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INTRODUCTION

The archive of the Warwick Healey Motor Company was purchased by Warwickshire County Record Office in May 2016 with the help of the Heritage Lottery Fund, other funders and private donations. The collection has now been catalogued and what follows is the latest version of that catalogue.

For more information on the Warwick Healey Motor Company Project, please see the Healey blog.

This catalogue is a reference tool to help you identify items within the collection which are relevant for your research. The items described in this collection can be viewed in the search room at Warwickshire County Record Office during our opening hours, free of charge. Alternatively, we are able to answer some enquiries by email or post and we can supply copies for a fee. Please follow the links below for up to date information on the services we offer.

When planning your research, please make a note of the ‘Document Reference Number’ (found to the left of each item description in the catalogue below) as this is how we uniquely identify each item in the collection. It can also be helpful to include a brief description of the item to avoid any confusion.

You can also search the Healey catalogue online on Warwickshire’s Past Unlocked, where you will also find the latest additions to the collection. Help and advice on using the catalogue is available on the website, and we have also produced a guide to using the Healey catalogue in particular.

Useful links

Warwick Healey Motor Company Archive blog
Warwickshire County Record Office: copying services
Warwickshire County Record Office: enquiry services
Warwickshire County Record Office: visit
Warwickshire County Record Office: copyright
Warwickshire’s Past Unlocked
Searching the Warwick Healey Motor Company Archive

Contact us

Email: recordoffice@warwickshire.gov.uk

Warwickshire County Record Office
Priory Park
Cape Road
Warwick
CV34 4JS
ADMINISTRATIVE HISTORY

Donald Mitchell Healey was born in Perranporth, Cornwall in July 1898 and from an early age showed an interest in engineering and transport (cars and aeroplanes). He studied engineering at Newquay College and after writing to aircraft constructors got an encouraging letter from Sopwith. His father John (who ran the village stores and was also interested in transport) said he could leave school early and become a pupil at Sopwith's factory at Kingston-upon-Thames. He became an apprentice in the tool room, where he learnt to use machine tools. After almost a year he transferred to Brooklands, where Sopwith and other companies built and tested aircraft. He worked on the Sopwith Wright, Scout, Pup and Camel.

Healey often travelled from Kingston to Brooklands as a passenger in a Daimler lorry carrying aircraft parts to the flight sheds. The driver would let him take over the driving on quiet roads and he also had his first flight as a passenger in a biplane. He was working on interruptor gear to allow a machine gun to be fired through a rotating propeller.

He continued his engineering studies at Kingston Technical College and then volunteered for the Royal Flying Corps (RFC) in 1916 before the end of his apprenticeship, joining as an air mechanic. His first flight in uniform was in May 1916 with an instructor and his first solo flight came a month later. He passed the test for his Wings in June 1916 and was granted an aviators certificate by the Royal Aero Club. While building up his flying time he had to make an emergency landing at Doncaster race course and stalled the plane, crashing into the grandstand. After sick leave he was posted to a Home Defence Squadron shooting down Zeppelins, and then to several flying schools as an instructor. He was then sent to France flying night bombers.

Healey suffered from vertigo due to inner-ear trouble and his flying career ended after having to make a forced landing close behind Allied lines (and not remembering anything about the incident). He was invalided out of the RFC in November 1917 and spent the rest of the First World War checking aircraft components for the Air Ministry's Aeronautical Inspection Department. After the war he was in charge of inspection at a Plymouth factory making wings for Avro aeroplanes. He then returned to Cornwall and took a correspondence course in automobile engineering. He also developed his interest in radios and electronics and got a licence to transmit radio signals - at one stage he transmitted a concert by local artists 200 yards from his father's house to the local village hall. He started manufacturing radio receivers and made a few hundred of them using the name Perranporth. With his brother Hugh he formed the Perranporth Radio Company, making crystal radio sets. They had an idea to transmit from an aeroplane and during a flight Healey claimed that he had the distinction of being the first man in the county, or possibly the country, to talk to the ground from an aircraft (speaking to his father and his wife Ivy).

He married Ivy Maud James in October 1921 and they had three sons, Geoffrey, Brian (also known as 'Bic') and John.

But his main interest was becoming an automobile engineer and he opened his first garage in Perranporth in 1920 (in his father's old stores premises next to his shop). His tool room experience with Sopwith came in handy as spare parts were hard to come by so most things had to be made. The business also involved chauffeur driven car hire - often taking holiday makers sight-seeing. The success of the firm meant that he could turn his interest to motor sport and he used the garage to prepare cars for competition.

His first racing and rally driving competition experience was in 1921-1922 when he drove a Buick in a speed trial run by the Truro Motor Club near Perranporth and reached 66 mph. He also drove an Ariel 10 from Land's End to John O'Groats to demonstrate the cars economy and reliability. It helped with the car's sales, which was beneficial to him as he was the sole agent in Cornwall for Ariel cars. He wanted better racing so met the Riley brothers and bought a Riley Redwing, entering it for the Land's End Trial but during tests the car caught fire (he towed it...
home and entered another car to win the event). He was also asked to test the MG Super Sports before the Land's End Trial and used a prototype MG TD Midget through the Second World War (the car wasn't announced until 1949). He drove Triumph Seven and Super Seven in events all over the country and his success proved valuable advertising material. He won the Royal Automobile Club's first British Rally outright (and also the Brighton Rally in 1929).

He first entered the Monte Carlo Rally in 1929 driving a Triumph Super Seven (having never driven outside the UK before) winning its class in the Mont-des-Mules speed hill-climb. The same car was used for the 1929 Barcelona Rally and won the event outright - another success that helped boost sales of the Triumph (Healey's garage was a dealer for Triumph). He drove a Triumph Super Seven in the 1930 Monte Carlo rally (finishing seventh overall).

Healey was making a name for himself and was recommended to Noel Macklin, creator of the Invicta who was looking for a driver to publicise the car in international rallies. He won the Alford Alpenfahrt outright driving an Invicta (July 1930) and was asked to drive the Invicta in other international rallies. This included the 1931 Monte Carlo rally, which he won outright (despite crashing into a telegraph pole and damaging the car). It had been his greatest ambition to win this rally and he asked his wife Ivy to come to France to join in the celebrations (she didn't have a passport and had to have a special one issued by Home Secretary).

More Invicta rallies and wins came, and for one of the Alpine Trials James Bond writer Ian Fleming was his navigator (when working for Associated Press at the time and covering the event). He would often meet Fleming years later during frequent sea crossings to America to publicise his company and cars. He came 2nd overall in the Monte Carlo Rally in 1932.

The association with Invicta ended in 1933 but he remained friends with Noel Macklin (his son Lance later became a Healey driver). By this time he had covered 20,000 miles a year in UK and international rallies but was still looking for more experience of driving other cars. As a result he was invited to join Riley in the Midlands and started using its cars. The first time was in the 1933 Alpine Trial and the subsequent award of a Glacier Cup (for a fault-free run) gave the company publicity.

This led to the sale of his Perranporth business to concentrate on the motor industry. Later in 1933 he was approached by Triumph as it was developing a new car and he took up the post of Experimental Manager, moving the family from Cornwall to Warwickshire. He came third driving a Triumph Gloria in the 1934 Monte Carlo rally. As a result of this and previous firsts and seconds in Invictas, he was awarded the Coupe de l'Illustration Automobile.

Triumph worked on developing a truly competitive sports car and at one stage took an Alfa Romeo apart to see why it was a successful design. Healey also went to Milan to meet Alfa Romeo's chief engineer (who was pleased that his design was inspiring another car). After testing at the Brooklands race course the Triumph Dolomite was unveiled to the press at the 1934 Motor Show. Healey drove the prototype in the 1935 Monte Carlo rally but did not complete the event as the car was hit by train at a level crossing during the night. A Dolomite finished eighth in the 1936 Monte Carlo rally (the best British performance). Despite this the car was discontinued as Triumph was not doing well and the car was a high-end, costly car (never going into full production).

Healey was Technical Director for Triumph from 1934 to 1939 and was responsible for designing all the company's cars. He created the Triumph Southern Cross and then the Triumph Dolomite 8 straight-eight sports car in 1935 following his class win, and 3rd overall, in the 1934 Monte Carlo Rally in a Triumph Gloria of his own design. But the company went into liquidation because of its financial problems. The company was sold by the receiver to Thomas Ward of Sheffield, who appointed Healey as General Manager. Once the Second World War started Healey stayed as Works Manager of the factory, making carburettors for aero engines. Later in the war he worked...
with the Humber Car Company on military vehicles. At Humber he met Ben Bowden (chief body draughtsman) and Achille 'Sammy' Sampietro (chassis designer) and they discussed building sports cars together after the war.

During the war the family was evacuated to Cornwall and his son Geoff studied engineering at Camborne School of Mines. But the family returned to the Midlands and Geoff Healey joined Coventry engineering company Cornercroft as an apprentice. Geoff joined the Army after qualifying as an engineer and was posted to the Middle East (becoming a Captain). Brian ('Bic') stayed at school until 17 and joined the Royal Navy, spending a lot of time on the hazardous Russian convoys. John went to Southampton University (learning to fly with the university air squadron) and joined the RAF (later moving to its Physical Training Section for training as a PE instructor but was invalided out of the service with back problems). Donald Healey took on a commission in the Royal Air Force Volunteer Reserve and was a part-time officer in Air Training Corps (eventually being promoted to Squadron Leader and in charge of the Warwickshire Wing). On VE (Victory in Europe) Day he was on duty at a local RAF station and during the celebrations tried to drive his Sunbeam-Talbot up the Officers' Mess steps.

The plans to build a sports car with Bowden and Sampietro then started. They were still with Humber but worked at weekends on their new venture. Healey left Humber and managed to find a location to build the prototype chassis - rented space at Benford Ltd's cement mixers business in Cape Road, Warwick. They used cement-mixer tools to help build the chassis, got assistance from Geoff Healey when he was on leave from the Army, and had tracings drawn by Women's Auxiliary Air Force girls stationed nearby. The company later moved into a larger workshop in a former RAF hanger on the site.

Healey considered several names for the car, such as Invicta, Railton, and Vindex, but after advice from Victor Riley he decided to use his own name. The Donald Healey Motor Company was formed by Healey, Bowden and Sampietro in February 1946 with capital of £50,000. Subscribers included James Watt who became Sales Director (he had known Healey at Triumph).

The body on the new car was started by Riley but an alternative maker had to be found after changes within the Morris group (that now owned Riley) and work was taken over by the Westland Engineering Company of Hereford. RAF Honiley (five miles from Warwick) was used for testing on what became the Healey Westland roadster. It was exhibited to the press in January 1946. Work on a saloon car started with the body from Elliots of Reading (hence the Healey Elliott saloon). It won the 1947 and 1948 Alpine rallies and the touring class of the 1948 Mille Miglia. Elliots' Managing Director also became a director of the Donald Healey Motor Company.

These two models were in production from October 1946 to October 1950. The Healey Silverstone, a high performance sports car was introduced in July 1949 and was the first Healey car to cost less than £1,000. It won its class in the 1949 Alpine Rally and came second overall, and three Silverstone's took part in the British Racing Drivers' Club international trophy meeting at Silverstone - driven by Louis Chiron, Tony Rolt and Tommy Wisdom and winning the Daily Express team award.

In December 1949 Healey travelled by sea to the USA to obtain Cadillac engines from General Motors to replace the Riley engine. By chance he met on board George Mason, President of Nash Kelvinator Corporation. Mason knew General Motors and warned Healey that he would not get the Cadillac engines because of production delays. He told Healey to get in touch with him if that was the case as he wanted to get into smaller sports cars for the American market and would supply engines. This led to an agreement and the first series of the two-seater Nash-Healeys was built in 1951 at the Cape Works with bodies built by Abbey Panels of Coventry. Nash also paid off Healey's debts (£50,000) which was to be paid back in sold cars (which were for export only to the USA) - and this proved a turning point for the company. A prototype Nash-Healey was driven by Donald Healey at Mille Miglia and Le Mans in 1950 and was introduced at the Paris
and London Motor Shows in the same year. The last Nash-Healey was delivered to the USA in August 1954 and the association with Nash ended.

During his visits to the USA Healey had spotted a gap in the market for a lighter, smaller British sports car. He was aware that Austin's A90 Atlantic engine was available in large quantities and that it could be improved so he contacted Austin Chairman Leonard Lord, who said he could supply the engine with transmissions as well.

In early 1952 Geoff Healey and Barry Bilbie worked on the chassis design and Gerry Coker worked on body styling. It had to be done in secret at home to keep the news away from Nash Kelvinator and Riley. Tickfords built a mock-up body and Gerry Coker came up with a new hinged window design. The frame was built by John Thompson's of Wolverhampton and used an ice blue colour to 'hide' imperfections in the prototype - by happy coincidence it also emphasised the car's low and fast appearance.

The car was being prepared for the Earls Court Motor Show in 1952 and took part in high speed tests on the Jabbeke Highway in Belgium (reaching 110 mph). Basil Cardew, the influential motoring correspondent for the Daily Express, drove the car in a road test and gave it a good review on the opening day of the show. Donald Healey was not happy with the design of the grill so arranged for the car's front to be close up to a pillar so that only three-quarter front views were available.

Despite his worries the car was extremely popular and attracted the attention of car manufacturers, including Leonard Lord. He came to a verbal agreement with Healey for Austin to manufacture the car at its works with a licensing agreement giving royalties to the Healey Company. Lord was happy for the design to stay much the same (most drawings produced by the Donald Healey Motor Company were overstamped with Austin Motor Company). The car had been called the Healey 100 on the opening day of show with a badge designed by Gerry Coker. It was re-designed overnight and the car was renamed the Austin-Healey 100. The aim was for the cars to be produced at Longbridge with Jensen Brothers taking over the body-building. Development work on future Austin-Healeys would stay at Warwick, as would the preparation and running of all factory entered competition cars, as well as a UK sales concession. Cars would also be sold at a new Healey showroom in Holland Park, London. After pressure from Austin distributors the Austin-Healey also went out through normal Austin outlets and the Donald Healey Motor Company got an Austin franchise.

Serious production began in May 1953 but before then 25 cars were hand made at Warwick and six cars were taken to the USA for promotional purposes. The car was first shown over there (but not raced) in March 1953 at Sebring; then at the Miami World's Fair (winning several trophies); then at the New York Motor Show in April 1953. The car was also taken to the Motor Industry Research Association (MIRA) site near Nuneaton for high speed testing and then two cars went to Bonneville Salt Flats in September 1953 (one standard, one specially tuned for international records). It was also entered in the Mille Miglia, Le Mans and other races.

The company started to get enquiries from US servicemen based in the UK and because of the demand it got sole concession to cover this market. It often had multiple orders from individual bases and some of the sales forces spent their whole time just serving this area. The good relations between the company and the various US forces meant that when testing cars it frequently got offered the use of United States Air Force runways in the UK such as Brize Norton. It also got use of Dakota aircraft for travel to Le Mans.

A total of 74,000 Austin Healey 100s were built, with more than 80% going for export.
Healey Marine
In 1955 the company got involved with building speedboats. Donald Healey was a keen waterskier (as was racing driver Stirling Moss) and the story he tells is that he returned from water-skiing in Nassau in 1955 and was looking for something to do so convinced the company that speedboats were an area to get involved in.

The first Healey Ski-Master was built at Bridport in Devon and the model sold reasonably well with many being exported to the United States. Production for the next model was transferred to the company’s Cape Works in Warwick and it was called the Healey Sprite (the same name was used for the sports car produced by Austin-Healey from 1958 until 1971). A new subsidiary company Healey Marine was set up to concentrate on larger boats with an inboard (rather than an outboard) engine. 'Bic' Healey, who was responsible for marketing for the motor company, was put in charge (allegedly on the basis that he had been in the navy during the Second World War).

'Bic' came to an arrangement with Lord Aylesford of Packington Hall (near Coventry) to use one of the lakes on the estate for testing boats. Family members were frequently there at weekends for boat testing and water-skiing.

A pond at the Cape Works was also used to ensure that boats could float. Production was eventually transferred to Yorkshire.

Inevitably, because of Donald Healey’s competitive nature, Healey boats were entering races and he and 'Bic' often drove them in events. Donald was involved in the 1958 24-hour race at Aix-Les-Bains in France (with motor racing driver Tommy Wisdom). They won the trophy for the best-placed British crew. Another event was the Six Heures de Paris race which took place on the river Seine at the same time as the Paris Salon motor show. This time 'Bic' was co-driver with Tommy Wisdom and although their boat performed well it broke down.

The company switched from wood to fibre glass for the hulls and a chance meeting with world speed record driver Donald Campbell (who was at Warwick to complain about the steering on his car) led to 'Bic' being invited to a trial run for Campbell’s boat 'Bluebird' on Coniston Water. Two Healey boats were in the support team acting as rescue craft. Campbell was also managing director of Dowty Marine and 'Bic' got to be driven at high speed by Campbell in one of Dowty’s speedboats on the company’s test lake near Cirencester.

Healey eventually pulled out of boat building as more companies started building them, and because the company could not put the resources needed into the market. Staff were overworked, especially 'Bic' who was also still in charge of car sales.

Company expansion and move
Another reason for ending boat building was that the company moved from the Cape to a former cinema at Coton End in Warwick and the premises there, including a new showroom were opened on 3 July 1963 - the day of Donald Healey's 65th birthday. The opening ceremony was performed by Alec Issigonis, designer of the mini car, and also in attendance was the Mayor of Warwick, and Healey's friends in the motor industry. The company also moved its London showroom from Holland Park to a more central position in Grosvenor Street.

The 'Big' Austin-Healey car came to an end because of stricter safety regulations (mainly concerning the doors, and environmental pollution). To meet these requirements a Rolls-Healey (or Healey 4000) was built which had greater ground clearance to fit a catalyst box in the exhaust system (it was a wider version of a 3000) but only three were built (including one at the new family home at Trebah in Cornwall). This was because in 1967 Donald Healey was summoned to the office of British Leyland Chairman and Managing Director Donald Stokes at the Standard Works in Coventry to be told that he was discontinuing the MG plus royalties to other names such as Healey and Cooper, to concentrate on the Triumph.
Jensen-Healey and beyond
Donald Healey started to look for another partner to produce a Healey sports car and was approached by Kjell Qvale who imported British and other cars to the United States. Healey knew Qvale as he was selling more Healeys and MGs than any other importer, and had arranged the MG dealership for him. Qvale suggested that a replacement for the Austin-Healey 3000 should be designed at Warwick, and added that he would buy Jensen and produce it. Qvale became a major shareholder in Jensen and made Healey chairman.

Jensen had previous links with Healey as it had been producing body work for Healey cars and Donald Healey had been friends with the Jensen brothers Richard and Alan before any Healey association. The Cape could not handle capacity required for the original Austin-Healey 100, nor could Tickford (the previous body builders for Healey) so Jensen worked on the bodies at their West Bromwich site (Jensen produced a total of 71,000 Healey bodies).

Early Jensen-Healey styling was by Hugo Poole but the look changed after modifications to accept a Vauxhall engine unit. Bill Towns then designed a new look to cope with restrictions imposed by American crash regulations. The design team was headed by Kevin Beattie, with Gordon Holt looking after the coachwork. Barry Bilbie (Healey's Chief Chassis designer) became Chief Chassis Engineer, and Howard Panton looked after day to day design work. A Lotus engine was then selected because the Vauxhall was not powerful enough and the Jensen-Healey was introduced at the 1972 Geneva Show.

Production problems and the 1973 oil crisis meant that Jensen struggled with finances and although production increased to 100 cars a week in mid-1973 it was not as high as the original plan of over 200 a week. It could not keep up with demand, mainly because of Lotus's inability to make their engines available on time or as agreed. Staff and management changes also caused problems and the company went into receivership in 1975. This was just before advice had been received from MG designer Syd Enever on a consultancy basis and his design for a gull-wing Jensen-Healey reached an advanced stage before the company eventually collapsed.

Donald Healey thought the best way forward was to purchase Jensen assets from the receiver and opened negotiations but it would have meant him raising £1,500,000. He talked to the Department of Trade & Industry to see if financial help could be forthcoming (as it was for the De Lorean in Northern Ireland) but no help was offered. Qvale eventually purchased the Jensen assets and formed another company.

Healey Automobile Consultants Limited (HACL), a subsidiary of the Donald Healey Motor Company Ltd had been formed in 1955 to separate out the consulting and research and development activities from motor retailing. After the end of the agreements with Austin and Jensen to produce Healey cars HACL continued to look for partners to keep the Healey name alive. In 1976 Donald Healey visited Australia for the first time as a guest of the Austin-Healey Club of Australia and had discussions with the British Leyland subsidiary there about producing a Healey car with an Australian engine to be manufactured in that country and shipped to overseas markets.

There was also an approach in 1978 to build Healeys in Canada but the plan needed government financial backing, which wasn't forthcoming. A Japanese distributor also made an approach to the family to produce a sports car under the Healey name in collaboration with HACL. Another attempt was made when talks were held with SAAB in the late 1970s and early 1980s over a link up but SAAB was too committed to its 9000 range.
Return to Cornwall and later years
Donald Healey moved back to Trebah in Cornwall in 1963 because of his wife Ivy's poor health. Trebah included 26 acres and had room for workshops. Former Donald Healey Motor Company engineer and head of its experimental department Roger Menadue lived nearby to help with work, including building one of the three Rolls Royce engine Healey prototypes; as well as the running chassis for the prototype Jensen-Healey. Trebah Gardens Ltd was formed to produce flowers for markets.

Soon after moving to Trebah the family appeared in a TV company documentary about the lives of six Cornish families. The programme included visits to Warwick (showing Geoff and 'Bic' at work) and Silverstone (testing a Le Mans car). Other scenes included 'Bic' fishing at Trebah, waterskiing, and John Healey sand-yachting at Perranporth.

Donald Healey continued his other interests at Trebah such as closed circuit television, organ building, improving TV speakers, a digital 24 hour clock that projected the time onto the ceiling via mirrors, boating, and fishing.

Ten years were spent at Trebah but the house became too large to cope with as Donald and Ivy got older so they moved to be nearer John and his wife Joy near Truro in a house called 'Beggar's Roost'. Healey then pursued another interest - using windmills to generate power. His first power generating models were built in his back garden and he then got planning permission to install a tower on the former wartime airfield at Perranporth. Geoff Healey worked on drawings and had castings made in the Midlands, which were then machined in Truro. 'Bic' helped out (having retired from the motor industry and was growing flowers commercially nearby). A rig was also fitted on a mini pickup.

Ivy's health deteriorated so a bungalow near 'Bic' and his wife Mary (now living in Perranporth) was bought for her and Donald. Ivy died in March 1980. For the last six years of his life Donald lived with John and Joy in an annex to their home and died on 15 January 1988, the same day that the old Coten End premises in Warwick were demolished.

Healey companies
Donald Healey Motor Company Ltd was formed in 1945 (company number 00404473). It was sold to the Hamblin Group in 1974 but HACL and the engineering parts of the company remained in the hands of Geoffrey and Donald Healey, as did the name (as did agreements with Jensen and Trebah). The name was changed 18 August 1997 and is now Nick Whale Stratford Limited. A new company (02249335) was incorporated 28 April 1988 and since 18 August 1997 has been named Donald Healey Motor Company Limited.

Perranzabuloe Holdings Ltd (June 1954, company number 535100) was primarily the 'holding' company for other Healey companies.

Healey Automobile Consultants Ltd (1955, company number 546832) was a subsidiary of the Donald Healey Motor Company Ltd to separate out the consulting and research and development activities from motor retailing.

Healey Cars Limited (June 1969, company number 953965).

Healey Cine-Camera Holdings Ltd was set up by Donald Healey for his brother Hugh to run (dissolved November 1972).

Healey Marine Limited (1955, company number 552153) - run by Brian Healey.

Healey Car Sales Ltd (March 1955, company number 546831) - name change to Jensen Motors (Service) Limited November 1970. Ran the London sales office and all retail sales.

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The Red House (Perranporth) Ltd (wound up voluntarily May 1993).


Warwick Travel & Shipping Co. Ltd (dissolved March 1975) [Margo's company?].

**Healey cars**

Healey Westland Roadster (October 1946 - October 1950): two-door four-seater open roadster, A-type chassis (then B-type from mid-1947, C-type from autumn 1950); Riley 4-cylinder, twin overhead-cam engine; 2,433cc; price £1,566; 64 built.

Healey Elliott Saloon (October 1946 - October 1950): two-door four-seater saloon based on Westland design, A-type chassis (then B-type from mid-1947, C-type from autumn 1950); Riley 4-cylinder, twin overhead-cam engine; price £1,598; 101 built.

Healey Duncan (1947) - less expensive but roomier version of Elliott Saloon and Westland roadster; built on B-type chassis (utility sports body also built on Silverstone D-type chassis); Riley 4-cylinder, twin overhead-cam engine; 39 built.

Healey Sportsmobile (October 1948 - early 1950): Spacious and luxurious four-seater body on B-type chassis; Riley 4-cylinder, twin overhead-cam engine; price £2,879; 23 built.

Healey Silverstone (July 1949 - September 1950): Open two-seater with lightweight stressed-skin alloy sports body; built on D-type chassis from July 1949 (then E-type chassis from April 1950); Riley 4-cylinder, twin overhead-cam engine; price £1,246; 105 built.

Healey Tickford (October 1950 - early 1954): two-door four-seater sports saloon with improved styling and appointments over the Elliott; built on C-type chassis from October 1950 (then BT-type chassis from summer 1951, F-type chassis from November 1951); Riley 4-cylinder, twin overhead-cam engine; price £1,853; 224 built.

Healey Abbott (October 1950 - early 1954): two-door four-seater drophead coupe version of Tickford; built on C-type chassis from October 1950 (then BT-type chassis from summer 1951, F-type chassis from November 1951); Riley 4-cylinder, twin overhead-cam engine; price £1,917; 77 built.

Nash-Healey (October 1950 - early 1954): two/three-seater open sports British-built body incorporating Nash styling components; built on N-type chassis; Farina-styled body introduced February 1952; Nash six-cylinder push-rod overhead valve engine; 3,488cc (then 4138cc from February 1962); export only; 404 built.

Healey Sports Convertible (October 1951- late 1953): two/three-seater open sports body identical with Nash-Healey but without Nash styling features; built on G-type chassis; Alvis six-cylinder push-rod overhead valve engine; 2,933cc; price £2,490; 25 built.

Austin-Healey 100 (BN1 May 1953 - June 1955, BN2 August 1955 - August 1956): open two-seater sports body; Austin four-cylinder push-rod overhead valve engine; 2,660cc; price £1,063; approximately 14,500 built.
Austin-Healey 100S (October 1954 - late 1956): racing version of Austin-Healey 100 with tuned engine; lightened and restyled body; Austin four-cylinder push-rod overhead valve engine; 2,660cc; export only; just under 100 built.

Austin-Healey 100M (1955-1956): Le Mans conversion, available as either a Donald Healey-modified BN2 or as an engine conversion kit which could be purchased and fitted by owners; Austin four-cylinder push-rod overhead valve engine; 2,660cc; price £1,376; approximately 1,200 built.

Austin-Healey 100-Six (August 1956 - June 1959): restyled two/four-seater body (BN4 and BN6), later only available as two-seater (BN6); Austin six-cylinder push-rod overhead valve engine; 2,639cc; price £1,144; approximately 15,000 built.

Austin-Healey 3000 Mark I (July 1959 - May 1961): two-seater, with detachable side-screens and enclosed luggage compartments (access from inside only); BMC four-cylinder engine (based on Austin A35 unit push-rod overhead valve; 948cc; price £678; approximately 49,000 built.

Austin-Healey Sprite Mark II (May 1961 - March 1964): re-styled body with conventional bonnet and lockable boot lid (from October 1962 fitted with disc front brakes, improved gearbox and 1,098cc engine); price £586; approximately 30,500 built.

Austin-Healey Sprite Mark III (March 1964 - September 1966): wind-up side windows instead of sidescreens, larger windshield and quarter-lights, half-elliptic rear springs replaced quarter-elliptics; 1,098cc engine; price £612; approximately 30,500 built.

Austin-Healey Sprite Mark IV and Austin Sprite (October 1966 - 1971): folding hood, diaphragm clutch, separate clutch and brake master cylinders and larger engine (1,275 cc); price £671; over 22,000 built.

Jensen-Healey Mark I (March 1972 - September 1973): two-seater convertible; Lotus four-cylinder twin-overhead camshaft engine; 1,973cc; 3,356 built (including prototypes).


See also PH1297/1: photograph of two Healeys being driven at Silverstone (1968)
The following accession numbers are listed in this collection:

**CORPORATE & ADMINISTRATIVE**

This section includes documents relating to holding and subsidiary companies and has items such as memoranda and articles of association, registers, minutes, financial information and accounts, staff agreements, etc.

**Corporate records relating to companies**

**Perranzabuloe Holdings**

Perranzabuloe Holdings Ltd (June 1954, company number 535100) was primarily the 'holding' company for other Healey companies.

**CR 4804/1/1**

Memorandum and articles of association of Perranzabuloe Holdings Limited (company no. 535100) incorporated 29 June 1954

**CR 4804/1/2**

Perranzabuloe Holdings Limited minutes

**CR 4804/1/3**

Perranzabuloe Holdings Limited financial information
Includes:

With loan accounts file including schedules of loans for Donald Healey Motor Co. Ltd, Red House (Perranporth) Ltd, Perranzabuloe Holdings Limited, Donald Healey, Geoffrey Healey, Donald Healey & Geoffrey Healey relating to family trusts.
CR 4804/1/4 Perranzabuloe Holdings Limited shares information 1957-1972
Includes: share certificates register (only a few used) (1957-1972) e.g. for Healey Marine Limited, Healey Cars Sales Limited, Warwick Travel & Shipping Co. Ltd, Red House Garage (Perranporth) Limited. With notification of interest in shares or debentures for directors Geoffrey Healey and [Joseph] Cooper (17 November 1967).

CR 4804/1/5 Perranzabuloe Holdings Limited correspondence c1950-1980
Mostly concerning loans to and from other Healey companies and Healey family members.
Including:
Loan accounts file - with loan position for various Healey companies (1954-1955); receipts for repayment of loans; receipt from solicitor for setting up the company (21 October 1954); Perranzabuloe Holdings Ltd headed notepaper.

Donald Healey Motor Company Ltd 1948-1974
Donald Healey Motor Company Ltd was formed in 1945 (company number 00404473). It was sold to the Hamblin Group in 1974 but Healey Automobile Consultants Limited and the engineering parts of the company remained in the hands of Geoffrey and Donald Healey, as did the name (as did agreements with Jensen and Trebah). The name was changed 18 August 1997 and is now Nick Whale Stratford Limited. A new company (02249335) was incorporated 28 April 1988 and since 18 August 1997 has been named Donald Healey Motor Company Limited.

CR 4804/1/6 Agreement for Donald Healey to act as Managing Director of Donald Healey Motor Company Ltd 14 June 1948
Seven year contract (which includes time already spent as Managing Director from 1 April 1947).

CR 4804/1/7 Donald Healey Motor Company Ltd correspondence 1950 - 1974
Mostly relating to loans to and from other Healey companies and Healey family members.
Includes receipts for payments; share transfer details; details of Geoffrey Healey's pension scheme with Donald Healey Motor Co. Ltd (September 1953); headed notepaper for Donald Healey Motor Co. Ltd.

CR 4804/1/8 Draft service agreement with Donald Healey Motor Company Limited, 27 Clements Lane, London for Donald Healey, ‘Perranporth’, Kenilworth Road, Leamington Spa, relating to his role as Managing Director 14 June 1954
Two letters from Ben [Bowden], Detroit, USA to Geoff Healey (23 January 1955 and 7 February 1955) concerning his Donald Healey Motor Company shares. Mentions similar letters about shares held by [Achille] ‘Sammy’ [Sampietro]. Bowden and Sampietro helped design the early Donald Healey Motor Company cars.


Photocopy of pages Donald Healey Motor Co accounts book.

Agreement between Donald Healey and Donald Healey Motor Co. Limited for him continuing as Chairman of Directors for the rest of his life.

Apprenticeship indenture (1 September 1968) for Roger Beard to join Donald Healey Motor Company Ltd. With letter of reference from Donald Healey (December 1972) on completion of apprenticeship.

Healey Automobile Consultants Ltd (HACL) was a subsidiary of the Donald Healey Motor Company Ltd to separate out the consulting and research and development activities from motor retailing.

HACL was the company used when Donald and Geoff Healey were working on car and other projects once agreements with car manufacturers had ended (post Jensen-Healey).

Register of Directors Shareholdings etc. for Healey Automobile Consultants Ltd.

Warwick Healey Motor Company

CR 4804/1/14  Financial and administrative material  1975 - 1990
Includes:
Headed notepaper for Healey Automobile Consultants Limited, Coten End, Warwick; Healey Automobile Consultants Limited, 4 High Street, Barford, Warwick; and Healey Automobile Consultants Ltd (subsidiary of Donald Healey Motor Co. Ltd) electronics division, Mawnan Smith, Cornwall. Also cheque book stubs including for Healey Automobile Consultants Limited (1975-1990); carbon copies of pages from receipt book showing cheque payments and notes.
Restrictions may apply
It may be possible for us to release information from this item, please write to us for details.

Healey Marine Ltd
Healey Marine Limited (1955, company number 552153) was managed by Brian ('Bic') Healey.

CR 4804/1/15  Certificate of incorporation for Healey Marine Limited  16 July 1955
CR 4804/1/16  Register of members etc. [Healey Marine Limited?]  1955 - 1962
Includes entry for [share] applications and allotments (3 September 1955) i.e. one share each to Donald Healey and Geoffrey Healey (engineers), Brian Healey (departmental sales manager), Robert Boardman (company director), and Joseph Cooper (company secretary), plus 95 shares to Perranzabuloe Holdings Ltd [holding company]. Also entry for register of directors of Healey Marine Limited including Donald Healey, Geoffrey Healey, Brian Healey, Robert Boardman, Joseph Cooper, and Peter Green. Lists other companies they were involved with including Donald Healey Motor Co. Ltd, Healey Cine-Camera Ltd, Healey Car Sales Ltd, Healey Automobile Consultants Ltd, The Red House (Perranporth) Ltd [self-service general stores and The Corkscrew off licence], Perranzabuloe Holdings Ltd.
CR 4804/1/17  Accounts for Healey Marine Limited  1959-1962
For year ending 31 July 1959, year ending 31 July 1962.

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**Healey Car Sales Ltd**
Healey Car Sales Ltd (March 1955, company number 546831). Name changed to Jensen Motors (Service) Limited in November 1970. Ran the London sales office and all retail sales.

CR 4804/1/18 Memorandum and articles of association of Healey Cars Sales Limited (company no. 546831) incorporated 30 March 1955 With certificate of incorporation on change of name from Healey Car Sales Limited to Jensen Motors (Service) Limited (30 November 1970); resolution concerning the planned name change (13 November 1970); letter from Kjell Qvale, Jensen Motors, West Bromwich to Geoffrey Healey (3 July 1975) about legal advice to start a new company rather than use an existing corporation.


CR 4804/1/20 Headed notepaper for Healey Car Sales Ltd n.d.

CR 4804/1/21 Blank Jensen Motor (Services) Limited invoice/advice note n.d.

**Jensen Motors Ltd**

CR 4804/1/22 Copies of Jensen Motors Ltd monthly trading reports 1970

CR 4804/1/23 Marketing report for Jensen Motors Ltd board meeting on 5 July 1974 July 1974

CR 4804/1/24 Headed notepaper for Jensen Motors Ltd, West Bromwich n.d.
Warwickshire Healey Motor Company

Healey Cars Ltd
Healey Cars Limited (June 1969, company number 953965).

CR 4804/1/25 Healey Cars Limited minute book
Includes minutes of first meeting of directors of Healey Cars Limited (17 June 1969, 1 January 1975), plus minutes of board meeting of Healey Automobile Consultants Limited (30 June 2005).

Also includes:
Letter from chartered accountants (September 2009) returning the company statute books for Healey Automobile Consultants Limited; note from subscribers of the Memorandum of Association of Healey Cars Limited appointing Donald Healey and Geoffrey Healey as the first directors (6 June 1969); letter from Secretary of the company tending his resignation (n.d. but December 1974 or 1 January 1975); note to Lloyds Bank Limited about meeting of directors of Healey Cars Limited (4 April 1976) and resolutions on the company opening an account with the bank; draft service agreement (1954) between Donald Healey Motor Company Limited, 27 Clements Lane, London and Donald Healey, ‘Perranporth’, Kenilworth Road, Leamington Spa, relating to his role as Managing Director (see also CR 4804/1/8).

CR 4804/1/26 Memorandum and articles of association of Healey Cars Limited (company no. 953965) incorporated 12 May 1969

CR 4804/1/27 Ordinary shareholder certificates for Healey Cars Limited to Eugene Gowers, Betty Aird and Donald Healey

CR 4804/1/28 Headed notepaper for Healey Cars Ltd., Coton End, Warwick (Manufacturers of Aerogenerators)
Also gives address of Penryn Division, Cornwall; Company registration No. 953965; directors DM Healey CBE, GC Healey, WH Jennings.

Healey Drivers Club Ltd

CR 4804/1/29 Memorandum and articles of association of The Healey Drivers Club Limited (company no. 952703) incorporated 23 April 1969

CR 4804/1/30 Accounts for Healey Drivers Club Limited
Other companies
Includes material relating to:
The Red House (Perranporth) Limited (wound up voluntarily May 1993);
Trebah Gardens Limited - set up after Donald Healey purchased property and land at Trebah in 1961 (dissolved July 1976);
Healey Cine-Camera Holdings Ltd - was set up by Donald Healey for his brother Hugh to run (dissolved November 1972);
Warwick Travel & Shipping Co. Ltd (dissolved March 1975).

