

Nash Healey

Car club magazine

Vol. 3 No. 2

March - April 1972



The Cars of Donald Healey

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.

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EDITORIAL

Arrangements have been made to hold our Eastern Nash Healey Spring Car Show and Swap Meet on Saturday, May 6th at the Boyertown Community Park, Boyertown, Pa. This years show promises to be bigger and better than ever. We expect about 100 cars plus a good size flea market. We have a much larger show and parking area then last year. Announcement of the meet will be advertised in all the leading old car magazines and newspapers. We would like to have a good showing of Nash Healey cars. A flyer giving complete details and entry registration is included. So send it in as soon as possible. The Independence region of the C.H.V.A. has promised us good support again this year.

I may have to retract a statement made in the last issue as to the acceptance of '51 and '52 Nash Healey's being shown at C.H.V.A. National Meets. According to the clubs By-Laws, no car newer than 1948 would be accepted by the C.H.V.A. until 1974 or unless a vote by the majority of members to change the rule occurred. This is a hot issue, as the President and the Secretary received so many letters that a referendum has been drawn up and during the early part of February all members should vote either to accept cars 20 years old, or 15 years old, or keep the By-Laws the way they are now.

I have written three different officers of the C.H.V.A. as well as discussed it with some of the Independence Regional Officers. I feel if the C.H.V.A. continues to reject Classic Cars of the '50's such as the Nash Healey, then they will be the loser. As their own Regional Meets have shown, people are interested in seeing the great cars of the fifties, such as Kaiser Darrin, Studebaker Hawk, Buick Skylark as well as the Vettes and Birds. This is a fact the officers of the C.H.V.A. had better realize.

So, all Nash Healey members that belong to the C.H.V.A., your vote to accept cars 20 years old is important. We should know the outcome by the printing of the next issue.

Diana Hunter, Secretary for the Association of Healey Owners, informs me that because of increased costs and rate change, the cost for overseas members to join the Assoc. of Healey Owners is now \$5.00. I

understand several of our Nash Healey members have joined the Healey club.

In case you are wondering who owned the '54 N.H. Le Mans Hardtop that graced the cover of our last issue, it belongs to member Laird Crowe of Oklahoma City, Okla. It was certainly a different view of the Nash Healey.

Our cover car this time belongs to N.H. member Brian Speirs of Scotland and is a Healey Abbot. The back cover picture is also from Brian and shows Donald Healey at the wheel of a Healey Elliot.

I had the privilege to talk to John Conde of AMC at the AACA Convention in Philadelphia recently. He told me positively the total Nash Healey production was as stated by Nash, as 506. Why BMC says only 404 is still a mystery. As to the thousand or twelve hundred figure, Conde says you cannot go by the serial number to establish a greater number.

On discussing just who has bought the Nash Healey parts, it seems he doesn't know any more about who has them then we do. Conde said that AMC is not going to sponsor the '72 N.H. National Meet this year but would send a donation to help offset the cost of the trophies and dash plaques.

A few issues back we had a list of companies that had services that some of the members might want to use. One was Steering Wheel Exchange, El Monte, Calif. Well, be careful in dealing with this company. We have heard several bad reports about this company. One fellow I know personally waited over eight months, and only after getting a Justice of the Peace to threaten a law suit did they return the steering wheel. Another came back in just about the same condition it was sent. It looked like all they did was fill in with plastic filler and paint it ivory. So just because a company advertises in some of the old car publications does not always mean they are reliable.

Special notice for N.H. members on the Westcoast. They will be interested to know there will be (I hope) an informal get-together at the Harrah Swap Meet & Car Show, held in Reno, Nevada, June 24th. Why not meet some of the other N.H. members and show the public there are still a few Nash Healey's around. Hope to have more on this in the next issue.

R. M. Kauffman

THE CARS OF DONALD HEALEY

By R. M. Kauffman

PART I - The Westland to Silverstone Era.

The time was 1919. Donald Healey had just opened a small garage in his home town of Perranporth (having just recently gotten back from serving with the Royal Flying Corps in the great war). But now the horror of the war was in the past and young Donald turned all his attention to motor cars. In 1922 Donald Healey bought a brand new Buick and shortly became interested in local sporting events. His first time in competition saw Donald and the Buick take the fastest time of the day. This then was the beginning of a brilliant racing career for Donald Healey.

