

May 22, 1958

Dear Mr. Celler:

Ever since the first suggestions about a Hank Healy owners club were made, I have been interested. However, I never seem to find time to do all the things I would like to and my letter writing suffers the most. My friend, Kent Martin of Naperville, showed me your fact bulletin and I feel I have much to contribute concerning the subject so I submit the following.

First of all, the Buick powered Hank Healy at Elkhart was probably Ferrel Millers car. He lives at 2329 Ridgewood, Highland, Indiana. The car has a modified 55 Buick engine, Corvette 4 speed box and a Jag rear end, also disc brakes I believe. For some reason or other, I've never seen it put in a very creditable performance at any local speed events, but I think this is mostly Millers driving. He's a nice fellow tho. Another Buick powered Healy belongs to W.L. (Les) Parry, 17 Elm Street, Jonesville, Wisconsin, but Les just put his engine in last fall, so I don't think it was the one you saw at Elkhart. He is using a 56 Buick V8, the big one, with Dynaflo and the Nash 3.54 rear end gears. He has also made a nice fiberglass hardtop for it. This car goes real nice and is in fine shape. Millers car is also beautiful and they are both Ferrari bodys.

One of the original Le Mans Healys that was at Le Mans

1943 or belongs to Andy Rosenberger of Rosenberger-Schley
Realtors in Milwaukee. Andy has a Packard V8 engine
in his car with four carburetors and I don't know what
else. It is right hand drive, Jaycock DeNormanville overdrive,
Jay brakes and wheels and is all aluminum. It's for sale
if anyone wants to buy. I saw him at the races last
Sunday at Walnut Hills, Wisconsin, and he asked me if I
wanted it. He wants \$1995 for it.

There is a Chrysler powered 51 Healey at Sport Motors
on West Madison Street, in Oak Park, Illinois. It looks pretty
nice, but the Chrysler is much too heavy and it doesn't steer
or handle well, but it goes rather well. They were asking
\$1095 for it last month.

We sort of have a corner ~~of~~ ^{on} Marl-Healey here in Aurora
at our church. Jim Ward of 603 Froquois, Aurora, has
a nice 54 hard top and Robert Clark of 202 Rosedale,
Aurora, and I, are building a competition car out of a
54 Healey coupe which burned here about three years ago.
We have shortened it to 96 inch wheel base and were
using a much modified 57 Pontiac engine, 38 Buick
Century transmission, 58 Buick aluminum brakes, etc and we
plan to race it in pro sports car races. I have owned
a 52 Farina roadster for the last three years and I
have learned quite a bit about the cars from racing them.
I believe I have raced a Marl-Healey more than anyone
with the exception of Andy Rosenberger, but of course, his is a

strictly competition model. I'll give you a brief run down on my car and its accomplishments as you might find it of interest. I ran in a gymkhana in Denver in 55 when it was stock and took third out of 97 entrants. This was strictly a high speed and maneuverability test and I beat all the big cars. A TR2 and a blown MG beat me strictly because of their short wheel base. Then I ran in speed trials at a local speedway, still with a stock engine and took fastest time out of a field of about everything you could think of. I then installed a full race Iskenderian cam, milled and ported the head, 1090 off of the head, and installed 1/8 inch bigger intake valves and split the exhaust header pipe between the middle and rear port and put duals on it. This sounds real hairy, by the way. You can run the tail pipes right straight on ~~back~~ back below the rear axle. I ran at State Fair Pools in Milwaukee this way and came in fifth over all behind a Cad Allard, 300SL and two real hot Jags and we were all on the same straight away and way ahead of anyone else. I ran at Silver Lake, Wisconsin Ice Races that winter and almost took first over all after a pitched battle with a Chrysler Allard and everybody thought I had a Buick V8 in it. I got a nice write up in Road and Trails for that deal. I think it was the April issue of 1956, but I'm not sure.

If you're still with me after all this gab, I will describe my engine conversion. In the spring of 56 I chose a V8 Pontiac engine for several reasons and I will explain. First, it is 60 pounds lighter than the Nash six and only 35

pounds heavier than a Chevy V8 and with much more torque.
Also it is an inch and a half narrower than the Chevy. I very
definitely consider the Pontiac V8 as the best conversion as
it seems to fit better than any other V8 and is very light.
The big Nash V8 is only slightly heavier than the Pontiac tho
and I think it weighs about 630 pounds, about the same as
the six, But actually, the Pontiac fits better. I don't think I
will completely go into the engine conversion unless somebody
is interested, in which case I will be glad to explain it in
detail. I am running a stock 56 engine and have done extremely
well with it in competition and the car is famous around these
parts. As an example, fastest time out of 96 cars at the 56
Rockford hill climb, fastest modified car at Jannville hillclimb
and also Williams Bay Hill climb, fastest time of all sports
cars at a local Speedway last summer, and beat the fastest
stock car there, a 57 Pontiac, on a five lap match race. He
was a pro too and he won the feature that night. Also beat
a Mondial Ferrari at South Bend Indiana races last summer
in a special match race, third place at Milwaukee races last
summer, fourth at International Indoor Grand Prix at Chicago
last winter after having been spun out by a disappointed pro,
and so on. None of these other Healey's have ever beat my
car so far, including Rosenthal's special.

As for brakes, the 55 and 56 Ambassador brakes fit very
nicely. The rear ones fit as is and the front ones fit if
you elongate the two bottom holes in the backing plates.
This gives you quite a bit more lining area as the brakes

is much bigger... I have many vented and scooped for competition purposes and believe me, they work. Also, if you have been troubled with the rear end of your car jumping from side to side at speed causing a constant, slight, zig-zag condition, you can completely eliminate this by putting 6.50 x 15 high pressure tires on the rear and preferably all the way around. These cars handle a good 40% better with these tires instead of air sides. One other item, you will find in any of these V8 engine conversions that you must scrap the stock radiator and build a much bigger one. This has held true on any conversion I have seen so far. Also change everything to 12 volts.

I hope you will be interested in the foregoing. Contact me if you get out this way.

I belong to SCCA, MG Car Club, Competitive Sports Cars Soc. and so on.

See you

Regards

Bob Jordan

P.S. I have talked at quite some length with Carl Chalmers about these cars.