

WARWICKSHIRE COUNTY RECORD OFFICE

Warwick Healey Motor Company

Catalogue



WARWICK HEALEY MOTOR COMPANY

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WARWICK HEALEY MOTOR COMPANY**INTRODUCTION**

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

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

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

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

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

Useful links

[Warwick Healey Motor Company Archive blog](#)
[Warwickshire County Record Office: copying services](#)
[Warwickshire County Record Office: enquiry services](#)
[Warwickshire County Record Office: visit](#)
[Warwickshire County Record Office: copyright](#)
[Warwickshire's Past Unlocked](#)
[Searching the Warwick Healey Motor Company Archive](#)

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WARWICK HEALEY MOTOR COMPANY

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WARWICK HEALEY MOTOR COMPANY

ADMINISTRATIVE HISTORY

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

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

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

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

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

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

His first racing and rally driving competition experience was in 1921-1922 when he drove a Buick in a speed trial run by the Truro Motor Club near Perranporth and reached 66 mph. he also drove an Ariel 10 from Land's End to John O'Groats to demonstrate the cars economy and reliability. It helped with the car's sales, which was beneficial to him as he was the sole agent in Cornwall for Ariel cars. He wanted better racing so met the Riley brothers and bought a Riley Redwing, entering it for the Land's End Trial but during tests the car caught fire (he towed it

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home and entered another car to win the event). He was also asked to test the MG Super Sports before the Land's End Trial and used a prototype MG TD Midget through the Second World War (the car wasn't announced until 1949). He drove Triumph Seven and Super Seven in events all over the country and his success proved valuable advertising material. He won the Royal Automobile Club's first British Rally outright (and also the Brighton Rally in 1929).

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

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

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

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

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

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

Healey was Technical Director for Triumph from 1934 to 1939 and was responsible for designing all the company's cars. He created the Triumph Southern Cross and then the Triumph Dolomite 8 straight-eight sports car in 1935 following his class win, and 3rd overall, in the 1934 Monte Carlo Rally in a Triumph Gloria of his own design. But the company went into liquidation because of its financial problems. The company was sold by the receiver to Thomas Ward of Sheffield, who appointed Healey as General Manager. Once the Second World War started Healey stayed as Works Manager of the factory, making carburettors for aero engines. Later in the war he worked

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with the Humber Car Company on military vehicles. At Humber he met Ben Bowden (chief body draughtsman) and Achille 'Sammy' Sampietro (chassis designer) and they discussed building sports cars together after the war.

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

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

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

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

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

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

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and London Motor Shows in the same year. The last Nash-Healey was delivered to the USA in August 1954 and the association with Nash ended.

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

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

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

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

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

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

A total of 74,000 Austin Healey 100s were built, with more than 80% going for export.

WARWICK HEALEY MOTOR COMPANY**Healey Marine**

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

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

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

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

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

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

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

Company expansion and move

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

The 'Big' Austin-Healey car came to an end because of stricter safety regulations (mainly concerning the doors, and environmental pollution). To meet these requirements a Rolls-Healey (or Healey 4000) was built which had greater ground clearance to fit a catalyst box in the exhaust system (it was a wider version of a 3000) but only three were built (including one at the new family home at Trebah in Cornwall). This was because in 1967 Donald Healey was summoned to the office of British Leyland Chairman and Managing Director Donald Stokes at the Standard Works in Coventry to be told that he was discontinuing the MG plus royalties to other names such as Healey and Cooper, to concentrate on the Triumph.

WARWICK HEALEY MOTOR COMPANY**Jensen-Healey and beyond**

Donald Healey started to look for another partner to produce a Healey sports car and was approached by Kjell Qvale who imported British and other cars to the United States. Healey knew Qvale as he was selling more Healeys and MGs than any other importer, and had arranged the MG dealership for him. Qvale suggested that a replacement for the Austin-Healey 3000 should be designed at Warwick, and added that he would buy Jensen and produce it. Qvale became a major shareholder in Jensen and made Healey chairman.

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

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

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

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

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

There was also an approach in 1978 to build Healeys in Canada but the plan needed government financial backing, which wasn't forthcoming. A Japanese distributor also made an approach to the family to produce a sports car under the Healey name in collaboration with HACL. Another attempt was made when talks were held with SAAB in the late 1970s and early 1980s over a link up but SAAB was too committed to its 9000 range.