Donald later raced in Riley and Triumph as well as Invicta in which he won the famous Monte Carlo rally outright. This was the first time a British driver had accomplished this feat. In 1957 Healey was still racing at Monte Carlo. His co-driver was Tommy Wisdom and they did a splendid job with the Nash Healey's in the Le Mans races years later. However, the '57 proved to be the last Monte Carlo race for Healey.

It was during the second World War that Healey while working for the Humber Car Co., along with A.C. Sampietro (this is the man that designed the famous hemispherical N.H. engine that was used at Le Mans), met a body stylist by the name of Ben Bowden and a third man James Watt. With the talent and enthusiasm of these four men the idea of building their own car was to soon become a reality. Already at this early stage, the idea of a trailing link suspension was being worked on by Sampietro. By 1944 the Healey team had some very definite plans for the building of their car. Now backing was needed to put the ideas into production. James Watt, acting for the group, took the plan to the Board of Directors of the Triumph Car Co. who flatly rejected the whole idea because the group had not built any cars yet and Triumph felt it was too risky.

Of course discouraged by the Triumph decision, the Healey group was determined that someday they would indeed build motor cars. It was about a year later, with Hitler's war machine just about finished, Healey and his group were busy working on body designs in a

garage in Herford called the Westland Garage. Thus we can appreciate the name of the first Healey car, the Westland Roadster. Now the question was what kind of engine would be used. Things were indeed looking up for arrangements were made to use the well proven 2.4 litre Riley engine, as this engine would adapt to the Healey chassis and body very well. Now a plant or factory was needed to build the cars. A friend of Donald Healey, Wally Allen by name, agreed to let the Healey group use a small office in Warwick and some space in a Concrete Mixer Plant at the Cape.

The group thought it best to offer the public two different Healey models but since they only had one prototype (the Westland Roadster), they took a photo of the scale model of the Saloon type (this is much like the Tucker Car Co. did here in the U.S.), and in any event, the Healey Co. now showed two cars in their first brochure. The Saloon bodies were arranged for from a company in Reading, called the Elliot Co. Hence, the name the Healey Elliot Saloon.

The type of chassis were changed, but these two Healey models remained in production from 1946-1950.

It is interesting that right from the outset, Healey was going to prove to the sporting world that his cars were built to have top performance. So in December of 1946, while the small crew was turning out the first batch of Healey cars in Warwick, Donald Healey took a standard Elliot Saloon to Italy, along with a representative from the British Car Magazine, *The Motor*, to really test this new Healey car. And so it was on the test track at Milano that the Healey covered the flying quarter mile at 104.65 M.P.H. and the standing quarter mile at just over 17 seconds, and this right in the back yard of some of Italy's finest sports cars. Thus the Healey could rightly claim, at the time, to be the fastest British production sports car.

Healey entered a Westland Roadster in the 1947 Alpine rally. Again calling on the driving talent of Tommy Wisdom. With skill on the part of Wisdom and true sports car performance on the part of the Healey, Wisdom returned with four major trophies, including first in his class. This was quite impressive for the Healey's first try in real competition.

Both the Westland Roadster and the Elliot Saloon did quite well in meet and race competition on the continent and these cars remember, were not designed spe-

cifically for competition. Only once in eight major International events did the Healey fail to finish and could claim six class wins and one class second.

The Healey name was by now well known, not only in England, but in France, Italy and the U.S. as well. But now sports car drivers wanted a Healey car that was more suited to the track. So it was in 1949 that the Healey crew began working on a new design Healey. The result was the Healey Silverstone.

The Healey Silverstone was offered to the public for the first time in July of 1949 and continued to be produced until September of 1950, with a total of 105 Silverstone produced. Today the Silverstone is still considered by many to be one of the finest Healey designed cars made and it has an amazing survival rate of about 85%, one of the highest of any British car.

