



Proud chapter of the
Austin-Healey Club of
America since 1979.



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Side Curtain News

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Gateway Healey Association St. Louis, MO

Rumblings

Well summer is now over but fall has just begun. Not the cool weather one would hope for driving a classic around but at least it is not raining every other day.

Progress is moving on my 1959 BN6. The latest is that Keith Bester and I took the engine over to Phase 2 machine shop for reconditioning. It sounds like the head needs a complete makeover. I am not sure about the pistons since they looked small in the cylinders and the top ring was broken in 2 of them. No scoring so perhaps a little lucky. Soon I hope to

find out how much I need to invest in the engine. Perhaps in a month or so I can be reassembling that.



Sitting pretty on its tires



Transmission appears to be in good shape



Looks ready back here too.

I took the transmission cover off and was pleased to find not much to do there. Perhaps a little cleanup, new gaskets, a rear seal, and a fresh coat of paint.

The frame is now completely ready to accept the drivetrain. As you can see the car is on the tires and it looks like it is ready to go. Keith helped me fix the trafficator. The rear end is full of oil and the

hydraulics are bled. I am starting to feel it. What about those Hella horns! I kind-of gave up on the originals. They actually look great but I will have to work on them a little if I ever use them.

Phil Ellerbrock, GHA SCN Editor

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Don't forget to go to the club website!

<http://clubs.hemmings.com/gatewayhealey/>

The website includes additional articles, links to videos, maintenance tips, and copies of GHA SCN.

Members and Guests at the June meeting

No Record

Members and Guests at the July meeting

Bob McElwee	Keith Bester	Jim Reiter	Tom Sontag	Dennis Dowell
Steve Hurst	Ron Varley	Phil Ellerbrock		

Members and Guests at the August meeting

Chris Kressler	Keith Bester	Richard Etz	Jim Evans	Lou Salini
Jim Reiter	Ed Long	Tom Sontag	Dave Massey	Sean Dowell
Dennis Dowell	Bob McElwee	Gary Denny		

GHA Club meetings held on the 4th Tuesday of every month except December at
Keith Besters Garage 115 N Sappington Road, Kirkwood, MO 63122. (314) 821-2372

Events calendar in the St. Louis Sports Car Council Gateway Relay at-
www.stlsc.org

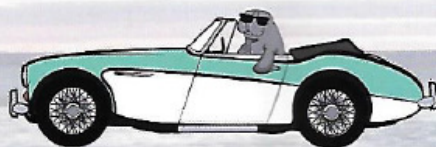


Hosted by the Tampa Bay
Austin-Healey Club
May 17-21, 2020

On-line credit card or Pay Pal registrations are required. No mail-in registrations or checks accepted. Registration required to obtain password for special hotel group rates and reservation phone number.

Register today at <http://tbahc.com>

Registration \$145 through February 28, 2020. All registrations \$165 after February 28, 2020. All fees are U.S. Dollars. Registration includes one vehicle, two adults, one child under 15 and one free baseball cap. No refunds after March 1, 2020.



**Florida Green Healeys (and combinations)
will be celebrated at Conclave. Join us and
share your car!**

Registration questions? email: linwoodrose@mac.com



Last one of 2019

Every 3rd Saturday of the Month April through October from 8 am - 11 am

October 19th

WESTPORT PLAZA, I-270 & Page Blvd, South lot, between STARBUCKS and McDonalds.

Cars Coffee is a free gathering in the St. Louis metro area open to all vehicle makes / marques and enthusiasts. This is not a car show and there is no entrance fee. Bring your car out and enjoy a drive in light morning traffic. Get together with other like-minded people to talk about cars and enjoy a morning brew. Conveniently located next to Starbucks, or bring your choice of morning beverage.



Don't forget to visit the Gateway Healey Association Web-Site at
<http://clubs.hemmings.com/gatewayhealey/index.htm>

July Cars and Coffee

Very hot day The LSV was for Chris Kresser. He ended up being ok but at the moment it did not look good. Yes his TR3 got home safely.

BTW the red Healey is John Lores.



The Marvelous Big Austin-Healey

The story of a significant sports car

BY CYRIL POSTHUMUS

PHOTOS FROM THE AUTHOR'S COLLECTION

IF PEDIGREES WERE really that important, the big Austin-Healey could never have been the car it was. Its origins were humble, with an Iron Age engine left over from the Stone Age Austin A90; at first it was noisy, crude and cramped, yet fast and handleable in a he-man kind of way. It sold in thousands upon thousands, and when they levered in a smoother 6-cylinder engine and a 4-speed gearbox, sales mushroomed even more. They refined it, they raced it, they rallied it, and they broke records with it. It was incredibly tough and solid, yet handsome and amazingly cheap. In short, it was a lovable bastard.