WARWICK HEALEY MOTOR COMPANY**Return to Cornwall and later years**

Donald Healey moved back to Trebah in Cornwall in 1963 because of his wife Ivy's poor health. Trebah included 26 acres and had room for workshops. Former Donald Healey Motor Company engineer and head of its experimental department Roger Menadue lived nearby to help with work, including building one of the three Rolls Royce engine Healey prototypes; as well as the running chassis for the prototype Jensen-Healey. Trebah Gardens Ltd was formed to produce flowers for markets.

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

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

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

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

Healey companies

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

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

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

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

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

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

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

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

Healey Drivers Club Limited (April 1969, company number 952703) (dissolved September 1985).

Trebah Gardens Limited - set up after Donald Healey purchased Trebah in 1961 (dissolved July 1976).

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

Healey cars

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

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

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

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

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

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

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

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

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

Austin-Healey 100 (BN1 May 1953 - June 1955, BN2 August 1955 - August 1956): open two-seater sports body; Austin four-cylinder push-rod overhead valve engine; 2,660cc; price £1,063; approximately 14,500 built.

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Austin-Healey 100S (October 1954 - late 1956): racing version of Austin-Healey 100 with tuned engine; lightened and restyled body; Austin four-cylinder push-rod overhead valve engine; 2,660cc; export only; just under 100 built.

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

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

Austin-Healey 3000 Mark I (July 1959 - April 1961); available as two-seater (BN7) or two/four seater (BT7) with same body as 100-Six; Austin six-cylinder push-rod overhead valve engine; 2,912cc; price £1,175; approximately 13,600 built.

Austin-Healey 3000 Mark II (May 1961 - March 1962): available as two-seater (BN7) or two/four seater (BT7) with re-styled radiator grille with vertical bars; Austin six-cylinder push-rod overhead valve engine, 2,912cc; price £1,175; approximately 5,400 built.

Austin-Healey 3000 Mark II Convertible (1962 - 1964): two/four-seater (BJ7) with wind-up windows, wrap-around windscreen, convertible hood; Austin six-cylinder push-rod overhead valve engine, 2,912cc; price £1,107; approximately 6,000 built.

Austin-Healey 3000 Mark III (February 1964 - December 1967): BJ8 re-styled interior; Austin six-cylinder push-rod overhead valve engine; 2,912cc; price £1,107; approximately 17,600 built (phase one - 1,390; phase two - 16,322).

Austin-Healey Sprite Mark I (May 1958 - May 1961): two-seater, with detachable side-screens and enclosed luggage compartments (access from inside only); BMC four-cylinder engine (based on Austin A35 unit push-rod overhead valve; 948cc; price £678; approximately 49,000 built.

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

Austin-Healey Sprite Mark III (March 1964 - September 1966): wind-up side windows instead of sidescreens, larger windscreen and quarter-lights, half-elliptic rear springs replaced quarter-elliptics; 1,098cc engine; price £612; approximately 26,000 built.

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

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

Jensen-Healey Mark II & Mark II JH5 (August 1973 - August 1975): two-seater with steel/rubber bumpers; Lotus four-cylinder twin-overhead camshaft engine; 1,973cc; 7,142 built.

See also PH1297/1: photograph of two Healeys being driven at Silverstone (1968)

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The following accession numbers are listed in this collection:

