

# *Nash Healey*

## *Car club magazine*

VOL. 4 NO.2

SPRING 1973



NASH-HEALEY Convertible Sports Car  
American Motors Corp.

Printed in U.S.A.

# 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 Quarterly 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 Quarterly) 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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Spring 1973

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Front Cover-1952 postcard of the Nash Healey Farina Roadster(note spelling of Healey)	

Rear Cover-the new Jensen-Healey



Well as promised our Nash Healey's will get some real fine publicity in issue No.4 of the Milestone Car magazine, this is the quarterly publication of the Milestone Car Society. I had a nice chat with Dick Langworth, pres. of MCS the other day and he informed me, that not only will Nash Healey be the feature article, but a N H would grace the cover. A special two page drawing of the '52 LeMans N H race car would be in the centerfold. I think this is real great.

If you have not yet joined the Milestone Car Society, you can join now at the special rate of \$7, send to the Milestone Car Society, P.O. Box 1166-B, Pacific Palisades, Calif. 90272

I would also like to announce that the Nash Healey Mid-West Regional meet will be held in connection with the MCS National Meet at the Allstate Plaza, Northbrook, Ill, there is a concours, trophies, banquet and even a ride on a London bus for the ladies. The concours is Sat. May 19, and car registration is \$4 so contact our Mid-West representative Jim Cash 6251 N. Sheridan St. Chicago, Ill. 60626 if you plan on attending this meet. This should be a great meet with over 300 cars of the Milestone area on display.

While on the subject of N H meets inclosed with this issue is a flyer and registration for the 4th annual N H Spring Meet in Boyertown, Pa. on Sat. 5th of May, I feel sure we will go over the 100 car mark this year. We have invited the Austin-Healey club to participate, so we should see several A-H's. We are also trying to arrange to have a new Jensen-Healey on display for the meet. So send in your registration now.

Also included in this issue is a flyer and registration form for our big Nash and Nash Healey National Meet in Aug. at Gene Zimmerman's Holiday West. Note this is a three day meet, Fri. Sat. and Sunday, so plan now to attend all three days. There will be a special Hawaiian floor show starring the Beach Boys and Mona Kai, there will be dancing following the show, admission tickets also includes refreshments. So send for your floor show and banquet tickets now, as I am sure this will be the biggest and best Nash Healey meet yet. The Flea Market will operate on both Sat. and Sunday. All room requests should be sent direct to Zimmerman's Holiday West.

It looks like there will be a lot of N H activity this year.

I was real glad to know there is a Nash Healey in Porto Rico, and of course the owner has joined our club, he is in the process of restoring the car, we also have a new member from Canada, this makes our club even more of an International car club.

I received a nice letter from Donald Healey's son Brian. He said he enjoys our N H mag. very much and it is gratifying to know so much enthusiasm still exist for the Nash Healey. He added that interest for the new Jensen-Healey is great and production is in full swing.

Brian also stated that it seems that American Motors are planning a new version of the Nash Healey, because they wrote the Healey company for the drawings and suspensions on the Nash Healey, which were sent to AMC. He added perhaps I know more on this, however I don't. I guess I will have to write AMC and find out what the score is. I think it is a good idea though.

From the response for Nash Healey parts, there must be a lot of Nash Healey's under restoration. This is fine let's keep all of the Nash Healey's on the road as long as possible.

Still no news from England or from the Westcoast.

We have had poor response on members willing to serve as National officers in the club, however we want to thank the few that are willing and interested to help the club progress. The N H board of directors will decide the positions for the new club officers and the results will be announced in the N H mag.

Another point the board of directors will decide on is to have Nash Healey decals made up or not, as several club members have asked for them.

Be sure to watch for write ups and photos on the Nash Healey meets in Old Cars, the newspaper for the old field.

Remember we still need articles, stories, photos and any interesting material for publication in the Nash Healey magazine.

-R. Kauffman, Editor



## the New JENSEN-HEALEY

At long last a new real Healey sports car is back on the market. True sports cars are becoming more and more rare, and especially at a reasonable price. The price tag is about \$4,000, and in view of today's soaring prices, that's not bad.

Production target is about 200 cars a week, with about 60% of the cars labeled for the U.S. and Canada.

The Jensen-Healey uses a 4 cylinder Lotus engine, that develops 140 bhp. and is capable of attaining a speed of 125 m.p.h. It can do a standing quarter mile in 16.2 sec. it will do 0-60 in 7.8 sec. Overall length is 13'6" and the width is 5'3". Compression ratio is 8.4 to 1 and will run fine on reg. gas.

The Jensen-Healey not only looks like a true sports car but it sounds like a sports car. Actually the new Healey rides more like a luxury car. For a sports car its ride is definitely soft. Girling brakes are used, and are considered to be one of the best in England. On testing the Healey the British car magazine said maneuverability was excellent, with good braking, positive action.