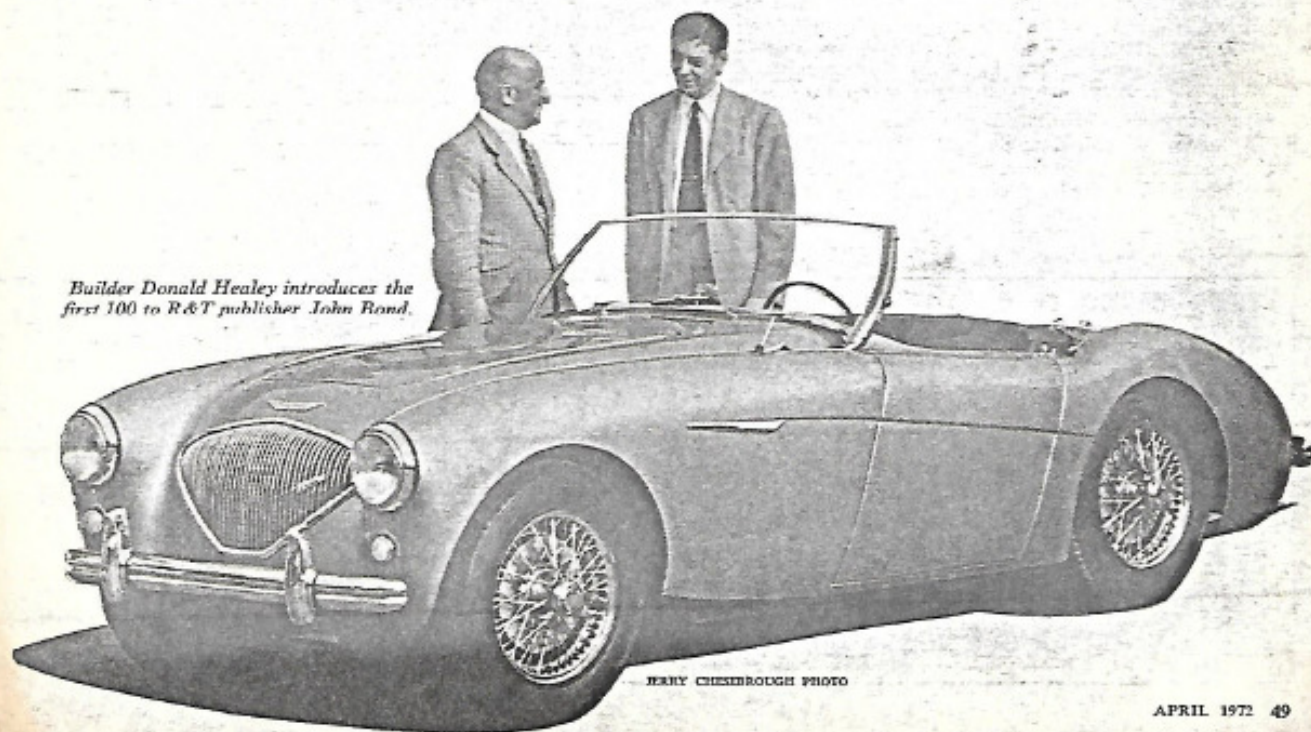
The Big Healey came off the lines from 1952 through 1967, by which time the pundits had been predicting its doom for the past five years. But it never died of old age; it was killed by the U.S. Federal Safety Regulations, which came at a stage in the Healey's career when a major redesign to meet them was no longer worthwhile. So the handsome, long-nosed lorries met their end, and their begetter, Donald Healey, watched and waited, and finally got himself enmeshed with plans for their replacement. The story of that car, the Jensen-Healey, will be found on the pages just preceding.

Genesis

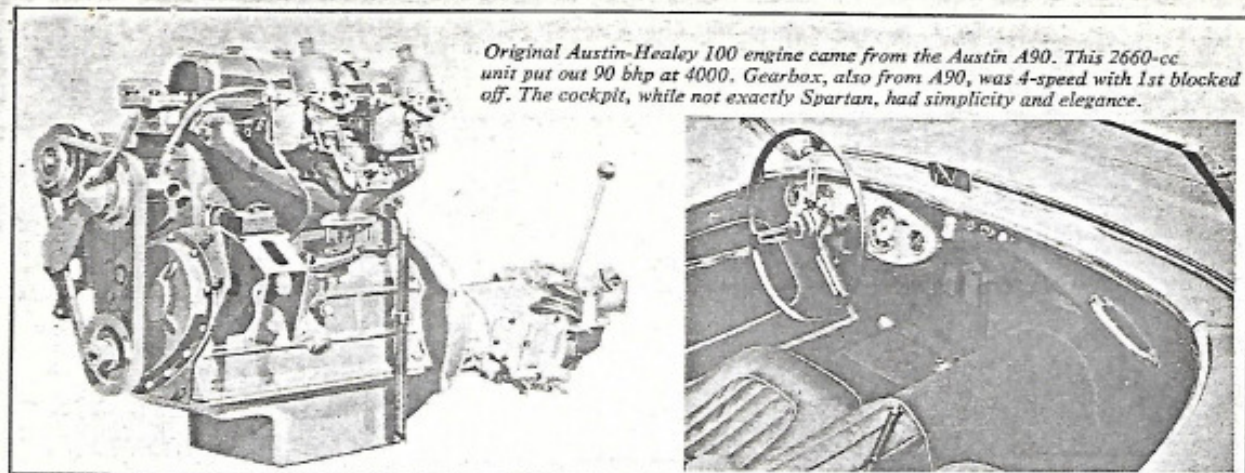
THE BIG Austin-Healey reigned as the best-selling medium-sized sports car for 15 years—longer than the complete life-span of the famous W.O. Bentley Bentley. At first, of course, it was just a Healey. I well remember the 1952 Earls Court Motor Show, when Pegaso of Spain sent one of their extra-exotic Saoutchik-bodied devices called, I believe, the Thrill. With V-8, 4-cam engine, De Dion type rear axle, and a price tag of about \$30,000, it was a pretty comprehensive thrill at that, but it couldn't overshadow the late entry on the nearby Healey stand.