The Silverstone was just about what any race driver or racing enthusiast wanted in a sports car. It was a hairy looking machine that even looked fast, said one car journalist on seeing the Silverstone. The Silverstone was not built for comfort. It was, and is, a car you would drive for the pure thrill of knowing you were handling a purebred racing car.

The Silverstone had a 2,443 C.C Riley engine but it was placed about 8" further back than the Westland and Elliot models. The rear frame and gas tank were rearranged. The suspension included an anti-roll bar between the trailing links of the front suspension and had firmer springs in the rear. Tires on the car were 5.50 x 15 with the headlights placed within the radiator. The two basic chassis types were the early D type and later E type. The small Riley engine produced 104 HP and if tuned properly the Silverstone could easily do in excess of 100 MPH.

As to its' racing career, the Silverstone did perform well but seemed to have a series of misfortunes. It seemed never able to attain the impressive wins. Perhaps the high point was at Watkins Glen in 1950 when the Walters-Cunningham Silverstone swept the field with a class win and first in the Sennaca cup race.

* * * *

HEALEY CARS FROM 1946-1950

Healey Westland Roadster - Production period, 1946-1950. Two door, 4 seater, open roadster. Built on A type chasis. 4 cylinder Riley engine. S.U. Carburetors. 104 HP. 64 Built.

Healey Elliot Saloon - Production period, 1946-1950. Two door Saloon built on A,B and C chasis. Same type engine as the Westland. 101 built.

Healey Duncan - Production period, 1947. Less expensive but roomier version of the Westland and Elliot. Built on B type chasis. 39 built.

Healey Sportsmobile - Production period, 1948-1950. Spacious and luxurious 4 seater. Body on B type chasis with Riley engine. 23 built.

Healey Silverstone - Production period, 1949-1950. Open 2 seater with lightweight stressed-skin alloy sports body. Built on D and later E type chasis. Riley engine. 105 built.

Healey Tickford - Production period, 1950-1954. Two door, 4 seater sports saloon with improved styling. Built on C and F type chasis. Riley engine. 224 built.

Healey Abbott - Production period, 1950-1954. Two door, 4 seater. Drophead coupe version of the Tickford. Built on C and F type chasis. Riley engine. 77 built.

Major Competition Successes of Healey Cars; 1947-1951

<u>Year</u>	<u>Position</u>	<u>Event</u>	<u>Car</u>
1947	Class Win	Alpine Rally	Westland
1948	Class Win	Alpine Rally	Westland
"	Class Win	Targa Florio	Elliot
"	Class Win	Mille Miglia	Elliot
1949	Class Win	Mille Miglia	Elliot
"	Class Win	Alpine Rally	Silverstone
1950	Class Win	Production Race	Silverstone
"	Outright Win	Watkins Glen	Silverstone
1951	Class Win	Coupe Des Alpes	Silverstone
"	Class Win	Liege Rally	Silverstone
"	Class 5th	Tourist Trophy	Silverstone

(Facts and figures courtesy of British Motor Corp.)



Top right: The hard-top of this Healey Silverstone carries Perspex sidescreens and fitted winking indicators which can be supplied if required. The rigidity and strength of moulded Fibreglass are amply evidenced by the picture above.

HARD-TOPS

tion. It is, in fact, so tough that one heavy outlay is the adequate supply of power-saw blades. The trimmers abandoned hand saws when it was found that they had to be reset for each new shell!

Wherever possible, Universal Laminations endeavour to supply the complete conversion by correspondence, but even in quantity-produced cars body measurements vary as much as two inches overall and there is no wisdom in attempting to stock an optimum fit. Up to three-quarters of an inch can be allowed for by the flexibility of Fibreglass, but beyond that limit the craftsmanship suffers. Temporary modifications are made to the formers before casting the requirements of individual customers. This ensures that, in the absence of the car itself, the customer's measurements are closely adhered to.

Standard Fittings

One of the features of these conversions is that they utilize the existing fittings on the cars concerned. The body structure need not be altered in any way, and, in some instances, it is possible to fit the hard-top with the original hood in the lowered position. This is very desirable, for if the weather is fine and the car is needed in the open position, then the hood can be carried—without additional fuss—as a safeguard against the vagaries of the British climate.

