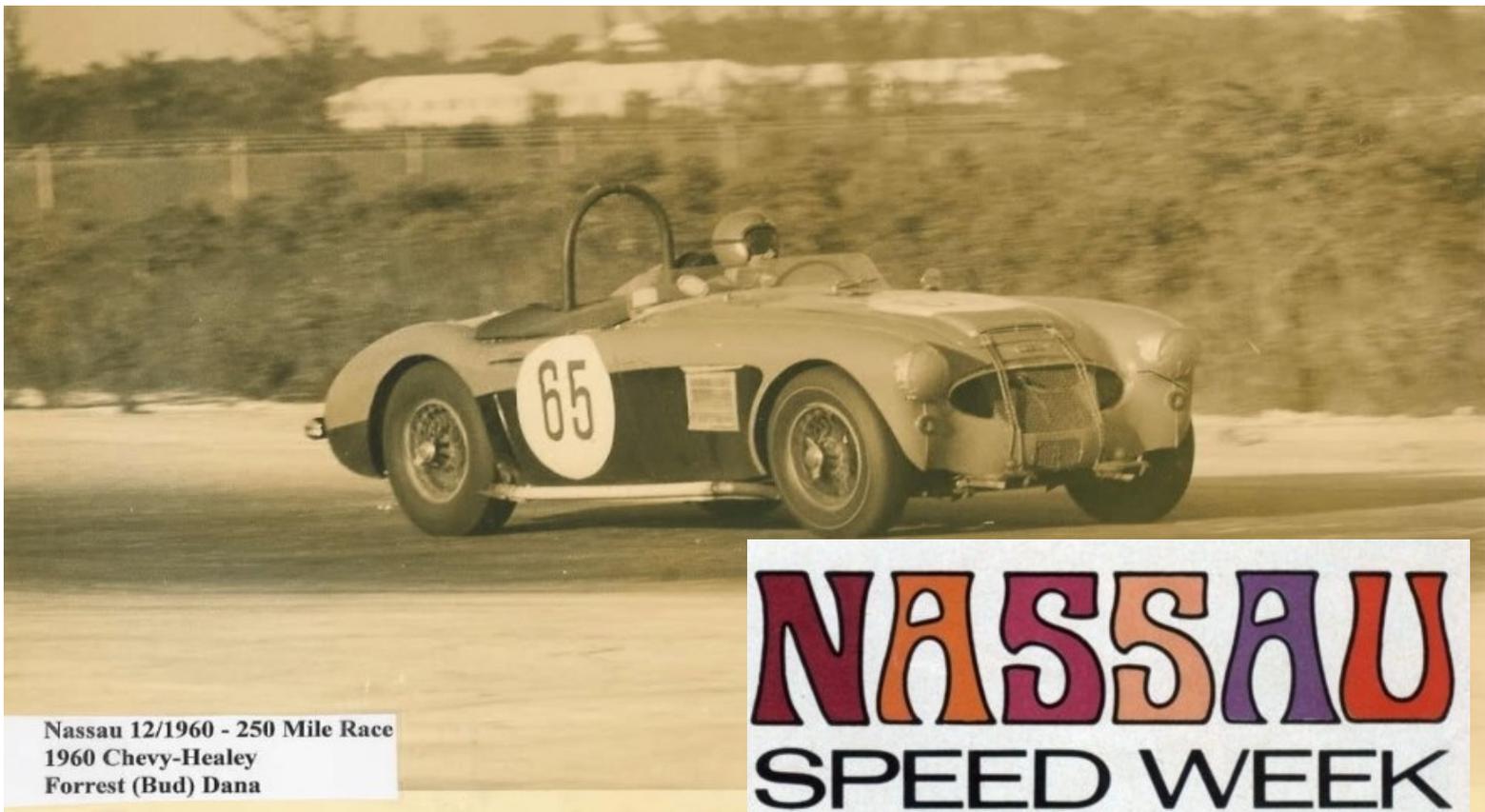




**1960 Nassau Carnival of Speed
Obituary • Classifieds • Letters
Centerfold • Conclave 2016!
Plus 007, Scarab, Lister, Lotus & Sadler!**

WHEELSPINNER 6th Edition 2015





Nassau 12/1960 - 250 Mile Race
1960 Chevy-Healey
Forrest (Bud) Dana

NASSAU SPEED WEEK

Bud Dana's Austin-Healey making a quick get-away from a "Lemans Start" at the 1960 7th annual International Carnival of Speed Week in Nassau, Bahamas, graces the cover of this issue.

How is an Austin-Healey able to get the drop on such heavy competition? It's got a Corvette motor and 4 speed transmission, that's how! The side pipes on the right side show this is no Austin boat anchor under the hood. This race was held way over a year before the first Cobra burned a gallon of gas. Think of the squandered possibilities. BMC (British Motor Company, the manufacturer of the Austin-Healey) resisted Shelby's wooing to install a Chevy V8 into its good looking but puny product, build a hundred, get promulgated and go production car racing where it would have killed the Vettes and Ferraris.

