

# Austin Healey

**ENTHUSIAST**

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TEHMIS edition



# Dear Healey Enthusiasts!

After the fantastic Second European Healey Meeting in St Moritz 2004 it is an honour and a pleasure for us in the Austin Healey Club of Sweden (AHCS) to welcome you to the Third European Healey Meeting in Sweden this July.

Why did we decide to host this Third European Healey Meeting? There were many of our continental Healey friends who thought it would be a great idea if the Austin Healey Club of Sweden would organise and host the Third European Healey Meeting. We were flattered, but we also saw it as an opportunity to return the hospitality extended to us at all the meetings we have visited in Europe.

For a relatively small Austin Healey Club we are pretty busy and our enthusiastic support for Austin Healey events is well known! We were one of the largest visiting groups at International Healey Weekend 1998 in Cirencester UK and not only were we the first European club booking in 2002 for the Austin Healey 100 50<sup>th</sup> Anniversary we were also the largest foreign club contingent! Or commitment to the fantastic event at St Moritz was rewarded with excellent concourse results where Nils Fredrik Nyblaeus won Best Car In Show with his 3000 Mk I and Clas Arleskär's 100S was also a feature car.

This week-long event will be based at Hotel Tylösand near to Halmstad where a warm Swedish welcome awaits the 475 guests from 18 countries around the world, including 64 visitors all the way from Australia which is amazing!

Monday starts off with a Concours d'élégance.

On the road on Tuesday visiting the internationally famous art glassware factory at Kosta Boda, where participants will be treated with classical 'hytt sill' for lunch.

Wednesday offers an excursion to Laholm with a special tribute to the Austin Healey Sprite (or the 'Frogeye' as it is better known) which celebrates its 50<sup>th</sup> birthday this year.

People are often unaware that the Healey Company also designed and built speed boats, and there will be a display of Healey boats on the river Lagan!

Thursday is dedicated to racing. The venue is Falkenberg's Motorbana rich in racing history from the 50s and 60s.

Friday offers the participants the opportunity to enjoy the beautiful Swedish countryside and later in the evening the meeting will conclude with a fabulous gala dinner at Hotel Tylösand.

Several celebrities associated with the marque will attend the meeting, including Gerry Coker who designed the Austin-Healey. The well-known Finnish driver Rauno Aaltonen is also coming, his old team mate Pat Moss-Carlssons rally driving husband, Erik "On the roof" Carlsson!

Other personalities include famous Austin Healey racers Roy Jackson Moore and John Chatham plus we are very pleased to welcome several of Donald Healey's family members.

The magazine you just opened is a special edition of our club magazine "Austin Healey Enthusiast" made for the Third European Healey Meeting in Sweden (TEHMIS). Here we would like to present our club for you all and show some of our member's projects, which also will be possible to see here at the meeting.

In addition it also contains some other articles from Healey-friends abroad that we hope you will find interesting to read. I would like to especially thank Bill Emerson, Rebecca Hill and Henning Thomson for their enthusiastic contribution.

Have a safe meeting and please be considerate to the local residents.

For the Organising Committee

Per-Gunnar Johansson  
Chairman Austin Healey Club of Sweden

Cover photos: Peter Gunnars



# Welcome to Austin Healey Club of Sweden

By: Anders Gustafson



**The Swedish Austin Healey Club was founded in 1970 and acts as a non-profit organization. Our goal is to preserve the few Austin Healey's built and cherish these wonderful cars. Today, the club has close to 300 members, and is a very active club, organising several events for our members every year. On our website you will find pictures from our most recent events, pictures from ongoing restoration projects, and several other interesting materials. If you're interested in becoming a member in the Swedish Austin Healey Club, please do not hesitate to contact us.**

Welcome to the special edition of the Swedish Austin Healey Club Magazine, the "Austin Healey Enthusiast", especially made for the Third European Healey Meeting in Sweden 2008. The objective of this edition is to let all of you get a flavour of the Swedish Club. To begin with, please enjoy a short story history about the Club, which happens to be one of the oldest Austin Healey clubs in the world.

Austin Healey's sold quite well in Sweden from the start. The first Healey 100 was delivered to a famous rally and racing legend, Raymond Sjöqvist in Stockholm. The healey-blue car was featured, with a beautiful blonde girl at the steering wheel, on the cover of the Swedish Motor Car Magazine "Teknikens Värld" in November 1953.

The cover story includes a reference to the record attempts at the Salt Flats in Utah, where a Healey 100 set a new world record of 229 km/h. Raymond Sjöqvist raced the Healey both on tarmac and ice during the 1950's.

Even a few pre Austin Healey's were seen in Sweden. There are pictures of several cars including a Westland Roadster, and at least one Silverstone. An Elliot entered The Midnight Sun Rally in 1950, driven by the Swedish rally driver Arne Hemmingsson. He came first in the class over 2 litre cars. On pictures from the event, one can spot the car having UK reg. no MTO3. Currently, there is an early Elliot, with Swedish rally history, standing in one of our members garages awaiting restoration (ch nr A1558). A Silverstone was recently sold from a collection in Gothenburg.

The club does not have knowledge about specific

sales quantities in Sweden throughout the production of Healey's, but there seem to be less BJ8:s sold than the earlier models, which may have been the result of declining market interest, or just BMC Sweden not having the resources, or for that matter, interest enough to keep up the marketing and sales throughout the 1960's. Also the Sprite sold well,



particularly the Mk1 and 2. Thereafter it seem that the Midget was more popular, maybe due to the slightly more luxury appearance.

There are two known 100S delivered to Sweden new, AHS3705, and AHS3910. The first car was written off after being crashed racing in the north of Sweden during the 1950's, possibly by its first owner Arne Lindberg. The latter car was seen on the streets of Stockholm



Five year jubilee 1975 Some english cars visited us

until late 1960's, when it was sold to Australia. In recent years, two 100S have been registered in Sweden, one owned by Albert Sollevi (AHS3503), now in France. The other one is the well known black 100S (AHS3601) owned by Claes Arleskär.

Austin Healey Club of Sweden was formed in 1970. In those days, these fabulous cars were pretty much just old sports cars. Nevertheless, a few enthusiasts met, and talked about forming a club in the summer of 1970.

One big issue was how to be able to get spares without too much problem, as BMC Sweden had already begun to reduce parts for cars this old.

The first roll of members consists of 51 individuals. The club grew to more than 200 members during the 1970's, and was around 250 members 10 years later. During the past decade, the number of members has been fairly stable. There are approx 300 members listed, with a yearly change of approx 10-15

members. According to official vehicle data, there are approx 650 Healey's and Austin Healey's registered in Sweden, of which almost 300 are Big Healey's.

## 1970-1982 – The early years

When the club was founded, most members were quite young, between 20 and 30 years. This was the enthusiastic and growing time, the cars were not very expensive, and could be found fairly easy.

