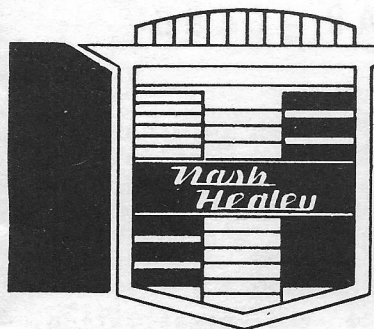


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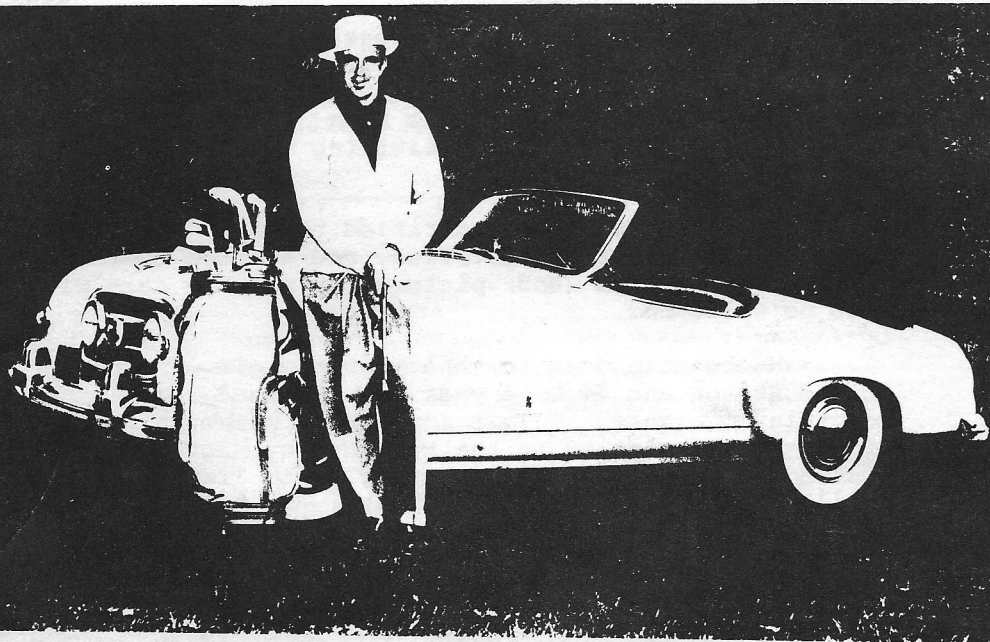


Nash Healey

Car club magazine

VOL. 4 NO. 3

SUMMER 1973



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 marquee.

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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Richard M. Kauffman

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Rear cover-the Ted Williams one of a kind Nash Healey	

Sometime ago one club member made the comment, I wonder if the club is running out of steam, well I can tell you were not. We have located 12 more Nash Healeys and have 10 more club members in less than two month. As to material for the Nash Healey Magazine, true we had to go to a quaterly publication, but we have maintained the quality. We have many reprints coming up in future issues as well as, new technical articles, Restoration articles, reproduction of certain N-H parts and new club items now being arranged for, getting more recognition and publicity from other car magazines and clubs such as the Milestone Car Society and the Austin Healey Club. Heck, were just geting started.....

We have already held to very fine Nash Healey car shows with the big one still coming up, yes I mean the 1973 Nash and Nash Healey National Meet, to be held at Zimmerman's Automobillorama near Harrisburg, Pa. Aug. 24-26. If you have not sent in your registration form yet do it today, it is not to late. Help us make this the biggest and best Nash and Nash Healey car ever held.

Plan to arrive early our annual business meeting will be held at 4:30 Friday. a very fine show and dance is arranged for Friday evening at 7:30, so bring the entire Family, Saturday is the big concurs and Flea Market and of course the banquet Sat. nite with a guest speaker from AMC. Some members and Nash Healey owners cannot arrange to attend Fri and Sat. so come on out on Sunday most of the cars will still be on display and the Flea market will operate. There is no admission charge to the public, and every entry will recive a beautifull wood plaque and a dash plaque. There will be no judging, but there will be special trophies for best restored Nash Healey of 1973, long distance trophy and hard luck trophy. One change in the program the tour of the Autoarama will be Sunday moring at 9 A.M instead of 8 A.M.

Also remember there will be no banquet tickets on sale at the door, these must be ordered by Aug. 20 1973.

Some club members have mentioned they did not recive their membership card and bunus gift, if you have not recived yours, please write-Irene Schlang, Membership Sec. P.O. Box 2034 East Liverpool, Ohio..