Nasty Boy No. 65 was listed on the Carnival of Speed program as the winner of the 54 lap C Modified class, finishing 23rd overall. Evidently, the Chevy engine swap bumped car #65 up a class from D Production where a stock Healey would normally run. This was a very common engine swap because Austin-Healeys were not competitive in the capacity-based SCCA sports car classes, as Austin's 2,912 cc (3 liter) unit struggled against the likes of Maseratis and Ferraris in the up to 3.0 liter classes. Dana was leading the pack, including Lotus 19s and Ferrari Testarosas, until his Muncie 4 speed lost a gear.

Left behind at the 1960 Lemans Start line-up can be seen a production 1960 Corvette 283. In the pole position is a Lister-Chevy #49 with a nose job. The driver is wasting time putting on a seatbelt. Listers were made with an aluminum body in England usually with a Jaguar motor until something bigger came along. In the background and still pretty stuck to the curb is a bewildering variety of Ferraris and Maseratis. Following is more on the Lister.



Dig how the 4 speed transmission is inside the cockpit of the Lister Chevy. Note offset early Corvette shifter.



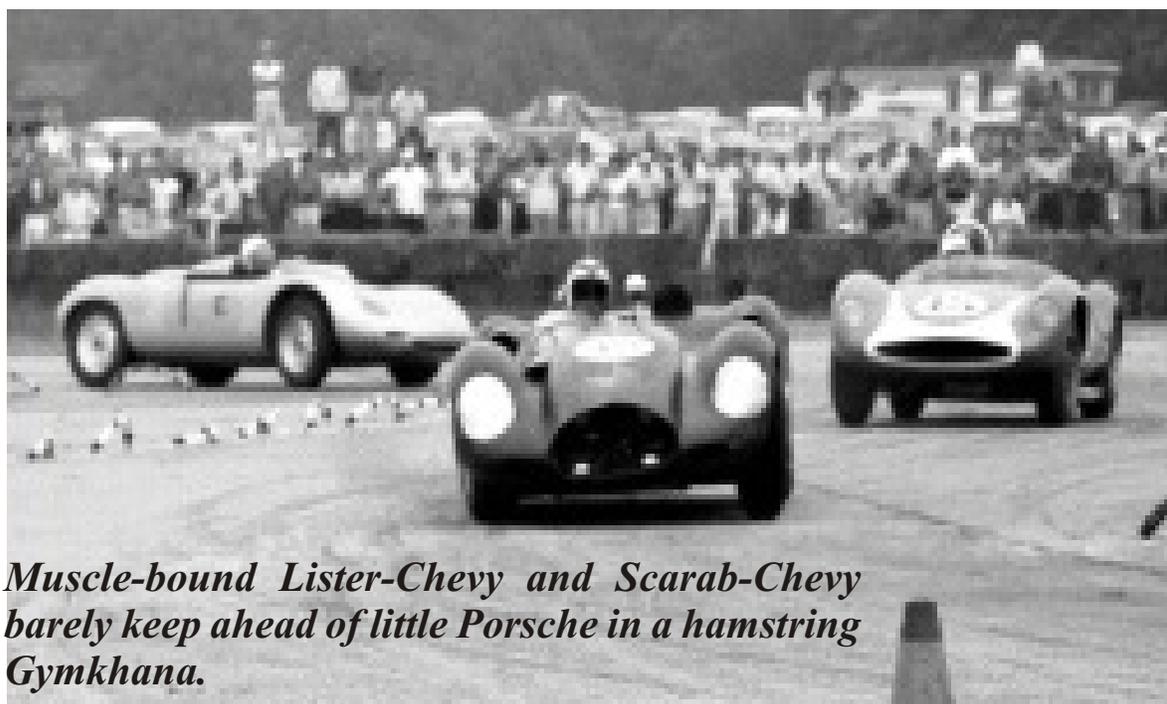
Nice frontal area!



The Lister used a tube frame, disk brakes, Jag mechanicals and an aluminum body with magnesium panels available on special order. It cost \$7,700 with Jag engine and \$4,900 with no engine but ready for a Chevy V8. Evidently the Listers destined for a Chevy motor got a bigger grill opening.



No. 49 Lister-Chevy mixes it up with a Scarab. The Scarab was the creation of Lance Reventlow, heir to the Woolworth fortune. Perhaps it is more fair to say the Scarab was the creation of Mr. Reventlow's employees, Ken Miles and Phil Remington, of Cobra fame. It used Chevy V8 power, like the Lister. Road and Track tested the 92" wheelbase Scarab which weighed 1,900lbs dry. It had independent rear suspension and drum brakes. With Lance driving it ran the quarter mile in 12.2 seconds with a 0-60 mph of 4.2 seconds.