Renovation skills would, in some cases, be considered fair compared to today's standard. There were of course exceptions, some cars, especially during the later years could end up well in comparison with what we are used to today, regarding originality, paintwork etc. The main objective was to have fun, drive fast and enjoy open top motoring extensively. Club races were organised, in those days regulations were easier to comply with, therefore, there



Great moment for club member Bo Johansson receiving price from Donald Healey in 1978

a sub-group to the much larger MG Car Club of Sweden. Luckily enough this never happened. The Magazine "Enthusiasten" got a new editor, Rolf Lindholm, who put a lot of time and effort in a new layout and materials, which helped a lot.

**1993-2008 – A new dawn**

In the beginning of the 1990's, the board started to discuss how the club should become more active, and therefore, attract more members. A target of 50 cars participating in the forthcoming 25-year celebration in 1995 was set. 50 cars may not seem so many, but achieved, it would mean a participation of almost 20% of the members listed. The 1994 annual meeting was a test, which came out well, almost 40 cars came, and this meeting would set the ground for the new era of the club. The 25-year celebration in 1995 was, in spite of heavy raining, a success, 55 cars and almost 100 individuals met in Eksjö. New members came along, and ever since, the annual meetings have been grand. In 1996, the club website, www.healeysweden.com, was launched.

Looking back, to the 1990's, two things stand out. In 1997, the current chairman of the club, and the driving force behind TEHMIS, PG Johansson bought his BJ8 and became member, little did we know then about his capacity and enthusiasm. In 1998 the club, with PG as the driving force, arranged its second journey to UK, to participate at the International Healey Weekend in Cirencester. 36 cars came along, which made us the largest foreign

group at the event. Non of the cars won any first prices in the concurs, but Mats Svanberg climbed the tower to hang the Swedish Club flag.

The 30-year celebration was held on the island Öland on the east coast in July 2000. Again, more than 50 cars participated. Among them, a black 100S, which Claes Arleskär had bought from Steve Pike in Australia, picked up in Gothenburg the day before the event and drove the 400 km to Öland.

PG Johansson was again the driving force to plan for the 50-year celebration of the Austin Healey in England 2002. 46 cars left Gothenburg on the ferry to Newcastle. With another 25 Norwegian Healey's which came onboard in Kristiansand in Norway, the officials at the customs in Newcastle were a bit surprised seeing all the Healey's entering its home turf again.

The next trip with the club was the 2:nd European Meeting in St Moritz. Again, a fairly large group of Swedes participated, no tower was to be conquered this time, but Nils-Fredrik Nyblæus won the concourse with his astonishing 3000 Mk1, which of course is a much greater achievement in all.

During the past years, historic racing have become very popular in Sweden, as well as in other parts of Europe. Today, there are five Healey's that regularly compete in the national historic series, three 3000's, one 100, and one Sprite.

The decision to accept the arrangement of the 3:rd European Healey Meeting was taken quite easily by the club. Many of us have been visiting several arrangements in the UK and elsewhere, so it was time for us to contribute to the Healey community, and I can assure you all that we are very proud of this opportunity.

Looking forward, the Swedish club is an active club, in spite its size, with many contributing members. After appropriate recovery from the enormous work an event this big demands, we will most certainly start planning for something new.

are breathtaking stories about events on available racetracks throughout Sweden. Very few Healey's raced in organised series during the 1970's. One colourful member, Ulf Lydholm bought SID1 from Syd Segal in England 1975. Ulf, who was a talented driver raced it heavily in the available series a few years, even in mod sports conversion with a beefy V8. SID1 has then been restored, and is currently raced in the historic class by Anders Lotsengård, who bought the car together with Mats Svanberg in the mid-eighties.

Travels to Britain were frequent among members during the 1970's, with or without Healeys, often to explore scrapyards or to visit AH Spares in order to by parts. Others came to enjoy warm beer or just to have fun in general. The first organised trip to England, took place 1978, when a large gang went to a British club arranged Healey Meeting. In 1980 the club celebrated its 10-year jubilee in Söderköping with numerous Healey-friends visiting from abroad.

**1983-1993 – The middle age crisis**

During the 1980's, interest declined somewhat. Members stayed on, but did not engage themselves as extensively as before. Most of them had families and a working career to explore, which may have been the reason for keeping the cars in the back of the garages. Even so, the annual meetings were organised, and fewer, but enough enthusiastic members, made it possible to make the club survive these years. A few Healey's were racing in the national series. In the middle of the decade, a historic series was established. Ulf Lydholm and PO Svensson formed a Healey team with two well prepared cars, one of them the old SID1, now restored to comply with historic specifications. They raced two seasons, and as usual, Ulf won most races he entered in. In late 1980's there were actual discussions on forming



Today's competing big Heakeys, SID1 to the far right

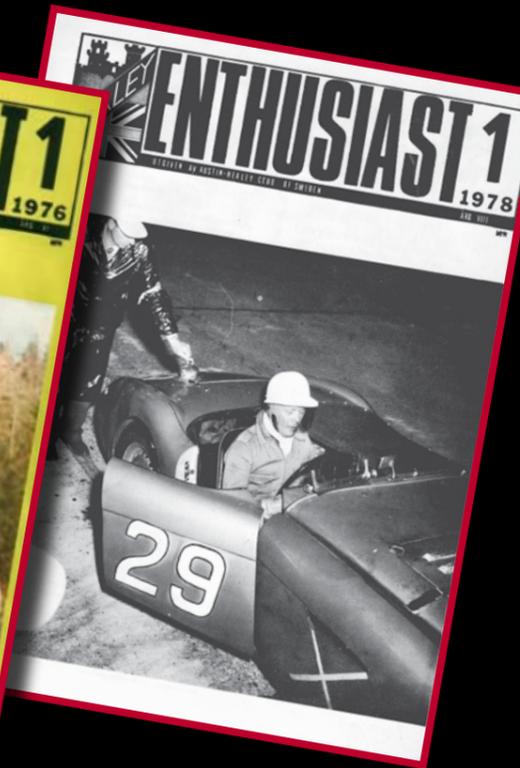
# The history of the Austin Healey Enthusiast



This is number 1



Number 1 1976 had four colour cover



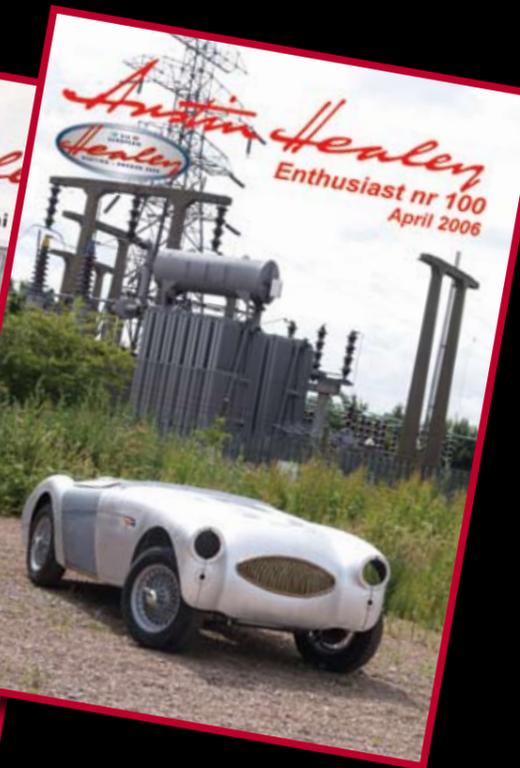
Number 1 1978 shows AH 100S nr 1



Nr 62 got the present logotype



World boxing champion Ingemar Johansson with his wife picking up their new Sprite from BMC Sweden on the cover of number 69