CR 4804/1/31 Invoice and receipt for goods supplied to Healey Cine Camera Co, c/o Donald Healey Motor Co. Ltd
Relates to cine equipment - cameras, projector, speaker, lamp, lens, viewfinder.
March 1955

CR 4804/1/32A Headed notepaper for The Red House (Perranporth) Ltd, Perranporth, Cornwall (self-service general stores and The Corkscrew off licence)
n.d.

CR 4804/1/32B Donald Healey share certificate for Red House (Perranporth) Limited
6 January 1955

CR 4804/1/33 Headed notepaper for Warwick Travel & Shipping Co. Ltd, Millers Road, Warwick (Geoffrey Healey, R Boardman, J Cooper)
n.d.

CR 4804/1/34 Headed notepaper for Trebah Gardens Ltd, Mawnan Smith, Cornwall
n.d.

Legal files and correspondence
This material relates to files and correspondence for various projects and mostly concerns agreements; issues relating to copyright, licensing, trade marks and protection of the Healey name. The same subject is often referred to in different files but the original file structure has been retained.

CR 4804/1/35 File on Healey Automobile Consultants Limited (HACL) relating to projects, correspondence, agreements, company and car histories.. Some of this material relates to items in other files.
Mostly on legal matters. Includes:
Typed copy notes on meeting held in Mr Harriman’s office on 21 November 1960 to discuss points raised in a letter from Mr [Donald] Healey to Mr Harriman on immediate sports car problems (mentions Sprites, MG Midgets, MGA, Austin-Healey 3000, MGB);

Opinion relating to The Donald Healey Motor Company Limited and agreements between it and Austin (1961?) – includes historical information and dates about production of Austin-Healey and further agreements and later models such as Sprite;

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Copy (signed) agreement (23 February 1968) between (1) British Motor Holdings Limited, Longbridge, (2) Donald Healey Motor Company Limited and (3) Donald Healey concerning consultancy [has many clauses referring to previous work, payments, disputes]; Article from The Daily Telegraph (16 November 1968) on Frogeye back in small scale production;

Copy consultancy and trade mark licence agreement (21 February 1989 (between (1) Healey Automobile Consultants Limited (HACL) (licensor), (2) Frogeye Car Company Limited (licensee), (3) Keith Brading and Louise Brading (guarantors);

Letter from Geoffrey Healey to Tarlo Lyons (29 September 1989) concerning Unicon Holdings that mentions several projects e.g. involvement in possible Canadian project (1977) concerning production of a Healey sportscar [ended 1982 due to lack of government funding], 1978 concept car project for Marketing Corporation of America based on Ford Fiesta (mentions completion of car and article in 'Road And Track') and then concept car based on Ford Escort (but didn’t go any further than preliminary sketches), 1980 approach by Colt Car Company (Mitsubishi importers) to produce a Healey using Mitsubishi units (didn’t go anywhere as Colt chairman left), 1980 involvement with SAAB in design study to produce a SAAB Healey sportscar (SAAB could not proceed because its engineering resources were stretched with work on a new range of vehicles), 1986 approach from De Montford Management Limited that was working on project to produce sports car for manufacture in Poland and to use the Healey name on royalty basis (reached agreement but project didn’t start as De Montford could not reach agreement with the Polish authorities), Frogeye Car Company Limited project (1989) to build and sell vehicles with the Healey name, planned similar agreement with Healey Motor Company Limited (the company now owned by Peter and Graham Holmes) for March 1989 delayed [because of legal issues], Geoffrey Healey notes that the only vehicle built was the Healey Fiesta with designs produced for the other projects, also mentions building of a small number of Healey wind generators, used the name Healey from December 1974 without any complaint (and prior to involvement with these various projects Geoffrey Healey etc. asked Tarlo Lyons to confirm their rights to the name), had stopped the Lenham Company using the Healey name on one of its vehicles and also complained to International Motors when one of its employees built a car ‘out of bits’ calling it a Jensen Healey, the various Austin-Healey clubs have always recognised Geoffrey Healey etc. rights to the name, Geoffrey Healey’s understanding that Kjell Qvale and Bob Edmiston set up various companies that bought much of what was left of Jensen Motors e.g. International Motors Limited (now a large and profitable organisation with subsidiaries sole importers of Subaru and Hyundai cars for distributing in the UK), Jensen Parts and Service Limited (bought all the Jensen and Jensen
Healey spares from the receiver and carried on servicing vehicles, and Jensen Special Products (later renamed JSP Ltd and sold to directors Alan Vincent and Ray Allsop), Geoffrey Healey asks that considering what Tarlo has found out he would like to complete the agreement with Healey Motor Company Limited as soon as possible as feels there is no substance to the Unicon claim, also included a potted history of Healey history, trademarks etc.;

Further letter from Geoffrey Healey to Tarlo (31 October 1989) about Unicon, thanking Tarlo for sending Counsel’s opinion (included) and has enclosed a chronology (included) and answers some of the counsel’s questions in the letter;

Letter from Tarlo Lyons to AA Thornton & Co. (2 November 1989) asking that Thornton’s acts on behalf of HACL to proceed with an application for registration of trade/service mark of the name ‘Healey’;

Letter from Rover Group to Geoffrey Healey (27 July 1990) about an approach to them from Monsieur Gerard Laurent to use the Austin-Healey logo painted on the face of battery driven electric clocks;

Letter from Rover Group to Geoffrey Healey (16 August 1990) relating to Geoffrey Healey proposal that Rover Group acts as the lead party in requests for use of Austin-Healey trade mark – notes various issues but agrees that Rover is prepared to act on this basis for a year (trial period) (and will deal with Laurent and Cockpit Clothing on this basis);

Letter from Geoffrey Healey to Rover (3 September 1990) about Healey trade mark and replying to Rover letter (28 August) noting other applications for the Healey name and possible British Motor Heritage (BMH) interest in the name (and possible need for a formal agreement), Geoffrey Healey reply notes that has little to do with BMH apart from vehicle identification, there is no agreement with it and hasn’t been any problems;

Letter from Rover Group to Geoffrey Healey (5 September 1990) with sample (not included) of Heritage Parts label showing Austin-Healey logo which Heritage claims it has been using for 10 years, and asking for Geoffrey Healey proposals concerning this;

Copy agreement (19 October 1990) between (1) HACL and (2) Frogeye Car Company Limited authorising use of trade mark;

Copy consultancy and trade mark licence agreement (20 December 1991) between (1) HACL (licensor) and (2) Wary House, Tokyo (licensee);

HACL typed memo by Geoff Healey on brief history of the Healey name by Geoff Healey (3 June 1993) - use of Healey
name dates from c1945 when Donald Healey first used the name on sports cars of his design and continued with Nash Healey, Austin-Healey and Jensen Healey sports cars. Donald Healey Motor Co. Ltd sold in 1974 and the name became the property of Healey Automobile Consultants Ltd (founded by Donald Healey in 1955), which took over all design and engineering activities of the first company. HACL designed and manufactured various products including wind generators, remote control television cameras and various electronic devices. HACL later concentrating on automotive field and co-operated with a number of major vehicle manufacturers and has licensed the use of the Healey name on vehicles and other products. Notes that Donald Healey was aware of 'the dangers of the name becoming tainted by products that did not meet his standards and would not agree to the name being used on a version of the MGC'. Donald Healey’s death in 1988 resulted in 'some organisations thinking that the name was 'up for grabs'. HACL has stopped unauthorised use of the name and taken steps to protect its ownership of the name. Majority of products sold under the Healey label were exported principally to the USA e.g. over 80% of vehicles produced were exported to USA. The Austin-Healey name has always been used by British Motor Corporation (BMC) under license from Donald Healey and his company. Negotiations are under way between HACL and Rover Group (which took over BMC) to insure that the Austin-Healey name continues to be jointly owned and protected;

Letter from Geoffrey Healey to John Langley, The Daily Telegraph (2 February 1994) with his views on the BMW takeover of Rover and Geoffrey Healey letter to Tarlo Lyons (3 February 1994) noting that he wants to send his views to various publications (in view of negotiations with the Rover Group and asking if Tarlo Lyons has any objection to this).

CR 4804/1/36 File of correspondence relating to sale of Donald Healey Motor Co. to Hamblin Group
Includes:

Copy letter from Geoff Healey to GC Sagar, Alexander Sagar & Co., Leeds (8 October 1974) noting that the Hamblin Group asked for its accountant to meet him to discuss various aspects of a deal. Thinks that if the property [Coton End] is sold for use as a motor business it would be difficult to operate in the same line in the area. So should sell on that basis. Notes that there are two people interested in the property - motor auctioneer and a neighbouring property developer, with possible interest from a third person to run it as a motor business but unlikely to offer enough;

Letter from Geoff Healey (4 September 1974) to CW Bament & Sons, Northampton about stock, customers, dealerships, shares, financial information;

Handwritten list of equipment, tools and furniture in drawing

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office, stores, offices;

Notes from meeting between Donald Healey Motor Co. Ltd and Hamblin Group on 1 November 1974 (including David Hamblin, chairman and Mr Banent Managing Director) - Hamblin stated purchase terms 1) purchasers to pay £15,000 for whole of the share capital and to allow Geoff Healey to have stock of Jensen Healey without payment (amounting to a figure not exceeding £5,000) 2) house in Cornwall to be taken out and not included in the purchase terms, and agreement in connection with royalties to be excluded from the purchase consideration 3) inter-company balances and loan accounts (as shown on balance sheet at 30 September 1973) to be eliminated (i.e. up to vendors to make arrangements so that the loans no longer existed - including directors' current accounts, Red House garage account, Perranzabuloe Holdings, Jensen Motors (S) Ltd, Warwick Travel & Shipping Co. Ltd, Trebah Gardens Ltd, and shares in Healey Drivers Club Ltd, and money owing to Healey Drivers Club Ltd) 4) vendors to give undertaking they would be responsible for capital gains (if any) incurred in connection with disposal of above items (including house in Cornwall and royalties agreement). Also 5) [crossed out] purchasers to rent to Geoff Healey personally (for sub-let to one of the Healey companies) the property at the back of the lease;

Handwritten draft notes by Geoff Healey on basic terms as suggested at meeting on 1 November;

Handwritten draft of letter from Geoff Healey (5 November 1974) to Mr Sagar about Mr Hodges and Mr Cooper having agreed to join him in the new company; with response by Sagar (7 November 1974) clarifying that by the new company he means Healey Automobile Consultants Ltd, and other matters;

Copy letter from Tarlo, Lyons to Sagar (8 November 1974) clarifying some of the terms and conditions of the sale;

Copy letters from solicitors Tarlo, Lyons & Aukin to banks and others (20 November 1974) relating to the purchase of the Donald Healey Motor Co. shares including conveyance of 'Beggars Roost' Pill Creek, Feock, Cornwall from Donald Healey Motor Company Ltd to Perranzabuloe Holdings Ltd, and need for certificate of title for the Hamblin Group for purchase of Donald Healey Motor Company property in Warwick;

Letter from Tarlo, Lyons to Geoff Healey (25 November) about draft agreement for the sale, and information needed from Geoff Healey to prepare a deed for proposed assignment of the royalty agreement with Jensen and re-assignment of the distributorship (with handwritten notes by Geoff Healey 27 November 1974 relating to list of shareholders and other matters);

Letter from Tarlo, Lyons to Geoff Healey (29 November 1974)
asking for a schedule of items on the premises at Warwick that do not belong to Donald Healey Motor Co., with handwritten schedule from Geoff Healey showing - Austin BLMC items such as drawings & prints, photographs (including for publicity), two trophies, plaque presented by USAF to Austin and Donald Healey Motor Co. / Healey Drivers Club items such as filing cabinet with photos and files, box of trophies/cups / Donald & Geoff Healey items such as books, photos, Healey family film 'given by ITA to DMH' / furniture, equipment and tools, employees property, cars, company books & letters;

Letter from Tarlo, Lyons to Geoff Healey (2 December 1974) enclosing copy letters (28 November 1974 and 2 December 1974) clarifying issues, suggesting amendments to agreement etc;

Letter from Tarlo Lyons to Wilson & Wilson, Rushden, Northants (6 December 1974) with additional information concerning the planned sale agreement;

Letter from Brian Healey to Donald Healey Motor Co. (December 1974) resigning his office as a director;

Letter from Tarlo, Lyons to Sagar (9 December 1974) confirming (amongst other things) that total consideration to be £24,000 (plus payment by Healey Automobile Consultants Ltd to Donald Healey Motor Co. of £5,000 for assignment of royalty agreement), also that 'Beggars Roost' to be transferred to Perranzabuloe Holdings for £21,500;

Letter from Tarlo Lyons to Wilson & Wilson (9 December 1974) on various issues including set up of directors;

Letter from Sagar to Geoff Healey (10 December 1974) about transfer of £1 share in Healey Drivers Club Ltd from Donald Healey Motor Co. to himself;

Draft balance sheet and accounts for Donald Healey Motor Co. Ltd (for period 1 October 1973 to 31 October 1974). Also with correspondence between National Motor Museum, Beaulieu, Geoff Healey and David Hamblin about latters planned sale of 2.4 litre Healey on loan there (April-May 1978) and subsequent agreement that car can stay at Beaulieu on loan.

File of correspondence with solicitors Tarlo, Lyons & Aukin 1975-1981

Including:

Geoffrey Healey wanting to stop use of ‘Donald Healey’ name in advertising (March 1975);

Correspondence over photos used in a book and dispute with author and publisher over content of book and acknowledgements.
Copy letter from Geoffrey Healey (10 October 1978) concerning a summons (July 1978) against himself, Donald Healey, British Leyland and others relating to a death in an accident involving an Austin-Healey in 1975.

High Court of Justice (Chancery Division, Companies Court) summary of statement of affairs relating to appointment of receiver for Jensen Motors Ltd in 1975 and subsequent events.

File relating to Healey Automobile Consultants Limited licensing agreement with the Holmes brothers (Harriers Cars Limited) who were planning to trade as Healey Motor Co. Ltd (to build Healey 3000s)

Includes:

Draft consultancy and trade mark agreements;

Correspondence on delays caused by disputes between the parties about the terms of licensing and use of the Healey name (and separate dispute over rights to Healey marks), and end of planned agreements.

File on [Keith] Brading/FCC [Frogeye Car Company]

Including:

Letters from Keith Brading, Frogeye Car Company (FCC) to Japanese companies seeking a representative in Tokyo and further correspondence between FCC and Japanese distributor;

Geoffrey Healey notes (14 November 1988) on outline of points to form basis of contract for him/Healey Automobile Consultants Ltd (HACL) to become consultants for Frogeye;

Three colour photos sent by Brading to Geoffrey Healey showing Frogeye (XDL 599) - with note on envelope that it was built from Austin Healey Sprite Mk 2 (August 1988), with chassis no. HAN6/8058;

Two Frogeye leaflets/inserts on Sprite restoration assembly (using XDL 599) and classic looks/modern technology (using SDL 88);

Copy of suggested Healey badges for the cars;

Draft licence agreement between HACL, FCC and another party [Rex Urban?] (December 1989);

Geoffrey Healey letter to Rex Urban (23 January 1990) about him claiming to be exclusive agent in the USA for Healey Frogeye without any formal agreement being signed;

Six lists of HACL consultancy fees.
File on Tarlo Lyons [solicitors]/Unicon [relating to dispute over ownership of Healey and Jensen Healey trade marks - Unicon claimed rights to Healey name after buying rights to remnants of Jensen car company]

Mostly correspondence, agreements etc. Including:

Article from the 'Daily Telegraph' on plans for comeback of versions of Frogeye Sprite (to be built by Keith Brading's Frogeye Car Company, Isle of Wight) and Austin-Healey 3000 (to be built by Peter and Graham Holmes at Slimbridge, Gloucestershire) being put on hold because of the dispute;

Correspondence about the planned versions;

Letter from Geoffrey Healey to Tarlo Lyons (5 September 1990) responding to questionnaire from one of the solicitors involved in the dispute with details on creation of Healey Automobile Consultants Limited (HACL) and first use of Healey mark e.g. headed notepaper, accounts etc. - suggested start date of 1974. Also refers to non-automobile work e.g. Healey video camera units manufactured and sold to AEG Telefunken Germany and RAF Farmborough (pre-dating 1974) through intermediary company Televictor – work done by HACL in Cornwall and payments went through Donald Healey Motor Company (DHMC). Donald Healey idea for clocks that projected the time onto a ceiling or wall (pre-1974), wind generators project supported by Department of Industry grant (1975-1980) and handled by Ministry of Defence (development of a wind powered electrical generator), discussions with Calor Group Limited (1978-1980) relating to alternative energy sources (got to stage of signing confidentiality agreement in February 1978) but discussions ended January 1980, also mentions no need for advertising as name was so well known, Geoffrey Healey also mentions that he was employed by HACL from 1974 and also employed by Rover (1979-1987) and joined DHMC full-time in 1949, samples of headed notepaper, all drawings produced by HACL had name Healey prominently displayed on them, letter from Geoffrey Healey (5 September 1990) mentioning that British Motor Heritage Ltd had been using the Austin-Healey name for the past 10 years and may think that it has established a right to it (although not clashing with HACL’s rights);

Letter from Tarlo Lyons to Geoffrey Healey (2 October 1990) about need to sign trade mark user agreement between HACL and Frogeye Car Company Ltd (as will assist in application for the trade mark);

Copy of Geoffrey Healey statutory declaration in the matter of application no. 1408084 to register the mark Healey in class 42 (1990) and follow up correspondence about examination of the application;

File on Frogeye Car Company, Frogeye, Keith Brading

Including:

Signed consultancy and trade mark licence agreement between Healey Automobile Consultants Ltd (HACL) (licensor), Frogeye Car Company (FCC) (licensee) and Keith Brading and Louise Brading (the guarantors) (21 February 1989);

Copy agreement between HACL and FCCC (19 October 1990) concerning authorisation of use of trade marks;

Supplemental copy agreement (19 October 1991) between HACL, FCC and the Bradings about acceptance of sums due by HACL in arrears in instalments;

Draft agreement between HACL and Wary House, Tokyo (licensee) concerning use of trade marks (1991);

Correspondence concerning problems with transfer of payments from Japan to FCC and subsequent cash-flow problems.
Loose correspondence relating to Frogeye Car Company, Tarlo Lyons/Unicon, Harrier Cars Limited, Wary House (Holmes brothers) etc. Includes:

Correspondence relating to draft agreements (plus copies of some of the agreements);

Geoffrey Healey notes of Frogeye Car Company issues and possibilities;

Geoffrey Healey notes on Healey approval scheme and issuing of Healey certificates for supplier, restorer, parts supplier, fabricator etc. to display; letter from Jordan & Sons Ltd (15 December 1988) with details of search of index of company names (relating to Healey);

Geoffrey Healey letter to Adrian Davies, solicitor, [Martineau Johnson, Birmingham] (21 December 1988) about possible use of a Healey Motor Corporation Limited for future activities - mentions that had spoken to Peter Holmes who thought name Healey Motor Company Limited was available, 'I have a feeling that following the death of my father some people thought that the Healey name was up for grabbing', also mentions a meeting with Keith Brading of Frogeye, who wants an agreement starting in January 1989;

Letter from Healey to Davies (27 February 1989) about meeting with Graham Holmes to discuss their [planned] agreement;

Letter from Geoff Healey to Ray Hutton about his article in 'Car And Driver' (4 June 1990) which is out of date - have broken off negotiations with Holmes Brothers and he does not have any connection with them or their products (they obtained a company called Healey Motor Company Ltd which had no connection with the old Healey company), 'we are devoting all our efforts to the Healey Frogeye which is progressing in a most sensible and satisfactory manner', with reply from Hutton (15 June 1990);

Geoffrey Healey notes on Frogeye development vehicles (UDL 843) (1989);

Geoffrey Healey typed notes on development of the Sprite (March 1990) [for Frogeye history USA April 1990 – for book?];

Geoffrey Healey notes on general conditions for Healey Automobile Consultants Ltd consulting and engineering services [NB – some of this material is replicated in other files].
WARWICK HEALEY MOTOR COMPANY

CR 4778

CR 4804/1/45 File marked 'legal – various’ 1988-1994
Includes:

Colour copy of part of Japanese Healey Super Sprite brochure (used to support Healey mark);

Correspondence with Robert L Harrington, Portland, Oregon and invoices (1993-1994) concerning service mark application for Healey and design (i.e. winged Healey design);

Copy printout of e-mail from Patrick Quinn to Bill ? (12 August 1998) about Australian Tom Barr-Smith and work on an SR he claimed had been used at Le Mans in 1968 and 1969.

With letter from Geoffrey Healey to [his daughters] Cecilia and Kate (17 June 1989) on various subjects [may relate to Healey writing new will] - mentions insurance and assets, package of photos and drawings paid for by Bill Wood, 'nothing at all has been promised to or owed to anyone', his 'junk' which is worth a lot of money (his workshop and garage 'are treasure stores for those who like that sort of junk', solicitors and financial advisers for Healey Automobile Consultants (HACL), Tarlo Lyons acting to sort out the Healey name 'hiccup', Frogeye Company agreement, agreement prepared for Healey Motor Company (Peter & Graham Holmes) being delayed by Unicon disputing right to the name, possible earnings for HACL ('no doubt vultures will try to get it away from you, but no other member of the family has any claim or interest on it of the Healey name. Tell them politely to P.O!'), names certain people who are trustworthy and helpful, Donald Healey bust, if they want to give anything away should consider people like Roger Menadue, John Harris and Healey's brother John.

Restrictions may apply
It may be possible for us to release information from this item, please write to us for details.
File mostly relating to statutory declarations relating to Jensen Healey/Unicon

Includes:

Letter from Tarlo Lyons to Geoffrey Healey (4 December 1990) enclosing letter from AA Thornton (see above) and enclosures (draft statutory declaration from Geoffrey Healey relating to applications 1408083 and 1408084 to register the mark Healey in class 12 and class 42, with copies of ‘exhibits’ e.g. copy articles from publications);

Letter from Frogeye Car Company to Geoffrey Healey (6 December 1990) with list of numbers (built) and monies received for Healey endorsed products;

Tarlo Lyons letter to Geoffrey Healey (20 February 1991) enclosing final form of statutory declaration;

Geoffrey Healey letter to Tarlo Lyons (26 September 1991) sending completed declarations;

Statutory declarations from Geoffrey Healey, Peter Morgan and others plus copy exhibits (articles, headed notepaper).
Loose correspondence concerning Healey logo and trade mark infringements, and licensing agreements

Includes:

Copy letter from Rex Urban, President & CEO, Healey Car Company, USA to Classic Roadsters Ltd (21 June 1990) - notes that Healey Car Company is only licensed assemblers and distributors of the new Healey in the US. Has noticed Classic Roadsters advert in Road & Track (July 1990) stating that the Big Healey is back. Passes on information that Geoff Healey thinks it is a misrepresentation of the Healey marque and that Classic Roadsters must stop using the Healey name, especially as Geoff Healey is building Healey cars again;

Letter from G. Laurant, Sedan, France to Geoff Healey (in French) concerning use of Austin-Healey name for clocks (31 July 1990) plus letter from Rover Group Patents & Trade Marks staff director to Geoff Healey (24 October 1990) concerning agreement with Laurant and royalties;

Correspondence concerning agreement with Cockpit Clothing Co. for use of Healey wing logo on its products (leather and sheepskin flying jackets) (August 1990 - November 1990), including draft agreement;

Letters from Rover Group to Austin-Healey Associates Limited about unauthorised use of Austin-Healey logo and trade mark (December 1991);

Letters from A-H Spares Limited to Rover Group in response to Rover letter accusing it of using Austin-Healey logo and trademark to mislead the public (December 1991 - March 1992), with information that A-H Spares had been using logo for far longer than the 10 years that what is now [British Motor Museum] claimed use of it;

Letter from Geoff Healey to Manfred Lebek, Munchengladbach, Germany writing about his use of the Healey logo and trade mark ‘as seen on the compact disc’ (26 October 1992) - asking for full details of the products on which Lebek wishes to use trade marks, so can come to agreement over licensing.
Loose Frogeye Car Co. correspondence

Includes:

Draft licence agreement (3 July 1990) between Healey Automobile Consultants Ltd and Frogeye Car Company Ltd; Frogeye Car Company Ltd accounts for year ending 30 September 1990;

Geoffrey Healey letter to Keith Brading about planned trip to Japan for launch (24 January 1994);

Faded fax from Tarlo Lyons to Geoff Healey (15 March 1994) concerning Keith Brading and Wary House;

Letter from Keith Brading to Geoff Healey (April 1994) enclosing letter from German owner of HF22 and German magazine article;

Hand written draft letter from Geoffrey Healey to Keith Brading (28 April 1994) about use of Frogeye paper until new agreement is in force [draft had post-it note on it indicating that Geoffrey Healey died the following day - post-it note removed].

File relating to Tarlo Lyons work on trademarks, Frogeye, Holmes brothers/Holmes Harrier etc.

Includes:

Letters from AA Thornton & Co (6 September 1991, 24 September 1991) noting successful outcome of service mark application 1408084 (a move forward to advertisement);

Letter from Tarlo Lyons to Geoffrey Healey (16 September 1991) concerning statutory declarations for Unicon case and meeting with Counsel;

Letters concerning statutory declarations re Unicon (various dates) including copies of some of the declarations;

Letter from Tarlo Lyons (22 October 1991) to Geoffrey Healey noting that application to register name ‘Healey’ under class 12 has also been accepted;

Letter from Geoffrey Healey to Wary House (8 January 1992) about possibility of latter demanding a written apology [from Car Magazine?] and Geoffrey Healey asking that they keep in mind need to have good relations with the press;

Letter from Unicon solicitors (16 January 1992) about costs and need to go to trial because of the complexities of the case;

Letter from Geoffrey Healey to Tarlo Lyons (23 January 1992) with list of companies using Austin-Healey name in adverts;

Letters relating to concern of Frogeye Car Company (FCC) using ‘Healey Cars’ in Japan (its main market) as company.
name of trade mark, also need for Healey Automobile Consultants Ltd (HACL)/Geoffrey Healey to register marks in Japan as protection against licences already given to Wary House in Japan;

Letter from Geoffrey Healey to Tarlo Lyons (9 June 1992) noting that Unicon seems to have dropped all claims to the ‘Healey’ name (which is the only one Geoffrey Healey wants to protect) and that Geoffrey Healey isn’t worried about the name ‘Jensen Healey’ and any claims on it by Unicon;

Letter from Geoffrey Healey to Tarlo Lyons (30 September 1992) including note about Corgi issuing 5,000 sets of a three competitions Austin-Healey with packaging note that the trade marks depicted are used by Corgi under license or by permission from the respective proprietary owners – Geoffrey Healey thinks permission was given by British Motor Heritage Limited (BMHL) without any reference to him or HACL and that BMHL (now part of the Rover group) supplied information for the brief write up of the models, and that a complaint should be made to Rover;

Letter from Geoffrey Healey to Link Licensing (17 February 1994) that HACL has been in negotiations with BMHL regarding its respective rights in the Healey and Austin-Healey names and as a result HACL has been asked to find a licensing agent to act jointly on behalf of the two companies in future licensing of the Healey and Austin-Healey marks for merchandise;

Letters concerning agreements with FCC and Keith Brading (1994) plus impact of these with Japan sales and branding;

Revised draft of a new consultancy and trade mark agreement between HACL and FCC/Keith Brading and termination of current agreement (April 1994).

File on Frogeye Car Co. 1991-1993

Include:

Letters and faxes (NB some are fading) with Frogeye Car Company (FCC) and Japanese distributors concerning agreements, manufacture, marketing, financial problems, FCC having to move premises, possibility of loans of Healey material for its boardroom at its new site e.g. – report on plans for the car;

WARWICK HEALEY MOTOR COMPANY

CR 4804/1/52  File relating to statutory declarations concerning Jensen Healey/Unicon
Includes:

Tarlo Lyons letter to Geoffrey Healey (9 April 1992) with bill for work;

Tarlo Lyons letter to Geoffrey Healey (26 May 1992) with copies of statutory declarations of Humphrey Grundy (Director and Company Secretary of Unicon Holdings Limited) and James Collard (Parts Director Jensen Car Company Limited), plus exhibits.

CR 4804/1/53  Handwritten note by Margot Healey with photocopied image of business card used by Keith Brading [of Frogeye Car Company Ltd] during a visit to Japan in April 1994.
Note mentions that Geoff Healey was concerned about this card as it used the word 'designers' and had BMC Works in the address [instead of Brading Motor Co. - suggestion was that it was a 'passing off' of British Motor Corporation]. Note also states that the original was with Tarlo Lyons solicitors.

CR 4804/1/54  Typed report produced for legal issues relating to rights, trade marks etc. [involving Healey family, BMW, Frogeye Car Company, Healey Cars in Japan, Unicon Holdings]
Includes: brief history of the rights and Healey name, explains the purpose of the report. Includes handwritten annotations.

CR 4804/1/55  'Pirated' Austin Healey [cloth] labels kept by Geoff Healey for a court case

CR 4804/1/56  Handwritten note in pencil by Donald Healey addressed to Mr Goddin about US trademark 680324 concerning Healey name and device in USA and Canada as about to manufacture 'Healey' cars for the American market.
Also refers to previous USA registration that lapsed in 1965.

PRODUCTION

Material relating to the production of cars. Includes sub-sections on different models:
Pre and early Donald Healey Motor Co., Sprite, Austin Healey 3000, Jensen Healey, Frogeye Car Company, various projects (post British Motor Corporation). There are also sub-sections on production photos, different models photos, the marine (boat building) subsidiary, and generating electricity from wind power.

Car production: pre- and early Donald Healey Motor Company models

CR 4804/2/1  Chassis rear spring drawing (no. P65416)
CR 4804/2/2  Copy of 1933 Humber Hillman, Coventry drawing of chassis front spring (with modifications up to 1939) With four sheets of road springs (front and rear) characteristics for various models issued by Tech. Dept.  1939-1940

CR 4804/2/3  Copy typed letter from Donald Healey to Mr Riley replying to his letter of 26 October 1944 outlining the extent of co-operation for a car Donald Healey is planning to build and market, and responding to request for a progress report dated 5 April 1945, and now outlining Donald Healey’s position. Mentions unsuccessful negotiations for Invicta and Railton names for the car and subsequent plans to use a name like Vindex for a car produced by The Donald Healey Motor Company or similar. Also notes chassis and body, financial arrangements (Westland Motor Company, Hereford proposes to enter motor body industry after the [Second World] war and build bodies for Donald Healey), Donald Healey and Norman Black to contribute £8,000 in cash and Westland to contribute £4,000 to form the Donald Healey Motor Company or similar.

18 May 1945

Donald Healey to soon have a finished scale model of the production saloon. Suggests a meeting with Riley to discuss points such as the purchase price of the units to be supplied to Donald Healey, the date for these deliveries, terms of payment, continuity of supplies. 'I am more than satisfied with the way things are developing, and I believe that with the co-operation that you are prepared to give to me I can obtain a market which will not only be profitable to my company but will have a beneficial reaction on the products of Riley (Coventry) Limited'.

CR 4804/2/4  Part of pencil drawing showing body builders arrangement? for early Healey car (unknown model)  n.d.

CR 4804/2/5  Pencil drawing on tracing paper showing brake pedal lever Drawing no. H.3095 (by Len Hodges). With handwritten note attached about brake pedal in high duty alloys hiduminium RR56 used on the 2.4 litre Healeys – designed and drawn by Len Hodges. Gives some idea of costly parts used on this car – light and strong.  July 1946

CR 4804/2/5A  Pencil drawing on tracing paper showing chassis key dimensions for unknown model 'A' frame chassis  1940s?

CR 4804/2/6  Pencil drawing on tracing paper showing clutch pedal lever Drawing no. H.3096 (by Len Hodges).  July 1946

CR 4804/2/7  Pencil drawing on tracing paper showing front suspension assembly Drawing by Barry Bilbie.  October 1946

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CR 4804/2/10 Pencil drawing on tracing paper showing anti-roll bar Drawing no. H.3936, issue 2, mod. 242 (27 February 1950). August 1949

CR 4804/2/12 Letter from H. Brandish, Donald Healey Motor Company Ltd, The Cape, Warwick to Donald Healey at The Grand Hotel, Tremezzo, Italy about a defect in the centre steering assembly caused by using Ransome and Marles Roller bearings instead of Hoffman 18 April 1950

CR 4804/2/13 Pencil drawing of early Healey saloon Possibly a Tickford? c1950

CR 4804/2/14 Booklet of reprint of article ‘behaviour of tyres at high speed’ from the Transactions Of The Institution Of The Rubber Industry (volume 27, no. 2) 1951

CR 4804/2/15 Copy of original Gerry Coker winged badge design for Healey 100 Has the following written on it: ‘Gerry Cokers original design for winged badge for Healey Hundred. This incorporates Healey motif that has been designed by an RAF officer for first Healey cars. Later redesigned by Gerry with Austin-Healey in Austin script form’. [c1951]
File on Austin-Healey 100

Includes:

Provisional specification (form no. 2) made by Patent Agents for Donald Healey ‘improvements relating to a steerable wheel of a road vehicle’ (1945);

Copy typed note (from General Works Manager’s Office) on Healey Hundred production programme figures for February to April (2 February 1953);

Typed note on USA Austin-Healey (East Coast and West Coast) including fair market value, tax, distributor price, retail price (16 February 1953);

Copy agenda item for meeting about Austin-Healey 100 (23 March 1953) – details on position of production (and destinations) of first 16 cars, panel position, rough cut finished items for body, chassis position, right to left hand steering ratio for first 10 cars, modification to design, production, extract of letter from Donald Healey (noting issues with sliding window slide screen, ash-tray, plated or aluminium valve rocker cover, water and dust getting in, windscreen when flat, door checks, rear number plate too low);

Copy typed letter from Geoffrey Healey to Mr Blakey, Cost Accounts, Austin Motor Co., Longbridge (5 May 1953) with figures on Jensen bodies fitted to cars (also includes Austin chassis numbers);

Copy memo. from CR Melton to WK Harris (6 July 1954) noting that have to be firm over Morris Motors ‘as much as we would like to have them’ because if anyone is appointed for Austin-Healey without handling Austin also, others that are helping out at present by taking the occasional Austin would cease to do so [about American dealerships];

Copy typed memo. from GC Cooper, Chassis Designs Department, Austin Motor Co., Longbridge to Geoffrey Healey (20 September 1954) thanking him for his letters and corrections to the spares. Is also pleased that the gearboxes are under way and they look forward to receiving them;

Copy letter from ? to ‘Sammy’ (AC Sampietro) (4 March 1955) about Packard suspension;

Memo. about amendment of extra charge for Austin-Healey ‘100-Six’ optional extras (wire wheels) (17 October 1956);

Typed synopsis for Austin Strip Film No. 7 – overhauling the Austin-Healey 100 (overdrive unit);

Typed note on 65 BHP engine based on 950cc Sprite unit (with Alpine 58 handwritten top right).
File marked 'body parts' containing The Austin Motor Co. Sheet Metal & Body Planning copy design sheets [for Austin-Healey Hundred]

Copy of drawing showing front, side, rear and overhead views of Austin Healey 100

Copy of Austin Motor Co Ltd Designs Dept drawing showing side, half-overhead, half-front and back views of Austin Healey 100 2 door 2 seater roadster (BN 1)
This image was used on pages 66-67 of Healey: The Specials.

Pencil drawing on tracing paper showing side, and half overhead and front views of proposed [Austin Healey 100-Six] BN4 with fins
Drawing number KI 108. This image was used on pages 148-149 of Healey: The Specials.

[Austin] Experimental Department road proving report on comparative temperature tests between standard production left hand steering Austin-Healey and one modified to reduce temperatures inside driver and passenger compartment
August 1954

File [for Austin Healey 100 (BN4/5)] containing copy design sheets (stamped Jensen Motors Ltd, West Bromwich)
Includes: sheet 1; sheet 2; sheet 3 - cowl centre (top and bottom panel); sheet 4 - front wing outer; sheet 5 - cowl side panel; sheet 6 - bonnet top; sheet 7 - front wing (inner); sheet 8 - rear top side & centre panels; sheet 9 - rear quarter panel; sheet 10 - trunk lid; sheet 11 - rear quarter panel; sheet 12 - rear skirt. Some sheets also marked The Austin Motor Co Sheet Metal & Body Planning.

Austin Motor Co. Ltd assembly drawing showing side, half overhead and front, rear views for Austin-Healey [100-Six] sports tourer (occasional four seater) BN 4
Drawing number A7098.

Copy of coachbuilders drawing by MG Car Company Ltd - Riley Motors Ltd, Abingdon showing side and overhead views for Austin-Healey (six cylinder) BN 7 model [3000 Mk1]
Drawing number A.7108.

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Copy of Jensen Motors Limited drawing of scheme showing positions of screw holes used to secure fixing clips for pipes and cables for Austin Healey 100 chassis. With notes on drawing by the person who made it (March 2017) and copy photo showing the clips, pipes and cables in place.

Copy print of photograph showing people in the Jensen Motor Co. Body Drawing Office, Carters Green, West Bromwich. People shown on the image include:

Harry Bird and Bob Hales, draughtsmen; Eric Neale, Jensen's Chief Engineer; John Wilie and Nick Maltby, junior draughtsmen; Ron Burgess and Simon O'Dennell, clerks; and un-named female secretary.

Car production: Healey Sprite

Copy of side and overhead view of 'Bug Eye' Sprite

Photocopy of seating drawing showing side and half overhead view of Sprite Mk 1 Frogeye A 7082 (AN 5).