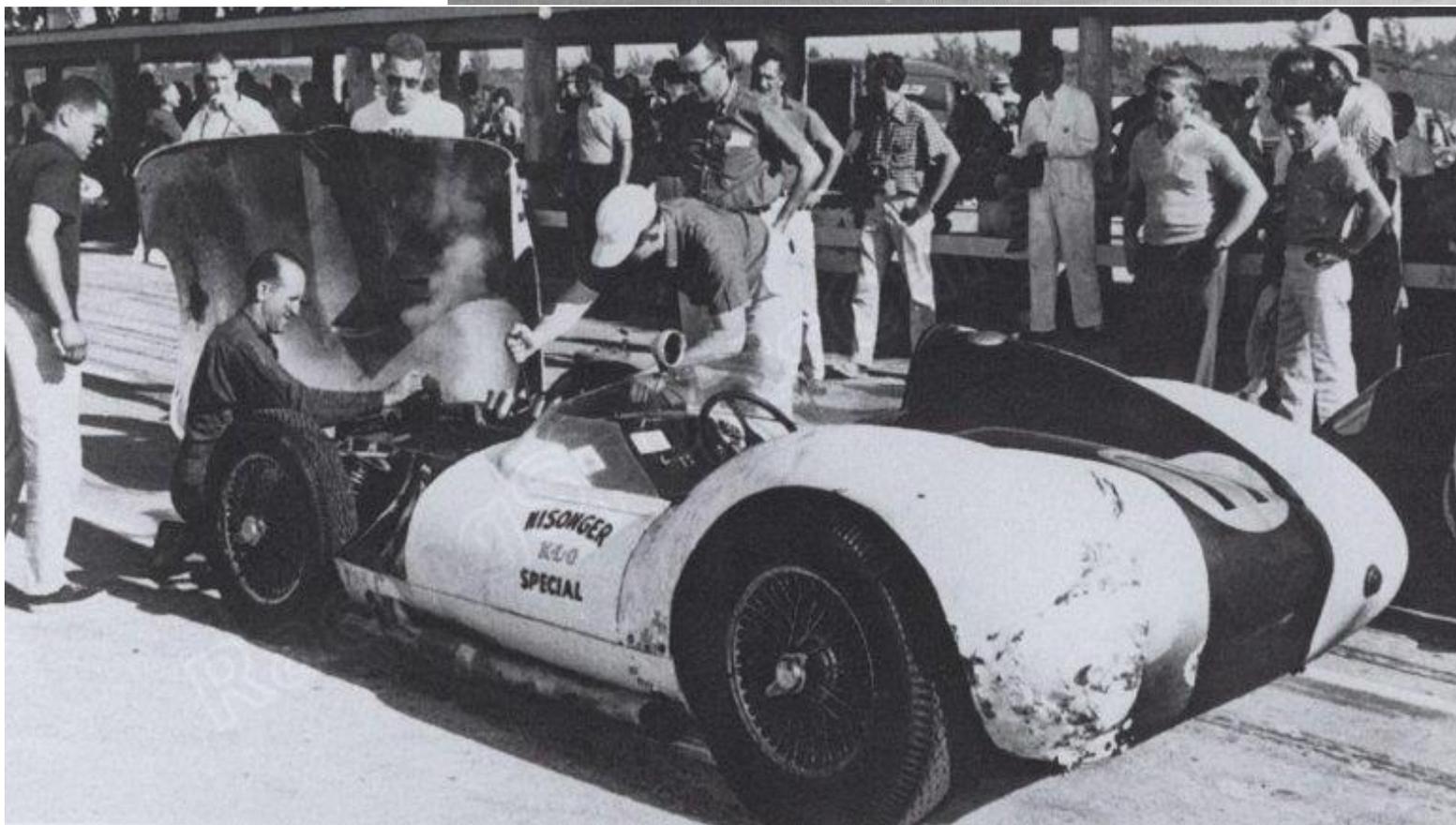


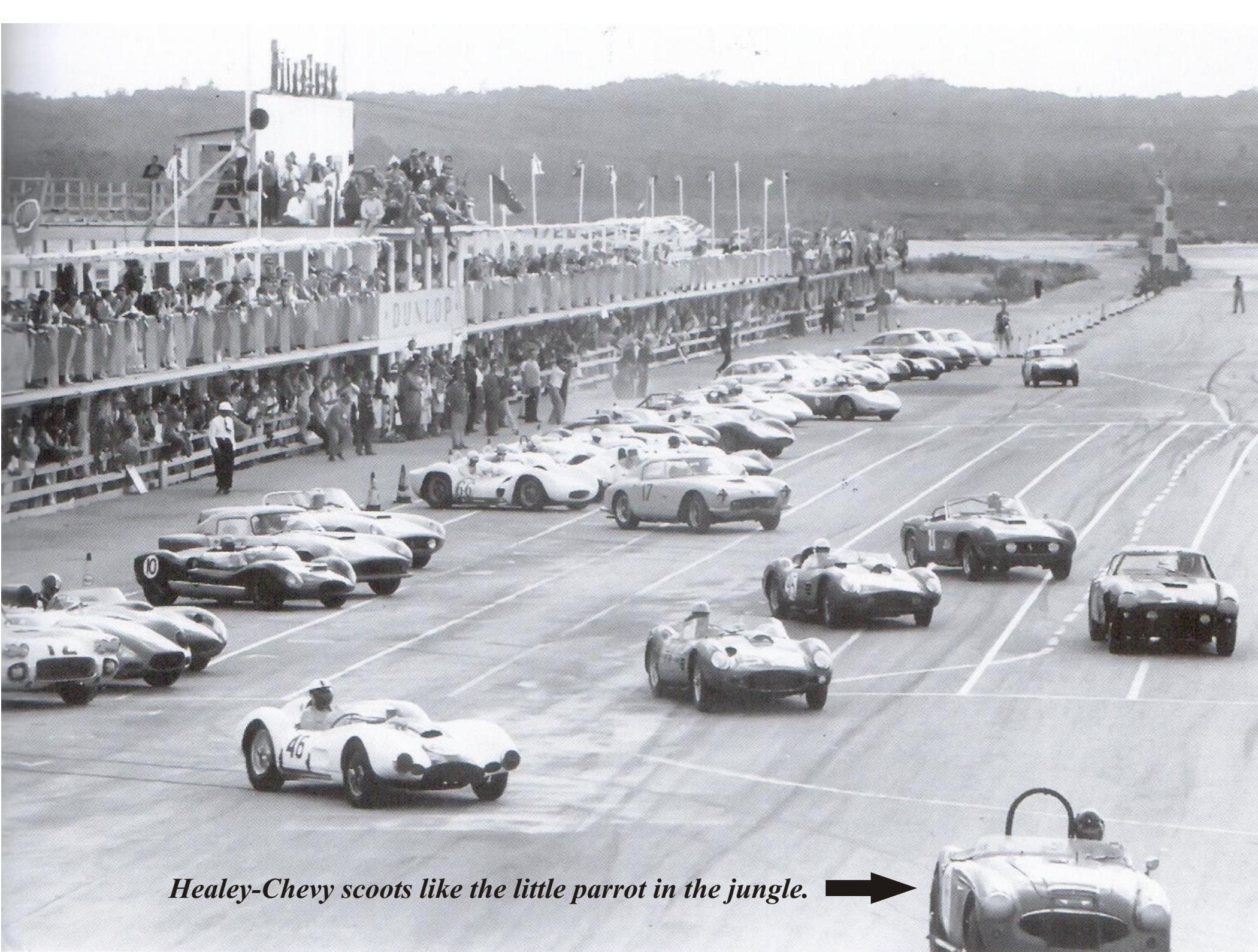
Muscle-bound Lister-Chevy and Scarab-Chevy barely keep ahead of little Porsche in a hamstring Gymkhana.



Lister and 44 cars lined up at the Nassau Trophy Race December 4, 1960. Car 65 finished 23rd, 1st in C Class. Swing set roll bar helped Dana to swing in pronto.

Between the Vette and the Lister is a Sadler MK III "special," also with Corvette motor, stroked to 327 cubic inches years before Chevy did the same, custom frame and fiberglass body. Below is a 1959 picture of this car then dubbed the Nisonger Special showing its Hilborn fuel-injected Chevy V8. A handmade special like the Sadler or any Nasty Boy, like car #65, was welcome because the Bahamians were always eager to fill out the program with anything that would show up at the docks, be it a one-off Ferrari, Corvette Grand Sports (in '63 or '64) or a Chevy powered Jag D Type. It is hard to believe that little grill would cool a Chevy V8. Evidently it did not!





Healey-Chevy scoots like the little parrot in the jungle.





The day before, December 3, 1960, in the Governor's Trophy Race, 50 cars entered. Here a Vette chased Austin-Healey-Corvette #65. Same engines, one car weighed 1,000 lbs. less. Who do you think won? What a shame the Austin-Healey company couldn't read the writing on the wall.



