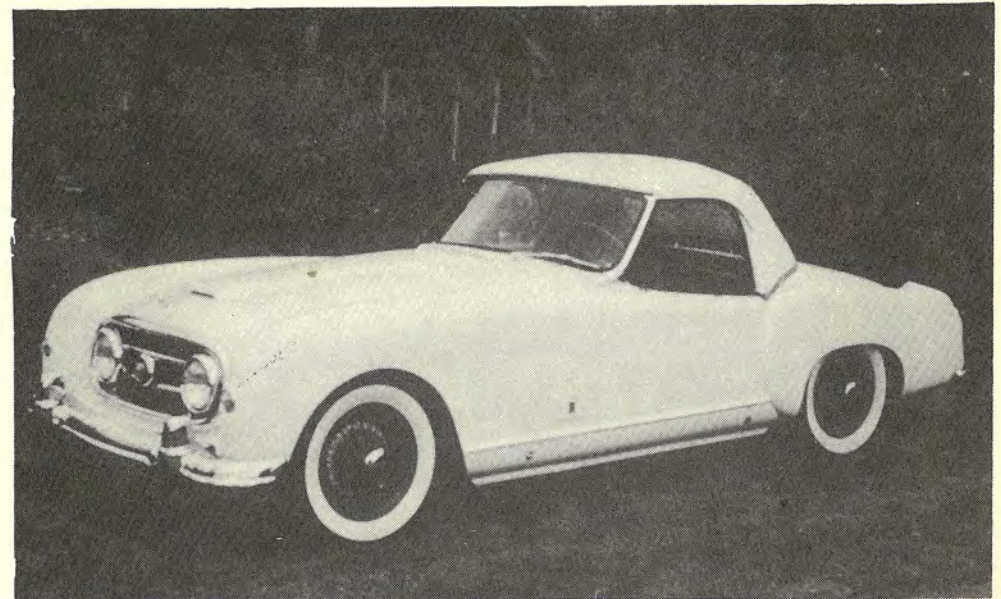


Nash Healey

Car club magazine

VOL.5 NO.1

SPRING 1974



a unique 1952 NASH HEALEY Farina Roadster

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 Magazine is the official publication of the Nash Healey Car Club Int.Inc.and is published quaterly.It is sent free to all paid up members.All members will recive all issues for the year he joins,regardless what month he joins. No part of this magazine shall be reproduced without the permission of N-H car club officials.

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Rear Cover-No.Region Nash Club picnic held in San
Francisco,Calif. last summer

I suppose after the lateness of the last issue, you must be in shock to receive another issue this soon. And I might add if you have not sent in your 1974 membership dues, this will be the last issue you will receive, so if you have not yet sent in your dues send in \$6.00 to our Sect. Irene Schlang in Ohio now.

It won't be long till our 5th. annual National meet to be held in Boyertown, Pa. May 3 and 4. Please remember to make your own reservations at the Downtown Motor Inn in Pottstown, we have arranged for special rates for club members. Also if you have not sent in for your awards banquet tickets, do it now the deadline is April 28 1974, no tickets will be available the day of the show, and we don't want any to be disappointed. All Nash Healey and Nash trophies will be awarded at the banquet, and there will be a band for dancing following the banquet.

Try and arrive Fri. afternoon if possible, there will be Free coffee and doughnuts at 1 P.M. and a short tour at 2:45, and at 4:30 the N-H annual business meeting, all N-H members are welcome to attend.

Other Summer meets to keep in mind are the Nat. Milestone Meet, to be held in Santa Barbara, Calif. July 19-21. All Nash Healeys are recognized Milestone cars and can be shown and judged. I hope all Nash Healey members on the West Coast will attend this meet. For full details contact Fred Roth, our N-H Regional rep. for the West Coast.

For those members living in the mid West don't forget the Kenosha National meet, to be held Aug. 3 in Kenosha Wis. I feel sure there will be a Nash Healey class there, for details contact Jim Cash our Mid West Regional Rep.

