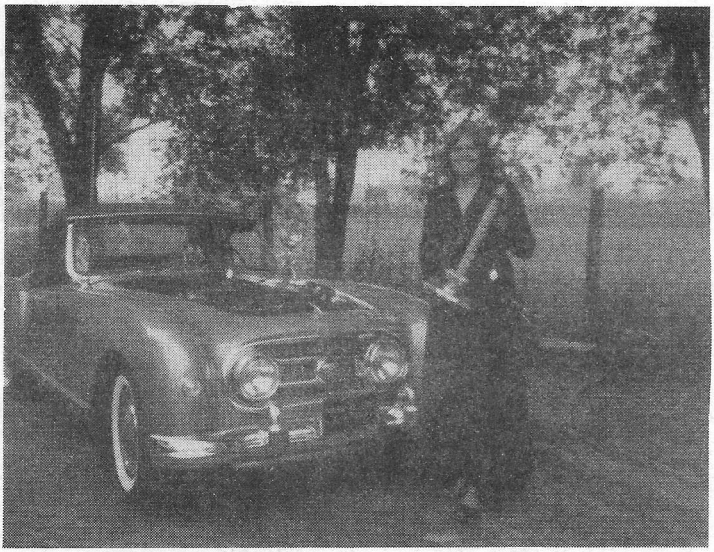
Nash Healey

Car club magazine

VOL. 3 NO 4 SUMMER 1972



NASH HEALEY SPRING 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

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Cover Photo-Miss Cindy Drumheller who was the charming hostess of the N-H Eastern Regional Meet beside a 1952 FARNIA ROADSTER

1972

Nash-Healey SPRING SHOW

This years Nash Healey Eastern Regional Spring Car Show and Swap Meet was held at our new location the Boyertown Comunity Park,in Boyertown,Pa.The Meet was well advertised in all the trade magazines and local newspapers.And again as in previous years it was a rainy week,But Saturday morning arived with beautifull sunshine.With the help of a few friends from the Boyertown area,we had the class markers and refreshment stand set up on Friday.

As usual the early bird Flea Market vendors started coming in about 7 A.M. and within a couple hours a nice size Flea Market was in operation and doing a brisk business.

Paul Shaw and his wife arrived on Friday in their 1953 supercharged Nash Healey roadster. And just as we were leaving the Park on Friday nite,we saw a pickup truck pulling a Nash Healey,it turned out to be Ray Soles and his wife from upstate Penna. they were looking for a campsite,We told them to follow us and we took them to a fine campsite only 2 miles from the Comunity Park.

The cars started ariving about 9 A.M. rather slow at first,but then about 11 they really started rolling in,Till the judging started at 1;30 there were 72 cars on display.From a 1915 Monroe to a 1969 Porche.All the car entries were greeted by Cindy Drumheller,who should have been nominated Miss Nash Healey of 1972.Her sister Mary Beth helped hand out the dash plaques and souvenirs.

To encourage more to help in the judging,all the judges recived free refreshments.Afterall judging is fun,But it can also be very difficult at times. This was the first time our new Nash Healey forms were used in judging,they seem to work fine.The first five classes for cars up to 1948,were judged under C.H.V.A rules

Sam Harpster,an officer in the Independence Region of the C.H.V.A. was head judge in the older car classes.

There were members there from four states and four Nash Healey cars.Paul Shaws supercharged Healey drew a lot of attention.Some of the club members went out in the parking lot to see the very unusual engine that Ed Margerum had,it seems it must have been used on a compitition Nash Healey. Bruce Hampson was there fron N.J. I bought some old Nash Healey Assn. bulletins and letters from him. More people ask about Nash parts and literature than ever before,in fact I had two Nash bumper madallions and sold them both in less than an hour.

The results in the Nash Healey class was 1st. Ray Shell,Milton,Pa. '53 N-H Farina roadster,2nd. Dick Kauffman,Bovertown,Pa.'52 N-H Farina roadster 3rd. Frank Vollmer,Rochester,Pa. '53 LeMans coupe

So by any and all standards the meet was indeed a real success,we have plenty of room at the show site and I am sure next year we will go over 100 cars,I might add that the Studebaker and Corvettes had a fine showing,so in 1973 we will have a special class for Studebaker and Corvettes.

After the show all of the members that displayed their Healey and their wives and two guest couples enjoyed a fine lunch at the Dinner Bell resturant near Boyertown.The evening was toped off with a special cake depicting seven miniture Nash Healey sports cars and stating 3rd annual Nash Healey Spring Car Show.Plans were discussed for the Kenosha National Meet in Aug. There will again be convoy of Healeys from Penna.and belive me this is really a nice way to travel.

So if you missed the 1972 Nash Healey Spring Meet,you missed out on a lot of fun,but don't feel to bad,theres always the '73 Spring Meet to look forward to.