Jubilee number 100

# BN2 restoration – “Learning by doing”

Text and photo:  
Johan Aggeryd



**For the past six years my Austin Healey 100 BN2 has undergone an extensive restoration and is now in the final stages of the process. For anyone who is considering a ground up restoration with little prior experience, I can assure you that it is harder than it looks.**

Although being true Healey enthusiasts, me and my father have never undertaken a full restoration, resulting in many hours being consumed by scratching our heads and looking through books and photos to understand how everything should be assembled. In light of our recent experiences, we would like to give you an update of the progress and also give you some useful tips if you ever consider undertake a full restoration with amateur skills.

## FRONT AND REAR SUSPENSION

The front suspension and the rear axle, leaf springs etc. were all finished prior to the body being completed. Our first naïve thought was “okay, so we’ll just bolt it on and be finished within the day”. Wrong! The front suspension came on with little trouble. However, when it was time for the rear we encountered some problems. First

of all, since the frame had been powder coated, and because we didn’t think of covering up all the holes, all the bolt holes had to be tapped and the mounts for the leaf springs had to be filed up, a process that took a great deal of time. So the first lesson to be learned is to always cover ALL holes before powder coating/painting. This will save you a lot of time.

Next, we installed the rear axle. Albeit being a heavy lift, it went on with little drama. When it was time to install the new shock absorbers we noticed that the shocks were for a later BJ8 model, thus not fitting in the bracket on the frame. After having attempted to make an adapter to fit the larger BJ8 shocks we finally gave up and ordered a pair of BN2 shocks.

## HANDBRAKE ASSEMBLY

Mounting the handbrake should have



Leaf spring

been an easy task but proved to consume WAY more time than we thought. First of all, the rod was too long resulting in several cuts to make it fit. Next, because the handbrake handle was re-chromed the chrome had built up leading to several bits not fitting. Also, because we ordered the handbrake button several years ago we couldn’t find the small pin to lock the button in place. When it was time to mount the handbrake in the cockpit we noticed that the ratchet plate wouldn’t fit flush onto the prop shaft tunnel. A pair of spacers solved the problem. The lesson



Handbrake assembly

to be learned here is to ALWAYS make a pre-assembly before sending parts out to chrome and paint.

## WINDSHIELD

While the car was at the body shop we restored the windshield, re-chroming the mounts and the frame for the windshield, and painting the pillars. The assembly was a tedious task but resulted in a really good looking windshield. When finally time to mount the windshield to the car we crossed our fingers and prayed that it would go without any complications. Obviously it did not fit! When mounting the windshield the holes between the mounts and the body were miles apart. To our despair we realized that Mattias, who did the body work, had never had the windshield mounts when preparing the shroud, resulting in the shroud being too high where the mounts meet the shroud. There were now two options; (1) send the body back to Mattias and have the shroud redone or (2) grind the mounts down to fit the shroud. We opted for the latter option and got the windshield to fit okay. As before, the learning point is that ALL parts should be pre-assembled before painting/re-chroming. There’s nothing worse than having to start grinding in restored parts!

terms of brakes we have opted for disc



Brakedrum and linings

brakes in the front and a two circuit brake system. Because of this we had to modify the brake fluid reservoir to accommodate for two reservoirs. It was a bit tricky to find a mounting point to clear the carbs and cold air box.

## THE OTHER STUFF

Many of the major bits have been done relatively fast but all the small details consume enormous amount of time. For instance, we spent half a day trying to fit the chrome strips between the wings and shroud, without success. It is especially tricky to align the wings since the wing strips cover the gap, making it difficult to see the proper fit. Furthermore, many brackets have been overlooked in the restoration process which has resulted in many hours finding the different brackets, sanding, grinding and painting. We still have a couple of brackets that



Brake fluid reservoirs

we have NO idea where they are supposed to go.

## WHAT’S NEXT?

Well, so far we have spent countless weekends working on the car and we have mounted many of the major parts on the car. The next big task will be to install the engine, gearbox and prop shaft, which will probably be finished in the middle of the summer. Also, the petrol tank has to be installed. Once we have got the driveline sorted out, we will start with all the small detailing bits. The final major task will be the interior. We opted to buy two fully redone seats from AH Spares which look great. However, to get the carpets and door panels to match the red leather we are considering to send the car to a local upholstery shop and have them made from scratch.



And finally - of course a Moto Lita

To sum up, it has been much more difficult to assemble a car than we initially thought. To make things even more difficult, the car was bought totally disassembled, so we have to rely on photos and books to figure out how everything should be assembled. Luckily, we have a fully restored BN1, albeit being an armature restoration, just ten feet from the BN2 so whenever we get stuck, most of our questions are easily clarified. The initial ambition was to get the car done in time for the TEHMIS event. Unfortunately, the car will not be ready in time but hopefully ready for its premier drive sometime next spring.

We will continue to post photos on the club website, [www.healeysweden.com](http://www.healeysweden.com) as the work progresses.

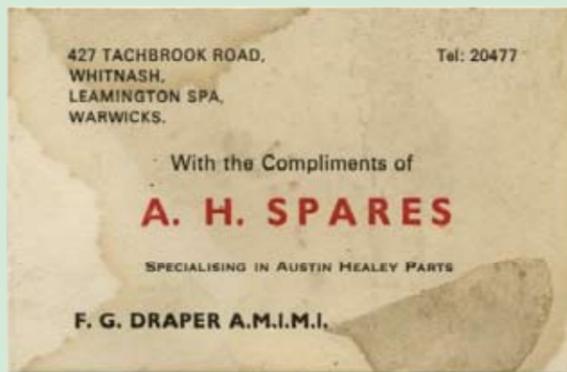
Happy Healeyding!!  
Johan Aggeryd

# AH SPARES HISTORY

Written by: Fred Draper (first part 1984) and Rebecca Hill

A.H Spares Ltd was started back in 1969 by Fred Draper, who as parts manager for the Donald Healey Motor Company Limited of Warwick (with whom he had been employed for 18 years) was instructed to

able to operate from Tachbrook Road in Leamington Spa. During this time however, business was conducted from his home with the assistance of his whole family and the parts were stored all over his house, even under his bed. The business prospered mainly by word of mouth and a few lines in the Club newsletter stating that Fred could be reached on his home 'phone number'.



compile lists of the 100/6 - 3000 model spares stocks with a view to selling them off as the earlier Riley-Healey and 100/4 parts stocks had been. It was of course to provide space for the forthcoming Jensen-Healey model but Fred knew that this news would cause great concern amongst current club members in particular and it was only a matter of days before he was approached by several committee members expressing their concern over the situation.