CR 4778, CR 4804, CR 4808, CR 4815, CR 4830, CR 4833, CR 4852, CR 4883, CR 4888, CR 4913, CR 4916, PH 1286, AV 39

	CORPORATE & ADMINISTRATIVE	1948-2005
	This section includes documents relating to holding and subsidiary companies and has items such as memoranda and articles of association, registers, minutes, financial information and accounts, staff agreements, etc.	
	Corporate records relating to companies	1948-2005
	<u>Perranzabuloe Holdings</u>	c1950-1980
	Perranzabuloe Holdings Ltd (June 1954, company number 535100) was primarily the 'holding' company for other Healey companies.	
CR 4804/1/1	Memorandum and articles of association of Perranzabuloe Holdings Limited (company no. 535100) incorporated 29 June 1954	1954
CR 4804/1/2	Perranzabuloe Holdings Limited minutes Includes: typed minutes for directors meetings of Perranzabuloe Holdings Limited (12 November 1954, 30 December 1954, 4 April 1955 – on formation of subsidiary Healey Cine-Camera Ltd, 31 October 1955, 28 December 1955, 30 November 1956, 17 December 1956, 24 January 1957).	1954-1957
CR 4804/1/3	Perranzabuloe Holdings Limited financial information Includes: Accounts for Perranzabuloe Holdings Limited (period 29 June 1954 - 31 March 1955, year ending 31 March 1956, year ending 31 March 1957, year ending 31 March 1958, year ending 31 March 1959, year ending 31 March 1960, year ending 31 March 1961, year ending 31 March 1962, year ending 31 March 1963, year ending 31 March 1964, year ending 31 March 1965, year ending 31 March 1966, year ending 31 March 1967, year ending 31 March 1968, year ending 31 March 1969, year ending 31 March 1971, year ending 31 March 1972, year ending 31 March 1973, year ending 31 March 1974, period 1 April 1974 - 5 April 1975, year ending 5 April 1976, year ending 5 April 1977, year ending 5 April 1979). With loan accounts file including schedules of loans for Donald Healey Motor Co. Ltd, Red House (Perranporth) Ltd, Perranzabuloe Holdings Limited, Donald Healey, Geoffrey Healey, Donald Healey & Geoffrey Healey relating to family trusts.	1954-1979

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CR 4804/1/4	<p>Perranzabuloe Holdings Limited shares information Includes: share certificates register (only a few used) (1957-1972) e.g. for Healey Marine Limited, Healey Cars Sales Limited, Warwick Travel & Shipping Co. Ltd, Red House Garage (Perranporth) Limited. With notification of interest in shares or debentures for directors Geoffrey Healey and J[oseph] Cooper (17 November 1967).</p>	1957-1972
CR 4804/1/5	<p>Perranzabuloe Holdings Limited correspondence Mostly concerning loans to and from other Healey companies and Healey family members.</p> <p>Including: Loan accounts file - with loan position for various Healey companies (1954-1955); receipts for repayment of loans; receipt from solicitor for setting up the company (21 October 1954); Perranzabuloe Holdings Ltd headed notepaper.</p>	c1950-1980
	<p><u>Donald Healey Motor Company Ltd</u> Donald Healey Motor Company Ltd was formed in 1945 (company number 00404473). It was sold to the Hamblin Group in 1974 but Healey Automobile Consultants Limited and the engineering parts of the company remained in the hands of Geoffrey and Donald Healey, as did the name (as did agreements with Jensen and Trebah). The name was changed 18 August 1997 and is now Nick Whale Stratford Limited. A new company (02249335) was incorporated 28 April 1988 and since 18 August 1997 has been named Donald Healey Motor Company Limited.</p>	1948-1974
CR 4804/1/6	<p>Agreement for Donald Healey to act as Managing Director of Donald Healey Motor Company Ltd Seven year contract (which includes time already spent as Managing Director from 1 April 1947).</p>	14 June 1948
CR 4804/1/7	<p>Donald Healey Motor Company Ltd correspondence Mostly relating to loans to and from other Healey companies and Healey family members.</p> <p>Includes receipts for payments; share transfer details; details of Geoffrey Healey's pension scheme with Donald Healey Motor Co. Ltd (September 1953); headed notepaper for Donald Healey Motor Co. Ltd.</p>	1950 - 1974
CR 4804/1/8	<p>Draft service agreement with Donald Healey Motor Company Limited, 27 Clements Lane, London for Donald Healey, 'Perranporth', Kenilworth Road, Leamington Spa, relating to his role as Managing Director</p>	14 June 1954

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CR 4804/1/9	Two letters from Ben [Bowden], Detroit, USA to Geoff Healey (23 January 1955 and 7 February 1955) concerning his Donald Healey Motor Company shares Mentions similar letters about shares held by [Achille] 'Sammy' [Sampietro]. Bowden and Sampietro helped design the early Donald Healey Motor Company cars.	January 1955 - February 1955
CR 4804/1/10	Accounts for Donald Healey Motor Company Limited For year ending 31 March 1955, year ending 31 March 1959, year ending 31 July 1962, period 1 August 1972 – 30 September 1973.	1955-1973
CR 4916/1	Photocopy of pages Donald Healey Motor Co accounts book	1956-1961
CR 4804/1/11	Agreement between Donald Healey and Donald Healey Motor Co. Limited for him continuing as Chairman of Directors for the rest of his life	29 July 1960
CR 4830/1	Apprenticeship indenture (1 September 1968) for Roger Beard to join Donald Healey Motor Company Ltd With letter of reference from Donald Healey (December 1972) on completion of apprenticeship.	1968-1972
	<u>Healey Automobile Consultants Ltd (HACL)</u> Healey Automobile Consultants Ltd (1955, company number 546832) was a subsidiary of the Donald Healey Motor Company Ltd to separate out the consulting and research and development activities from motor retailing. HACL was the company used when Donald and Geoff Healey were working on car and other projects once agreements with car manufacturers had ended (post Jensen-Healey).	[1955]-1990
CR 4804/1/12	Register of Directors Shareholdings etc. for Healey Automobile Consultants Ltd	[1955]
CR 4804/1/13	Accounts for Healey Automobile Consultants Limited For period 1 December 1974 - 31 December 1975, year ending 31 December 1976, year ending 31 December 1977, year ending 31 December 1978, year ending 31 December 1979.	1974-1979