At that time the Donald Healey Motor Co. Ltd of the Cape, Warwick, made several models; the 2.4 Riley-engined Tickford saloon and Abbott coupe, 3-liter Alvis-engined sports convertible, and the export-only 3848-cc and 4138-cc 6-cylinder Nash-Healeys. Plans for a new model began early in 1951 when Donald Healey returned from a tour of the States with a formula for a car which would appeal to both home and export markets. He said, "I wanted to produce a very fast, everyday road car with genuine sporting characteristics, capable of 100 mph, which would also be excep-

Builder Donald Healey introduces the first 100 to R&T publisher John Rond.



JERRY CHESBROUGH PHOTO



Original Austin-Healey 100 engine came from the Austin A90. This 2660-cc unit put out 90 bhp at 4000. Gearbox, also from A90, was 4-speed with 1st blocked off. The cockpit, while not exactly Spartan, had simplicity and elegance.



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tionally cheap to buy, and easy and economic to maintain." The answer was obviously a fairly lightweight and well-shaped car using mass production stock components wherever possible and the design team headed by Donald and his son Geoffrey set to work.

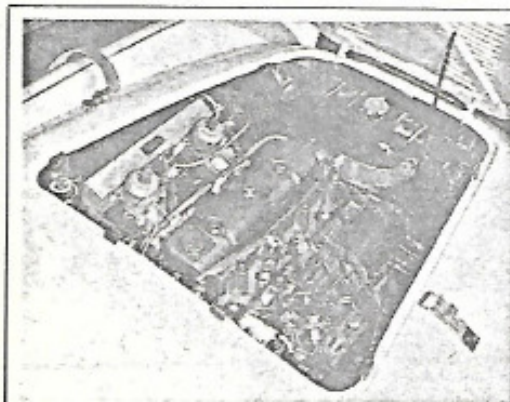
They evolved a simple chassis frame using two main 3-in. square box-section longerons, running parallel the length of the car, and some 17 inches apart. These were cross-braced by parallel and cruciform members, carrying steel floor pressings, and an integral cowl structure was built up from this base. The old Healey trailing link independent front suspension system was scrapped, being replaced by a coil and wishbone setup with lever arm shock dampers. Similar units controlled the leaf spring suspended live rear axle, and stock Austin parts figured wherever possible. These included the A90's 2660-cc 4-cylinder pushrod overhead valve engine, fitted with twin SU H4 carburetors, and producing 90 bhp at 4000 rpm. The standard 4-speed gearbox was also adopted, modified from column to floor shift, and A90 disc wheels were used.

This first Healey "Hundred" was finished in time for the 1952 London Show and rushed into place overnight. It was badly placed, tucked behind a pillar on the Healey stand but the public soon spotted the comely pale blue roadster with

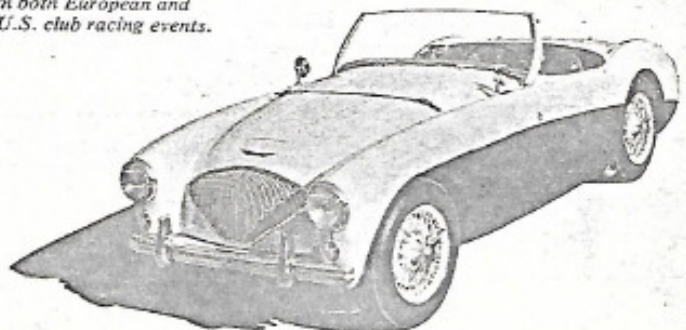
the ingenious slide-forward, tilt-back windscreen, and the crush soon became so great that protective barriers had to be put around the newcomer. The men from Warwick were flooded with orders, mostly from the U.S. where \$7,000,000-worth of Hundreds were sold in double quick time. Leonard Lord and Lord Nuffield had been keenly interested in the new car ever since Donald Healey first contacted them about supplying parts, and now they stepped in with an offer to take on full production responsibilities, leaving the small Warwick company free for development and design. Overnight the deal was settled and the Hundred appeared at Earls Court next morning wearing new Austin-Healey wings on its nose. At the subsequent Miami World's Fair the new car won the Grand Premier Award, and at the New York Show it was voted International Show Car of the Year.

