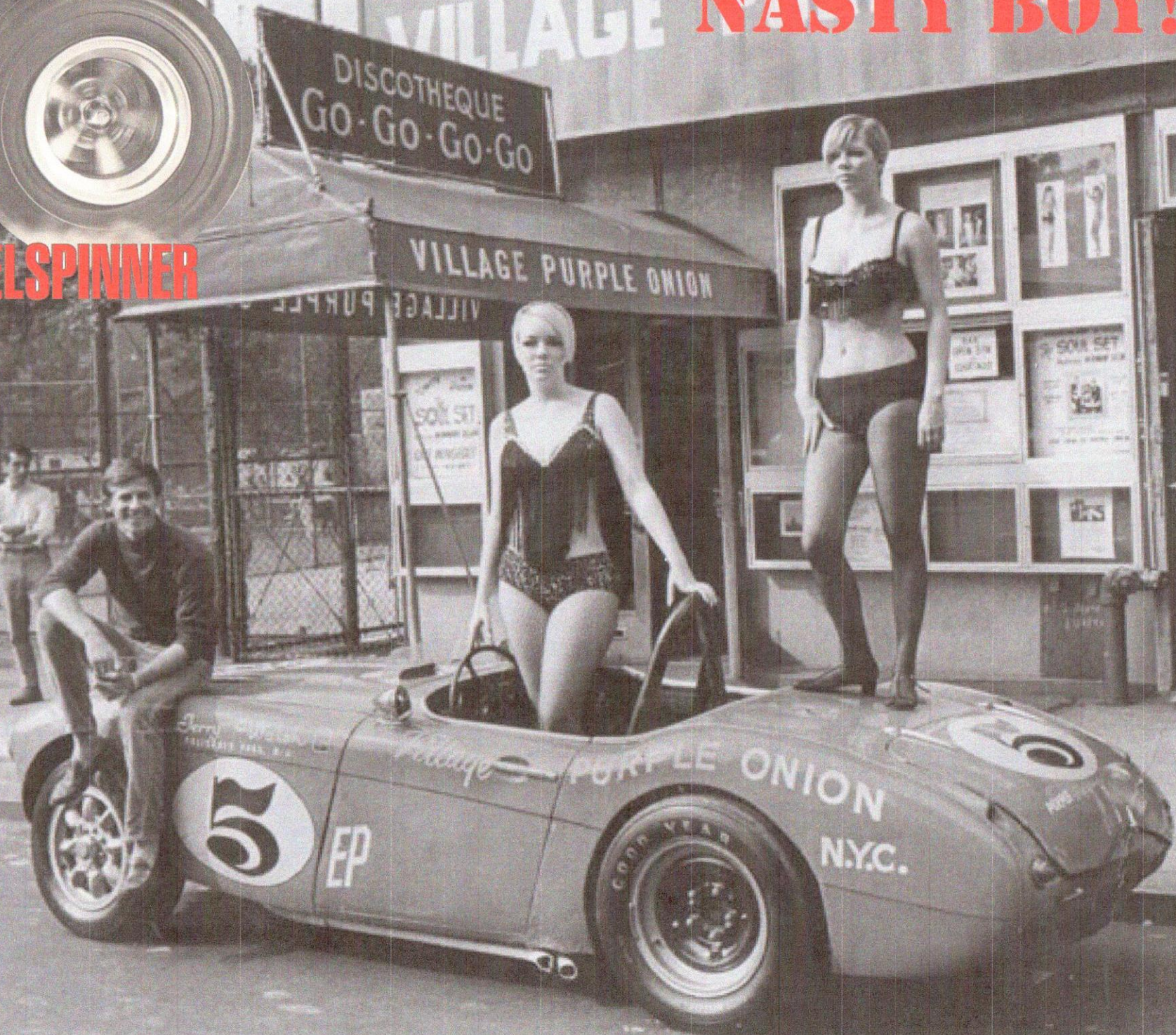


**NASTY BOY!**

**WHEELSPINNER**





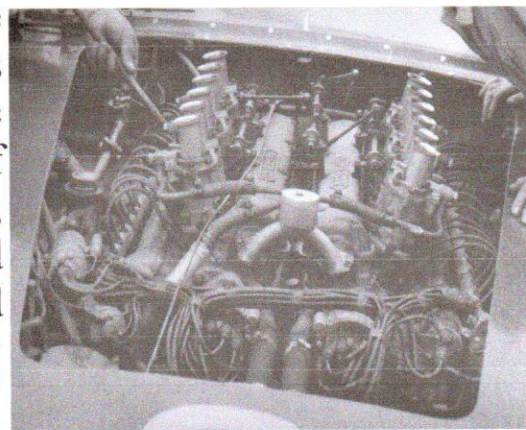


**FOR SALE**  
 Banshee fiberglass  
 body on an  
 Austin-Healey  
 frame, gullwing  
 doors and wire  
 wheels, it has a  
 Chevy small block  
 engine, Edelbrock  
 carb, aluminum  
 intake, headers,  
 new aluminum  
 radiator, new gas  
 tank, Stewart-  
 Warner gauges,  
 \$12,900.00 PH:  
 (847) 487-7700,  
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### **WELCOME TO THE MASQUERADE! by Russ Keep**

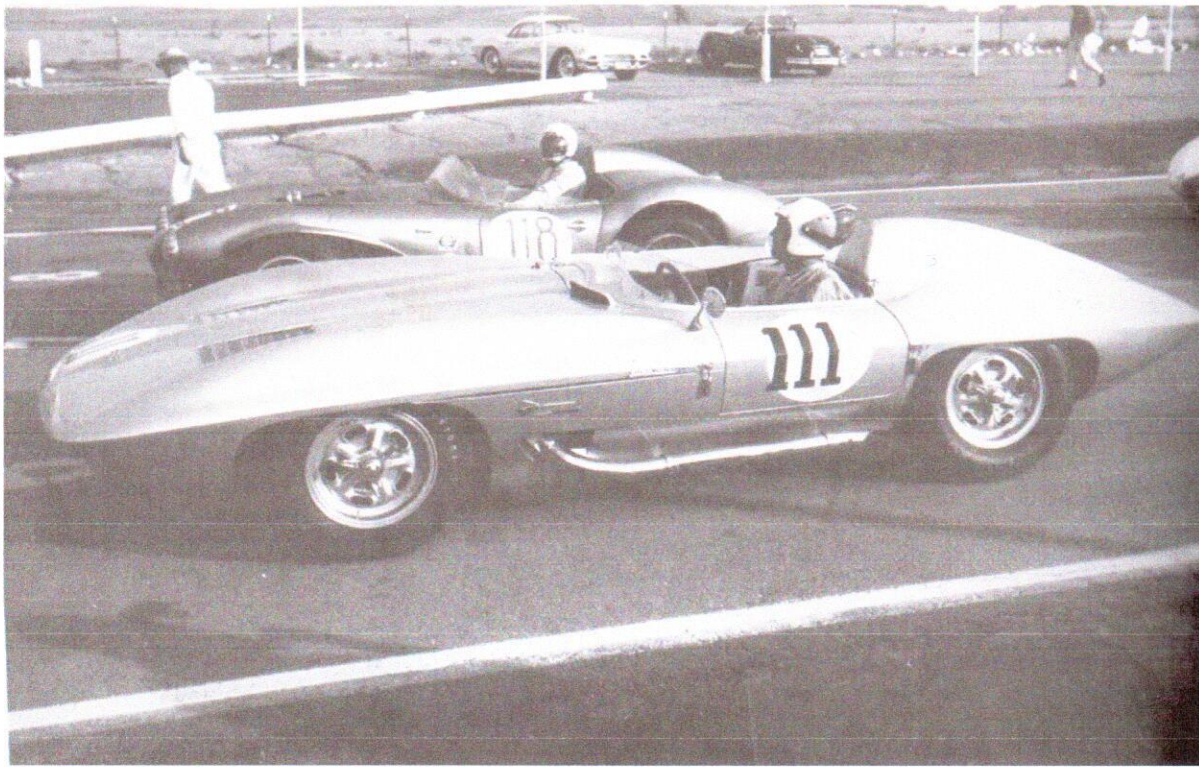
While thumbing through Hemmings, I found in the "Street Rod and Custom" section, no less, this masquerading Nasty Boy, hiding in plain sight. This reminded me of a true story. Once upon a time there was a 1955 Jaguar D-Type. The original owner, who paid about \$10k new for the car, swapped in a Chevy (some say it was a nail head Buick. Perhaps both are correct at different times). The original Jag 3.6 litre, that's about 210 C.I., was way heavy at around 720 lbs, complicated with double overhead cam and three side draft carbs and expensive to fix and maintain though hardly the maintenance nightmare of a Maserati (crew served!) motor. In contrast, the new Chevy V8 was light at around 520 lbs. and got a lot lighter with aluminum intake, bell housing, flywheel and tube headers. By 1957, Chevy had a four speed, 2 four barrel carbs or fuel injection and 1 hsp. per each one of its 283 cubic inches. The Chevy was cheap and easy to fix. This sort of swap was common practice in the late 1950s. Chevy-Ferraris, Chevy-Aston Martins, Chevy-Jags, Chevy-Maserati and Chevy-Austin-Healeys filled out the program in many road races.