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CR 4804/1/14	<p>Financial and administrative material</p> <p>Includes: Headed notepaper for Healey Automobile Consultants Limited, Coten End, Warwick; Healey Automobile Consultants Limited, 4 High Street, Barford, Warwick; and Healey Automobile Consultants Ltd (subsidiary of Donald Healey Motor Co. Ltd) electronics division, Mawnan Smith, Cornwall. Also cheque book stubs including for Healey Automobile Consultants Limited (1975-1990); carbon copies of pages from receipt book showing cheque payments and notes. Restrictions may apply It may be possible for us to release information from this item, please write to us for details.</p>	1975 - 1990
	<p><u>Healey Marine Ltd</u></p> <p>Healey Marine Limited (1955, company number 552153) was managed by Brian ('Bic') Healey.</p>	1955-1962
CR 4804/1/15	Certificate of incorporation for Healey Marine Limited	16 July 1955
CR 4804/1/16	<p>Register of members etc. [Healey Marine Limited?] Includes entry for [share] applications and allotments (3 September 1955) i.e. one share each to Donald Healey and Geoffrey Healey (engineers), Brian Healey (departmental sales manager), Robert Boardman (company director), and Joseph Cooper (company secretary), plus 95 shares to Perranzabuloe Holdings Ltd [holding company]. Also entry for register of directors of Healey Marine Limited including Donald Healey, Geoffrey Healey, Brian Healey, Robert Boardman, Joseph Cooper, and Peter Green. Lists other companies they were involved with including Donald Healey Motor Co. Ltd, Healey Cine-Camera Ltd, Healey Car Sales Ltd, Healey Automobile Consultants Ltd, The Red House (Perranporth) Ltd [self-service general stores and The Corkscrew off licence], Perranzabuloe Holdings Ltd.</p>	1955 - 1962
CR 4804/1/17	<p>Accounts for Healey Marine Limited For year ending 31 July 1959, year ending 31 July 1962.</p>	1959-1962

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	<u>Healey Car Sales Ltd</u>	c1955-1975
	Healey Car Sales Ltd (March 1955, company number 546831). Name changed to Jensen Motors (Service) Limited in November 1970. Ran the London sales office and all retail sales.	
CR 4804/1/18	Memorandum and articles of association of Healey Cars Sales Limited (company no. 546831) incorporated 30 March 1955 With certificate of incorporation on change of name from Healey Car Sales Limited to Jensen Motors (Service) Limited (30 November 1970); resolution concerning the planned name change (13 November 1970); letter from Kjell Qvale, Jensen Motors, West Bromwich to Geoffrey Healey (3 July 1975) about legal advice to start a new company rather than use an existing corporation.	1955-1975
CR 4804/1/19	Accounts for Healey Car Sales Ltd (later Jensen Motors (Service) Limited) For year ending 31 July 1962; and later Jensen Motors (Service) Limited (period 1 August 1970 - 29 November 1970 and 30 November 1970 - 31 July 1971, year ending 31 July 1972, year ending 30 September 1973, year ending 31 October 1974).	1962-1974
CR 4804/1/20	Headed notepaper for Healey Car Sales Ltd	n.d.
CR 4804/1/21	Blank Jensen Motor (Services) Limited invoice/advice note	n.d.
	<u>Jensen Motors Ltd</u>	1970-1974
CR 4804/1/22	Copies of Jensen Motors Ltd monthly trading reports	1970
CR 4804/1/23	Marketing report for Jensen Motors Ltd board meeting on 5 July 1974	July 1974
CR 4804/1/24	Headed notepaper for Jensen Motors Ltd, West Bromwich	n.d.