About this time too, with production having ceased on all but the Sprite model, Fred was told that his staff had to be further reduced and his second in command, Gordon Barton would have to be made redundant. Fred suggested to the company however, that instead they make him redundant and allow him to purchase the remaining 100/6 - 3000 stock of parts with which he would then set up a small business with the sole aim of supplying parts for these models and so ensure the continuity of interest in the marque for the anticipated future developments.

After much deliberation by the company, this was agreed to and Fred left their employ in February 1970, registering a business in the name of A.H Spares and intending to commence trading from the first day of March. Unfortunately the premises he had acquired, and where most of the stock was stored, were subject to a closure order by the local authority and he was not allowed to operate a business from there. In fact it took a 2 year legal battle and the necessity of an appeal to Whitehall (which proved successful) before A.H Spares were

able to operate from Tachbrook Road in Leamington Spa. During this time however, business was conducted from his home with the assistance of his whole family and the parts were stored all over his house, even under his bed. The business prospered mainly by word of mouth and a few lines in the Club newsletter stating that Fred could be reached on his home 'phone number'.

It was during these first two years that Fred was able to arrange for many parts to be re-produced for A.H Spares and so was the first in the market with reproduction panels. The Austin-Healey Club also acknowledged his concern and assistance at this stage by honouring him as a life member and this was followed by the Swedish Austin-Healey Club who honoured him with a membership badge of No. 2, (Donald Healey himself being No. 1).

In early 1972 Fred invited Bob Hill, his nephew, to join him and a partnership was formed to coincide with the opening of the business at Tachbrook Road. This proved to bring further success and growth and very soon the business was getting to be more than the two of them could manage and at this stage Gordon Barton (also ex. Donald Healey Motor Company Stores Staff) was



Robert Hill and Gordon Barton with two American Customers outside A.H Spares premises on Tachbrook Road in 1976

invited to join them and he duly accepted. These three together with a little part time help built up a considerable worldwide mail order service as well as assisting all those

who called at the premises and these have been owners from all around the globe. It was during this period too that the bold and costly decision was made to lay down tooling for wings and certain body panels to be pressed again as they were originally. These were in fact to replace the hand made panels which although they proved to be 85% successful, the partnership had never been really happy about. The panels which have been pressed since 1976 however, have proved to be 100% successful and are still the only pressed wings on the market, they have and still are being exported to every country where Austin-Healey found a home.

In early 1981 it was decided to form a limited company and a board of directors was constituted from the partnership. Plans were made to expand the business by moving to new and larger premises in the small market town of Southam and by continuing to primarily cater for Austin-Healey and Jensen-Healey requirements, remanufacturing parts which become obsolete or unobtainable where it is a viable proposition, for in this age of exceptionally high tooling costs, it often becomes an impossibility to reproduce a part for what is considered to be an acceptable price.

Sadly Fred is no longer with us and Bob Hill took over the running of the Company in 1982. We are very much a family concern as in the near future he will be succeeded by his son Jonathan who joined the company back in 1997 and has worked his way up through the company. Jonathan will be ably assisted by John Lee (our Sales Manager), Rebecca Hill (our Marketing & Administrations Manager) and Paul Askew (our Warehouse Manager). The new team aim to build on the sound foundations already established by expanding the service and range of parts we offer. You will probably have already noticed that we now have sections specifically dedicated to performance parts and also our sister company A.H Panels. A.H Spares set up this associated

Sheet Metal Company in 2002 so that it would enable them to keep a tight control over both quality and fit issues. During the last few years we have invested a



Gordon Barton, Robert Hill and Jonathan Hill

considerable amount of money in new tooling to ensure that the products we make are of the highest quality and fit. We are the only company in the world who are capable of reproducing complete items such as the GRL111 grille surround, GRL116 & 117 top cowls and wings. We



Balvinder Pandhal (A.H Spares' Machinist) is highly qualified and has over 15 years sewing experience in the automotive industry.

have also recently completely remade all the finishing jigs and fixtures needed to finish the front and rear wing pressings. This has been done with the assistance of several internationally renowned restorers who have helped us to arrive at a definitive



Jonathon Warner carefully packing a parcel to be shipped to America

market leader, we hold the largest stock of Austin Healey parts to be found anywhere. At any time we stock over 5,000 stock lines comprising 350,000+ individual items. We invest a great deal of time and money in improving our product range and have recently made significant improvements

with our front and rear bumpers which have been re-manufactured to original specifications and premium chromed. Quality control is very important to us and we encourage customers to provide us with feedback so that alterations can be made. We also work alongside other leading professionals to develop new and existing parts. Over the past few years

our business has grown considerably and in 2006, A.H Performance was developed as a brand to offer a vast array of new performance parts to our already wide product range. We recognise the problems that cause competition parts to fail and have done extensive research and re-

shape for these panels. In the future owners will be able to purchase the full range of replacement wings, safe in the knowledge that they will fit as well as the O.E. panels. Having a quality company working closely with us means that we can often accommodate requests for one off and bespoke parts. As

manufacturing to ensure that you receive the best performance items possible. We have been sponsoring David Smithies (winner of the 2007 Modified Big Healey Championships) and more recently Anders Schildt, of Austin Healey Racing Sweden, and are working closely with both to develop our products.

In recent years we have started to keep our customers up to date with our latest projects and new items through our website and newsletters. We take much pride in our user friendly website as it has a secure and comprehensive online ordering facility which is kept up to date with new items and special offers. We have the majority of our website translated into German and French and prices can be viewed in British Pounds, Euros and US Dollars. To receive more information on our company and our latest projects please subscribe to our regular newsletter, which you can do through our website.

With over 36 years experience of supplying quality parts to Austin Healey owners we have acquired an unrivalled expertise in the safe packaging of delicate car parts, so you can rely upon your ordered parts arriving safely and in good condition. We regularly export to every continent in the world and we always use the most economical delivery service. We also have an in house trim shop which has been open for 15 years. All our leather and carpet materials are of the highest quality and we have recently re-tooled our upholstery to improve upon the look and fit. At A.H Spares we pride ourselves on being a forward-looking company with its roots firmly in the past and it has always been our main aim to keep these magnificent cars running for generation after generation.

We would like to take this opportunity to thank the Austin Healey Club of Sweden for organising such a wonderful event and we hope everyone enjoys themselves.



Anders Schildt's well-known cornering technique

# THE CAPE RESTORATION OF MY HEALEY



Text: Carl Florman  
Photos from: Steve Norton

**The whole story started in 1957, when my parents moved from Sweden to Monaco. I was only 7 years old at the time.**

**M**y first years in Monaco were not happy ones. It took me several years to settle in and I only really started to enjoy myself when I got my first moped at the age of 14. It gave me the freedom to move about freely, without having to wait for the bus.