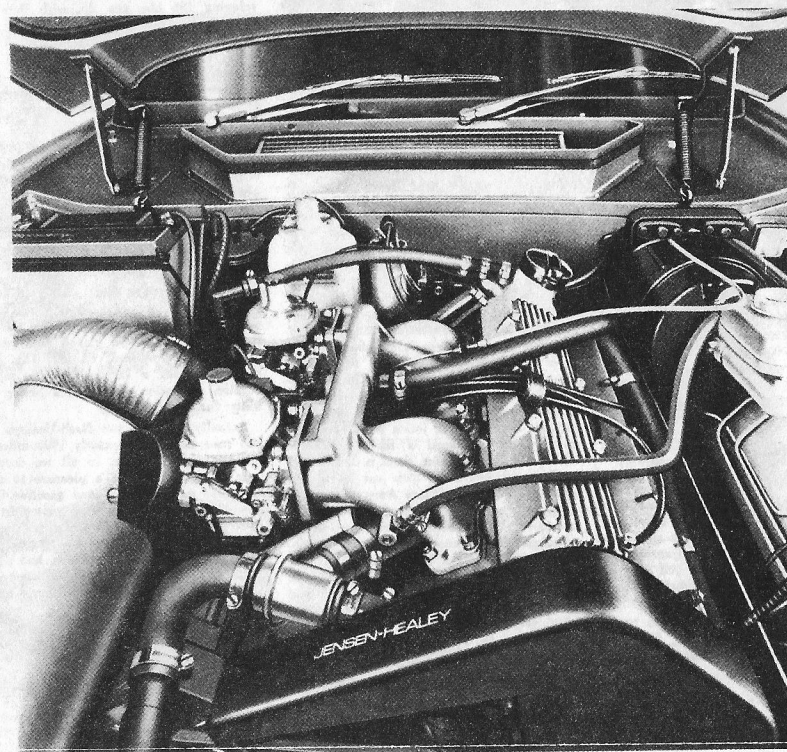
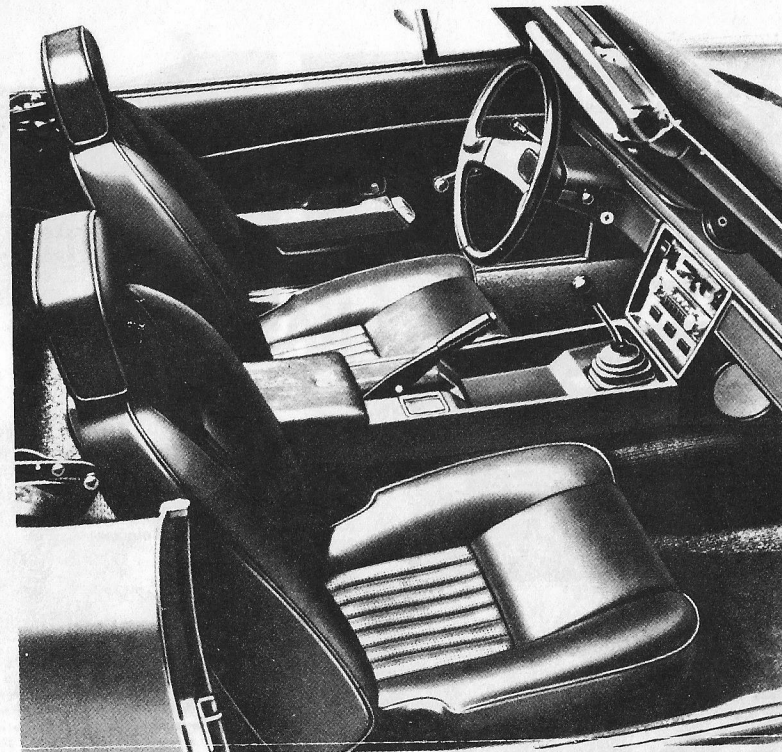
Another very good thing about the car is the fine leg room, you don't have to be a midget to be comfortable. Also putting the top up or down on many sports cars are a real chore however the top is fairly simple to operate on the Healey.

The instrumentation is also quite well arranged, and has padded dash and seat belts as standard equipment. Five basic colors are available, Red, Yellow, White, Pacific Blue and Oakland Green, this is similar to British racing Green. The interiors of all Jensen-Healey's are done in black.

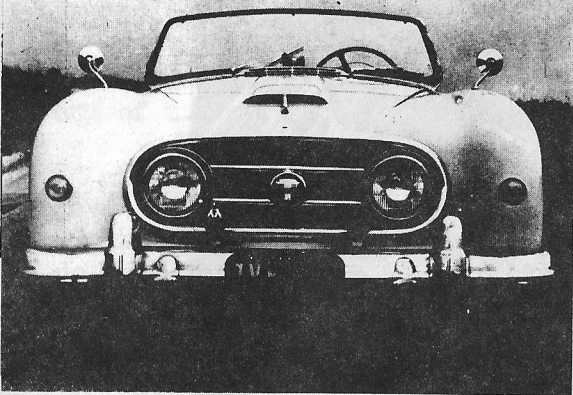
The heater is considered not the best but this is typical of most sports cars, as is the not to water proof top (NH members know what I mean by this last statement)

All in all this is a truly fine sports car, and a convertible in the medium price range is truly rare today. After their roadtest Autocar summed up the Jensen-Healey like this "It felt like we were driving a future classic, the kind of car that one day will become a collector's item!"

Note fine interior and view of engine compartment on next page.







## ROAD TESTING THE NASH-HEALEY

*a comfortable  
high performance roadster*

photographs by Rolofson

The fact that so few Nash-Healey's have been sold is no reflection on the car itself. Obviously the price is far too high, a fact that is now even more apparent with dealers quoting prices so far below the original \$6000 asking figure that the situation is absurd. Even the factory branch in Los Angeles couldn't tell us the exact price.