We are still locating more Nash Healeys each week I feel sure, there must be at least 300 still in existence. However many are in some stage of restoration. The demand for N-H parts is great, but the supply is so limited, I am glad we could have certain items

like the cross flag trunk emblem reproduced, we have also been trying to arrange to have the N-H plastic grill madillion reproduced, but it seems according to the company in Japan, that production costs have become so high, it is not possible to get these made at this time. Inflation has hit Japan even harder than here in the U.S. I am currently checking on the possibility of having the NASH HEALEY script and tail light rims reproduced, will have something definite by the summer issue.

I do have more good news, there are many new N-H parts that are now available, be sure and check the Classified section.

I received a nice article and photo that appeared in the Feb. 9 issue of Autoweek news paper from Steve Parsons in Ill. While there were some errors in the article, it was still very good. One of the arthurs comments on the N-H was sort funny it said "the heaviness of the chrome was what you might expect on a 1953 Wurlitzer jukebox" I feel he was also wrong about the current value of Nash Healeys. Marc Madow, the author of the article said "perhaps a pristine specimen would fetch \$2000, if the owner was lucky" and then referred to the Healey as a mixed-breed. Would you like to sell your Healey for 2 G's? Neither would I.

I Quite a few members have written or called me about technical problems, I wish some of our more mechanically minded members would send in tips or articles on this subject.

N We start a new feature with this issue N-H member profiles, this will be a regular feature, highlighting a different member each issue.

i As an added incentive to get more N-H members to attend our National meet in Boyertown, I would like to state that all Nash Healey club items will be 25% off to members attending, also N-H cross flag emblems will be \$10, that \$4 less than regular price, however only one of each item per member, so come out and support your club and have a good time as well.

a NASH HEALEY 200,000 MILES LATER

as told by Dr. Howard Blackburn

Dr. Blackburn, now of Noblesville, Ind. was one of the members of the old Nash Healey Assn. of America back in 1959, but Dr. Blackburn has been a Nash Healey owner since 1953. He is one of the very few original N-H owners. His car is a 1952 Farina roadster serial no. 2224 body no. 11628. Actually the N-H arrived in the Louisville, Kentucky Nash showroom Sept. 1952.

Dr. Blackburn purchased it in April of 1953. It was new, the only miles on the speedometer was in driving the car from New York to Kentucky, this car was also featured in a parade in Louisville before Dr. Blackburn bought it. Dr. Blackburn stated he paid \$6363.00 for the Healey.

To Dr. Blackburn it has truly been a pleasure to drive his Healey almost 200,000 miles, he adds he has never had an accident with the healey.

The car is very unique in the fact that it is the only Farina roadster, I know of with a hardtop. In 1954 he installed Dayton racing wire wheels, I think this improved the looks, Dr. Blackburn said.

He did install another motor in 1961, and the only complaint he has about the Healey is, he feels it could have a little better ventilation on the floor of the cockpit and that the factory could have improved on the accelerator linkage.

Does he feel the Healey was worth the price indeed so, he said it was worth every cent I paid. In fact he is right now arranging to buy another Nash Healey in Indianapolis.

Oh yes, I guess I should mention my kid brother who is a teacher in Texas, also owns a Nash Healey.

On the next page is a very interesting letter from Nash Motors sent to Dr. Blackburn after his purchase his Healey.



Nash Motors

DIVISION OF NASH-KELVINATOR CORPORATION 14250 PLYMOUTH ROAD, DETROIT 32, MICHIGAN

May 11, 1953

Dr. H. R. Blackburn
St. Joseph's Hospital
Louisville, Ky.

Dear Dr. Blackburn:

Our sincere welcome to you as the owner of a new Nash-Healey! There is no more select group of automobile owners than those, like yourself, who drive custom sports cars. So we are extremely proud that you have selected a Nash-Healey for your personal use, and we feel confident that it will meet all your expectations.

As you know, the Nash-Healey represents the automotive know-how of three nations:

The superb styling and matchless coachwork of Italy's
Pinin Farina . . .

The exclusive "Trailing-Link Coil Spring Suspension"
of England's Donald Healey Motor Company, Limited . . .