Road tests of the prototype showed that its power-to-weight ratio was so good that the very low first gear was unnecessary, so the production Austin-Healey Hundred or 100 was offered with first gear blanked off, producing a 3-speed all-synchromesh unit. Further tests showed that the engine would take an overdrive on the 4.1:1 rear axle ratio, and a Laycock de Normanville unit was fitted, operating on 2nd and top.

About 20 A-H 100s were built at Warwick to satisfy the dealers' initial clamor for something to show, and early tests proved the car was comfortably entitled to its official "100" enumeration. Donald Healey himself had in fact already exceeded 100 mph when John Bolster of *Autosport*



Austin-Healey 100M (for Modified) introduced in 1955 was customer's competition car and scored many successes in both European and U.S. club racing events.





Austin-Healey 100-Six, introduced in 1956, had 6-cyl BMC engine from Austin A105 with 2639 cc and 102 bhp at 4600 rpm. Revised bodywork and top made it into a 2 plus 2. Wheelbase was increased 2 in., ahead of doors.



took the prototype to the Jabbeke-Aeltre autoroute near Ostend in Belgium, setting a 2-way average of 106.05 mph. Overall fuel consumption came out at 25 mpg, and it's nice to note that in my own contribution to *Autosport's* Motor Show copy I remarked "...it may well prove to be an important dollar earner..." Hrrrrmph.

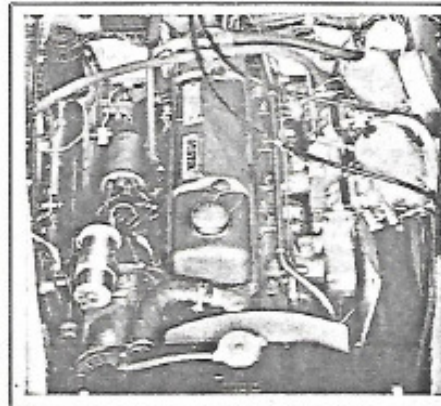
Series production began at Longbridge in May 1953, and the designation BN1 was bestowed upon the new model. In August 1955 the improved BN2 100 was introduced, using a 4-speed BMC C-type gearbox with overdrive, and with a hypoid rear axle replacing the earlier spiral bevel unit. Longer front coil springs were also fitted, along with improved brakes using wider shoes. The BN2 proved slightly faster on top gear and on acceleration with the improved transmission. Competition 100S and 100M models now came along, all using the 1949 2.6-liter engine, and 100 production over those four years totalled just over 15,000.

The Sixes

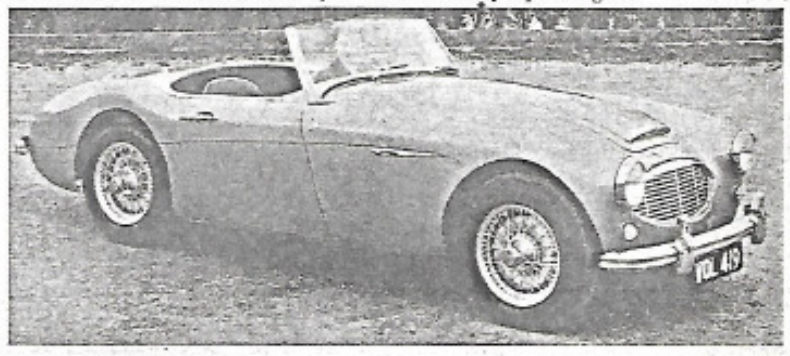
IN SEPTEMBER 1956 the new BN4 Austin Healey 100-Six was introduced, using the 6-cylinder BMC C-series 2639-cc engine from the Austin A105/Westminster, and featuring updated styling accommodation and fittings. The new 79.4 x 89-mm engine produced 102 bhp at 4600 rpm, no great improvement on the Four, particularly since the new car was considerably heavier. The point was that the Six's flexibility and smoothness made it a much more restful and easy car to drive, making the old Four seem lorry-like. The BN2's

4-speed gearbox was mated to the new engine, still with overdrive on 3rd and top, and other changes included enlarging the cockpit (at the expense of some trunk space) to include two very occasional extra seats. The wheelbase was increased slightly to make room for these changes, spring rates were altered to cope with weight distribution changes, and the 100's original folding screen was scrapped in favor of a fixed affair, plus a much improved hood and sliding side screens. Styling changes included the disappearance of the rather nice original Healey wedge radiator grille, which gave way to an oval grille as worn by the first competition 100S models. Rear deflectors were faired into the tail panels, an external fuel filler was added, and the bonnet line was generally lowered, acquiring a ventilation scoop to clear high spots of the new engine. Disc wheels became standard, but wire wheels remained optional.