The early publicity on the Nash-Healey was handled very badly. People who buy sports cars know a lot more about automobiles in general than the average car buyer. They knew that 125 bhp (in 1951) wouldn't propel an open two-seater at 125 mph, as claimed. They knew that the Nash-Healey that did so well at Le Mans looked no more like the production car than a new Ambassador looks like the 1926 Ajax. They noticed that no magazine was allowed to road test the new car.

All the above criticism is especially frustrating because the car is a jewel. We managed to borrow the Nash-Healey for a few days, from a genuine enthusiast who must remain nameless, and no apologies, no iron curtain is necessary.

The first Nash-Healey was announced early in 1951, a union of Nash engine, Healey chassis and British bodywork. The present 3 litre Healey, powered by an Alvis engine is essentially the same car. In 1953 Nash announced that their sports car was to have new bodies, styled and built by Pinin Farina in Italy. Although these bodies are positively beautiful, and very well built, the price went up rather drastically.

The Nash-Healey is one of those few sports cars which is effortless to drive. It rides well, handles without trace of vice or viciousness. The engine is smooth and quiet at all speeds. The three speed transmission, with overdrive, has a well placed easy to control lever that contributes to the general fun character of this machine.

For some reason top speed seems to be the most important performance factor in a sports car. Although this car gave a low

value of wind and rolling resistance (85 lbs/ton at 60 mph) its best timed run was 108.4. During this run the tachometer held a steady 4000 rpm which indicates nearly perfect gearing for best possible top speed. However on the return runs the revs would not quite reach 3900 rpm. One timed run in conventional high gear gave 89.1 mph with the tachometer reading 5000 rpm. The speedometer was incredibly fast and once indicated 97 mph in second overdrive, an actual speed (not timed) of about 85 mph.

In traffic this roadster gives the driver considerable confidence. In low gear the car takes off with a quiet but tremendous rush. Sixty mph in second is over-revving a bit, but the time from a standstill to this speed (67 indicated) in 11.5 seconds is quite good. Out on the open road, the N. H. cruises at any speed desired, the very high overdrive ratio of 2.87 giving modest revolutions for the 7 main bearing engine. Maximum speed falls off noticeably with top down but there is no great difficulty in shaking off 200 plus horsepower behemoths.

The steering, we thought, is exactly right at 3/4 turns, lock to lock. Directional stability at 100 mph is excellent with no tendency to wander. There is a definite understeer and somewhat more roll than might be expected of a sports car. Riding qualities rate very high on this car, the only criticism which might be made is a sensitivity to expansion joints on a concrete road which produced a more noticeable thump at each impact than is usual.

The real charm of this car is in the effortless way its big, lazy American engine propels it along—even when not using the overdrive. This cruising gear is, incidentally, a normal Borg-Warner unit, but it is controlled by a button at the center of the steering wheel. There is no kickdown switch (at least we couldn't find one) and therefore no disconcerting drop in gear ratio when pressing hard to pass another vehicle at say 70 mph. For those who do not like "fussy" sports cars, the flexibility and

torque of the 4.2 litre ohv Nash engine is the perfect answer. On the other hand a British road test of an Alvis powered Healey equipped with a normal four speed transmission gave almost identical acceleration figures and a top speed of 98 mph. This comparison shows what a 3 litre engine developing 106 bhp can do, with four well chosen gear ratios. The big Nash engine develops a torque of 230 ft/lbs at 2000 rpm and even in high gear at 10 mph it pulls the car away with a surge that has its attraction—no matter how enthused one may be over "four close ratios, intended to be used."

The quality of the Italian made body is almost above reproach. The doors rack slightly on rough roads, but this seems to be characteristic of all open sports cars and there were no rattles. Plating on the windshield showed signs of early deterioration, but the rest of the body—paint, leather, trim etc., were equal to custom built cars of twice the price. After driving almost every two-seater sports car extant, the wide, bench type seat was very comfortable and quite useful. An incidental advantage is the fact that the seat must be placed high enough to clear the prop-shaft tunnel. This automatically gives a larger floor to top of cushion dimension and insures better visibility for traffic driving.

Actually we drove two Nash-Healeys. The one road tested had exactly 1900 miles on it when we took over. In all we drove it over 300 miles. It was a pleasure to drive and gave exceptionally good gasoline mileage—the figure of 23.6 mpg quoted in the data panel was obtained while cruising at 60/70 mph in overdrive. The second car, and the one used for the photos, had nearly 20,000 miles on the odometer. It seemed to be in just as good condition as the nearly new car.

Every Nash-Healey owner we've met is well satisfied with the car. What better recommendation is there? ●

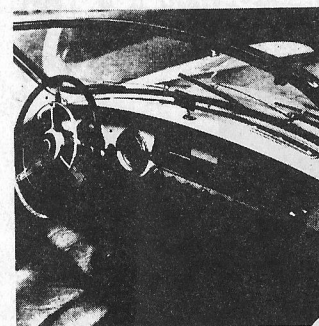
ROAD & TRACK, June, 1954



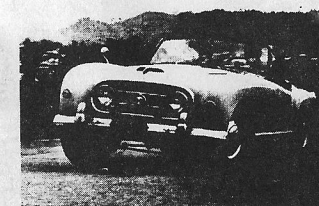
Top is neat appearing and weatherproof. Rear window has usual zipper for easy opening.



Nash-Healey with body by Pinin Farina. Bumpers are adequate for every day driving.



Cockpit is comfortable and attractive. Seat is notched for well-placed gear shift lever.