*Monster (of complexity)  
 Maserati V-12 Motor with  
 24 spark plugs!*



*Lime Rock, Connecticut, 1958. Marshall Teague in a D-Type Jaguar with Chevrolet power leads Alan Markleson in a Ferrari Testa Rosa. -American Road Race Specials by Alan Girdler.*

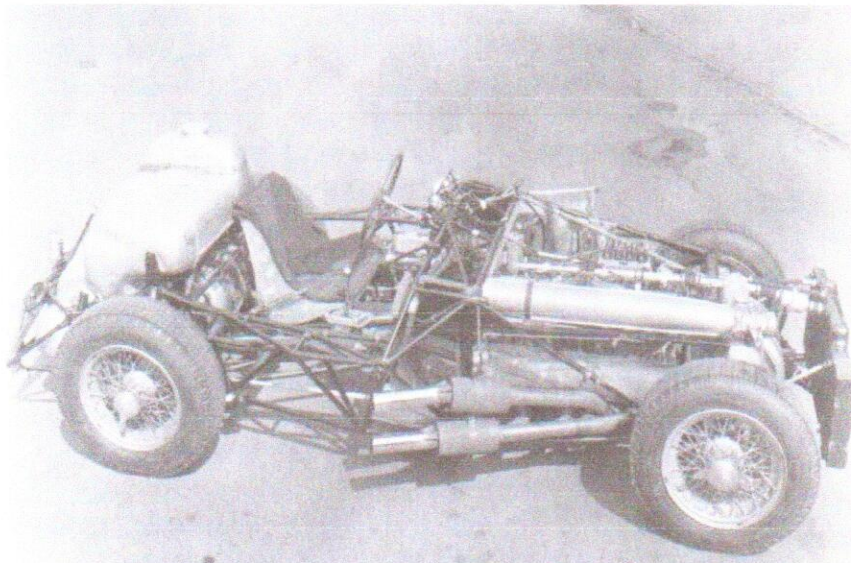




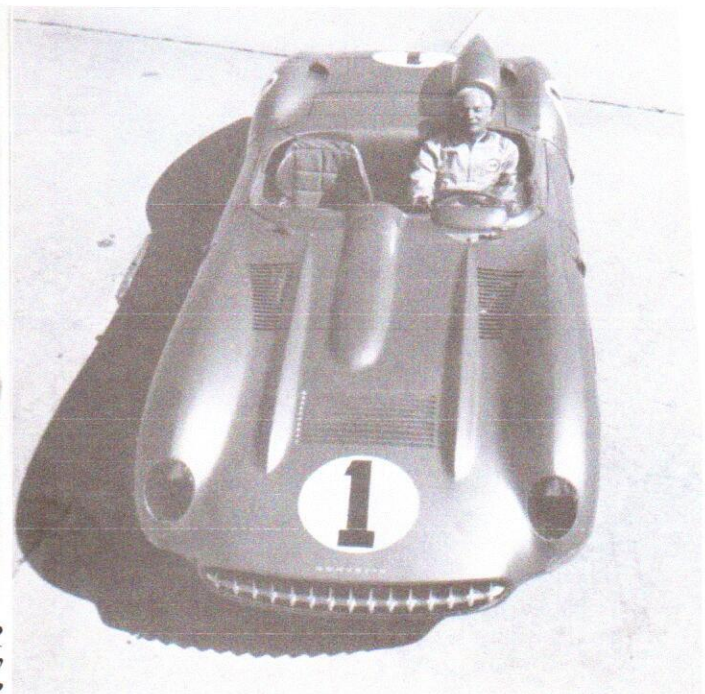
*Dick Thompson on the grid at Riverside International Raceway for the Los Angeles Times Grand Prix in 1960. Across from the Sting Ray is a Chevy-Aston Martin. Dig the Hillborn fuel injection!*

*-Corvette Racers by Gregory Von Dare*

A Chevy engine swap in a D-Jag was perhaps 1st contemplated by Harley Earl, head of the styling section of GM. Earl re-styled and sculpted the ugly duckling 1st Corvette into the beautiful '56 'Vette, as well as designing the breath-taking '59 Cadillac convertible. In the spring of 1956, Earl purchased a slightly used bright yellow D-Jag racing car and smuggled it into the secret GM Studio Z styling center. He told his men to swap in a Corvette V8 and create new front and rear body work. His goal was to disguise the Jaguar and pass it off as a Corvette concept car and racing it as such. Zora Arkus-Duntov (the father of the Corvette) heard about the scheme and hated it. He plead with GM management for a chance to build a prototype, which became the Corvette SS. Urban legend has it that Zora bought a Mercedes 300SLR and stripped it to use its space frame for his Corvette SS!



*Legend has it that Zora Arkus-Duntov bought a Mercedes 300 SLR like this one and stripped it to this condition so that he could directly adapt the Mercedes space frame to the Corvette SS. True or not the SS did have a tube space frame which closely resembled the Mercedes. -American Road Race Specials*