But there were two big events every year that my friends and I looked forward to: The Monte-Carlo Rally in January and the Monaco Grand Prix in May.

My interest in motor sport was awakened, and my friends and I skipped many hours of school during these events.

We followed the competitions zealously, and at that time you could get very close to the cars and the drivers, whom we admired enormously.

Datsun (now Nissan) had rented parking space in the garage in the building where I lived for several years prior to the Monte-Carlo Rally. I saw Hannu Mikkola every

day and spoke with him long before he became a world champion.

Many English rally marques, such as Austin Healey and later Mini Cooper, had their cars at British Motors in Monaco, who are still the agent for British cars. We kids knew where we could find them. Every day we went around to different garages to look at the cars and speak with the drivers and the mechanics.

I saw my first Monte-Carlo Rally in 1958, and my interest in motor sport kept growing as the years passed. The 1960s and '70s were golden years for Swedish rally drivers, and I was very proud of being Swedish. Some of the big names were Erik Carlsson ("Carlsson on the roof"), Bosse Ljungfelt, Tom Trana, Harry "Sputnik" Källström, Ove "the Pope" Andersson and Björn Waldegård. I was most impressed by Bosse Ljungfelt, who drove a big Ford Falcon one year and drove "the pants" off

everyone. At that time the rally cars also drove a few laps around Monaco's Grand Prix track. Formula 1 driver Graham Hill (who had already won the Monaco Grand Prix a couple of times, and would go on to win a total of 5 victories) drove the second rally car entered by Ford, the same car as Bosse Ljungfelt. Considering that Graham Hill was one of the world's best Formula 1 drivers, you might think he would have the fastest time around the track, but no, he was beat by Bosse Ljungfelt, who was simply phenomenal. He was also very fast on the special stages up in the mountains, which had a lot of snow that year. I remember the French journalists heaped praise on his style, and though he led the competition he "only" finished second.

I also have many powerful memories of the Monaco Formula 1 Grand Prix.

The cars were scattered among different garages in the city, and we kids naturally



My Healey before starting the project

knew where they were. Every day we made the rounds to look at them, take pictures, get autographs and so on.

I met Joachim Bonnier several times. He was very friendly, and I was lucky in that he had been a classmate of my half-brother Gösta. Bonnier was my first racing idol, followed by Sterling Moss and above all Jim Clark.

A few years later I switched to new Swedish racing idols, Ronnie Pettersson and Reine Wiessel. I met them often in 1969 when they drove in the Monaco Formula 3 race. The 1969 Formula 3 race has gone to history in Monaco as the most exciting race ever on the streets of Monaco. Ronnie and Reine led the entire race and overtook each other every other lap, until finally Ronnie won. When Ronnie Pettersson died in a crash in 1978, I lost much of my interest in Formula 1.

Because I grew up in Monaco, I have always been very interested in motor sport, but only in recent years have I been able to afford the cars I dreamt of as a child.

I now own a Lotus Super 7 (Caterham) and an Austin Healey 100/6 from 1956. I

bought the Healey in 2002, at which time it was in mediocre condition.

I later discovered that I knew two of its



previous owners in Monaco, both former schoolmates. The first time I saw my Healey was in the late 1960s in Monaco, at which time it was owned by my

Norwegian pal Magnus Konow. The car was then black with red upholstery. He drove it hard and was unfortunately not careful with it. A subsequent owner carried out a minor restoration (which did not include the engine) in the late 1980s, when the car was painted Colorado red.

I enjoyed driving my Healey for many years, even though it leaked oil like a sieve, always smelled of petrol and was difficult to start when warm.

Because the car leaked a lot of oil in my garage, I placed a large collection pan on the floor underneath it (the kind you mix cement and concrete in). I used to check the dipstick every time before using the car. But once I forgot to check the oil level, and suddenly there was a big "bang" from

the engine, which kept on running, though not as well of course. Something had broken, and I realised it was time for an engine overhaul.

I had read articles about Cape in British motor magazines and in the Swedish Healey club's magazine "Entusiasten". Cape had rebuilt an Austin Healey 3000 for its own account into something the journalist called "the beast" – a fast and somewhat upgraded Healey that was also reliable. The article got me dreaming that "I would like to do that kind of restoration with my car". I saved the article and contacted Steve Norton at Cape International.

My engine needed to be overhauled in any case, and the old electrical system was in very poor shape with a risk for short-circuits that could cause a fire in a car that furthermore smelled of petrol fumes. I agreed with Steve Norton to ship the car to Coventry in England.

Steve took the engine apart and analyzed my car, which was free of rust since it had been driven on the Riviera the whole time. After a few days I bought a plane ticket to Birmingham to meet the crew at Cape.





I got to see several cars Cape had restored and I was over the moon. What cars! My eyes lit up, and the sound of newly reconditioned engines gave me goose bumps.

From the start I had planned a small, "inexpensive" restoration (everything is relative). But after having seen how fantastic these cars can be, I decided to do a total restoration with a long list of specs, which naturally kept getting longer and longer.

To understand my choices, you have to know that I drive historical hill climbs in the mountains around the Riviera with my Healey. I have a lot of fun, even though the engine has not been reconditioned, and I have drum brakes on all wheels. In these hill climb events the cars start every 30 seconds. The distance is often about 6-8 km, and if there was a Lotus Elan that started 30 seconds after me, I often got overtaken before crossing the finish line, which of course annoyed me no end. I was happy if it was a Jaguar XK 120 that started after me, since they are clumsier on these winding roads and I could keep them behind me.

My intention now was to make the car a fast car for hill climbing, and able to be driven in Monaco's Historic Rally. This made certain demands on the car. I also wanted to be able to use the car for driving to upscale restaurants with my fiancé without her having to be ashamed.

The restoration of the car was begun in October 2006 and is now being finished in June 2008. It has taken time, but it has been very stimulating to visit Cape in the UK and see how the restoration has progressed. I have had long and regular telephone conversations with Steve Norton, where we discussed different technical solutions. We have always gone for the best solution, without considering cost. I have received CDs with hundreds of pictures of Cape, which has enabled me to see everything in the tiniest detail.

Cape started by stripping the car down completely so that not a screw was left. The chassis was renovated by a company in Coventry (Coventry Prototype Panels), which hand-builds racing cars and prototypes for car shows. I visited them together with Steve Norton and was very impressed. When the company has cut away part of a chassis and welded on a new part, you can't see a new part has been fitted. Their work is absolutely

first-class. When I visited the company they were building a copy of a Ford GT 40 (the original that won Le Mans in 1967 was on the workshop floor so that all the dimensions would be right) for a Japanese customer. In another shop they were building a prototype for Bentley, with a body designed by Zagato, that was to be exhibited at the Geneva Auto Show.