The Nash Healey board of Directors discussed the point of becoming a chapter of the Milestone Car Society, but decided to remain for the time being as an independent club, but to work in association with the Milestone Car Society, as we did at the recent Milestone National meet near Chicago.

It seems there are a lot of Nash Healey restorations going on, I am glad to announce that the almost impossible to locate N-H cross flag emblems are being reproduced and will be available very soon, perhaps by the time of our Nat. meet in Harrisburg, Pa. also arrangements are being made to have the Nash Healey grill emblem reproduced, these will be available by the end of the year.

If you are having a problem with your steering wheel be sure and read Steve Parsons article on STEERING WHEEL REPAIR in the next issue.

I have noticed at the car shows many of the sports cars with leather upholstery, have cracked and shabby leather not only Nash Healey cars but other makes as well. There is a product now available to help keep your leather and mul-gadehyde soft and new looking. see the classified section for this product.

All members are encouraged to use the Classified section, after all you can't beat FREE advertising. Paul Shaw of Iowa City, Iowa had some tires for sale in the last issue, he told me they were sold even before he recived his copy of the N-H mag. Remember there is no limit on the number of adds you list.

There has been a lot of discussion on if there should be judging at Nash Healey meets, some feel it is not neccesary and gets boring, others feel it is the best part of a meet, and it encourages more and better restoration of Nash Healey cars. How do you feel? let us know either pro or con and your views on the subject.

We are still geting new members from the WestCoast some members want to know when there will be a meet in or near the WestCoast, Well we have a WestCoast repersentive and I know he tried to hold a small meet about two years ago with no success at all. I have contacted the Austin-Healey club about a combined meet with our club, but as of now nothing deffinate. If you are a Nash Healey member in or near the WestCoast let us know how you feel and what

you would like in the way of meets and club activities. I personally feel we have enough members in that part of the country to have some type of meet, but members must at least show some kind of interest, before anything can be established. I would love to see a Regional or even a National Nash Healey meet in or near California, in fact if we could arrange to have a National meet on the West Coast, I would do my darndest to attend it, and perhaps other members from the East and Midwest feel the same. So let us know how you feel on this or any other subject. Remember this is your club it can be as good or as poor as you make it.

I will have the opportunity of meeting some of our club members in England in early Aug. as our family will be in Europe in August. Will try and get some photos and perhaps some material for our Nash Healey Mag. not to mention the searching for some Healey parts, hope to meet our representative Richard Ellis while over there. I might even be able to attend a Healey meet in England.

Sometime back we had a series of articles on "Nash Healey in the Movies" well we can add another film to the list it is entitled "The Departed Hours" with Humphrey Bogart and Fredrick March. Made in 1953. The film is a typical Bogart gangster film, with plenty of action and suspense. There are several very good scenes of the '53 N-H Farina roadster from the side, the back and a few scenes of the interior. Be on the watch for it when it is shown on T.V.

Don't miss the Summer issue of the Milestone Car Mag. it will feature the Nash-Healey sports car with a fine article, good photos and an orig. drawing of the '52 famous LeMans race car. I had the privilage of writing the article and most of the photos are by Rick Lentz of Calif. so if you are not a member of the Milestone Car Society be sure to try and get hold of a copy. We are going to try and get some extra copies, more on this in the next issue. This is possibly some of the best publicity we ever had on our Nash Healey sports cars.

See you at the National meet in August.

-R.M. Kauffman

THE TED WILLIAMS Nash Healer SPECIAL

by Dick Kauffman

Back in the late forties and early fifties of all the great baseball players, one name stood out from all the rest that name was Ted Williams. For years Williams was the star slugger of the Boston Red Sox. Not only did Ted Williams lead the club in home runs but had the highest batting ave. in the league. As far as I can remember Williams was the last man in the American League to have a .407 batting ave.

Anyhow by 1952 Williams was still quite a popular figure in the sports world. So some brain in the Johnson's Wax Co. came up with the idea of having a special sports car awarded to Williams. Next question was what kind of sports car to be awarded. Several foreign cars were considered, but an American sports car would be the best. Ah, Ha what U.S. motor co. was producing sports cars in 1952? not G.M. nor Ford and certainly not Chrysler. Well you guessed it Nash Motors, so the Nash Healey was selected. The '52 Farina models were not out yet, and the Johnson executives wanted something special not the regular production '51 Nash Healey. So it was decided to acquire the talent of noted designer William Flajole to redesign a basic 1951 Nash Healey. As in most deals there was a gimmick, the Johnson Wax Co. was to run a contest to name this rare sports car, and then award it to Williams on a special note. Of course selling a few cans of wax along the way.