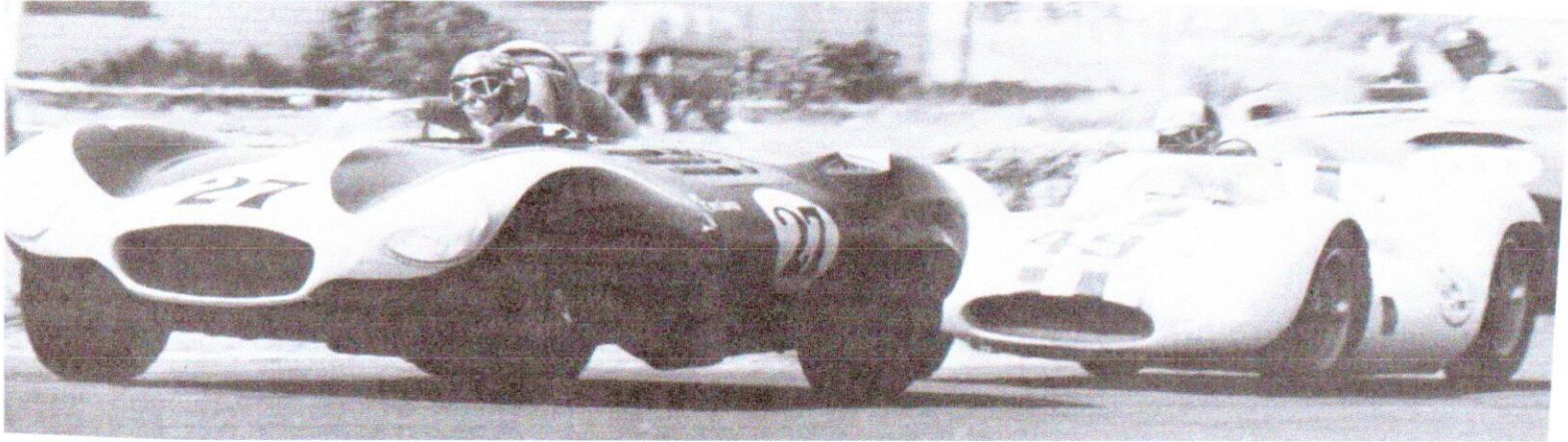


*Zora and his Corvette SS, 1957*





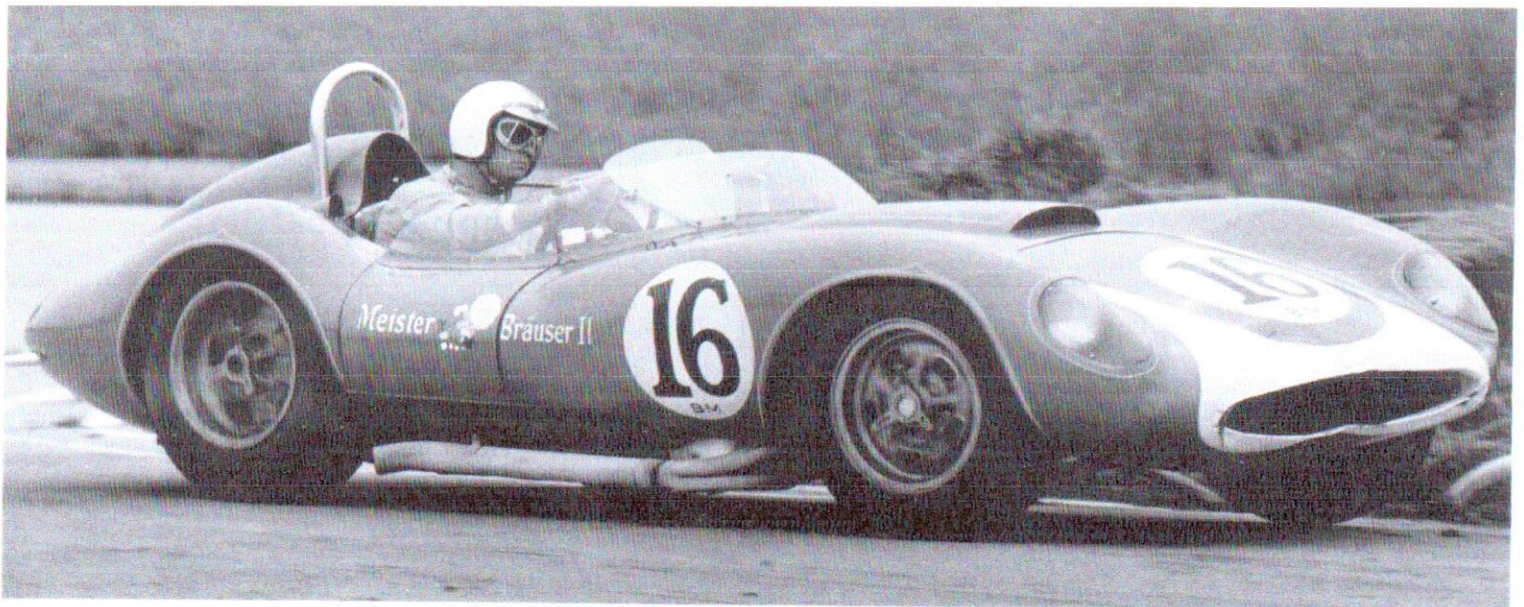
*Chuck Porter bought a wrecked Mercedes straight six 300 SL Coupe and dragged it back to his body shop in Hollywood. He stripped the steel body and straightened the frame. He made an aluminum body that looked like the Mercedes straight eight racing roadster, the SLR, which won the 1955 World Sports Car Championship. It was re-named the Porter SLS (the second S stood for scrap yard). Porter added a supercharger but was out dragged by a production 1957 'Vette. He swapped in a Buick nailhead, destroyed to 300 c.i., SCCA's 5 liter class B, which provided about 290 hsp, running through the Mercedes 4 speed transmission. - A.R.R. Specials*



