. So, one by one, everybody gathered up their belongings and made tracks for the motel. It was a tired, happy bunch that broke into groups, some to swim, some to rest, some to talk, until it was time to get ready for the Banquet (an excellent Steak dinner) at 7:30.

At the Banquet Saturday night, we were privileged to hear from Mr. John Conde, of American Motors. It was also our pleasure to watch a twenty minute slide show that he had prepared on the History of the American Motors Co. He started with the old G & J Tire Company and brought it up to the present time. There were many interesting and unusual photographs and advertisements included in the slides. We were introduced to 40 retired Nash Motor employees and their wives, who were guests at the banquet and to Mr. Anton Christianson, who had worked for the Jeffrey Motor Company in 1910. Mr. Christianson, age 83, received a Trophy, courtesy of American Motors, from Marc Moser, age 10. Mr. Conde pointed out that there is no generation gap among car buffs. Incidentally, Marc is the son of Mr. & Mrs. Paul Moser of Oswego, Illinois ... Nash Healey owners.

Mr. Jim Dworshak, President of the N.C.C.A. and his Board of Directors were introduced by Mr. George Epstein, Master of Ceremonies. The Convention Committee, Mr. Chuck Rizzo, Mr. Charles Giorno and Mr. Vince Ruffalo were presented and thanked for a job well done. It was through their efforts that American Motors hosted our meet and presented those fantastic Trophies, the dash plaques, the souvenir AMX models and many other things to make this meet so outstanding. They made certain that everything, right down to the flower centerpieces which had AMX models worked into the arrangements, was done to perfection.

Telegrams and letters from dignitaries all over our country were read and the Mayor of Kenosha, his Honor, Wallace Burke was on hand to welcome us to his city.

\*Continued on Pg. 12\*



Ray Schell, Milton, Pa.  
Best-Of-Show 1953 N. H. Roadster



Dick Kauffman, Boyertown, Pa.  
1st in Convertible Class



Garrett DeRuiter, Chicago, Ill.  
1st in Hardtop Class 1953 N. H. Coupe



Ellsworth Pritz, York, Pa.  
Longest Distance 2nd in Convertible Class

Mr. Kauffman, President, presented his new Board ... Burt Horman, Vice-President (who unfortunately was not able to attend); Secretary/Treasurer, me; Board of Directors, Mr. Paul Shaw, Mr. Ellsworth Pritz, and Mr. Ray Schell.

At the conclusion of the banquet, everyone was making arrangements to meet again next year ... probably in Kenosha and everyone was going to take "Best-of-Show" next year.

On Sunday Morning a Drive-A-Way Brunch was scheduled to be held at the Holiday Inn from 10 to 1 ... unfortunately, we could not attend, so can't give you any details. I am certain however, that it must have been as wonderful as the rest of the week-end.

To all of you who were in Kenosha ... wasn't it a wonderful meet??? ... and to all of you who couldn't make it ... you really missed a wonderful week-end ... and to everyone, I'm looking forward to seeing you all real soon ... if not before, then next year when the Nash Healey Car Club International holds its Third Annual Meet.

P.S. If I've forgotten anything ... made any mistakes or misspelled any names ... don't forget, the Sun got to me on the way to Kenosha !!!

\* \* \* \* \*

#### NOTICE

Don't forget to send in your 1972 membership dues application and car registration form which is included in this issue. As last year, we will offer a bonus to all members who renew their membership or join during the year. It is a reprint of the 1951 Nash Healey Sales Sheet.

You can also order N.H. club items on this application. Dues are \$6 in U.S. and \$4 Overseas. Send to: N.H. Car Club, % Irene Schlang, Box 2034, E. Liverpool, Ohio 43920.

## HERSHEY - - 1971

Tremendous! Fabulous! Spectacular! Fantastic! Fun! All these words and much more could not fully describe this greatest show on earth for the auto enthusiast. The annual A.A.C.A. Eastern National meet has become the biggest and best old car show and swap meet in the world.