1ST ANNUAL

MIDWEST N-H REGIONAL MEET

by Jim Cash, Midwest Rep.

Saturday June 17,1972 dawned bright and sunny with a comforting north east breeze blowing gently off Lake Michigan, making the day for the first Annual Mid-West Nash-Healey & Nash show and swap meet a most enjoyable one.

Elmhurst American Motors opened its doors at 8 a.m. as Jim Cash the Mid-West Rep. started to get things set up(with high hopes for a good turn out) No sooner did the trophy table get arranged when the "ole master" of the club Paul Shaw pulled in driving his newly acquired '53 roadster with its burgundy paint glistening in the sun.

As the morning rolled on the cars kept coming in, Vincent Ruffolo of Kenosha, Wisc. drove up leading his caravan, in his recently purchased '54 coupe followed by his wife in their completely origional '50 Ambassador. Next came Garret DeRuiter in his trophy winning '53 Coupe that took top honnors at last years Nat. Meet in Kenosha in the hardtop class. By this time there was also an immaculate 1919 Nash trailered in and handled like a box car of fresh farm eggs, followed by a beautiful little Model A Ford that decided to stop by because he was in the neighborhood. Shortly before noon, Robert Moser of Oswego, Ill. rolled in driving his '48 Ambassador conv., and with his red beauty that '51 Nash Healey conv. right behind.

The first show really looked like it was going pretty well, many passer-bys stopped to look and ask questions, a number of parts and literature vendors were selling their wares and Mr. Amoroso owner of the AM dealership was very happy with the fine attention we were attracting for him.

After lunch Paul Shaw and Jim Cash started the judging, using the new N-H form that will be used this year at the National meet, and everyone seemed to like this form much better than the old C.H.V.A. form. After careful consideration and compairing of results, the little Model A won a special non-member award for having the car with the most points. In the Nash-Healey judging, Vincent Ruffolo won a second place trophy with his LeMans hardtop Coming in first with his '53 coupe was Garret De Ruiter, and taking top honors for best of show was none other than Paul Shaw of Iowa City with his '53 supercharged Farina roadster.

All entries recived a Nash-Healey dash plaque which were furnished along with the trophies by the Nash Healey Car Club. All in all everyone had a great time and thought it was a good show. We are all looking fordward to the National meet in Kenosha in Aug. and it is good to see that the Nash Healey Mid-West Region is coming alive. I feel sure we will have more Regional activities in this area in the near future.

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NOTICE

All members plan to attend the 3rd. annual N-H National Meet in Kenosha, Wisc. Aug. 11,12 1972

Plan to arive early and enjoy all the activities Dont forget tour of the American Motors plant at 1:30 , later the annual Nash Healey business meeting at 4:30 in the hospitility room of the Holiday Inn and a pre-meet get together with other N-H and Nash club members at 7:30 in the hospitility room of the Holiday Inn.

Of course the big show at Lakefront Stadium on Saturday. So if you have not sent in your registrati form , do it now. Also banquet tickets must be sent in for in advance, no later than Aug. 1 1972. All trophies will be awarded at the banquet, so order your tickets today.

NASH HEALEY NEWS and VIEWS
-Editorial

It is good to report that both our N-H Eastern Regional Spring meet in Boyertown and our first Mid-West Regional meet near Chicago were both a real success.See the complete account on these meet in this issue.

Well Kenosha is next,our 3rd big National Mee will be held in Kenosha Aug.11,12.A big week end is planned so don't miss out on the fun.Members should try and arrive in Kenosha about noon.The activities will get started with a tour of the American Motors plant at 1:30 friday afternoon,this should prove to be very interesting.Our Nash Healey annual business meeting will start at 4:30 at the Holiday Inn of Kenosha.There will be an informal get together with the members of the Nash owners club Friday nite at 7:30 also at the Holiday Inn.The big show will be held at Lakefront Stadium on Sat.morning Aug.12. Also don't forget to send in for your banquet tickets before Aug.1.as no tickets will be available at the door.

Those members that belong to the Milestone Car Society will be glad to know that the Nash Healey sports car has been nominated for Milestone status,and will be voted on in the near future.

A sad note to report is the passing of club member E.S.Knudtson of Kenosha,Wis.Mr.Knudtson was a real Nash and Nash Healey enthusiast for many years.I had the pleasure to meet him at the '71 meet in Kenosha. Mr.Knudtson was a dealer in Nash and other automotive literature.We will all miss this fine gentleman on the Nash scene.

