

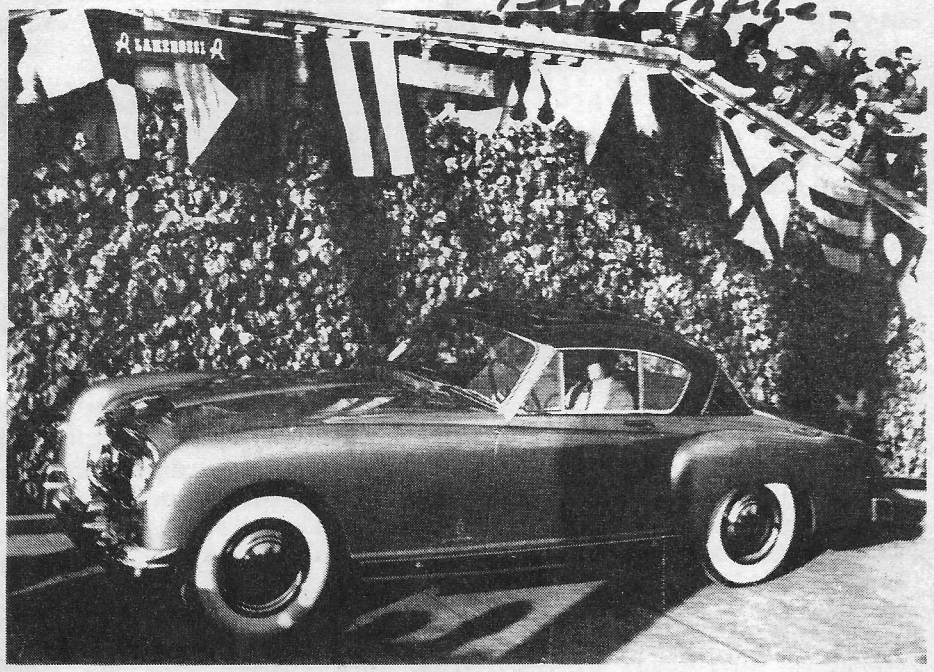
# Nash Healey

## Car club magazine

VOL. 3 NO. 5

FALL 1972

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1954 NASH HEALEY LEMANS

# 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 *QUARTERLY*. 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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Richard M. Kauffman

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Fall 1972

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NASH HEALEY NEWS and VIEWS

-Editorial

Here it is Fall already, Say what happened to Summer anyway. But as short as it seemed many members did enjoy driving their Healeys to the meets this Summer. Our 3rd. Annual Nat. Meet held in Kenosha, Wis. August 11, 12 was a real fine event. There were five Healeys from Penna. which I am sorry to say made up half of all the Healeys there. All in all the meet was a real success and you can read all about it in this issue.

There was enough interest to hold our Eastern Fall Meet in Woodbury, N.J. and it turned out real good, this is also covered in this issue. I did not receive any word from our West Coast Representative Fred Roth on the Harrah Meet in Reno. So I do not know if any of the N-H members got together or not. No report from Richard Ellis in England either.

While on the subject of meets, while there is a small but nonetheless faithful group of both Nash and Nash Healey owners that make the trek to Kenosha each year, both clubs feel much more interest could be developed in the East by moving the 1973 National Meet east. So it gives me great pleasure to be able to announce that the 1973 Nash and Nash Healey National Meet will be held August 24, 25, 26 at Gene Zimmerman's Holiday West in Harrisburg, Pa. This promises to be the biggest and best National Meet yet but only if all members of both clubs will support it. So remember the dates Aug. 24, 25, 26 1972, this will be a three day meet with plenty of activities each day, so plan to attend now. Complete details should be in the next issue

A few issues back I gave a plug to the Milestone Car Society, I felt and still feel that this club, more than any other can establish status and recognition for the Nash Healey car. Some members are members of the Milestone Car Society, so they know that the Nash Healey is now up for vote as to Milestone status, it has already passed, by the board of advisors by a vote of 10-1, and is now up for membership voting. By gaining a Milestone status it will mean additional publicity and to be able to show your Healey on a level with the Classic Car club. Final results will be listed in the next issue.

Some members may have wondered why write up's on our Nash Healey meets have not appeared in OLD CARS auto paper. Well I did too, so I got off a letter to Dave Brownell, Editor

of OLD CARS. And he did send me a very rapid reply on this. It seems that they just did not have the space for a write up on the Spring Meet until the October issue and I am sure most of you have seen this by now, this issue was also given good distribution at the A.A.C.A Hershey meet. Mr. Brownell assured me that Old Cars is definitely not partial to any club and would welcome more news on the Nash Healey Car Club.