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	<u>Healey Cars Ltd</u>	1954-2005
	Healey Cars Limited (June 1969, company number 953965).	
CR 4804/1/25	Healey Cars Limited minute book Includes minutes of first meeting of directors of Healey Cars Limited (17 June 1969, 1 January 1975), plus minutes of board meeting of Healey Automobile Consultants Limited (30 June 2005). Also includes: Letter from chartered accountants (September 2009) returning the company statute books for Healey Automobile Consultants Limited; note from subscribers of the Memorandum of Association of Healey Cars Limited appointing Donald Healey and Geoffrey Healey as the first directors (6 June 1969); letter from Secretary of the company tending his resignation (n.d. but December 1974 or 1 January 1975); note to Lloyds Bank Limited about meeting of directors of Healey Cars Limited (4 April 1976) and resolutions on the company opening an account with the bank; draft service agreement (1954) between Donald Healey Motor Company Limited, 27 Clements Lane, London and Donald Healey, 'Perranporth', Kenilworth Road, Leamington Spa, relating to his role as Managing Director (see also CR 4804/1/8).	1954 - 2005
CR 4804/1/26	Memorandum and articles of association of Healey Cars Limited (company no. 953965) incorporated 12 May 1969	1969
CR 4804/1/27	Ordinary shareholder certificates for Healey Cars Limited to Eugene Gowers, Betty Aird and Donald Healey	17 June 1969
CR 4804/1/28	Headed notepaper for Healey Cars Ltd., Coton End, Warwick (Manufacturers of Aerogenerators) Also gives address of Penryn Division, Cornwall; Company registration No. 953965; directors DM Healey CBE, GC Healey, WH Jennings.	n.d. {post 1973}
	<u>Healey Drivers Club Ltd</u>	1969-1973
	Healey Drivers Club Limited (April 1969, company number 952703) (dissolved September 1985).	
CR 4804/1/29	Memorandum and articles of association of The Healey Drivers Club Limited (company no. 952703) incorporated 23 April 1969	1969
CR 4804/1/30	Accounts for Healey Drivers Club Limited For period 23 April 1969 – 31 October 1970, year ending 31 October 1972, year ending 31 October 1973.	1969-1973

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Includes material relating to:

The Red House (Perranporth) Limited (wound up voluntarily May 1993);

Trebah Gardens Limited - set up after Donald Healey purchased property and land at Trebah in 1961 (dissolved July 1976);

Healey Cine-Camera Holdings Ltd - was set up by Donald Healey for his brother Hugh to run (dissolved November 1972);
Warwick Travel & Shipping Co. Ltd (dissolved March 1975).

CR 4804/1/31	Invoice and receipt for goods supplied to Healey Cine Camera Co, c/o Donald Healey Motor Co. Ltd Relates to cine equipment - cameras, projector, speaker, lamp, lens, viewfinder.	March 1955
CR 4804/1/32A	Headed notepaper for The Red House (Perranporth) Ltd, Perranporth, Cornwall (self-service general stores and The Corkscrew off licence)	n.d.
CR 4804/1/32B	Donald Healey share certificate for Red House (Perranporth) Limited	6 January 1955
CR 4804/1/33	Headed notepaper for Warwick Travel & Shipping Co. Ltd, Millers Road, Warwick (Geoffrey Healey, R Boardman, J Cooper)	n.d.
CR 4804/1/34	Headed notepaper for Trebah Gardens Ltd, Mawnan Smith, Cornwall	n.d.

Legal files and correspondence

1960s-1994

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

CR 4804/1/35	File on Healey Automobile Consultants Limited (HACL) relating to projects, correspondence, agreements, company and car histories.. Some of this material relates to items in other files. Mostly on legal matters. Includes: Typed copy notes on meeting held in Mr Harriman's office on 21 November 1960 to discuss points raised in a letter from Mr [Donald] Healey to Mr Harriman on immediate sports car problems (mentions Sprites, MG Midgets, MGA, Austin-Healey 3000, MGB); Opinion relating to The Donald Healey Motor Company Limited and agreements between it and Austin (1961?) – includes historical information and dates about production of Austin-Healey and further agreements and later models such as Sprite;	1960s-1990s
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Copy (signed) agreement (23 February 1968) between (1) British Motor Holdings Limited, Longbridge, (2) Donald Healey Motor Company Limited and (3) Donald Healey concerning consultancy [has many clauses referring to previous work, payments, disputes]; Article from The Daily Telegraph (16 November 1968) on Frogeye back in small scale production;