The total cost of this rare car was to be \$25,000 quite a tidy sum for any car, especially considering the basic price for a '51 Nash Healey was about \$4,500, thus it would seem the fee for redesigning the Healey would be over \$20,000, not a bad days work.

As to the modifications on this customized Healey the grill was completely changed, actually the grill that Flajole used was the grill from Nash's experimental NX1, this later, after some alterations was produced as the famous Nash Metropolitan, it had no emblem in the grill. But

Flajole installed a Nash Healey grill emblem on each side of the rear fenders. There were air vents above the headlamps. The rear bumper was much heavier than the original the taillites were also different than the regular N-H taillites. I don't know if the instrumentation was changed or not. The standard flat two piece windshield was replaced with a curved one piece windshield.

Just what the final name for the car was is still a mystery, as is the actual whereabouts of the car today.

Well the car was awarded to Ted Williams, and he used the car for a couple years, a few publicity photos appeared in the newspapers from time to time. And then one day it happened some woman drive side swiped the Nash Healey dream car. The accident was supposed to have happened in or near Washington D.C. Information on the Nash Healey from this point on is rather vague.

It has been reported that some unknown dealer, purchased the car and had it put in storage, in any event the special Nash Healey was never seen on the road again.

The last thing I heard of the rare car was at the flea market in New Hope, Pa. two years ago, one of the vendors told me he had seen the Ted Williams Nash Healey special still in unrestored condition in some garage in Phila.

So will some fortunate Nash Healey buff locate this rarest of the rare Nash Healey and restore it. Well your guess is as good as mine.

Nash Healey Facts and Figures

Fall 1951—a Nash Healey driven by Richard Thomson Jr. of Washington, D.C. came in eight in the second Duryea Hill Climb in Reading, Pa. Thomson's time for the 2.4 mile course was 3:03.2

Summer 1952—The new Farina bodied Nash Healey was named reserve grand champion at the Pebble Beach, Calif. Concours D'Elegance. W.E. Boyer Nash manager accepted the fine trophy.

1973 Nash Healey EASTERN MEET SPRING BY DICK KAUFFMAN

The 4th annual Nash Healey Eastern Regional Spring car Show and swap meet attracted more Nash Healeys than ever before, with nine Nash Healey's from three different states on display.

With more pre-registered cars than ever before, it looked like there would be over 100 cars on display, but as usual the very uncertain Penna. weather frightened many old car enthusiasts. The weather might best be described as not chilly, but rather down right cold.

Some bargain hunters started arriving before 8 A.M. to find that needed part in the small but brisk flea market. The refreshment stand was doing a terrific business in hot coffee and soup, as well as hamburgers and hot dogs.

The first Nash Healey to arrive was Paul Shaw and his wife in his '53 supercharged Farina roadster. Shortly after that Ray Soles pulled in with not only his Healey but also his camper, I know the women were glad he brought the camper for most of them stayed in the camper to keep warm.

By the time the judging started it was getting a little warmer, and while the judging was going on the kids had a good time playing games complete with prizes and candy.

It was very disappointing to have only one Nash and only one Corvette, however a couple Metropolitians were there and both won trophies. There was also supposed to be a new Jensen-Healey on display, which never arrived.

The best of show in the sports cars was awarded to a Healey, no sorry not a Nash Healey, but rather a beautiful 1954 Austin-Healey owned by Lee Guth of Palmerton, Pa. Of course Paul Shaw of Iowa City, Iowa took long distance for the 4th straight year.

In the Nash Healey class Ellsworth Fritz of York, Pa. took first place with his dark green '53 Farina roadster. There was a tie for second place between Ray Shell of Milton, Pa. and Dick Kauffman of Boyertown, Pa. Third place went to Frank Vollmer of Rochester, Pa.

There was a good showing of Studebakers again this year in fact the '63 Studebaker Avanti won the special Milestone car award from Automobile Quarterly. A 1965 Morgan won the shows most outstanding sports car award.

Some of the N-H members discussed the possibility of having some Nash Healey parts and emblems reproduced. There should be some new parts available for the National Meet in August.

All of the members and their wives enjoyed a fine dinner at the Dinner Bell restaurant near Boyertown. Cindy Drumheller who again served this year as the official N-H hostess for the spring meet, Cindy also made a beautiful cake depicting a Nash Healey hardtop, it was complete to the last detail (see photo in centerfold)

Most of the members traveled up to Harrisburg on Sunday. We had a very nice chat with the officials of the Holiday West where our 1973 National Meet will be held. There will be a large macadam area for the flea market and cars for sale. The display concourse is very fine, it is laid out in such a manner that cars will be displayed in many different sections. The banquet room will be fine for our awards banquet, as well as the Friday night Hawaiian Show and Dance. Don't miss the Friday night show it promises to be a great night.