The amount of physical strength required to fit and detach one of these hard-tops is not great because of the light weight. This should make it even more attractive to women drivers, for it appears that women are already enthusiastic about the neat finish it imparts. There is no doubt that the existing designs blend well with the bodies for which they are intended.

The cost of such a conversion is not by any means prohibitive. Cost has been kept at the absolute minimum by utilizing new and special processes. Although Fibreglass construction is comparatively young in this country Mr. Eales lays claim to being the first manufacturer in Britain to apply it to the car industry. He also claims that exhaustive experiments with varying substances have enabled him to produce a stronger and more durable article than he himself would have

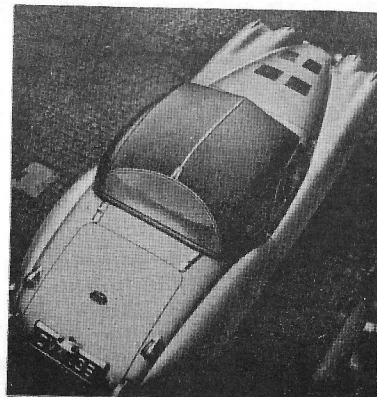


This cleverly designed Nash-Healey conversion has proved very popular abroad. Matching sidescreens can be supplied but are not necessary because of the windows which are already fitted.

believed possible when his company first started. Prices naturally vary, but a list of those conversions which have already been completed and which are now available is given on the right. In some instances, the cost of a replacement hood for the car concerned is also given for comparison purposes.

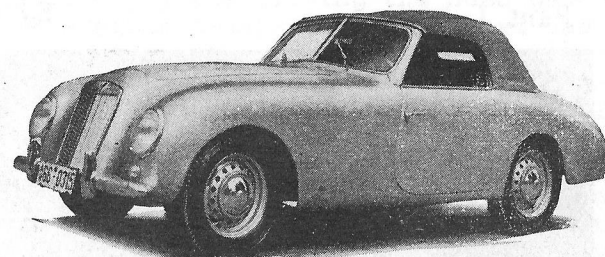
Car	Hard-top	Replacement Hood
Nash-Healey	£45	—
Austin-Healey	£45	—
S.M. Roadster	£40	£20
Austin A40 Sports	£45	£25
Jaguar XK120	£55	£30
Triumph TR2	£45	—
Triumph 1800	£40	—
M.G. TD and TF	£30 to £45	£12-19
B.M.W.	£40	—
Allard	£45	£25
Healey Silverstone	£45	—

Built to the specification of a Jaguar owner, this top has a chromium strip running from front to rear. Two hooks are provided so that the top can be suspended from a garage roof when not in use.



THE AUTOCAR, JANUARY 2, 1953

Right: A drop-head coupé in the slab-sided tradition by Karosserie Wendler, of Reutlingen, Germany. Only the M.G. radiator and wheels have been retained.



M.G. Masquerade

RINGING THE BODY CHANGES
ON A WELL-KNOWN BRITISH
TRADITIONAL SPORTING CHASSIS

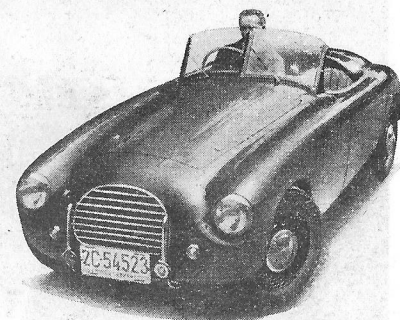
WITH a car as popular as the M.G. Midget, it is inevitable that some customers will want certain modifications to the external appearance, and improvements to the carrying capacity and performance, of this excellent design, while others just long for something the Joneses don't have.

Usually the specialist bodybuilder catering for these wishes will follow one of two courses. He may try either to turn out a touring car with a modern appearance and greater roominess than those of the standard product or by a substantial reduction of the overall weight and improvement of the aerodynamics achieve a better performance.

Several German bodybuilders have recently tried their hand at tailoring new suits for the TD chassis.