Production of the BN4 commenced at Longbridge in August 1956, and moved down to Abingdon (originally MG's Pavlova works) in late 1957, when all BMC sports car production was centralized there. Just after the move, major mods were made to the Six's engine, which acquired a new 6-port head, an aluminum alloy inlet manifold, twin 1.75-inch SU HD6 carbureters, and a modified distributor. Compression went up from 8.25 to 8.5:1, and output rose to 117 bhp at 5000 rpm. It was well worthwhile; whereas the original BN4 100-Six accelerated from 0 to 60 mph in 12.9 sec and covered the standing ¼-mile in 18.8, the revised BN6 did 11.2 and 18.1 sec, respectively. Maximum speed in ➡



Popular demand also required that 100-Six be built as 2-seater, so this was revived in mid-1958 after introduction of 6-port engine.



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overdrive top rose from 103 to 111 mph, and production of the 6-port BN6 ran on until March 1959. And though it had been specially designed as a 2/4 seater, there was still tremendous demand for a pure 2-seater, so they revived the latter from June 1958 on.

The 3-liter Cars

EXACTLY A YEAR later, BMC announced the enlarged C-series 6-cylinder engine, bored and slightly stroked out to dimensions of 83.3 x 88.9 mm (2912 cc). Compression was raised to 9.0:1, and twin SU HD6 carburetors were fitted with 124 bhp at 4600 rpm resulting. This unit went into the existing BN6 chassis/body shell with other modifications including a larger diameter clutch, stronger gear clusters and, following their success on competition 100-Six models, Girling disc brakes at the front. Both the 2-seater BN7 and 2/4 seater BT7 models were produced, with overdrive extra, and externally they scarcely differed from the earlier Sixes apart from a flash on the radiator grille and distinctive "3000" insignia.

In May 1961 a new mod inherited from competition was the fitting of triple 1.5-in. SU HS4 carburetors, which raised the output to 132 bhp at 4750 rpm, aided by a new camshaft and stronger valve springs. The radiator grille also received a convex vertical slat treatment to distinguish this, the 3000 Mk II, from the Mark I. Its extra horses mostly showed themselves in the upper reaches of the rev range; an added bonus was that the triple SU set-up, when properly tuned, was more economical than the original twins, but unfortunately such delicate tuning proved beyond the abilities of many private owners, and a return to twin carbs was made in March 1962. Popular optional extras then offered included servo-assisted brakes and a remote gearshift lever which allowed a fiberglass gearbox cover to be fitted, this in turn improving sound deadening and cockpit cooling, and lessening transmission noise.

At the time triple carbs were dropped, a restyled BJ7 3000 Convertible was announced, further refined, and slowly moving further away from the Big Healey's popular rorty image. A wrap-around windscreen, wind-up side windows, and a new one-piece detachable top with removable rear panel were adopted on the occasional 4-seat only model, a stiffer front anti-roll bar was adopted, and stiffer damper settings improved handling somewhat. The loss of one carburetor cost only two horsepower, and the new screen and side windows made up for this aerodynamically, the convertible becoming the fastest full production Healey ever. Acceleration from 0 to 60 mph was cut appreciably and the 0 to 100 mph time fell from 32.8 to 29.4 sec and the standing ¼-mile fell from 17.9 to 17.3 sec. At the same time, maximum speed rose from 114 to 117 mph.

The Big Healey was now a well-trimmed, sophisticated, and quite roomy GT, with plenty of smooth power and torque, still too little ground clearance, and a solid, heavy feel which made it quite a handful, if a pleasant one, to drive. More mods came up in January 1963; they altered the rear cockpit molding to prevent damage to the top on stowage, and in April they modified the hood assembly itself. In February 1964 a further refined Mark III variant appeared; they'd got the power up to 150 bhp at 5250 rpm, servo-assisted braking was standardized, and a wood veneer fascia with lockable glove box and a handy console built around the gear lever were other refinements. At this stage a new 3000 Sports Convertible cost £1185 on the UK market—ridiculously cheap for so much motor car, and comparing significantly with 1959 prices, when the BN7 2-seater cost £1257.

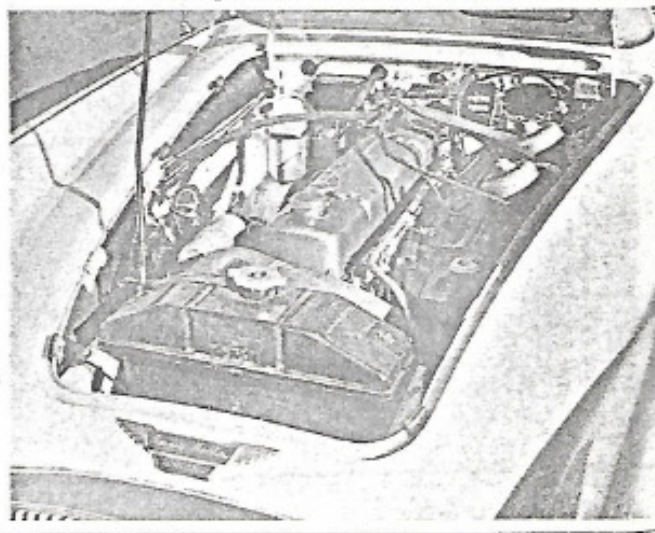
But the end was in sight. The U.S. Federal Safety Regulations were announced, coming into effect January 1, 1968. To build the necessary reinforcements into the Big Healey meant unwarranted structural alterations, the edict went forth from BMC to taper off production, and the 15-year run of this remarkable British sports car came to an end. Number 43,026, the last 3000 Mk III to be built, emerged at the end of 1967, bound for Jacksonville, Fla. In all, some 73,000 Big Healeys had been built since 1952, but now they had reached the end of the road.