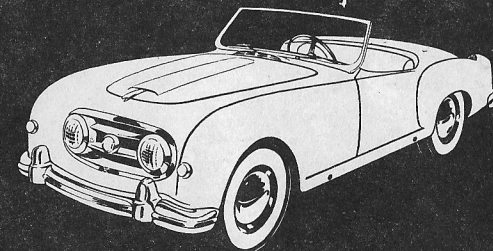


Nash-Healey has more roll than a competition car but handles well for a touring car.

ROAD & TRACK, June, 1954

## ROAD AND TRACK ROAD TEST NO. A-2-54

### NASH-HEALEY ROADSTER



#### SPECIFICATIONS

List Price	\$6000
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	140
peaking speed	4000
equivalent mph	108
Torque, ft/lbs	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.)	104.6
Fastest one way	108.4
Max speeds in gears—	
3rd (high)	89.1
2nd	62
1st	37
Shift points from—	
3rd	85
2nd	60
1st	31

#### ACCELERATION

0-30 mph	3.8 secs
0-40 mph	5.6 secs
0-50 mph	7.9 secs
0-60 mph	11.5 secs
0-70 mph	15.8 secs
0-80 mph	22.6 secs
Standing start 1/4 mile—	
average	18.0 secs
best	17.8 secs
Mileage	18.4/23.6 mpg

#### TAPLEY READINGS

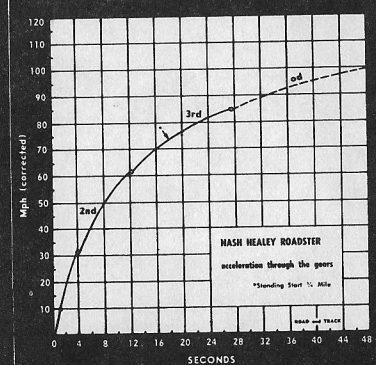
Gear	Lbs/ton at Mph
1st	560 at 24
2nd	470 at 35
3rd	330 at 45
od	235 at 55

#### COASTING

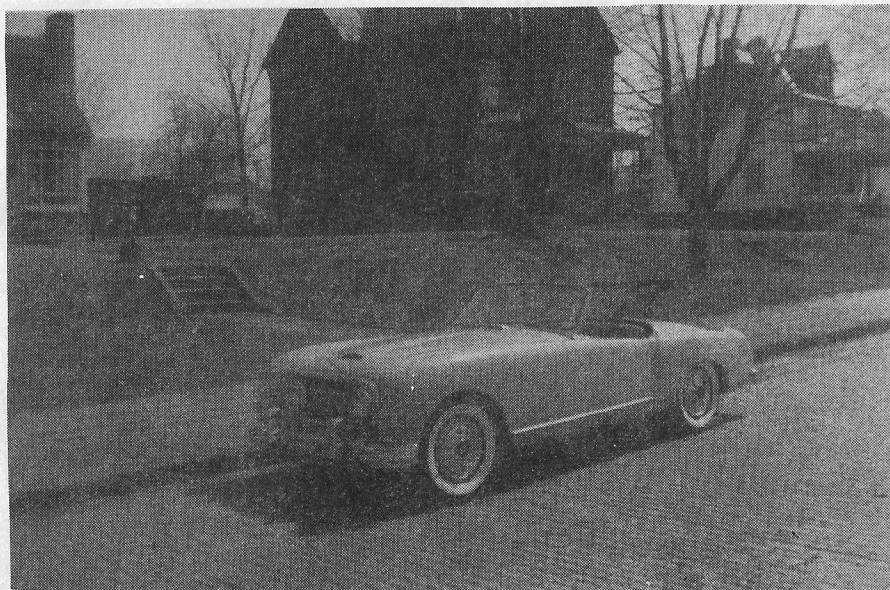
(wind and rolling resistance)	
85 lbs/ton	at 60 mph
40 lbs/ton	at 30 mph
30 lbs/ton	at 10 mph