There will be a nice article and photos in the special Nash issue of the C.H.V.A publication the Action Area Vehicle in the near future. I am also going to submit an article and photos to the new car magazine, Motorcars Unlimited this is a very fine publication, much in the manner of Car Classics, and if they get enough subscribers do alright. I hope to have our Nash Healey article published in Motorcars Unlimited very soon.

I received a bulletin from the Austin-Healey Car Club in Calif. We are working on the idea of perhaps trying to get the members of both clubs together for a meet or rallye or both in the California area. Since there was such a large number of Austin-Healeys produced it is understandable that they are gaining ground as a club.

Who says there are no more Nash Healeys around, in the last month we have located six more. Two in Oregon, two in Georgia, one in Florida and one in New York. How many more are still out there in the bushes is anyones guess.

Some members have written asking about the 1972 Nash Healey Directory of cars and members. Due to some unforeseen changes I am sorry to say there will be no '72 Directory, However we are in the process of compiling a new Directory and a copy of the new 1973 Directory will be sent to each member with the Winter issue of the Nash Healey Magazine. So if your Healey is not listed or the information is not up to date please fill out the registration form, inclosed with this issue and send it to Burt Horman, 1100 Terrace Dr. Lynden Wash. 98264 before Nov. 30 1972. Members may be interested to know there will be extra copies available.

We have a good supply of the Nash Healey bumper badges available at the regular price of \$6.50, all the members that have gotten the badges think they are terrific. If any member would like one they can be ordered on the club item form, and while the supply lasts, we will include a '72 Nat. Meet dash plaque.

R. Kauffman

## Report on the Nash Healey Annual Business Meeting

The Third annual business meeting of the Nash Healey car club Int. was held Aug. 11 1972 at 4:30 p.m. at the Holiday Inn in Kenosha, Wisc.

The meeting was opened by the President Richard Kauffman and because of sickness in the family the club Sect/Treas. Irene Schlang could not be present to read the minutes. The president discussed the minutes of last years business meeting and covered the highlights of the club during 1972.

Among the things brought out were the successfull Nash Healey meets held during '72 the Eastern Spring Meet held in Boyertown, Pa. in May was a success both as to attendance and financially. Jim Cash our Mid West Regional Repersentive was commended for arranging the first Mid West Regional meet. I understand this will be an annual affair.

The parts situation was also discussed, no one has found out yet just who bought the remaining Nash Healey parts from American Motors. Some engine and mic. Nash parts are still available from private sources and some front and rear Healey suspension parts are still available in England.

Other business matters discussed included, drawing up specific by-laws for the club. This was suggested by member Paul Shaw of Iowa. Paul is the one that arranged for our incorporation papers in the state of Iowa.

The new N-H judging form was briefly discussed, all the members perfering it over the old judging form. One point of clarification was noted, a person would automatically be deducted 5 points for wrong engine, but will not also be deducted under authenticity. Extra points for accessories would only be given if the accessory was in operating condition and manual or tool kit in the car at the time of judging.

The point of changing the club magazine from bi-monthly to quaterly was discussed, and the majority of the members felt it was better to try and maintain a quality publication rather than switch to a monthly newsletter. For the present time the printing will be done by the Copyfast Co. in Pottstown, Pa.

One member brought up the point of a merger with the Nash Car Club, the benefits of this were discussed pro and con. It was decide to continue as a seperate club for the present and to merge only as a last resort. But if we can maintain enough members it would be better to keep our individual status.

The president expressed his feelings as to another member assuming the position of president. Club Director Ellsworth Pritz of York, Pa. stated it would be better to have a general vote by all the members to decide who would be the officers in the club. A motion was made and all members agreed on this. Ray Soles of Addison, Pa. was appointed as temporary Vice President. He will contact diffrent members to asertain who would be willing and able to hold a position in the club. The requirements being some knollege of the Nash Healey car, willing to support the Regional and National meets, having a real interest in promoting the clubs purpose. The ballot for voting on club officers will be included with the Spring issue of the N-H magazine.

A disision on the 1973 National meet was made in a joint meeting with the Nash car club's officers. While the Kenosha meet arrangements have been very fine, it was decided that there are many Nash's and Nash Healeys in the East that could and hopefully would support a National meet in the East. So it was decided to arrange to hold our 1973 National Meet in Harrisburg, Pa. in August. Perhaps in coming years National meets could be held on the Westcoast, in the South and of course again in Kenosha. Better and closer intra club relations were also pledged by both clubs in promoting the Nash marque. Reggie Nash, Eastern Director of the Nash club will be working with the Nash Healey club on both the Nat. meet and on trying to establish a class for Nash cars at our Eastern Regional Meet in Boyertown next May.