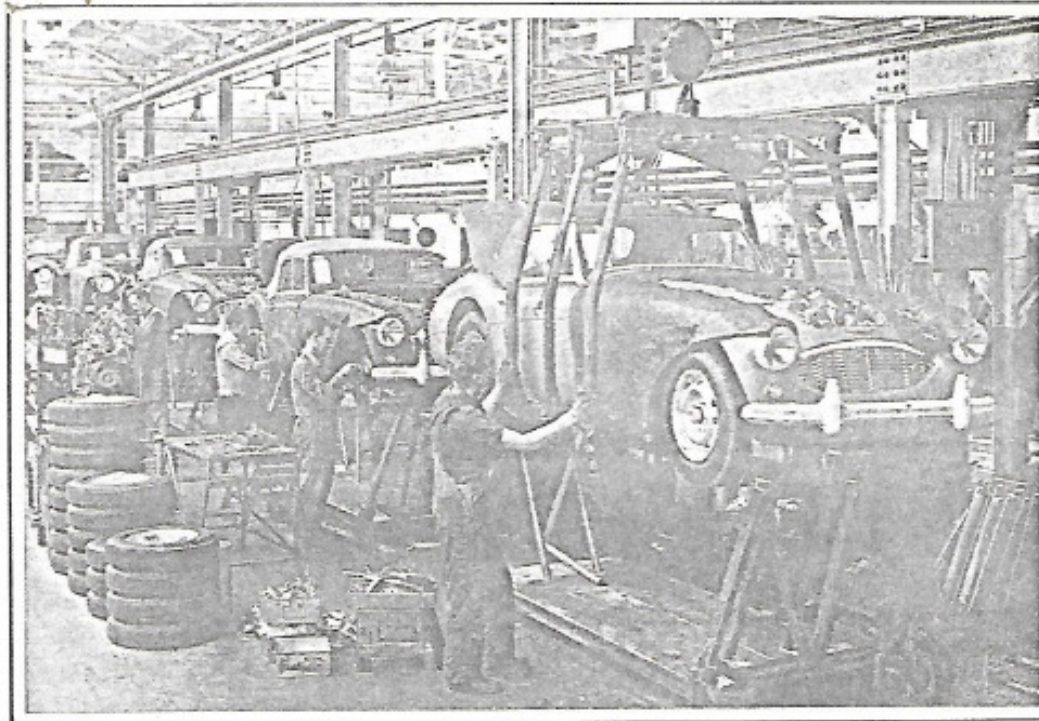
The Big Healey in competition

DONALD HEALEY'S most successful sports car didn't sell on its performance/price/looks qualities alone; its ability had to be proved in competition, and proved it was, by every means that nimble publicity minds could think up. I have already related how the title Hundred was quickly justified by that 106 mph average at Jabbeke in 1952, but in fact, a few days before the car was announced, Donald Healey had taken one of the prototypes on to the Jabbeke road, recording a top speed of 113 mph, and picking up Belgian class records for the flying kilometer at 111.7 mph and for the flying mile at 110.9 mph. These early prototypes from Warwick were lighter than the Longbridge production models, but the 100's competition potential was obvious. The late Gregor Grant, founder/editor of *Autosport*, and Peter Reece from Liverpool gave the car its competition baptism in March 1953, entering the actual Earls Court car for the Lyons-Charbonnières Rally, a tough 3-day affair over 1250 snow-packed miles in the mountains of Central France. The car went well until they hit a deep gully and broke a rear damper, eventually finishing with an almost detached rear axle and the springs munching the bodywork, in a lowly 50th place overall—after running 4th earlier.

This inauspicious debut was not to be typical of the Healey's career in races, rallies and record runs during the next 15 years—and more, for they were used long after production finally ceased and can still be seen in action today. At a time when 12-cylinder Ferraris, V-6 Lancias and XK120C Jaguars disputed sports car racing, works Healeys ran in the 1953 Mille Miglia (both retired) and at Le Mans (12th and 14th overall), and at the end of the year Donald Healey took

Final version of the big Austin-Healey was the Mark III. This had 3-liter, 150-bhp engine, roll-up windows, convertible top. Cockpit was luxurious with veneer trim and glovebox.