I certainly hope we can encourage many more Nash Healey's as well as other Nash cars to attend the National Meet, if it is as successful as we hope, perhaps we can hold the '74 National again in the East, as most of the N-H officers feel the most interest is in the east coast.

I might also mention that next years Spring show will be bigger and better than ever because the Edsel Owners club will hold their regional meet with us and possibly the antique motorcycle club will hold their national meet with us.

As for Healeys lets have more in '74.

Nash Healey MILESTONE CAR SHOW

by Jim Cash, Mid-West Representative
With a chill in the air, and heavy scattered clouds overhead, I turned my '54 LeMans hardtop into the gate at the Allstate Plaza in Northbrook, Ill. The site of the first annual Milestone Car Society Meet.

As I entered the display area there was a beautiful Mercedes 300 in front and an immaculate '53 Buick Skylark right behind. We lined up and our picture was taken, as we pulled up to the registration desk.

About six spaces were set aside for Nash Healeys, with Thunderbirds, Vettes and Avanti near by, so the Healeys were in very good company.

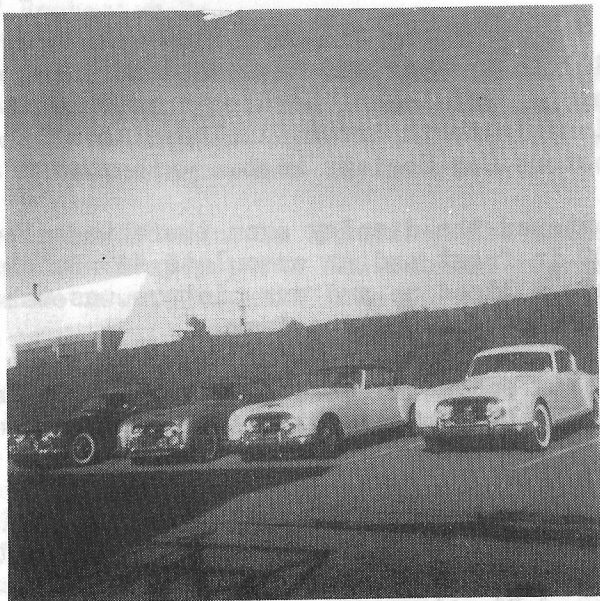
As the morning mist started to burn away, Paul Shaw wheeled his maroon '53 supercharged roadster into place. Shortly thereafter Steve Parsons and his '51 roadster came. Then Dr. Howard Blackburn in his '52 hardtop roadster. A little later Bob Loudon of Ballwin, Mo. arrived to round out the Nash Healey line up.

The judging started at 10:30 using the drive through method of the Classic Car Club. I was head judge for station one (lights and instruments) all together there were five stations (2) undercharge (3) interior, engine and trunk (4) Exterior, paint and chrome (5) Overall restoration and appearance.

From 10:30 till 4:00 there were 73 cars judged with a total of 105 on display. Our Nash Healeys were put into Foreign Sports, competition was Jaguars, Mercedes, MG. Some of the cars were valued at \$15,000-\$20,000 and of course walked away with the trophies. The Thunderbirds stole the entire Domestic Sports by taking all trophies over the Vettes and Avantis, one Bird scored 97 points. WOW..

All the typical show talk went around with a lot of interest shown in our Healeys. I had a spectator come up and

R-H EASTERN SPRING MEET



R-H MILESTONE CAR MEET



say "I saw an add in the paper on a Nash Healey for sale, now I know what a Nash Healey is" Needless to say I was interested, So Sunday I bought the paper and sure enough there was the add. I arranged to see the car it was a '52 Farina roadster in perty rough condition, but I bought it on the spot.

Later at the awards banquet attended by 186 people, Mr. Walters, Automotive Engineering Director of Allstate talked on Automotive Draft designs including the controversial "Air Bags".

Everyone was happy with the turnout, but I feel a few more members could have attended. So perhaps next year there will be more Healeys on display and take a trophy or two.

All entries recived a dash plaque and for those who had their cars judged recived a partisapation ribbon.

I feel its a real privilage for our cars and the Nash Healey car club to be accepted into the Milestone Car Society. I hope we can continue to build even greater enthusiasm for Nash Healey activities here in the Mid-West area

We have a good supply of Nash Healey club items
 N-H bumper badges....\$6.50
 N-H lapel pins and tie tacs....\$1.95
 N-H leather key cases.....\$1.50
 N-H reprint of '53 sales brochure...\$1.50
 N-H dash plaques, specify year '70, '71, '72....75ea
 Back issues of the Nash Healey Mag. available
 Vol.1 Nos.2-6....\$1.00 ea.
 Vol.2 Nos.1-6.... .75 ea
 Vol.3 Nos.1-5..... .75 ea.

all items will be shipped postpaid send today to....