There will be no class trophies or judging for either the Nash Healey or Nash club. Instead there will be a plaque depicting both Nash and Nash Healey given to each member entering a car. There will be a few trophies awarded such as best restored Nash Healey for 1973, Longest distance and hardluck trophy. There will however be trophies awarded at all Nash Healey Regional Meets in 1973.

Member Frank Vollmer of Rochester Pa. was added to the board of directors for 1973.

1972  
Nash - Healey  
NATIONAL MEET  
KENOSHA, WISC. AUG. 11, 12  
BY DICK & ADDIE KAUFFMAN

Actually we began making plans for this meet last year. Because it is really a lot of fun to attend such a meet, with other Healey enthusiasts. A convoy of three Healeys left from Ray Schells home in Milton, Pa. on Wednesday morning, that was the Pritz's from York, the Kauffmans from Boyertown and the Schells from Milton. By 12:30 p.m. we were at the Ohio state line and there waiting was the white '53 N-H coupe of Frank Vollmer along with his wife Shirley and son Bud. After awhile there came the metallic red Farina roadster of Ray and Mary Soles from Addison, so we were on our way to Kenosha.

It was on the Indiana turnpike that Ray Soles had a bit of carburetor trouble, but with an experienced mechanic like Frank Vollmer and a parts man like Ray Schell we were on our way in a few minutes. We were eagerly looking forward to the plant tour of American Motors on Friday. In discussing this, Frank Vollmer suggested we stop off at South Bend and tour the Avanti factory for a contrast (Frank is also a member of the Avanti club and owns a very nice Avanti) after a nice tour of the Avanti factory, and by the way they really do make a fine sports car, with pride and workmanship that reminds one of the Nash Healey era. On leaving the parking lot I discovered I had a flat (this can happen even to a Nash Healey you know) actually it was the first flat I ever had on the Healey.

Nash Healey member Vince Ruffolo of Kenosha, arranged a very interesting tour of the American Motors plant, we had a sneak preview of the '73 models as this is what they were producing. It is really amazing how they can start with nothing and have a finished car roll off the line in less than 7 minutes (the Avanti factory turns out about one car a day)

Some of the members went looking for parts in and

around Kenosha, but it seems the Nash fellows had everything bought up.

Friday nite after the business meeting, both clubs enjoyed some movies from the American Motors film library.

Early Saturday morning saw all the Healeys and other Nash cars taking off for the quick car wash, real fellowship was shown as the members helped each other clean the cars.

By noon all the cars were on the field and ready for judging, head judge this year was Jim Cash. Nine Nash Healeys were on display, in two classes Convertible and Hardtop.

While the judging was going on, a small but lively Flea market was doing a brisk business. I could'nt help notice how much the prices on literature had gone up in just one year. Jim Cash found a radio for his Healey, Ray Schell got a whole box of mic. parts for Healey's, and I bought a mint condition '51 N-H service manual.

With a very overcast sky and the awards banquet at 7:30 the show ended a little earlier than last year. Because of a very tight schedule, Jim Cash was not able to attend the banquet.

The banquet started with fruit cup, and I guess they should have quit while they were ahead, for the steak was not rare but raw, however the sherbet was very good. Karl Floss from Wisconsin, talked on how the new legislative laws are affecting the old car hobby. A representative from AMC gave a short speech, and then the trophies were presented. Longest distance trophy was again won by Ellsworth Pritz of York, Pa. Best of Show was won by Ray Schell of Milton, Pa. In the convertible class, 1st. place went to Ellsworth Pritz, York, Pa. 2nd. place went to Paul Shaw, Iowa City, Iowa with his '53 supercharged Farina roadster. 3rd. place went to Richard Kauffman, Boyertown, Pa. and 4th place (because there were only 2 hardtops) went to Ray Soles, Addison, Pa. In the hardtop class Frank Vollmer of Rochester, Pa. took 1st. with Vice Ruffolo of Kenosha taking second place honors.

I know all the members had a real fine time and so did their wives, this is part of the fun in owning a Nash Healey being able to show your car to the public, it doesn't matter if it is in rough condition or a 100 point beauty, and of course meeting other Healey owners. So we are really looking forward to the 1973 National meet.

# NASH HEALEY FALL MEET

WOODBURY, N. J. SEPT. 16

We had almost decided to cancel the Eastern Fall Meet this year because it was so poorly attended last year, But it was decided at Kenosha there was enough interest to hold it. All members within a 200 mile radius were sent flyers on the meet.