A total of more than 73,000 of the Big Healeys were built during the 15 years of its production.

a tuned model to the Bonneville salt flats, to attack International Class D records, and also drove a completely standard model, chosen by the AAA from a local dealer's stock, to attack U.S. stock car records. Driven by Healey himself, George Eyston, J.G. Bennett, Roy Jackson-Moore and Jackie Cooper, the two cars between them captured over 100 records; the stock model set new U.S. figures in all categories from five to 3000 miles and averaged 104 mph over 24 hours, and the tuned 100 set new 12-hour figures and cov-

ered the measured mile at no less than 142.6 mph.

All of which immensely helped the image of "the world's cheapest 100 mph car," though the following year the Warwick works intensified their efforts in international motor racing. They developed a more powerful, lighter weight version of the BN2, to be sold in limited numbers and to form the basis of a tuning kit available to standard model owners. The works ran a prototype competition model at Sebring in 1954 with drivers Lance Macklin and George Huntton. The car had center-lock disc wheels, Dunlop disc brakes all around, and a highly tuned 2.6-liter engine. It was hot for a Healey, but not in contrast to the costly front-liners. But as the Cunninghams, Aston Martins, Lancias and Ferraris dropped out, the Healey 100 climbed the leader board, amazingly taking 4th place at half-distance and getting to 3rd in the final hour. Out ahead were Moss with a brakeless Osca and a very tired 3rd-string works Lancia; Macklin made a final sprint for the lead when a sorely tried rocker arm broke and he had to nurse the car home on three cylinders, still a brilliant 3rd and class winner at 70.5 mph for the 12 hours.

After that, replicas of the 100S (S for Sebring) were in great demand, let alone the standard model, and the works' next venture was a 3-car team in the Mille Miglia for Macklin, Chiron and Tommy Wisdom (sharing with Morris-Goodall). This time things weren't so good; Macklin's was the first British car to finish, but only in 23rd place overall and 5th in class. International racing very much favored specialized racing machinery and Donald Healey felt so strongly about it that he issued a special statement and withdrew his team until changes were made in international regulations to give production machinery an even break.

So it was back to Bonneville in August, this time with the 1953 100 brought up to 100S specification, and also a new streamliner. The 100S's engine had an 8.3:1 compression ratio, twin SU H6 carbs and special manifold, all resulting in 132 bhp at 4700 rpm; Dunlop disc brakes were used all around within wire wheels carrying Dunlop 5.50 x 15 racing tires, and the weight was down to 1870 lb. The stream-



The Racing Healeys



Above, one of four 100S models in the 1955 Mille Miglia. Below, Macklin/Huntoon 100S was 3rd overall in 1954 Sebring.



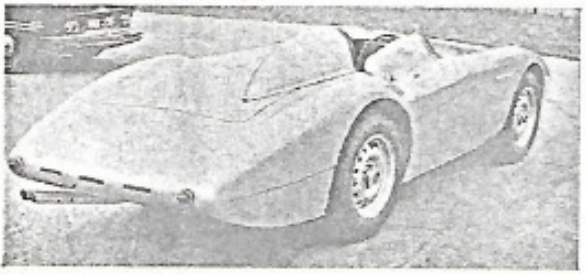
Big Healeys also rallied well: the Pat Moss/Ann Wisdom car that won Coupe des Dames and 2nd overall in 1960 Alpine Rally.



In 1954 the Healey Streamliner set 53 American and international speed records including a flying mile at 192.62 mph.



One of the less successful of the big Austin-Healeys was this endurance model fitted with long snout for Le Mans 24-hr race.



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liner had a standard chassis and body with aerodynamic nose and tail attachments, a bubble cockpit canopy, and a fin behind the driver's head. Full 100S mods were made to the engine, plus the addition of a Shorrock supercharger, which sent the output soaring to 224 bhp. A 5-speed gearbox with built-in overdrive was used, and 16-in. disc wheels were fitted. Special safety provisions included an integral fire extinguisher system, 15 years before such things were featured in Formula 1, a self-jettisoning system for the canopy, and an automatic fuel cut-off operating on the oil pressure to prevent a serious blow-up.

The 100S prototype took the 12-hour record at 132.4 mph and the 24-hour at 132.29 mph, while in all Healey and co-driver Carroll Shelby took 53 American National and International 3-liter records. With the supercharged streamliner, the intrepid Donald Healey covered the flying mile at a resounding 192.62 mph! After which flush of success two cars ran in the Carrera Panamericana in Mexico, driven by Macklin/Healey and Shelby/Jackson-Moore. Shelby ran 4th on the opening stage, but then crashed, wrote the car off, and broke an arm, while Macklin went out early with electrical trouble.

An impressive season nonetheless, and before the 1954 London Show, Austin-Healey announced the competition 100S. The full specifications included a light alloy, 2-tone body with a smaller oval grille, louvered hood, Lucas Le Mans type headlights, cut down plastic windscreen, and a central filler cap feeding the 20-gal. fuel tank. No emblems or bumpers were fitted, and the standard BN2 suspension was modified with stiffer springs and double-acting shocks. Dunlop disc brakes were standard all around, and overall weight was cut by some 220 lb.