The likeness of a scarlet two-seater to the Italian Ferrari is not entirely incidental. This car was built for a young member of the U.S. forces in Germany. He provided a new TD chassis and a very second-hand American magazine con-

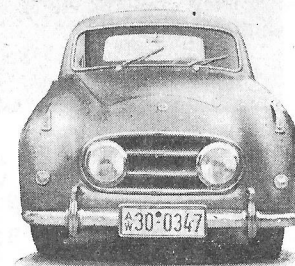
A U.S. Serviceman was responsible for this Ferrari-like two-seater, built in Germany from photographs supplied by the customer along with the chassis.



taining two photographs of a Ferrari two-seater and would Mr. Bodybuilder please make a car like this one, and as light as possible, in six weeks, when he had to leave for the States? The Weidenhausens, father and son, made a first-class job of it. They have considerable experience in this kind of work, as quite a number of the special racing Porsches have emerged from their shop.

Whereas the increase of performance was the primary aim of the owner of this car, comfort, good looks and roominess were the first consideration of the models turned out by Wendler of Reutlingen, who also specialize in several body types on the Mercedes 220 chassis.

The open two-seater retains the original M.G. radiator grille, which is placed only in a more forward and sloping position. The luggage capacity has been vastly increased and the flowing lines should, no doubt, considerably reduce air resistance. The same front treatment is found on the slab-sided convertible and fixed-head coupé bodies.



In this sports coupé by Karosserie Wendler the only identification is the M.G. badge. It is essentially a two-seater, but there is an extra seat for children at the back. The general effect is not unpleasing.

Note the similarity to the '51 Healey in second photo and the copy of N.H. front on the car at the bottom.

SO YOU WANT TO BUILD A "HOT-ROD"?

Part I

By The California Dude



Here is a picture of my innocent looking '54 Hardtop complete with much reworked 1955 Chevrolet "V8" engine. The local yocals call it a "sleeper". On several occasions "Big Bad '56 or '57 Chevies" with jack-ed up front ends, mag wheels with slicks and roaring engines have pulled along side meek little me and challanged to "punch-off". I like to toy with them at 35 MPH. I casually shift into 2nd gear overdrive and nod my head to "Go". When I floorboard it and it pops out of overdrive, all hell breaks loose. The front end leaves the ground for a few feet and I leave 50 feet of burning rubber and smoke behind me, plus I am long gone.

At the next stop light the defeated warrior in his car pulls along side me and if there are two people in the "mag wheeled wonder," one person always says to the other, "What the - - - is that?" (I'm becoming a good lip reader. I hope my wife never learns this as the comments belong in a boiler room). Needless to

say, my "red racer" is respected in San Francisco.

When I got this car it's original Nash engine left a lot to be desired. I was blowing the head gas-
ket at the rear of the block constantly. The head had been resurfaced so many times that the side pan screws were screwed partially into the head gasket and the compression ratio was so high that the 6 volt starter would barely turn over the engine. The engine had been re-bored .060" oversize except for #6 cylinder which was .080" oversize. The previous owner informed me that one connecting rod journal was reground to a size different from the rest but the engine ran fairly well and I drove it to work every day with no problems.

One day when I was roaring down the road at 30 MPH in overdrive, number two and number three pistons decided to change holes and the innards of the engine ended up all over the street.

After pulling the engine and looking over what was left I decided that their was "no way" this engine would or should run again. I looked for another engine and checked the availability of parts for a Nash engine and needless to say I was in trouble. I looked into the empty engine compartment and thought, "Woe is me". All of a sudden it dawned on me that the size of the transmission input shaft spline looked quite familiar. I borrowed a '55 Chevrolet clutch plate and it fit like it was made for my car. I thought, "this is it! Big bad Chevie engine here we come!"