The drivers of two tied-to-a-tree Ferraris and a Ferrari-powered Cooper Monaco T49

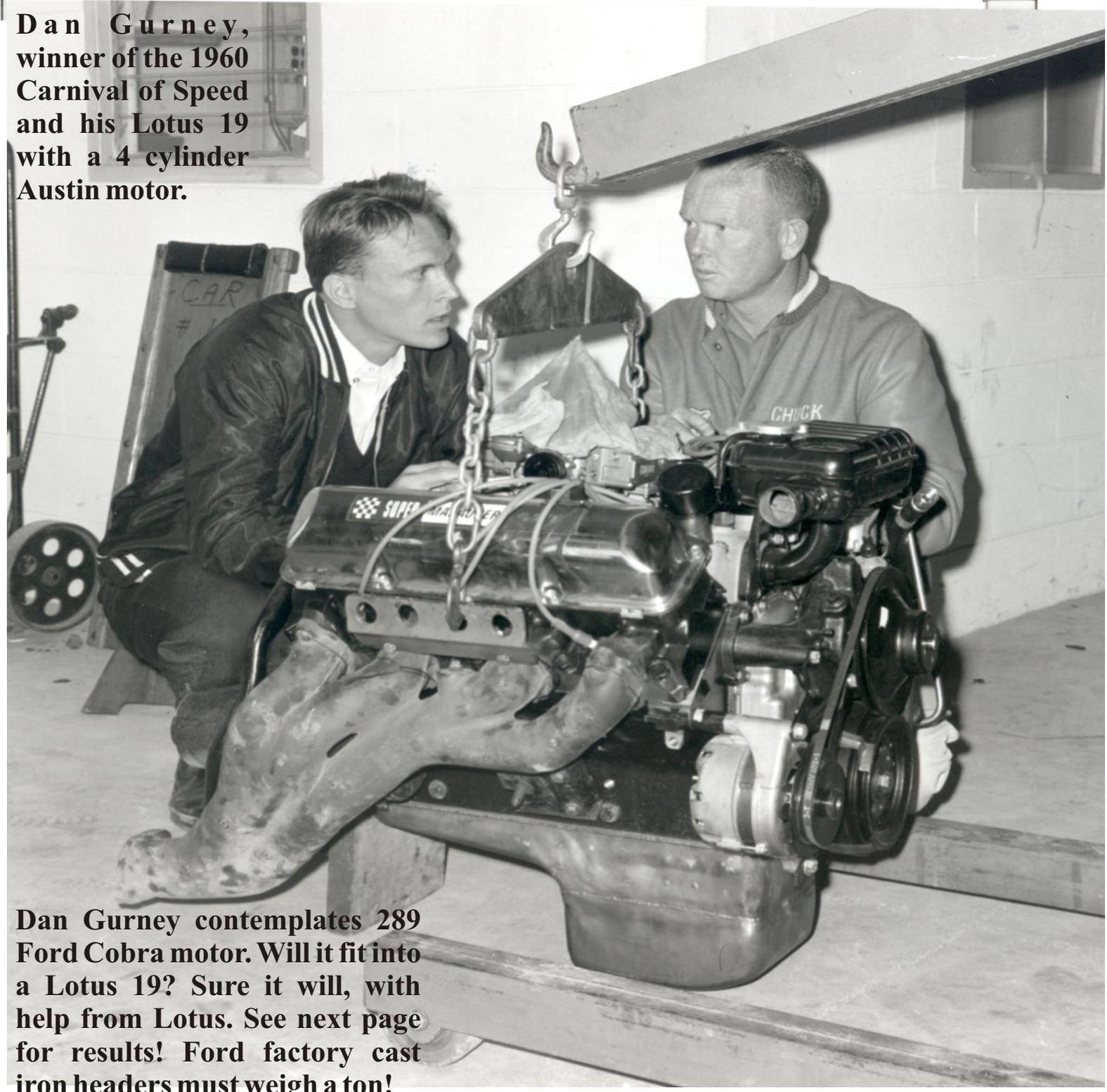
contemplate their poor start. Austin-Healey V8 No. 65 is out of sight! Dig the flimsy, way short or absent roll bars. Bringing up the rear is one of several Maserati Tipos (# 35, 26, 25 and 66), a Porsche 356 Carrera (# 100), a bird cage Maserati (# 66) and Alpha Romera Giulietta ss (# 82).



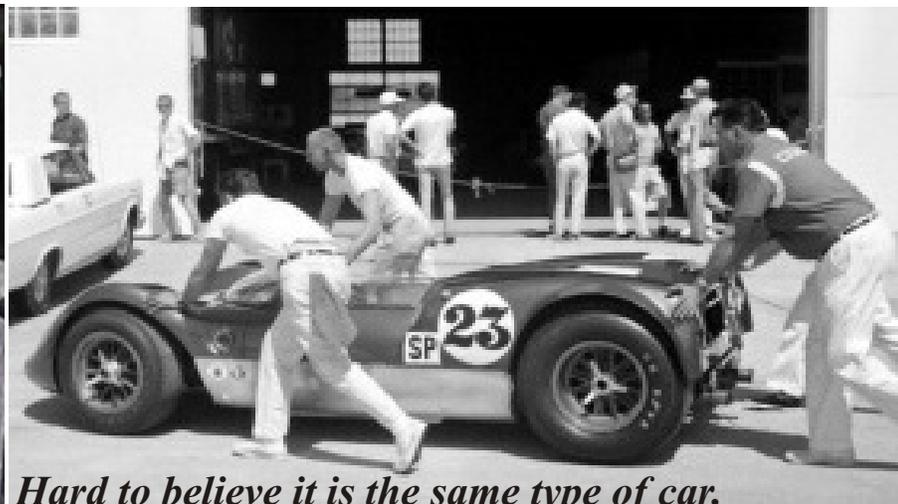
Left: Bahamian Playboy Club Bunnies count up the prize money for the 1960 Trophy Race.