*Billy Krause, a tough kid who worked his way into the top ranks, hammers on his Chevrolet-powered D-Type Jaguar while Bob Drake in a Birdcage Maserati waits for his chance...which he'll get when the jaguar breaks. - A.R.R. Specials*

## NO PUSSY-FOOTING!

Road racing back then was a full contact sport. None of the pussy-footing around you see in vintage racing today. Harry Heuer remarked that his famous Chevy-Scarabs were several inches shorter by the end of racing season. He claimed he always gave the slower car blocking him a friendly tap. If that didn't work, he'd ram 'em!



**Montgomery, New York, August 1960**

Harry Heuer works hard at Montgomery to make up for time lost when he pitted for a nose job after trying to punt Walt Hansgen's Maserati Tipo 61 out of the way earlier in the race. "We gave our body guys fits," Heuer says. "By the end of the season, the noses were

always *much* shorter than they'd been at the beginning. We had to inset the headlights and open up the grille because Augie and I would run up and tap people. Everybody got a warning tap, and if they didn't move over, they got a harder one. And then, if they *still* didn't move over, *boom!*" -Scarabs by Preston Lerner



## NERVOUS SERIAL NUMBER!

When the price of a Jag-D went from a few hundred dollars (in 1960's money) for a battered old race car to seven figures it was inevitable that many gathered up discarded parts, made or added new parts, cannibalized backyard "specials" for their Jag parts and assembled a Jag-D type. One guy had an original Jag-D motor (some said only a matching number valve cover!) and assembled a Jag-D around it. The fellow with the original frame or a battered tub or a "bonnet" built himself a Jaguar D around it. And then there were three little Indians! Or four! And so on. All claimed the same nervous serial number.

### Question: Who had the real Jag-D type?



#### ALL THE KING'S MEN

From the beginning of Briggs Cunningham's team, he always had the finest drivers in the East. When Phil Walter quit racing in mid-1955, Sherwood Johnston became Briggs' lead driver. Walt Hansgen segued into that spot in 1957. Here, at the Elkhart Lake June Sprints in 1956, Cunningham (closest to camera), Hansgen, and Johnston sit in the Cunningham D-Jaguars. Walt rolled one in practice and another in the race, where Sherwood put the third car end over end. The telex chattered to Jaguar for parts and panels. Tom Burnside



#### ONE OF BRIGGS' BOYS

Sherwood Johnston was one of Cunningham's best in the mid-1950s. Here, he waits on the starting grid at Beverly, Massachusetts, in July 1956. The car is a Cunningham D-Type. The photographer wears an RFM (Run For Money) derby and Johnston has painted his helmet black and forced a brim from an RFM derby around it. The red van with people on the deck belongs to Jim Kimberly. John Edgar



The guy with the original numbers matching motor? The fellow with the front frame section with the original numbers? How about the owner of the "bonnet," tail section and tub? The original owner who did the engine swap, fiberglass re-body, replaced the bent frame and finally the unibody tub, did he really end up owning a Jaguar D Type at all? The answer is not the guy who owned the title. Race cars often have no title. Original titles can be bought. New titles can be obtained. All of which brings us to the case study at hand, the ad in the "Street Rod and Custom" section in Hemmings. Is this a Nasty Boy, albeit a rather disguised, exotic one?