The smooth power-flow of America's famous Nash Ambassador
Dual Jetfire Engine.

This kind of engineering skill and designer's craft has enabled the Nash-Healey to top all American cars for two successive years in the world-famous Grand Prix road race held annually at LeMans, France.

Whether you plan to use your Nash-Healey for personal pleasure or in competition, we are sure you will agree that it is the world's most modern sports car. The custom details reflected in this sports car are typical of the craftsmanship and quality in all Nash Airflyte passenger cars — the Ambassador, the Statesman and the Rambler. We would be pleased to have you consider these fine Nash models for your other automobile transportation needs.

Sincerely yours,

H C Doss
Vice President - Sales

H C Doss
P

FLORIDA NASH HEALEY RESTORATION

by Wm.J.McPeters

Bill McPeters lives in Riviera Beach, Fla. and as far as I am concerned, the area from Riviera Beach to West Palm Beach is one of the nicest parts of Fla. I had my Healey down there in the winter of 1970. The beach there would put any in N.J. to shame, we stayed at Kelley's Motel, I'm sure Bill knows where I mean. (Ed. note)

However this is Bill's story so we will let him tell it. You could not believe its dilapidated condition. It really looked like the end of the road for this tired '53 N-H hardtop, but I knew it was a fine car and one worthy of a restoration.

I have just finished the car after 2 years of hard work, not everything on it is completely original. But perhaps I can locate the few parts I need yet. The car is 95% complete.

I am driving the Healey everyday and it runs fine, as every part is new, such as breaks, hydraulic lines ect. To start a project like this took a lot of guts for I am not a kid, but rather 65 years old, I guess you call us car buffs.

I did encounter many problems, but any part I did not have, I had to make. Being a machinist and mechanic by trade certainly did come in handy.

I do not have a garage to work in, so all work had to be done in my back yard, at times working under a canvas tarp, believe me this was not the best of conditions to restore a Healey or any other car.

I kept a pretty accurate account of my expenses for the complete restoration. All expenses, excluding my labor came to \$3,155.45, with all my labor at \$5.00 an hour the total cost would be \$9,050.45, so you can see why I had to do most of the work myself.

I really do enjoy the Nash Healey magazine and being a part of the Nash Healey Car Club, one thing

I would like to get is a 1953 Nash Healey shop manual, I know there are hard to come by, but perhaps a club member will run across a copy.

With real enthusiasts like Bill McPeters, Paul Shaw of Iowa City, Iowa and Dr. Howard Blackburn and many more, you can see why so many Nash Healeys have survived. This is also why I have been for years trying to get more members to support our club meets, being able to talk to other members, exchange ideas, leads on where to find certain parts, and general fellowship.

Will you and your family be at our National N-H meet at Boyertown May 3 and 4 1974? or will you plan on attending the Kenosha meet in Aug. or any of the other meets?

And don't forget if you travel down Florida way stop by and say Hello to Bill McPeters, he will be glad to see you.

LOOKING for NASH HEALEY PARTS?

I have just purchased a supply of new and used parts

Some are new items, that have not been advertised before, others I only have one of, so if you need Nash Healey parts, send a self addressed stamped envelope for N-H parts list #2, its free.