Nash Healey Car Club Int.
 R.D.2.Boyertown,PA.19512

NASH HEALEY NATIONAL MEET-Harrisburg,"a. AUG.24-26 1973

SHIFTING SYSTEM SECTION

REMOVAL OF GEAR SHIFT ASSEMBLY

- Remove gear shift selector lever knob.
- Disconnect linkage rods at shifter rods.
- Remove cap screws at rear of gear shift housing.
- Remove cap screws at front of gear shift housing.
- Loosen cap screw at overdrive adapter and front support brace.
- Loosen nuts at upper end of torque tube and rear support brace, and remove gear shift assembly.
- The gear shift assembly is removable from the under side of the car.

GEAR SHIFT DISASSEMBLY

- Remove the two cap screws holding shifter rod retaining plate and remove plate.
- Remove shifter rods.
- Disconnect and remove anti-rattle spring at lower end of gear shift selector lever.
- Remove snap ring, using long-nose pliers, and remove retaining plate, tension spring, and ball seat race.

- Lift out selector lever.
- Remove set screw and lower ball seat race.

NOTE: Lubricate all moving parts when parts are being reassembled.

ADJUSTMENT AFTER ASSEMBLY

To adjust the selector lever, set transmission levers in the neutral position.

Connect the low and reverse, second, and high linkage rods to shifter rods.

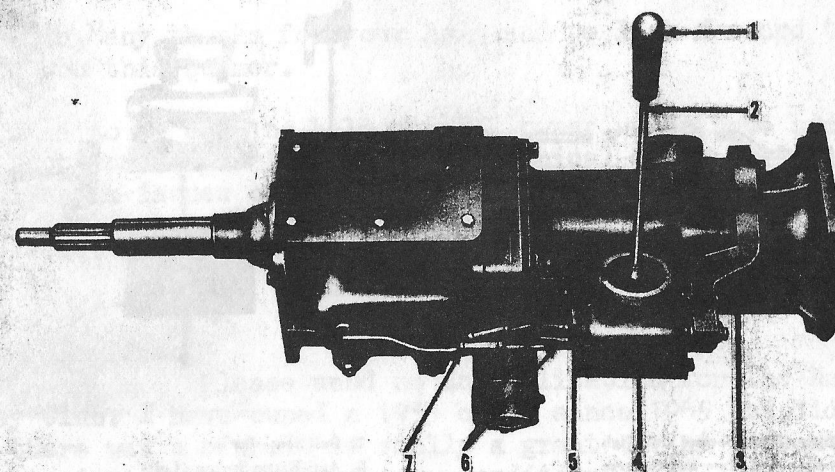
The shifter rods must be aligned so that the lower end of the selector lever lines up with both slots on the shifter rods.

NOTE: These slots must be aligned to insure proper cross-over shift.

Adjust the linkage rods and insert in hole of shifter rods, using two plain washers, one on each side of the shifter rod, and install $\frac{3}{32}$ " cotter keys.

Tighten lock nuts securely on the linkage adjusting nut.

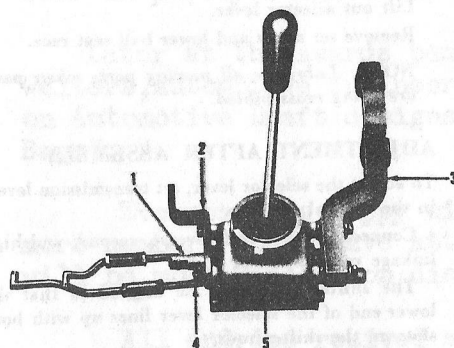
NOTE: The short and long ends of the linkage rods are both right hand threads.