**NEXT ISSUE  
PART II  
WHAT IS A NASTY BOY?**



The Jag-D drivers played just as rough. What set the Jag-D apart from all the others was when the deliberately delicate front or rear frame on the Jag-D got bent, it was simply unbolted from the "monoque" center hull, what we call a unibody today. The unibody concept, along with disc brakes, were pioneered by Jaguar from its experience during WWII with aviation crash-landing engineering. When a plane's monoque is bent or damaged on landing it is difficult to repair or straighten because the damage is three dimensional. Thus a "throw away" ladder type fabricated landing gear type front frame from the firewall forward could simply be unbolted and replaced. It should be noted that this rather accident prone area of the Jag bore the only serial number that matched the motor. To add to the potential confusion of identity, sometimes the front frame was repaired and re-used by another racer. Sometimes two wrecked Jaguars were combined and the remaining parts car sold only to be resurrected and raced by the purchaser. Like the Banshee in the Hemmings ad, on at least one occasion an entire Jag-D Type was clothed in a fiberglass kit car body. Why? Original panels were expensive or out of print. A fiberglass body was easier and cheaper than metal fabrication of compound curves. Plus, fiberglass, or "frozen snot" to its detractors, is more resilient and easier to fix than metal.







I can remember exactly when my love of British sports cars began. It was 1956, I was 4 years old, and my Dad owned an MGTD. We would cruise, top down of course, to the local airstrip to watch the Piper Cubs and Stearman biplanes land. Even then, I knew this was special. Other people, cooped up in their big old American sedans, were not having the same experience. We were cool!

That MGTD remained our ONLY car until around 1963. By that time I had 2 younger brothers and things were getting pretty tight! My dad built a plywood seat that hung over the gas tank for my younger brother and I, while my mother sat in the passenger seat with my baby brother cradled in her arms. Now the bad thing about this arrangement was that you couldn't put the top up! We lived in Conn. and I remember going to my grandmother's house at Christmas, all bundled up and freezing. There wasn't room in the car to bring our Christmas gifts back home! Today, they would probably call that child abuse! Ha ha! But, I still loved that MGTD.

When I turned 15 I bought my first car, a 1962 Sunbeam Alpine. It's engine was in a box, totally disassembled, but somehow I managed to get it all together and running. I quickly traded up to a 1960 Healey 3000 and then a 1961 Bugeye.

While in high school most of my friends had muscle cars and were enamored with how fast they could get down the 1/4 mile. I preferred seeing how fast I could get around a corner.



It was at this time that I encountered a 1965 Griffith 200 series. Simply put, they were a British sports car with a Ford V-8 swapped for the original 4 cylinder. WOW! Here was a sports car, that due to its engine swap, could decimate just about any muscle car on the straights as well as the turns. I then realized, engine swaps can be good.