**Dan Gurney,
winner of the 1960
Carnival of Speed
and his Lotus 19
with a 4 cylinder
Austin motor.**



**Dan Gurney contemplates 289
Ford Cobra motor. Will it fit into
a Lotus 19? Sure it will, with
help from Lotus. See next page
for results! Ford factory cast
iron headers must weigh a ton!**



Hard to believe it is the same type of car.

Meanwhile, back at the Bahama beach, Frogmen abduct James' girl!



Claudine Auger and Sean Connery take time out from the hectic races for some well deserved R&R on the Bahama beaches.





Dan Gurney leap frogs into number 5.



Dan Gurney shows his heels.

Below, Sean Connery tried to enter the Carnival of Speed race but was disqualified for illegal equipment.



Dan Gurney today and Kitten in the Driver's Club. What a guy!



R.I.P.

It is with sadness that we inform you that our good friend and Wisconsin Healey Chapter member, Sue Joppa, passed away Thursday, August 20, 2015. Sue's husband, Leroy, passed away on June 29, 2015.

Sue and Leroy epitomized what Healey enthusiasts are



Leroy

Dig the extended front wheel base and the wild swing set

all about. Year after year we saw them at Conclaves and regional events, each driving their own Healeys; Sue in her lovely BJ8 and Leroy in his Nasty Boy "Willy." They loved to compete in gymkhanas and rallies and took home many trophies. Sue always did well in the lady's driving classes. She could really handle her BJ8. Until recently, they were the first and only delegates to the national AHCA from the Wisconsin chapter. We last enjoyed their company in 2012 when they joined us at the Blue Harbor Resort in Sheboygan for HealeyFest XXVI.

Now, free of major illness and together once more, we can assume they are buzzing around the Heavens in their Healeys using clouds as pylons and marking distances off for long speed runs. We will miss our friends, Sue and Leroy, but it was sure great to have had them in the Healey Family. Sue was a really lovely person and Leroy was quite a lovable character.

We can honor all our departed Healey friends by enjoying our Healeys when (and while - Russ) we can.

-Written by: Neil Anderson (Midwest AHC, Regional Director)

- Submitted by John Czarnecki



Sue

CLASSIFIEDS



For Sale - modified 1958 100-6 Healey. Upgrade list, resto finished rust free in 2010, 350 chevy V8, 700R4 trans, 9" posi rear, 4 wheel disc brakes, chrome wheels, all chrome is new, hardtop, soft top & cover, large oil cooler. Looks stock (those seats? - Russ) until you push the button. Call John Koch 302-439-3932 Asking \$34,000