The rear axle, gearbox, overdrive and engine were reconditioned.

I decided I wanted to install a differential brake and a competition overdrive.

The engine is what they call a "blueprint" in England, which means they have devoted a lot of care to polishing bores and valves, balancing the camshaft, making sure pistons and connecting rods weigh exactly the same, etc. The pistons are of the highest quality, but not of forged steel. The engine has a 300 degree cam, two 2-inch SU carbs, and electronic ignition. I did not want an engine built solely for racing, since it is then difficult to use it on the open road. Steve figures on about 180 hp.

Disc brakes are fitted in front, I'm keeping the drums in the rear wheels, and there is a rear panhard rod and an upgraded front anti-roll bar, plus adjustable mounts for the front shock absorbers.

A new all-aluminium radiator is being fitted, along with a new fuel tank, also aluminium.

A lot of effort has been devoted to making the engine bay attractive, with a firewall of stainless steel (instead of aluminium, which is harder to keep clean), the throttle has been simplified, all hoses are Aeroquip, and the expansion tank and washer fluid reservoir are handmade of aluminium. The steering column is collapsible. An oil cooler is fitted in front. A great deal of effort has been devoted to eliminating heat from the engine bay and the exhaust system. The manifold has been replaced by a custom-made stainless steel system (spaghetti type) with a pipe from each cylinder. Cape has altered the silencer suspension and raised it a few important centimetres so it won't scrape the road.

In terms of appearance, the car looks like a "works car", Colorado red and white



original hardtop, air vents in the wings, aluminium bonnet with louvers, the grille has scoops for increased air intake and a mesh in front.

The car is equipped with a complete fire extinguishing system activated from the driver's seat, hazard flashers, multi-speed wipers, a new effective heating system, brake lights in the hardtop, and lights on the floor that go on when the doors are opened.

The seats are newly made copies of the Restall seats that were fitted in Healey's rally cars in the 1960s. I have chosen a two-tone interior: bright red mats, graphite leather seats with red seams, and a graphite and red dashboard.

All instruments have been reconditioned, and a newly reconditioned Halda Speedpilot is fitted.

As I write this I have not yet test-driven my car, which I hope will be an unforgettable experience. I have invested a considerable sum of money in this restoration and I am quite aware that I will not be able to recover my investment if I sell the car, but that was never my intention. After such a thorough and costly restoration, with so much thought and effort given to every detail, I will be reluctant to ever part with the car. My great joy is that I can drive my Healey all year round, since I live on the French Riviera.

I have two grandsons and have told them that they will each inherit a car, but that they must never sell the Healey.

It is with the greatest pleasure that I will be taking my restored Austin Healey to the 2008 international meeting in Tylösand to show it with pride to my fellow club members.





Carl Florman's CapeSport 3000 at the Goodwood Sprint Course on May 18:th 2008. At the wheel is Brad Cobbett, chief mechanic at Cape International.

*Photo from Steve Norton*

# Love at first sight

Text and Photo: Ulf Aggeryd



**M**y love story with Austin Healey started in the fall of 1989. At this time the family was living in Kansas City, KS, USA. Life was good but something was missing in my life. A car project! Always been a car nut and have done some racing in my early and younger years.

The premier magazine for classic car nuts at this time was The Du Pont Registry. A monthly "up scale" magazine with hundreds of nice cars on display. Keep in mind that this was the roaring 80's! Buy a car today and sell it with at least 25% profit six months later.

Every car dealer and then some were in this roaring market!

This magazine was read page to page every month and needless to say, I was drooling over all the nice pictures. I did not have a clear mind at this time, on what I was looking for **until, there she was.** A picture of a nice ice blue and white Austin Healey 3000!

The car was advertised by a classic car dealer in California. Described as being in nice condition, and with some upgraded engine parts. Had Minilite replica wheels and mildly flared fenders. A true beauty and looked "hot"

Friday evening was intense with a lot of "sweet talking" to my better half, Lena. At the end of the evening and after two

good bottles of wine the decision was taken. Let's call in the morning and then fly out to L.A. as soon as possible. Asking price for this dream car was "only 25 000 dollars".

Saturday morning was very long. Due to the time difference I had to wait until noon my time before the dealer opened. Finally got through only to be met with the very disappointing news that the car was already sold!

I was devastated and the weekend was a mess. My dream car was gone. I was now very focused on finding another Healey 3000. The only thing that would do was an ice blue over white car.

I searched for most of the spring and could not find anything that looked good enough. By pure luck I came in contact with a local classic car dealer, Jeff Frazier who was dealing in anything that could produce a profit. He had just purchased a Healy 3000 and I rushed to his place for a look.

Seeing the car was a big shock! It had been sitting in the back of a garden for at least 15 years.

Some small spots of paint between all the rust showed that the car had been British Racing green.

Interior was not possible to

describe since the car was filled with leaves and dirt. However the car was complete (at least I thought so) and there was no damage to the frame (apart from all the rust of course).

A deal was struck and I was now the owner of a project car. The price paid, 8 500 dollar was way too much for a car in this condition but I had my Healey and a project to work on!

In Kansas City I came in contact with an older gentleman, Bob Schumann who was running a small restoration shop, Schumann Automotive. Most of his work was done on Mercedes, Porsche and other for Americans very "odd cars". He was also a Land Rover fan and that alone set him apart from 99% of the Americans.

A deal was struck with Bob that he would



do all the body work for me including the paint job. I got a space in his work shop and he allowed me to work there on Thursdays and Saturdays.

So the big restoration project started in May 1990

There was no question what the colour combination should be, Ice blue with old English white on the bottom. The project started good and Bob and his crew did a fantastic job on the rusted frame and body parts. Bob was an "old school" craftsman who made most of the body parts himself. He was a master on the English wheel and made himself most of the body parts.

Look at the picture on the vents in the front fenders. This is a true work of art!

Halfway into the project I had learned a very important lesson. This type of project takes double the time and at least four times the money calculated. Due to lack of experience a lot of wrong vendors were used for parts and other services. I joined the Austin Healey Club of America to gain better knowledge and to get good contacts for searching the needed parts.

Today it is a lot easier to find parts compared to the early 90's! Internet was not developed as it is today so Hemmings Motos News and other sources was the way to go.

The car was finally done in September of 1992. I will not reveal what the final cost was since that would only confirm that I'm somewhat crazy!

The story now continues on the Swedish side since we all moved back to Sweden in the fall of 1992. The car was shipped a little bit later and come to Sweden early 1993.

The big car event of the year at this time was the Båstad Classic Car Show and my son Johan and I attended this event almost

every year and enjoyed great meetings with other car freaks. This became our yearly big event and in the late 90's (1997 or 1998) two things happened that again changed my Healey life.

I first met with P-G Johansson who convinced me to join the Swedish Austin Healey Club and later that day with Göran "Goran" Nilsson who had this fantastic black race inspired 3000 on display.