#### 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



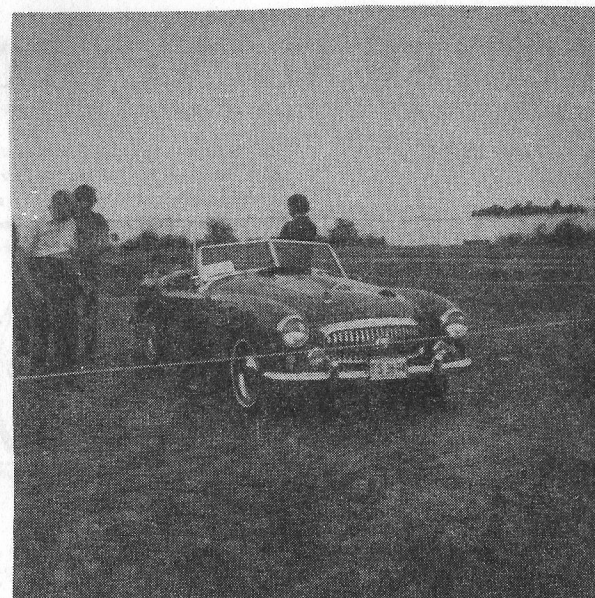




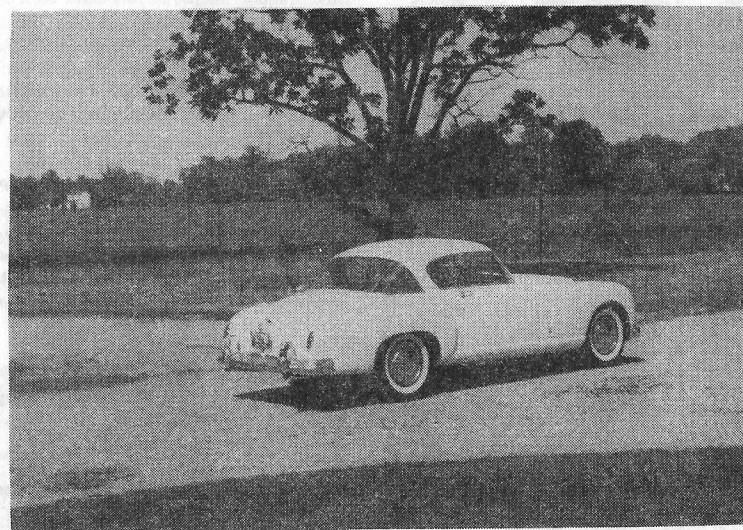
1952 N H Farina roadster-George Vollmer,Rochester,Pa.



1954 N H Lemans hardtop-Margaret Logan,Del Rey,Calif.



1951 N H conv.-Bob Moser,Oswego,Ill



1954 Lemans hardtop-Charles Blumenschien,Jr.Bellefontaine  
Ohio



# ELECTRICAL SECTION

## DISTRIBUTOR—DELCO REMY MODEL #1110225

Complete specifications and spark advance curves are contained in the 1950 Technical Service Manual.

The Model #1110225 breaker plate rests on three bakelized supports which also serve as bearings on which the plate rotates. The breaker plate is secured to the support plate by means of retainer springs and washers.

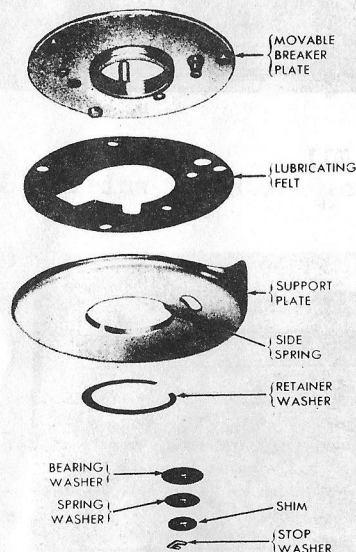


FIGURE 1—Breaker Plate Assembly Components.

## SERVICING BREAKER PLATE ASSEMBLY

If the breaker plate assembly should develop sufficient looseness to permit tipping and rattling in operation, it will be necessary to increase the

spring tension by adding one or more shims to the post carrying the spring washer (Fig. 1). Care must be exercised in making this adjustment, since the pull required to move the breaker plate must be not less than 8 ounces, or more than 20 ounces (Fig. 2).

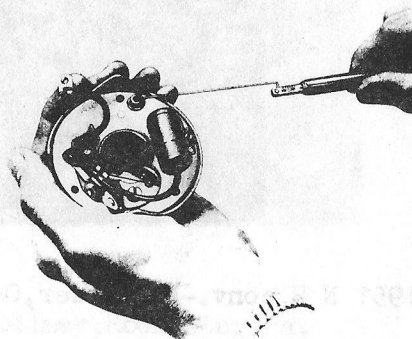


FIGURE 2—Checking Breaker Plate Looseness.

The vacuum control linkage must be fitted to the connector bearing on the breaker plate in such a manner that there is no upward or downward thrust on the plate when the vacuum control operates.

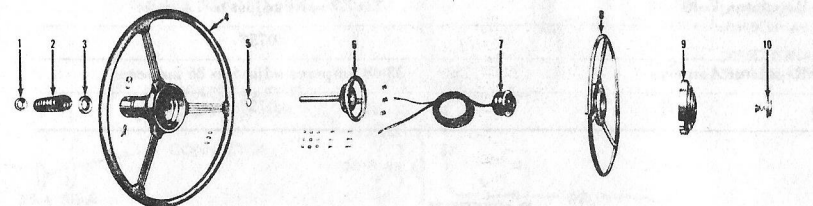
When the breaker plate assembly is completely disassembled, it will be necessary to take care that the side spring is not dislodged from its recess in the edge of the center hole in the support plate. This small spring helps to prevent sideplay in the breaker plate assembly and also contributes to the overall tension of the assembly.

Individual breaker and support plates are not serviced separately. It is necessary to replace the breaker plate assembly if either part becomes damaged or worn.

Saturate lubricating felt with light engine oil (#10W) at time of overhaul. At 5,000 mile intervals, add one drop of light engine oil to lubricate felt. Avoid excessive lubrication.

## ELECTRICAL SECTION—NASH-HEALEY SPORTS CAR

### DISASSEMBLY OF HORN BLOWING AND OVERDRIVE KICKDOWN SWITCH ASSEMBLY



1. Lower Telescopic Adapter Cap
2. Telescopic Adapter
3. Upper Telescopic Adapter Cap
4. Steering Wheel
5. Snap Ring, Steering Wheel Retaining
6. Horn Ring Retainer
7. Overdrive Kickdown Switch and Horn Contact Assembly
8. Horn Ring
9. Steering Wheel Cap
10. Kickdown Button Assembly
11. Kickdown Button Retainer

FIGURE 3—Horn Blowing and Overdrive Kickdown Control.

The horn blowing and overdrive kickdown switch assembly can be removed and disassembled without the removal of the steering wheel.

Detach horn blowing and overdrive kickdown lead wires from connector in engine compartment.