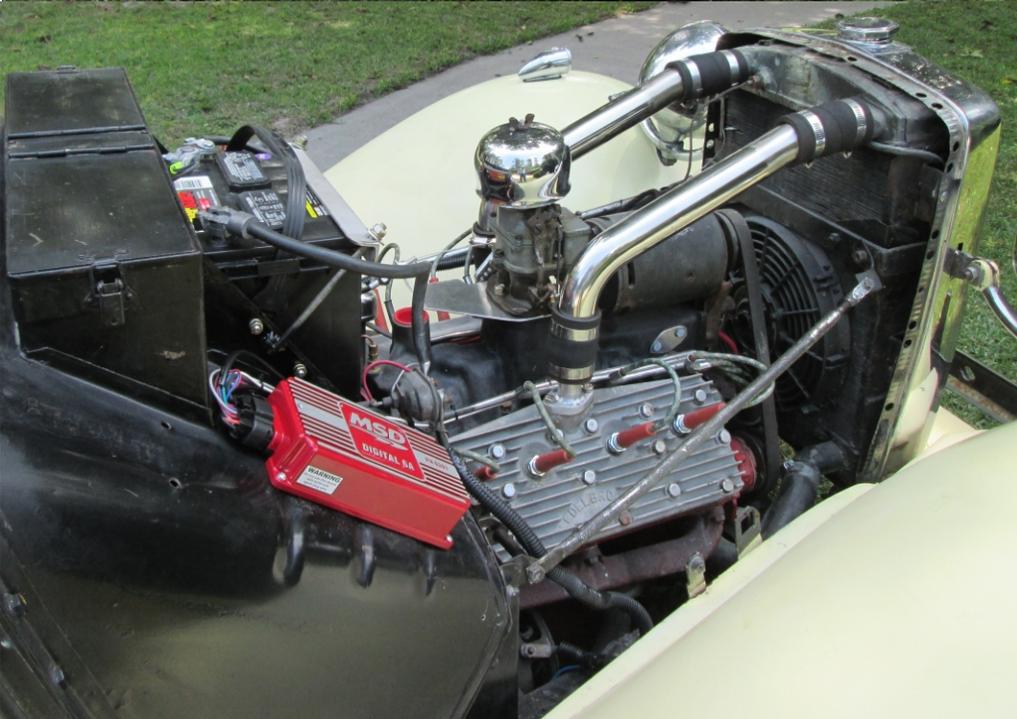


For Sale - a 1956 Healey with a 350 Vette engine and trans with a 8 inch Ford rear. Open to offers. Contact Fred - fbsafford@aol.com 310-408-9927

LETTERS

Hot Rods to Hell Issue: Very cool. Did I tell you I have a '52 TD with a '37 Ford Flathead 60 V8? - Regards, Randy - Oldsaabracer@aol.com

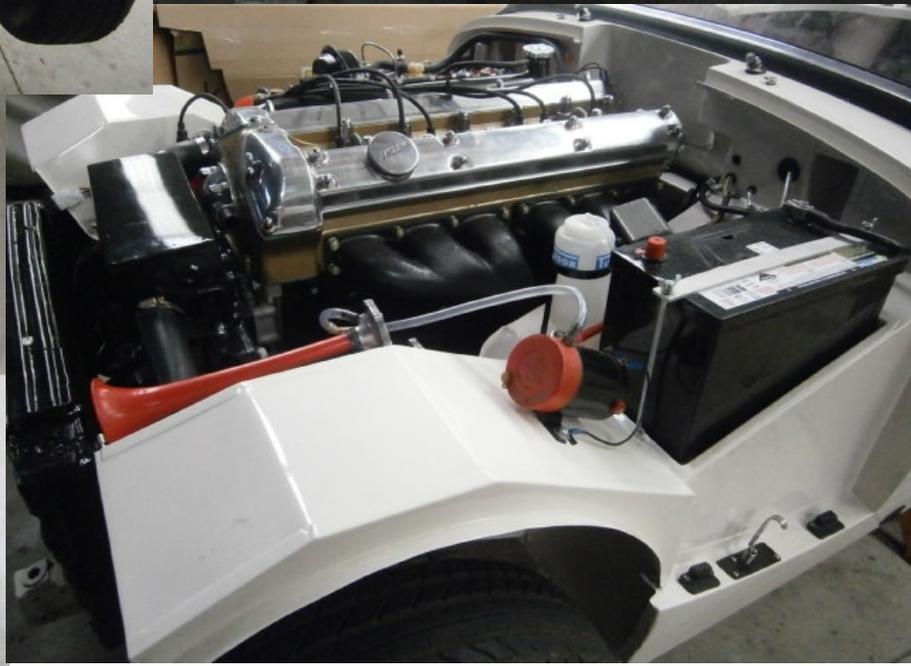
Wow! What a period piece! Hide that MSD box, lose the electric fan, put the battery in the trunk and add another carb! - Rev. Rust



Sean Connery and Ursula Andress take time out from the Carnival of Speed racing for a piggy-back ride.

G'day Russ - A belated "thank you" for The Wheelspinner. A good read, well done. I'm about three weeks from finishing it, Russ, but here's where we're up to. Avagoodyday Colin - colin@spriteparts.com.au / WWW.Spriteparts.com.au

Nice! Give us a follow up report! - Russ



Hi Russ,

I entered my Healey into my hometown Alameda, California classic car show. 400+ cars, mostly American muscle but a nice bunch of outsiders also showed. There was an amazing tube-frame MG with a Chevy engine.

There were three Big Healeys. My 100 and two original cars... a nice 100-6 and a perfect 3000. Mine was parked next to a convertible Camaro... guess who had the "bigger" engine? At any rate I got six offers to buy my car and two marriage proposals. I was surprised how many local guys swapped engines in their Healeys when they were young and fearless.