- 1. Gear Shift Selector Knob
- 2. Gear Shift Selector Lever
- 3. Rear Brace
- 4. Gear Shift Housing

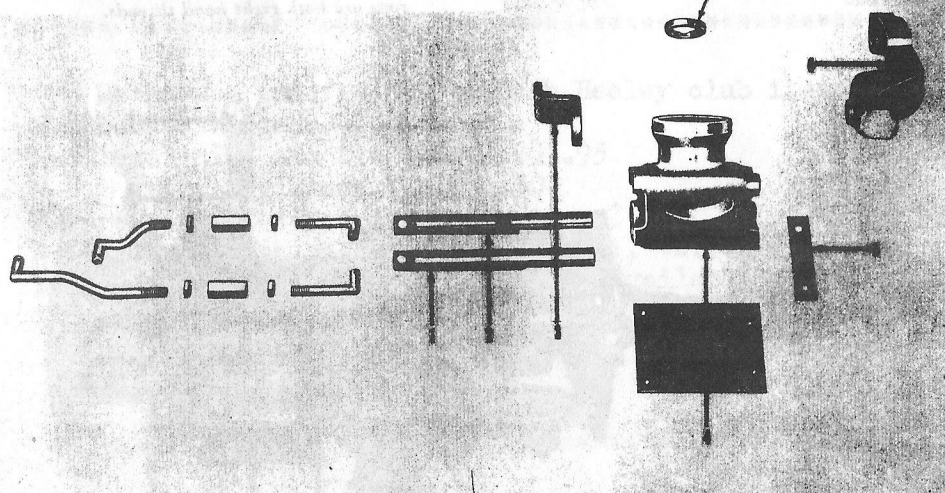
- 5. Front Brace
- 6. Shifter Rods
- 7. Linkage Rods

FIGURE 1—Gear Shift Assembly.



1. Shifter Rod—Low and Reverse
2. Gear Shift Brace—Front
3. Gear Shift Brace—Rear
4. Shifter Rod—Second and High
5. Housing Assembly

FIGURE 2—Gear Shift Assembly Removed.



1. Shifter Rod—Second and High
2. Shifter Rod—Low and Reverse
3. Front Brace
4. Gear Shift Housing
5. Shifter Rod—Retaining Plate
6. Rear Brace

7. Ball Seat—Race
8. Anti-Rattle Spring (Coil)
9. Tension Spring Retaining Plate
10. Retaining Plate Snap Ring
11. Gear Shift Lever

FIGURE 3—Gear Shift Disassembled.

THE

MAIL

BAG

Comments & Views from
Nash Healey Members



from: Dan LaMarche, Jr. Marion, Ohio

Dear Mr. Kauffman,

I am enclosing my check for membership in the Nash Healey Club.

I enjoyed talking to you last night and after our conversation I got in touch with Dick Law in San Francisco. He was able to give me the information that I needed. I certainly appreciate your help and we look forward to participating in the activities of the Nash Healey Club.

I would appreciate any information—manuals or technical bulletins—that you might have available.

If the car repair is completed by Aug. 24, we will drive it over to the Harrisburg meeting.

Again, Many thanks for your help and we look forward to meeting you this summer.

Ed. Glad to be able to help any N-H owner, we do have some technical reprints and other technical data available in back issues of the Nash Healey magazines.

from: O. H. Hood, Tulare, Calif.

Dear Mr. Kauffman,

Please send me an application for the Nash Healey Club. I have owned a 1953 coupe since 1965 and didn't know there was a club. It is really a great car, at present I am restoring it—hopefully to new condition.

Ed. We have been advertising the club in some of the old car publications, there will also be an add in the annual edition of CAR CLASSICS. It looks like there are several Nash Healeys under restoration in California.

from: Howard F. Kapso, Berwyn, Ill

Dear Mr. Kauffman,
Enclosed you will find a check in payment of my dues for 1973.

I find the club magazine of interest and value for it continues to reinforce and expand my personal love for this most unique machine.

However, after two years I still suffer from the lack of an aluminum head for my engine. This has prevented me from taking a more active role in the club and its various events.

I would greatly appreciate you running an add for a head in the next issue in the classified section.

It is a real shame the car doesn't run for it deprives so many people in the Chicago area of its aesthetic presence.

Ed. I hope some other member can help Mr. Kapso locate a head for his Healey, I know Margret Logan of Calif. obtained a head from Fred Roth. So members can and do assist each other.

from: Steve Parsons, Washington, Ill

Rich,
Attached are a couple short articles you might use in the N-H mag,

Keep us informed about what AMC wanted with the suspension drawings from Donal Healey.

I keep looking for the photo I sent you to appear in the magazine. I hope to show my car at the Milestone meet in May.

Ed, Steve's articles will appear in the next issue of the N-H mag. Any other club member that has any type of article on Nash Healeys, please send them in, we will be glad to publish them for the benefit of other members. Sorry about the photo, Steve, will definitely have it in the next issue.

List of Parts and Service Suppliers

Note: These are not paid advertizers, but are listed to aid members that need parts or to help in their restoration of their Nash-Healey.