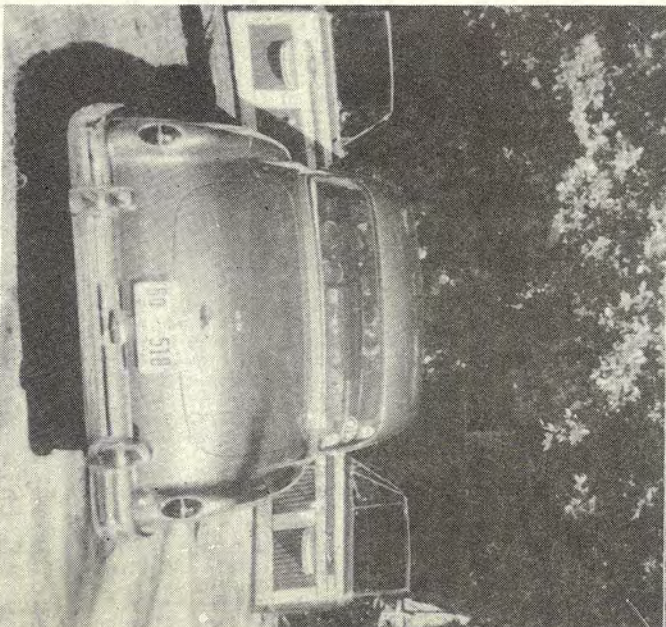
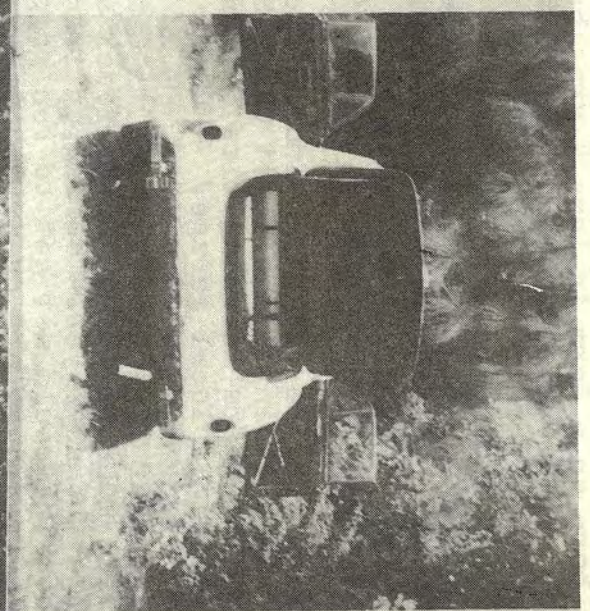
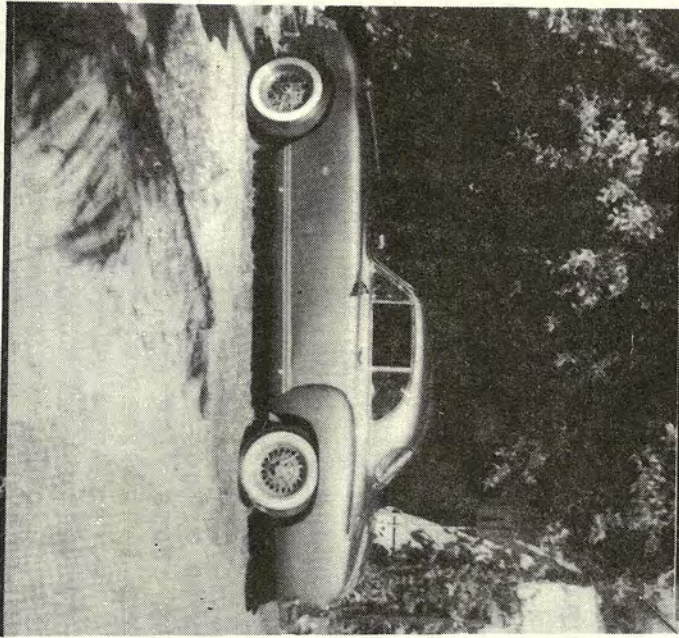
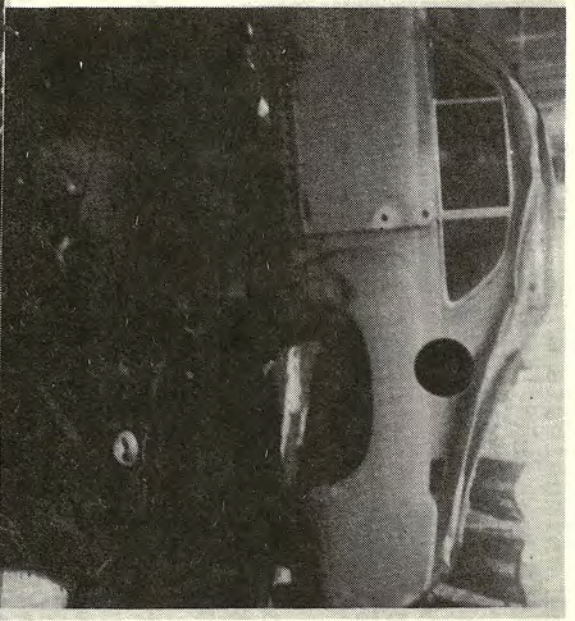
Special- '51-'54 Dual-intake manifolds for Nash Ambassador engines by Eddmonds. These are brand new, still in carton, reg. \$59.00 on sale for \$37.00 shipped postpaid.