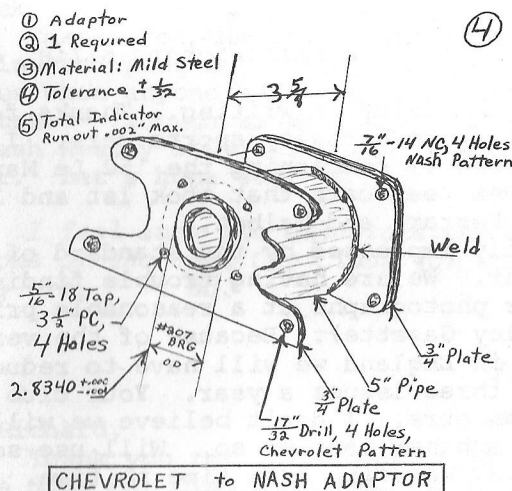
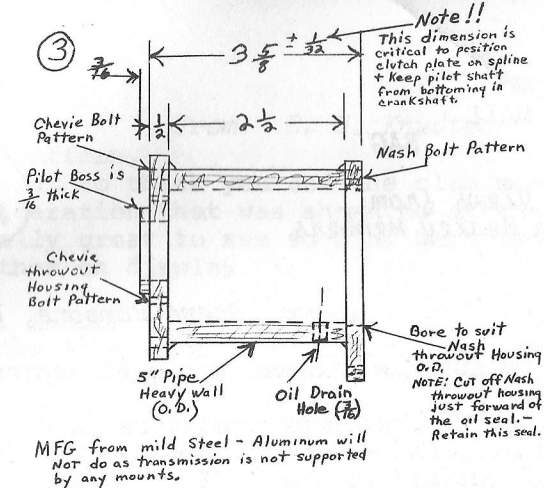
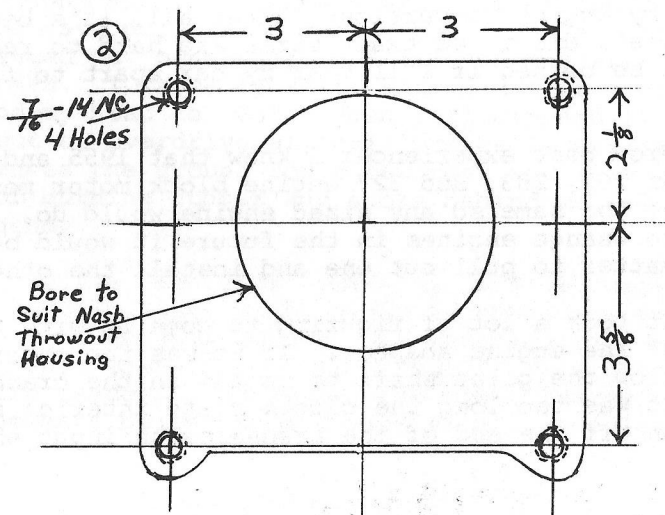
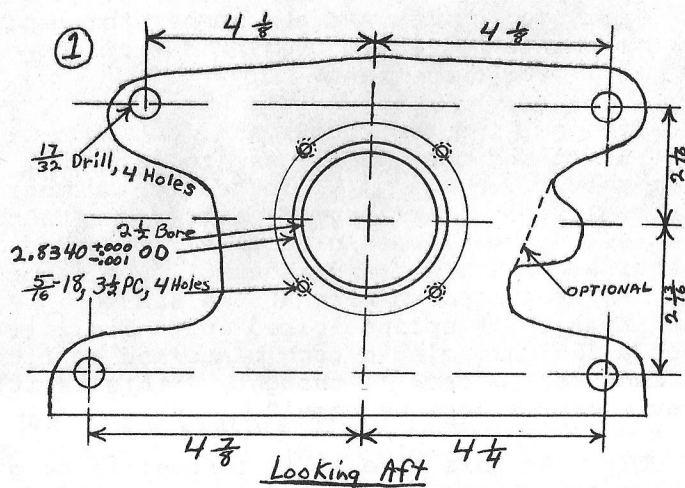
NOTE: At this time it is impossible to give an "A to Z" explanation of what I did or how I did it. I can only give you a rough (very) idea of how I accomplished my engine conversion. After all, it's been some time since I did it so exact sizes are hard to remember and I'll be darned if I'll tear my car apart to find out.

From past experiences I knew that 1955 and later Chevrolet 265, 283, and 327 engine block motor mount holes are the same so any sized engine would do. If I wanted to change engines in the future it would be a simple matter to pull out one and install the other.