Back in Feburary I wrote to Sergio Pininfarin son of the designer of the '52-'54 Nash Healey bodies,after almost four month with out a reply I had about given up hope of hearing from him. Then on June 20 I recived a fine letter anda set of photos that have not been published before fro Turin factory file.It seems that my letter had

gotten lost in the Itialian mail,and he recived it the beginning of June.Sergio Pininfarina said it gave him great pleasure to learn that so many of the Nash Healey sports cars have survived and that there is a club for the marque. He also thanked us for making him an honorary member in the Nash Healey car club(a membership certificate and several issues of our N-H mag.were sent to Mr.Pininfarina.)

I had ask him about the availability of the Nash-Farina cross flag emblem.He replied that none are available and the dies are no longer available. Quite a few members need these cross flag emblems but it looks like we have come to another dead end.

As to the Nash Healey photos we will be publishing these in up coming issues.Also a couple will appear in the special Nash issue in the Action Area vichicle the C.H.V.A. club publication.

So many members have sent in for Nash Healey bumper badges that we have exhausted our first sample supply,but a new supply is on its way from the company in Tokyo,Japan.So if you have ordered a bumper badge you will receive it by the end of August. If you would like a bumper badge,please send for it as soon as possible,because we will only have a limited supply.Since the demand has bee so great for bumper badges we are extending the special offer on bumper badges.So members can still obtain a N-H bumper badge for $5.50 untill Sept.15 from then on the regular price of $6.50 will prevai

Since the Eastern Fall Regional was so poorly supported last year,We are not sure if a meet will be held this year,it has been suggested that perhaps a Fall tour could be arranged.This matter will be brought up for discussion at Kenosha.

If you noticed by now a sligh difference in the arrangement of this issue it is because Dick and Sue Law are no longer handling the layout and printing.Dick said because of their very busy schudule they could no longer handle the job.I am sure all club members appreciate the fine efforts Dick & sue have put into the magazine.

R.Kauffman

FUEL-CARBURETION SECTION

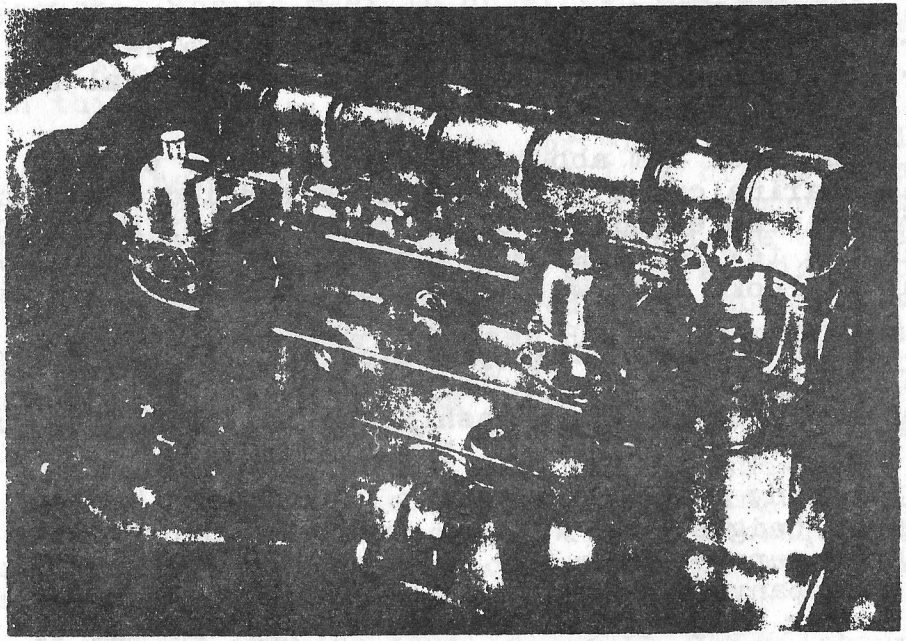


FIGURE 1—*Horisontal Type S.U. Carburetors.*

THE S.U. CARBURETOR—GENERAL DESCRIPTION

The S.U. carburetor is of the automatic expanding choke type in which the cross-sectional area of the main air passage adjacent to the fuel jet, and the effective orifice of the jet is variable. This variation takes place in accordance with the demand of the engine as determined by the degree of throttle opening, the engine speed, and load.

An approximate constant air velocity and an approximate constant degree of low pressure is maintained at all times in the region of the fuel jet. This velocity is such that the air flow demanded by the engine, in order to develop its maximum power, is not appreciably impeded although good atomization of the fuel is assured under all conditions of speed and load.

The maintenance of a constant high air velocity across the jet, even under idling conditions, eliminates the necessity for a separate idling jet. A single jet only is used in the S.U. carburetor.

CONSTRUCTION

The main constructional features of the carburetor in its simplest form (Fig. 2), illustrates a typical horizontal-type carburetor. This diagram illustrates the main body, butterfly throttle, automatically expanding choke, and variable fuel-jet arrangement. It also illustrates the means whereby the jet is lowered through the use of a manual control to effect enrichment of the mixture for starting and warming up. A float-chamber of the type normally employed is also illustrated.