Letter from Peter Millard, General Service Manager, North America, Austin Motor Company (Canada) Limited to Geoffrey Healey (11 June 1958) about Sprite release in North America and comments on headlights and general front end design, included rough sketches from an enthusiastic BMC owner with suggestions for changes. With reply from Geoffrey Healey (30 June 1958) noting that ‘your designer should work out the heights of the dual headlamp scheme, and I think he will find that the upper headlamp is coming somewhere near the middle of the windscreen’. With reply from Millard (4 July 1958).
File marked MG Car Company Limited

Includes:

List showing expected savings that could be made to produce a cheap version of the Austin-Healey Sprite with list of proposed changes to produce a low cost ‘Sprite’ (December 1962);

Letter from MG Works Manager with details of car used in a road test by 'The Motor' magazine (December 1962) – letter sent to Syd Endever at MG for forwarding to Geoffrey Healey who had got some facts wrong about the test;

Copy letter from SG Garfield, Representative Liaison Officer, MG (15 July 1963) confirming that Donald Healey Motor Co. of Warwick has in its possession a prototype Mk II Sprite built at Warwick which can now be sold to them. Engine number is 9C-U-H-392 and car number/plates needs allocating [allocated AD041/229];

Copy letter from Geoffrey Healey to Syd Enever (1 August 1963) asking for parts for the Special Sprite;

Geoffrey Healey letter to Enever (17 January 1964) asking for parts for Sprite and 3000 cars;

Tuning information memos (TIMs);

Memo. from Enever (3 February 1964) about loan of experimental Austin-Healey 3000 BJ8 (phase II) with chassis no. ADO 26/266 to Donald Healey Motors;

Copy letter from Geoffrey Healey to Evener (13 February 1964) with some suggestions for improvements on BJ8;

Letter from 3000 Mk III convertible owner about problems with excessive heat from car heater (23 July 1965) with MG sheet of parts required for installation of extra ventilation for cars fitted with heater;

Copy typed Geoffrey Healey notes on possibility of manufacturing a replica of the MG Midget series TD (22 June 1972) with attached copy of the MG road test.

Part of letter from John Horsfall referring to solution being required for structural rust on Sprite/Midget and people ‘bodging’ because of the lack of parts
Has tried to suggest to BL [British Leyland] Heritage that ‘official and approved’ replacement parts even if made by outside contractors could have a good market worldwide and help to ensure that owners can enjoy their Sprites in a safe and roadworthy condition.
<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
<th>Date</th>
</tr>
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<tbody>
<tr>
<td>CR 4804/2/31</td>
<td>Copy typed notes on model X300 [3000 prototype] Four pages containing 32 points relating to improvements, differences from previous cars, production notes, details of fittings etc. Includes an additional page 1 which has five points relating to the front end only.</td>
<td>[c1960]</td>
</tr>
<tr>
<td>CR 4804/2/32</td>
<td>File of copy drawings from Jensen Motors Limited, West Bromwich of X300 rear and front views of skin panels (used on Austin-Healey) Includes: Two copies of drawing number ESQ 180B showing X300 3/4 rear view of skin panels (31 March 1960); Two copies of drawing number ESQ 179B showing X300 3/4 front view of skin panels (30 March 1960).</td>
<td>1960</td>
</tr>
<tr>
<td>CR 4804/2/32A</td>
<td>Copy of general arrangement drawing showing side and half overhead, front and rear views of Austin Healey sports tourer 3000 [Mark II] (BJ7) Drawing no. A 7161R.</td>
<td>1962</td>
</tr>
<tr>
<td>CR 4804/2/33</td>
<td>Pencil drawing showing side, half overhead, front and rear views of sports car [which model?] Drawing no. K2/104.</td>
<td>1965</td>
</tr>
</tbody>
</table>
Donald Healey handwritten draft letter to J[oe] Edwards [Managing Director, British Motor Corporation] (to be copied to W Davis, L Suffield, S Rose) concerning the future of the Austin-Healey 3000

'Time is important if we are to hold this place in the US sales picture. For this reason, I make my first suggestion a car to the specification below which could be ready for the New Year or Spring; The existing MG body shell to save time and tooling, but the appearance would have to be quite different – this could be achieved by [the] following modifications; A completely new front end from the screen forward, made either on Kirknite? tools or in fibre glass, and the careful use of chrome motif. The cockpit and seating to be changed to incorporate rear ‘seats’ as the 3000.

This proved a big selling feature as it is an excuse for the young to buy a sports car; An ‘easy lift’ hood as the 3000; New road wheel trim; The most important and biggest selling feature, a V8 engine. US buyers look on the six cylinder as an obsolete type, and it is only used in their cheaper models. Our West coast distributor has repeatedly asked us to make use of the Daimler 2½ litre, as he has had such good experience with it. This engine develops approx. 140 BHP and would give a similar performance to the 3000 without the roughness and noise. The four speed syncromesh Jaguar gear box and overdrive would give added appeal; I appreciate these features will cost quite a lot more than the MG ‘C’ but if we can keep the US price under $4000 it will be well placed between the MG ‘C’ and the E type Jaguar; I estimate that a prototype could be completed in 3-4 months and would not cost more than £10,000; This car would be good enough for 2-3 years which would give us time to design and produce an original and outstanding car to take its place.

I put forward outline suggestions below; This a completely new semi open 2+2 sports car with a V8 engine – one of the available aluminium Climax if possible on an improved Daimler. An individual body semi tooled. A completely new design of chassis and body, prototype buildings, with full testing, would take about a year; Secondly we should consider the GT 2+2 of the Alfa type, primarily for the European and home markets. The 2½ litre V8 could be used but would be in competition with the new Rover-Buick 3 litre alloy unit – so thought should be given to a layer engine; These last two projects are long term and would have to be considered from a policy angle, and with reference to the availability of units in the future”.

With covering handwritten note to Geoffrey Healey asking for it to be typed and asking for Geoffrey Healey to make any alterations he thinks are required.

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Two pages from handwritten letter from Donald Healey to unknown
Relates to a new sports car to replace 3000? [called Super Sprite?]. Mentions meeting with Lester [Suffield, British Motor Corporation], Geoff Healey and JE [Joe Edwards?, British Motor Corporation] turning down [Coventry] Climax [engine] because Jag had one on list? Mentions plans to have a car made quickly. May be linked to plans which eventually led to the Jensen Healey?

Typed confidential memo from British Motor Corporation Planning Department relating to Austin-Healey/RR Project. Has details relating to description (Austin-Healey 3000 vehicle with increased body width, Rolls Royce engine, Jaguar manual gearbox), manufacturing route (assumed to be as the current Austin-Healey 3000 Mk III), estimated manufacturing costs and comparison, summary of manufacturing costs, UK basic selling price.

Car production: Jensen-Healey

File – Jensen Healey (Mr DM Healey)
Includes:

Loose correspondence with Kjell Qvale - first page of copy letter from [Qvale], British Motor Car Distributors Ltd, San Francisco, to Donald Healey (12 March 1969) about points to consider about agreements for production and sale of the Healey car (Healey family to continue to control the 'Healey Family Corporation' which will be sole distributor the Healey car in the British Isles, Donald Healey Motor Company (DHMC) to perform development and engineering work for the Healey car, the new 'Healey Cars Ltd' company to be owned by Qvale with Donald Healey as the figurehead of the firm, Geoff Healey to continue as the engineering department of the new company, royalties will be paid for all new Healey cars produced);

Copy letter from Geoff Healey to Qvale (21 July 1969) about drawings sent out, samples, enclosing three photos of the car, asking suppliers for production costs;

Copy letter from Qvale to Donald Healey (31 March 1970) about the letter acting as a preliminary agreement between Qvale and Healey as the basis for an official agreement with Jensen Motors Ltd (Jensen to pay DHMC £5 per Healey car manufactured and sold by them, Healey trade name when used for motor vehicles to become permanent property of Jensen, Donald and Geoff Healey to become members of the Jensen board, Geoff Healey to be retained as consultant to Jensen, DHMC to be involved in distribution of Healey cars in the UK);

Letter from Jensen Motors Ltd Company Secretary to Geoff Healey (22 October 1970) enclosing a copy of the deed
concerning rights in the name Healey (which was signed and sealed on 21 October 1970);

Handwritten letter (27 January 1972) from Donald Healey? to unknown recipient (Qvale?) noting that Walter Hassan [automotive engineer] was retiring [from Jaguar] in April and would be a good consultant to have for the Lotus link to their project (‘he is the best engine man in Europe and would be invaluable in solving the problems we are sure to get on the Lotus engine’);

Copy letter from Geoff Healey to Kvale (26 September 1979) thanking him for loan of Jaguar XJ12 for American trip in 1979 – with added note from Donald Healey including comment ‘we should have moved over about 20 years ago and made the Healey car in California’;

Two files (for Geoff and Donald Healey) of papers for Jensen Motors Ltd board meeting (9 December 1970) including - agenda, copy of Jensen Motors Ltd directors meeting minutes (2 March 1972), statement of loans from Qvale, production summary, cash flow, Healey production programme, correspondence etc.;

Copy Jensen Motors Limited financial forecast (27 February 1975);

Copy Jensen Motors Limited balance sheet (December 1974);

Engineering Department memo. on Interceptor, Jensen Healey, Jensen ‘F’ and ‘G’ programmes, Interceptor convertible (5 July 1972);

Copy papers [for board meeting 16 October 1972?] including note on Jensen production, note on facilities projects, engineering report to board meeting of 20 October.

File – 1969-70’s/end of DHM Co./beginning of Jensen

Including:

Jensen Motors Ltd accounts, financial and trading information (1969);

Faded copy specification for Austin Healey Sprite ADO 41, Mk III (n.d.);

Copy correspondence between Geoffrey Healey and Kjell Qvale, President, British Motor Car Distributors Ltd, San Francisco (May 1969) about drawings, payments to Hugo Poole [for drawings/stylings];

Copy note on meeting between Kjell Qvale and Donald Healey on 29 October 1969 - discussed figures provided by various sources to determine viability and best manufacturing method, what each partner should do next, prototypes, William Towns
model;

Copy typed letter from Donald Healey to Qvale (18 November 1969) concerning meetings with Vauxhall to show drawings and discuss components, type of engine to use, correspondence with Bud Perry, British Motor Car Distributors Ltd about thermostat issues and other matters;

Letter from Geoff Healey to Qvale (15 December 1969) enclosing prints of the model and that Bill Towns will finish it 'any day now';

Letter from Geoff Healey (8 February 1970) to Towns with cheque for the work he has carried out and noting that 'Mr Qvale has decided not to proceed any further with this body design at the moment';

Copy letter from Geoff Healey to Qvale (8 March 1970) on labour and costs on the new car project; notes taken during discussion with Qvale (13 April 1970) - 29 points on Healey features;

Copy letter from Geoff Healey to Qvale (8 June 1970) about Bill Townes being 'a little hurt over the work he did. He was upset that he had not heard directly from you and that he had not been paid for the clay' (£40 worth), 'he feels that he made a special effort and might have jeopardised his negotiations with Standard Triumph';

Letter from J Bament, Managing Director, Donald Healey Motor Co. Ltd (DHMC) to Geoff Healey (16 December 1974) about lease of the drawing office at Coton End [site had just been taken over by new owners of DHMC];

Letter from Iain Dale Partnership Limited to Geoff Healey about press announcement of Hamblin Group taking over DHMC;

Copy typed letter to DHMC (19 February 1975) listing items belonging to DHMC at Coventry Road;

Copy Jensen Motors Ltd balance sheet as at 28 March 1975;

Correspondence concerning Jensen going into receivership (1975) including list of creditors;

Jensen Motors Ltd note on general synopsis of Vauxhall Motor project (2 April 1976) including Jensen Healey sports car;

Copy typed memo from Geoff Healey concerning Jensen FF - notes that FF developments of Coventry have supplied details of current Ferguson four-wheel drive system (which has improved since the model fitted to the Jensen FF) and gives details of newer unit and improvements it will bring;
WARWICK HEALEY MOTOR COMPANY

Geoff Healey correspondence with Hamblin Group - including copy letter from Geoff Healey to DHMC (7 February 1976) about the companies controlled by the Healey family (Healey Cars Ltd, Healey Automobile Consultants Ltd, Healey Drivers Club Ltd, Jensen Motors (Service) Ltd);

Letter from Geoff Healey to DHMC (18 August 1977) objecting to the company using just his father's name and not the full name of the company;

Official notice from official receiver and liquidator of Jensen Motors Limited to end his work (6 August 1980).

Loose Jensen correspondence

Includes:

Letter from Kevin Beattie, Director & Chief Engineer, Jensen Motors to Geoff Healey (27 February 1970) with photocopy of 'new healey project' report containing vehicle description, engineering programme, production programme, production cost estimate, engineering & tooling estimate, cash flow estimate;

Letter from Beattie to Geoff Healey (6 April 1970) containing main points discussed at a meeting with Healey on 26 March (drawing and schemes, wheel, tyre and brake investigation, prototype car, Vauxhall supply);

Two versions of agenda for meeting (30 April 1970) and minutes of meeting (1 May 1970) - with notes on rear end styling, front end construction, one piece bonnet, exterior door handle, interior styling;

Copy letter from Geoff Healey to Beattie (24 June 1970) with list of Vauxhall contacts;

Letter from [Alfred Vickers], Jensen Motors Ltd to Geoff Healey (23 December 1970) concerning Vauxhall quotation for their kit for the Healey car and disappointment at it, subsequent enquiries to Ford and need to keep everyone informed of contacts made to third parties to avoid situation that occurred with Ford when it appeared that one part of Jensen did not know what the other was doing;

Copy letter from Beattie to Peter Chell, Vauxhall Motors Limited (21 May 1971) noting points of meeting with him about engines (also covering problems);

Letter from Beattie to Geoff Healey (12 January 1971) about instruments not being included in original cost estimates for the car, and including copy notes on visit to Vauxhall Motors visit to Jensen on 6 January 1971 and brake pull tests;

Copy letter from Beattie to Chell (15 June 1971) concerning loan of 2.3 twin carburettor high compression and Federal 1970-1972
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specification engines;

Memo. (3 June 1971) about use of Pirelli tyres for production purposes on the new Healey, and also keeping up contact with Dunlop;

Copy letter from Beattie to G.L. Branca, Managing Director, Fiat (England) Ltd (28 July 1971) about Fiat not in a position to supply gearboxes at this stage;

Copy report of short road test by [Syd] Enever in the first prototype car (7 September 1971);

Letter from Alfred Vickers to Geoff Healey (17 September 1971) about upcoming Earls Court Motor Show and communicating with the press via the PR company working for Jensen;

Copy notes on the Geneva Motor Show in March 1972 - travel arrangements, itineraries.

CR 4804/2/40 Loose Jensen Healey correspondence 1970-1978
Includes:

Letter from Jensen Motors Ltd, West Bromwich to Donald Healey (1 September 1970) enclosing share certificates for Harold John Healey, Geoffrey Carroll Healey, Brian Sampson Chudleigh Healey;

Typed copy accounts for Jensen Motors Ltd (August 1971);

Copy letter from Geoffrey Healey to Kevin Beattie, Jensen Motors Ltd (11 May 1973) with suggestions for a MkII model including general thoughts on the history of new cars – 'early enthusiasm lost by protracted initial delivery and early troubles. The troubles have been in the main dealt with skilfully and quickly. Service losses tend to dampen sellers enthusiasm. Early models often go to unsuitable customers. Early customers often nut cases’;

Letter from Jensen Special Products Limited (JSPL), West Bromwich to Donald Healey (1 April 1977) asking if he was interested in getting involved or backing the new company in some way (with introductory notes on the company and a photo of its premises (former Engineering Department building);

Letter from JSPL to Geoffrey Healey (5 December 1977) responding to his letter;

Letter notifying name change from JSPL to JSP (Engineering) Limited from 1 January 1978.

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File – Jensen Healey correspondence

Including:

Correspondence, memos (1970 – 1971) on various including styling/feasibility meetings;

Correspondence with Kevin Beattie (Director & Chief Engineer, Jensen Motors Ltd) including on ‘new Healey project’ (February - April 1970);

Memo. from Kevin Beattie on the Jensen 'F' (15 June 1971) with project timetable and key dates;

Copy correspondence and notes on comments from distributors, dealers and customers on initial cars plus lists of faults (July 1972);

Letter from Donald Healey to Gilbert Hunt, Chrysler (May 1973) about sports car market in the USA and 'demand' for a car to replace the Austin-Healey Sprite;

Consultancy fees from Jensen (July 1973);

Marketing Department list of distributors and dealers in UK and export markets (excluding USA & Canada) (October 1973 and May 1974);

Copy letter from Geoff Healey to Dick Graves, Jensen Motors (29 January 1974) concerning giving competition [racing] work to an outside organisation;

Copy Marketing Department sales analysis for February 1974;

Memo. (24 April 1974) about Jensen Interceptor Saloon price rise;

Memos on sales, prices (1974);

Note (November 1975) on financial situation and need to get experienced chief executive and other senior staff;

Geoff Healey correspondence with the Official Receiver giving details of his involvement with Jensen Motors - to advise on technical and design matters concerning the Jensen Healey car, also a director (with no remuneration) and had no responsibilities within the management structure (1976-1977);

Memo. from Official Receiver to Geoffrey Healey about Business Archives Council hopes of rescuing Jensen Motors Ltd material for deposit at Modern Records Centre (with MRC list) (1980).
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| CR 4804/2/42 | Copy of side-on, front and rear drawings for 'Project JH1' Drawing no. JHL 132 drawn by VK Morris. With tracing of drawing showing top down. | 25 October 1971 |
| CR 4804/2/43 | File ‘Jensen correspondence re: fees' Includes: Notes and figures relating to loan accounts, fees (1972-1974) for D Healey Motor Co Ltd; Copy letter from Geoffrey Healey (7 February 1975) to Ed Bussey, West Palm Beach, Florida (now distributing Jensen Healeys). Mentions that the old company was sold with all losses and liabilities and that he and Donald Healey are working on various devices and retained as consultants by Jensen; Copy letter from Geoffrey Healey to C Birch, Director, Chrysler United Kingdom Ltd (17 January 1976) wondering if there was the possibility of co-operation over the production of an open sports car, plus response that Birch will make sure the letter gets to the right person but that he can’t see Chrysler taking up the suggestion because of models in the pipeline. | 1972-1976 |
| CR 4804/2/44 | Jensen Motors Limited folder containing 17 copy drawings/stylings of car in various stages of highlights, additions, alterations Includes drawings with notes on restyling - retaining basic Healey lines; 6’ wider, new grill with central foil, screen 1½’ higher at centre, bonnet louvre, scuttle intake; 6’ wider, deeper screen, scuttle air intake; screen higher at centre, front panel upper altered; whole car 6’ wider, no increase in depth of screen; scuttle air intake; 6’ wider, grille & motif, screen same height; new front panels; retaining basic Healey lines. | n.d. |

**Car production: Frogeye Car Company**

| CR 4804/2/46 | Copy of Healey Automobile Consultants Ltd drawing showing side and half overhead view of proposed F2 Frogeye Healey (part no. F2 903) | October 1989 |
| CR 4804/2/47 | Copy of drawing showing part number F2-902 for proposed Frogeye Healey | October 1989 |
| CR 4804/2/48 | Copy of Healey Automobile Consultants Ltd drawing showing part no. F2 906 for proposed Frogeye Healey | November 1990 |
FILE OF CORRESPONDENCE WITH REX URBAN RELATING TO HEALEY CAR COMPANY, USA

Includes:

List of customers making enquiries about Frogeye;

List showing rough costs of parts for Frogeye;

Copies of articles etc. in US magazines;

Examples of Healey Car Company, USA correspondence;

Letter from Urban (8 February 1991) to Geoffrey Healey with draft.

PRELIMINARY STRATEGIC ANALYSIS FOR THE FROGEYE CAR COMPANY

by Michael Carmichael

Including section on preliminary suggestions for the product range [analysis marked confidential]. With newspaper article on the Frogeye ('The Frogeye joins a drive for fun').

HANDWRITTEN LETTER FROM KEITH [BRADING, FROGEYE CAR COMPANY] TO GEOFF [HEALEY]

Encloses copies of two advertisements to be placed in 'Rev Counter' magazine relating to Frogeye Car Company in association with Healey Automobile Consultants appointing Meacam Spridgets as Healey approved distributors and builders of the Sprite restoration and Sebring FHC conversion assemblies; and Frogeye Car Company (Healey approved) seeking UK and overseas distributors for Sprite restoration assemblies.

Also with faded fax (25 February 1991) containing Sprite restoration assembly and optional equipment retail and trade price list.

COPY OF DRAWING SHOWING PART OF PROPOSED FROGEYE HEALEY?

Includes part of chassis and gear stick.

COPY OF DRAWING SHOWING PART F2 907 OF PROPOSED FROGEYE HEALEY?

Including worst case wheel lock.

CAR PRODUCTION: VARIOUS PROJECTS (INCLUDING POST-JENSEN)

File 'R&D and consultancy 1970-1990s'

This file features material relating to many cars and projects.

Including:

Letter head for Perranporth Radio Company [1920s];

Letter from G. Cooper, Austin Motor Company Ltd, Longbridge to Donald Healey (8 February 1952) concerning A90 power unit, with reply from Geoff Healey (13 February
1952) asking for front suspension drawings (gives drawing numbers);

Copy memo. from JR Thompson to AS [Syd] Enever, MG Car Company Ltd, Abingdon (13 October 1959) concerning complains about the Healey 3000;

Copy notes on Sebring cars (April 1960) [produced from standard production Austin-Healey 3000 cars], including details of the races, performance, chassis numbers etc.;

Austin Motor Co. press release on Austin-Healey 3000 Mk III sports convertible (February 1964);

Notes and specs on Austin-Healey 3000 Mk III convertible;

Specification of Austin-Healey 3000 group 6 RAC rally 1967 car;

Notes on Austin-Healey 100, 100-Six and 3000 [1960s];

SMMT [Society of Motor Manufacturers & Traders] export analysis figures (6 months to June 1970);

Copy typed notes from RC Whittles ea, Rugby on Le Mans with Healey 1970 (‘or 3 days in June’);

Copy report by [Roger] Enever on road test of first prototype car JH1 (1971);

Notes, drafts, cost estimates, technical specs, project timetable, correspondence for project P80-P80/1 - design and construction of a sports car (a replacement for the 3000) for the Hamblin Group (1976-1977);

Geoff Healey graph showing road speed/bhp/rpm relationship (January 1977);

Letter from Lucas Electrical Limited to Geoff Healey (3 February 1977) concerning the decision to end the wind driven generator project at Honiley;

Geoffrey Healey copy correspondence with various (1977) including on Jensen Special products, West Bromwich;

Material on Canadian car project (the 'new Healey 3000') - two seat open sports car to sell mainly in US) with initial work to be done by Healey Automobile Consultants (HACL) and a Canadian company to be formed with Donald Healey and Geoffrey Healey on the board. Including copy notes on the project, brief technical specification, suggestions (1977);

Letter from John W[heatley], Fernhill Heath, Worcestershire to Geoff Healey (5 December 1978) mentioning several subjects including Le Mans factory converted cars at Warwick works,
asking if it was correct that Healey had remarked once that the Cape records of that work were lost, fact that Longbridge records have been destroyed, following up lead with Dick Niven who may have a copy of the 'black book' containing records of weekly build quantities 'going back to Herbert Austin's time', enclosed copy of list of 100 cars identified up to November 1978 arranged by chassis number (to be collated later by owners name and registration number) [not with the letter], noticed that most of the early cars were Warwickshire registered and asking if it was correct that the Donald Healey Motor Co. had a concession to the handling of the 'N' cars to UK buyers;

Geoff Healey correspondence concerning trip to Australia relating to possible link up with Leyland Motor Corporation of Australia Ltd (1977-1978), including suggested name for a Healey car 'The Healey Southern Cross';

Correspondence relating to shipping of 1965 Austin Healey Sprite and Ford Fiesta (relating to project and work with Gary Kohs, Marketing Corporation of America) (1979);

Introductory brochure (May 1986) from Barrie Wills, De Montford Management Limited, Coventry (DMML) and correspondence (1986-1987) on ‘Eye’ car project – car for Western Europe and American market (to be built in Poland);

Material relating to 1967 1.3 litre Austin-Healey Le Mans Sprite (two-seat competition coupe HNX 456D, HAN9-R-237, XSP3063) including pages from a sales catalogue with colour and black and white images (for sale £40,000 - £60,000), copies of HSCC [Historic Sports Car Club] vehicle identity forms;

British Motor Industry Heritage Trust list of vehicle owners clubs (October 1990) - includes The Austin Healey Club Ltd, Association of Healey Owners Club;

Typed and handwritten sheet of sports cars comparative data (list includes Jensen Healey);

Page from sale catalogue relating to 1954 Austin-Healey 2.6 litre (Stirling Moss) works team car (OON 441, SPL258BN, SPL258V) - annotated with hammer price (£160,000) and price realised (£176,000);

Copy typed notes for Austin Healey '3000' Mk. III convertible (series BJ 8) specification;

Typed notes 'Motor Spot Check' on Austin-Healey '100', '100-Six' and '3000' - for article or sales literature?

Typed letter from Geoff Healey (n.d.) on records of special and historic vehicles - 'we have commenced to list all special or historic vehicles that were constructed, modified, raced or prepared by the factory at Warwick for which records have

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been retained by this company [Healey Automobile Consultants Ltd]. It is not intended to cover vehicles already within the scope of the British Motor Industry Heritage Trust scheme unless such vehicles were modified or prepared by Warwick. It is not comprehensive as records do not exist for certain vehicles. Our records were produced before computers were in common use and researching a vehicle has proved very time consuming as it involves searching through letters, notebooks and diaries. Records are gradually being transferred to a computer system. Any information supplied is based on old records in the belief that it represents a true and accurate record, but no responsibility can be accepted for errors and omissions. The first stage is the updating of the 100S records. The completion of this operation is planned to take many months. Our policy is only to provide information to persons who can give us proof of ownership/possession of a specific vehicle. It is hoped that by restricting access to information it will make it more difficult for persons to produce duplicate cars, forgeries or fake vehicles. There records are this Company's copyright and may not be reproduced in any way without prior written permission. The company reserves the right to refuse to supply information without giving any explanation. Access to this information is a privilege and not a right. This service is subject to a charge.'

Correspondence between Geoff Healey and Healey owners or people wanting information on specific cars including:

Poor photocopy of 'Road & Track' article by David Palmer on Sebring Sprite prototype with colour polaroid of car attached (showing race number 61) (1965);

Donald G Paye, Austin Healey Club of America, concerning his restoration of a Healey (1977-1978) - with photos;

Dennis Welch, owner of Le Mans Sprite - DAC 952C, chassis number HAN 8R65135 type GT (October 1988 - February 1990). With two letters to Ian Polley (June 1991 - November 1991) [see also CR 4804/3/72];

Geoff Healey's inspection of a car that was claimed to be Austin Healey 100 NOJ 393 (1990);

Fred Hunter, Parkville, USA (1990), owner of Austin-Healey 100/S (NOJ 391 formerly owned by Ed Bussey);

Inspection notes and correspondence relating to UJB 141 (1991);

Alan Alfano, Middletown, USA, owner of 1956 Austin-Healey 100-M used to announce the factory built 100-Ms at 1955 Earl's Court car show (1990-1991);

Typed note from Geoff Healey (30 May 1991) on warning of potential vehicle safety hazard (suspension components) issued after an accident at Donnington - for distribution to various car publications and organisations;

John Pressnell, Classic & Sportcar, about Austin Healey 4000 Rolls Royce engine ADO 24 project (response from Geoff Healey giving prototype numbers);

Joe Jarick (February 1991) that gives costs to owners of research carried out by Healey Automobile Consultants [this correspondence also includes photos of cars sent in by owners];
blank HACL certificate of extract from vehicle records (plus some completed certificates);
Dan Miller, Texas, owner of special Sprites HAN9-R-238 (1968 Le Mans coupe) and HAN9-R-250 (1969 Traga Florio roadster) (1991-1993);
Robert Harrison, Sydney, concerning several cars (March 1994);
Bill Lillibridge, who has recently purchased AHRS-3507 originally owned by [New York restauranteur and amateur racer] Vincent Dardi (n.d.) - with photo.

CR 4804/2/55 Copy of drawing showing arrangement of HP steam generator 600/700 lbs/hr at 1000 lbs 8 8000 ° F Designed and issued by Light Steam Power, Kirk Michael, Isle of Man. February 1952

CR 4804/2/56 Copy of drawing showing sectional arrangement of HP steam generator 600/700 lbs/hr at 1000 lbs 8 8000 ° F Designed and issued by Light Steam Power, Kirk Michael, Isle of Man. February 1952
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CR 4804/2/57 Material relating to research, cars 1960-1992

Including:

Austin Motor Company memo. (20 July 1960) on updated key to schedule sections (with key, and contents of BMC engineering division schedule sections A, B1, B2, C1, C2, C3, D1, E1, E2, F1, G1, H1, P1, P2 (18 July 1960);

The Glacier Metal Co. Ltd brochure on plain bearings (1962?);

Copy of Ford Advanced Vehicles Limited Ford GT40 parts list (January 1966);

Ministry of Transport Road Research (Harmondsworth) Report No. 8 ‘Safety cars – principles governing the design of cars and safety devices’ by G. Grime (1966);

Copy of typed information on data on radial ply car tyres (6 February 1968);

Autocar buyers’ guide to 1970 cars (reprinted from Autocar 9 October 1969) - includes Austin-Healey Sprite Mk IV (some of the entries for other cars have been marked);

Reynolds Tube Company Limited brochure on commercial steel tubing (1972?);

[MOT?] printout relating to car C877 LJW (purchased 17 July 1987) and tests, faults, mileage etc (1987-1990);

Sebring Motor Company Ltd promotional brochure and inserts (1992) [sent to Frogeye Car Company];

Department of Transport (Vehicle Certification Agency) leaflet on how to get type approval for cars and goods vehicles (n.d.);

Table showing performance comparison between sports and GT cars - entries for MG Midget, Triumph Spitfire, MGB, Triumph TR7, Jaguar XJ-S highlighted (n.d.);

Typed list of geometry changes on GT40 (n.d.);

Blank Shell lubrication petrol and oil consumption register (n.d.).

CR 4804/2/58 Copy of data sheet with information on monotube steam generator n.d.

CR 4804/2/59 Copy of diagrams and notes on automatically controlled oil fired water-tube boiler n.d.

Details issued by Light Steam Power, Kirk Michael, Isle of Man.
File [on steam generating system for vehicles] 1968

Including:

Two outlines of feasibility studies by Thermodynamics Systems Inc., Newport Beach, California on Hughes-style 300 helicopter steam system and 400hp marine craft steam system;

Notes on conversion unit for 1968 Chevrolet Camaro;

Letter to Geoffrey Healey from Thermodynamic Systems Inc. and polaroid photos and drawings.

Copy of Dunlop Rubber Co. Ltd drawing showing approx. inflated shape 185/70 R 15 SP on 5½" rim 28 March 1968

Sketch No. SKDS 26702.

File – correspondence on car research for owners, verifications etc. 1976-1993

File – Vauxhall project 1970s?

Includes:

Donald Healey letters to Vauxhall Motors Ltd about former Healey links with Vauxhall, and to Ford (October 1976) about ideas for new car – ‘the classic European Sports Car’ – a joint project of the Ford Motor Company and Healey [Donald Healey was inspired after returning from US and a visit to the Austin-Healey Club of America that highlighted interest in the classic European sports car].

Also handwritten note to Geoffrey Healey.

File – Jensen Healey (but mostly about development of a sports car) 1970s

Has 'Jensen Healey' written on it with label 'Mr DM Healey Marketing report' crossed out - also marked P80 updated Mar 77.

Copy letter from Geoffrey Healey to Spen King, Rover-British Leyland UK Ltd, Solihull 1 September 1976) with details of his career and current work including developing range of wind powered generators ('this is a difficult project')

Would appreciate the opportunity of a meeting to discuss any possibilities.

With follow up correspondence up to March 1977.

Pencil drawing on tracing paper showing side of 2 seater sports car 10 November 1976

Pencil drawing on tracing paper by Healey Automobile Consultants Ltd showing side on, half front, rear and half overhead views of new Healey 3000 January 1977

Drawing number P80/96-6.

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Pencil drawing on tracing paper showing side, overhead, front and back of sports car (new 3000?)

Photocopy of typed letter from Robert Harrison [Healey owner], Balgowlan Heights, New South Wales, Australia to Technical Director, Ford Motor Company of Australia Writing on behalf of an overseas specialist car manufacture [Healey Automobile Consultants Ltd] who has plans to assemble small numbers of CKD [complete knock down] units in Australia and wants to use as many Australian components as possible, including engine and gearbox. Is asking about availability of Ford products. With photocopy of Ford V8 leaflet plus lists of industrial product distributors and locally manufactured motors.

9 February 1977

With reply from Ford Australia (25 February 1977).

Drawing on tracing paper showing parts (B406, B407) for Austin-Healey 3000 MkIII BJ8
May 1977

Pencil on tracing paper drawing showing 'long bonnet' - side and half overhead view of Austin Healey 3000 style sports car? P80/96

Pencil drawing on tracing paper showing side, overhead, and front of sports car (new 3000?) P80-96-5.

Pencil drawing on tracing paper showing side, half overhead, front and rear views of two seater sports car with figure in driving seat
[1977?]

Drawing number P80/96.

Pencil drawing on tracing paper showing side, overhead, front and back of sports car (new 3000?) P 81-91-1.

Pencil drawing on tracing paper showing side, overhead, and front of sports car (new 3000?) 195/70 HR14.

Pencil drawing on tracing paper showing side, overhead, and front of sports car (new 3000?) P80-92-1.

File – Canadian project 1978
Includes: specs/notes on plans for car, plus correspondence with various relating to engines and parts.

File – Canadian Healey car project letters (1977-1982) including copy preliminary designs

1977-1978

1977-1982
File – two letters from Ford about Donald Healey suggestions for Healey involvement in a Ford car (1978) and response that the company had too many large programmes to get involved in smaller operations as the one suggested by Donald Healey.

Copy letter from Donald Healey to Ray Horrocks, Austin Morris, Leyland Cars, Longbridge congratulating him on his appointment and suggesting the introduction of a new Austin-Healey sports car

File – [Canadian project]
Includes:

WESPAC report to The Hon. Lawrence Garvie QC, Minister of Economic Development, Government of New Brunswick on prospects for resuming production of the B-Car (September 1976);

Polaroids of preliminary clay models (December 1978);

Copy preliminary designs (1979?).

Also with Canadian project drawings by Don Watt Associates, Toronto (1978-1980) e.g. copy of drawing no. 1 (drawn by D Warner) showing side and half front and half rear views of sports car (16 December 1978); copy of drawing no. 2 (drawn by T.W.) showing side, front and rear view of general arrangement (19 June 1979); copy of drawing no. 3 (drawn by B.E.H.) showing front and rear views (18 June 1980), copy of drawing no. 4 (drawn by B.E.H.) showing side view of general arrangement (11 June 1980) [and drawing with no number (smaller copy of rolled version].

Copy of drawing showing side of sports car
Jensen-Healey style, possibly for William Towns, Vauxhall, Canadian project?

Copy of drawing showing side of sports car with blue colour used to accentuate lines

Loose drawings/designs/general arrangements for ‘Healey’ project car - Including photos of clay models

Healey Automobile Consultants Ltd tracing of Healey identification plate
Drawing number M 120622.