I expected to see quite a few older Nash cars at the show, because there are a lot of Nashes in that area, so how many Nash cars showed up? Only one lonely 1946 Nash sedan. This car was put in the class with the Nash Healeys.

There were over 250 cars on display, this show is the largest car show in New Jersey. All type and make cars were there from MG's to Ferraris, sports cars, touring cars, hot rods, dune buggies and even a class for high wheel bicycles. I really did not know there was that much interest in high wheel bicycles, however they really stole the show.

In addition to the Woodbury car show plaque all the Nash Healey members received a regional N-H plaque. Several of the fellows bought the new Nash Healey bumper badges by special request we had a few of the Nash Healey license plates made up.

I heard one fellow talking to his friend "you know I didn't know there were that many Nash Healey's still around!"

The judging was all over when Cornelious Zittere pulled up in his black Nash Healey hardtop, in fact I believe he owns the only Nash Healey in the state of Delaware. He and his wife are planning on going to Florida, he is going to try and find some of the other members in Florida. You know this is a real good idea, why not try it when you plan your next vacation.

The show was well organized this year and they started awarding the trophies about 3:30, all the winners drove up to the review stand to receive their award. In the Nash and Nash Healey class, Ellsworth Fritz of York, won 1st place. Ray Schell of Milton, was 2nd. and Dick Kauffman, Boyertown took 3rd. These three cars have really been exchanging places in the last two years. And as to condition I feel they could and would hold their own against any other sports car in their era.

# HERSHEY '72

BY DICK KAUFFMAN

How does one describe the biggest and greatest automotive flea market and car show in the world. You have to see it for yourself to believe it. As they say on T.V. try it, you'll like it.

I had a chance to talk with Ray Schell and Ray Soles. In fact Ray Soles found a trunk handle for my Healey, which broke on the way home from the Kenosha meet. Also talked to Bob Aron of the Nash club. And had a real nice chat with Jim Dworschack, president of the Nash club. We discussed the 1973 National meet to be held near Harrisburg, Pa. next Aug. We both feel many more Nash and Nash Healey members and cars will be able to attend this meet. Reggie Nash of Richmond, Va. will be helping to co-ordinate the meet. Jim said he would like to arrange for some fun games with the cars this year. He informed me there will be a Regional Meet in or near Kenosha.

The weather was certainly not the best this year. We got to Hershey on Wednesday about noon and the flea market area was going great guns already. People were buying anything and everything (that is except Studebaker parts, of which I am overstocked) Brass car horns and brass lamps sold well. But the real rush was on car literature, especially Packard, Buick, Corvette and even Kaiser and Studebaker. It would seem just about everybody is collecting literature or need a brochure or shop manual on his car. The going price for a '53 Nash Healey brochure is from \$10 to \$15, I know a couple were sold at the \$10 figure.

Many people are also collecting old toy cars. Both tin and cast iron, prices on these toy cars range from 50¢ to \$1500. Old car dealer signs are becoming very popular too.

There was also quite an array of cars for sale from a 1920 Daniels touring car to a 1970 Lamborghini, that belonged to movie star Steve McQueen. I also talked to a fellow that had for sale the 4 door convertible Auburn that belonged to Spike Jones. I could have and almost did buy this very car three years ago for \$3400, he told me the price now was \$14,000. And they talk about inflation. Well that's Hershey.



The spindle upon which the piston is mounted is hollow and contains a small stationary damper piston attached to the suction chamber cap by means of a rod. The hollow interior of the spindle contains a quantity of thin engine oil. The slight retarding effect upon the movement of the main piston assembly, caused by the resistance of this small piston, provides the momentary enrichment desirable when the throttle is quickly opened. The damper piston construction provides little resistance to the passage of the oil during the downward movement of the main piston. A throttle-edge connection is provided (on the front carburetor) for use in conjunction with vacuum operated ignition advance mechanism.

### AIR BLEED TO JET CHAMBER

An air bleed for the jet protrudes from the side of the carburetor body. Its purpose is to provide better mixture stability under certain conditions of throttle opening.

Normal care requires keeping the air bleed free of obstructions which may impair carburetion. When cleaning the air bleed, the size of the bleed hole *must not* be altered.

### ADJUSTMENT

The adjustment of the S.U. carburetor is very simple. Before adjustment is attempted, determine that all parts, needle, jet, etc., are of the proper standard size.

The only adjustment then is centering the needle in the jet and adjusting the jet properly for correct idling.

If the engine then runs poorly after running properly before, do not change the needle because generally this would not be the cause.

For idle, the jet location must be adjusted by means of the jet adjusting nut until best running idle is obtained. After this adjustment, the whole range of operation is set. This adjustment determines whether or not economy and good performance are obtained.