Figure 2 illustrates a butterfly throttle mounted on a spindle located close to the engine attachment flange at one end of the main air passage, and an adjustable idling stop screw arranged to prevent complete closure of the throttle, thus regulating the flow of mixture from the carburetor under idling conditions. A piston is mounted toward the other end of the main passage. This piston is enlarged at its upper end and slides within the bore of the suction chamber, while its lower part constitutes a shutter, restricting the cross-sectional area of the main air passage in the vicinity of the fuel jet as the piston falls. Mounted at the bottom of the piston is a tapered needle which is retained by means of a set-screw.

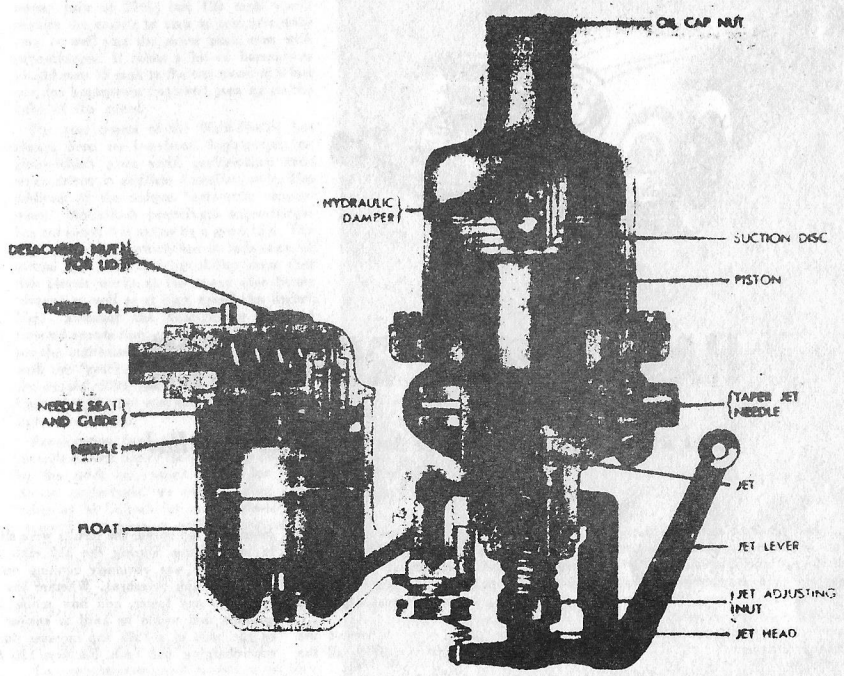


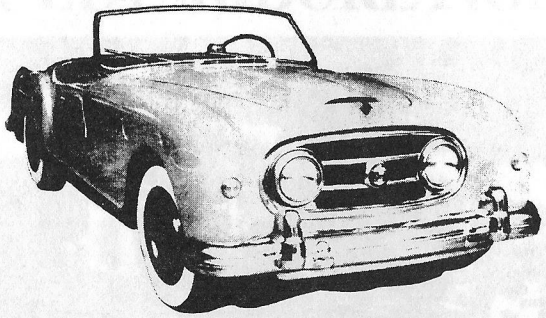
FIGURE 2—*Cross Sectional View—S.U. Carburetor.*

The piston is carried upon a central spindle, which is mounted within a bushing fitted in the central boss, forming the upper part of the suction chamber casting.

An extremely accurate fit is provided between the spindle and the bushing in the suction chamber, so that the enlarged portion of the piston is held out of contact with the bore of the suction chamber within which it operates with an extremely fine clearance. Similarly, the needle is restrained from contacting the bore of the jet which it penetrates, moving in correspondence with the rise and fall of the piston. As the piston rises, the air passage in the neighborhood of the jet becomes enlarged and passes an additional quantity of air. Provided the needle is of proper tapered form, its simultaneous withdrawal from the jet insures delivery of the required proportion of fuel corresponding to any given position of the piston, and hence to a given air flow.

In the absence of any positive vacuum force, the piston, by its own weight in certain cases assisted by the light compression spring, will occupy its lowest position, two slight protuberances on its lower face contacting the bottom surface of the main air passage adjacent to the jet. The surface in this region is raised somewhat above the general level of the main bore of the carburetor and is referred to as the "bridge."

Raising of the piston is achieved by means of the induction vacuum which takes effect within the suction chamber, and thus upon the upper surface of the enlarged portion of the piston. Passages in the lower part of the piston connect this region and that lying between the piston and the throttle. The annular space beneath the enlarged portion of the piston is completely vented to atmosphere by ducts not indicated in the diagram.