Healey Automobile Consultants Ltd tracing of Healey ['wing'] emblem
Drawing number M 120623. This is not an exact copy of the original?
| CR 4804/2/87 | Copy of Healey Automobile Consultants Ltd drawing showing unknown car (side and overhead views) Drawing number P 800/3. | 1 January 1979 |
| CR 4804/2/88 | Pencil and ink drawing of Healey Automobile Consultants Ltd drawing by Geoff Healey showing 'Bug Eye' Sprite modified for racing at Bonneville USA Drawing no. B 79792. Includes smaller pencil sketch of front on view. | 1 January 1979 |
| CR 4804/2/89 | Copy of Healey Automobile Consultants Ltd drawing by Geoff Healey showing 'Bug Eye' Sprite modified for racing at Bonneville USA Drawing no. B 79792 for Marketing Corporation/America - contact Gary Kohs. | 1 January 1979 |
| CR 4804/2/90 | Healey Sport Car, Body Surface, development, Don WAT Ass Limited, Ontario Canada Project no.11187. | 30 April 1981 |
| CR 4804/2/91 | Copy of GKN Axles Limited, Birmingham updated 1984 drawing showing Hypoid Rear Axle Assembly (Sheet 1 of 2) | 23 October 1989 |
| CR 4804/2/92 | Copy of GKN Axles Limited, Birmingham drawing showing Hypoid Rear Axle Assembly (Sheet 2 of 2) | 23 October 1989 |
| CR 4804/2/93 | Pencil drawing on tracing paper showing Healey side, overhead and half front view of 'Healey 92' | 8 September 1991 |
| CR 4804/2/94 | Pencil drawing on tracing paper showing side on and front views of front of car featuring head lamps ("2 x 7 headlamps") Similar to CR 4804/2/95 | 1991 |
| CR 4804/2/95 | Pencil drawing on tracing paper showing front, overhead views of front of car featuring head lamps Similar to CR 4804/2/94 | n.d. |
| CR 4804/2/96 | Pencil drawing on tracing paper showing overhead and front view of sports car | n.d. |
| CR 4804/2/97 | Pencil drawing on tracing paper showing front and side view close ups of front of car | n.d. |
discussed the project with my father and he like me, is very keen to co-operate on a Ford project. The use of the Healey name in some way on a Fiesta would generate a lot of favourable publicity for the car’;

Geoffrey Healey copy note on Fiesta project requirements (September 1978);

Letter from Geoffrey Healey to HM Customs & Excise (October 1978) about two cars being shipped from the USA to Southampton from MCA (Ford Fiesta to be modified by Healey and Austin-Healey prototype Sprite to be restored to showroom condition [for possible high speed run at Bonneville by Gary Kohs, MCA President]) ‘we cannot afford any delays on this first contract which we are informed will be the first of a number on Ford vehicles’;

Letter from Geoffrey Healey to Kohs on reconditioning requirements of the Sprite (October 1978);

Letter from Kohs to Geoffrey Healey (October 1978) explaining Healey touches required for the Fiesta;

Magazine on Ford Cars at the National Exhibition Centre [Birmingham] show (October 1978);

Letter from MCA to Fred Draper, AH Spares, Leamington (1978) about Sprite spares;

Letter from Geoffrey Healey to [racing driver] Paddy Hopkirk about the Sebring 1965 Sprite being rebuilt by Kohs that requires a steering wheel (Geoffrey Healey asking if Hopkirk has one);

Documents relating to shipment of Sprite to the USA (1979), plus copy of Road & Track magazine (August 1979) with Healey Fiesta on cover and article (pp. 38-40) [correspondence mentions that Ford Europe was not involved in the discussions for Healey to work on a Fiesta];

Invoice for work on Fiesta Healey project, potential follow ups to this project (1979), Geoffrey Healey notes and specs on Ford Fiesta by Healey (1979);

Appeal from Geoffrey Healey for Fiesta Healey pictures for his latest book (May 1980) and specifications for a prototype Healey sports car that he is building;

Agreement for MCA to construct one Healey Escort (‘Erica’) in the USA [which it did] including outline specification (1980);

Correspondence with MCA about possibilities of Healey name being used in conjunction with Ford Escort or Chevrolet (1982);
Three Geoffrey Healey tracings of ‘Fiesta Healey’;

Correspondence with Firestone about tyres.


| CR 4804/2/100 | Loose correspondence with Peter Bircumshaw, President, Sports Cars Unlimited, Ontario | 1976
|               | Relates to a new car to be produced in Canada - including cost estimates for parts, seven year plan for income and costs, workforce numbers, figures for Jensen-Healey, Interceptor sales. |

| CR 4804/2/101 | Typed list of [Geoffrey Healey] on-going projects showing simplified filing system reference numbers | 1 June 1990

| CR 4804/2/102 | SAAB file | 1979-1980
|               | Includes: Brochure on SAAB 900 (‘correctly conceived and properly built’) including loose photos; SAAB 900 brochure (1979);
|               | File including SAAB memos (1980) and sketches, graphs, photo. With SAAB drawings. |

| CR 4804/2/103 | Letter from Donald Healey, RAF Club, Piccadilly, London to Geoffrey Healey asking for thoughts on folding prop idea? | 15 February 1980

| CR 4804/2/104 | Handwritten letter from Donald Healey, Trebah Gardens Ltd, Mawnan Smith, Cornwall to Geoffrey Healey noting that he has enclosed a sketch – ‘the style is roughly Ferrari with Healey ‘coke bottle’ wings Plus pencil sketch of car (with photocopies) and another note that Donald Healey enclosed SAAB catalogue (see also CR 4804/2/102). | 1980

| CR 4804/2/106 | Pencil drawing on tracing paper showing various sections 822000 sheet 2 of 2. | 6 January 1983 |
| CR 4804/2/107 | Healey Automobile Consultants Ltd pencil drawing on tracing paper of 2 seater sports car 8 C.S. See also CR 4804/2/107 and CR 4804/2/82. | 1985 |
| CR 4804/2/108 | Pencil drawing on tracing paper showing side, half overhead and front view of sports car (8 C.S. 100) with figure in driving seat | 12 October 1985 |
| CR 4804/2/109 | Pencil drawing on tracing paper showing layout of Healey Car (front and back of car) H90001 sheet 2. | n.d. |
| CR 4804/2/110 | Pencil drawing on tracing paper showing preliminary chassis scheme preliminary H90002. | November 1990 |
| CR 4804/2/111 | Copy of drawing showing side and half overhead view of sports car H9001. | November 1990 |
| CR 4804/2/112 | Drawing on tracing paper of mid engined Healey sports car showing side view with driver 822000. | 1990 |
| CR 4804/2/114 | Correspondence concerning fatigue cracking of a wheel spacer that caused a serious accident when a wheel came off a Healey at high speed. Includes handwritten note from Geoff Healey about unlimited speed testing that is going to be circulated to Healey clubs worldwide. | May 1991 - June 1991 |
| CR 4804/2/115 | Pencil drawing on tracing paper showing side, half overhead and front view of sports car with figure in driving seat | September 1991 |
| CR 4804/2/116 | Geoffrey Healey letter to Charles Johnson, FSV Group PLC thanking him for enclosing power unit details, which looks right for the sports car he is involved with. With Geoffrey Healey letter to Graham Kirk (4 October 1991) explaining that Healey Automobile Consultants Ltd is working with Charles Johnson of FSV Group on the design of a modern sports car and they need more information from Kirk on various issues. Geoffrey Healey explains that the vehicle will have a front engine rear wheel drive configuration. | 3 October 1991 |
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CR 4804/2/117  Hand drawn [Geoff Healey/Healey Automobile Consultants Ltd] chart showing 'Z' type sports car timing (in months) Includes phases such as initial discussions, final Ford drawings, payments (to Coker & Bilbie), specification and features, agreement. October 1991

CR 4804/2/118  Pencil drawing on tracing paper showing side and half overhead view of sports car (with man in seat) n.d.

CR 4804/2/119  Pencil drawing on tracing paper showing side view of sports car including four different eye levels looking at dashboard and steering wheel n.d.

CR 4804/2/120  Loose scraps with handwritten figures and illustrations Includes:

Memo pad page with 'January 31 1965 Sprite 92,000 '3000' 61,000' written on it [sales figures?]; drawing with measurements; names from an address book (S-T, U-V); handwritten figures/costs for 1977, 1978, 1979, 1980 relating to sales, direct materials & direct labour, overheads, total costs, trading profit. n.d.

PH 1286/1  Photograph of drawing of TR8/Healey 3500 (project i-car)

CR 4804/2/122  Blank sheets for schedules of parts, drawings etc.

CR 4804/2/123  Letter from Donald Healey, Royal Air Force Club, Piccadilly, London to [Geoffrey Healey] enclosing four drawings of car design ideas

'Have made numerous attempts at rear engine - very difficult and has many snags. Very long wheelbase necessary and practically impossible in the 7'-6' W.B. [wheelbase] of the Old Healey. But with front engine plenty of room as you will see on 7'-0'. Have endeavoured to take off the ????? front height and length by bumper treatment as Porsche 911. Makes the car more aggressive and retains the classic Healey line. Needs a styling job of course. The only snag is that we would only be doing a coachbuilders job and may be ridiculed - am still a bit worried about road holdings - but would give us an early cheap job of course'.

Also includes photocopies of cars from various publications. n.d.

CR 4804/2/124  Tracing showing the side of a sport car - unknown model n.d.

CR 4804/2/125  Tracing of front of car showing grill, headlights, bumper etc n.d.

CR 4804/2/126  Copies of two drawings showing unidentified numbered car parts

One drawing has 1969 stamped on reverse. n.d.

CR 4804/2/127  Pencil drawing showing side of unknown sports car - with comments and some measurements

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<tr>
<td>CR 4804/2/128</td>
<td>Pencil drawing on tracing paper showing side of Peter Collins Ferrari body outline (1/8 scale). Drawing no. AHC 3192. circa 1957</td>
</tr>
<tr>
<td>CR 4804/2/129</td>
<td>Pencil drawing on tracing showing side on and half front view of two seater sports car n.d.</td>
</tr>
<tr>
<td>CR 4804/2/130</td>
<td>Pencil drawing on tracing paper showing side view of unknown sports car with man in seat n.d.</td>
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<tr>
<td>CR 4804/2/131</td>
<td>Pencil body outline drawing on tracing paper showing front, rear, side and overhead views of sports car (X684) n.d.</td>
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<tr>
<td>CR 4804/2/132</td>
<td>Pencil drawing on tracing paper of side and half overhead, front and rear views showing body outline of sports car (sheet 1 of 2) (X684) n.d.</td>
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<tr>
<td>CR 4804/2/133</td>
<td>Pencil drawing on tracing paper of front and rear views showing body outline of sports car (sheet 2 of 2) (X684) n.d.</td>
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<tr>
<td>CR 4804/2/134</td>
<td>Pencil drawing of side and overhead view of sports car Drawing number H 1-105. n.d.</td>
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<tr>
<td>CR 4804/2/135</td>
<td>Pencil drawing on tracing paper of side of sports car n.d.</td>
</tr>
<tr>
<td>CR 4804/2/137</td>
<td>Poor quality copy of Ferrari chassis/body drawing showing side, overhead, front and rear views c1956</td>
</tr>
<tr>
<td>CR 4804/2/138</td>
<td>Copy of unfinished drawing showing side and overhead views of unknown 2 seater sports car folded n.d.</td>
</tr>
<tr>
<td>CR 4804/2/139</td>
<td>Drawing of ADO 52 alternative front end, 2.6 – 4 cylinder (wheelbase 91&quot;, same as MGB STD). n.d.</td>
</tr>
<tr>
<td>CR 4804/2/140</td>
<td>Loose sketches, drawings and notes for unknown car designs Includes handwritten notes on 'design study small sports car'. n.d.</td>
</tr>
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**Car production photographs**

**Car production photos: pre-Donald Healey Motor Company and Austin-Healey 100 on**

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<tr>
<td>CR 4804/2/141</td>
<td>Photograph of wheel section of prototype Healey chassis for A1501 Westland Roadster December 1945</td>
</tr>
<tr>
<td>CR 4804/2/142</td>
<td>Photograph of main body of prototype A1501 Healey chassis 1945</td>
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CR 4778

WARWICK HEALEY MOTOR COMPANY

CR 4804/2/143 Photograph of engine and other parts on prototype A1501 Healey chassis for Westland Roadster (nicknamed 'The Horror') 1945

CR 4804/2/144 Photograph of 2.4 litre A-type chassis being assembled at the former Benfords factory at The Cape Works, Warwick This image was used on page 18 of The Story Of The Big Healeys. 1946

CR 4804/2/145A Photograph of 2.4 litre A-type chassis being assembled at the former Benfords factory at The Cape Works, Warwick This image was used on page 19 of The Story Of The Big Healeys. 1946

CR 4804/2/145B Photograph of Geoff Healey and Geoff Price with the 2.4 litre Healey roadster (GWD 43) (rear view) This may have been taken in Italy. The car number is 335. Geoff Price is standing by the passenger seat and Geoff Healey is kneeling by the drivers side door. 1940s

CR 4804/2/146 Two photographs of Elliott Saloon (199 NX - chassis A 1502) being tested in Italy One image shows side of the car and the other shows the car in front of another car with three men standing in between. c1946

CR 4804/2/147 Photograph of Alvis engine on Nash Healey chassis pre-1949

CR 4804/2/148 Print of Healey C-type chassis 2.4 litre chassis with swinging arm suspension. Image used for company promotional insert. 1950

CR 4804/2/149 Photograph of suspension on Nash Healey chassis (no. X5) Photograph has instructions on reverse to focus on suspension and crop out the engine as it is a Nash, and not a Riley. 1950

CR 4804/2/150 Photograph of Cadillac V8 engine with Ford gearbox on a Silverstone Healey chassis Image used on page 40 of Healey - The Specials. 1950

CR 4804/2/151 Photograph showing front view of Cadillac V8 engine with Ford gearbox on a Silverstone Healey chassis Image used on page 41 of Healey - The Specials. 1950

CR 4804/2/152 Photograph of 100S (OON 440) being tested at an airfield/racetrack Being drive by Lance Macklin? Similar image used on page 130 of Healey - The Specials. c1954-1955

CR 4804/2/153 Photograph of a 100 S and [Donald Healey's] red & black coupe outside the experimental shop at the Cape Works Image used on page 128 of Healey - The Specials. c1954-1955

CR 4804/2/154 Photograph showing 100 S rear brake assembly, with the separate hand brake mechanism above the caliper Image used on page 128 of Healey - The Specials. c1954-1955

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CR 4804/2/155 Photograph of the 100 S power unit in the experimental shop on its transport cradle c1954-1955

CR 4804/2/156 Photograph of the 100 S engine seen through the open bonnet c1954-1955

CR 4804/2/157 Photograph of Gerry Coker (left) and Roger Menadue standing outside and looking at something not in view Thought to have been taken during production of 100 S. Image was reversed and used on page 103 of Healey - The Specials. c1954-1955

CR 4804/2/158 Photograph of 100 S body on chassis (no engine) Either at production stage or has been stripped for refurbishment. c1954-1955

CR 4804/2/159 Photograph showing close up of part of 1964 works rally '3000' under preparation for the 1967 RAC rally This work would have been carried out at Abingdon. 1967

CR 4804/2/160 Five photographs of 100 S (NOJ 393) at Geoff Healey's Barford home for inspection Includes front view of car on trailer, gearbox, and three of top of engine. 1990

CR 4804/2/160A Two images of road with chicanes and switchbacks in mountains Possibly taken during testing or driving cars in Italy. One photo is described as Col-des-Dents (from Nice over to Italy), the other is a postcard 'La strada dello Stelvio verso Trafoi' 1940s?

Car production photos: Sprite 1958-1968

CR 4804/2/161 Photograph showing the power unit of an Austin Healey Sprite issued by the Press Office of The Austin Motor Co. Ltd to announce the car This image was used on page 45 of More Healeys. 1958

A caption on the back reads: The power unit is the 'A' type BMC engine of 950 cc equipped with twin SU carburettors. This four cylinder OHV engine gives a lively performance and develops 42.5 bhp at 5,000 rpm, with torque of 52 lb. ft at 3,300 rpm. Suspension on the front is by coil springs and wishbones; rear by quarter-elliptic springs, and trailing arms and double acting lever type hydraulic shock absorbers at both front and rear.

CR 4804/2/162 Photograph showing the simple instrument and switch layout of the 1960 Le Mans Sprite This image was used on page 146 of More Healeys. 1960

CR 4804/2/163 Photograph showing four men pushing an alloy-bodied Mark II Sprite (9251 WD) onto a transporter for Sebring 1962 1962
Two photographs showing four Mark II alloy-bodied and one special-bodied Sprite on a transporter for delivery to the Sebring three hour race in March 1962. Includes 9251 WD, 9252 WD, 9253 WD, 9254 WD (alloy-bodied) and 1411 WD (special bodied Sprite built for the 1961 Le Mans race). The cars were driven by Stirling Moss, Steve McQueen, Innes Ireland and Pedro Rodriguez.

Photograph showing the cockpit of Rauno Aaltonen and Clive Baker's coupe Sprite showing signs of water leaks after their 1965 Sebring race.
This image was used on page 135 of More Healeys.

Photograph showing the Lucas petrol-injected engine in of the last Le Mans or Targa Sprites (at the end of Sprite racing development).
This image was used on page 94 of More Healeys.

Photograph of a fuel-injected engine in the 1968 Le Mans Sprite.
This image was used on page 153 of More Healeys.

Photograph of men working in the Cape Works experimental shop which includes two coupe Sprites (1411 WD and 58 FAC) and a production model.
This image was used on page 155 of More Healeys. The corrugated iron curtain in the background kept out customers and the service department.

Photograph showing rear view of a Sprite Le Mans coupe understructure outside at the Cape Works including semi-elliptic rear springs.
This image was used on page 157 of More Healeys.

Colour photograph of Sprite Le Mans coupe body at the Cape Works experimental shop.

Photograph of Sprite girling disc brake conversion.
This image was used on page 176 of More Healeys.

Photograph of the Healey disc brake and wire wheel conversion for the Sprite.
This image was used on page 61 of More Healeys.

Photograph of the front of the first Sprite prototype (QI) with the bonnet off.
This image was used on page 41 of More Healeys.
Photograph of Geoff Healey in the first prototype Sprite (116 AC) passing Geoff Price and about to leave the Cape Works for a test run
This image was used on page 43 of More Healeys.

Photograph showing the steering wheel and simple instrumentation on a light racing car (Targa Sprite)
This image was used on page 121 of More Healeys.

Photograph showing the rear suspension of an Austin Healey Sprite issued by the Press Office of The Austin Motor Co. Ltd to announce the car
This image was used on page 46 of More Healeys.

A caption on the back reads: The power unit is the 'A' type BMC engine of 950 cc equipped with twin SU carburettors. This four cylinder OHV engine gives a lively performance and develops 42.5 bhp at 5,000 rpm, with torque of 52 lb. ft at 3,300 rpm. Suspension on the front is by coil springs and wishbones; rear by quarter-elliptic springs, and trailing arms and double acting lever type hydraulic shock absorbers at both front and rear.

Photograph of a man working on the engine in a Sprite chassis prepared for exhibition purposes by MG
This image was used on page 47 of More Healeys.

Photograph showing the wood rim steering wheel that was optional for a Sprite
This image was used on page 60 of More Healeys.

Photograph showing the cockpit of a prototype steel-bodied version of a coupe Sprite
This image was used on page 97 of More Healeys.

Photograph of a 1293cc Sprite racing engine (XSP2173-4) developed for Le Mans
This image was used on page 91 of More Healeys.

Photograph of the cockpit of the MG-built Sprite record breaker EX219
This image was used on page 59 of More Healeys.

Photograph of panel beater Bill Buckingham at work on a Sprite - rasping the body surface to smooth it and key it for paint
This image was used on page 160 of More Healeys.

Photograph of the last racing Sprite built at Warwick
This image was used on page 118 of More Healeys.
Car production photos: SR

CR 4804/2/185 Two photographs of a design for the Healey SR (by Maurice Heap?)
One photo is of the drawing, and one is a print.

CR 4804/2/186 Photograph of the sheet steel understructure of the Healey SR
This image was used on pages 174-175 of Healey - The Specials.

CR 4804/2/187 Photograph of a girling ventilated disc partly assembled as used on the Healey SR race car. The image shows the Redmayne joint that reduced distortion
This image was used on page 176 of Healey - The Specials

CR 4804/2/188 Photograph showing the cockpit of the Healey SR racing car
This image was used on page 177 of Healey - The Specials.

CR 4804/2/189 Eleven photographs showing the Healey SR racing car being built at the Coton End experimental works
Several photographs include Jim Cashmore.

CR 4804/2/190 Photograph of the Coventry Climax V8 engine fitted to the Healey SR racing car

CR 4804/2/191 Photograph of the Coventry Climax V8 engine in the Healey SR racing car in the pits at Silverstone

CR 4804/2/192 Photograph showing the cockpit of the Healey SR racing car
This was taken at the same time as the image used on page 177 of Healey - The Specials.

CR 4804/2/193 Four colour photographs of the Healey SR racing car being constructed at the Coton End works
Includes the sheet steel understructure, and one photo of people looking at the car.

CR 4804/2/194 Six colour photos of the Healey SR racing car at Silverstone?
For testing?
Includes four photos without windscreen/hood on, and photo of car on trailer.

CR 4804/2/195 Four photos of unpainted SR at Silverstone for testing.
Includes two images of men standing by the car in the pits with men: (left to right) John Harris, Paul Hunt, Jim Cashmore, Barry Bilbie, Brian Healey, Geoff Healey, Donald Healey (one of the images was used on page 139 of Austin Healey). One image also has group around the car including Barry Clemens, Clive Hendry and Paul Stanforth. There is also a photo of the car being driven by John Harris for testing.
CR 4804/2/196 Three photos of the Healey SR racing car (HNX 456D) being loaded onto a transporter at Coton End. Two of the photos include driver John Harris.

Car production photos: various projects (including one-offs, prototypes, post BMC ideas, and Jensen Healey) 1950s-1970s

CR 4804/2/197A Six photographs relating to the X224. One of the photographs shows a front view of the Ferrari purchased by Healey from the Marquis de Portago to strip down and use parts for the X224.

Five of the photographs show the one-off modified S chassis with a Ferrari engine from various angles. Some of the images were used on pages 162-163 of The Specials.

The X224 had a six-cylinder race body and was driven at the 1957 Bahamas speed week.

CR 4804/2/197B One black and white photograph and two colour photos of the same 1969 design by freelance stylist Hugo Poole concept design for a new sports car using Vauxhall units. This image was used on page 200 of More Healeys. The design was one of several suggested for what became the Jensen Healey.

CR 4804/2/198 Photograph of a concept design for the X500 Healey project. Was this the first idea before Hugo Poole was asked for an idea?

CR 4804/2/199 Thirty three photographs and negative strips relating to the X500 Healey project. These shows the car being built at the Coton End experimental works. One of the images shows the car bearing the numberplate QL 7720.

CR 4804/2/200 Thirteen photographs and three negative strips of William Towns models for the Jensen Healey. Images include clay or plasticine scale models, 'half' lengthway models (put up against a mirror to give the impression of a complete car), image of the reflection of Geoff Healey in the mirror as he is taking a photograph of a 'half model', a William Towns drawing. Some of these images were taken in the Coton End experimental works.

CR 4804/2/201 Fifteen photographs of later William Towns models produced for a 'facelift' for the Jensen Healey.
**WARWICK HEALEY MOTOR COMPANY**

**Car production photos: 'Isle of Wight' Frogeye Car Company frogeye**

CR 4804/2/202  Photograph of Frogeye Car Company Frogeye frame and body on trailer at Geoff Healey's Barford home

CR 4804/2/203  Seven photographs of Frogeyes being built at the Frogeye Car Company workshop on the Isle of Wight. Also includes image of the exterior of the works, and cars being tested. Includes one image similar to photograph used on page 213 of More Healeys.

**Car production photos: locations**

CR 4804/2/204  Photograph of car (a Big Healey) on back of lorry outside the Cape Works, Warwick? Lorry has number plate FVP 437. Image has been double exposed and has part of another image (front of car?) on it.

CR 4804/2/205  Black and white printout of image showing the Donald Healey Company premises at Coton End, Warwick. Image shows the showroom window, the main building behind, and a Jensen Healey (RNX 561M) parked in front. This image was used on page 148 of The Healey Story.

CR 4804/2/206  Two photographs showing the demolition of the former Donald Healey Motor Company premises at Coton End, Warwick. One of these images was used on page 161 of The Healey Story. Demolition took place on the day that Donald Healey died.

CR 4804/2/207  Four photographs of Geoff Healey's workshop at his home in Barford. The images show some of the original equipment used to design the Sprite and still being used. One of the images was used on page 208 of More Healeys. An image taken at the same time as these (with Geoff Healey using his drawing board) was used on page 151 of The Healey Story.

CR 4804/2/1/208A  Fourteen photographs (with negatives) of The Cape Works site. Shows the former hanger plus buildings, many of which have fallen into disrepair. Also showing premises of Bruno Electrical Ltd. Two images taken at the same time as these were used on page 165 of The Healey Story.

CR 4804/2/1/208B  Six black and white photographs of Fiat 124 Spider in the experimental shop at Coton End. Possibly in for assessment as Healey worked on their own car.

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Car photographs: different models 1940s-1990s

Westland Roadster/Elliott 1940s-1990s

These photographs are not in date order, as some of the images are of cars that were built many years earlier.

CR 4804/2/210
Nine photographs of Westland Roadster (FWD 306) in Italy/Switzerland
Mountains in the distance. One of the images has the car parked next to a sign for the Simplon Pass.

CR 4804/2/211
Two photographs and one contact sheet showing prototype Healey Westland
c1946
One photo shows a group of men (including Roger Menadue) standing behind the car ([chassis A1501], with false number plates VVV 214) and the other photo shows the car parked in front of an aeroplane [at RAF Honiley for testing]. The contact sheet has three images showing two shots of the same men standing behind the car and a rear shot of the men standing by the car [which has O77 WK plates on the rear].

CR 4804/2/212
Photograph showing front of Westland Roadster (8N87 12)

CR 4804/2/213
Photograph showing front of drophead Elliott (GWD 410)
With mountains in the background. Car owned by Donald Healey.

CR 4804/2/215
Five photographs of drophead Elliott (GWD 410)
c1946/1947?
Four images show the car outside a building and one image shows a man standing by the car (in Italy?)

CR 4804/2/216
Photograph of woman sitting in Westland Roadster?

CR 4804/2/217
Photograph of Elliott? (192 AC)

CR 4804/2/218
Five colour photographs of Healey Westland? (RRU 023) being restored in Australia
Photographs were sent to Geoff Healey and include comments on the back from the restorer.

CR 4804/2/219
Colour photograph of Bill Emerson standing next to his Westland Roadster (8N87 12)
This was the car driven by Donald Healey accompanied by Geoff Healey during a tour of the USA in 1948. Two trophies on the car bonnet and Bill Emerson holding a glass of champagne

c1950?

Healey Silverstone

CR 4804/2/218
Seven colour photographs of Healey Silverstone (JAC 100)
Includes side, and three-quarter front views, plus close ups of cockpit, engine and underneath wheel arch.
Photograph showing driver in Silverstone prototype (JAC 100) looking over his right shoulder

**Healey Sports convertible**

Photograph showing rear view of Healey Sports convertible? (KWD 948)

**Nash Healey**

Two photographs showing rear view of prototype Nash Healey [JWD 300] with American plates (37 550) parked near Kittatinny Mountain road tunnel
One image has man looking into car.

Colour photograph taken from drivers side of Nash Healey showing door open

**Austin-Healey 100**

Two photographs of Austin-Healey 100
Including 00M 552 (owned by John Wheatley) at an event
C1978 and car being driven (with mountains in the background).

**Austin Healey 3000**

Colour photograph showing the Austin Healey 3000 coupe (J31 AC?) in Geoff Healey's parking space (at Austin?)

Photograph showing front view of Austin-Healey 3000 Mk III

Photograph showing close up of front passenger side of 3000 Mk III and focusing on the wheel and tyre

Three photographs of Austin Healey 3000 Mk II taken in the works
Showing side, front and three-quarter front view. Three-quarter view was used on page 101 of Austin Healey: The story of the Big Healeys (and has been re-touched for publication).

Colour photograph showing three-quarter rear view of Austin Healey 3000 (3RZ 494)

Colour photograph showing three-quarter rear side view of Austin Healey 3000 (LSP 550)
**WARWICK HEALEY MOTOR COMPANY**

| CR 4804/2/230 | Photograph showing three-quarter rear view of Austin Healey Sprite Mark II prototype showing the MG designed rear-end. This image was used on page 65 of More Healeys. |
| CR 4804/2/231 | Photograph showing three-quarter front view of pre-production MG Midget Mark I (Farina-fronted) - number plate MG 1 |
| CR 4804/2/232 | Publicity photograph of couple by Midget parked on marina front - energy absorbing bumper can be seen on the car. This image was used on page 82 of More Healeys. |
| CR 4804/2/233 | Publicity photograph used in USA press release showing three-quarter front view of MG Midget. This image was used on page 67 of More Healeys. |
| CR 4804/2/234 | Re-touched photograph showing side view of BMC's production hardtop for the Mark II Sprite/Midget. This image was used on page 70 of More Healeys. |
| CR 4804/2/235 | Re-touched photograph showing three-quarter side view (from front) of USA specification Sprite with prototype BMC hardtop as used on the 1959 Monte Carlo rally. |
| CR 4804/2/236 | Re-touched photograph showing three-quarter side view (from rear), with driver's door open, of USA specification Sprite with prototype BMC hardtop as used on the 1959 Monte Carlo rally. |
| CR 4804/2/237 | Re-touched photograph of Warwick-produced hardtop Mark II Sprite. This was designed by Les Ireland and was lighter than the BMC version. This image was used on page 71 of More Healeys. |
| CR 4804/2/238 | Photograph showing front of Brian Healey's 'Frog-eye' Sprite (966 NEH) while at the Austin-Healey jubilee forum. This image was used on page 216 of More Healeys. |
| CR 4804/2/239 | Publicity photograph showing man standing by USA Sprite (SOK 97H) with woman sitting behind wheel. This image was used on page 81 of More Healeys. |
| CR 4804/2/240 | Photograph of prototype Mark II Sprite at the Cape Works (for inspection by Donald Healey). This was designed by Donald Healey Motor Company without any involvement of BMC/MG. This image was used on page 64 of More Healeys. |
Photograph showing side view of 'Super Sprite' (project XQHS - 364 EAC) outside the Cape Works showroom
This car was designed by Les Ireland and built on standard Mark I Sprite understructure. It was later fitted with a Coventry Climax engine C38. This image was used on page 102 of More Healeys.

Photograph showing three-quarter front view of unique road-going version (4 HAC) of the streamlined Le Mans car
This image has an Auto Sport stamp on the reverse so was probably used in an article.

Photograph showing three-quarter rear view of special-bodied Sprite built by Doug Wilson Spratt, in the Silverstone paddock
This image was used on page 177 of More Healeys.

Photograph showing rear three-quarter side view of ex-Le Mans Sprite (1411 WD)
Formerly owned and raced by Mike Garton.

Two colour photographs of Geoff Healey looking at a Sebring Sprite coupe (with car no. 50 still on it)
Taken at Geoff Healey's Barford home?

Two colour photographs of 'Frogeye' Sprite taken at unknown location
One image has the top up.

Colour polaroid showing three-quarter rear view of Donald Healey Motor Company 'works' Sprite coupe [HAN 9 R 238]

Photograph showing the latest MG Midgets on the production line
This image was used on page 83 of More Healeys.

Photograph showing the Mk 1 Midget engine
This image was used on page 194 of More Healeys. It was also used in the MG Car Club magazine 'Safety Fast'.

Prototypes and one-offs

Photograph of the Healey '4000' prototype with a Rolls Royce engine, as restored by Peter Cox (TNX 65G)
This image was used on page 170 of Healey - The Specials. The plan was to use a Rolls-Royce engine in a 3000 and call it the 4000.

Ten photographs of Donald Healey's one-off personal red and black Austin-Healey 100S coupe (ONX 113) at Perranporth
One of these images was used on page 12 of Healey - The Specials.
CR 4804/2/250  Photograph showing three-quarter front view of one of the Healey '4000' prototypes (PWD 663F) outside Donald Healey's home at Trebah in Cornwall
With negative. The car was built by Donald Healey and Roger Menadue.

CR 4804/2/251  Photograph of one of the Healey '4000' prototypes (PWD 663F) outside Donald Healey's home at Trebah in Cornwall
The car was built by Donald Healey and Roger Menadue. This image was used on page 207 of More Healeys. With negative and cropped colour print of the photograph.

CR 4804/2/252  Photograph of Healey '4000' prototype parked outside Donald Healey's home at Trebah in Cornwall
The car was built by Donald Healey and Roger Menadue.

CR 4804/2/253  Photograph (taken at Barford?) showing the mid-engined prototype with hydrolastic suspension (codenamed WAEC) built as a possible replacement for the Sprite?
This image was used on page 101 of More Healeys.

CR 4804/2/254  Colour photograph of Geoff Healey's Ford Escort 2000 at Barford
The car previously belonged to Donald Healey. This image was used on page 169 of The Healey Story. With negatives.

CR 4804/2/255  Colour negative of 1978 Healey Fiesta one-off
This image was used on the back cover of Healey - The Specials.

CR 4804/2/256A  Two colour photographs of white Unipart GT (NGH 8D)
One of the photographs has Brian Healey standing next to it (did he own it?).

CR 4804/2/256B  Photograph of BMW M1 engine
n.d.

CR 4804/2/256C  Photo showing Repco-Brabham V8 of the type used in TR37
(which ran in the 1970 Le Mans 24 Hour race)
n.d.
Marine production

In 1955 the company got involved with building speedboats. Donald Healey was a keen water-skier (as was racing driver Stirling Moss) and the story he tells is that he returned from water-skiing in Nassau in 1955 and was looking for something to do so convinced the company that speedboats were an area to get involved in.

The first Healey Ski-Master was built at Bridport in Devon and the model sold reasonably well with many being exported to the United States. Production for the next model was transferred to the company’s Cape Works in Warwick and it was called the Healey Sprite (the same name was used for the sports car produced by Austin-Healey from 1958 until 1971). A new subsidiary company Healey Marine was set up to concentrate on larger boats with an inboard (rather than an outboard) engine. 'Bic' Healey, who was responsible for marketing for the motor company, was put in charge (allegedly on the basis that he had been in the navy during the Second World War).

'Bic' came to an arrangement with Lord Aylesford of Packington Hall (near Coventry) to use one of the lakes on the estate for testing boats. Family members were frequently there at weekends for boat testing and water-skiing.

A pond at the Cape Works was also used to ensure that boats could float. Production was eventually transferred to Yorkshire.

Inevitably, because of Donald Healey’s competitive nature, Healey boats were entering races and he and 'Bic' often drove them in events. Donald was involved in the 1958 24-hour race at Aix-Les-Bains in France (with motor racing driver Tommy Wisdom). They won the trophy for the best-placed British crew. Another event was the Six Heures de Paris race which took place on the river Seine at the same time as the Paris Salon motor show. This time 'Bic' was co-driver with Tommy Wisdom and although their boat performed well it broke down.

The company switched from wood to fibre glass for the hulls and a chance meeting with world speed record driver Donald Campbell (who was at Warwick to complain about the steering on his car) led to 'Bic' being invited to a trial run for Campbell’s boat ‘Bluebird’ on Coniston Water. Two Healey boats were in the support team acting as rescue craft. Campbell was also managing director of Dowty Marine and 'Bic' got to be driven at high speed by Campbell in one of Dowty’s speedboats on the company’s test lake near Cirencester.

Healey eventually pulled out of boat building as more companies started building them, and because the company could not put the resources needed into the market. Staff were overworked, especially 'Bic' who was also still in charge of car sales.
Marine production: drawings 1954-1962

CR 4804/2/257 Copy of drawing showing construction plan of 9’ 6” sailing and general purpose dinghy
Drawing by Birmabright Ltd, Marine Department, Berkeley Square, London (drawing no. BB 1596). November 1954

CR 4804/2/258 Copy of drawing showing 10’ Birmabright dinghy construction plan (increased beam) showing sections, elevations, plans
Drawing by Birmabright Ltd, Marine Department, Berkeley Square, London (drawing number BB-MS 315A). March 1957

CR 4804/2/259 Copy of drawing showing 12’ standard dinghy construction plan

CR 4804/2/260 Copy of drawing showing 10’ Birmabright dinghy construction plan showing sections, elevations, plans
Drawing by Birmabright Ltd, Marine Department, Berkeley Square, London (drawing no. BB 1672). July 1962

CR 4916/2 Photocopy of sketch of Healey Marine boat September 1961

Marine production: photographs 1950s-1960s?

CR 4804/2/261 Photograph showing Donald Healey and Brian Scanlan, Managing Director of JB Manufacturing Co. (Cabinets) Limited, Harlow, Essex in front of a Healey boat on the Healey Marine Ltd stand at the National Boat Show 10 January 1957

CR 4804/2/262 Photograph showing Donald Healey, Chairman of Healey Motors Limited, and Brian Scanlan, Managing Director of JB Manufacturing Co. (Cabinets) Limited, Harlow, Essex standing by a Healey boat on the Healey Marine Ltd stand at the National Boat Show

CR 4804/2/263 Proof of photo showing a Healey Marine plastic speed boat at the National Boat Show at Olympia, London

CR 4804/2/264 Photograph of upturned boat in the Cape Works

CR 4804/2/265 Three publicity photographs of woman with Healey boat (at Cape Works?)
Woman in drivers seat behind the wheel, on mattress on deck, putting luggage in storage compartment

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WARWICK HEALEY MOTOR COMPANY

CR 4804/2/266 Two photos of family with boat being towed by car and being put into the water
Bic driving the car? (Austin - WUE 454) at unknown location.
Boat has Ferry Boat Inn written on side.

CR 4804/2/267 Four photos of woman in bathing costume 'holding up' Healey Sprite hull at boat show Healey Marine stand

CR 4804/2/268 Photo of Bic Healey at wheel with three female passengers in Healey boat at a show

CR 4804/2/269 Two photos of boats in a showroom at unknown location

CR 4804/2/270 Two photos of Healey boat on trailer at unknown location

CR 4804/2/271 Healey boat on trailer inside at the Cape Works, Warwick

CR 4804/2/272 Man driving outboard motor boat in sea at unknown location
Wearing hat and lifejacket.

CR 4804/2/273 Healey boat being used in Kraft Foods campaign at supermarket
Women in boat handing out food to people, including children - 'Oceans of good food by Kraft' - publicising new Kraft variety pack. Photo appeared in Bristol Evening Post.

CR 4804/2/274 Photo of drivers FF Dolson and J Williams in action during the London Motor Boat Racing Club 25 mile race at Shepperton, which they won
Information is written on the front of the photo.

CR 4804/2/275 Donald Healey standing by the open drivers door of an Austin Gipsy car which has a Healey speedboat on a trailer
Boat Z91 that was driven by Healey and Tommy Wisdom in the 24-hour race at Aix-Les-Bains in France, winning the trophy for the best-placed British crew. Photo taken at same time as image used on page 129 of My World of Cars.

CR 4804/2/276 Four photographs showing action from the Six Heures de Paris race
Including shot from behind of Tommy Wisdom in the boat that was entered for the race.

CR 4804/2/277 Two photos showing Brian Healey shooting film footage of a Healey boat at unknown location
Location may be Packington?

CR 4804/2/278 Six colour photos of Bic Healey driving yellow speedboat at Packington?
Bic with family? Wearing red top.

CR 4804/2/279 Four photos of Bic Healey driving Z91 (light blue) with others in boat
Packington?

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81
Six colour photos of Bic Healey driving Z91 (light blue) with others in boat Packington? (different occasion from CR 4804/2/279).

Photograph showing close up of Healey boat bow (at The Cape?)

Photo of speedboat 'Jet Spray' with several people aboard

Photo of speedboat being driven by man wearing bobble hat With male passenger wearing suit standing and boy sitting down.