In the event a needle change is desired, a larger needle will give a leaner mixture while the smaller needle will give the richer mixture. The effect of a needle change is reflected through the carburetor's entire operating range. The needles are stamped on their upper shank for identification.

### THE HYDRAULIC SUCTION PISTON DAMPENER

The Hydraulic suction piston dampener (Fig. 2) is located in the hollow piston rod and attached

to the oil cap nut. It consists of a plunger with a one way valve. Its operation is to restrain quick movement of the rising piston to enable acceleration enrichment. The oil reservoir must be serviced with thin oil once a month.

### POSSIBLE CARBURETOR DIFFICULTIES

The four points of possible carburetor difficulty are outlined below:

#### 1. Piston Sticking

The piston assembly consists of the piston forming the choke, the needle, and suction disc. A piston rod inserted into the piston slides in a bearing provided in the suction chamber. The only parts making contact are the piston rod in its bearing. The other parts have sufficient clearance provided so tendency to stick is eliminated. Therefore, to correct a sticking piston condition, remove the suction chamber and piston assembly and clean thoroughly. On reassembly, *lubricate* the piston rod bearing *only* with a few drops of thin oil. Refill the oil reservoir after assembly.

To check for a sticking piston, insert finger through the air intake and lift the piston and allow it to fall, returning to its seat. The piston should move freely.

#### 2. Water or Dirt in Carburetor

When dirt or water is suspected, first wash out with gasoline. This can be done by raising the piston and, by means of the tickler pin, flowing gasoline through the carburetor and out of the jet. If this cannot be done, dirt or an obstruction is in the passages or jet. Start engine and with fairly high RPM, hold the piston up, and with the hand, shut off the air intake. This can be done several times. The high vacuum applied on the jet will, in most cases, free the jet and passages of dirt. If this procedure does not correct the condition, the jet must be disassembled and cleaned. When reassembly is made, the jet *must be centered*.

#### 3. Jet Not Centered

This is the most important assembly operation on this type of carburetor. When centering the jet, remove the pin at base of the jet which connects jet head to the jet operating lever. Remove jet, jet adjusting nut, and adjusting nut spring (Fig. 3).

### SYNCHRONIZING THE TWIN S. U. CARBURETORS

Before attempting to tune the carburetors, make sure all other engine adjustments are correct.

Check carburetors for fuel level in jets and centering of jet assemblies. Check pistons for freedom of operation.

Now loosen the clamping mechanism linking the two carburetor throttles together.

Disconnect the mixture control linkage by removing one of the fork swivel pins (Fig. 4). Remove the suction chambers. Check to see that the needles are in the same position in both pistons and that the jets are the same distance below the bridge in both carburetors when they are pushed up against their adjusting nuts. Replace the suction chambers.

Back-off or unscrew the throttle adjustment speed screws until the screws will just hold a thin piece of paper between their tips and the stop lugs; then screw them in one complete turn.

Start the engine and run it until normal operating temperature is reached. Adjust the engine speed by moving each throttle adjusting screw an equal amount until desired RPM is obtained. To synchronize the throttle opening, adjust the throttle stop screws by listening to air noise at air inlets. If the hiss is louder on one than on the other, unscrew its throttle adjusting screw until the sound level is equal. When throttle synchronization adjustment has been obtained, set the idle speed again to the desired RPM. Then adjust the idle mixture on both carburetors until smoothest RPM and best exhaust is heard. Resetting of the throttle speed screws may be required due to improved idle mixture adjustment giving higher RPM.

To check the idle mixture, raise the piston of one carburetor. The engine should run roughly. If lifting the piston of one carburetor stops the engine and lifting the other piston does not, the mixture on the first carburetor is too lean and should be enriched.

Before reconnecting the mixture control linkage, be sure the jets are firmly up against the jet adjusting nuts. Check the linkage in this condition so that the linkage clevis pins will slide freely in their operating holes. Lengthen or shorten, if necessary, to obtain the proper mixture linkage adjustment while the jets are in the proper idle position.

Tighten the throttle connector clamping bolt.

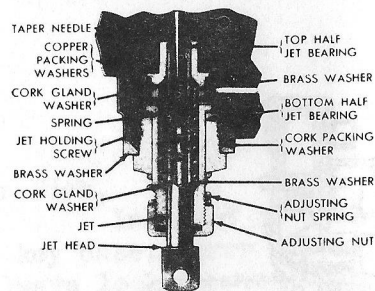


FIGURE 3—Jet Assembly.