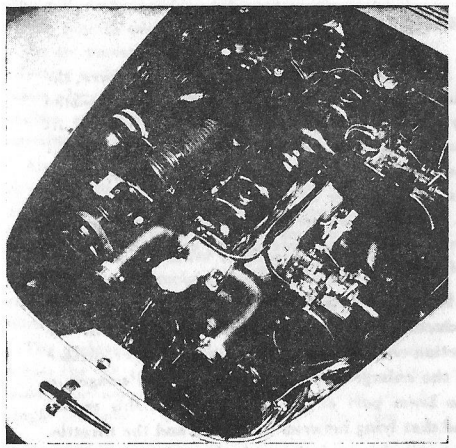
NASH-HEALY ROADSTER

road tested with McCulloch Supercharger installed

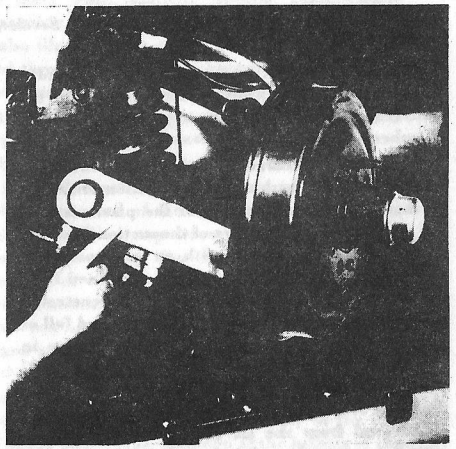
"THE BEST laid plans of mice and men" had an uninteresting parallel in our arrangements to test the Nash-Healey. Suffice it to say that the unsupercharged car was test reported in our June, 1954 issue, and after numerous delays, we were finally given the same car again, but equipped with a McCulloch supercharger.

The car was the personal property of the late president of American Motors, Mr. George W. Mason. Between the time of the tests it was wrecked (not by us!), and the car did not handle and drive as well as it did before.

More to the point, is the effect of the supercharger on performance. With all the interest in top speed, the results were slightly inconclusive. During the 116 mph best run the car was obviously running out of fuel (low fuel pressure). Whether the car would go any faster, and how much, is a question that would be hard to answer but on the basis of a 35% bhp increase due to supercharging, our Tech. Ed. says 120 mph might be possible under favorable conditions. The unsupercharged car recorded a two way average of 104.6 mph (best run 108.4) with the tachometer reading just under 4000 rpm. The bare engine develops 140 bhp at 4000 and a 15 mph increase in top speed would require, on the same basis, something close to 175 bhp. This is a horsepower gain of 25%, but 120 mph would require the engine to turn at just over 4400 rpm, or well past the power peak, even with supercharger. It takes a lot of horsepower to add even 15 mph to the top speed of a fast car, for horsepower required goes up as the cube of the speed.



Engine compartment of the McCulloch supercharged Nash-Healey.



The lower link of the N.-H. suspension is an aluminum forging.

The real charm of the Nash-Healey has always been its low-speed, high-torque engine—which gives vivid performance even when driven in shiftless American style. The addition of the unique "automatic change-down" McCulloch centrifugal supercharger has enhanced this virtue by a good 15%. The Tapley readings, which are in indication of torque and hill climbing ability show that this blower works at low speed (for better torque) as well as at high speed (for higher bhp). Although the Nash-Healey has four forward speeds they are rather widely spaced for the enthusiast who likes to "play tunes" with the "gearbox". The engine would readily exceed 5000 rpm, but a self imposed limit of 4800 rpm was used during the performance testing.

Acceleration from zero to 60 mph in 9.8 seconds is 15% better than the time recorded by the stock car, which speaks for itself. As an experiment, an exhaust plug (provided by McCulloch for test purposes) was removed and running with a straight exhaust the time to reach 60 mph was reduced to 9.0 seconds dead. The best time for a standing start ¼ mile of 16.2 seconds was also recorded at this time. The balance of the data given in the panel at right were taken with the stock exhaust system and with top and side curtains in place.

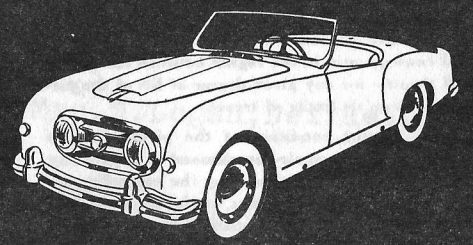
Fuel consumption, with blower, is not seriously altered. The overall average for 322 miles of varied driving was only 1.6 mpg less than the comparable test of last June when the same car gave the remarkable figure of 23.6 mpg. This can of course be attributed to the overdrive which gives high cruising speeds at very low revolution rates.