Four photos of Healey boat being driven by man wearing suit at unknown location

Twelve photos including group of five standing on shore with jetty and Healey boat behind; man in bobble hat driving boat; Bic Healey driving boat, members of the group waterskiing; with another boat P80 ('Very Likely?') Group includes Bic Healey, woman, and man wearing bobble hat [taken at same time as colour photo CR 4804/2/278].

Two photos of Tommy Wisdom driving Healey boat with female passenger

Ten photos of Tommy Wisdom driving Healey Sprite with one or two male passengers in the boat Location is offshore.

Three photos of man driving boat offshore, with female passenger (and boy) Beach in background.

Photograph showing close up of boat moored up Larger boat - has below decks area and seats at rear.

Two photographs showing damage - flakes off a shaft, and scoring in a bearing

A Class 4 Healey sand yacht in action Used on page 201 of More Healeys.
Wind power

CR 4804/2/292 File on ‘experimental and windmills etc.’
Includes:
Photos, contact sheet and negatives e.g. Donald Healey with turbine mounted on car, wind turbines;
Correspondence with Ministry of Defence about research and funding for development of a wind powered electrical generator;
Correspondence with manufacturers about wind turbine generator blades;
Publicity material and reports from wind energy firms (including photocopies of items from the 1960s);
Correspondence with Geoffrey Healey from Department of Trade & Industry about a redundant Healey wind power generator at Perranporth Airfield and possible interest from a contact (with Healey reply that it has been heavily used and would need an overhaul – asking for ‘scrap’ price of £200).

CR 4804/2/293 Files marked ‘windmills’
Includes:
Loose sketches and drawings, calculations, typed notes on generators, alternators, letters and publications from manufacturers of parts (including Lucas), technical reports (e.g. by British Electrical & Allied Industries Research Association), file on Elektro GmbH Winterthur notes and drawings, articles, publications on wind power (including copies 1960s-1970s).

CR 4804/2/294 Four sheets of handwritten notes by Donald Healey (Cornwall) on power generation from windmills, including a few sketches
[early 1970s]

CR 4804/2/295 File marked T13 with sub-file marked project P161 windmill test manual (secret) about test procedures and security, calculations, parts schedules, notes, articles, publications, graphs
Unavailable for general access until
It may be possible for us to release information from this item, please write to us for details.
[c1973-1978]

CR 4804/2/296 File marked ‘wind power generators – P10 1975’
Includes calculations.
1975

CR 4804/2/297 File – correspondence with Lucas and others [relating to wind power generation] including brochures
1975
Volume labelled ‘Geoffrey Healey and Donald Healey windmill papers’
Includes: notes, calculations, sketches, test results, graphs, typed brief history of Healey Automobile Consultants Limited with note on Healey 2KW generator (February 1976).

Loose material on wind generation project
Including:

Notes, graphs, calculations, Project P161 progress report no. 4 (September 1978) by Geoffrey Healey (up to 31 August 1978);
Healey Automobile Consultants Limited file with typed notes/memo ‘production study small volume production’ by Geoffrey Healey with sections on organisation, assembly procedure, costing (December 1975). Plus letter from David Bond, Bonds Boats, Feock, Truro [about moulding turbine blades?];
Copy letter from Geoffrey Healey to David Barton Ltd, Meriden (28 October 1976) asking if the company would be interested in a wind driven generator, with response (23 November 1976) asking for a meeting and seeing a generator in operation.

Drawing on tracing paper of Healey aerogenerator assembly
2 June 1976

Drawing on tracing paper of unknown item
Re-drawn with additional information 13 May 1976.
5 January 1976

Typed copy notes by Geoffrey Healey on brief history of Healey Automobile Consultants etc. and its wind power experiments
4 February 1976

Drawing on tracing paper of control lever [for Healey aerogenerator assembly]
26 July 1976

Drawing on tracing paper of Healey aerogenerator assembly (400/800 B series)
28 October 1976

Loose correspondence between Geoffrey Healey and Calor Gas about its possible involvement in wind turbine power generation costs, parts etc.
With schedule of parts and assembly index, provisional costs estimates for Healey aerogenerator ‘G’ series – G1000 (1976), pencil sketch and graph [nothing came of this because Calor Gas emphasis switched to solar power research].
1976-1980
File – MOD reference A726/5022 (P161) and marked top secret (file T 11)
Including agreement and paper work relating to development of a wind powered electrical generator, forms, project schedules. Unavailable for general access until it may be possible for us to release information from this item, please write to us for details.

Pencil drawing on paper of aerogenerator assembly (mast details)

Copy of drawing showing side view of Healey aerogenerator assembly (mast and propeller) With wind direction indicated.

Pencil drawing on paper showing tower assembly [of Healey aerogenerator]

File (marked P 161) including publications, notes, calculations, correspondence with Department of Industry about Healey’s research contract (and delays) relating to wind power. Including correspondence with Dudley Smith MP (August 1976), correspondence with National Research Development Corporation asking for funding (1976-1977).

Includes sales literature, files and photographs relating to racing, general corporate relations material (including enquiries), press cuttings and articles, material from clubs and enthusiasts.

Healey 2.4 litre outer folder/wallet - with price list for June 1947

Small label showing Healey 2.4 litre prices September 1949

Inserts (with image and text) for 2.4 litre Healey chassis c1950

Insert (with image and text) for Nash Healey 4 litre open sports 3-seater c1950

Insert (with image and text) for Healey 2.4 litre Abbott drophead coupe c1950

Insert (with image and text) for 2.4 litre Healey Tickford 2-door 4-light sports saloon c1950

Insert showing illustration of Healey 2.4 litre [Elliott] saloon

Insert for the 2.4 litre Healey Silverstone open sports two seater c1950
<table>
<thead>
<tr>
<th>Reference</th>
<th>Description</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>CR 4804/3/9</td>
<td>Leaflet for the Healey Silverstone (‘a perfect car in every respect’)</td>
<td>c1950</td>
</tr>
<tr>
<td></td>
<td>With illustrations, specification and testimonials from drivers</td>
<td></td>
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<tr>
<td></td>
<td>e.g. Louis Chiron, Tommy Wisdom, Major ARP Rott.</td>
<td></td>
</tr>
<tr>
<td>CR 4804/3/10</td>
<td>Preliminary specification of the Healey 2.4 litre with outer</td>
<td></td>
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<tr>
<td></td>
<td>folder/wallet</td>
<td></td>
</tr>
<tr>
<td>CR 4804/3/11</td>
<td>Leaflet for The new Healey 2.4 litre Tickford 2-door 4-light</td>
<td>c1951</td>
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<tr>
<td></td>
<td>sports saloon</td>
<td></td>
</tr>
<tr>
<td>CR 4804/3/12</td>
<td>Leaflet for The new Healey 3 litre sports convertible</td>
<td>c1951</td>
</tr>
<tr>
<td>CR 4804/3/13</td>
<td>Donald Healey Motor Co. Ltd instruction book for the Healey 2.4 litre</td>
<td></td>
</tr>
<tr>
<td></td>
<td>[first issue]</td>
<td></td>
</tr>
<tr>
<td>CR 4804/3/14</td>
<td>English and French language versions of leaflet for the Healey</td>
<td>c1951?</td>
</tr>
<tr>
<td></td>
<td>(‘the fastest car in the world’)</td>
<td></td>
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<tr>
<td></td>
<td>With images of the ‘Mille Miglia’ roadster, the Sportsmobile</td>
<td></td>
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<tr>
<td></td>
<td>drop-head coupe, the chassis, the ‘Mille Miglia’ saloon.</td>
<td></td>
</tr>
</tbody>
</table>
Proofs for Healey Marine adverts

Including:

‘Something New For Water-Sportsmen!’ – text and illustration
[image from one of the photos in Healey Marine folder in photos box] [price of the hull was £149.10.0] [marked DH 88];

Same image and text as above for Catalogue & Review of the National Boat Show – ‘Something New for Water-Sportsmen! The Healey 'Sky [sic]-Master' [marked DH 78];

Same text and image as above [stamped 18 November 1955 and marked DH85] – also with image only;

Text – ‘Made for the Water-Sportsman… ‘Ski-Master’ Outboard Runabout, ‘Ski-Master’ Inboard Runabout’ [marked DH87];

Same text as above (plus quote from Mr TP Harrington of Columbus, Ohio, owner of the first Ski-Master sold in the USA – ‘this boat is terrific’ with extract from letter from well-known American Water-Sportsman) with images showing boat [marked DH 99], plus proof with just text on [minus quote];

Text and image as before (marked as for insertion in March issue);

Text and image as before [marked DH83] plus image only; ‘This boat is terrific’ text and quote as above with letter from Yachting Monthly (22 August 1956) asking if Healey Marine Ltd wants to repeat its advertisement in the October magazine in the guide to the marine section of the motor show that will be included;

Text and image as before (‘something new’) (stamped 21 November 1955) for Motorboat & Yachting and Yachts & Yachting [marked DH84];

Text for advert in Motorboat & Yachting and Yachts & Yachting [marked DH 75] – Healey Marine Limited (Warwick) offer the most comprehensive range of Marine Equipment, comprising – The Austin-Healey [engines], the Laycock-Healey [marine gearbox], the Healey ‘Ski-Master’ Sports Runabout [hull and boat], Scott-Atwater Outboard Motors. See all the above on stand 39 at Earls Court [marked DH75];

Text giving specifications, dimensions etc [marked DH87]

‘Something new’ text and image (of boat) [for Light Craft, March ?].

Photographic print showing illustration showing two diagrams of Sprite Mark I interior dimensions
This image was used on page 55 of More Healeys.
<table>
<thead>
<tr>
<th>Reference</th>
<th>Description</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>CR 4804/3/17</td>
<td>Copy of paint and trim colour chart for Austin-Healey Sprite type AN5, Drawing by The Austin Motor Co. Ltd Designs Dept.</td>
<td>1957</td>
</tr>
<tr>
<td>CR 4852/1</td>
<td>Austin-Healey 'Frogeye' Sprite colour swatch booklet</td>
<td>1950s</td>
</tr>
<tr>
<td>CR 4804/3/19</td>
<td>Lucas equipment and spare parts list for Austin-Healey Sprite</td>
<td>1958</td>
</tr>
<tr>
<td>CR 4804/3/21</td>
<td>Typed copy notes on Austin-Healey 100 Six optional equipment</td>
<td>28 February 1958</td>
</tr>
<tr>
<td>CR 4804/3/22</td>
<td>Types notes on the 2.4 litre Healey – 1952 series ‘F’, including lubrication</td>
<td></td>
</tr>
<tr>
<td>CR 4804/3/23</td>
<td>Typed notes on Austin-Healey tuning up routine</td>
<td></td>
</tr>
<tr>
<td>CR 4804/3/24</td>
<td>Typed copy notes on 2.4 litre Healey specification</td>
<td></td>
</tr>
<tr>
<td>CR 4804/3/25</td>
<td>Small Austin Healey Sprite publicity fold out poster/leaflet, Published by The Austin Motor Company Limited (Publication No. 1647).</td>
<td></td>
</tr>
<tr>
<td>CR 4804/3/26</td>
<td>Fold out colour leaflet for the Austin Healey Sprite, Published by The Austin Motor Company Limited (Publication No. 1590).</td>
<td></td>
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<tr>
<td></td>
<td>Jensen Healey Autocar test brochures: copies of Autotest</td>
<td></td>
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<tr>
<td></td>
<td>Jensen Healey (1973 cc) brochure reprinted from Autocar (31 August 1972);</td>
<td></td>
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<tr>
<td></td>
<td>Leaflet on welding at Jensen Motors Ltd (reprinted from The Welder, vol. 40, issue 193);</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Austin-Healey Sprite Mk IV and MG Midget Mk III</td>
<td></td>
</tr>
</tbody>
</table>
FILE ON JENSEN HEALEY BROCHURE

Includings: insert/fold out brochure on the Jensen-Healey with images and specifications (1972);

Jensen Motors Ltd specification insert (1972) (with image of Jensen-Healey) issued by The Donald Healey Motor Co. Ltd (sole distributors to the US Military Personnel in the United Kingdom);

Technical data leaflet (issued by Jensen Motors Ltd Technical Publications Dept, October 1972);

Recommended retail price list for Interceptor III (March 1974);

Jensen Motors Ltd insert on the Jensen Interceptor Convertible (March 1974) (with photo and specs);

Transparent plastic 'press pack' sleeve (with Jensen Healey lettering and badge on it) containing – fold out insert on colours and specs, five images of Jensen Healey (e.g. different angles, cockpit, cut-away illustration of chassis – drawn by J Attrill 1972 [some photos taken outside Manor House restaurant, West Bromwich]) [marked not for publication before 7 March 1972], news releases (on Jensen Motors Ltd, Donald Healey, brief background to the return of the real sports car the Jensen-Healey, the Jensen-Healey – a new sports car), Jensen Healey specification, photo and specs insert, two photos showing side and rear (red car), Jensen Healey brochure with photos and specs, copy of Autotest Jensen Healey (1973 cc) brochure reprinted from Autocar (31 August 1972).

Advert from German magazine for the Austin-Healey Mk IIA (registration 131 APC California)

Sales insert on The Frogeye produced by The Frogeye Car Company Ltd
Has photo of car on front (with number plate SDL 88) and information on its 'classic looks' and 'modern technology. The back of the insert has specifications and contact details. The front of this insert was used on page 209 of More Healeys.

Print of illustration showing numbered car parts
Taken by Photographic Department of Nash-Kelvinator Corp. Nash Motors Division.

© Copyright Warwickshire County Record Office
Tracing (sketch pad) with sketches and ideas by Bic Healey relating to publicity for boats and cars

Includes:

Sketches of car towing boat with slogan 'Springtime is Sprite time';

Slogan 'for boating and motoring pleasure it's Sprite';

Slogan 'why let the road end at the shore';

Notes on a leaflet (Sprite, corsette, inboard, 3 languages, engines, trailers);

Notes on press day - list of publications and media organisations, boats and their motors, programme (assemble Warwick, tour works, proceed to White Horse, Balsall Common for lunch, afternoon testing boats at Packington, 5 boats to be on the water fuelled and ready to run, names of skiers, crew at Packington;

Sketches and text for publicity material relating to the launch of the new Sprite Mk II and 3000 Sports cars [April - May 1961], including invitation to Donald Healey Motor Company's London showroom to meet Donald Healey and inspect the cars, with notes on the cars features;

Sketches and notes on Healey '707' turbojet including slogans and names/logos for boats (e.g. 'the only thing it shares with other boats is the water'), notes on speed of the boat, some test runs (e.g. from London to Denmark and back);

Ideas for Healey badge;

Sketch and notes for Sprite Mk II material e.g. 'I'm not so happy now! A Mark II passed me today - Healey sppeed equipped of course. It must be from Healey's new tuning centre [at Healey's London showroom and The Cape, Warwick]. Buy your Sprite Mk II from Britain's largest distributor'.

Racing 1950s-1992

Invoice from French garage Maxime Goulet, Rue Nationale, Clerans-Foulletourte for ‘peinture complete de deux voitures sans fourniture de peinture’ (50 Francs)
**WARWICK HEALEY MOTOR COMPANY**

CR 4804/3/32 File ‘Austin Racing’ 1950s?

Includes:

Copy typed notes – summary of results showing top gear acceleration figures (4.1 to 1 direct top gear, 5 gallons of fuel, hard top, engine no. C.26W3766, chassis no. SPL.3401B, type BN4L);

Copy typed notes on Austin-Healey BN4 5.90 x 15 road speed tyre (4.10 rear axle ratio and overdrive, and 3.91 rear axle ratio);

Typed list of British Cars homologated by the FIA according to appendix ‘J’ to the International Sports Code (1957) – including Austin-Healey 100-Six (open and hard top models).

CR 4804/3/33 File on racing including speed record attempts at Bonneville Salt Flats, Utah; racing at Sebring  February 1953-1982

Includes:

Agreement between Shell-Mex & BP Ltd and Geoffrey Healey (11 February 1953) for Geoffrey Healey to use its motor oil exclusively in racing events – with list of payments to be made if Geoffrey Healey is successful at certain events (listed);

Donald Healey typed memo. to various at Austin Motor Company and Donald Healey Motor Company (4 June 1953) relating to American stock car racing records and the speed record attempt (Donald Healey asks that the information be kept confidential to avoid publicity before the attempts);

Typed copy note from George Eyston [who was the other driver making speed record attempts in the Healey] to Donald Healey (19 June 1953) relating to requirements for the car;

Letter from Dunlop Rubber Co. Ltd (30 July 1953) to Captain G Eyston attaching instructions and notes (24 July 1953) for tyres to be supplied for the Austin-Healey Salt Lake speed record attempt;

Copy typed list of Salt Lake team with memo. on address that the team has to report to at Wendover (Captain Eyston), handwritten note on special equipment and tuning instructions for the Sprite (model AN5);

Two memos. relating to travel to Salt Lake City and trip to Grand Canyon (1 September 1953);

Hand-written chart showing power performance of Austin-Healey record breaker (unblown car);

[Austin Motor Co.] Development Road Test Department road test report on Girling brakes fitted to Austin-Healey 100 (9 June 1953);

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Copy typed notes on preparation of [Salt Flats] streamlined car (16 September 1954);

Letter from GC Cooper, Chassis Designs, Austin Motor Co. to Geoffrey Healey (17 September 1954) enclosing copy letter sent to Morris Motors concerning parts required for gearboxes for the 100S show cars;

Champion Spark Plug Company packing list (3 March 1955) for Donald Healey at Sebring;

Official published entry list for Sebring (13 March 1955) (including Austin-Healey entries);

Copy of AAA [American Automobile Association] chart showing performances of cars that took part in Sebring 1955 (including Austin-Healeys);

Insert with overhead image of [Sebring?] course;

Typed official results of Sebring 1955;

Copy typed preliminary entry list for Sebring 1955;

Letter from GC Cooper, Austin Motor Co., to Geoffrey Healey (8 February 1957) with agreement on chassis numbers for racing cars – SPL259BN for AHR 63 (engine XSP.234-3), SPL260BN for AHR 64 (engine XSP.234-2), SPL262BN for AHR 65 (engine XSP.234-4). Also notes that high speed record car is SPL261 and endurance car is SPL227;

Typed notes on special awards at 1957 Sebring (23 March 1957);

Clutch data form from Borg & Beck, Tachbrook Road, Leamington Spa to Geoffrey Healey (9 October 1957) for Healey Sprite;

Typed final results of Sebring 1957;

Correspondence (3 January 1958) concerning Austin Motor Co. staying out of 1958 Sebring but that three Austin-Healey 100 Sixes prepared by Donald Healey Motor Co. will run (paid for by Competition Department Funds and Donald Healey’s own funds);

Geoffrey Healey typed notes on Fiat 1100/103 Auto Italia preparations e.g. work on head, lower half, tear engine to pieces etc. (14 January 1958);

Handwritten details on Donald Healey Motor Co. schedule for Austin-Healey Sprite extra equipment (22 January 1958) – part no., description, remarks etc.;

Copy typed note – brief summary of possible extras for Austin-
WARWICK HEALEY MOTOR COMPANY

Healey Sprite AN5 (10 February 1958);

Copy typed letter from G Jones, Chief Experimental Engineer, Austin Motor Co., Longbridge to Geoffrey Healey (27 August 1958) enclosing MIRA [Motor Industry Research Association] performance test (20 August 1958) on Blue Special Sprite (fitted with special engine);

Copy typed letter from HC Broom, [Development Road Test Department] Austin Motor Co., Longbridge, to Healey Motor Co. (27 August 1958) with results from performance check on an Austin-Healey Sprite;

Article from The Motor (22 April 1959) '90-Plus Sprite – a Warwick-tuned Austin-Healey’;

Installation visit report from Girling Limited to Healey Cars (April 1959) concerning fade and performance tests (included) on Healey Sprite;

Copy typed development note no. 1/61 (23 February 1961) on Sprite tuning summary;

Copy typed letter from Geoffrey Healey (14 October 1963) to Mr Binnington, MG, Abingdon about poor state of cars for Goodwood Press Day with report on problems;


Typed notes on Austin-Healey Sprite special equipment and tuning (preface, engine, suspension, brakes, plus all weather, competition and special equipment) – with some handwritten annotations;

Typed copy notes on international class G (750-1100cc) results – covers dates 1933-1951 and has information on distance, date, place, driver, car, time or distance, average mph, former holder and record;

Handwritten notes on details required for Austin-Healey Sprite form of recognition (optional equipment) plus misc. handwritten notes on various [date?];

Copy list of results in various classes for Grand Tourismo Production Sports and Touring Car events (appendix J) including Austin-Healey coming 2nd in class 9;

Handwritten notes on high speed Sprite (car XQHS) and A series engines – for 140 mph at Utah;

Speedwell Performance Conversions Ltd Leaflet on engine conversions – includes price list that mentions Healey Sprite [sellotape on leaflet].
Telegram from [Leonard] Lord [Austin] to Donald Healey (in Italy)
‘following cable received from American office, quote – at concours delegance Saturday 18th in connection with pebble beach sports car road races sponsored by sportscar club of America, Austin-Healey 100 awarded grand prize best car in show, also awarded first prize for two seater sportscar in 2500 to 4500 dollar price bracket, victory over every known make including foreign and domestic cars including 14000 dollar Ferrari, car acclaimed most sensational contribution in medium price bracket – unquote, this is delightful news, many congratulations’.

Telegram from [Leonard] Lord [Austin] to Donald Healey congratulating him on record breaking run at Bonneville ‘Yours received, delighted with wonderful results, congratulations to everybody’.

Photo print of Contest Board of the American Automobile Association certificate of performance for Austin-Healey 100 non-stock car driven over a Bonneville Salts beds circular course (9.9972 miles) on 14 September 1953 to establish from a standard start various international class ‘D’ records (subject to confirmation by the FIA [Federation Internationale de ‘Automobile]): five distance and two time length records Gives details of drivers including Donald Healey, time and average mph, fuel and oil used etc. (signed by officials).

Photo print of Contest Board of the American Automobile Association certificate of performance for Austin-Healey 100 stock car driven over a Bonneville Salts beds circular course (10.0013 miles) on 15 and 16 September 1953 to establish various international class ‘D’ records (flying and standing starts) (subject to confirmation by the FIA): three distance and one time length records (on each day) Gives details of drivers including Donald Healey, time and average mph, fuel and oil used etc. (signed by officials).

Blank Contest Board of the American Automobile Association application form for official sanction grant for a certified speed trial or record attempt [1953]

Typed FIA [Federation Internationale de 'Automobile] notes [in French] on Bonneville Flats records 14-16 September 1953, including Austin-Healey ones.

Brochure of official racing regulations and entry forms for the Florida International Twelve-Hour Grand Prix Of Endurance For The Amoco trophy, Sebring, 13 March 1955.

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Copies of typed notes and photographs relating to Le Mans performances
Typed copy notes with photos of Austin-Healey 100S performance at Le Mans 1955 24 hour rally (car no. 26 driven by Macklin/Leston) [accident], with same for Austin-Healey 3000 at 1960 rally (car no. 23 driven by Sears/Riley, JJB 143), for Austin-Healey Sprite at 1960 rally (car no. 46 driven by Dalton/Colgate, 598 3AC), for Austin-Healey 3000 at 1961 rally (car no. 21 driven by Stoop/Bekaert, DD 300), for Austin-Healey Sprite at 1961 rally (car no. 42 driven by Colgate/Hawkins, 1411 WD), for Austin-Healey 3000 at 1962 rally (car no. 24 driven by Whitemore/Olthoff, DD 300).

File ‘Austin-Healey Sprite’
Includes:
Typed Austin-Healey ‘100’ Six form of recognition (October 1956);
Copy typed Geoffrey Healey notes on Austin-Healey Sprite AN5 (10 February 1958);
Handwritten notes including on engine and axle;
Typed notes on Austin-Healey Sprite special equipment and tuning (preface, engine, suspension, brakes, plus all weather, competition and special equipment) – with page on tuning condition 4 including parts and prices. With typed annotated copy;
Copy typed form of recognition for Austin-Healey Sprite Grand Touring Car (1 April 1958) with optional equipment list (issue 1) with typed [final] and typed/annotated version, and typed page of form of recognition amendment details (omitted from issue 1).
Brochure of official racing regulations and entry forms for the Florida International Twelve-Hour Grand Prix Of Endurance For The Amoco trophy, Sebring, 23 March 1957

Copy of first letter to entrants from the race secretary (17 January 1957);

Letter from race secretary to Geoffrey Healey (29 January 1957) who had spent an evening with Donald Healey and promised to send another set of regulations with up to date amendments (noted that can only guarantee two official starting positions but hopes to add a third and that Donald Healey wants the third car made ready and sent over);

Copy typed letter from Geoffrey Healey to John Bentley, Albertson, New York (14 February 1957) with details on lap times, performance of cars, a note that they will be the modified type as used at Utah, Geoffrey Healey arriving in Miami on 16 March with the mechanic;

Telegram from race secretary to Donald Healey (21 February 1957) confirming third Sebring position;

Copy typed letter from Pan American World Airways to The Donald Healey Motor Co. (5 March 1957) confirming tickets numbers and flights for Geoffrey Healey and W Reid.


Marketing Department (Birmingham depot) requisition sheet for items required for Monte Carlo Rally (food, drink, medicines, toilet products).

File marked Geoffrey Healey correspondence/queries RAC International records Geoffrey Healey request to RAC for international class ‘D’ records as he thinks some of them are out of date, or do not include some Healey records and have incorrect speeds/times for some. Also includes typed copy of note (19 August 1956) of new records established (subject to confirmation) by Austin-Healey at Bonneville – signed by officials.

Geoffrey Healey copy typed notes on Sebring 1960 Details on courses, results, the three Austin-Healey 3000 cars entered, the races, previous Austin-Healey Sprite results (1954-1959).
WARWICK HEALEY MOTOR COMPANY

CR 4804/3/48 File of correspondence with Austin/British Motor Corporation in USA and Canada
Including letter from Peter Millard, Austin Motor Co. (Canada) to Geoffrey Healey (7 June 1963) on performance of Healey at a Canadian race, letter from Geoffrey Healey to Millard (15 August 1963) with thoughts on what improvements are being worked for next years racing, correspondence also mentions a steering wheel trophy that has gone missing.

CR 4804/3/49 Copies of typed notes and photographs relating to Le Mans performances
Includes:
Typed copy notes with photos of Austin-Healey Sprite performance at 1963 Le Mans 24 hour rally (car no. 42 driven by Whitemore/Olthoff, 58 FAC), with same for Austin-Healey Sprite at 1964 rally (car no. 53 driven by Baker/Bradley, 770 KNX), for Austin-Healey Sprite at 1965 rally (car no. 48 driven by Aaltonon/Baker, ENX 416C), Austin-Healey Sprite at 1966 rally (car no. 48 driven by Rhodes/Baker, HNX 456D), Austin-Healey Sprite at 1966 rally (car no. 49 driven by Hopkirk/Hedge, HNX 455D), Austin-Healey Sprite at 1967 rally (car no. 51 driven by Baker/Hedges, HNX 456D), Austin-Healey Sprite at 1968 rally (car no. 50 driven by Enever/Poole), Austin-Healey Sprite at 1968 rally (car no. 47 driven by Hedges/Baker), Healey Climax SR at 1969 rally (car no. 37 driven by Baker/Harris), for Healey Repco SRX (car no. 34 driven by Enever/Hedges).

CR 4804/3/50 Telegram from Peter Millard, Austin Motor Company (Canada) Ltd, Toronto to Geoffrey Healey asking for three Sebring Healey [replacements for] intake manifolds damaged in accident.
With typed copy reply from Geoffrey Healey (23 May 1963) confirming that replacements are being sent but ‘we are somewhat mystified as to how these manifolds can have got damaged in an accident without practically writing off the rest of the car and we are, therefore, interested and somewhat worried to know exactly what has happened’. Plus telegram reply from Millard (23 May 1963) noting that accident happened during second lap of feature event at Mosport. Driver Clark over turned the car due to heavy right foot, not hurt and body damage to car being repaired. With letter from Millard to Geoffrey Healey (30 May 1963) with more information about how the accident happened.


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Two statistics sheets giving hand written details of performance of ‘A’ type engine (1293cc) fitted with Lucas fuel/injection system for Donald Healey Motor Co. for Le Mans 1968

Copy typed information sheet for Group 4 MG Midget, Sebring 1968
Engine, lubrication, cooling, fuel system, ignition system, exhaust system, chassis, gearbox, propeller shaft, rear axle, steering, suspension, brakes, wheels and tyres, electrical, instruments, bodywork, dimensions (with sheet for Austin-Healey Sebring Sprite 1967 annotated with alterations to give details for MG Midget 1968 sheet).

Copy typed information sheet for Austin-Healey Sprite 1968
[Sebring?] Engine, lubrication, cooling, fuel system, ignition system, exhaust system, chassis, gearbox, propeller shaft, rear axle, steering, suspension, brakes, wheels and tyres, electrical, instruments, bodywork, dimensions (with sheet for Austin-Healey Sebring Sprite 1967 annotated with alterations to give details for MG Midget 1968 sheet).

Regulations booklet for the Royal Scottish Automobile Club International Scottish Rally of 1968
Taking place from 9 June - 14 June 1968

Menu for Club Mille Miglia meeting at Park Lane Hotel, Piccadilly on 24 October 1992

Typed and signed note from Edward Eves, Lillington Road, Leamington to HM Customs about aircraft spares carried by the Healey Motor Company team being his property Purchased from the Aero Club de la Sarthe at Le Mans (of British origin so not subject to import duty or taxes, but he will pay any tax due if they disagree with him).

General corporate relations
This sub section includes promotional material and also files on research carried out by Geoffrey Healey after enquiries from car owners.

File – specific vehicle research (‘fine toothcomb’) Includes:
Typed list of Austin-Healey 100 owners register [including registration numbers NUE552, HCT100, NUE972, NON57, NUE976, YAD468 (NWD538), NWD394, DNH828, ONX113, DGL666, OAC81, OAC85, 899EMW OAC373, BJM3, OAC856, OAC783, OAC970, OAC1, ONX530, ONX721, ONX723, RYB7, URB520, OON703, LSF509, OOL83, 1NWT453, OUE748, NOP926, OOM552, OOM300, ECP370, RUR427, OXR136, OW726, 478BMD, 47JGY (PAC11), FBV200, 264BAU (104UB), 981LUG, SCV737, NWU206, 689PT (OX41M), NDA8, PAC573, TDH228, WCD46,
Printout list of rare vehicles includes chassis numbers and engine number etc [Build or registration numbers include: UJB141, NOJ392, NOJ391, AHR7, AHR8, AHX1, AHX3, AHX4, AHR8, X224, OON440, AHX12, AHR23];

Typed list of chassis and engine numbers of some of the Warwick-built special cars [Build or registration numbers: AHX1, AHX2, AHX3, AHX4, AHX9, AHX11, AHX12, AHX13, AHX14, AHX15, AHX16, AHX17, AHX18, AHX19, AHX20, NOJ391, NOJ392, NOJ393, OON439, OON440, OON441, AHR27, NW4977, Q1, Q2, ST400/7080AC, MARS, UOC8741, ONX113, OAC1. Experimental 'X' Numbers: X1, X2, X3, X4, X5, X6, X7, X11, X12, X14, X15, X102, X114, X133, X150, X160, X170, X179, X185, X191, X201, X207, X216, X220, X221, X224, X250, X251, X300, X312, X400. X numbers were not taken out in date order.], [for book appendix, annotated];

[The record office has further information about the vehicles above including in many cases chassis numbers etc. Please contact them should you wish to obtain a copy of this information.]

Copy of typed quotes and endorsements from American servicemen (1953-1954) [with 'bullsheet!' written in pencil at top of first page!];

Letter from Geoffrey Healey to various (including [his brother] Bic [Brian Healey] and Fred Draper) (July 1955) on data for identifying the Le Mans and standard cam shafts;

Letter from Allan Jones, President of Austin Healey Owners

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Club, New South Wales, Australia branch (18 October 1976) about his visit to Geoff Healey with Joe Jarick in October 1975 and his purchase of the scale wind tunnel model of an Austin-Healey 100, and a bonnet strap for his 100/S. Also asking about various components. With reply from Geoff Healey (3 November 1976) about brakes and other parts. With follow up correspondence (July - August 1978)

Printed report on 100S NOJ 393 (15 June 1990) [Le Mans crash car] to verify that it was that car;

Letter about a 100-4 A-90 engine modification called the Hunter-Healey head (27 October 1988) with photo and copy of Austin-Healey Club, Pacific Centre magazine cover (June 1977) showing images of the Hunter Healey. Plus photo of Hunter head;

Copy of British Motor Industry Heritage Trust certificate for Austin-Healey 100 (built December 1953, and one of three cars prepared for the Brussels Motor Show) - with copy of Autocar article on the show (22 January 1954) showing the Austin-Healey stand;

Letter concerning Austin Healey 3000 convertible de luxe (16 November 1990) and its plaque (copy image of plaque included noting that the car was supplied to the special order of RC Winter USN [US Navy]) - also with copy of Donald Healey Motor Co. invoice for the car (1 March 1963);

Letter from President of Sports & Classics, Connecticut (13 December 1990) about a car offered to him (gives some details). Also asks about details of other cars owned by Lance Macklin. With follow up letter (January 1991) thanking Geoff Healey for the information he supplied. Follow up letter also included photos of parts of the vehicle.

Correspondence (January - February 1991) relating to Austin-Healey 100S (RWD 323) and checks that Geoff Healey carried out on the car. With copy correspondence to DVLA about the provenance of the car;

Letter to Joe Jarrick from Geoff Healey (18 January 1991) concerning 00N 441 - with printout containing car details;

Letter asking for information on Mk 1 Sprite Sebring cars (6 September 1991) with copy of page showing engine accessories (with images), plus printout from Geoff Healey;

Correspondence with Bill & Pat (October 1992) including information required from Geoff Healey on serial plates he is sending, plus copy of Healey Automobile Consultants Ltd historic vehicle certificate (for UJB 141);

Handwritten notes and drawings for unknown vehicle.
Season’s greetings card from Donald Healey (1953) with 
illustration on front showing reproduction of painting by Roy 
Nockolds of the Austin-Healey during its record breaking runs 
at Bonneville Salt Flats, USA, September 1953. 
The original was commissioned by Donald Healey and 
displayed in his Leamington home with his trophies and 
awards. The painting can be seen with trophies on page 41 of 
'My World of Cars.' Bic Healey commissioned prints of the 
image in 1988 shortly after his father's death, and 200 prints 
were signed as limited editions to be sold to raise funds for the 
Donald M. Healey Memorial Fund.

Season’s greetings card from The Donald Healey Motor Co. 
(signed by Donald Healey) 
Cover has illustration of man driving Austin-Healey 100 (DHC 
100) with passenger.

Compliments card of Donald Healey Motor Co. Ltd 
From AS (Syd) Enever 

Copy typed testimonials (1953 – 1954) from US military 
personnel on the Healey 

Letter from Ian Paterson, Executive Press Officer, Austin Motor 
Co./Morris Motors (Canada) to Donald Healey enclosing 
unknown items for his scrap book 
8 April 1963

Folder of telegrams sent on opening of new Donald Healey 
Motors garage showroom/sports car centre in Warwick (3 July 
1963) 
Including from [Transport Minister, Ernest] Marples, Lady 
Bolingey, George Harriman [British Motor Corporation], Wally 
[Hassan] (Coventry Climax), Aubrey Jones. Also with birthday 
congratulations to Donald Healey and letter from Raymond 
Baxter, BBC (2 July 1963) apologising that he can’t be there for 
the opening. 
3 July 1963

Copy letter from Geoff Healey to Peter Browning, MG Car 
Company Ltd, Abingdon 
Says that Browning's cutting 'nearly gave me heart failure. At 
first glance I thought the Old Man or Bic had suddenly gone 
berserk. Fortunately, the oaf who made the statement is no 
relation'. 
18 August 1965

Original art work for ‘Jon’ cartoon that appeared in The Daily 
Mail on 18 January 1968 showing man [Sir Donald Stokes] on 
the phone at British Leyland Motor Corporation saying ‘take 
the Healey out of production’ [with photocopy of page it 
appeared on]. 
January 1968
CR 4830/3
Poster of 'Healey History ... more than 20 years of Healey and Austin-Healey cars'
Photos, statistics and dates on various Healey and Austin-Healey cars (1946-1967) including major competition successes (reprint from Safety First magazine and published by British Motor Corporation).

November 1967

CR 4804/3/70
Letter from The Times motoring correspondent Geoffrey Charles to Donald Healey asking for information on the various new Healey projects he has heard about on the grapevine. Has handwritten note at end of letter mentioning that he has since seen news of the plans in The Guardian.

27 February 1969

CR 4804/3/71
Letter from Courtenay Edwards, The Daily Telegraph, Fleet Street to Donald Healey, Trebah Manor, Mawnan Smith, Cornwall (14 March 1969) asking if it is true that he is working on designs for a steam car. Mentions that he has seen the Daily Express article on this subject (21 February 1969). With copy reply from Brian Healey (21 March 1969) noting that the letter had been forwarded onto him as Donald Healey was currently in the United States. Suggests that Edwards contacts Geoff Healey. Also with reply from Edwards to Brian Healey (8 April 1969).