Replace the adjusting nut without its spring and screw it up to its highest position. At this point, the piston must be perfectly free. If it is not, loosen the jet screw and move the lower part of the assembly including the projecting part of the bottom half jet bearing, adjusting nut, and jet head. Be sure that at this time this assembly is slightly loose. The piston should now rise and fall freely because the needle can now move the jet into the required central location. Tighten the jet screw and recheck the piston for free operation. Repeat the operation of centering if the piston is still not perfectly free.

After perfect centering of the jet is obtained, remove the jet adjusting nut, install the spring, and screw the adjusting nut back to its proper location.

#### 4. Carburetor Float Chamber Flooding

This is caused either by dirt below the float needle valve on its seat, or a leaky float. Dirt can usually be flushed from the needle valve seat by actuating the tickler pin. When this condition exists, the first indication is fuel leakage and dripping at the air inlet.

### STARTING THE ENGINE

A mixture control is provided to allow enrichment of the fuel-air mixture upon a cold start by lowering the jet. Place this control in the rich position and open the throttle slightly more than normal. Turn on the ignition and start the engine. Leave the mixture control in the rich position only as long as necessary.

For a warm start, use of the mixture control is not required.



THE MAIL BAG

Comments & Views from Nash Healey Members



from Charles Blumenschein, Jr.  
Bellefontaine, Ohio

Dear Dick,

Inclosed is a check for a Nash Healey bumper badge and key case. Sorry to hear the N-H mag is going to quaterly I always look forward to each issue, but four times a year is better than none at all.

Had a real nice chat with Paul Shaw and his wife. They stayed at a Motel in Bellefontaine, on their way home from the Boyertown meet. He talked to me about attending the meet in Kenosha. I would sure like to get there, but don't know for sure.

Ed. Paul Shaw is a long time Nash Healey enthusiast. and he is the only person that has attended every National N-H meet since 1958. I think all members that do attend the N-H meets be they Regional or National should encourage other members to support the meets. (try it you'll like it)

\*\*\*\*\*

from Ray Soles, Addison, Pa.

Hi Dick,

Got your card on the Woodbury Meet, we sure do plan on attending. We enjoyed our trip to Kenosha with you and the others. We wont miss another national meet.

Ed. Ray and Mary Soles just joined our club in the Spring But since then have attended both Eastern Regional and the National Meet in Kenosha. I think this is proof of what I stated above.

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from Victor Myers, Harrisonburg, Va.

Dear Sir,

Today we recived your Summer issue of the

FUEL-CARBURETION SECTION-NASH-HEALEY SPORTS CAR

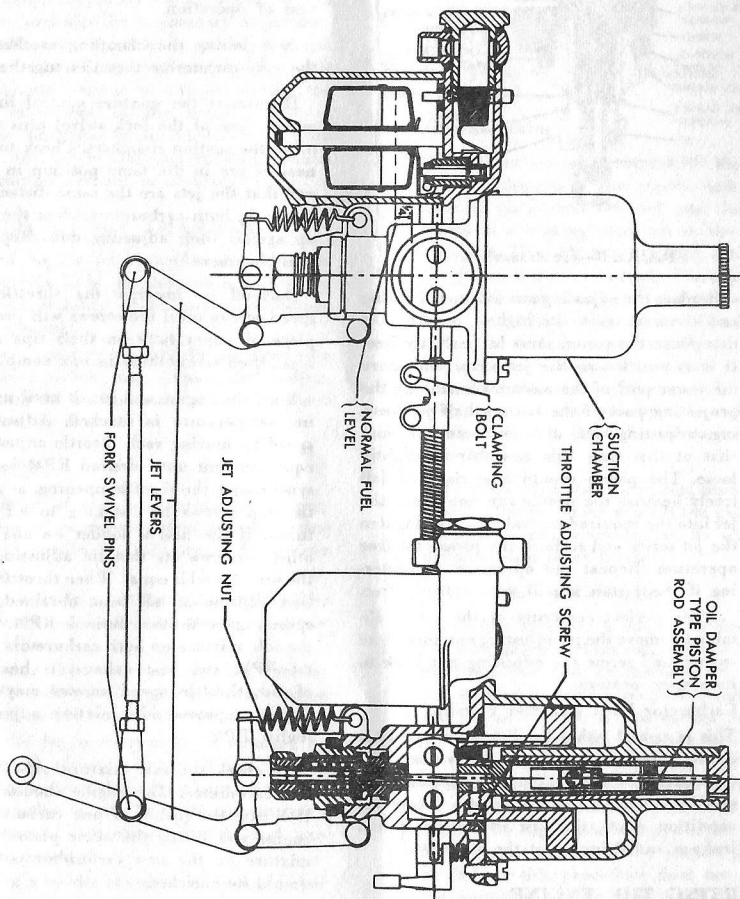


FIGURE 4-Adjustment Diagram.