It took a lot of figuring to come up with the design of the engine adaptor. If it was too short it would allow the pilot shaft to bottom in the crankshaft and if it was too long the clutch plate interior splines would run off the end of the transmission input shaft

exterior splines. The latter can cause all sorts of problems. If the clutch plate runs off the splines, wear will cause small burrs to form on the interior splines in the clutch plate and eventually these will cause the clutch plate to hang-up. This is a common problem with the drag racers. They buy "Joe hot-rod" engine adaptors and no consideration is given to spacing of the drive splines. After the car is raced for awhile the clutch plate hangs-up and the phenomenon known as "a blown transmission" occurs.

The following diagrams show the adaptor that I used in my engine conversion. Needless to say they are "crummy blueprints" but any machine shop, machinist, or brain surgeon should be able to figure out my "chicken scratch" and make the adaptor.



Make sure that the bolt patterns on the engine bell housing and those on your transmission match these drawings. If they do not match, (1) Boil some water, or (2) Get a hold of a machinist to figure it out. At this stage of the game, if everything looks alright, you should put on your roller skates and go to the local Chevie dealer and purchase a throwout bearing housing, throwout bearing, and, because you forgot to save it, a throwout arm (lever or fork). Take the throwout housing and your Nash throwout bearing housing (removed from your transmission) and your adapter plans to the machine shop so that the machinist can make the engine adapter and fit the Chevie housing to the front of the adapter. Also he can cut off the Nash housing just in front of the oil seal for you. The latter is no big deal as you can do this yourself with a hack saw but be sure to deburr it with a file as you can cut yourself on the sharp edges. NOTE: (Bring money to the machine shop).

Continued Next Issue

THE

MAIL

BAG

Comments & Views from
Nash Healey Members



From: Steve Parsons, Peoria, Ill.

Dear Dick,

Who is our new MidWest Regional Representative?

Our new MidWest Representative is Jim Cash, 6251 N. Sheridan St., Chicago, Ill. 60626. Jim is arranging for regional activities for 1972. Ed.

From: Richard Ellis, England

Dear Richard,

Sorry for the delay in writing. Thanks for the information sheet on Nash Healey sports cars. I did notice an error however concerning the '52 Le Mans race. It was the Mercedes team cars that took 1st and 2nd. The sheet stated Ferrari and Talbot.

I was really impressed by the standard of your magazine this year. We are having trouble finding a printer to do our photographs at a reasonable price and quality (for Healey Gazette). Because of the very high cost of printing in England we will have to reduce our club magazine to three issues a year. Your club is a little larger than ours. I don't believe we will hit the 100 mark for another year or so. Will use some items from the N.H. Magazine from time to time. Perhaps you will do the same.

Richard is right. There is an error in the cars finishing 1st and 2nd. However, the description was printed by American Motors Corp., not the Nash Healey Car Club. If you check N.H. Magazine, Vol. 1, No. 5 you will find the full and accurate account of the 1952 Le Mans race.

We indeed know how hard it is for a small car club to keep going. We have been operating on a shoestring since the very beginning. We do hope that the Association of Healey owners can continue and we do appreciate the exchange of news and information. Ed.

From: E. S. Knudtson, Kenosha, Wisc.

Dear Mr. Kauffman,

I want to thank you and the club members for the fine consideration that was shown me at the Kenosha meet. It was really great to see so many Nash and Nash Healey cars together on display.

Mr. Knudtson is a member of the club and had a space in the Flea Market in Kenosha. He deals in Nash and Hudson literature and his prices are very reasonable.

From: Dick Langworth
Automobile Quarterly

Hi Dick,

Thanks for the complimentary copy of the N.H. Magazine and plug for the Milestone Car Society. I get nervous when anyone says that a car "will" be named a milestone -- though as an individual I certainly support the Nash Healey 100%. I think it should be an easy winner. Let's hope so.

I feel sure the Milestone Car Society will become one of the best Car Clubs for cars in the Nash Healey era. Ed.

From: Bruce Hampson
Convent Sta., N.J.