March 1969 - April 1969

CR 4804/3/72
File of 'correspondence specific vehicle research & various others'
Includes:

Letter from Secretary of the Austin-Healey Owners Association of British Colombia (28 September 1976 asking about records and chassis numbers for 100Ms. With reply from Geoff Healey (8 October 1976) that cars were delivered from Austin to Warwick for conversion to 100Ms and that no changes were made to chassis or engine numbers;

Enquiry about Sprite HNX 456D (1 November 1976) with copy letter reply from Geoffrey Healey (15 November 1976);

Letter about a 3 litre Austin Healey sports car being restored in Istanbul (September 1977);

Letter from Joe and Peter Cox (4 January 1978) concerning their ownership of the first Rolls Royce Healey prototype (TNX 65G) and need for replacement chassis identification plate;

Letter from Pat Quinn, Australia relating to BN3 (10 January 1978);

Letter from Robert Holland, Ohio, USA (5 March 1978) about BN4L-0/73069 (with engine serial number 3009). Also asking about 100-6 sales literature and posters;

Letter from Dave Ramstad, Austin-Healey Club, Pacific Centre (7 March 1978) with several queries relating to the first Austin-Healey 100S, early 100-Six, BJ7/BJ8 hardtop, metallic golden

1976-1991
beige finish, Sebring 3000s - with reply from Geoff Healey (17 March 1978) in which he notes that he has 'copies of nearly every letter I wrote during the years 1950-1972', also notes that much of Austin MG and BMC records 'seem to have been destroyed following [the] Leyland merger';

Correspondence between JSP Engineering and Geoff Healey concerning someone who is looking for an Austin Healey 100 in good condition (April 1978 - May 1978);

Letter from Rhodesian owner of 00N 439 and reply from Geoff Healey (May 1978);

Letter from John Gray, Australia (19 May 1978) about purchase of two Healey chassis plates;

Letter (13 October 1979) from unknown correspondent (writing from Department of Geodesy & Geophysics, University of Cambridge) about replacement floors and rear cross members for rusty Sprites;

Letter from David Matthews, Worldwide Austin Healeys about a Healey traced to Milan (January 1983) with Geoff Healey reply (3 February 1983) about it not being an X230 prototype – just has used some parts from it. Includes copy of article in AutoCapital magazine (January 1983);

Letter from Captain Kevin Ross, United States Air Force (20 May 1986) about the restoration of his 1962 Austin-Healey 3000 MK II (BJ7) and asking for information about the engine, which had been modified. Mentions that his father Alvin E Ross (then a USAF Major) bought the car in May 1962 while stationed in the UK. An engine malfunction led to his father bringing the car back to the Warwick factory to discuss the problems with Donald Healey, who agreed to install a modified racing version of the engine in the car. He also mentions that Donald Healey gave his father a picture of an Austin-Healey from his office wall, a wood steering wheel from the works, and put a signed plaque on the dashboard of his father's car noting that it was supplied to special order - with three polaroid colour photos showing the car and the plaque);

Letters from Richard Regan, Canada (May 1987) about his purchase of 'the remains' of BN3/4 S276 6-cylinder prototype, and asking Geoff Healey for information about the car;

Letters from Gordon Vogtherr (October 1988 - October 1989) about his purchase of a Healey Elliott saloon (chassis no. B1812) and requests for information;

Letters from [former racing driver] Ted [Worswick] (August 1989 and January 1990) about the racing history of Sebring car 767 KHX, which he has (and raced in Sicily in 1966 and 1968). Also asking about an Austin-Healey 100 that he has acquired. Also mentions the car (EJB 806C) he bought from Abingdon in
1966. Second letter mentions his 1964 Sebring 3000 (767 KNX). Worswick also points out that an image used on page 159 Geoff Healey's book 'Austin Healey - the story of the big Healeys' has been incorrectly captioned as being Timo Makinen and co-driver in the 1965 Targa Florio (ARX 91B). Is in fact Worswick in the 1967 Targa (where he and his co-driver came 9th overall);

Letter from Rodley Car Centre, Leeds (17 June 1990) about Geoff Healey's inspection of an Austin Healey presented to them as being NOJ 393. Notes that the car centre has been in touch with the owner of the 'real NOJ 393' to assure him that the car was not being passed off as the real one. Reply from Geoff Healey (July 1990) mentions that he is being interviewed by Sheffield police for a statement about the 'serious affair'. He hopes that 'it might help put an end to some of the more undesirable activities connected with classic cars;

Letter from Geoff Healey (14 August 1990) about a Healey 2.4 litre Mille Miglia saloon (chassis no. B1683, body no. 141). Mentions that 'many wrongly refer to these as the Elliot after the Ellios who built the body. We always called them the 2.4 litre Saloon, later adding Mille Miglia after our successes in the 1948 and 1949 races of that name';

Letter from Geoff Healey to The Cockpit Clothing Company, Southampton (14 September 1990) noting that he had enclosed the Healey badge and an old Austin Healey badge. Also noted that they were rare and he looked forward to their safe return;

Letter and invoice from Geoff Healey to Jaye Engineering Ltd, Buckinghamshire (27 September 1990) about his inspection of an Austin Healey 100S (chassis no. AHS3503) to verify its authenticity. In his opinion it was authentic and his records show that it was completed in February 1955 and despatched to Jim Fergusson an Austin/Austin-Healey distributor in Toronto, Canada. It was one of the first six production 100S vehicles that raced in the 1955 Sebring Twelve Hour Grand Prix of Endurance - 'this vehicle is a prime example of the model and is of historic value being part of the days when British sportscars were world leaders'. With reply from Jaye Engineering (October 1990) that the door and rear cockpit surrounds and were stamped AHR32 (the number of the Jackie Cooper car) - wonders if the cars were mixed up at Jensen's when the body was built;

Letter from Keith Clapham, Sutton Coldfield about his purchase of Austin-Healey 100S (chassis number AHS3505) from Bill Wood. With letter and note from Geoff Healey containing details of the car and the information that it was one of the 1955 Sebring cars;

Geoffrey Healey memo. on ‘spurious cars warning’ (25 January 1991) - has been bombarded with requests for information about special vehicles. People claiming that some cars of
historical value when 'in reality they are just a heap of worthless junk', also mentions secrecy at The Cape works when constructing cars in the Experimental Department (which was off-limits to staff), fact that often only Geoffrey Healey, Donald Healey and Roger Menadue knew about builds and that sometimes records were not made as the information was so sensitive, this secrecy has allowed people to make claims about cars ‘The likelihood of finding something of immense value and importance is as remote as digging up buried treasure in ones own backyard. Roger and I buried the odd failed engine at the Cape in Warwick in locations we kept secret and apart from Donald Healey no one else knew anything about these operations. Subsequent foundations of buildings covered the burial grounds';

Letters to Geoff Healey (May - July 1991) from Norman Crook, Colchester, Essex about his Healey Sports boat (that has never been in the water) - purchased by the owner of the Smith Marine at Dovercourt. Boat sits on its original Healey trailer. Asking for information on the boat and other Healey boat owners. Sent Geoff Healey photos of the boat in one of his letters;

Letter from CS King (11 June 1991) to Dr MC Bacon, Department of Mechanical Engineering and Manufacturing Systems, Coventry Polytechnic replying to Dr Bacon's letter to him (30 May 1991) about Healey wheel spacers, and an accident caused by a wheel coming off at high speed due to fatigue cracking of a wheel spacer. King also enclosed a note from Geoff Healey about speed testing which was getting widely circulated (to Healey clubs and in the car press);

Copy British Motor Industry Heritage Certificate (28 June 1991) for Austin-Healey [Sebring] Sprite Mark I (AN5/13803) sent to RA Jordan. With copy of sales invoice (1959) and copy of Royal Automobile Club form of recognition for the car;

Geoffrey Healey memo. on engine cooling in response to recent visit to a well known Austin-Healey restorer who complained about difficulties in keeping temperature down on a competition vehicle (25 October 1991) - caused by lack of baffling around the radiator, Geoffrey Healey explained tests that he and others carried out in the late 1950s to investigate a cooling problem in high ambient temperatures and methods used to overcome this;

Letter from Ian Polley, Ascot (30 October 1991) including seeking help with reinstatement of registration number HNX 456D for his Le Mans Healey. With follow up letter (11 October 1993) [see also CR 4804/2/54];

Letter from Rick Regan, The Healey Den, Vancouver, Canada (December 1991) asking for help with information on Austin-Healeys in California - especially BN12 (134371);

Letter to Geoff Healey concerning Austin Healey 100 (USU
239) and oversize wheel rims (17 February 1992) - with copy of FIA (Fédération Internationale de l'Automobile) historic vehicle identity form (1980) and 1990 letter from Geoff Healey about Austin Healey 100's exterior aluminium alloy panels and replacement by steel panels;

Letter to Bic Healey (19 January 1993) about an Austin-Healey 100 history (BNL2-L/228674) (with photos and British Motor Industry Heritage Trust production record trace certificate (1991);

Letter from MBI, Inc., Chessington, Surrey (13 April 1994) about plan to create collection of 100 pewter replica cars (and endorsed by The National Motor Museum, Beaulieu), including Healey Tickford. With reply from Geoff Healey (15 April 1994) pointing out that the Healey at Beaulieu is a 2.4 litre Mille Miglia saloon, which is a much more significant model than the later Tickford model. Also notes that any reference to the Healey name in the production of the pewter cars must acknowledge that Healey is a registered trade mark of Healey Automobile Consultants Ltd;

Letter from Tom Barr-Smith, New South Wales to [Margot] Healey (27 May 1994) about him purchasing bits remaining from the SR Healey Le Mans project. With copy letter to John [?]. Mentions SR37 being built by John Harrison in Australia;

Letter about help with information for restoring an early BN-1 (n.d.);

Three colour photos showing chassis plates - coach work by Sam Elliott & Sons (Reading) Ltd (body number 147) [2.4 Riley engine]; coupe (chassis no. HAN 9-R-238); Healey (type 2.4, chassis no. B1695, engine no. B1170N695).

Copy typed letter from Geoff Healey to The Editor of The Autocar Magazine (10 August 1977) about claims that Triumph held the post-war record for producing a car from design to production (the TR2) Suggests that this honour should go to the Healey 100.
| CR 4804/3/74 | File of correspondence with Gentry Publishing [relating to books written by Geoffrey Healey] Including: Newspaper cuttings on reviews of Geoffrey Healey’s book Austin-Healey – The Story of the Big Healeys; Handwritten list of publications, media contacts, newspapers; Copy letters from Geoffrey Healey to various asking for information for his next book on Sprites; Copy memo. of agreement between Geoffrey Healey and Wilton House Gentry Limited (2 February 1978) for book on Sprites & Midgets (typescript to be delivered to printer by April 1978); Proofs of some colour images to be used in new book. | 1977-1978 |
| CR 4804/3/76 | Printout of images showing Donald Healey making adjustments to a windmill and Geoff Healey studying the performance of a windmill mounted on a Mini car These images were used on page 150 of The Healey Story. | 1970s |
| CR 4804/3/78 | File of Geoffrey Healey correspondence with Austin-Healey Club of America and others (e.g. Fred Horner and Mike Dale at Jaguar) about trip to the US, his book on Sprites and other matters. | 1978-1979 |
| CR 4804/3/80A | Hand drawn pencil map on tracing paper showing Healey company locations in Warwick This image was used on page 38 of More Healeys. | [1978] |
| CR 4804/3/80B | Donald Healey’s press day entry ticket for the British International Motor Show at the National Exhibition Centre, Birmingham (17-28 October 1984) | 1984 |
CR 4804/3/82 Letter from Geoff Healey to Glyn Lambert (20 August 1988) relating to medallion planned for after Donald Healey’s death (Geoffrey Healey was querying who gave permission) With letter from Brian Healey to Geoffrey Healey (24 August 1988) noting that he gave Lambert permission. August 1988

CR 4804/3/84 Compliments slip from The British Racing Drivers Club Secretary Anthony A. Salmon, 9 Down Street, London

CR 4804/3/85 Pack for press day launch of Healey 3500 MkIV convertible and Silverstone 3500 roadster by Harrier Cars (Peter and Graham Holmes) Wallet includes:

- Foreword from Geoffrey Healey;
- Press information on history of Healey company and family, aim of producing an updated version of the Austin-Healey 3000;
- Dealers and agents;
- Addendum to press release about issues of use of the name ‘Healey’ on a car and dispute with Unicon Holdings Ltd (who purchased ‘remnants’ of Jensen Cars Ltd and claim right to use the ‘marque’) – also mentions Geoffrey Healey view that consultancy agreement between Healey Automobile Consultants Ltd (HACL) and Jensen Cars meant that the rights were returned to HACL as Jensen had failed to maintain its commitment. And also notes that it is hoped that this problem will be resolved by the time production commences.
- Also leaflets on the 3500 MkIV convertible and Silverstone 3500 roadster (including photos).

CR 4804/3/86 Letter from Stirling Moss to Geoffrey Healey thanking him for his kind and informative letter Is contacting the Austin-Healey Club to find out ‘exactly how far we can go with the car that is coming from America. Obviously it makes a difference which model we have got, as to what special bits and pieces can be used on it. If I do get it together, I hope our paths will cross again’.

With handwritten note on back of compliments slip asking Geoffrey Healey if Sebring Sprite have fibreglass bodies and that he is hoping to bring Chuck Shields? Sebring Sprite over. 2 October 1989

CR 4804/3/87 Correspondence including on images for use in The Healey Story book by Geoff Healey Includes correspondence with Burmah Castrol (and copies of images sent such as Castrol adverts) 1994-1995

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Letter to Geoffrey Healey from Glyn Lambert (14 January 1994) with idea for a bronze sculpture of the Austin-Healey 100S streamliner used in Utah (1954). With follow up letter from Lambert (26 January 1994) saying it was a pity that he got a negative reply.

Geoffrey Healey drawing (no. M 101) on tracing paper showing circuits on Bonneville Salt Flats, Utah (straight and circular). This image was used on page 105 of The Healey Story.


[Canadian] advert (on back of Donald Healey Motor Co. specifications) of Donald Healey advertising ‘Lord Calvert’ whiskey (with car AH 100 in background) ‘Lord Calvert….for men of distinction’ [image used on p.33 of More Healeys].

With photograph of the car in same location [taken at same time as image used in ad].

Copy of typed lyrics 'The Little Healey Sprite' sent to Mr Healey from The British Motor Corporation Limited's Publicity Assistant With note that to be sung to the tune of 'Ghost Riders In The Sky'. n.d.

**Press cuttings and articles** 1928 - 2003
These include loose cuttings, scrapbooks and individual publications. Most of them have a Healey reference but some relate to the car industry in general.

Autocar magazine 28 September 1928
Autocar magazine 5 October 1928
Autocar magazine 11 January 1929
Press cuttings and articles 1931 - 1949

Includes:

Newspaper article 'French Ire At British Car Triumph' by Tommy Wisdom on Donald Healey's Monte Carlo Triumph success in 1931 [1931]. With image of Healey.

Italian newspaper 'Gazetta del Popolo' [perhaps kept because of mention of Alpine region of the country where Donald Healey had raced?] (25 June 1940).

'Daily Express' cartoon showing soldiers celebrating Christmas [possibly kept as Donald Healey and sons served in the Second World War?] (24 December 1942).
Reprint from 'Autocar' on the 2.4 litre Healey. With image of the car (4 January 1946).

Reprint from 'The Motor' on the entirely new 2.4 litre Healey car. With images and data (16 January 1946).

'Motor Sport' reprint of article 'looking in on Healey' - a visit to the factory. With images (January 1947).

Cover (in colour) of 'Autocar' advertising Lockheed hydraulic brakes on Healey. With quote from Donald Healey: 'I fitted Lockheed because the high performance of my Healey needs perfect straightline braking & certain stopping' (24 January 1947).

Reprint from 'The Motor' on the 2.4 litre Healey. Includes information of speed trials in Europe. With images. (6 August 1947).

Photocopy of article from 'Autocar' on Donald Healey on business trip in USA with 2.4 litre Roadster. With photocopy of article from 'The Motor' showing Healey driven by Lurani and Sandri crossing the finishing line at Brescia in the Mille Miglia (20 February 1948).

Photocopy of 'Autocar' report 'Modern and Ancient' about Donald Healey and the Healey Saloon. On the Healey Saloon and Donald Healey's attitude to car manufacture. Includes images of Healey Saloon outside the Stratford Theatre, Donald Healey in the Warwick works (21 May 1948).

Article 'American Picture' by Donald Healey in 'The Motor' about his road trip in the USA in the Healey Roadster. Includes images. (26 May 1948).

Part two of the 'American Picture' article by Donald Healey in 'The Motor' about his road trip in the USA in the Roadster. Includes images (2 June 1948).

Reprint from 'Autocar' of magazine testing the 2.4 litre Healey Roadster. With typed copy of the reprint (11 June 1948).

Autocar 'News and Views' page with article (plus three images) of a special body on a Healey Chassis by F. H. Peacock Ltd in London (29 April 1949).

Types notes of test data obtained by 'The Motor' reprint for Healey 3-litre sports convertible (n.d.).

'The Autocar' article 'From Success To Success' with adverts for the Healey Roadster following the success in Mille Miglia. Includes illustration of a Healey, plus the following adverts for: Brooklands of Bond Street (authorised Healey dealers), ENV Engineering (provide the final drive for the Healey motor cars),
WARWICK HEALEY MOTOR COMPANY

Westland Motor Co. (designed and built Roadster body), FH Peacock (designed special edition), Aeroparts Engineering Co. Ltd, Hereford (produced chassis frames to Healey designs), Riley Motors (provide engines) (6 May 1949).


Reprint from 'Motor Sport' of the magazine testing the Healey Silverstone sports 2-seater. With typed notes on information from the reprint (November 1949).
Press cuttings and articles

Includes:

Photocopy of article about the Nash Healey (1951) for the American market with description of the car (4 May 1950?).

Article from 'The Autocar' with list of manufacturers showing cars [at 1950 Motor Show], including entry for Healey (20 October 1950).


Photocopy of article '100 Per Cent for Dollar Export' about the Warwick factory making cars for US export. Includes various images of the production line at Warwick (11 April 1951).

Photocopy of 'Motor Trend' article 'Proving Ground Shakedown of the Nash Healey' about a sports trial of the Nash-Healey in the US. With images (missing final page) (September 1951).

Article from 'The Autocar' with list of manufacturers showing cars [at 1951 Motor Show], including entry for Healey (19 October 1951).

'Morning News' cutting 'Shelsley Walsh Tribute to Healey Car' about Donald Healey opening the Shelsley Walsh International Speed Hill Climb with a Healey. With quote about large number of orders and unsure if they can cope with demand 'I really don't know how I shall cope with them' [early 1950s?].

'The Autocar' article about the Nash Healey with a new Pinin Farina Body described as an Anglo-US-Italian model. With image (22 February 1952).

'The Autocar' road test (no. 1464) on the 3 litre Healey Sports Convertible. With illustration and includes guide to the dashboard and performance specs (2 May 1952).

Photocopy of 'Country Life' article 'New Cars Described - The Healey Saloon'. With image and gives specification of the car (16 May 1952).

Photocopy of 'Country Life' article 'To Italy in 24 Hours' about the Mille Miglia. Writer drove prototype Healey model for the article. With image of a Healey on a typical section of the Mille Miglia route (6 June 1952).

Article from 'The Autocar' with list of manufacturers showing cars [at 1950 Motor Show], including entry for Healey (24 October 1952).

Bound volume of Autosport

July 1952 - December 1952

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Press cuttings and articles
Includes:

'The Daily Times Herald', Dallas report 'Austin-Healey Car Shown by Designer' about the Austin-Healey and Donald Healey's trip to Dallas in 1953 to reveal the new car. With image of Donald Healey and the car (13 March 1953).


'New York World Telegram and Sun' report about an Austin Healey 100 winning at the Grand Central Palace International Motor Sports Show (10 April 1953).

'The Autocar' article 'Nash-Healey for Le Mans' - Healey mentioned on rear of pages as well in Tulip Rally. Includes several images of the Nash-Healey including engine, brake drums (1 May 1953).

Article 'International Show Filled with Sports Car Marvels' from unknown American newspaper about Motor Show at Grand Central Palace, New York with write up about the Austin-Healey 100 (1953).

Article 'Never Misfire over the whole distance' about the speed record for the Austin Healey 100 S on the Bonneville Salt Flats in Utah [possibly part of an advert for Champion Spark Plugs?] Includes images of the car, the engineers and Donald Healey (1953/1954?)

'No Sweat' cartoon by Jake Schuffert from unknown publication showing man in a new sports car with the quote 'A new sports car!! Does this mean we're through, Healey?' [c1953].

'Motorsport' magazine with 'The Wizard of Warwick' feature about Donald Healey and the Austin-Healey 100S setting record. With images (November-December 1954).

'The Caterer & Hotel Keeper' article 'Cocktails in Nassau' showing Donald Healey at Cocktail party in Nassau. With picture of Donald Healey (2 April 1955).

Advert 'Austin's Startling Offer' for Austin Healey from New York. Shows Austin-Healey in front of an Austin Somerset and convertible [c1955].

Photocopy of article from a BMC newsletter for authorised distributors and dealers in the US on the speed record breaking Austin Healey and MG cars at Bonneville Salt Flats in Utah. Includes four images (1 September 1956).

Newspaper cutting 'Sir Anthony opens motor show - tries 115
CR 4778

**WARWICK HEALEY MOTOR COMPANY**

m.p.h driving seat' showing photo of Sir Anthony Eden in an Austin-Healey Hundred-Six at the Motor Show. With image and caption (17 October 1956).

Photocopy of 'Sports Car Illustrated' article '21 More Horses for the Healey' about extra engine power in the Austin Healey 100 - six page article on the changes to the engine. With photo of the MM model with Denis May, Geoffrey Healey and Tony Wilson-Gunn (November 1957).

CR 4804/3/100 1958

Copies of articles and photos kept in a Manhattan Imported Cars photo album '1958 - Austin-Healey On The Track!'

Material relating to Austin-Healeys at Sebring endurance race and in other meetings featuring articles and photographs from various American publications. Includes photos of Healeys at Sebring and Montgomery (New York) e.g. photograph of driver Dick Thompson; cuttings from American publications on various; photo of cars 27, 28 and 29 lined up together; separate photos of cars 27 and 28 in action; photo of car 11 in action at Montgomery and separate image of car coming off trailer.
WARWICK HEALEY MOTOR COMPANY

Includes:

Article from 'The Autocar' on used cars on the road – a 1952 Healey Abbott convertible (24 October 1958).

Photocopy of article ‘Super Sprites at Sebring’ from 'Sports Car Illustrated' including images (June 1959).

[London] 'Evening News' review of the Healey Sprite 'I try out the midget with a mighty punch' - about the introduction of the Sprite at the Earls Court Motor Show (30 October 1959).

'Daily Mail' with article 'The night I crashed into an express train' on Donald Healey and Austin-Healey with Healey themed adverts. Also includes article on Healey Marine and article 'The Sports Car that scooped the American Market'. With images of Austin Healey 3000, Donald Healey, Donald Healey with Tommy Wisdom (1 December 1959).

'Motor Racing' article 'Supercharged Sprite'. With image of car and engine (December 1959).

Two page Champion Spark Plug Company advert from 'Life International' - 'racing to victory in the '12 hours of Sebring''. 'To win in the 12-hour international road race at Sebring, Florida, USA, you need a team that's fast, efficient - and inspired! That describes the newly formed Donald Healey Sprite team… a team that picked Champion spark plugs for winning performance in cars much like your car…'. Includes images showing headlight repairs to a Sprite being made by Chief Mechanic Roger Menadue, Sprites in the race, team photo, Team Manager Lou Comito (n.d.).

Includes:

'Daily Telegraph and Morning Post' report about the Speedwell Austin-Healey Sprite - gives details of the trials of the Sprite, which will be driven by Graham Hill. With images (13 April 1960).

Photocopy of 'Warwick & Warwickshire Advertiser' article 'Healey Car for Le Mans' about Donald Healey entering Le Mans for the first time in six years. With image of 948cc Austin-Healey Sprite (25 June 1960).


'The Austin Magazine' article about the Austin Healey 3000. Includes images and diagrams (October 1962).

'Autocar' reprinted article about the Austin Healey 3000,
including road test (12 October 1962).

Part of article '1000km with 1000cc' by Mike Reid on his participation in the [1962] Nurburgring 1000km race with co-driver Jeff Sparrowe [1962].

'The Motor' road test on the Austin-Healey 3000 with diagrams and various photos of the car (10 April 1963).

Typed article/letter 'TMS Scoop Sheet' [Today's Motor Sports] by J. P. Morgan 'Is BMC Anti-American?' asking if BMC were being Anti-American as they didn't want an American Healey driver to race (June 1963).

'Sports Car Graphic' article on Sprite GT. With photographs showing Sprite (770 KNX) in action during Sebring 1963 (car no. 61) - side, rear and close up views of car (August 1964).

Photocopy of article by Peter Browning 'From Perranporth to Abingdon - Part 9: the Austin-Healey Sprite' on the development of Healey and Austin-Healey cars. With images [c1964].

Article 'Six Healeys for Sebring' with image [c1964/1965].

Two items [pasted onto card] including 'Dail Mirror' article 'R-R engine for Healey Sports car' and 'Daily Telegraph and Morning Post' article 'Rolls engine likely in sports car' (27 January 1965).

'Motoring News' article showing two illustrations featuring Sebring Healey carburettor and manifolding, and rear view of prototype Sprite (18 February 1965).

Article from 'Autosport' with photograph of car (no. 21) (page 13) and 'Le Mans sketch pad' illustrations by Theo Page showing close ups of car parts (July 1965).

'Road & Track' magazine (July 1965).

Austin Apprentices magazine 'Torque' (vol. 17, no. 2) with feature about the Le Mans Sprite and the improvements made to increase speed. Includes technical details relating to total resistance/horsepower [Apprentices worked on the Sprites]. With images of the Sprite in development and at the race (1965?).

'Automobile Club Monaco' magazine [in French] including article on Donald Healey with photo taken on 1931 Stavanger leg of Monte-Carlo rally – drove an Invicta (car no. 128) (1965).

French article on Austin-Healey 3000 MK III (ARX 92B) (c1965).
Article in 'Motor Racing' magazine about Austin-Healey Le Mans Sprites entered in races by Richard Groves Racing. Describes how Richard Groves developed the Sprites to re-enter them in competition. With images (June 1966).

Article from 'Motor' magazine on 'Japan and its cars' (December 1966).

Article from 'Motor' magazine on 'Europa - an Anglo-French project by Lotus with Renault engine'. Includes photos (December 1966).

Typed draft with corrections for 'Safety Fast' article on Le Mans Sprites (January 1967).

Article from 'Motor' magazine on Fiat Dino car with Ferrari engine that appeared at Turin Show in November [1966]. Includes photos (February 1967).

Photocopy of article 'The Very First Healey' from 'Safety Fast' magazine on interview with James Watt about the original Healey. Images include Donald Healey in an original Healey in front of a Mosquito plane, Donald Healey with 'Daily Sketch' motoring correspondent looking at the engine of the original Healey, James Watt with the first Healey, original Healey production line at the Cape, Warwick, Healey Elliott Saloon, bare Healey Chassis (May 1967).

Article from 'Sports Car' magazine on fuel tanks and fuel systems (July 1967).


'Coventry Evening Telegraph' article 'At 70, Donald Healey still has his eyes on Le Mans' about Donald Healey manufacturing a vehicle with the hope of winning Le Mans. Gives details of the chassis of the 'fastest Healey car ever built'. With colour image of Donald looking at car chassis with sons Geoffrey and Brian (16 March 1968).

Article from 'Motor' magazine on the Rover/Alvis BS. Includes photos (30 March 1968).

Article from 'Motor' magazine on 'one-off dream' - the Leyland Rover experimental car. Includes photos (30 March 1968).

'Car and Driver' magazine (April 1968).

Article from 'Garage' magazine with advert for Pirelli tyres featuring their Pininfarina Dino Ginerva special (24 August 1968).

'Daily Express' article 'Donald goes full out for 'steamers'' about the Steam Sports Car with information about how it was to
work. Includes image showing blueprint of the future car with Donald Healey's signature (21 February 1969).

Garage' article 'Steam sports car from Healey' (15 March 1969).


'The Sun' report 'Steam car 'will run this year' about Donald Healey trying to manufacture a steam car (9 April 1969).

Report 'Healey the car veteran goes all out for steam' about Donald Healey trying to manufacture a steam car for the American market - notes other manufacturers doing the same [c1969].

CR 4804/3/103 Articles from Autosport September 1960 - December 1960

CR 4804/3/104 Bound volume of The Autocar March 1961


Includes:

'Racing Newsletter' article 'Ring-Free takes Award at Daytona' about the Austin Healey Sprite prototype taking an award at Daytona (sponsored by Ring Free Motor Oils). With image of the Austin Healey Sprite prototype [1970].

Article 'Jensen go British' about new Jensen Healey sports car to be powered by a British engine (c1970).

['Dail Mail'] article on Jensen Healey 'Now Mr Healey can stand on his own four wheels' (c1970).

'Sunday Express' article 'New Healey car may have BMW engine' (c1970).

['Coventry Evening Telegraph'] article 'New sports car expected from Healey-Jensen link' (c1970).

Photocopy of 'Road & Track' letter from Gerry Coker about the design of the Healey 100 - details about the design of the Healey 100 and incorporating the Austin name into the design. Sent by Jensen Motors to Donald Healey (February) 1971.

Article 'How to lap Le Mans in a coffin and live to tell the tale' about Tommy Wisdom's treatment for cancer. With photo of Wisdom [1971].

'Coventry Evening Telegraph' article 'The Healey 'Secret' is unveiled' about the new Jensen-Healey - details of the car after being launched at the Geneva car show. With photo of the car.
and Kevin Beattie (7 March 1972).

'The Birmingham Post' article '120 mph Jensen-Healey is unveiled at Geneva show'. With image (8 March 1972).

'Sunday Telegraph' article on planned unveiling of Jensen Healey at Geneva Motor Show. With image of Donald Healey standing next to a Jensen Healey (12 March 1972).

'Car' magazine article 'Jensen Healey: today's gamble on yesterday's car' with images. Also cover photographs of Donald Healey, Geoffrey Healey and two others standing by a Jensen-Healey' (April 1972).

Advert from 'Autocar' for Blue Peter Retreads and image of Invicta - 'A Classic Collection - Great Cars of the Past: 1 as recorded by the Late F. Gordon Crosby' (10 August 1972).

'Autocar' magazine with article about the road test of the Jensen Healey. Contains details of entire specification and performance of the Jensen-Healey (including diagrams, acceleration graph). Front cover shows a Jensen-Healey and article has several images of the car, plus Lance Macklin and Stirling Moss in a 100S (31 August 1972).

'Motor' magazine with articles about the Jensen-Healey ('How good is the Jensen-Healey') and a history of Healey ('Three Generations of Healey's'). Contains Road test results and specification (2 September 1972).

'Sunday Telegraph' cutting 'power failure' about Jensen-Healey road test car. Review of the car (detailing a power failure that repaired itself!) and details of insurance costs. With image (22 April 1973).

'Business News' article 'Healey and Sons' about the selling of Donald Healey Motor Company of Warwick (3 April 1974).

Good Relations Limited folder of photocopies of published letters concerning the Wankel engine, including one from Donald Healey (June 1974 - August 1974).

Birmingham Post' article 'The Restless Giant' about Donald Healey's retirement, looking back at his career. With editorial comment about economic difficulties in motor industry. Plus images of Donald Healey with the first Jensen Healey off the production line, also Triumph Dolomite, Austin Healey 100 with Donald at the wheel and Healey Le Mans car with Geoff at the wheel (17 December 1974).

'Birmingham Post' article 'Car slump worsens as Ford prices rise' about economic problems in motor industry with brief mention about Donald Healey selling/retiring (17 December 1974).
'Birmingham Post' clipping 'Healey car sales to be built up' about the sale of Donald Healey Motor Company - details reasons for sale (Brian [Bic] wanted to move back to Cornwall to pursue agricultural interests so they'd lost their retail man and Geoffrey 'couldn't sell a wheelbarrow') (18 December 1974).

'Leamington and District Morning News' article about Donald Healey retiring and the takeover by Hamblin Group. With image of Donald Healey outside the garage bearing his name (18 December 1974).

'Leamington and District Morning News' article 'Donald Ducks Out' about Donald Healey retiring and Healey being taken over by Hamblin Group - brief history about Donald Healey as well as a paragraph about the future of the brand. With image of Healey 100s pictured in 1954 (20 December 1974).

'Leamington Spa Courier' article 'End of an era - but not the end of the road' about Donald Healey retiring and the takeover by the Hamblin Group. With image of Donald Healey posing next to a Jensen-Healey (20 December 1974).


'Sunday Mercury' article 'Designs on another car' about Donald Healey designing a new car. With photos of Donald and Geoffrey Healey (9 February 1975).

'Sunday Mercury' article 'Jensen: State Control Demand' about a Midland MP calling for Jensen to be nationalised (9 February 1975).

'Autocar' magazine with feature 'It's been a long, long time' about Jensen-Healeys (actual feature has been removed from magazine). With image of Kjell Qvale in front of assembly line (28 June 1975).

'Evening Mail' report 'My Big Failure by Qvale' about Jensen demise - due to drop in demand for Interceptors and Jensen-Healeys. Qvale says 'probably should not have made the effort to make a cheap car in the Jensen Healey'. With image of Donald Healey (16 September 1975).

'Times' magazine The 100 Best Cars Feature - multiple page article featuring Healey as one of the top 100. With image of the 1957 Austin Healey 100/6 (1977).

'Coventry Evening Telegraph' cutting with image about an Austin Healey at an anniversary parade from Warwick to Meriden (15 May 1978).

'Morning News' article 'Healey a labour of love' about someone restoring an Austin-Healey - mostly about the restoration. With image of Rod Perrin (the restorer) with his Austin Healey (22
'Motor' article 'Donald's demon ducklings' to commemorate the 25th anniversary of the Austin-Healey 100. With images including Donald Healey, The Silverstone, Donald and George Mason in a Nash Healey, Westland Roadster, Austin Healeys, an Austin Healey 100 at the start of the 1955 Tulip Rally, the 100s at the 1955 Le Mans Rally, the Austin-Healey 3000 (28 October 1978).


'Autocar' magazine special on Triumph Sports (1978).

'Evening Mail' article 'Car man Jack says 'Best of British'!' about Jack Ryan shutting his repair shop in Honolulu. Ryan was former head mechanic for the Austin Healey 100 record-breaking run in Utah (1954). With images (20 November 1979).

Scrapbook of press cuttings and articles c1978 - 1994
Includes:

'Autoclassic' article 'The Healey Legacy' about a new version of the Healey 3000 made by Peter and Graham Holmes. With images of the new and old versions (5 September 1990).

'Leamington Spa Courier' obituary for Donald Healey - 'Man who built a motoring legend' (22 January 1988).

Photocopy of 'Test and Technik' article (in German) 'Dem Nachwucks eine chance ['The Offspring a Chance'] about the Austin Healey Replica (Healy 3500 Mk IV). With images of the replica of the 3500 (n.d.)

Photocopy of Alan Jensen obituary (n.d.).

'Autoclassic' interview with Pat Moss about her Healey driving days ('A Woman's Work') plus article about the Big Healey and rallying in the 60s ('Uphill Struggle') (July 1990).


'The Daily Telegraph' article 'US Gas-guzzler makes greens see red' about the new Chrysler Dodge Viper (2 January 1992).


'Veteran and Vintage' review of Geoffrey Healey's book 'More...
Warwick Healey Motor Company

Healey- Frog-eyes, Sprites and Midgets (February 1979).

'Auto Motor Sport' magazine article (in German) about the Austin Healey Replica (Healy 3500 Mk IV) (1981).

'The Financial Times' article 'Rich British Ancestry fails to provide independent future' about BMW Rover merger, including article about British car manufacturers (1 February 1994).

'Auto Motor Sport' magazine article (in German) featuring a photo of Geoffrey Healey (n.d.)


'PostShop' advert of restored Austin Healey MK IIA (n.d.)

'The Lady' image of Geoffrey Healey with a restored Austin Healey with short paragraph stating that it's for sale in a local mail order catalogue in Germany (3 September 1981).


'The Courier Journal' article 'Healeys, famed for cars, turn to energy field' about the Healeys trying to use windmill power for energy (8 July 1978).

'Automotive Industries' interview with Donald Healey at 83 - 'The Heydays of Healey' (February 1982).

'The Times' articles about Rover sale to BMW, and possibility of Austin Healey revival (1 February 1994, 4 February 1994).

Press cuttings and articles

Includes:


Article 'Donald Healey is back on the road' about Donald Healey driving in the celebration of the 50th RAC Rally prior to the event and an article following the event ('Hopkirk rediscovered his golden skills') (1 April 1982).

Programme for the Lombard Golden Fifty with cover signed by Phil Read. Donald Healey listed as a participant (15 April 1982).

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'Sporting Cars International' magazine with Donald Healey interview. Includes photographs - also with cover image of Donald Healey posing by a 3000 MkIII (4959 JZ) (June 1986).

'Only in the Berkshires' [US publication] article about William (Bill) Wood restoring an Austin-Healey. Also about Wood's plans for a museum [see also correspondence with Geoff Healey]. With images of Austin Healey and Ford Fiesta-Healey [c1986/1987].

'Evening Telegraph' article 'Healey retires with a head full of ideas' about Geoffrey Healey retiring from Austin Rover. With image of Geoffrey Healey in a car with a model of the Austin Healey (1 August 1987).

Austin Healey club published tribute to Donald Healey - with tributes from several people including Roger Menadue, Les Needham, Peter Browning, Raymond Baxter, Peter Riley, Julian Aubanel, Donald Morley and others. With images (1988).


'The Western Morning News' article 'Healey's lead the cortege' on Donald Healey's funeral (20 January 1988).


'Road & Track' article by Peter Egan on his memories of Donald Healey (1988).

'Evening Telegraph' article 'Oregon owners ask for a hand' about Geoffrey Healey helping with an enquiry from someone who wants to restore a Healey boat. With image of Healey with photographs and catalogues (29 June 1988).

The Jaguar Car Club official programme for the Donald Healey Memorial meeting at Silverstone on 17 September 1988.