Nash Healey magazine. On page 18 it reads "Don't forget Annual N.H. National Meet in Kenosha Aug. 11, 12 1972! We would have made a special effort to go, if we would have known it sooner.

Ed. We try and announce the dates of the meets as far in advance as possible. Mr. Myers joined the club in the summer, and did not know about the meet in time. We are indeed sorry for this. Please note the dates for the Eastern Regional Spring Show in Boyertown for 1973 it is May 5th. also the dates for the '73 N.H. National Meet is Aug. 23, 24, 25 at Zimmerman's Holiday West, near Harrisburg, Pa.

\*\*\*\*\*

from Edward Benner, Jr. E. Rutherford  
N.J.

Dear Mr. Kauffman,

Benner Sales and Service Inc. would like to join the Nash Healey Car Club. Please send us an application.

Ed. Quite a few American Motors dealers and old Nash dealers have joined our club. I guess when you like Nash you stick with it.

\*\*\*\*\*

from Derek Brown, Scotland

Dear Richard,

The rebuild on my Healey is coming along well, but I do need a few parts yet.

I was able to attend a meeting of Healey owners and enthusiasts in Reading. It proved to be a very informative and amusing evening, as John Bowers told some stories about the old Healey works at Warick. I traveled down in Ray Sugg's beautiful Tickford, and on the return journey very late at night, he took me around the House of Parliament in London at a good 60 M.P.H., much to the amazement of the "Tin Box" motorists, and as if to show his contempt for our speed limit laws.

Wishing you all the best from England.

Ed. It is good to hear from our members over in England

## NASH HEALEY CAR CLUB

### C L A S S I F I E D     S E C T I O N

Please note that all advertising in this section is FREE for all members. Advertising for non-members is 5¢ a word. If you want to buy, sell, or trade a car, parts or literature, use the N.H. Classified. Send all Ads to: Classified, Nash Healey Car Club, R.D. 2, Boyertown, Pa. 19512. All Ads must be in one month ahead of issue.

#### CARS FOR SALE

- 1954 Nash Healey hardtop, new paint, seats reupholstered, few extra parts, very little needed to complete restoration. \$1,500, Delivery can be arranged. Skip's Foreign Car Service 1807 Andrew St. York, Pa. 17404
- 
- 1961 Nash Metropolitan, very fine condition inside and out Price \$550 write Laird W. Crowe, P.O. Box 411, Oklahoma City Okla. 73101
- 
- 1953 Nash Healey coupe, most parts rechromed, engine good, body in primer, this is a very nice car that will take very little to put in show condition. offers around \$2,000, Fred Simeone 1205 Lombard St. Phila. Pa. 19147
- 
- 1953 Nash Healey, rough but price is reasonable, can be restored. priced to sell at \$200-Jacj Hopkins, 11460 Elizabeth St. Norwalk, Calif. 90650 or call 213-864-9378

#### Parts for Sale

Brand new Nash Healey parts, Fuel pumps, Tune up kits, Water pump, wheel cyl. kits, Tail light lenses, Park light lenses many more and some used parts as well. also now available new King Pins and bushings-\$40 set, these are orig. from England. write for complete list-Richard Kauffman, R.D. 2, Boyertown, Pa. 19512 or call 215-367-9741

#### Parts Wanted

Trunk handle for '53 Nash Healey-please send price or info to Arthur Nelson, 299 Arnold Ave. Perth Amboy, N.J. 08861

Grill emblem for a Nash Healey, write Victor J. Myers, Harrisonburg, Va. 22801

for 1954 Nash Healey hardtop-Techometer gear assembly-write  
C.R.Steedman,271 Angell St.Providence,R.I.02906

for 1952 Nash Ambassador engine,six big end lock nuts,also  
crankshaft oil-seal kit.could any meber tell me the tor-  
que figures for the main and big end bolts.please write-  
Derek Brown,28 Eatington Rd.Leyton, London,Eng.

#### Literature for Sale

Orig.1953 Nash Healey brochures,mint condition,Orig.1951  
Drivers Handbook,Orig.Power to Win brochure,several copies  
of old Nash Dealer News with photos on Nash Healey.These  
are all collectors items now.also orig.1951 N-H model in  
orig. box-write-Richard Kauffman,R.D.2,Boyertown,Pa.

#### Technical Tip

For Nash Healey members with Carter YH side draft carbur-  
ators on their Healeys.If you need an overhaul kit,the  
turobo-charged Corvair used the Carter YH side draft carbu-  
retor from about 1962 to 1966,so so local Chevy dealers  
can get them from their jobber.