We still have a good supply of brand new reproduced Nash Healey cross flag emblem for '52-'54 N-H trunks the price is \$14.00 ea. sent postpaid.

new item-non-slip Vinyl fender cover, don't take a chance of scratching your Healey, get a heavy cover to protect your Healey, brand new-\$7.50 postpaid

These items and many more for sale-Write-

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



NASH HEALEY Club Member PROFILE

Paul Shaw, Iowa City, Iowa

Paul was born on a farm in Iowa, 4 yrs. before the turn of the century. His home was near Oskaloosa, and he still remembers some of the towns first automobiles. Motorcycles were also becoming popular, so one day in 1911, Paul found a Thor motorcycle for sale, before the day was over he had the motorcycle, which made his father very unhappy. He rode the cycle to school and in 1915 started working for a cycle dealer.

The nexed spring he bought an Indian cycle, and in the fall traded it in on his first car, a Saxon. Paul spent about two years learning tire vulcanizing and machanic work in a local garage.

After world war I, he went to work in Cedar Rapids as a service manager for a Hudson-Essex agency, and purchased a Thomas Flyer touring, on tring to bring the car home, he could not get to run properly, so in discust, He traded it off on a 1913 Oakland, which gave him thousands of miles of good service.

In January of 1921 the Buick dealer in Cedar Rapids made him an offer, as service manager. In the spring of that year Paul found a new love, the Areoplane. He at once started taking flying lessons, this ment working long hours, seven days a week. Shortly after he could solo, he joined a flying Circus, and during that summer he learned precision flying which ment he qualified for the acrobatic team. In the meantime the dealer he worked for lost the Buick agency, but immediatly took on the Durant dealership, and moved paul to the fron office in charge of sales, with the understanding he could continue his flying on week ends. He was quite active in flying in 1922, taking up parachute jumpers, wing walkers, and rope ladder acts. In 1923 he decided to buy his own plane, but continued his regular job of selling cars.

Paul describes the next few years as routine, if indeed any of this mans life was routine. In 1928 he moved his plane and equipment to Iowa City, and set up the first fixed base flying operation the city ever had. For the next few years he taught flying, did charter work.

In the early thirties he started night flying, and up till world war II did more night, than day flying. At times flying almost all night long.

In 1939 Paul was commisioned by the government to train students, this contract continued till 1944. during that time he taught over 2500 students to fly this ment a total of over 75,000 flying hours, and this with out a fatal accident.

Paul continued to fly untill 1956, when he went back to his first love, the automobile, however this time as a hobby, not a business. In 1940 he bought a Cord sedan, sometime later he purchased a convertible Cord. This car gave the Shaws many happy miles of motoring. And when Paul sold the car in 1971, it had over 300,000 miles on the speedometer. Five diffrent times Paul and his wife Oma, who is also a real old car buff made five diffrent trips to California in the Cord, attending National meets of the Classic Car Club. Paul also attended several other Classic Car meets in cluding meets in Penna.

He has been intrested in Nash Healey sports cars almost from their beginning, for many years he owned a '51 convertible up till a couple years ago. He and his wife survived two serious car accidents with a Nash Healey, neither was Pauls fault. He now drives a rare supercharged '53 Farina roadster, and has attended every National Nash Healey meet ever held and this goes back to the old N-H Assn. in 1959. Paul has also helped in the judging of most meets. Being the chief judge at the 1971 Kenosha meet.