Paints

Note: As far as can be discerned the 1951 Nash Healey came in only two colors Champagne Ivory and Maroon. Nash at that time used Dupont paint as in '52, '53 and '54. Most colors were available in both Duco and Dulux
1952-53 colors-Champagne Ivory-Ducono. 850-Dulux-93-81599
Willow Green-Duco-1374-Dulux-93-57101
Sky line Blue-Duco-1375-Delux-93-57103
University Maroon-Duco-1651-M-Delux-93-57469M

1954 colors

Parisian Blue-Duco-1765-Dulux-93-57763
and Mist Grey-Duco-1767-Dulux-93-72210
Malibu Ivory-Duco-1766-Dulux-93-57765
and Collegiate Maroon-Duco-1771-Dulux-181-14097

suppliers:

George Nyquist, 2821 Cressmont Ave. Baltimore, M.D.
Jud Irish, 30 Old Mill Rd. Chappaqua, N.Y. 10514

Tires

Universal Tire Co. 2650 Columbia Ave. Lancaster, Pa. 17603
the Lester Tire Co. 828 N. 6th. St. St. Louis, Mo. 63101

Rubber Molded products

Metro-Moulded Parts, P.O. 33098-A, Minneapolis, Minn. 55433
Catalog is 50¢ or send sample for custom made rubber part.

Leather products

Hides, Inc. P.O. Box 30, Hackettstown, N.Y. 07840
Ph. (201) 852-0666

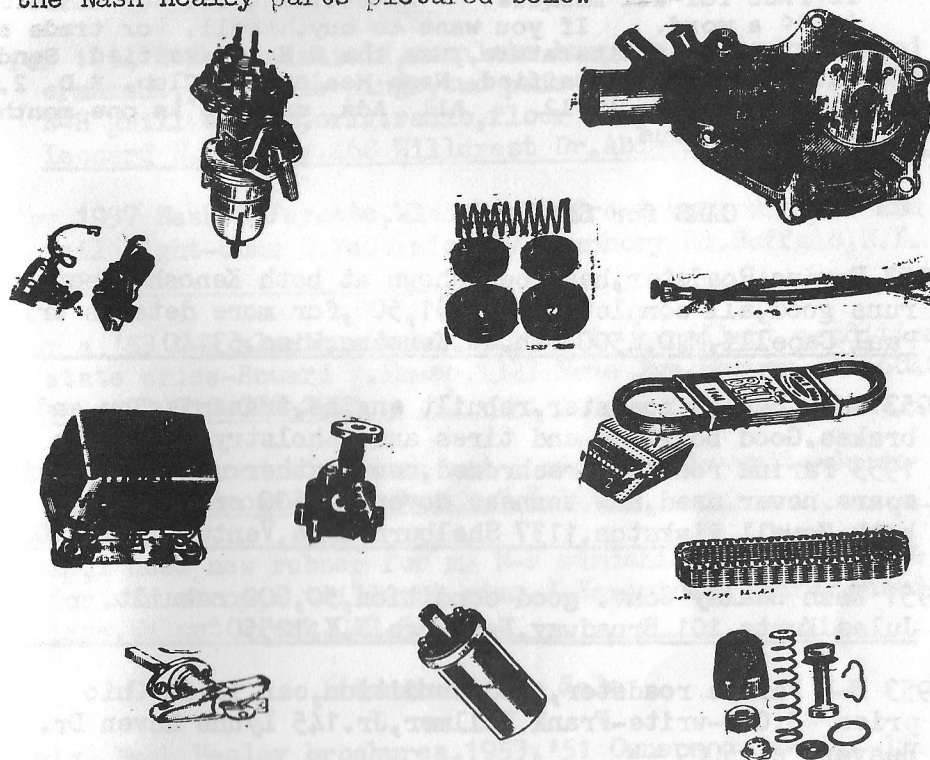
Engine Parts

EGGE Machine Co. 136 E. Alondra Blvd. Gardena, Calif. 90248
many older Nash parts in stock, or will make parts to order

Note:in a recent issue Steve Parsons had an article on N-H king pins and bushings.here is a follow up note.He had a problem with his one king pin.As he was greasing the bushings when the pressure created forced one of the bushings partially out of the spindle.This happened mainly because the bushings(Catippilar type)do not have flanges.However if I would have had a standard greasing groove machined in the bushing,it might have prevented this.

The Antique, Classic and Special Interest car collecting is still on the increase. But do you know what the fastest growing part of the old car hobby is? Well according to OLD CARS newspaper, it is Literature Collecting. The collecting of all types of literature is soaring and so are literature prices. It is great for apartment dwellers where lack of space for an old car is a problem. Young people who cannot afford a car, can obtain literature. It is invaluable and fascinating for auto historians and car clubs. Senior citizens find collecting and selling both interesting and profitable. Shop manuals are a must for the restorer, factory sales literature can prove your point on authenticity. Biggest problem now is supply on very old literature, that is why prices in the last year have went up 40 to 60%. Postwar literature is still available in good quantity and at reasonable prices. But if you need or want any type of car brochures or manuals, you better get them now before it's too late. Best source is Hemmings Motor news or the Flea Markets at the car shows.