Scrapbook labelled 'Healey 89-' containing press cuttings and articles
Includes:

'Eveing Telegraph' article 'Healey retires with a head full of ideas' (1988-1999)
ideas about Geoffrey Healey retiring from Austin Rover. With image of Healey in a car with a model of the Austin Healey (1 August 1987).

Front page of 'Classic and Sportscar' magazine showing 'six of the best' (including a Healey) (August 1989).


'Classic and Sportscar' article 'Fake Healey Worry' about possible fake Healey Silverstones being sold as genuine. With image of Silverstone (August 1989).

'Classic and Sportscar' four page interview with Geoffrey Healey ('Family Affair') - about the inside story and some projects that never saw the light of day. With images showing Geoffrey Healey on his own, Geoffrey and Donald Healey in the 1949 Mille Miglia, several cars (August 1989).

Front page of 'Supercar Classics' magazine showing an Austin-Healey. With article 'Austin-Healey to Monte Carlo' featuring image of Austin Healey in French village (August 1989).

'Supercar Classics' interview with Geoffrey Healey, with image (August 1989).

'Supercar Classics' diary column with details of the launch of the new 'Healey' where the author spoke to Geoffrey Healey. With images of Geoffrey Healey with original Healey and new 'Healey' (August 1989).

'Supercar Classics' article about the Austin-Healey Sprite (buying and restoring). With three images of the Sprite from 1958 (August 1989).

'The Spectator' article 'Antique 'Husband' knows all about cars' about how Geoffrey Healey met his wife. With image of Geoffrey Healey in a Healey Silverstone (26 June 1989).

Image of Healey's racing and close up of headlamp (n.d.)

'The Times' article 'Classic Sports Model back on the road' about the Frogeye being reproduced with the blessing of the Healey Family. With images of one of the new version and one of the original Frogeye Sprite (26 August 1989).

'The Independent article 'The enduring spirit of the British Roadster' featuring the Sprite. With images of one of the Austin Healey Sprites, two Triumphs and an MG Midget (12 August 1989).

'The Daily Telegraph' article 'The Frogeye joins a drive for fun' about the Frogeye Sprite being reproduced. With image of one of the reproduced Sprites (16 November 1988).
Frogeye Car Company details of distributor of Frogeye Cars in the USA (December 1989).

Advert for the 1990 Healey Frogeye 'Classic Looks with Modern Technology' - with image (n.d.)

'Telegraph' article 'Healey Sports cars making a comeback' about the Austin Healey being reproduced - both the Frogeye Sprite and the 3000. With images of the original Frogeye Sprite and a 1960s 3000 (n.d.)

'Autoweek' cutting 'MGB bodies on the way; Healey replica may be next' about possible Healey replica in USA (sent by the Austin Healey club of USA) (n.d.)

'Perranporth Argus' article 'Donald's old car goes like a bomb!' about the restoration of Donald Healey's Triumph Dolomite and the subsequent auction at Sothebys. With image of Donald Healey in the Triumph Dolomite in Perranporth in 1934 (n.d.)


'The Times' article '£6.8m Bentley 'not Le Mans winner' about authenticity of a winner of Le Mans (1929 and 1930). With image (7 July 1990).

Article "Mechanic says car in £10m dispute authentic' about authenticity of a winner of Le Mans (1929 and 1930). With image of two people with the Bentley (n.d.)

'Classic Car Weekly' article 'A new Frogeye goes East' about the new 1990 Frogeye being exported to Japan. With images of Keith Brading and Geoffrey Healey in the Healey Frogeye, Don Hands' 1000cc Sebring, and a straight Healey Frogeye in the works in Ryde (3 April 1991).

'The Observer' interview 'Ol' Frog-eyes is back' about the reproduction of the Frogeye Sprite. With images of the Sprite and Keith Brading (13 May 1990).

'The Daily Telegraph' article 'The Economy Drive' about how company cars are being switched to leased vehicles. With a photo of an Austin Healey 3000 (1 November 1990).

Review of Geoffrey Healey's new book about the 'Small Healeys '(in German) (n.d.)

'The Daily Telegraph' article 'A Design that led to disaster' about the De Lorean financial crash, including Donald Healey reflecting on the Jensen crash and how the government wouldn't help them (27 October 1982).
'The Financial Times' article 'Prior says no to more aid but offers some hope' about the DeLorean financial crash (20 February 1982).

'The Daily Telegraph' article 'Hand-Built for Power' about buying classic cars featuring the Austin Healeys. With images of Austin Healey 3000, 100s Big Healey, Austin Healey Sprite (11 September 1999).

Two pages from a shoe catalogue where the Sprite has been used as a backdrop. Images of the Austin Sprite, and shoes on the car (n.d.).


'The Western Morning News' report about Donald Healey's funeral in Perranporth detailing cars in cortege and attendees. Includes image of Donald Healey (20 January 1988).


'Road & Track' Donald Healey obituary - 'Side Glances' by Peter Egan [1988].

'Evening Telegraph' article 'Oregon owners ask for a hand' about the possible restoration of a Healey Marine Runabout in Oregon, USA. With photo of Geoff Healey with Healey marine catalogues and photos (29 June 1988).

Photocopy of item in 'British Car' magazine (issue no. 42, April 1993) on Austin-Healey 3000 with experimental body work. Article has image of the car (6923 ND) that was currently in southern California, plus a few details about why it was built (1 April 1993).

Photocopy of 'Auto Express' article 'Stirling Stuff as Brits take on Armani boys' about the history of the Mille Miglia. With various images (4 June 1993).

Photocopy of 'Thoroughbred and Classic Cars' article 'Shoestring Mille Miglia' about the Mille Miglia featuring memories of the Healeys taking part (had been sent by writer Peter Miller to Geoffrey Healey (July 1993).

'News Graphic' article 'Cedarburg's Kovacs claims prestigious racing trophy' about an Austin Healey 100 winning a race at the 13th Annual Chicago Historic Races. With image of Geoff Healey sitting on a Healey (23 August 1993).

'The Times' obituary for Geoffrey Healey, including image of Healey with a prototype Austin-Healey Sprite Coupe (4 May 1994).


'Weekend Telegraph' article 'They won't make 'em like that any more' by Graham Robson recounting the glory years of Healey. With images of Donald Healey, Geoff Healey, Tommy Wisdom, the Silverstone and the Austin Healey 100 (14 May 1994).

'Sтратford Herald' including article 'Marque of Respect' about a memorial service for Geoffrey Healey. With image of [widow] Margot Healey and daughters Kate and Cecilia in front of a 3000 Mark 1 Austin Healey (8 September 1994).

'Daily Mail' article 'They can't bring back carefree motoring but this might help…' about a possible comeback of the Austin-Healey (via Rover/BMW). With Image of the Austin-Healey 3000 and an artist impression of what a new 90s style Austin Healey might look like (9 September 1994).

Photocopy of 'Thoroughbred and Classic Cars' article 'New Healey Club' about a new Healey Drivers Club run by Jonathan Healey (October 1994).

Warwick School's 'Portcullis' magazine including obituary for Geoff Healey (Autumn 1994).

'Sunday Times' article 'Son of Frogeye rises in Japan' about the Frogeye Company exporting to Japan. With Image of Geoffrey Healey
Healey posing by a Sprite (12 February 1995).

Photocopy of 'Austin-Healey Magazine' article about the new badge for the Austin Healey Drivers Club - badge now features mountains, sky and sea instead of the Castle. With image of the badge (March 1995).

'The Times' Car 95 supplement including article 'Where there's junk there's brass' about finding old cars and using them to reproduce a Healey SR. With image showing the Healey SR as raced at Le Mans (11 March 1995).

'The West Briton' article 'Healey Legend Lives on' about the Austin Healey 50th anniversary rally in Perranporth. With image of a number of Healeys on the sea front in Perranporth (15 June 1995).


'Shropshire Star' article 'Sublime to the Ridiculous' about possible return of Austin Healey cars through BMW/Rover. With artist impression of the 1990s Austin-Healey (15 August 1995).

'Evening Mail' article 'Germans crack the whip' about BMW hiring a new chairman for Rover - mentions Healey in passing as possibly returning (8 September 1995).

'The Sunday Times' article 'Sold on a rasp from the past' about buying a classic Big Healey as a classic car - gives potted history of the Austin-Healey and includes Image of the 3000 Mk III (17 December 1995).

Three editions of 'Tipo' (Japanese dramatic car magazine) Including British Car Purchase Project - relating to planned sale of Sprites in Japan.

Press cuttings and articles Also has undated material. Includes:

'The Daily Telegraph' supplement including article 'Fastback to the Future' about a coupe version of the BMW Z3 and making clear it won't be an Austin Healey (17 February 1996).

'The Daily Telegraph' supplement 'Not the New Austin-Healey' including article about the HMC MKIV. With images of the New HMC MKIV and images of Donald Healey and Leonard Lord in a Healey (24 February 1996).

'Country Life' motoring article on HMC Mk 4 with image (21 March 1996).

Photocopy of 'Auto Express' book review of 'The Healey Story'.

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With image of front cover of the book (17 January 1997).

'The Times' Car 97 supplement including feature on Frazer Nash (29 March 1997).

Photocopy of 'Rev Counter' article 'News from Down Under' mentioning Geoff Healey wanting to rebuild an SR2 - with image (May 1997).

'The Daily Telegraph' motoring supplement with article on Sprite [article is missing but photo of Sprites is on the cover] (14 March 1998).

'The Daily Telegraph' motoring supplement article 'Playboy Racer' about Peter Collins (1 August 1998).

Photocopy of 'Vintage Motorsport' article 'A Moment at Monaco' about artist J. Paul Nesse who created a bronze of Donald Healey (July 1999).

Photocopy of a short article 'Austin-Healey Returns? The Next British Invasion' from the 'Automobile Magazine' about BMW bringing back the old British brands (1999?).

'Courier' Series article 'How we survived crash drama at 90mph' about a driver having an accident in an Austin Healey 3000 (8 March 2002).

'The Times' article 'Jumping for joy after my Frogeye ride' about a drive of a classic Frogeye (14 June 2002).

'Classic Motor Monthly' including article about the history of 1962 Austin Healey 3000 MkIIa (744 GON) (July 2002).

'Classic Car Marque may be resurrected' article about possible return of Austin Healey marque (n.d.)

Photocopy of article 'Chinese Whispers' about a Chinese company making a replica of the Austin Healey 3000 (n.d.)

Part of an article about the Austin Healey Silverstone - with various images of the car (n.d.)

Article 'The Best Lifeboat Conversion' about Donald Healey's converted lifeboat. With Illustration of the boat (had post-it note on article saying 'Cecelia's 1st sea voyage at 8 weeks was on the Manana' (n.d.)

Castrol GTX advert including image of Geoffrey Healey (n.d.)

Obituary of Alfred Easton - 'Drove Wonder of the Cornish Roads - Blue Bird Charabanc'. Easton was a motor mechanic who worked for Mr J.F. Healey (Donald Healey's father) at Red House Garage in Perranporth (n.d.)
WARWICK HEALEY MOTOR COMPANY

Short clipping about selling 'I'm backing Healey' stickers to Denis Healey - with image of Donald Healey  (n.d.).

Photocopy of letter written by Donald Healey printed in newspaper 'Britain didn't save Jensen, so why back a U.S. car?' (n.d.).

Photocopy of article from an unknown car publication with illustration of Invicta sports chassis (by F Gordon Crosby) (n.d.).

Cutting showing image of Fiat-Abarth Special by Pininfarina (displayed at the Brussels Auto Show) (n.d.).

Clubs, organisations and enthusiasts

General correspondence including single magazines 1973-1997

CR 4804/3/113 Austin-Healey Club magazine (volume 4, number 10) October 1973

CR 4804/3/114 Austin-Healey Club, Pacific Centre commemorative programme 'The Works Cars…Comin' Home' 1977 Magazine specifically for the Pacific Centre, 3rd Annual Meet. Includes:
Page 4 Car PWB 57 prepared for Rauno Aaltonen 1967 RAC Rally;
Page 5 picture URX 727 (no. 76);
Pages 6-7 tabulated history of Austin Healey 3000s with individual successes;
Page 8 Alpine rally 1962 photo of 57 ARX and 1965 RAC Rally car driven by Timo Makinen;
Page 9 photo of URX 727 1960 Alpine rally (came 2nd) and 1962 Liege-Sofia-Liege rally car (no. 57) - came 8th overall;
Pages 10-11 photo of JB 877 (no. 41) driven by Pat Moss and Ann Wisdom in the 1961 Liege Rally;
Pages 12-14 photos of SMO 746 test car for the 1959 Liege-Rome-Liege rally with various new features;
Page 15 photo for Italian rally 1961 car XJB 870 driven by Dave Sigle Morris and Tony Ambrose (6th overall);
Page 17 photo of Liege Rally 1963 car XJB 87? (no. 120) driven by Paddy Hopkirk (6th place);
Page 18 photos of BRX 852B (no. 14) and 47 AR (no. 28) during 1964;
Page 19 EJB 806C driven by Timo Makinen and Paul Easter in Scotland RAC Rally 1965 (1st position) and photo 47 ARX (RAC Rally 1963);
Page 20 ARX 92B (no. 95) Don and Erle Morley (2nd in Grand Touring Category during Alpine 1964);
Page 21 ARX 91B driven by Paddy Hopkirk and Henry Liddon (outright winners in Austrian Alpine Rally 1964);
Pages 22-24 photo DRX 258C Mark III convertible and article regarding Rally Healey 3000 performance;
Page 25 photo DRX 258C Don and Erle Morely in Geneva Rally 1965 (7th overall);
WARWICK HEALEY MOTOR COMPANY

Page 26 photo ARX 92B Grand Touring Category 1964 Tulip Rally (coming first);
Page 27 photo EJB 806C Timo Makinen (2nd overall in the RAC Rally 1965);
Page 28 photo PWB 57 converted from the former ARX 92B;
Page 29 photo EJB 806C;
Pages 30-31 photos of ARX 92B re-registered PWB 57 after extensive work;
Page 33 photo of EJB 806C 1958 Alpine Rally driven by Bill Shepherd and in the Liege Rally of 1958 driven by Gerry Burgess;
Pages 34-35 photos of URX 727 and SMO 744;
Back page photo of ARX 91B.

CR 4804/3/115 Copy of Joe Jarrick chart that appeared in 100/S issue of [Austin Healey Club] Pacific Centre magazine Austin Healey Sebring owners register for the perpetuation of the 100 Sebring. 1979

CR 4804/3/116 File ‘late 80s, early 90s, Fourinture, Travel’ Includes:

Correspondence and Australian and USA itinerary for Geoffrey Healey and wife Margot as they were invited to be official guests at the 1990 Victorian National Rally organised by the Austin-Healey Owners Club of Victoria, Australia - with Geoff and Margot Healey's official tickets numbered 1 and 2 for the rally (one of them signed by various people);

correspondence about Healey International 40th anniversary meeting at Breckenridge, Colorado in August 1992;

correspondence (from Tom Kovaks, Fourintune Garage Incorporated and others) about trip for Geoffrey Healey to USA to look at car owned by Fred Hunter and follow up correspondence after visit (1992-1993) including photos;

Letter from Geoffrey Healey to Kovaks (14 February 1994) pointing out errors in Chatterbox article (February 1994).

CR 4804/3/117 Correspondence with David Mathews and Mark Miller of Chatter magazine about misunderstandings printed in an article June 1991

CR 4804/3/118 Austin Healey Club peel off badge

CR 4804/3/119 Photocopy of Letter from Brian Healey to the editor of the Healey Northwest magazine telling readers about the new Healey club badges April 1995


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### WARWICK HEALEY MOTOR COMPANY

| CR 4804/3/121 | Letter from Brian Healey to the editor of Wings magazine regarding the 50 Year Badge to celebrate 50 years since the first Healey | 12 January 1996 |
| CR 4804/3/122 | Insert/flyer from British Car Magazine [USA publication] publicising the magazine and giving details of how to subscribe. Mentions that first issue [1986] had a special article on the 'big' Healeys. Includes subscription form and SAE. | 21 June 1996 |
| CR 4804/3/123A | Colour illustration of driver in a Healey to be used for 20th anniversary of Club Healey France celebrations This had been used as a wrapper for correspondence. | [1997] |
| CR 4804/3/123B | Typed copy instructions by The Austin-Healey Sports And Touring Club on the 'survival of the fittest' rally (held in Cumberland County, USA) including directions/stages | n.d. |
| CR 4804/3/123C | The Midget & Sprite Club magazine 'Mascot' (no. 387) | June 2016 |

### Specific magazines

Includes 'Rev Counter', 'Wheelspin' and 'Chatter'

**Rev Counter**
The Austin Healey Club magazine (and newsletter)

| CR 4833/1 | Rev Counter magazine (volume 1 number 2) | March 1982 |
| CR 4833/2 | Rev Counter magazine (volume 1 number 3) | June 1982 |
| CR 4833/3 | Rev Counter magazine (volume 1 number 4) | September 1982 |
| CR 4833/4 | Rev Counter magazine (volume 2 number 1) | June 1983 |
| CR 4833/5 | Rev Counter magazine (volume 2 number 2) | Spring 1983 |
| CR 4833/6 | Rev Counter magazine (volume 2 number 3) | Summer 1983 |

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<p>| CR 4833/7 | Rev Counter magazine (volume 2 number 4) | Autumn 1983 |
| CR 4833/8 | Rev Counter magazine (volume 3 number 1) | 1984 |
| CR 4833/9 | Rev Counter magazine (volume 3 number 2) | 1984 |
| CR 4833/10 | Rev Counter magazine (volume 3 number 3) | 1984 |
| CR 4833/11 | Rev Counter magazine (volume 3 number 4) | 1984 |
| CR 4833/12 | Rev Counter magazine (volume 4 number 2) | April 1985 |
| CR 4833/13 | Rev Counter magazine (volume 4 number 3) | June 1985 |
| CR 4833/14 | Rev Counter magazine (volume 4 number 4) | August 1985 |
| CR 4833/15 | Rev Counter magazine (volume 4 number 5) | October 1985 |
| CR 4833/16 | Rev Counter magazine (volume 4 number 6) | December 1985 |
| CR 4833/17 | Rev Counter magazine (volume 5 number 1) | February 1986 |
| CR 4833/18 | Rev Counter magazine (volume 5 number 2) | April 1986 |
| CR 4833/19 | Rev Counter magazine (volume 5 number 3) | June 1986 |
| CR 4833/20 | Rev Counter magazine (volume 5 number 4) | August 1986 |
| CR 4833/21 | Rev Counter magazine (volume 5 number 5) | October 1986 |
| CR 4833/22 | Rev Counter magazine (volume 5 number 6) | December 1986 |
| CR 4833/23 | Rev Counter magazine (volume 6 number 1) | February 1987 |
| CR 4833/24 | Rev Counter magazine (volume 6 number 2) | April 1987 |
| CR 4833/25 | Rev Counter magazine (volume 6 number 3) | June 1987 |
| CR 4833/26 | Rev Counter magazine (volume 6 number 4) | August 1987 |
| CR 4833/27 | Rev Counter magazine (volume 6 number 5) | October 1987 |
| CR 4833/28 | Rev Counter magazine (volume 6 number 6) | December 1987 |
| CR 4833/29 | Rev Counter magazine (volume 7 number 1) | February 1988 |
| CR 4833/30 | Rev Counter magazine (volume 7 number 2) | April 1988 |
| CR 4833/31 | Rev Counter magazine (volume 7 number 3) | June 1988 |
| CR 4833/32 | Rev Counter magazine (volume 7 number 4) | August 1988 |
| CR 4833/33 | Rev Counter magazine (volume 7 number 5) | October 1988 |
| CR 4833/34 | Rev Counter magazine (volume 7 number 6) | December 1988 |
| CR 4833/35 | Rev Counter magazine (volume 8 number 1) | February 1989 |
| CR 4833/36 | Rev Counter magazine (volume 8 number 2) | April 1989 |
| CR 4833/37 | Rev Counter magazine (volume 8 number 3) | June 1989 |
| CR 4833/38 | Rev Counter magazine (volume 8 number 4) | August 1989 |
| CR 4833/39 | Rev Counter magazine (volume 8 number 5) | October 1989 |
| CR 4833/40 | Rev Counter magazine (volume 8 number 6) | December 1989 |
| CR 4833/41 | Rev Counter magazine (volume 9 number 1) | February 1990 |
| CR 4833/42 | Rev Counter magazine (volume 9 number 2) | April 1990 |
| CR 4833/43 | Rev Counter magazine (volume 9 number 5) | October 1990 |
| CR 4833/44 | Rev Counter magazine (volume 10 number 1) | February 1991 |
| CR 4833/45 | Rev Counter magazine (volume 10 number 2) | April 1991 |
| CR 4833/46 | Rev Counter magazine (volume 10 number 3) | June 1991 |
| CR 4833/47 | Rev Counter magazine (volume 10 number 4) | August 1991 |
| CR 4833/48 | Rev Counter magazine (volume 10 number 5) | October 1991 |
| CR 4833/49 | Rev Counter magazine (volume 10 number 6) | December 1991 |
| CR 4833/50 | Rev Counter magazine (volume 11 number 1) | February 1992 |
| CR 4833/51 | Rev Counter magazine (volume 11 number 2) | March 1992 |
| CR 4833/52 | Rev Counter magazine (volume 11 number 3) | April 1992 |
| CR 4833/53 | Rev Counter magazine (volume 11 number 4) | May 1992 |
| CR 4833/54 | Rev Counter magazine (volume 11 number 5) | June 1992 |
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| CR 4833/56 | Rev Counter magazine (volume 11 number 7) | September 1992 |
| CR 4833/57 | Rev Counter magazine (volume 11 number 8) | October 1992 |
| CR 4833/58 | Rev Counter magazine (volume 11 number 9) | November 1992 |
| CR 4833/59 | Rev Counter magazine (volume 11 number 10) | December 1992 |
| CR 4833/60 | Rev Counter magazine (volume 12 number 1) | February 1993 |
| CR 4833/61 | Rev Counter magazine (volume 12 number 3) | May 1993 |
| CR 4833/62 | Rev Counter magazine (volume 12 number 4) | June 1993 |
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| CR 4833/64 | Rev Counter magazine (volume 12 number 6) | August 1993 |
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| CR 4833/66 | Rev Counter magazine (volume 12 number 8) | October 1993 |
| CR 4833/67 | Rev Counter magazine (volume 12 number 9) | November 1993 |
| CR 4833/68 | Rev Counter magazine (volume 12 number 10) | December 1993 |
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| CR 4833/78 | Rev Counter magazine (volume 13 number 10) | October 1994 |
| CR 4833/79 | Rev Counter magazine (volume 13 number 11) | November 1994 |
| CR 4833/80 | Rev Counter magazine (volume 13 number 12) | December 1994 |
| CR 4833/81 | Rev Counter magazine (volume 14 number 4) | April 1995 |
| CR 4833/82 | Rev Counter magazine (volume 14 number 5) | April 1995 |
| CR 4833/83 | Rev Counter magazine (volume 14 number 8) | August 1995 |
| CR 4833/84 | Rev Counter magazine (volume 14 number 9) | September 1995 |
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CR 4833/172  Rev Counter magazine (volume 22 number 2)  February 2003
CR 4833/173  Rev Counter magazine (volume 22 number 3)  March 2003
CR 4833/174  Rev Counter magazine (volume 22 number 4)  April 2003
CR 4833/175  Rev Counter magazine (volume 22 number 5)  May 2003
CR 4833/176  Rev Counter magazine (volume 22 number 6)  June 2003
CR 4833/177  Rev Counter magazine (volume 22 number 7)  July 2003
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CR 4833/179  Rev Counter magazine (volume 22 number 9)  September 2003
CR 4833/180  Rev Counter magazine (volume 22 number 10)  October 2003
CR 4833/181  Rev Counter magazine (volume 22 number 11)  November 2003
CR 4833/182  Rev Counter magazine (volume 22 number 12)  December 2003
CR 4833/183  Rev Counter magazine (volume 23 number 1)  January 2004
CR 4833/184  Rev Counter magazine (volume 23 number 2)  February 2004
CR 4833/185  Rev Counter magazine (volume 23 number 3)  March 2004
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CR 4833/188  Rev Counter magazine (volume 23 number 6)  June 2004
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CR 4833/190  Rev Counter magazine (volume 23 number 8)  August 2004
CR 4833/191  Rev Counter magazine (volume 23 number 9)  September 2004
CR 4833/192  Rev Counter magazine (volume 23 number 10)  October 2004
CR 4833/193  Rev Counter magazine (volume 23 number 11)  November 2004
CR 4833/194  Rev Counter magazine (volume 23 number 12)  December 2004
CR 4833/195  Rev Counter magazine (volume 24 number 1)  January 2005

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| CR 4833/196 | Rev Counter magazine (volume 24 number 2) | February 2005 |
| CR 4833/197 | Rev Counter magazine (volume 24 number 3) | March 2005 |
| CR 4833/198 | Rev Counter magazine (volume 24 number 4) | April 2005 |
| CR 4833/199 | Rev Counter magazine (volume 24 number 5) | May 2005 |
| CR 4833/200 | Rev Counter magazine (volume 24 number 6) | June 2005 |
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| CR 4833/202 | Rev Counter magazine (volume 24 number 8) | August 2005 |
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| CR 4833/207 | Rev Counter magazine (volume 25 number 1) | January 2006 |
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| CR 4833/209 | Rev Counter magazine (volume 25 number 3) | March 2006 |
| CR 4833/210 | Rev Counter magazine (volume 25 number 4) | April 2006 |
| CR 4833/211 | Rev Counter magazine (volume 25 number 5) | May 2006 |
| CR 4833/212 | Rev Counter magazine (volume 25 number 6) | June 2006 |
| CR 4833/213 | Rev Counter magazine (volume 25 number 7) | July 2006 |
| CR 4833/214 | Rev Counter magazine (volume 25 number 8) | August 2006 |
| CR 4833/216 | Rev Counter magazine (volume 25 number 10) | October 2006 |
| CR 4833/218 | Rev Counter magazine (volume 25 number 12) | December 2006 |
| CR 4833/219 | Rev Counter magazine (volume 26 number 1) | January 2007 |
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CR 4833/223  Rev Counter magazine (volume 26 number 5)  May 2007
CR 4833/224  Rev Counter magazine (volume 26 number 6)  June 2007
CR 4833/225  Rev Counter magazine (volume 26 number 7)  July 2007
CR 4833/226  Rev Counter magazine (volume 26 number 8)  August 2007
CR 4833/227  Rev Counter magazine (volume 26 number 9)  September 2007
CR 4833/228  Rev Counter magazine (volume 26 number 10)  October 2007
CR 4833/229  Rev Counter magazine (volume 26 number 11)  November 2007
CR 4833/230  Rev Counter magazine (volume 26 number 12)  December 2007
CR 4833/231  Rev Counter magazine (volume 27 number 1)  January 2008
CR 4833/232  Rev Counter magazine (volume 27 number 2)  February 2008
CR 4833/233  Rev Counter magazine (volume 27 number 3)  March 2008
CR 4833/234  Rev Counter magazine (volume 27 number 4)  April 2008
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CR 4833/237  Rev Counter magazine (volume 27 number 7)  July 2008
CR 4833/238  Rev Counter magazine (volume 27 number 8)  August 2008
CR 4833/239  Rev Counter magazine (volume 27 number 9)  September 2008
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CR 4833/241  Rev Counter magazine (volume 27 number 11)  November 2008
CR 4833/242  Rev Counter magazine (volume 27 number 12)  December 2008
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CR 4833/244  Rev Counter magazine (volume 31 number 2)  February 2012
CR 4833/245  Rev Counter magazine (volume 31 number 3)  March 2012
CR 4833/246  Rev Counter magazine (volume 31 number 4)  April 2012
CR 4833/247  Rev Counter magazine (volume 31 number 5)  May 2012
CR 4833/248  Rev Counter magazine (volume 31 number 6)  June 2012
CR 4833/249  Rev Counter magazine (volume 32 number 4)  April 2013

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| CR 4833/250 | Rev Counter magazine (volume 32 number 5) | May 2013 |
| CR 4833/251 | Rev Counter magazine (volume 32 number 6) | June 2013 |
| CR 4833/252 | Rev Counter magazine (volume 32 number 8) | August 2013 |
| CR 4833/253 | Rev Counter magazine (volume 32 number 9) | September 2013 |
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| CR 4833/271 | Rev Counter magazine (volume 34 number 4) | April 2015 |
| CR 4833/272 | Rev Counter magazine (volume 34 number 5) | May 2015 |
| CR 4833/273 | Rev Counter magazine (volume 34 number 6) | June 2015 |
| CR 4833/274 | Rev Counter magazine (volume 34 number 7) | July 2015 |
| CR 4833/275 | Rev Counter magazine (volume 35 number 5) | May 2016 |
| CR 4833/276 | Rev Counter magazine (volume 35 number 7) | July 2016 |
### Wheelspin

The Austin Healey Club (Midlands Centre) magazine. This is not a complete run.

| CR 4833/277 | Wheelspin magazine | April 1982 - May 1982 |
| CR 4833/278 | Wheelspin magazine | August 1982 - December 1982 |
| CR 4833/279 | Wheelspin magazine | January 1983 - June 1983 |
| CR 4833/280 | Wheelspin newsletter | July 1983 |
| CR 4833/281 | Wheelspin magazine | August 1983 - October 1983 |
| CR 4833/282 | Wheelspin magazine | December 1983 |
| CR 4833/283 | Wheelspin magazine | January 1984 |
| CR 4833/284 | Wheelspin newsletter | February 1984 |
| CR 4833/285 | Wheelspin magazine | March 1984 |
| CR 4833/286 | Wheelspin magazine | April 1984 |
| CR 4833/287 | Wheelspin magazine | June 1984 |
| CR 4833/288 | Wheelspin magazine | August 1984 |
| CR 4833/289 | Wheelspin magazine | September 1984 |
| CR 4833/290 | Wheelspin magazine | November 1984 |
| CR 4833/291 | Wheelspin magazine | December 1984 |
| CR 4833/292 | Wheelspin magazine | January 1985 |
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| CR 4833/296 | Wheelspin magazine | November 1985 |
| CR 4833/297 | Wheelspin magazine | January 1986 |
| CR 4833/298 | Wheelspin magazine | March 1986 |
| CR 4833/299 | Wheelspin magazine | May 1986 |
| CR 4833/300 | Wheelspin magazine | August 1986 |
| CR 4833/301 | Wheelspin magazine | September 1986 |
| CR 4833/302 | Wheelspin magazine | November 1986 |
| CR 4833/303 | Wheelspin 2 magazine (number 1) | January 1987 |
| CR 4833/304 | Wheelspin 2 magazine (number 2) | March 1987 |
| CR 4833/305 | Wheelspin 2 magazine (number 3) | May 1987 |
| CR 4833/306 | Wheelspin 2 magazine (number 4) | July 1987 |
| CR 4833/307 | Wheelspin 2 magazine (number 5) | September 1987 |
| CR 4833/308 | Wheelspin 2 magazine (number 6) | November 1987 |
| CR 4833/309 | Wheelspin 2 magazine (number 7) | January 1988 |
| CR 4833/310 | Wheelspin 2 magazine (number 8) | March 1988 |
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| CR 4833/322 | Wheelspin magazine | May 1990 |
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| CR 4833/324 | Wheelspin newsletter | January 1991 |
| CR 4833/325 | Wheelspin magazine | March 1991 |
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**Chatter**
The Austin Healey Club USA Magazine

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<td>Chatter (The Austin-Healey Club of America, Inc. magazine) produced following Donald Healey's death</td>
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<td>Not a memorial magazine - announces Healey's death and asks for stories/photographs for a future magazine.</td>
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CR 4804/3/126  Chatter (The Austin-Healey Club of America, Inc. magazine)  November 1995
Includes:
Page 6 article on Conclave '96;
Page 7 article regarding Donald Healey being inducted into the International Motorsports Hall of Fame;
Page 10-12 the life of Donald Healey (3 July 1898 to 15 January 1988);
Page 13 letter supporting Donald Healey as an International Motorsports Hall of Fame inductee;
Pages 14-19 the career of Donald Healey (including Big Healey racing and record breaking successes 1953 to 1965);
Page 26 pictures of Donald Healey racing cars;
Page 27 article by Thos L Bryant on memories of an old friend.

Includes:
Donald Healey inducted into the International Motorsports Hall of Fame;
Photos of cars and family of Donald Healey;
Article 'Third Place Overall One of the Pinnacles of Success for Donald Healey'.

CR 4804/3/128  Chatter (The Austin-Healey Club of America, Inc. magazine)  July 1997
Includes:
Page 10-11 article on Cobra vs Healey;
Page 13 article Make Tracks for Utah August 1997;
Page 14 article on Healey runs at Bonneville Salt Flats and Salt Flats of Utah (1953, 1954, 1956);
Page 16 article on Donald Healey remembers the 1953 Utah runs;
Pages 18-19 article on excerpt from Donald Healey's book 'My World of Cars';
Page 18 article on excerpt from Geoffrey Healey's book 'The Specials';
Pages 24-25 article by Keith Turk 'Bonneville or Bust - Working Toward a Dream'.

CR 4804/3/129  Chatter (The Austin-Healey Club of America, Inc. magazine)  July 1997
Includes:
Page 11 article by driver Roy Jackson Moore;
Page 12-18 article relating to Bonneville 1956 days;
Page 19-21 article on Donald Healey still hunts for records at age of 60 - next goal 300mph.
Corporate relations photographs 1940s-1980s

General corporate relations photographs 1950s-1960s

Photographs featuring public figures 1950s-1960s

CR 4804/3/130 Two photos of Warwick & Leamington MP Anthony Eden at The Healey Motor Company's Cape Works with Donald Healey and some of the directors
One of the images has the directors (including Bob Boardman on the left) standing behind a Silverstone car (JAC 100) with Eden in the drivers seat and Healey leaning on the passenger door. The other image has Eden in the drivers seat and Healey in the passengers seat. Behind the car are a Westland 'C' (on the left) and an Elliott (directly behind).

CR 4804/3/131 Photograph of Donald Healey and Warwick & Leamington MP Anthony Eden at the Cape Works looking at a Silverstone being constructed
Five men working on the car including Roger Menadue by the front wheel.

CR 4804/3/132 Two photographs of an Austin-Healey 100M in a New York park
One of the photos has Donald Healey in the drivers seat and actress Louise King [wife of racing driver Peter Collins] in the passengers seat. Similar to image used on page 92 of The Healey Story.

CR 4804/3/133 Photograph of an Austin-Healey 100-Six
This photo was taken at the same time as the image used on page 130 of The Healey Story.

CR 4804/3/134 Photograph of Brian Healey in the first Austin-Healey 100S at The Cape Works, Warwick 1954

CR 4804/3/135 Photo of model Angela Lane at the Cape Works, Warwick standing by Austin-Healey 100M BN2 (SLR 7) with Brian Healey in the driving seat
A row of 100S cars are in the background waiting for conversion to 100M. Taken on the same day as photo used on page 16 of Graham Robson's Austin-Healey book showing Angela Lane posing by the car at the Saxon Mill Hotel, Warwick.

CR 4804/3/136 Contact print of Donald Healey standing by an Austin-Healey 100-Six and pointing at the dashboard for the benefit of the female passenger
CR 4804/3/137 Photo of Donald Healey standing by door of an Austin-Healey 100M with Virginia Bussey behind the steering wheel. Bussey was the wife of Ed Bussey of Ship & Shore Motors, West Palm Beach, Florida, the South East United States importer for the British Motor Corporation (and therefore Austin-Healeys). 29 March 1955

CR 4804/3/138 Two photographs of actress Louise King? [wife of racing driver Peter Collins] sitting in an Austin-Healey 100M? Car is parked at the bottom of a long winding drive. 1968

CR 4804/3/139 Two photographs of the Mayor of Warwick Denis Grimes sitting in the 2 litre Healey Le Mans prototype (SR) before its transportation to France. Also in the photo, which was taken at the back of Healey's Coton End showroom and works, are Brian Healey, Jim Cashmore, and Geoff Healey. In the background (car no. 50) is the 237 car. 1952-1972

Motor shows

CR 4804/3/140 Photograph of Donald Healey and others with the first Healey car at the Earls Court International Motor Show. Others in the photo include: George Harriman (BMC), Leonard Lord (BMC), Lord Nuffield (Chairman of BMC). Image used on page 41 of The Story of the Big Healeys and page 7 of Graham Robson's Austin-Healey book. 1952

CR 4804/3/141 Photograph of Donald Healey with Leonard Lord standing by the drivers side (left hand drive) of an Austin-Healey 100 at the Earls Court International Motor Show 1952. Image used on page 34 of More Healeys. 1952

CR 4804/3/142 Photo of Donald Healey and another man standing behind the 'Grand Premium Award' cup won for best car in show at the World's Fair in Miami, Florida in March 1953. The award is also seen in an image used on page 61 of The Healey Story. 1953

CR 4804/3/143 Three photos of singer and actress Gracie Fields in an Austin-Healey 100 at the New York Motor Show in 1953. Two photos include Donald Healey sitting in the passenger seat and two photos include another man standing by the car. One of the photos was used on page 46 of The Story of the Big Healeys and page 106 of My World Of Cars. 1953

CR 4804/3/144 Photo of Donald Healey standing by the new Austin-Healey 100-Six at a motor show. Caption notes that this new model is powered by a 2639cc six-cylinder engine (102bhp at 4600rpm), has a new body, and is similar to the car that recently broke records at the Bonneville Salt Flats. Issued by The Austin Motor Company Ltd press office. [September 1954]
WARWICK HEALEY MOTOR COMPANY

CR 4804/3/145  Three photos of Donald Healey, Leonard Lord (Chairman of BMC) and Prime Minister and Warwick & Leamington MP Sir Anthony Eden by an Austin-Healey 100-Six at the London Motor Show
Eden is sitting in the car in one of the photos (used on page 128 of The Healey Story). The image of all three men standing on the left hand side of the car was used on page 118 of My World of Cars.