Paul is a charter member of the Auburn-Cord-Duesenbnurg Club, being past president, and seven years on the board of directors. He is also a charter member of the Sports Car Club of America, the Milestone Car Society and of course the Nash Healey Car Club. He is also a charter member and past president of the OX 5 flying club, as well as being a member and officer of several civic organizations, and active in the Trinity Episcopal Church.

So be sure to meet this fine gentleman and his wife at the Nash Healey National meet May 4 1974.

Carter Carburetor Adjustment

from the Carter bulletin 1954

Preliminary Linkage Adjustments-

- (1) Carburetor preliminary adjustments should be made with ignition off and both valves in wide open position.
- (2) Remove the three throttle lever stop screws and springs.
- (3) Loosen the fillister head screws on the carb. shaft universal couplings which secures the coupling to the throttle shafts at the forward end of the rear carb and the forward end of the front carb.
- (4) Snap accelerator pedal several times to allow the couplings to seek their natural position, so there is no end pressure on the throttle valves. Then tighten the two fillister head coupling screws.
- (5) Loosen the two allen head screws at the front end of rear carb. Note: to provide clearance for throttle valve adjustment, the holes in the flexible couplings are larger than the diameter of the allen screw threaded section. The accelerator rod pullback spring assures positive closing of the throttle valve in the front carb.
- (6) With the right hand, manually close the throttle valve in the rear carb. Hold valve tightly closed and tighten the two allen screws on the flexible coupling at the front of the rear carb.
- (7) With left hand, manually close throttle valve in front carb. Hold valve tightly closed and tighten the two allen screws on the flexible coupling on front carb.

Idle Speed and Mixture Adjustment, use tachometer and vacuum gauge

- (1) Assemble throttle lever stop screw and spring on front carb. only. Adjust so throttle valves are slightly open. Set idle adjustment (mixture) screws three-fourths turn open. Start engine and run until warm. Pull hand brake on and move gear shift lever to neutral. Adjust throttle lever stop screw on front carb. until engine runs approx. 500 RPM

- (2) Turn idle adjusting screw (mixture) on the rear carb. $1/8$ turn right or left - no more, whichever increases the RPM or manifold vacuum. If no change, leave adjustment at $3/4$ turn. Repeat the same with the front carb. If RPM is changed, correct speed adjustment on rear carb. This adjustment may have to be repeated several times for correct adjustment.
- (3) Assemble throttle lever stop screws and in front and rear carbs. Turn front and rear throttle lever stop screw until speeds up slightly, then back off screw at least one full turn.