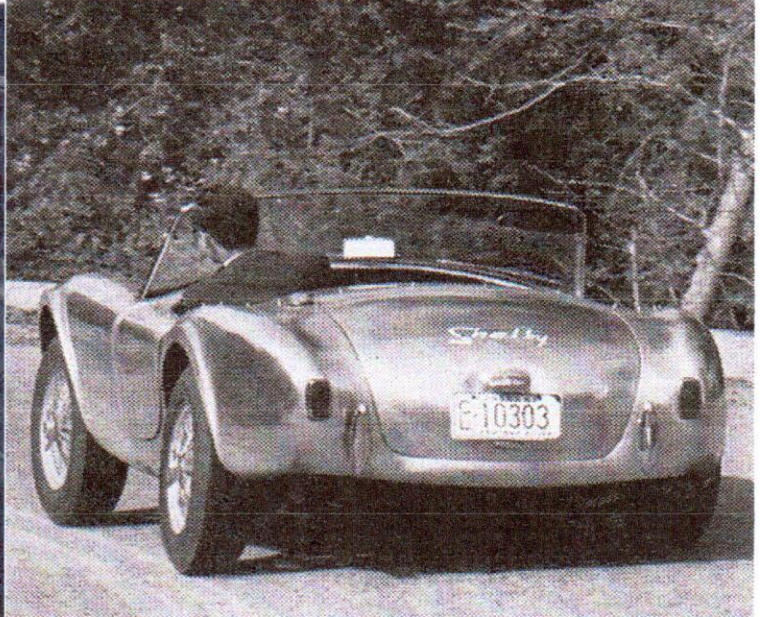
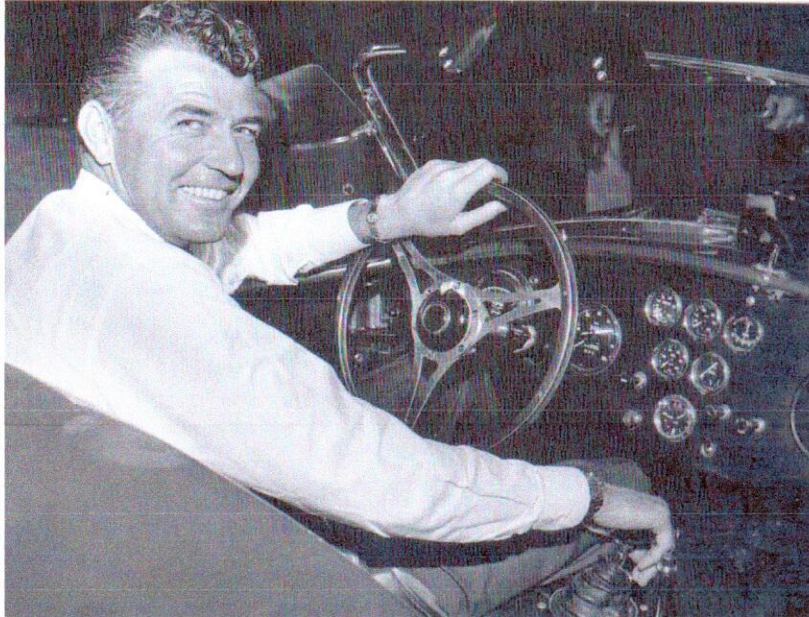
Fast forward to 1988, after owning 4 Griffiths, 3 ERA Cobra replicas and a 1962 Lotus Super 7, I got the hots to have a Bugeye again. Found a nice example, took it for a test drive, and was shocked at how slow it felt.

A factory remanufactured 1983 12A unit was purchased and mated to the same year 5 speed trans. Some custom machine work mated the stock Bugeye shift lever in the proper location. A simple header was fabricated from heavy .120 wall tubing, necessary because of the rotary's high exhaust gas temps. This header feeds into a pre-silencer, located in an insulated tunnel created under the passenger seat, then into a super trap tunable muffler. This creates a pleasing exhaust note.

I took the instrument panel from a 1980 Mazda RX-7 and carefully cut out the speedometer and tachometer. With a little work, these fit into the original Bugeye Smiths instrument cans quite nicely. This allowed me to use a stock RX-7 speedo cable and wiring to the tach. It all looks factory.



Front brakes were upgraded to MGB calipers with Triumph Spitfire rotors. While out back a 1983 RX7 GSL rear end, which has disc brakes, was narrowed and installed. Stops as good as it goes! This car has now been on the road for 25 years!! It is a surprisingly quick, 140 mph Bugeye that has been incredibly reliable. - Randy Hartigan



**Ol' Shel R.I.P.**

**THE END**