Remove the three set screws that retain the horn ring retainer to steering wheel hub (Fig. 3), and remove the retainer, horn ring, and kickdown switch from the steering wheel as an assembly.

With a strong knife, blade, or thin screw driver tip, pry the overdrive kickdown button retainer from the steering wheel cap (be careful of paint surface) and remove button assembly.

Remove three attaching screws from back of horn ring retainer, which thread into steering wheel cap, and remove cap.

Remove the nuts, washers, and springs which hold the horn ring to horn ring retainer, and remove the horn ring.

Remove the three screws from the horn ring retainer, which thread into the kickdown button and horn contact assembly, and remove the horn contact and overdrive kickdown contact assembly.

Reverse the above procedure for assembly.

NOTE: The horn blowing circuit is completed to ground through the steering wheel hub. The overdrive kickdown circuit is completed to ground through the electrical wire conduit tube.

## SPECIFICATIONS GENERATOR

Model	Delco-Remy #1102730
Type	Shunt
Rotation	RH Drive End
Brush Spring Tension	Approx. 25 Ounces
Max. Controlled Charging Rate (Controlled by Current Setting)	32-40 Amps

## NASH TECHNICAL SERVICE MANUAL

## VOLTAGE REGULATOR

Model	Delco-Remy #1118302
Cut-out Relay Voltage at Closing	5.9 volts adjust to 6.2 volts
Amperes to Open Reverse Current	4-6 Amperes
Air Gap	.020"
Voltage Regulator Volts	7.0-7.7 volts adjust to 7.4 volts
Air Gap	.075"
Current Regulator Amperes	32-40 amperes adjust to 36 amperes
Air Gap	.075"

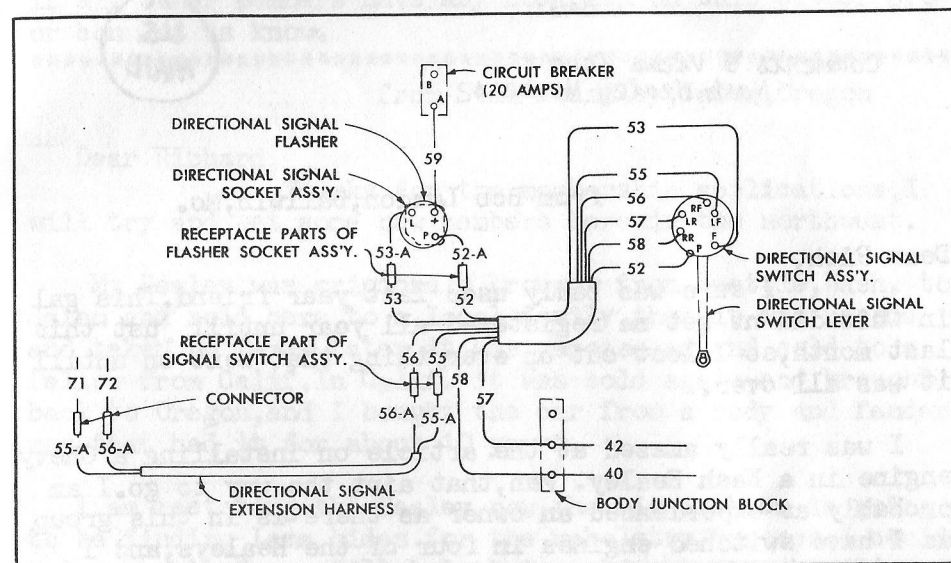
## BATTERY

Model	Auto-Lite
Ampere Hours: 20 Hour Rating	105
Amperes: 20 Minute Rating	133
No. of Plates	15