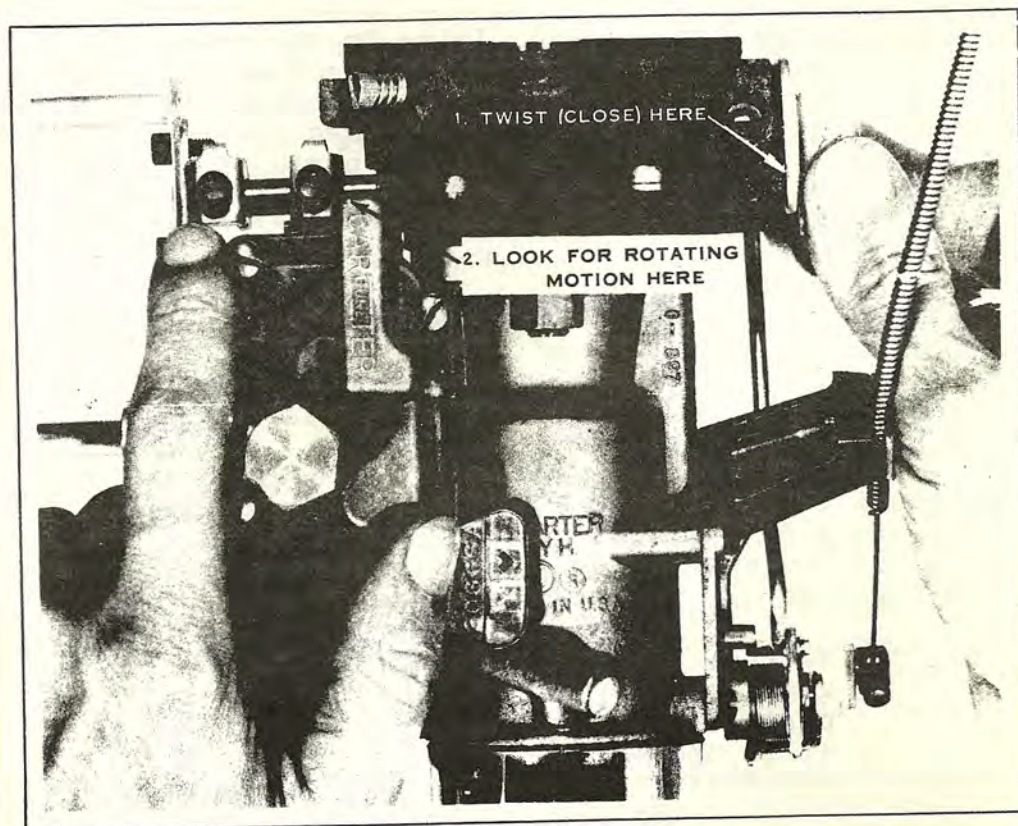


Figure 2

Checking to determine if throttle valve is seated

THE

MAIL

BAG

Comments & Views from
Nash Healey Members



Mike Pellegrino, L.A. Calif.

Dear Dick,

I am still waiting for my cross flag emblem. I have located a wrecking yard that is a paradise since he has many old Nash cars and parts. Will be glad to share the location with any members interested.

Ed. note: Sorry for the long delay on the cross flag emblem. The company that reproduced the emblem had problems with the dies, however all members that ordered the emblems have now received them. If interested in old Nash parts on the W. coast write Mike.

G.J. Dennis, Winslow, Maine

Dear Mr. Kauffman,

When I joined the N-H club a short time ago, I bought all of the back issues of the club magazine. I read all of them and I must say that I enjoyed them very much. You are doing a fine job.

I was very glad to find that there was a N-H club because I think the N-H is a fine automobile, and it's nice to know that other people are helping and looking for the same parts as you are, so the N-H can take its place with other fine cars on the road.

Ed. note: We feel the same as Mr. Dennis, and are very glad to be able to help with locating N-H parts, check his add in the classified as he still needs some N-H parts.

the Craven Foundation, Tronto, Canada

Dear Sir,

We would very much like the Nash Healey club publications, along with the other reference material you mentioned. I am including money to cover membership for 1974. We feel this material

can be very helpful in our reference library.

Ed. Note: We are very pleased to know that N-H enthusiasts in Canada can now have access to all material on the Nash Healey sports car. The Craven Foundation in Tronto has one of the finest collections of auto literature in Canada, along with a fine collection of old cars, and model cars.

** *****

Margaret Logan, Calif.

Dear Richard,

I noticed in our Sunday Times that the famous fashion designer, Rudi Gernrich has a 1953 Nash-Healey. I tried to contact him through the Times but had no luck. Just thought he would like to learn about the Nash Healey Car Club.

I know you are always interested in learning about those who own Nash Healeys.

Ed. note: Yes, I think it is interesting, hope someone can let him know about the club. During the production days of the N-H, many famous movie stars and other personalities owned a N-H. inc. Bing Crosby, Sam Snead and Walt Disney, I wonder where these cars are now?

Kenneth Gehiman, Monroe, Mich.

Dear Mr. Kauffman,

Ken Haverkost, a friend of mine, was at the Harrisburg N-H meet. He brought me back a N-H car club Mag.

I am in the midst of rebuilding a 1953 N-H hardtop. I also own a '41 Nash Amb. club coupe

I would like to join your club, please send application and amount of dues.

Ed. Note: Ken is now a member, and has purchased quite a few club items and literature on the N-H. This adds another American Motors dealer as a member of our club, Geiman Sales, Inc. of Monroe, Mich.