Officially the meet was to start on Thursday at noon, but many vendors were ready to set up on Tuesday so when the gates opened on Wednesday morning, hundreds of flea market vendors swarmed on to the 45 acre site of the flea market. It looked like the California gold rush. Any vendor that did not reserve his space by September 15 was out of luck because the 2,500 spaces were completely gone by that date and many were turned away.

Just what can you buy at Hershey? Almost anything that was ever made pertaining to any make car. All kinds of used parts from a Pierce-Arrow bolt to a complete restorable Model A Ford. Many cars were also for sale from a completely rusted out hulk of a Ford to a prize winning Packard Open Tourer, and believe it or not, a real Nazi World War II tank.

Prices ranged from dirt cheap to outrageous. I bought a 1928 Hudson hubcap for 10¢, a Marmon 16 dash sold for \$400. Literature was sky high. A '51 Muntz Jet brochure sold for \$15, one vendor was asking \$12 on a '53 Nash Healey brochure, shop manuals were also selling at a premium. Many vendors had new old stock parts for sale. One even had an original Tucker radio, brand new in the original box for \$75.

Several N.H. members stopped by my stand to say hello and chat awhile. John Kerins of Indiana, Post Wright of New Jersey, Garrett DeRuiter of Illinois, Ray Schell of Pennsylvania, & Ronald Pacini of Michigan.

I had a few N.H. parts for sale and other club items. I observed that there seems to be much more interest in Nash cars and Nash Healey than in other years. I guess all the publicity given Nash Healey has helped. So, if you have never been to Hershey, don't miss it next year. You will never forget it. Oh yes, over 100,000 persons attended the meet.

N. H. ODDS  
&  
ENDS DEPT.

Our Eastern Regional Fall Meet, held at Woodbury, N.J. was a complete failure. The weather was uncertain but with so many N.H. members in the general area it was really disappointing not to see more there. After all, your Healey doesn't have to be a 100 point car to show it. If only two more Healeys would have showed, we would have had a class. As it was there was no Nash Healey class. With a response like this it makes it very difficult to plan a Fall meet next year.

With the appointment of Jim Cash as our new Mid-West Representative, watch this region move in 1972. Jim has some fine ideas on Regional activities and with some support by other members this could become our most active region. Jim will be contacting all members in the Mid-West area soon.

Still not much interest out on the West-Coast according to Fred Roth. Fred has gotten some new members but he can't do it all alone. If you are interested in a West-Coast meet or other regional activities write Fred Roth and let him know it.

\* \* \*

We received some publicity on Nash Healeys in a recent article in the Chicago Sun-Times, under the article "Some Autos for Investment", written by Dan Jedlicka. Some excerpts from the article are as follows: "Most articles about what car to buy as a 'blue-chip' investment are pretty much of a joke.

For example; one is advised to purchase a Duesenberg, Auburn, Bentley, three wheeled Morgan and other classic cars. The rub is that it costs an arm and leg to buy them even in unrestored condition - if they can be found.

Here's a list of cars which won't set you back a fortune to begin with and which stand a good chance of escalating greatly in value over the next, say, seven years. You might find a few in an unsavory looking Used Car Lot or might even be using one as the family 'clunker'.

What distinguishes these autos is uniqueness, a heavy prerequisite for any type collectors item. What will strongly enhance their value are upcoming federal safety regulations which will kill off unusual, limited production cars because automakers will not be able to afford building them."

Mr. Jedlicka then goes on to list the cars that would fall into this category. Included are 1960 Edsel Convertables, Chevy Nomad, early Corvette's, Studebaker speedster, Ford Thunderbirds '55-'57. On the Nash Healey and AMX he stated: "Nash; The Nash Healey sports model of the early 1950's, though not that good looking, is unique and getting rarer. American Motors; Latch onto the 1968-70 two seat AMX. You can't go wrong, especially with the 1968-69 versions" (This reprinted by permission of the Chicago Sun-Times).

While we cannot agree with the statement that the Nash Healey was not a good looking car, we are glad to hear that persons feel they are a desirable car to invest in.