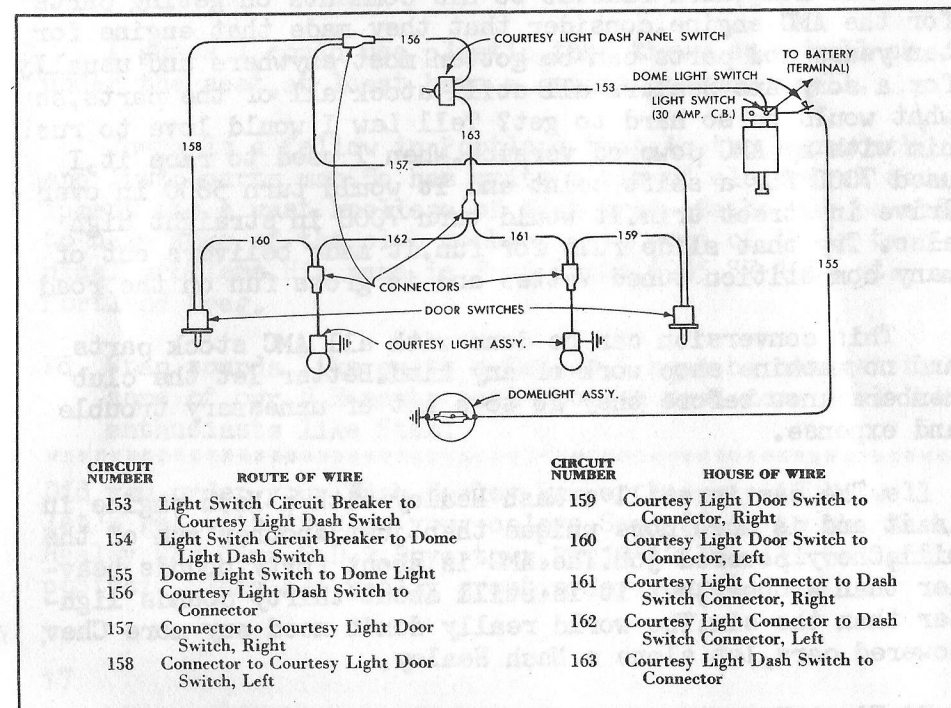
## DISTRIBUTOR

Model	Delco-Remy #1110225
Max. Automatic Advance (District. Degrees R.P.M.)	14° at 1350 R.P.M.
Max. Vacuum Advances Degrees (Dist. Vacuum Inches)	6°
Vacuum in Inches + or - 1"	15 inches
Dwell Angle	35°
Rotation	RH
Breaker Gap	.018"-.024"
Breaker Arm Tension	17-21 ounces
Timing, Breaker Points Open	T.D.C.
Timing Mark Location	Vibration Dampener
Firing Order	153624
Spark Plug Make	Auto-Lite
Model	AL-5
Thread	14 mm
Spark Plug Gap	.030"
Condenser Capacity	.18-23 Mfd.

## ELECTRICAL SECTION



DIRECTIONAL SIGNAL WIRING



INTERIOR WIRING



THE  
MAIL  
BAG

Comments & Views from  
Nash Healey Members



from Bob Loudon, Ballwin, Mo.

Dear Rich,

I sure was badly used last year friend. This gal in Ohio didn't get me registered all year until just this last month, so I lost out on everything that went on until it was all over.

I was really amazed at the article on installing a Chevy engine in a Nash Healey. Man, that ain't the way to go. I am probably as experienced an owner as there is in this group as I have switched engines in four of the Healeys, and I know what you can run into and believe me, this guy Law took the long, hard road. As to his comments on getting parts for the AMC engine, consider that they made that engine for ten years and parts can be gotten most anywhere and usually for a song. AMC dealers all still stock all of the parts, so what would be so hard to get? Tell Law I would love to run him with my AMC powered version. When I used to race it, I used 7000 for a shift point and it would turn 5800 in over-drive in street trim. It would turn 7000 in straight high also. Try that slide rule for fun. It made believers out of many competition tuned Vettes and is gross fun on the road

This conversion can be done with all AMC stock parts and no machine shop work of any kind. Better let the club members know before they go to a lot of unnecessary trouble and expense.

The car is still a Nash Healey with a Nash engine in it and is much more unique than just another run of the mill, Chevy powered job. The AMC is about forty pounds heavier than a Chevy, but it is still about thirty pounds lighter than the six. The world really doesn't need any more Chevy powered cars, let alone a Nash Healey.

Ed. First I want to apologize for the mix up in membership renewal, this certainly does not happen often

On the engine, well boys this sounds like a challenge to me. How about a match race between Bob Loudon and Dick Law at our national meet in Aug? this would prove who is right. If any other members have any comments on this either pro or con let us know.

\*\*\*\*\*

from Stan Standley, Salem, Oregon

Dear Richard,

Thanks for the membership applications, I will try and get some new members here in the northwest.

My Healey was originally brought from Seattle, Wash. to Salem and sold here to a local family, then it was resold and taken to Texas. Later it was repossessed and sold to a fellow from Calif. In Calif. it was sold again and brought back to Oregon, and I bought the car from a body and fender man that had it for about 10 years.

I am restoring the Healey now, the big problem is going to be finding Lama hides for the upholstery. Perhaps I could get one out of zoo. I'll bet that would make the headlines "Man steals Lama from zoo for upholstery in Nash Healey"

I guess I could use plastic, then throw some bull sh.. under the seat, at least have a genuine leather smell.

There is a fellow in Portland that is the Wentworth and Irwin parts man. He has quite a bit of electrical equipment and a vast knowledge of Nash products, he may be able to help some of the club members with some of their technical problems. His name is Fred Smith, 6905 SE 19th st. Portland, Ore.

Ed. Stan sounds like quite a fellow, I hope he can get to some of our NH meets real soon. We need more real NH enthusiasts like Stan.

\*\*\*\*\*

Did you order your Nash Healey bumper badge yet? No, well let's get with it, show your colors. Send \$6.50 to the Nash Healey Car Club, R.D.2, Boyertown, Pa. 19512. It will be sent postpaid. They are really great, order yours today.

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

1954 Nash Healey Hardtop, slight rust, otherwise good cond. Serious offers only. S.S.A.E, write Greg Dolin, 92 Lilyan St. Waldwick, N.J. 07463-Ph. 201-444-4042

1954 Nash Healey Farina hardtop, 60,000 miles, excellent condition, price \$1,500 write-R.N. Johnsen, 17860 Windemere Rd. Brookfield, Wis. 53005-Ph. (414) 781-7860

1940 Nash coupe, 95% complete, body solid, engine need rebuild paint and interior need attention, make an offer-write P.D. Amirault, R.D. 3, Susquehanna, Pa. 18847

Parts for Sale

Brand new Nash Healey parts-Fuel pumps, water pumps, park light lenses, tail light lenses, NH type trunk handles, Ignition tune-up kits, voltage regulators, timing chain and many other items, also have used body parts-send for complete list and prices-Richard Kauffman, R.D. 2, Boyertown, Pa. 19512  
Three wide white wall Goodyear tires 6.40x15 orig. NH size used but like new condition-write-Paul Shaw, 528 E. College St. Iowa City, Iowa. 52240