My Best, Janelle - jansahr@me.com

Hi Wedding Bells, Don't change a thing. Were your suitors handsome, big and rich? - Russ



Re: Issue 5 - Hot Rods to Hell

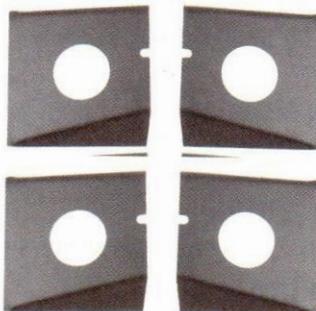
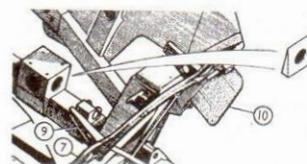
Russ,
Great stuff, love it!... feel like I just went to a drive-in, got laid, got into a fight and got laid again!

Chad -
chadgoldendmd@hargray.com



TECH TIP

700 lbs? Put your Austin-Healey on a 250 lb diet!
Swap in a V8!



Engine Mount Reinforcement Kit

After years of carrying the tremendous weight of the Austin-Healey 6 cylinder engine (roughly 700 pounds), failure of the original motor mounts are becoming more and more common. This Engine Mount Reinforcement Kit provides a practical solution for this problem. Simply weld these plates into place to ensure many more years of solid mounting. Set of 4.

Engine Mount Reinforcement Kit 021-374 \$69.95

Victoria British Catalog

Russ,

The Ohio Valley Austin Healey Club (Cincinnati area) wants to invite all Nasty Boys to be an integral part of the Healey Reunion at the 2016 Conclave in the Ohio Valley June 12-17, 2016.

Beyond the traditional Conclave events (Car Show, Rallye, AutoX, Funkahanna) we are renting Edgewater Sports Park [<http://www.edgewater.com/>] an NHRA sanctioned ¼ mile dragstrip for timed speed runs as part of registration as well as being able to schedule pulls on a local Dynamometer to really see how much HP you have at the drive wheels.

Ohio Valley is proud to be part of the genesis of the Nasty Boys Registry. In the late 70's and early 80's we had Ted Young who put a huge Chevy engine in his 3000, Dave Norman (still a member) who put a V-6 in his 100 and Ivan Bell's Ford powered 3000 (Ivan was originally from England and his widow Marlene has our 1st honorary membership). His daughter still has his car and is a member .

At the early Conclaves, they were not always welcomed with open arms. When the Ohio Valley agreed to host Conclave in 1986, we decided that the Nasty Boys would be given full equal treatment.

1986 was the last Conclave that Donald Healey attended. Some of the AHCA national officers were worried about what Donald would think about allowing modified Healeys to be on par with his production cars. When Ted proudly showed Donald his car (see attached picture Ted & Jane Young and Donald), he praised Ted and really liked what he saw.

That set the stage for the Nasty Boys registry. Ted and LeRoy were very good friends. In



those days there was no Concours as we know it today, rather the cars were judged by the locals who ran the Conclave.

What's become of Ted's car?
- Russ

At Conclave 1986, LeRoy took 1st place in the 3000 MkI & MkII Roadster division. I know, because I was the membership guy and have the records.

After/during the '86 Conclave, Ted decided to start the Nasty Boys Registry. He subsequently started to lobby to have Nasty Boys sanctioned by the AHCA. I am not sure when it finally became official. Ted took ill and died in the late 80's early 90's. LeRoy accepted the torch and ran with it.

In the mid/late 90's through the early 00's, LeRoy and Sue would come to our annual Cincinnati British Car Show (it evolved as a result of our Conclave experience) that at that time was held at Edgewater, our local drag strip. They would stay with Don and Hazel Klein. LeRoy agreed to cover the cost to rent the strip and a bunch of us would throw in a couple of hundred bucks each to help out and allow any of the car show entrants to run for \$20. We had the strip all to ourselves and had a very good time.

So after 30 years Ohio Valley is again hosting a Conclave. It would be very appropriate to have a large number of Nasty Boys attend and do something special as a tribute to Ted, LeRoy and Sue. Attached is a registration form and the event over view. Check out the web site that tells what we are trying to do. <http://www.2016healeyreunion.com/index.html>

We would love to schedule some Nasty Boy specific tech sessions , so we need some suggestions and would be happy to arrange whatever the Nasty Boy faithful want to do. I just need some input and direction.

John & Jake Jacobs/Jake.Jacobs@fuse.net
Ohio Valley Austin Healey Club

Dear John and Jake,
What, no drive-in movie event?
- Rev. Rust

From the Editor's Desk

Welcome to the Sixth Issue this year of the Wheelspinner. This is a bi-monthly publication, so I am so far ahead, I'm behind. I'll promise you I'll try and get out one more issue this year, so keep those letters and articles coming.

Thanks to Walt Peterson for a generous contribution to the Wheelspinner!!

Mark Your Calendars! - In June of 2016 all Nasty Boys and their hot rod Healeys are going to gather at the Conclave in Cincinnati, Ohio. Will you come? 1/4 mile drag race and dyno pulls! Let's see a show of hands! Let's take over Conclave 2016!

We still desperately need a web-master for our modified Healey website.

