

SPEED CRAZY

Meet
BLAKE SLAVIN
and
"SPEED
CRAZY"



No. 2 2015

WHEELSPINNER

Produced by RICHARD B. DUCKETT Directed by RICHARD BENS A COX PICTURE Starring BLAKE SLAVIN Story by STEVE WAGES





PART II

WHAT IS A NASTY BOY? *By: Russ Keep*

First, let's define our terms. A Nasty Boy is an Austin-Healey with a more powerful engine transplant. An Austin-Healey with a turbo or a supercharger is a cool car but it is not a Nasty Boy, even if it has got a Muncie 4 speed and narrowed Ford 9". You'd be surprised how many stock class competition Austin-Healeys run a Muncie and a Ford 9" rear axle hidden under swing set roll bars and glittering red or British racing green paint work.



This racing Austin Healey could run circles around some Nasty Boys but it has an Austin motor so while it is modified it is not a Nasty Boy. Pretty nasty looking, though.



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 PH: (847) 487-7700, IL.



Recall the Datsun 240Z. Its big 6 OHC motor practically bolts into an A-H. It may even have been pirated by Nissan from Austin. Is a 240Z motor in an A-H a Nasty Boy? Yes, by definition. There is at least one in our Nasty Boy Club that was the subject of a Wheelspinner feature about a decade ago (wouldn't this be a hoot with an A-H valve cover?).

Inquiry to the owner of the ad for the Banshee revealed that it was titled as a VW(!). The stock A-H frame and the rear axle and transmission were mated to a 283 Chevy motor, no doubt with an aluminum *ersatz* adapter plate (with A-Hs selling north of \$60k this machine is a target of opportunity for the numerous "ye olde" restoration shops who constantly advertise in the "wanted section" in the AHAC magazine and in the A-H section of Hemmings).

The Austin's drum brakes peaking through the generic British car wire wheels and the Austin shifter poking out of the transmission tunnel are the only visual give-away that this Banshee is Austin based. Only when you raise the cool Banshee flip-front end do you see the characteristic A-H flying buttressed scuttles crowding the Chevy mill.

Is this car with its V8 and exotic Banshee body a Nasty Boy in hiding? Or, is it a heavily disguised Austin-Healey? Or, is it something entirely new and different?

**Next Issue, Part III: BANSHEE BODY
MADNESS!**

Shelby Healey Cobra? *By: Tom Schnerk*

Shelby wanted Donald Healey to install an American small block V8 into his Healey 100-4 roadster. Donald was all for the proposition but British Motors killed the whole idea. So Shelby went to AC Ace and they enthusiastically agreed, so the story goes. I have been running a big block Olds 348ci in my '54 Healey since '57. It ran the quarter in 12.5 sec at 112 mph. In '64 I wiped out the Healey's front end and when I found out what it would cost for repairs I decided to rebuild it to resemble the 427ci Cobra. I also installed a newer 418ci '59 Olds to achieve the Cobra's performance. It weighed 2486# vs the Cobra's 2526# did 0-60 in 3.8sec vs Cobra's 4.3sec, and both ran 118mph quarters. In '99 I brought the "OldsHealey" out of retirement and did a '64 period restoration. I also added replica kit bumpers. And so it is today. I would respect the car as a piece of early Healey history and just make it run well.



The first Big Block V8 Healey ever and the only BB Olds Healey in existence. It has remained the same for over fifty-seven years.



**“Way
Back
Machine”**



This Issue's mystery photo!

Who can identify this Nasty Boy and what's under its hood?

Editor's Desk

I wish to thank John Czarnecki, James Nicholas, Dean & Carol Bristol and Monroe Meetze for their generous financial contributions to the Wheelspinner. I would also like to thank those who sent well wishes to Leroy and Susan and who sent me pictures and features. I could use some help putting out the Wheelspinner. If you know of any Nasty Boys, please send the January 2015 and this issue of the Wheelspinner on to them and ask them to send me their e-mail address to "subscribe" to get future issues. - *Russ Keep*



Man's
best
friends.



**1956 100, disk brakes, cragers 4 speed hurst, all Chevy
\$25,000.00**

Contact: Aztecchemicalinc@hotmail.com

ASK DR. FRANKENSTEIN

Funky Fuel Gauge



Question: My fuel gauge doesn't work. It reads empty. This is just another reason my old lady won't ride in my Nasty Boy. Oh yeah, and the open headers, no windshield and roll bar support anchors in the passenger side, which she has to straddle. Oh yeah, and all the holes in the toe boxes and firewall. Any suggestions?

Answer: Get a new old lady! You can rule out the gas gauge and the wiring by unbolting the wire from the sending unit on the tank. Ground the wire. Turn on the key. The gauge should sweep to full, which it most likely will. This means the gauge, ground in dash and wiring are good. If it doesn't swing to full, check the ground to the gauge, especially if you have a wood or leather covered dash (like me). If the gauge swings to full, check the ground on the sending unit by attaching a test light to the positive side of the battery and touching the sending unit. If the light does not go on, you've found the problem. Ground the sending unit (especially important if you've got a plastic tank). Otherwise, and most likely of all gas gauge demons, the float is fouled, hung up or dissolved. Fish it out and inspect for damage. Disconnect the battery first! If the float is OK, the sending unit is bad. Carefully reconnect the battery after closing off the sending unit's hole in the gas tank with a rag or towel. Turn on the key and adjust the float up and down with the sending unit grounded. If the gauge fails to move, replace the sending unit.



Keep the shiny side up!