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

1952 Nash Healey roadster, dismantled for restoration. Some body work done, most orig. parts. best offer over \$1,000-write-Steven Robinson, 65 Bayberry lane, East Greenwich, R.I. 02818. Call (401) 884-8720

2-Nash Healey coupes, both in good running condition. Will take \$2,000 for both, or \$1,500 for one and \$750 for the other, these are both 1953's-write-Jerry Klein Box 146 Rt. 1 Helenville, Wis. 53137

1953 N-H Farina roadster, good cond. offers around \$3,000-write-Anthony Beatrice, 237 E. Taggart St. East Palestine, Ohio. (216) 426-3626

to be sold at auction-1952 Farina N-H roadster excellent condition, show car, also 1953 Nash Healey LeMans race car, came in 11th in '53 LeMans, Also Rolls Royce, Jaguar, Riley, Alvis sports car and Hotchkiss. Sale to be held Sat. June 15 1974 at 12 noon-Richard Kauffman, R.D. 2, Boyertown, Pa. 19512 (215) 367-9741

CARS WANTED

Any and all Nash Healey cars any year, any condition. Send description and price. I would especially like to locate the special Ted Williams Nash Healey-write-Leonard N. McGrady, 468 Hillcrest Dr. Aberdeen, Md. 21001

N-H roadster, prefer 1951, other years considered. Purchase or swap for 1957 Corvette roadster-Michael Feingold, 13 River Rd. Marion, Mass. 02738

Parts for Sale

Orig. type rubber weatherstrip, for around the doors of all Farina bodied Healeys, this adds the finishing touch. price \$1.50 per foot-write-Fred Roth, 3148 Carlton drive, Thousand Oaks, Calif. 91360

Parts for all Nash Healey sports cars, over 45 new parts and equipment, over 50 good used N-H parts (see add on page 9 of this issue) Richard Kauffman, R.D. 2 Boyertown, Pa. 19512

PARTS WANTED

for 1953 N-H roadster-Horn ring assmby. 2 bakelite gaskets for between head and car. complete rear bumper PinninFarina script, side molding-write-Gerald J. Dennis, R.D. 3, Augusta Rd. Winslow, Maine 04902

for 1953 N-H roadster, PinninFarina script for both sides, Universal Joint, Horn insert, Farina emblems. Rear view mirror, radio grill, complete set dash knobs N-H grill emblem-write-Mike Pellegrino, 7509 Kentland Ave. Canoga Park, Calif. 91304 call (213) 887-1646

I need a pump drive gear and a Camshaft thrust plate for my Nash Healey-write-Roland Carriere, 9100 El Manor Ave. Los Angeles, Cal. 90045 (213) 641-6670

Help, I need complete steering wheel and Techometer and head gasket-write-Chris J. Nizic, 7083 Murray Park Drive, San Diego, Cal. 92119

for 1953 N-H hardtop-Rear window, orig. hubcaps and chrome jack hole covers-write-Kenneth Geiman, 2139 Vivian Rd. Monroe, Mich 48161

Would like to purchase 4 Nash Healey grill madillions, also need Nash decals for valve covers-write-Jacques Harguindeguy, 167 Richard Lane, Walnut Creek Calif. 94595

SERVICES

Fine upholstery Leather, direct from our tannery to you, supplying fine automotive leather since 1907. Write for free catalog and price list-Eagle Ottawa Leather Co. Dept. CP Grand Haven, Mich 49471

Nash Healey auto insurance, all year Nash Healeys are recognized Milestone Cars, and thereby eligible for our complete insurance service. Check our low prices we can probbly save you money-J.C. Taylor, Inc. 8701 West Chester Pike, Upper Darby, Pa. 19082 (215) 853-1300

Mufflers specialy built, send your specifications for a quotation-Kruse Manufacturing Co, Inc. Township Rd. Auburn, Ind. 46706 (219) 925-1868

Notice:::

This is your last issue, if you don't send in your 1974 membership dues, remember dues are still only \$6.00 send to Irene Schlang, P.O. box 2034, E. Liverpool Ohio 43920.

Nash Healey National Meet, Boyertown, Pa. May 3 & 4