The photo of the engine compartment shows the neat installation of the McCulloch supercharger. No difficult modifications are required, except for the addition of special crankshaft pulley to drive the blower. The unit itself is situated on the right hand side of the engine and a simple pipe pressurizes the two horizontal Carter carburetors. The distributor is obstructed by the flexible air intake hose, but this can be moved out of the way in less than a minute.

In June we commented on the high quality of the Pinin Farina body, the smooth running Nash engine and the good suspension. Now we must comment on what might be termed "wearing qualities". Many sports cars seem to get in poor mechanical condition in say 20,000 miles. Of course such cars are driven extremely hard, but this car had nearly 30,000 miles on the odometer with no work done on it except for that necessitated by being side-swiped. It ran as if it was good for another 30,000 miles without an engine overhaul. ●

ROAD AND TRACK ROAD TEST NO. A-1-55

SUPERCHARGED NASH-HEALEY



SPECIFICATIONS

List Price	$5128
Wheelbase	102 in.
Tread, front	53.0 in.
rear	54.9 in.
Tire size	6.40x15
Curb weight	2950 lbs
distribution	52/48
Test weight	3260 lbs
Engine	6-cyl.
Valves	ohv
Bore & stroke	3.50x4.38
Displacement	252.6 cu in. (4140 cc)
Compression ratio	8.00
Horsepower (stock)	140
peaking speed	4000
equivalent mph	108
Torque, ft/lbs (stock)	230
peaking speed	2000
equivalent mph	54
Mph per 1000 rpm	27.1
Mph at 2500 fpm (od)	93
Gear Ratios (overall)	
Overdrive	2.87
3rd (high)	4.10
2nd	6.36
1st	10.54
R&T perf. factor (in 3rd)	74.5

PERFORMANCE

Top speed (avg.)	112.8
fastest one way	116.1
Max speeds in gears—	
3rd (high)	90
2nd	62
1st	37
Shift points from—	
3rd	85
2nd	60
1st	31

ACCELERATION

0-30 mph	3.5 secs
0-40 mph	5.5 secs
0-50 mph	7.6 secs
0-60 mph	9.8 secs
0-70 mph	13.7 secs
0-80 mph	17.2 secs
Standing start ¼ mile—	
average	17.1 secs
best	16.2 secs
Mileage	18/22 mpg

TAPLEY READINGS

Gear	lbs/ton at Mph
1st	off scale
2nd	550 at 35
3rd	390 at 45
od	270 at 55

COASTING

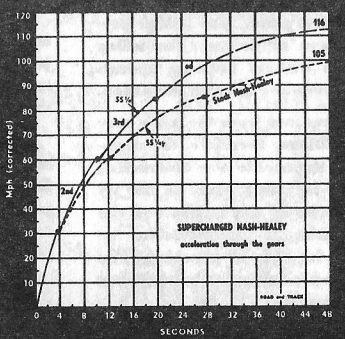
(wind and rolling resistance)

85 lbs/ton at 60 mph

Total drag at 60 mph 139 lbs

SPEEDO ERROR

Indicated	actual
10	10.3
20	18.4
30	27.3
40	35.8
50	44.1
60	53.1
70	60.8
80	70.0
90	78.5



Since the weight of the piston assembly is constant, and the augmenting load of the spring is approximately so, a substantially constant degree of vacuum will prevail within the suction chamber, and consequently in the region between the piston and throttle for any given degree of lift of the piston between its limits of travel.

This floating condition of the piston will be stable for any given air-flow demand as impressed by the degree of throttle opening, the engine speed and the load. Any tendency of the piston to rise momentarily will be accompanied by an increased restriction to air flow in the space limited by the lower side of the piston and the bridge. This will be accompanied by a corresponding increase in the vacuum between the piston and throttle, which, being connected to the interior of the suction chamber, will immediately counteract the initial disturbance by proportionately raising the piston.

The float-chamber contains a needle valve located within a separate seat which in turn is screwed into the float-chamber lid. Upward movement of the float, in response to rising fuel level, causes closure of the needle upon its seat.

The float-chamber is a unit separate from the main body of the carburetor. Suitable passages are provided therein to direct the fuel from the lower part of the float-chamber to the annulus surrounding the jet.

A fuel level approximately ⅛ inch below the jet bridge is maintained. This can be observed after first detaching the suction chamber and suction piston, and then lowering the jet to the full rich position. The fuel can vary a further ⅛ inch downwards without any ill effects.

Under idling condition, the piston is completely dropped, being then supported by the two small protuberances provided on its lower surface, which are in contact with the bridge; the small gap thus formed between piston and bridge permits the flow of sufficient air to meet the idling demand of the engine without creating enough vacuum in the region required to raise the piston.