The engine was much changed. A new light alloy Weslake cylinder head was used with the ports changed side-to-side; there were flat-topped, solid skirt high compression pistons, high lift camshaft, and combined oil cooler and filter mounted close beside the water radiator. Compression ratio went up to 8.3:1, and the 132 bhp at 4700 rpm was taken through a lightweight flywheel and competition clutch to the BN2 4-speed gearbox, shorn of its overdrive but with a modified remote change. The rear axle ratio was a surprisingly high 2.92:1, while many optional ratios were available.

The 100S accelerated from 0 to 60 mph in only 9.8 sec, covered the standing ¼-mile in 16.9 sec and had a top speed just on 125 mph. A total of 60 100S cars were built, and all save eight or nine were exported. A "Le Mans" engine conversion kit was offered to owners of standard BN1 and BN2 models who wanted some of the 100S performance even if they couldn't have the lightened shell. The kit comprised parts based on the 1953 Le Mans A-H 100 mods, offering twin 1.75-in. SUs with a cold air box, inlet manifolding, special distributor, high lift camshaft and 8.1:1 pistons.

Later these improvements were built into a limited production model, the 100M, made at Warwick and including a competition front anti-roll bar, special front shocks, louvered hood and 2-tone paint finish. It could be bought new as a works-modified BN2, or customers could buy the kit and have it fitted to their existing cars. The 100M was announced in October 1955, at the close of a season in which three 100Ss had placed 1-2-3 in class at Sebring, driven by Moss/Macklin, Brewster/Rutan and Cook/Rand, while George Abecassis had brilliantly won his class in one in the Mille Miglia, finishing 11th overall. These were the highlights of an otherwise black season, particularly for Lance Macklin. His car was hit by Levegh's Mercedes-Benz at Le Mans, with the awful results so well known, while at Dundrod in the TT he ran into the bank to avoid the multiple shunt which cost

the lives of Jim Mayers and Bill Smith—disasters which blazed the Austin-Healey name uncomfortably across the pages of the sensational press. Nor was the 1956 season much compensation, for the A90 engine was now getting very long in the tooth, though the few 100Ss left in Britain did quite well in club events.

Then came the new C-series 100-Six, announced in September 1956. The release was preceded by another flurry of record breaking at Utah with C-series engined cars, Shelby and Jackson-Moore driving a BN2 with aerodynamic nose and tail sections, and fitted with the 150-bhp engine with 9:1 compression 6-port head and triple Webers; they took many records including the 500 miles at 153.14 mph and the 6-hour at 145.96 mph. Donald Healey drove the second car, one of the 1954 streamliners modified by Austin with a 250 bhp blown C-series engine. Unfortunately supercharger problems spoiled his attempts, but he did manage one good run timed at 203.06 mph, and great play was made of this figure in release publicity for the new 100-Six.

In March 1957 the type made its true competition debut. The BMC Competitions department had just been established at Abingdon and now the factory began to concentrate on international rallying. The debut was inauspicious (10th in class and 83rd overall in the Italian Sestriere Rally) but driver Tommy Wisdom, who had shared the rally car with his daughter Ann, redeemed himself in the last Mille Miglia by winning his class.

In 1958 several teams of 100-Sixes did well in several international rallies, winning both the manufacturer and team awards in the Liège-Rome-Liège with Pat Moss and Ann Wisdom taking the Coupe des Dames.

Although the 3-liter engine made its bow in 1959, the 100-Six pressed on in competition trim and in addition to rally

work, a team of Cambridge undergraduates ran a 100-Six at Monthéry to break seven international Class D records, including the four days and 10,000 miles at just over 97 mph.

The rally successes continued after the switch to the big 3000 in 1959 and this continued until BMC tapered off the Big Healey's competitive career in 1965 as emphasis shifted to the smaller, nimbler Mini-Coopers. At Sebring Paul Hawkins and Warwick Banks won their class that year.

In 1966 only privateers ran Big Healeys but when the 1967 RAC Rally included a class for Group 6 sports cars, Peter Browning, then competition manager, owned a 3000, ARX92B (re-registered as PWB 57) and this was built into probably the most powerful road-going Healey ever. An all-aluminum engine was used, bored out to 2968 cc, fitted with triple Weber 45DCOE's and producing just on 200 bhp at the rear wheels. But this last effort fell into anti-climax as the rally was cancelled because of a nation-wide epidemic of foot-and-mouth cattle disease.

Preparation

ALTOGETHER THE competition department at Abingdon operated 23 competition 3000s, plus one 100-Six brought up to 3000 specification. These were not specially built one-offs, but standard vehicles taken from the production lines and modified.

Between them, the 23 cars competed in more than 70 major international events, and most of the survivors have now been sold to private owners, several being regular club competitors in English production sports car racing and still picking up shiny pots almost every weekend. They're just as harsh and tough, heavy but responsive to drive as ever they were, but like old soldiers they just don't fade away... the big, beautiful bastards.

The preceding article was found among my dad's records for the Healey I now own. The condition of the article is not that great so sorry if it is somewhat hard to read.

It is from Road & Track April 1972. Very vintage.

Phil Ellerbrock

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