The decision to join the club was a great thing and the meeting with Goran a very expensive one! After a short conversation with Goran it was clear that we where "soul mates" when it comes to modify and tune the Big Healeys.

Over the last 5-6 years there have been numerous modifications done to my car. The original concept is still there but to mention a few things that has been done;

- New engine built by Goran. Forged pistons, full race aluminium head, everything balanced, 300 degree cam etc.
- Started with 3 x HD8 SU carburetors, changed them for 3xWeber 45 and now progressed to fuel injection. Far away from the original but it is a sweet running engine!
- Gear box with Sebring straight cut gears and upgraded overdrive. This is the only problem area that I have experienced. The overdrive unit has a tendency to "lock up" and not release from the engaged position. Quite a nuisance since in this position the car can not be reversed! Problem is now solved with an upgraded race overdrive from D.W.M.
- Rear end re-designed with

telescopic shock absorbers.  
- Front end reinforced to reduce the famous scuttle shake.  
- Etc. etc

Needles to say. The original build cost is now WAY OVER any reasonable and sensible budget.

But this is my true interest in life so why worry about it! Life is there to be enjoyed and the most fun and rewarding thing you can do outside the bed is to drive an "Hot Healey" on a sunny day

The club meetings and friendly atmosphere is now the highlights of the Healey season. Unforgettable memories from the well organised trip to the Healey 50<sup>th</sup> anniversary in England. Thanks again P-G for a great job! Great and fun on the yearly club meetings plus other trips together with other members of the club

Weekly phone calls and discussions with Goran on how we can make the cars go faster (and cost more) and get even more brutal than the original design!

The Healey ownership have for sure changed my life and it is very rewarding to see that my son Johan have joined this life. He is now the proud owner of a BN2 project car and over our weekend drinks we spend hours talking about Healey's and looking at all the great parts we can purchase etc. The hours spend together in the workshop are fun and memorable.

I hope that this presentation of my car and me will be enjoyable to other members and non-members of the Austin Healey community.

#### CAR DATA:

**Registration number;** PMO 502

**Owners;** Ulf & Lena Aggeryd

**Chassis number;** HBJ8L 36637

**First registration;** 1966 in USA.

Location un-known.

**Special thanks to;**

Bob Schuman now retired.

Ken Deitchman. My garage buddy in USA.

Göran Nilsson for all the great engine work, and for great fun.

TRENDAB who designed the fuel injection system.

P-G Johansson for great tour events and for his great enthusiasm and friendship.

My wife Lena who allows me to "go crazy"

And to all the great members in the Swedish Austin Healey club for all the fun!

# The birth of Austin Healey

Text: Henning Thomsen, Denmark  
Photo: Michael Thomsen



Donald Healey and his small team of dedicated workers had in 1952 developed a new sports car, the Healey 100.

The car was to have its debut at the International Exhibition in Earls Court in October 1952. It was well advertised in the various car magazines as a new sports car capable of reaching the magic speed of 100 miles per hour.

On the evening before the official opening of the show, Lenard Lord, the

chairman of Austin called in to preview the exhibition.

He stopped by the Healey stand to see the "100", a car he was familiar with, as Austin was the supplier of engine and gearbox for the car.

Donald Healey has later revealed that Lenard Lord and Donald Healey met later that same evening over a drink and a meal.

After several Dry Martinis, it was agreed; that the Healey 100 should be renamed Austin Healey and an agreement detailing

the work Healey should carry out as developments was entered in to.

Overnight the badge with the Healey name was taken of the car.

Engineers back at Warwick made a new Austin Healey badge, so the car was presented as an Austin Healey 100 on the very first day of the exhibition.

This became the start on a long and fruitful relationship between the Healey family and Austin.

The Healey motor works was contracted

to build 20 prototypes to be used as demonstrators and to be entered at various races, while Austin was getting ready for production at its Longbridge plant.

Records show that of the 20 cars ordered; actually only a total of 19 were build, including some specials for successful record attempts.

The modestly race prepared cars was entered in such races in spring of 1953 as Mille Miglia in Italy, Sebring in USA and the 24 Hour Le Mans where they managed up to 119 mph on the Mulsanne Straight and finished a very creditable 12<sup>th</sup> and 14<sup>th</sup> overall in stiff competition with thoroughbred race cars such as Mercedes, Jaguar and Ferrari.

Those were the days, when a car was driven to and from the race on its own steam. Indeed one of these cars was given an oil and sparkplug change after the race and used by Margot and Geoffrey Healey for their honeymoon drive through Italy and back to England

The race cars for Mille Miglia and Le Mans were painted metallic green, a colour more familiar to Aston Martin race cars. Donald Healey was of the opinion, that the more common British Racing Green was bad luck for him.

These cars were presented in, what looked like, standard trim, however it has later been revealed, that the bumpers were in polished light aluminium. Engines were tuned to what later became an "M" option on the BN2.

The demonstrators were shipped to USA,

where they got a fantastic reception at car shows and displays before races. This resulted in orders being taken for up to 3.000 cars

At Longbridge work was in progress in having tools and pressings prepared for the assembly line.

A mixture of delays on tools from suppliers and labour problems delayed however the starting up, with the result that the first overdue cars did not come of the assembly line in May but on June 20th. These very first cars were to a large extent identical to the Warwick build cars, i.e. the chassis was of hand formed sheet metal, not pressings. The body panels such as wings, doors, boot lid and bonnet were hand made in "Birma bright" aluminium rather than steel. These items came preassembled from a sub contractor Jensen Motors, hence the JM in front of the body numbers.

The first production Austin Healey 100 rolled of the assembly line at Longbridge on June 23<sup>rd</sup> 1953, it was given chassis no.138031. This car was brought to the research office in order to get all drawings and

parts up to date, hence it did not leave the factory among the first batch of cars. This car is now restored and is in Canada.

Chassis 138040 is the 10th car to come of the assembly line also on the very first day of production.

Together with a handful of other cars it was dispatched to the docks for export to USA as the first cars to emerge from the factory. Like the other first cars, in the Healey Blue.

Although 138040 was originally Healey Blue, the present owner and restorer Henning Thomsen, Denmark has decided to have it restored in metallic green with green interior as per the Mille Miglia and Le Mans cars.

Minor details, such as the rear view mirror, are the same model as on the Mille Miglia cars.

To aid ventilation and take some of the excessive heat of the car, the original



# King of Sweden meets King of Sportscars

By Kåge Schildt



aluminium bonnet has been replaced by an original "M" louvered bonnet. Contrary to general believe these original "M" bonnets were in steel, not aluminium. A leather bonnet strap has also been fitted as per Le Mans regulations.

The engine is in standard tune, although Henning does consider fitting the later options of a "Le Mans" tuning kit.

The standard 3 speed gearbox is rather awkward and difficult to operate. Parts are very scarce and expensive to restore.

Henning bought the car in California 12 years ago. It was nearly complete and rust free. It has been standing as an unfinished project until a year ago, when news of the European Meeting in Sweden made Henning decide to have it finished in order to bring it to this event, where it may be the oldest production line Austin Healey taking part.