Dear Richard,

Thank you for including my ad in the last issue of the N.H. Car Club Magazine. I am now sold out except for a few miscellaneous items. Please list these in this issue. I have sent a check for \$6 to Mrs. Schlang for membership renewal. Perhaps you or some of the clubs officers may be interested in the club items I have for sale.

I guess the Classified Advertising works, but the Nash Healey parts situation is going from bad to worse as Bruce used to supply radiators and jack hole plugs. The items he refers to are listed in the Classified Section. Ed.

NASH HEALEY CAR CLUB

CLASSIFIED SECTION

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

1953 Nash Healey Farina Coupe - Complete & runs but does need some body work. Price: \$1,000 or trade for equal value 1930 era car. Wallace Hoder, P.O. Box 1162, Hobe Sound, Fla. 33455.

1927 Rolls Royce Goshawk, 20 HP Sports Saloon - New paint, carpets, tires, some chrome parts rechromed. Runs fine, orig. leather upholstery & has sliding sun roof. This car will be on display at the N.H. Spring Car Show at Boyertown, Pa. Price: \$4,000. Richard Kauffman, R.D. 2, Boyertown, Pa. 19512.

PARTS FOR SALE

N.H. parts - New tail lite lenses, park lite lenses, horn relay, water pump, fuel pump, fan belt, ignition coil, also used hood, doors & trunk. Write: Richard Kauffman, R.D. 2, Boyertown, Pa. 19512.

For Farina bodied coupes & roadsters - New Neoprene weather striping. This is the strip that runs vertically on the post behind the door & horizontally in front of door scuff plate. Please indicate exact size. Price: \$1.50 per foot, sent PostPaid. Frederick J. Roth, 3148 Carlton Drive, Thousand Oaks, Cal. 91360.

PARTS WANTED

For 1953 N.H. Coupe - Aluminum head, grill spinner & N. H. script & cross flag emblem for trunk. Write: Howard F. Kapso, 1323 Home Ave., Berwyn, Ill. 60402.

I need a steering wheel for a Nash Healey. Rim can be poor. I just need the hub. Write: Steve Parsons, 4927 W. Swords Circle, Peoria, Ill. 61606.

MISC. FOR SALE

One used N.H. radiator, 1951 orig. factory photo, N.H. parts catalog, Metro. tech. service manual. I also have most of the bulletins from the old N.H. Assoc. of '58-'60, plus many letters. Will sell the entire lot for \$20. I also have another pack of letters & photos of N.H. owners cars. Will sell these for \$5. Write: Bruce Hampson, P.O. Box 73, Convent Station, N.J. 07961.

Orig. Nash & Hudson literature - Reasonable prices. Send S.A.E. for list. Write: E.S. Knudtson, 822 - 63rd Place, Kenosha, Wisc. 53140.

Orig. Nash dealer news with N.H. photos, Orig. N.H. '53 brochure, Orig. '51 drivers handbook, A few car magazines with articles & photos of Nash Healey. Write: Richard Kauffman, R.D. 2, Boyertown, Pa. 19512.

SPECIAL NOTICE

The 1972 Nash Healey National Meet will be held in Kenosha, Wisconsin, August 11, 12, 1972. The show will be held at the Lakefront stadium, the same as last year. We will have complete details on this in the next issue. However, start planning now to attend. Let's go all out this year in showing Nash Healey cars.

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The Nash Healey reprints of the 1953 brochure are now finished. All members that have ordered them will receive them shortly. If you would like a copy of the '53 N.H. brochure reprint send \$1.50 for each copy to: Nash Healey Car Club, R.D. 2, Boyertown, Pa. 19512.

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Don't forget to send in your registration for the Nash Healey Spring Car Meet, May 6, 1972 in Boyertown, Pa. And also the N.H. get-together at the Harrah Swap Meet in Reno, Nevada, June 24th, 1972.

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We still need more articles, photos, technical tips & other information on N.H. cars for the magazine. Send any & all material for publication to the N.H. Car Club, R.D. 2, Boyertown, Pa.

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IN THE NEXT ISSUE:

THE CARS OF DONALD HEALEY, PART 2

V-8 ENGINE CONVERSION, PART 2

MORE PHOTOS IN THE N.H. FAMILY ALBUM