Looking for parts? need an Oil Pump?how about a tune up kit?
Oh yes a new trunk handle and a taillight lense, well
buddy look no further,cause we can help you with any of
the Nash Healey parts pictured below



Lets get your Healey back on the road,or get that spare part you might need next week.

SPECIAL NOTICE.. now available the rare Nash Healey Cross flag emblem for your Farina bodied Healey, these are exactly like the original. there is only a limited supply being made. so order yours now....price is \$14.00 sent postpaid

and don't forget to send for your complete Nash Healey parts list.....send to

Richard M. Kauffman
R.D.2, Boyertown, Pa. 19512

or Phone (215)367-9741

adv.

NASH HEALEY CAR CLUB

CLASSIFIED SECTION

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

CARS for SALE

1953 Farina Roadster, has been shown at both Kenosha meets runs good, all complete. Price \$1,500, for more details write Paul Capelli, M.D., 4500 7th St., Kenosha, Wisc. 53140

1953 Nash Healey roadster, rebuilt engine, transmission and brakes. Good body, top and tires and upholstery-\$900. also 1953 Farina roadster, rechromed, new leather upholstery, orig. spare never used, new tonneau cover, \$2,500 or \$3,000 for both-Howell Pinkston, 1137 Shelburn Lane, Ventura, Cal. 93003

1951 Nash Healey Conv. good condition, 50,000 rebuilt. Jules Kurtz, 101 Broadway, Newburgh, N.Y. 12550

1953 N-H Farina roadster, good condition, car is in Ohio price \$3,000-write-Frank Vollmer, Jr. 145 Lynne Haven Dr. Beaver, Pa. 15009

CARS WANTED

Wanted-1951 Nash Healey, my father owned one, I still have the owners manual, Now I need the car to go with it. write Peter M. McElroy, P.O. Box 810, Jamestown, N. Dak. 58401

1951-54 Nash Healey sports cars in unrestored condition. \$10 reward for information leading to purchase of N-H. Leonard N. McGrady, 468 Hillcrest Dr. Aberdeen, MD. 21001

TRADE

Will trade my '51 N-H for a '52-'54 Farina Healey in same condition, consider AMCV8 powered car. My '51 is in good mechanical cond. good interior with bucket seats, new top unusual finish bare alumn. with protective finish. 15th car built. Steve Parsons, 119 Stahl, Washington, Ill. 61571

Products for Sale

For your genuine leather upholstery and vynl, STA-Nu keeps leather soft and pliable, prevents cracking, keep your leather looking new. plastic bottle \$1.50 sent postpaid Richard Kauffman, R.D. 2, Boyertown, Pa. 19512

PARTS WANTED

for 1954 N-H -Windshield, complete bumpers and gaurds, hood ornament, jack hole plugs, two pair of side chrome strips N-H grill emblem, orig. radio, floor mat, steering wheel- Leonard N. McGrady, 468 Hillcrest Dr. Aberdeen, Md. 21001

for 1937 Nash LaFayette, Windshield, front vent windows and tail light-John G. McCormick, 37 Humphory Rd. Buffalo, N.Y. 14207

for a '53 N-H aluminum head in good to excellent condition state price-Howard F. Kapso, 1323 Home Ave. Berwyn, Ill. 60402 or call 312-ST8-2936

for '51 N-H, hood air scoop and 4 wire wheels-write-Jules Kurtz, 101 Broadway, Newburgh, N.Y. 12550

Help, I need new rubber for my N-H windshield, chrome piece for air scoop, 4 taillight rims-J. Harguindey, 167 Richard lane, Walnut Creek, Cal. 94595

Literature for Sale

Orig. Nash Healey brochures, 1953, '51 Owners Guide, '52-'53 Nash Healey shop manual. also 1955 Nash shop manual, special only \$8, also 1956 Rambler shop manual, only \$8, 1955 Metropolitan shop manual, only \$8. prices include shipping Richard Kauffman, R.D. 2, Boyertown, Pa. 19512

Don't forget the 1973 Nash Healey National Meet Aug. 24-26 at Zimmerman's Autoarama, Harrisburg, Pa.

Attend all three days, make your room reservations now

in the next issue

1973 Nash Healey Nat. Meet-full coverage & Photos

N-H Steering Wheel Repair

a California N-H restoration and more