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

Letter from Geoffrey Healey to Tarlo Lyons (29 September 1989) concerning Unicon Holdings that mentions several projects e.g. involvement in possible Canadian project (1977) concerning production of a Healey sports car [ended 1982 due to lack of government funding], 1978 concept car project for Marketing Corporation of America based on Ford Fiesta (mentions completion of car and article in 'Road And Track') and then concept car based on Ford Escort (but didn't go any further than preliminary sketches), 1980 approach by Colt Car Company (Mitsubishi importers) to produce a Healey using Mitsubishi units (didn't go anywhere as Colt chairman left), 1980 involvement with SAAB in design study to produce a SAAB Healey sports car (SAAB could not proceed because its engineering resources were stretched with work on a new range of vehicles), 1986 approach from De Montford Management Limited that was working on project to produce sports car for manufacture in Poland and to use the Healey name on royalty basis (reached agreement but project didn't start as De Montford could not reach agreement with the Polish authorities), Frogeye Car Company Limited project (1989) to build and sell vehicles with the Healey name, planned similar agreement with Healey Motor Company Limited (the company now owned by Peter and Graham Holmes) for March 1989 delayed [because of legal issues], Geoffrey Healey notes that the only vehicle built was the Healey Fiesta with designs produced for the other projects, also mentions building of a small number of Healey wind generators, used the name Healey from December 1974 without any complaint (and prior to involvement with these various projects Geoffrey Healey etc. asked Tarlo Lyons to confirm their rights to the name), had stopped the Lenham Company using the Healey name on one of its vehicles and also complained to International Motors when one of its employees built a car 'out of bits' calling it a Jensen Healey, the various Austin-Healey clubs have always recognised Geoffrey Healey etc. rights to the name, Geoffrey Healey's understanding that Kjell Qvale and Bob Edmiston set up various companies that bought much of what was left of Jensen Motors e.g. International Motors Limited (now a large and profitable organisation with subsidiaries sole importers of Subaru and Hyundai cars for distributing in the UK), Jensen Parts and Service Limited (bought all the Jensen and Jensen

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Healey spares from the receiver and carried on servicing vehicles), and Jensen Special Products (later renamed JSP Ltd and sold to directors Alan Vincent and Ray Allsop), Geoffrey Healey asks that considering what Tarlo has found out he would like to complete the agreement with Healey Motor Company Limited as soon as possible as feels there is no substance to the Unicon claim, also included a potted history of Healey history, trademarks etc.;

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

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

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

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

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

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

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

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

HACL typed memo by Geoff Healey on brief history of the Healey name by Geoff Healey (3 June 1993) - use of Healey

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

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

CR 4804/1/36

File of correspondence relating to sale of Donald Healey Motor Co. to Hamblin Group
Includes:

1974-1978

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

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

Handwritten list of equipment, tools and furniture in drawing

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office, stores, offices;

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

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

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

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

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

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

Letter from Tarlo, Lyons to Geoff Healey (29 November 1974)

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

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

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

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

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

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

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

Draft balance sheet and accounts for Donald Healey Motor Co. Ltd (for period 1 October 1973 to 31 October 1974).

Also with correspondence between National Motor Museum, Beaulieu, Geoff Healey and David Hamblin about latters planned sale of 2.4 litre Healey on loan there (April-May 1978) and subsequent agreement that car can stay at Beaulieu on loan.

CR 4804/1/37

File of correspondence with solicitors Tarlo, Lyons & Aukin Including:

1975-1981

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

Correspondence over photos used in a book and dispute with author and publisher over content of book and acknowledgements.