Several people ask me about the AMX 3 production. I too was interested in what progress had been made on this fine designed sports car so while attending the National meet in Kenosha, I talked to one of the representatives from American Motors Corp. He informed me that only eight had been built, two of which are here in the states and the other six are still in Italy. He added that he had no idea when the others would be shipped over to the states or if any more would be produced. Without a doubt, this would be a most desirable car to get a hold of, if possible.

\* \* \*

AUSTIN HEALEYS

Several Austin Healey owners have recently joined our club and we welcome them. We plan to include some material on the early Austin Healey's in 1972.

Member Lee Guth of Fullerton, Pa. did quite well with his Austin Healey 100, taking three trophies at shows in Pennsylvania. Lee took a First, Second and a Third. Hope Lee can bring his Healey to our Spring Regional meet in 1972.





Wanted for '54 N.H. Hardtop - Trunk handle, N.H. Script, cross flag emblem, gear shift knob. Write: Laird W. Crowe, P.O. Box 441, Oklahoma City, Okla. 73101

---

Radiator cap for '54 Farina Hardtop. Write: E.S. Craig, P.O. Box 4776, Memphis, Tenn. 38104.

---

I need the following items for my '51 N.H. Convertible. Complete set of rings, bearings, gaskets for engine. Write: Jules Kurtz, 101 Broadway, Newburgh, N.Y. 12550

---

Wanted an aluminum or steel head in good condition for a '53 Nash Healey. Write: Howard F. Kapso, 1323 Home Avenue, Berwyn, Ill. 60402.

---

#### LITERATURE FOR SALE

Nash & Hudson original brochures & manuals - Reasonable prices. Write for list to: E.S. Knudtson, 822 - 63rd Pl., Kenosha, Wisconsin.

---

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

---

Original Nash dealer news, with photos of Nash Healey's Sports car Magazines of the '50's with N.H. photos & articles, original 8 x 10 glossy photos of '53 & '54 Nash & '54 Metropolitan. Write: Richard Kauffman, R.D. 2, Boyertown, Pa. 19512.

---

Nash Healey leather key cases - \$1.50 each. N.H. lapel or tie pins - \$2.25 each. N.H. litter bags with club emblem - \$1 for 2. Please state colors desired (Red, Blue, Black, Green). All back issues of the N.H. Magazine are available of Vol. 1 except issue No. 1. Price for all Vol. 1 issues are 75¢ ea. All Vol. 2 are available at 50¢ each. All items will be sent postpaid. Send to: Nash Healey Car Club, R.D. 2, Boyertown, Pa. 19512.

---

#### NOTICE - WANTED

Photos, stories, articles, restoration tips or anything you might have on Nash Healey for publication in our club magazine.

#### IN THE NEXT ISSUE:

PART V OF THE NASH HEALEY STORY ON  
THE 1954 LE MANS HARDTOP

THE NASH HEALEY SPIDER

V-8 ENGINE CONVERSION

AND MUCH MORE!



Photo by J. Azzaro

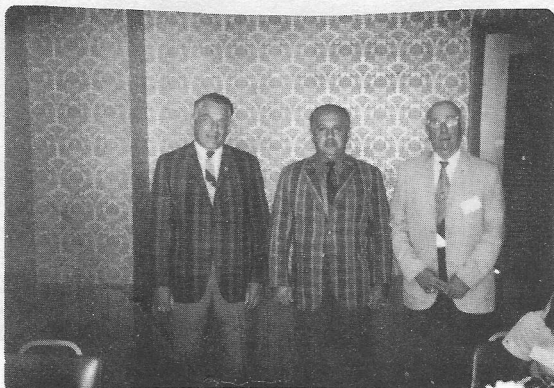
THE END!



John Conde of AMC - Guest Speaker



Dick Kauffman - President, N. H. Club



1972 N. H. Board of Directors  
Ray Schell, Milton, Pa.  
Ellsworth Pritz, York, Pa.  
Paul Shaw, Iowa City, Iowa