CR 4804/3/146  Photo of cars including Sprites and a 3000 on the Austin-Healey stand at the London 1959 Motor Show
Image used on page 56 of More Healeys.

CR 4804/3/147  Colour photo of the 1965 RAC Rally class winning Austin-Healey 3000 (EJB 806C) on display

CR 4804/3/148  Thirteen photos including scenes from the 1972 Geneva Motor Show? Where the Jensen-Healey was launched
Includes family photographs of Geoff & Margot Healey at hotels and houses. With negatives.

CR 4804/3/149  Photo of Austin-Healey 100s on an Austin stand at an unknown motor show

CR 4804/3/150  Thirty photographs showing cars at unknown motor show?

Social events

CR 4804/3/151  Nine photos of social event at White's Hotel, London (where the Healey family and Donald Healey Motor Co. staff always stayed during the London Motor Shows)
Includes members of the Healey family and company staff.
Includes photos showing: (left to right) Geoff Price, Geoff Healey, Tommy Wisdom and Brian Healey; (left to right) unknown, Donald Healey, Brian Healey, Geoff Healey, Bob Boardman (director); Donald Healey with unknown man (three photos); (left to right): Bob Boardman, unknown man, Geoff Healey; Donald Healey with Tommy Wisdom; (left to right): unknown man, Donald Healey, Geoff Healey, Brian Healey; Virginia Bussey [wife of Ed Bussey, owner of Ship & Shore Motors, West Palm Beach, Florida, the South East United States importer for the British Motor Corporation] with Geoff Healey.

CR 4804/3/152  Photo of Donald Healey at social event with Mrs Piaggio [wife of Enrico Piaggio, inventor of Vespa scooter]

CR 4804/3/153  Photo of Healey family members at social event
Left to right: Brian Healey and his wife Mary, unknown couple, Geoff Healey and his wife Margot.

CR 4913  Photograph of Donald Healey and Mrs Val Colin at Donald Healey Motor Company annual dinner dance at Saxon Mill
c1967/1968

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Road trips

CR 4804/3/154 Photo of Geoff Healey and Donald Healey standing by a Healey Roadster during their tour of the USA in 1948. Image used on page 23 of The Healey Story - Geoff looking at the view and Donald taking a photograph.

CR 4804/3/155 Eleven photos taken during a trip to the USA. Images taken by Donald Healey and include views of the Niagara Falls, driving on the Ambassador Bridge (connects Detroit, USA with Windsor, Canada), boxing match on a ship, [Harry Costley of Nash company] standing by Niagara, standing by a car, and standing outside shops in Princeton.

CR 4804/3/156 Three photos of a publicity trip/road trip in America. Car being driven is an Austin [A35?] and photos show view of lake, a truck on the road, and a car showroom (Oden Motors Inc.) selling Jaguar, Austin-Healey, MG and Landrover.

Clubs

CR 4804/3/157 Photo of signed commemorative cloth sent to Geoff Healey by the Austin Healey Owners Club of New South Wales, Australia. Includes signatures and messages from Rob Harrison, Alan Jones, Joe Jarick. Image used on page 220 of More Healeys.

CR 4804/3/158 Photo of Donald Healey and Alan Zafer at the Austin Healey Club Midlands Centre jubilee forum at Warwick. Image used on page 217 of More Healeys.

CR 4804/3/159 Photo of Margot Healey presenting the Lucas Trophy to Paul Weston, the owner of a concours Sprite that won a driving test at the Austin Healey Club Midlands Centre jubilee forum at Warwick. The forum was held to celebrate the 25th anniversary of the start of Austin-Healey production at Austin. The image was used on page 216 of More Healeys.

CR 4804/3/160 Colour photo of Geoff Healey with Chuck Anderson and another man during an interview at the Austin Healey Club of America's 1978 conclave at Louisville, Kentucky. Image used on page 218 of More Healeys.

CR 4804/3/161 Colour photo of Sprite Midget owners group members and their cars in a car park (somewhere in USA?)

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CR 4804/3/162 Colour photo of group at Snowmass, California
Left to right: Ed Bussey [owner of Ship & Shore Motors, West Palm Beach, Florida, the South East United States importer for the British Motor Corporation], Mary Healey (wife of Brian Healey), Brian Healey, Gerry Coker, John Colgate (racing driver), Margot Healey (wife of Geoff Healey), John Harris (racing driver), Fred Horner (Jaguar, North America), Donald Healey, Geoff Healey. Similar photo used on page 158 of My World of Cars.

CR 4804/3/163 Photo of Austin Healey Club members with a line up of their range of sports cars during a visit to the British Motor Corporation MG factory at Abingdon
The MG record breaker is in the foreground.

CR 4804/3/164 Four colour photos of Austin Healeys at unknown location in the USA?
Includes 5FG 398, MKE 607.

General publicity 1930s-1980s

CR 4804/3/165 Photo (with negatives) of 1930s? image showing side view of the Triumph Dolomite Straight Eight, created by Donald Healey when Chief Engineer at Triumph Healey drove the car in the 1935 Monte Carlo rally but did not complete the race as the car was hit by a train at a level crossing in Denmark. With two photos (and negatives) of 1950s? road test article on MG Midget series TD two-seater (possibly because looking at ‘opposition’s cars).

CR 4804/3/166 Photo of Donald Healey sitting down with two other men, pointing at [North America on] a globe set in a table
One of the men is also in the photos of the 1948, 1949 road trip (including Niagara).

CR 4804/3/167 Photo of motoring journalist Bill Boddy driving Healey Silverstone (JAC 100) at Goodwood
Used in article reprinted from The Motor Sport magazine (November 1949).

CR 4804/3/168 Photo of Healey 100 being speed tested on the Jabbeke highway in Belgium
The car was timed at 110 mph.

CR 4804/3/169 Photo of Austin-Healey 100 being driven by motoring correspondent John Bolster on the Jabbeke highway in Belgium

CR 4804/3/170 Three photos of television screen broadcasting a programme showing Donald Healey being interviewed with other men

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Photo of Reg Bishop (in charge of publicity at Austin), Tommy Wisdom, and Donald Healey by a Sprite during a press preview in Monte Carlo
Image used on page 52 of More Healeys.

Publicity photo of Donald Healey with a new Sprite (YAC 740) used during its announcement by the British Motor Corporation
Caption: 'Said Donald Healey after three thousand miles gruelling test driving 'it has always been my ambition to produce a cheap, safe and reliable sports car for the youth of the country". Also noted that the Sprite cost £688.17.06 (including purchase tax).

Six strips of contact prints showing numbered car parts for a brochure?
Includes images of Donald Healey 'speed equipment' lightweight glass fibre seat (for Sprite) and Mk II Sprite 'Warwick' glass fibre hardtop (designed by Les Ireland), and retro-fitted on Mk I Sprite.

Photo of 16 Healey cars (from early Healeys, to Sprites) lined up at unknown location
Publicity photo? Cars parked around lawn which has stone monument with sundial in the centre. Trees in the background.

Photo of Donald Healey with Jensen Healeys at the West Bromwich production site
Similar image of Healey with production line in background used on page 182 of My World of Cars and page 147 of The Healey Story.

Photo of plaque produced by the Austin Healey Club of America to commemorate the 25th anniversary of the Austin-Healey and presented to Geoff Healey during his attendance at the club's 1978 conclave in Louisville, Kentucky
Plaque no. 1 in a limited edition. Image used on page 219 of More Healeys.

Photo of Donald Healey with two unknown men pointing at car engine (1930s - unknown model)

Four photographs of Donald Healey and others with an Austin Healey 3000 MkIII [at JME Healeys, Warwick?] Images show: Donald Healey and Geoff Healey standing by open bonnet and looking at engine with another man; Donald Healey in the drivers seat, and another man holding a glass of wine; Donald Healey holding a glass of wine and two younger men looking at the engine; front view of the car (EPO 994C).

Photo of toy model Austin Healey next to an Austin Healey Club model competition tankard
Five photographs of a hot rod with a 1930s body and a flathead V8 engine. The car has a California number plate (7F 32 19). The photo was possibly taken sometime in the 1950s in California.

**Racing photographs**

**Racing photographs: Mille Miglia**

Nineteen photos of the Mille Miglia race, Brescia, Italy (taken by Donald and Geoff Healey). Includes: the crowds, cars, the Healey Roadster driven by Donald and Geoff Healey, scrutineering.

Photo of Geoff Healey with Geoff Price (Service Manager) and another man working on the Healey Westland Roadster in Italy for the 1949 Mille Miglia race.

Photo of prototype Nash Healey (JWD 300) being worked on in the FIAT garage at Como, Italy, before the 1950 Mille Miglia race. Left to right: Dunlop Mac, Geoff Healey, a FIAT mechanic and Roger Menadue. Image used on page 29 of More Healeys.

Sixteen photos taken during race/rally (in Italy - unknown race, possibly Mille Miglia?) Sceness include cars passing, people waiting at roadside to watch cars go by, preparation of cars.

Four photos including cars lined up at Warwick for the 1955 Mille Miglia race. Includes (left to right); George Abacassis (with OON 440), Lance Macklin? (with OON 44?), Ron Flockhart (driving a non-works entry owned by Charles Clark of Wolverhampton), Donald Healey and Jim Cashmore? (driving OON 439).

**Racing photographs: Targa Florio**

Photo of Targa Florio Sprite on trailer at Barford before the 1964 race

Photo of 1964 Targa Florio Sprite, showing raised tail and spoiler (693 LAC) - rear view

Photo of 1964 Targa Florio (693 LAC) - driver side view

Photo of 1965 Targa Florio car (side passenger view)
Photo showing passenger side view of 1966 Targa Florio Sprite (EAC 90C) - the 1965 car with light alloy top built on Image used on page 114 of More Healeys. 1966

Photo of 1967 Targa Florio car (LWD 959E) taking a bend Image used on page 117 of More Healeys. 1967

Photo of 1293cc Sprite of Clive Barker and Rauno Aaltonen at speed in the 1967 Targa Florio (LWD 959E) - before accident caused by a spectator who ran across the road Image used on page 116 of More Healeys. 1967


Photo of last racing Sprite built at Warwick (front driver side view) Image used on page 118 of More Healeys. 1968

Photo showing simple instrumentation on a light racing car (on the last Sprite built at Warwick) Image used on page 121 of More Healeys. 1968

Photo of Targa Florio Sprite (693 LAC) - passenger side view

Photo of Targa Florio Sprite (EAC 90C) rear drivers side view

Racing photographs: Le Mans 1950s-1970

Photo of Geoff Healey sitting in prototype Nash Healey (JWD 300) due to take part in the 1950 Le Mans race. With three man standing behind car (left to right): Percy Spooner (electrician), Jock Reid (experimental mechanic), and 'Willie Migg'. Image used on page 30 of More Healeys. 1950

Photo of Nash Healey (MYF 969, car no. 4) in action at Le Mans in 1952 Driven by Tommy Wisdom/Johnson and came third overall. 1952

Photo of the 1964 Le Mans coupe Sprite (770 KNX) Image used on page 156 of More Healeys. 1964

Photo of scrutineers checking a Sprite (HNY 456D, car no. 48) at Le Mans, watched by a worried-looking Jim Cashmore Image used on page 162 of More Healeys. 1966

Photograph showing engine of Austin-Healey Sprite [HNX 455D] This car appeared at Sebring and Le Mans in 1966 and was later sold. 1966
WARWICK HEALEY MOTOR COMPANY

CR 4804/3/201 Photo of Le Mans Sprite ([HNX 456D], car no 51) on trailer at Barford with Geoff Healey and another man standing behind it 1967


CR 4804/3/203 Photo of Richard Budd competing with his production version of the Le Mans racing Sprite (4 HAC, car 116) Image used on page 184 of More Healeys. September 1968

CR 4804/3/204 Photo of Andrew Hedges driving the XR37 (car no. 34) at Le Mans in 1970 1970

CR 4804/3/205 Photo of the XR37 (car no. 34) in the pits at Le Mans in 1970 Wally Hassan sitting on a platform in the pits and with Mick Guest and Paul at the rear of the car. 1970

CR 4804/3/206 Photo of 'Digger' Digby and his team of signallers in the pits at Le Mans giving a passing Sprite (5983 AC, car no. 46) the message to come in Image used on page 147 of More Healeys.

CR 4804/3/207 Photo showing rear view of Le Mans Sprite (1411 WD)

CR 4804/3/208 Photo of French policeman standing by car being inspected [at Le Mans?]

CR 4804/3/209 Photo showing man [Marius Giraud-Cabantous] jumping from pits at Le Mans? With men looking at car

CR 4804/3/210 Photo of Andrew Hedges taking a corner in the Sprite at Le Mans (car 49) Image used on page 167 of More Healeys. [1965?]

CR 4804/3/211 Two colour photos of people waiting at roadside at Le Mans, and car no. 55 in action

CR 4804/3/212 Four negatives of Sprite at Cape Works car park (693 LAC) before Le Mans Same car also used in 1963 Targa Floria.

CR 4804/3/213 Colour photo of The Jaguar-Coventry Climax trophy presented jointly by Sir William Lyons and Mr LP Lee to the head mechanic of the highest placed British car competing in the Le Mans 24 Hour race

CR 4804/3/214 Colour photograph showing three-quarter rear view of Le Mans car HNX 456D (car no. 51) parked outside

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Racing photographs: Monte Carlo

CR 4804/3/215 Photo of Donald Healey and Doug Wilson-Spratt with the WSM Sprite-based car (DWS 97, car no. 167) which the latter completed the 1952 Monte Carlo rally in Image used on page 178 of More Healeys. 1952

CR 4804/3/216 Photo of Tommy Wisdom and Douglas Johns driving a Sprite (XON 277 - car no. 185) in the 1959 Monte Carlo rally Image used on page 106 of More Healeys. 1959

CR 4804/3/217 Photo of the Monte Carlo rally Sprite (XOH 277) in the dispatch park at Abingdon With Sprites bound for the USA in the background. Image used on page 207 of More Healeys. 1952

Racing photographs: Sebring

CR 4804/3/218 Photo showing Lance Macklin racing in the 100 S prototype at Sebring 1954 The photo also shows the use of barrels and oil drums to mark out the track. 1954

CR 4804/3/219 Photo showing an Abarth followed by [John] Sprinzel's Sprite (car no. 2) and a works Sprite (car no. 5) at Sebring 1961 Image used on page 130 of More Healeys. 1961

CR 4804/3/220 Photo showing Stirling Moss (car no. 2, reg. PMO200) leading Bruce McLaren (car no. 5) in the 1961 Sebring 4 hour race Image used on page 130 of More Healeys. 1961

CR 4804/3/221 Stirling Moss and Pat Moss passing the pits in John Sprinzel's Sebring Sprites. Pit marshal John Baus is in the foreground Image used on page 179 of More Healeys. 1961

CR 4804/3/222 Photo of Jim McManus (Team Manager) completing a sash change with Clive Baker for 'Healey Coupes' at the Sebring six hour relay race in 1962 Car in the photo is Baker's Sebring Sprite (5435 WD) (car no. 23). 1962

CR 4804/3/223 Photo showing Stirling Moss getting into his car at Sebring 1962 (car 15, reg. 9254 WD) and making a start to gain a nine second lead Image used on page 131 of More Healeys. 1962

CR 4804/3/224 Colour photo of Sprite (770 KNX) in action at Sebring 1964 1964

CR 4804/3/225 Photo of prototype special bodied Sprite (bespoke alloy) [DAC 852C] at Sebring 1965
CR 4778

WARWICK HEALEY MOTOR COMPANY

CR 4804/3/226  Photo showing production car (no. 58) modified at Warwick and driven by Roger Enever, Alec Poole and Baird to finish 18th overall and third in class at Sebring in 1967. Image used on page 138 of More Healeys.

CR 4804/3/227  Photo of four cars prior to Sebring 1968: Prototype Sprite with 1293cc petrol-injected engine (LWD 959E), MGB GT (LBL 581E), a Sprite transformed into an MG Midget for the sports category ('Spridget' LNX 629), and lightweight MGC prototype (MBL 546E).

The Spridget took part in Targa Florio as a Sprite and at Sebring as a Midget. It was changed back to a Sprite and sold to John Harris as a road car. Image used on page 139 of More Healeys.

CR 4804/3/228  Colour photo of one of the 1959 Sebring 12 hour race Sprites (car no. 78) on display at Ed Bussey's Ship & Shore showroom in West Palm Beach, Florida. Ship & Shore Motors was the South East United States importer for the British Motor Corporation. Image used on page 125 of More Healeys.

CR 4804/3/229  Photo of Geoff Healey and Pete Millard setting up at Sebring. Millard worked for BMC in Canada and Canadian mechanics used to attend Sebring.


CR 4804/3/231  Photo of Geoff Healey and others looking at Sebring timings on a computer printout. Others in the photo include John Colgate, Jack Sears and Peter Riley (all to Geoff Healey's right).

Racing photographs: Silverstone

CR 4804/3/232  Sixteen photos of racing at Silverstone. Includes images of cars in action plus one image of George Eyston with other men standing by cars, including the MG EX 135?, EX 135 cockpit, Geoff Healey and Roger Menadue standing behind a 100M with men inspecting the engine. [Was this the Silverstone meeting when Donald Healey displayed the record breaking Bonneville Flats car?]
Two photos of Rex Hay's 'Silverstone' Club championship trophy for Austin Healey Club member putting up best performance in a Warwick Healey Trophy is model of a Healey Silverstone on a plinth. Awarded to Jim Nelson (Midlands Centre) for performance in a Healey Duncan. One of the photos has a three-penny bit in it to give scale.

Photo of Healey Silverstone being raced at Silverstone (Tommy Wisdom driving?)

Photo of John Harris demonstrating the SR (car no. 47) at an Austin Healey Club meeting at Silverstone

Photo of the SR (car no. 47) in the paddock at Silverstone for the Healey Club weekend

Photo of the SR (car no. 47) in the paddock at Silverstone for the Healey Club weekend

Photo of John Harris testing the SR (car no. 47) at Silverstone

Photo of Andrew Hedges testing the unpainted SR at Silverstone

Photo of Clive Baker testing the Sprite (LWD 959E) at Silverstone prior to 1968 Sebring race Used on page 139 of More Healeys

Photo of SR (car no. 47) being driven by John Harris for testing at Silverstone prior to the 1968 Le Mans race

Photo of SR (car no. 47) being driven by John Harris for testing at Silverstone prior to the 1968 Le Mans race

Photo of SR (car no. 47) being driven by John Harris for testing at Silverstone prior to the 1968 Le Mans race (rear view)

Photo of SR (car no. 47) being driven by John Harris for testing at Silverstone prior to the 1968 Le Mans race (rear view)

Photo of SR (car no. 47) being driven by John Harris for testing at Silverstone prior to the 1968 Le Mans race With another car being driven alongside it.

Photo of SR being driven by Andrew Hedges at Silverstone for testing

Photo of SR being driven by Andrew Hedges at Silverstone for testing

Photo of SR being driven by John Harris at Silverstone for testing

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**Racing photographs: Other**

<table>
<thead>
<tr>
<th>Catalogue Number</th>
<th>Description</th>
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<tbody>
<tr>
<td>CR 4804/3/249</td>
<td>Photo of the 1953 endurance Healey 100 at Gaydon airport with group of people standing behind it. People are: Jock Reid, unknown man, Roger Menadue, Brian Healey, Geoff Healey, young boy, Johnny Moore and his wife.</td>
</tr>
<tr>
<td></td>
<td>1953</td>
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<tr>
<td>CR 4804/3/250</td>
<td>Two photos of the 1954 streamliner car at Gaydon airport for testing. Similar image used on page 113 of The Healey Story.</td>
</tr>
<tr>
<td></td>
<td>1954</td>
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<tr>
<td>CR 4804/3/251</td>
<td>Photo of endurance Healey 100S being driven by Donald Healey at Bonneville salt flats, Utah</td>
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<tr>
<td></td>
<td>1953</td>
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<tr>
<td>CR 4804/3/252</td>
<td>Photo of the 1954 streamliner car being driven by Donald Healey at Bonneville salt flats, Utah</td>
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<td></td>
<td>1954</td>
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<tr>
<td>CR 4804/3/253</td>
<td>Photo of 1954 streamliner car on the grass with four men by it - at an event?</td>
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<tr>
<td>CR 4804/3/254</td>
<td>Three photos of 100-Six cars parading at the British Grand Prix at Aintree, Liverpool. Two of the photos are thought to be the 1957 Grand Prix.</td>
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<tr>
<td></td>
<td>1957?</td>
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<tr>
<td>CR 4804/3/255</td>
<td>Three photos of racing at Oulton Park including unknown car no. 2 (Nash Healey?)</td>
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<td></td>
<td>1950s?</td>
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<tr>
<td>CR 4804/3/256</td>
<td>Photo of Andrew Henderson (centre) and Neil Petrie (right) with the MK 1 Sprite they circumnavigated the world in during the world Sprite expedition (1959-1961). Image used on page 182 of More Healeys.</td>
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<tr>
<td></td>
<td>1961</td>
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<tr>
<td>CR 4804/3/257</td>
<td>Colour photo of Don and Erle Morley (brothers) in the 1962 Alpine Rally, (67 ARX - car no. 5) on their way to their second consecutive victory in this event</td>
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<tr>
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<td>1962</td>
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<tr>
<td>CR 4804/3/258</td>
<td>Colour photo of Don &amp; Erle Morley (brothers) climbing one of the tough mountain passes in the 1965 Alpine Rally (DRX 258 C - car no. 137). Image used as black and white image on page 156 of Austin Healey - the story of the Big Healeys.</td>
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<td>1965</td>
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<td></td>
<td>1965</td>
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<tr>
<td>CR 4804/3/260</td>
<td>Photo of John Colgate driving a lightweight Sprite (car no. 56) with Falcon body at Nassau. Image used on pages 144-145 of More Healeys.</td>
</tr>
<tr>
<td></td>
<td>1965</td>
</tr>
</tbody>
</table>
CR 4804/3/261  Photo of woman sitting in lowered and lightened Sprite (no. 41) produced by Alan Goodwin that made second fastest time of the day at the Gaydon Sprint Meeting 1968. Image used on page 178 of More Healeys.  


CR 4804/3/263  Photo of Sprite used by Jerry Truitt in the USA for Hank Thorp Inc. to become National Champion (car 24) - on trailer being towed by camper van. Image used on page 183 of More Healeys.  

FAMILY & PERSONAL  1920s-2014  
Documents and correspondence  1920s-2014  
CR 4804/4/1  Headed invoice of Donald M. Healey (FIMT), Aeronautical and Automobile Engineer, Red House Garage, Perranporth, Cornwall. Invoice also has a The Motor Trade Association Repairer symbol and explains what Healey also does - lorries, charabancs & cars for hire, agents for the leading cars and motor cycles, official repairer to RAC and AA, proprietor of 'Bluebird Motor Coaches'. Phone No. 6. Invoice has been re-used for hand written note to Geoff & Margot [Healey] (21 November 1977) by unknown family member - Brian or John Healey?.  

CR 4804/4/2  Front page of brochure for onzieme rally automobile Monte-Carlo regulations. January 1932  

CR 4804/4/3  Booklet with title ‘Gloria Triumphant’ (1934) – the story of the Triumph successes in the 13th Monte-Carlo rally. Seven Gloria models finished the race including Donald Healey. Has photos (inc. Donald Healey), routes, illustrations.  

CR 4804/4/4  Booklet with title ‘Gloria In Exelsis’ (1934) – the story of the epic achievement of the Triumph team in winning the Coupe des Alpes in the International Alpine Trial of 1934, besides winning Two Coupes des Glaciers and completing the course with six out of six cars entered.  

CR 4804/4/5  Programme for complimentary dinner held by the residents of Perranporth for Donald Healey on 2 February 1934 to mark his rally success in the 1934 Monte Carlo rally. Lists Donald Healey’s principal successes in international events up to that point (1928 onwards).  

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| CR 4804/4/6 | Brochure with title ‘The car that is different – Triumph Gloria’ With illustrations of models, specs, prices, introduction by Lt Col. CV Holbrook, Managing Director of Triumph Company Limited. | 1935 |
| CR 4804/4/7 | Front page of brochure for 17 Rally Automobile Monte-Carlo regulations | January 1938 |
| CR 4804/4/8 | Typed copy letter from Donald Healey to Armstrong Siddely Motors Ltd, Parkside, Coventry confirming the verbal agreement made with them that he will act as consultant for the company on all matters relating to motor cars for the six months starting 1 November 1945 for £250 fee payable monthly | 8 November 1945 |
| CR 4804/4/10 | Share certificate for 100 shares owned by Donald Healey in Aqua-Craft Ltd (22 May 1956) With covering letter from Aqua-Craft Secretary (28 May 1956) [was Healey on the board of the company?] | May 1956 |
| CR 4804/4/11 | Donald Healey membership card for Clipper Club (in recognition of service to air transportation) | August 1957 |
| CR 4804/4/12 | Insurance valuation for jewellery and other items Unavailable for general access until It may be possible for us to release information from this item, please write to us for details. | December 1961 |
| CR 4804/4/13 | Donald Healey membership card for Les Ambassadeurs Club, Park Lane, London (expiring 30 April 1966) | 1965? |
| CR 4804/4/15 | Handwritten note to Geoffrey Healey [nd] from ? [address is Wheelwrights, Charlton, Banbury, OX17 3DP] about copy of 1958 alpine film the writer has sent him and asking if he wants to keep it. | |
| CR 4804/4/16 | Receipts from The Janet Grindlay School of Dancing, Warwick to Mrs [Margot] Healey for ballet lessons and equipment for her daughters | April 1965 - October 1966 |
| CR 4804/4/17 | Letter from Edward MacLellan(?), 95 Harley Street, [London] to Mr Healey about Mr [Bob] Boardman's admission to St Barts for an operation in August | 26 July 1965 |
| CR 4804/4/18 | Receipt from Warwick Preparatory School to Geoff Healey for school fees | 1 January 1967 |
CR 4804/4/19  
Invitation to [racing driver] Paddy Hopkirk’s wedding (on 30 June 1967)  
1967

CR 4804/4/20  
Letter from Robert Elliott, St Louis Park, Minn., USA requesting to meet Donald Healey  
Sent to Donald Healey Motor Company and then forwarded from Jensen to Geoffrey Healey.  
25 May 1973

CR 4804/4/21  
Typed letter from Robert Elliott, St Louis Park, Minn., USA to Donald Healey referring to his visit to meet Healey in August and his mention of his white Healey.  
Has sold the Healey and bought a 1960 Healey 3000 (Healey blue colour, removable hardtop) - will be sending photos near Christmas. Also planning to get some meetings of the Healey club sorted out.  
24 October 1973

CR 4804/4/22  
Letter from Leyland Cars Product Engineering Division to Margot Healey asking for reference for Geoffrey Healey as he has been offered a position there.  
With copy typed reply from Margot Healey (11 December 1978).  
18 October 1978

CR 4804/4/23  
1979-1991

CR 4804/4/24  
Copy typed letter from Geoff Healey to Bic Healey concerning car insurance for family members, business use etc.  
Restrictions may apply  
26 February 1981

CR 4804/4/25  
Two cheque book stubs for payments from Geoff Healey & others  
Restrictions may apply  
It may be possible for us to release information from this item, please write to us for details.  
1983-1990
File of Bill Wood correspondence [relating to Geoffrey Healey's sale of material for Wood's planned Healey Museum]

Includes:

Letter from Wood (14 September 1984) asking 'would you ever consider the sale of your vast files to put into my Healey Museum?' and reply from Geoffrey Healey (25 September 1984) 'I would consider selling you most of what I have collected….the stuff will have to go one day and it would be passing into good hands';

Letter from Wood (18 December 1984) 'I would be interested in all Healey items you or your family would be interested in parting with'; further letters about Wood’s purchase of Healey material (already owns 11 Healeys and has been collecting since 1957) and him asking Geoffrey Healey for a price;

Geoffrey Healey letter to Wood noting that he has been helping Anders Clausager [Gaydon] with a problem identifying an ex-Sebring 3000 and mentioned that he had sold all the archives and would not to be able to offer help like this for much longer. Clausager upset that the material was not offered to the Heritage Trust but was happier when Geoffrey Healey told him that Wood’s intention was to create a Healey museum;

Geoffrey Healey letter to Bill Bolton (7 December 1987) including his explanation for selling material 'I do not have suitable space for long term storage and the material was deteriorating badly. I also felt it was appropriate that this material was in the USA where most of the cars are and where there is greater appreciation of the marque';

Letter from Wood (21 November 1988) noting that he hasn’t done anything about the museum except to start sorting out the data in file-folders, further Wood letter (13 April 1989) mentions that he is cataloguing the photos and papers;

Letter from Wood (23 January 1992) – ‘the museum here is somewhat stalled due to my time constraints’, letter from Wood (3 March 1992) – sorting the data from Geoffrey Healey’s files has been slow. 'The cost of a Healey Museum may be quite high, but with your files and the cars I presently own, we have a good start for the future', also asking about any other items.

Available for general access

Postcard showing view of Perranporth sent to Geoff Healey, Austin Rover, Italy by [his wife] Margot
Messages on postcard from Margot, Donald Healey and others.

CR 4804/4/27

April 1987
Letter from Geoffrey Healey to President of AHCA about Donald Healey Church of England window memorial noting that Donald Healey wouldn’t have wanted this and that Healey family was Methodists. Bic Healey had the idea and went ahead without discussing it with other members of the family. Explaining that Geoffrey Healey and Margot will not be attending the dedication of the window as a result.

Letter from Geoffrey Healey to Jeff Burns, Velocity Vision, Arlington, Virginia. Including note about [British Motor Industry] Heritage [Trust] wanting some of Geoffrey Healey’s films and photos – ‘I have seen samples of the films done on MG which are I think of poor amateur standard’, also notes that is currently in dispute with Heritage [over trademarks] so he would prefer that no footage relating to Geoffrey Healey or copies of photos supplied by Geoffrey Healey to Velocity Vision be released to Rover, Heritage. Available for general access.

Typed letter from Geoff Healey to John Langley, The Daily Telegraph about the Healey view on BMW take over by Rover and reported comments by [BMW Chairman] Bernd Pischetsrieder on possible resurrection of defunct Rover marques such as Riley and Austin Healey - ‘I won’t promise that there will be an Austin Healey in the future, but I would very much like to see it.’ Healey supports BMW purchase of Rover and fact that there was obvious admiration for some of the historic marques and noted that he and Donald Healey created the Austin Healey 100, but 'suggestions that the Austin Healey or Big Healey could be reintroduced with few changes are ill founded as there have been considerable advances in automobile design, engineering and performance since the fifties. My father and I always intended that our cars be modern when introduced and not become outdated in a short time. The last of the Big Healeys was killed off and buried by the end of 1967 and it would be a disappointment if resurrected today. There are a lot of genuine Big Healey owners who obtain much enjoyment with the cars we designed. We have protected our interest in the Healey brand name which includes the way that it is used in conjunction with Austin.'

Small Geoffrey Healey notebook with label on front ‘Jensen AEA 18H – keep in car’ One page of notes on car registration and races e.g. Sebring (1961-1965).

Order of service for Brian Healey's funeral

Headed notepaper with address Trebah Manor, Mawnan Smith, Cornwall
WARWICK HEALEY MOTOR COMPANY

AV 39/1 Film footage of mostly family scenes (holidays, at home - Warwickshire and Cornwall etc.) but also including Le Mans race footage and unidentified scenes.
This material (4 reels and 4 U-Matic videos) has been transferred to the Media Archive for Central England at Lincoln University with digital copies made for Warwickshire County Record Office.
Restrictions may apply
Restrictions on viewing private and family material - Le Mans footage is available.

CR 4804/4/33B Correspondence relating to Donald Healey's will
Includes correspondence between family members, and plans by Austin-Healey Club for memorials.
Restrictions may apply
It may be possible for us to release information from this item, please write to us for details.

Family and personal photographs

CR 4804/4/34 Photograph of the garage set up by Donald Healey in Perranporth next to his father's general store
Image used on page 16 of The Healey Story.

CR 4804/4/35 Photograph of Donald Healey
Photo has been cut in half - Healey was adjusting a piece of equipment?

CR 4804/4/36 Photo of Donald Healey's co-driver Lewis Pearce with the Triumph Dolomite before start of 1935 Monte Carlo Rally
Image used on page 17 of More Healeys.

CR 4804/4/37 Two photographs of Royal Electrical & Mechanical Engineers trucks
Geoff Healey was with Royal Electrical & Mechanical Engineers during and after the Second World War.

CR 4804/4/38-39 Two photographs of the Healey family in the garden of their Leamington Spa house in 1944
Includes (left to right) mother Ivy, sons John, Geoff and Brian (all in uniform), and Donald (also in uniform). They were by chance on leave from the military at the same time. This photograph was used on page 78 of My World of Cars.

CR 4804/4/40 Two photographs of Donald Healey at Santa Caterina, northern Italy
Includes:
Donald Healey with mountains in background, and Donald Healey with group of people (including 'Sammy' Sampietro, Adalberto Fuchs, Tonini Fuchs and unknown lady). These photos were taken when the X1 'Red Bug' car was in Italy for testing.

© Copyright Warwickshire County Record Office
| CR 4804/4/41 | Photograph of Donald Healey sitting at desk looking at a publication. Large image of freight train on wall behind him - photograph from same session was used in Daily Mail article (1 December 1959). | [1959] |
| CR 4804/4/42 | Colour negatives of Donald Healey and family at Buckingham Palace after Healey was presented with the CBE. One of these Images was used on page 191 of My World of Cars. | [1973] |
| CR 4804/4/43 | Seven colour and two black and white photographs of people and cars at Donald Healey's funeral in Perranporth, Cornwall. Includes Donald Healey's coupe by a road sign to Perranporth, Bic Healey driving LPM 100 with Geoff Healey as passenger, funeral cortege including Healey cars, coffin being taken into chapel. | [January 1988] |
| CR 4804/4/44 | Photograph of the Healey family house at Kenilworth Road, Leamington Spa. Has Brian Healey's car parked outside. | n.d. |
| CR 4804/4/45 | Photo of Donald Healey at the wheel of his Triumph Dolomite Roadster (EHP 581) with man standing next to car Entry 111 in race (Scottish RAC?). | 1930s |
| CR 4804/4/46 | Photo of Donald Healey (side on head shot - outside) | n.d. |
| CR 4804/4/47 | Photo of Donald Healey (head shot) | n.d. |
| CR 4804/4/48 | Photo of Donald Healey (head shot) | n.d. |
| CR 4804/4/49 | Photo of Donald Healey | n.d. |
| CR 4804/4/50 | Photo of Donald Healey sitting on ledge of terrace (in Italy?) | n.d. |
| CR 4804/4/51 | Photograph of Donald Healey outside his flat in Perranporth. Image used on page 207 of More Healeys. | August 1987 |
| CR 4804/4/52 | Two photographs of Donald Healey and wife Ivy with others on board the ship Queen Elizabeth. Photos have been taken at different times. | n.d. |
| CR 4804/4/53 | Photograph of Donald Healey (side on view) outside, holding a drink. | n.d. |
| CR 4804/4/54 | Photograph of Donald Healey sitting in open car at airfield/racetrack? White car with Firestone tyres. | n.d. |
Photograph of Donald Healey in group of men on steps
Car company representatives (Society of Motor Manufacturers & Traders?) Some of those in the photo have been identified, e.g. Donald Healey, Eyston, Nash, W. Rootes, Railton, Cleave, Symons, Clarkson, G. Heath, Richmond, Charles, Graham White, Short, S.F. Edge, K.L.G., De La Warr.

Photograph of Donald Healey in dinner jacket with unknown man (also in dinner jacket) standing in hallway of house

Portait photograph of Donald Healey

Colour photograph of Donald Healey standing next to car and holding steering wheel
Taken in America? Car has Texas tax disc.

Photo of Geoff Healey as a young boy sitting in the drivers seat of his father's Invicta car, with his brothers Brian and John Taken at the same time as the image used on page 25 of The Healey Story.

Geoff Healey in a hot rod built with spare and scrap Healey bits and with a Ford V8 engine from a Bren carrier. The car is outside 'Perranporth' the Healey family home in Kenilworth Road, Leamington Spa, with Brian Healey standing behind the car. He and his family lived next door and moved into the house when Donald Healey moved back to Cornwall.

Photo of Geoff Healey in front of a new Jensen Healey
The photo caption notes that he will be continuing on the board of directors [of Jensen] on a consultative basis.

Geoff Healey in an office

Six colour photographs of Geoff Healey
Taken by Julian Mackie for Classic & Sportscar Magazine. Another image from this session was used on page 104 of The Healey Story.

Geoff Healey at a car club meeting in America
This image was used for the cover of 'Chatter', the magazine of the Austin Healey Club of America (June/July 1994).

Two colour photos of Margot Healey (widow of Geoff) with others standing around an Austin Healey 100 (00M 552) at Barford, Warwickshire The others standing by the car are Roger Menadue, Jim Cashmore and Jock Reid, all formerly of the Donald Healey Motor Co., and the car owner John Wheatley. Photos were sent by John Wheatley with a covering letter (28 February 1997). A note on the letter indicates that the car was used as the model for a Great Britain postage stamp (1996).
<table>
<thead>
<tr>
<th>CR 4804/4/66</th>
<th>Colour printout of image showing Roger Menadue, Jim Cashmore, Jock Reid and Geoff Healey at Healey's Barford home in the early 1990s. Image used on page 174 of The Healey Story.</th>
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</thead>
<tbody>
<tr>
<td>CR 4804/4/67</td>
<td>Printout of grainy image of Donald Healey and three other men standing by a car. Taken during a road trip to the United States in the 1950s?</td>
</tr>
</tbody>
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