The fuel discharge required from the jet is very small under these conditions; therefore, the diameter of that portion of the needle now obstructing the opening of the jet is nearly equal to the jet bore. Perfect concentricity of the needle and the jet bore in manufacturing is unattainable. An individual adjustment for this is provided. The jet is not mounted directly in the main body, but is housed in the jet bearing.

The upper jet bearing is provided with a flange which forms a face seal against the upper face of the body, while the lower one carries a similar flange contacting the upper surface of the hollow hexagon locking screw.

Tightening the hexagon lock screw will lock the jet and jet bearings in position. Ample lateral clearance is provided between the jet bearings and the bores formed in the main body and the locking screw. The jet assembly can be moved laterally until uniform concentricity of the jet and needle is achieved. This adjustment is referred to as centering of the jet. The jet lock screw is then tightened.

In addition to this concentricity adjustment, an axial adjustment of the jet is also provided for regulating the idling mixture ratio.

Since the needle tapers throughout its length, raising or lowering the jet within its bearing will alter the effective opening of the jet orifice and the rate of fuel discharge. To provide for this adjustment, the jet is movably mounted within its bearings.

A compression spring at its upper end serves to compress the small sealing gland to prevent any fuel leakage between the jet and the upper jet bearing. At its lower end this spring contacts a similar sealing gland, thus preventing leakage of fuel between the jet and the lower jet bearing.

In both locations, a brass washer is located between the end of the spring and the sealing gland. An additional sealing gland, together with a conical brass washer, is provided to prevent fuel leakage between the jet screw and the main body.

The upward limit of movement of the jet is determined by the position of the jet-adjusting nut. The enlarged jet head lightly contacts this nut as the jet is moved upwards towards the "lean" position.

The adjustment of the nut determines the idling mixture ratio setting of the carburetor after the jet has been fully raised and returned to its normal running position by means of the manual starting and cold-running control.

The manual mixture control for starting and cold-running is connected to the main body by a link member and attached by means of a clevis pin to the jet head. A tension spring is provided to assist in returning the jet-moving mechanism to its normal running position.

Passages in the float-chamber bolt, the main body, the jet, and slots in the upper jet bearing serve to conduct fuel from the float-chamber to the jet orifice.

THE MAIL BAG

Comments & Views from Nash Healey Members

from Mrs.M.Logan,Del Rey,Calif.

Dear Mrs.Schlang,

Recived your welcome letter,and I called Fredrick Roth in Thousand Oaks and to my surprise he had the cylinder head I need for my Healey.I have been without a car for about four weeks and and it will be great to be able to drive the Healey again.I have been driving the Nash Healey for 18 years...it is a 1954.

It will be a pleasure to belong to the Nash Healey Club and I enclose the check for $6.Would like to attend the 1972 Nat.Meet but it is to far away.

Really,I can't thank you enough for giving me all that information.

Ed.note- I think this shows how benificial belonging to a car club can be.Fred Roth is our Westcoast Regional Rep. So why don't you Calif.members let Fred know you would like some N-H activity on the westcoast.

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from Roland Carriere,Calif.

Dear Irene Schlang,

Would it be possible to recive some addresses of local Nash-Healey owners? I have plans to restore my Nash-Healey but I need advise as to parts,mechanics,prices,ect.Possibly some N-H owner has had the experience of restoring their car and can make some recommendations.

Ed. note-We get many letters like this.A complete list of all members will be in the 1972

N-H car club Directory,this will be sent along with the Fall issue of the N-H mag.All paid members will recive a copy of this Directory. As to points on restoration,we could use more articles and photos on this subject,please send along anything you can on a restoration project.As you have noticed we have and will be reprinting material from the N-H technicial service manual.

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from R.E.Francis,Newberg,Oregon

Dear Mr.Kauffman,

I was very pleased to find out that a Nash Healey club existed.I have a 1953 N-H LeMans roadster that I am in the process of making presentable. The body is in great shape and all the emblems and filagree is still in tact.I have contacted American Motors regarding parts,and find that none of them are available.Perhaps you can advise me on how to obtain parts or to make suitable replacements.

The Healey must have had at least 20 coats of a horrible lavender paint,but even so the old Nash is definately a crowd stopper,every time I take it out,but thelavender color embarrases me. I have Maserati coupe that is really a masterpiece But just about everyone will walk right by it to get a look at the old Nash Healey.

Another thing I would like to know.My grill is brass plated,was this standard procedure or a custo treatment?The present wheel covers are simulated wire wheels,I assume these are not stock.

I am interested in your club and would appreciate information regarding membership.

Ed.Note-N-H parts are in deed hard to find,some are impossible to locate.Check our classified column under parts for sale,or advertise for the parts you need. As to a brass grill this is definitly not stock,the wire wheels,may or may not be stock.The Nash accessery wire wheels had a large red N in the center.Some have used Chrysler wheels.