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CR 4804/1/38	Copy letter from Geoffrey Healey (10 October 1978) concerning a summons (July 1978) against himself, Donald Healey, British Leyland and others relating to a death in an accident involving an Austin-Healey in 1975	1978
CR 4804/1/39	High Court of Justice (Chancery Division, Companies Court) summary of statement of affairs relating to appointment of receiver for Jensen Motors Ltd in 1975 and subsequent events	1979
CR 4804/1/40	File relating to Healey Automobile Consultants Limited licensing agreement with the Holmes brothers (Harriers Cars Limited) who were planning to trade as Healey Motor Co. Ltd (to build Healey 3000s) Includes: Draft consultancy and trade mark agreements; Correspondence on delays caused by disputes between the parties about the terms of licensing and use of the Healey name (and separate dispute over rights to Healey marks), and end of planned agreements.	December 1988 - September 1990
CR 4804/1/41	File on [Keith] Brading/FCC [Frogeye Car Company] Including: Letters from Keith Brading, Frogeye Car Company (FCC) to Japanese companies seeking a representative in Tokyo and further correspondence between FCC and Japanese distributor; Geoffrey Healey notes (14 November 1988) on outline of points to form basis of contract for him/Healey Automobile Consultants Ltd (HACL) to become consultants for Frogeye; Three colour photos sent by Brading to Geoffrey Healey showing Frogeye (XDL 599) - with note on envelope that it was built from Austin Healey Sprite Mk 2 (August 1988), with chassis no. HAN6/8058; Two Frogeye leaflets/inserts on Sprite restoration assembly (using XDL 599) and classic looks/modern technology (using SDL 88); Copy of suggested Healey badges for the cars; Draft licence agreement between HACL, FCC and another party [Rex Urban?] (December 1989); Geoffrey Healey letter to Rex Urban (23 January 1990) about him claiming to be exclusive agent in the USA for Healey Frogeye without any formal agreement being signed; Six lists of HACL consultancy fees.	1988-1991

WARWICK HEALEY MOTOR COMPANY

CR 4804/1/42

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

1988-1991

Mostly correspondence, agreements etc. Including:

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

Correspondence about the planned versions;

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

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

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

Letter from Patent Office with objections to UK service mark application no. 1435924 (Healey winged device) (April 1991).

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CR 4804/1/43	File on Frogeye Car Company, Frogeye, Keith Brading Including: Signed consultancy and trade mark licence agreement between Healey Automobile Consultants Ltd (HACL) (licensor), Frogeye Car Company (FCC) (licensee) and Keith Brading and Louise Brading (the guarantors) (21 February 1989); Copy agreement between HACL and FCCC (19 October 1990) concerning authorisation of use of trade marks; Supplemental copy agreement (19 October 1991) between HACL, FCC and the Bradings about acceptance of sums due by HACL in arrears in instalments; Draft agreement between HACL and Wary House, Tokyo (licensee) concerning use of trade marks (1991); Correspondence concerning problems with transfer of payments from Japan to FCC and subsequent cash-flow problems.	1988-1993
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WARWICK HEALEY MOTOR COMPANY

CR 4804/1/44	<p>Loose correspondence relating to Frogeye Car Company, Tarlo Lyons/Unicon, Harrier Cars Limited, Wary House (Holmes brothers) etc. Includes:</p> <p>Correspondence relating to draft agreements (plus copies of some of the agreements);</p> <p>Geoffrey Healey notes of Frogeye Car Company issues and possibilities;</p> <p>Geoffrey Healey notes on Healey approval scheme and issuing of Healey certificates for supplier, restorer, parts supplier, fabricator etc. to display; letter from Jordan & Sons Ltd (15 December 1988) with details of search of index of company names (relating to Healey);</p> <p>Geoffrey Healey letter to Adrian Davies, solicitor, [Martineau Johnson, Birmingham] (21 December 1988) about possible use of a Healey Motor Corporation Limited for future activities - mentions that had spoken to Peter Holmes who thought name Healey Motor Company Limited was available, 'I have a feeling that following the death of my father some people thought that the Healey name was up for grabbing', also mentions a meeting with Keith Brading of Frogeye, who wants an agreement starting in January 1989;</p> <p>Letter from Healey to Davies (27 February 1989) about meeting with Graham Holmes to discuss their [planned] agreement;</p> <p>Letter from Geoff Healey to Ray Hutton about his article in 'Car And Driver' (4 June 1990) which is out of date - have broken off negotiations with Holmes Brothers and he does not have any connection with them or their products (they obtained a company called Healey Motor Company Ltd which had no connection with the old Healey company), 'we are devoting all our efforts to the Healey Frogeye which is progressing in a most sensible and satisfactory manner', with reply from Hutton (15 June 1990);</p> <p>Geoffrey Healey notes on Frogeye development vehicles (UDL 843) (1989);</p> <p>Geoffrey Healey typed notes on development of the Sprite (March 1990) [for Frogeye history USA April 1990 – for book?];</p> <p>Geoffrey Healey notes on general conditions for Healey Automobile Consultants Ltd consulting and engineering services [NB – some of this material is replicated in other files].</p>	1988-1994
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WARWICK HEALEY MOTOR COMPANY

CR 4804/1/45

File marked 'legal – various'
Includes:

1988-1994

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

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

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

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

Restrictions may apply

It may be possible for us to release information from this item, please write to us for details.