Parts Wanted

For '51 Nash Healey -I need front and rear bumper and complete seat-Write-R.D. "Stan" Standley, 9903 Stonecrest Dr. S Salem, Oregon 97302  
Wanted an Aluminum head for 1953 Nash Healey in good cond. I need this head so I can get my Healey back on the road. Contact-Howard F. Kapso, 1323 Home Ave. Berwyn, Ill. 60402 or call (312) ST8-2936  
I need Nash Healey trunk script, cross flag emblem, grill emblem, weather striping, complete steering wheel and NH hub caps-Write-J. Harguindeguy, 167 Richard Lane, Walnut Creek, Calif. 94596

For '53 Farina roadster-two taillight rims, two NH hub caps with the N in the middle, please write-K.E. Henry, 423 Electric Ave. Lewistown, Pa. 17044

I need the following parts for my Healey-Front and rear bumpers, grill emblem, hood ornament, jack plugs, side chrome door handles, chrome wire wheels-write-Leonard N. McGrady 468 Hillcrest Dr. Aberdeen, Md. 21001

Literature for Sale

Orig. Nash Healey and Nash literature for sale, send S.S.A.E for large list.-John Conde, 1340 Fieldway Dr. Bloomfield Hills, Mich. 48013

I have two orig. Vol. 1 No. 1 mint issues of the Nash Healey Car Club Magazine, that right that rare first issue, price \$3 ea. I also have a very good orig. 1952-53 Nash Healey Technical Service Manual, price \$18. I still have a few orig. 1953 Nash Healey sales brochures, price \$9, these are now selling for up to \$17 in the flea markets. all items sent postpaid-Richard Kauffman, R.D. 2, Boyertown, Pa. 19512  
for sale-three 1951 Nash Healey model kits, wood body, metal grill and bumpers, plastic windshield, rubber wheels, in orig. bobs, price \$10 ea. Also a few Metropolitan model kits. I would also like to buy a 1953 NH roadster model kit. R.D. "Stan" Standley, 9903 Stonecrest Dr. S Salem, Oregon 97302

Notice

I would like to correspond with any other owner of a 1918 Nash touring car-Write-Lynn D. Nash, 119 Torrance Rd. Scarborough, Ontario, Canada M1 J2J9

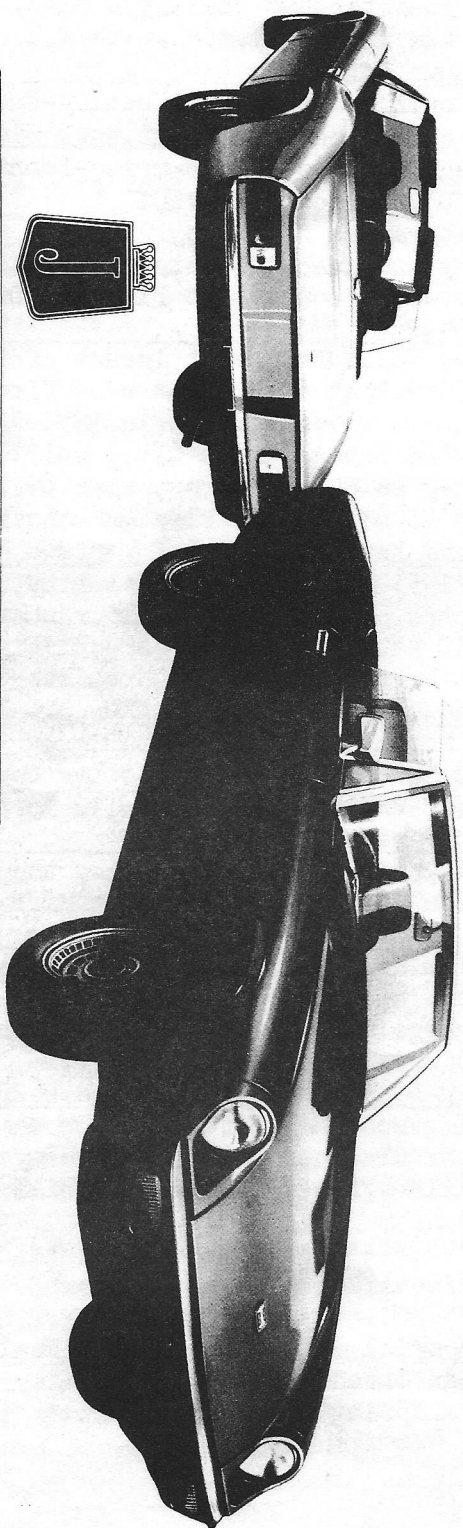
Free for a S.S.A.E, reprint of overhauling the Healey trailing link suspension-Save Parsons, 119 Stahl, Washington, Ill 61571

Free for NH club members, Sample issue of Hemmings Motor News, also for club members that own older Nash cars, a free copy of Egge auto parts catalogue, many Nash parts up to 1940, this is a reg. \$100 catalog, we only have a limited supply-Nash Healey Car Club, R.D. 2 Boyertown, Pa. Sat. June 30-Edgewood, Md. A.A.C.A. Region meet, there will be a sports car class and all Nash Healeys are welcome for more details write-L. McGrady, 468 Hillcrest Dr. Aberdeen, Md. 21001

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in the next issue.....

the special Ted Williams Nash Healey  
Sam Snead and his Nash Healey  
Spring Car show report  
much, much more





JENSEN-HEALEY