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

1951 Nash Healey conv.runs good,new top,needs some body work.also have parts car $1,495.Arizona cars no rust and drivable.Francis Stewart,Charleston Ill. Phone 602-727-5244

1948 Nash Ambassador conv.poor condition,reasonable priceWm.Graul,215 Noble St.West Lawn,Pa.

1947 Nash 6cyl.5-passenger club coupe,all original even to floor mats.body solid,grill and chrome good,upholstery very good,has heater and defroster also has 5 good tires-George Sargent,219 Wyndotte St.Lancaster,Ohio 43130

1952 Nash Ambassador custom 4 door sedan,paint good interior good.motor is partly overhauled,reasonabl price-John Krakowsky,568 Peralta Ave. San Francisc Cal.94110

1951 Nash Healey Conv.motor is out of '53 Nash poor condition,$200.00 or best offer-Jack Hopkins 11460 Elizabeth St.Norwalk,Cal.90650.call 213-864-9378

1952 Nash Healey Farina roadster,recent complete engine overhaul,new clutch,good top,car runs good needs minor repair on trunk handle.price $1,250.00 or best offer.write John K.Crane,4976 North Millwaukee Ave.Chicago,Ill.60630.

Cars Wanted

Would like to purchase a good condition Nash Healey coupe '53 or '54.please send full details and photo if possible to-Paul A.CapelliM.D.1400 75th.st Kenosha,Wis.53140

1954 Nash Healey hardtop,must be in orig.condition please send discription and photo if possible

write-Wm.C.Bartels,220 Garwood Dr.Canfield,Ohio 44406

Parts for Sale

Some Nash Healey parts to sell,write for list and prices-M.L.Elias,3845 Thaxton Rd.Atlanta,Ga.30331

Brand new Nash Healey parts-Tune-up kits,King Pins Brake shoes,Water pump,Tail lite lenses,Park lite lenses many other new and used parts available write-Richard Kauffman,R.D.2.Boyertown,Pa.19512 or call 215-367-9741

Parts Wanted

I am in desperate need of seat back for Nash Healey if you can help please write-R.D."Stan"Standley 9903 Stonecrest Dr.S,Salem,Oregon 97302

for '53 Nash Healey roadster,Windshield,rear schock Directional switch and Techometer.-write-Robert E. Francis 514 E.First St.Newberg,Oregon 97132

Literature for Sale

Original 1953 Nash Healey brochure,orig.1951 N-H Drivers Handbook,orig. Power to Win brochure,also many Nash Dealer News with photos and articles on Nash Healey.I also have some Nash Healey photos for sale. I have only one orig. 1951 Nash Healey model in orig. box price is $7.00 this is a real collectors item.write-Richard Kauffman,R.D.2 Boyertown,Pa.19512

Wanted-more articles and material for our N-H Mag.

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Don't forget

the 3rd. annual NASH HEALEY NATIONAL MEET

KENOSHA,Wis. AUG.11,12 1972

inc.Tour of American Motors factory

Fri.nite get together

Business Meeting

Concurs Show with trophies and plaques

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in the next issue-

Report and photos on the Kenosha Meet

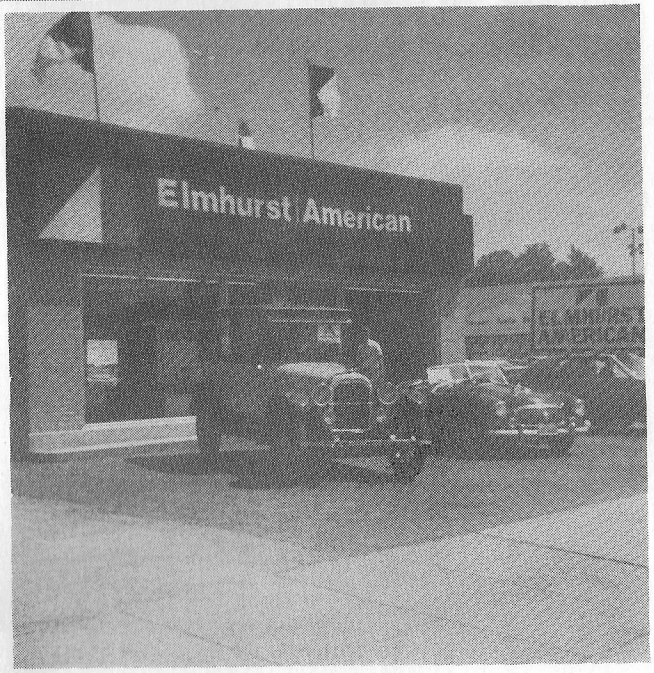
more Technical Service Manual material

N-H photos from Pininfarina

much more

NASH HEALEY

MIDWEST REGIONAL MEET



PHOTOS BY JIM CASH