

Prists, now would be a good time to sit down and pour yourself a large tumbler of single malt ... neat. You don't want to water it down for this bit of information. Kent Lacy's Nasty Boy is built on a genuine factory 100M!

Admittedly, it wasn't much of an "M" when Kent found it in 1993 in an old building in Moncks Corner, S.C. In fact, it wasn't much of a Healey, either, sitting there with its body panels removed and with no engine and interior. But Kent jumped in and hauled the whole mess back to his home in Virginia.



Kent Lacy's rusted out 100M as he originally found it. Some wouldn't have even bothered.

bearing was bored out to .750 to fit the Healey shaft and a later Ford pressure plate was used with a Chevrolet clutch disc. This disc fits the Healey spline. Mechanical clutch operation was retained. A later Healey vertical transmission bulkhead cover was used to solve the 2" engine setback problem and keep the interior looking original. An early 3 row Mustang radiator and shroud was mounted in the original location. A 2" shorter water pump left enough room for a large flex fan.

The exhaust manifolds became the first time consuming problem because the Healey motor mounts needed to remain intact. There just didn't seem to be anything available that would fit. Until, one day while admiring a friend's Sun-beam Tiger, there they were, tight little stock manifolds with a center drop. Two pair were found on Ebay. These were connected to stock 100 exhaust systems with a little modification at the manifolds and the right side moved to the left in the rear. This made the two pipes less obvious and similar to the later Healeys.

The motor mounts are a saddle arrangement that fit over the frame so that no welding is necessary. To fit the wider Ford engine there were a few changes made to the body. The left toolbox has an 8 1/2" X 8 1/2" X 1 1/2" notch cut from the top inside and the right toolbox moved to the right 3/4" at the front. In addition the right outtrigger was notched for the exhaust and the spare tire opening enlarged 4" to accommodate a larger tire. There are a few extra holes drilled here

he had an engine compartment to fill and a 289 Ford sitting in a corner of his garage that his NASCAR uncle built for his boat before, as Kent says, "His heart attacked him." Inspired by Cobras and Sunbeam Tigers, Kent wondered if a V8 Healey could be built as the factory might have built it in the sixties using what was available then and without changing anything that wasn't absolutely necessary.

And by "absolutely necessary," Kent wasn't kidding. He even mated the Healey transmission to the Ford motor using an adapter as a go-by that Smith Brody of Smith's 5 Speed fame had fashioned twenty-five years earlier. The motor was set back 2 inches and a shortened driveshaft hooked everything up to the stock rear end running 3.54 gears. The pilot



Kent in his Concorso Gold 100M

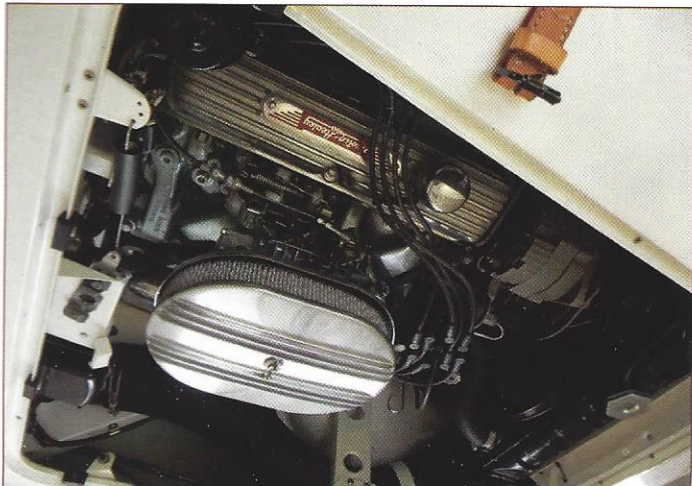


pounds lighter than the original unit. There are no driveline vibrations, the exhaust is quiet and nothing seems to be interfering with anything else. It's just a pleasant ride like a Hedley should be.

Like most Nasty Boy owners, Kent admits an occasional over exuberant ride in his car, like when he took on two Corvettes and beat them, at the expense of a \$600 bill to replace two pushrods. "I won't be doing that again," he resolves.

Asked the obvious question whether he's ever thought about converting it back to "M," spec using a LeMans op-toned motor, Kent says he's built a spare M engine and transmission for it and could change it back in about two weeks, but since he has no plans on selling the Nasty Boy, he doesn't see any reason to lose the extra power. Of course, his decision might be influenced by the fact he also owns a Concorso Gold Level "M".

And Kent's story is not unusual amongst modified owners. Most seem to own a stock Hedley or two as well and Kent points out that despite criticism of modifiers "butchering" old Healeys, many basket cases seen as too far gone to restore have been saved by Nasty Boy builders. Just take a look at the "as found" picture of his car on the previous page and you'll see what he means.



Kent's other Healey the Nasty Boy 100M now sports a 289 Ford.

and there, but that's all. Disc brakes were added to the front and tubular shocks fitted to the front with the original lever arms at the rear.

Finished in Old English White over Spruce Green and with the bonnet closed, it would be hard to tell this wasn't a concours "M". It even sports a "100M Registry" grille badge. (Purists, now would be the time to pour that second scotch.) Kent says performance with the additional 100hp is just what you'd expect, strong and impressive. With an aluminum in-

Think all Nasty Boy owners are old guys with grease under their fingernails? Think again. Meet Janelle Sahr, a consultant from Alameda, CA.

Janelle's love of machines of all sizes came from her Dad, a heavy diesel mechanic whom she says could fix anything. He was German so he was of course a big Mercedes fan. And while Janelle had a Barbie doll like other girls her age, Janelle's Barbie drove a Caterpillar front end loader instead of a Barbie car.

She bought her first car for \$500 in 1990, a 1979 Peugeot 504 diesel she loved. Despite being painfully slow, she maintains it was one of the best handling cars she's ever driven. Keeping with her German heritage, she's also owned a great 1985 E30 BMW 3 series.

Constant readers of the Jalopnik website will immediately recognize Janelle's hometown as the setting of the series "Down on the Street," featuring cars of the "Island that Rust Forgot: Alameda, California." So she didn't have to look for in 2015 when looking for a neat car as almost everyone in town has a jewel hidden away in their garage. She had almost settled on a Porsche 914 project (there's that German thing again) when a buddy of hers that used to build hot rods showed her the Healey.

The BN2 had been built by her friend Gary White for a retired police officer in the late 1980s. The owner, then in his 70s, loved fast cars. His past cars included a 1967

Barracuda, a 1969 Camaro, 1970 Challenger, 1970 Charger, a Hemi Superbird, and his personal favorite a hotrod Vega station wagon with a monster 560hp V-8. The drivetrain combination chosen for the Healey was perfect for the job ... a 400 cubic inch Chevy small block and a Turbo 400 hydraulic automatic transmission, backed by a narrowed Ford 9" rear end with Strange axles. While not the highest horsepower producing small block, the 400 is a torque monster and an automatic transmission is a good choice for a street/strip car. Plus that Ford 9" is just about unbreakable.

After a year, the car was sold on and used sporadically over the next 25 years, logging only 3,400 miles. When the owner decided to sell his collection, the car ended up at the builder's shop who, knowing Janelle was in the market for a classic car, suggested she take a look. Janelle was smitten at first sight. Even with the dust and debris it was just gorgeous. Originally an Old English White and black duotone car with red trim, it had been repainted a Ford white with old-school interior. Having been in heated storage, the restoration was