Henning has always wanted to tour Sweden, so what better way to do it!

During the process of restoration, Henning has been in touch with the owner of the very first Austin Healey no. 138031, as the "100" lightning badge on the radiator grille was missing and a reference in the restoration of 138031 on the internet mentioned, that a Roger Moment had cast a new badge for this car. When Rodger Moment was contacted about the possibilities of having another badge of the early type, Roger Moment informed,

that the original badge used to make a mould actually came from Henning's car, but obviously never returned to it. So the present badge is actually a copy of this cars original badge, small world.

Apart from supplying the original badge, Roger Moment has helped in sourcing several other hard to find parts as well as giving advice on various subjects of originality. In turn Roger has been updated with answers to questions and photos to further his continued research in to originality.

The car is now finished (beginning of June 2008) and with a heatwave standing still over Denmark, it is lovely to come home from work and take the car for a spin in the countryside.

It certainly is hard to wipe the smile of my face....



A very nice winter day in February 2005 and a frozen lake high up in the mountains in Dalarna in Sweden. A perfect four kilometres ice-track had been prepared during the night. So was the background when the king of Sweden, Karl XVI Gustav, was going to try ice-racing.

The day started with driving standard cars, with and without antispin and ABS-brakes, to be continued with driving a rally prepared Mitsubishi EVO 7 and finally the Austin Healey.

The Healey, a race car for track racing, had been fitted with an electrically warmed up windscreen and rally tires of the best sort.

The king who is a keen driver fell very fast in love with the Healey and lovely music started. So lovely that his majesty asked his adjutant to postpone the journey home for an hour and a half to be able to spend more time in the Healey on the ice-track. The king praised the Healey's power, rear wheel drive and balance during the time he drove lap after lap with perfect slides and a very skilful control over the car. Maybe this will continue next winter...



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FLAT OUT ON THE STRAIGHT

# Healey Marine Boats

By Bill Emerson  
Author, "The Healey Book"

Donald Healey was an athletic man, who liked to snow ski in the Alps and waterski just about anywhere there was water. It was this love of water-skiing that led to the formation of Healey Marine in the mid-1950s.



Healey Ski-Master

Boat designer, Geoffrey Lord, was working out of an old mill in Cornwall, working with Donald Healey, Lord designed the initial boat. It was a sharp chine design that was 16 feet in length with a 1500 CC BMC engine that had been "marineized". This boat is serial number 1001. This boat was displayed at the 1956 London boat show and purchased by a dealer from the Netherlands. It



Sir Stirlig Moss

currently resides in the USA where it has won the prestigious "Wooden Boat" Concours. A limited number of similar, but slightly smaller (14 feet 6 inches) [or 4.42 meter] boats, the "Sports Boat 55" were produced in Bridport, Dorset.



The first Healey boat

1957 saw an updated and up-rated "Sports Boat 55" brought out with a 1,600cc BMC B-series engine producing 80 hp and having twin carburetors. This engine was coupled to a US-made Warner



Healey Boat 55 engine

Velvet hydraulic gearbox instead of the Morris navigator box used in the early type 55 boats.

Geoffrey Lord also designed a clinker-built hull powered by an outboard for Healey Marine. This boat named the "Ski-Master" (see picture on opposite page)



55 cockpit



75 cockpit



707 cockpit



Healey Boat 75 in water

was also 14'6" long, powered by a variety



boats were produced for sale worldwide. Always in search of speed, Donald Healey updated the Healey Marine product line with the "Sports-Boat 75" in 1958. Moving from the wooden hull of the type 55, the type 75 uses a fiberglass hull with teak wooden decking. The "Sports-Boat 75" was again a sharp chine-designed hull, however the engine cover had been significantly redesigned and now went to the full width of the cockpit. The use of a teak deck with white caulking on the bow,

of outboard engines in the 30 hp range.. Almost 1000 of the "Healey Ski-Master"



Healey Boat 75 intercooler



Healey Boat 707



707 drive

the engine cover and a stern gave the boat a very streamlined look. 1959 showed true innovation from the Healey Marine Ltd. This new product



707 engine-bay

was a 4.75 meter long beauty named the "Healey 707". Water speed record holder, Donald Campbell persuaded Healey to incorporate the New Zealand-based Hamilton Marine Jet system in his model for 1959. The 707, named after the Boeing jet airliner, utilized a fiberglass hull and the triple SU carbureted, 3,000cc, six-cylinder engine from the Austin-Healey 3000 provided the "jet drive" power. Top speed of the "707" was in excess of 65 kph with plenty of power to pull more than one water skier.

1960 was a fabulous year for the Healey enthusiast. The smiling "Frog Eye Sprite" was in production for the automotive enthusiast. The boating enthusiast now had the "Healey Sprite" to provide that same enjoyable experience on the water. In fact, the advertising of the day showed the "Austin-Healey Sprite" pulling a trailer with the "Healey Marine Sprite". Donald Healey once said, "The combination of



Healey Marine Sprite

Sprite car with Sprite boat can provide economical enjoyment for young people around the world".

The Healey Marine Sprite is a 4.1 meter fiberglass hull with two bucket seats. The owner has option when it comes to powering this beautiful boat; a maximum

of a 60 hp outboard motor from a variety of manufacturers may safely be mounted



Healey Corvette

on this hull. Because of the shape of the hull the "Sprite" is capable of very rapid turns even at high speeds. One Healey boat owner who has driven different of types of Healey boats reports that the "Sprite" is the best handling of all Healey boats!! From my point of view, the same can be said of the Austin-Healey Sprite both the car and the boat put a smile on the face of whoever is driving them...

The final boat to be produced by the Healey Marine was the "Healey Corvette". This deep "V" hull design was provided for the fishermen who wished to go

offshore as well as the water ski enthusiast who wished to go fast. The fiberglass hull was 4.8 meters long, but much wider than previous Healey Marine products at almost 2 meters in width. The "Corvette" had a unique sliding top which could be moved to the rear to give the driver some sunshine, or closed against the windscreen to provide protection against the elements. The power options for the Corvette were also unique because it could be driven by one or two outboard motors depending on the owners' desire. In either case the maximum suggested horsepower was 80 hp for a single engine, or two 40 hp engines.

The products of the Healey Marine Ltd. were delivered around the world from 1956 to 1960. The trailers used for hauling these boats varies depending on the country. In England the trailers were prepared in Lemington Spa for the Healey Marine; each trailer was individually numbered to match the boat.

For those of you who do not have

room enough to keep a Healey boat the following photograph is added for your information. Finding a full-sized Healey boat can be a long and arduous search but finding a 1:43 scale Healey boat only requires opening your computer and looking on E-Bay for "Dinky 796 the



Dinky 796 boat models

Healey Sports Boat and Trailer". This beautiful small model was produced between 1960 and 1962 but is still available today.