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#### Special Notice

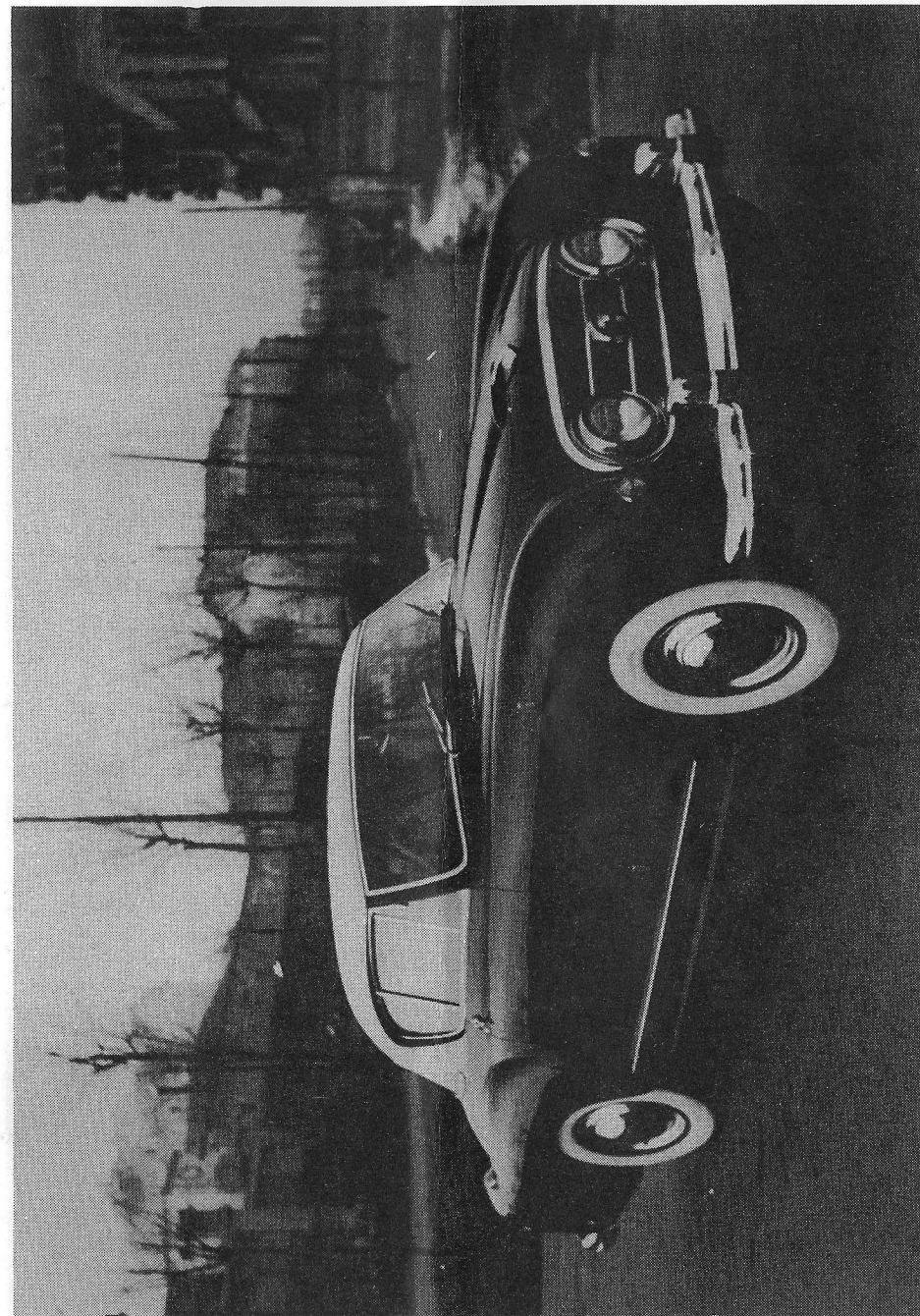
1973 membership dues are now due,please send all dues to  
Irene Schlang,P.O.Box 2034,East Liverpool,Ohio43920.Dues  
are still \$6.00 a year and all members renewing their  
membership will recive a bonus gift.

Please send in your car regristration form for the '73  
Nash Healey Directory.All Nash Healey club items can  
be ordered on the inclosed form.

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in the next issue:

Nash,the forgotten classic  
Healey King Pin Replacement  
N-H Transmission and Overdrive  
and much more



1954 Nash Dealer Service - Popular post assembly -  
Nash Station 77, Inc. 511 Atlantic Bldg. H. J. 02906