WARWICK HEALEY MOTOR COMPANY

CR 4804/1/46	<p>File mostly relating to statutory declarations relating to Jensen Healey/Unicon</p> <p>Includes:</p> <p>Letter from Tarlo Lyons to Geoffrey Healey (4 December 1990) enclosing letter from AA Thornton (see above) and enclosures (draft statutory declaration from Geoffrey Healey relating to applications 1408083 and 1408084 to register the mark Healey in class 12 and class 42, with copies of 'exhibits' e.g. copy articles from publications);</p> <p>Letter from Frogeye Car Company to Geoffrey Healey (6 December 1990) with list of numbers (built) and monies received for Healey endorsed products;</p> <p>Tarlo Lyons letter to Geoffrey Healey (20 February 1991) enclosing final form of statutory declaration;</p> <p>Geoffrey Healey letter to Tarlo Lyons (26 September 1991) sending completed declarations;</p> <p>Statutory declarations from Geoffrey Healey, Peter Morgan and others plus copy exhibits (articles, headed notepaper).</p>	1990-1991
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WARWICK HEALEY MOTOR COMPANY

CR 4804/1/47

Loose correspondence concerning Healey logo and trade mark infringements, and licensing agreements

June 1990 -
October 1992

Includes:

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

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

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

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

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

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

WARWICK HEALEY MOTOR COMPANY

CR 4804/1/48	<p>Loose Frogeye Car Co. correspondence Includes:</p> <p>Draft licence agreement (3 July 1990) between Healey Automobile Consultants Ltd and Frogeye Car Company Ltd; Frogeye Car Company Ltd accounts for year ending 30 September 1990;</p> <p>Geoffrey Healey letter to Keith Brading about planned trip to Japan for launch (24 January 1994);</p> <p>Faded fax from Tarlo Lyons to Geoff Healey (15 March 1994) concerning Keith Brading and Wary House;</p> <p>Letter from Keith Brading to Geoff Healey (April 1994) enclosing letter from German owner of HF22 and German magazine article;</p> <p>Hand written draft letter from Geoffrey Healey to Keith Brading (28 April 1994) about use of Frogeye paper until new agreement is in force [draft had post-it note on it indicating that Geoffrey Healey died the following day - post-it note removed].</p>	1990-1994
CR 4804/1/49	<p>File relating to Tarlo Lyons work on trademarks, Frogeye, Holmes brothers/Holmes Harrier etc. Includes:</p> <p>Letters from AA Thornton & Co (6 September 1991, 24 September 1991) noting successful outcome of service mark application 1408084 (a move forward to advertisement);</p> <p>Letter from Tarlo Lyons to Geoffrey Healey (16 September 1991) concerning statutory declarations for Unicon case and meeting with Counsel;</p> <p>Letters concerning statutory declarations re Unicon (various dates) including copies of some of the declarations;</p> <p>Letter from Tarlo Lyons (22 October 1991) to Geoffrey Healey noting that application to register name 'Healey' under class 12 has also been accepted;</p> <p>Letter from Geoffrey Healey to Wary House (8 January 1992) about possibility of latter demanding a written apology [from Car Magazine?] and Geoffrey Healey asking that they keep in mind need to have good relations with the press;</p> <p>Letter from Unicon solicitors (16 January 1992) about costs and need to go to trial because of the complexities of the case;</p> <p>Letter from Geoffrey Healey to Tarlo Lyons (23 January 1992) with list of companies using Austin-Healey name in adverts;</p> <p>Letters relating to concern of Frogeye Car Company (FCC) using 'Healey Cars' in Japan (its main market) as company</p>	August 1991 - April 1994

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name of trade mark, also need for Healey Automobile Consultants Ltd (HACL)/Geoffrey Healey to register marks in Japan as protection against licences already given to Wary House in Japan;

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

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

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

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

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

CR 4804/1/50

File on Frogeye Car Co.
Include:

1991-1993

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

Draft (1993) manufacturing joint/venture agreement between 1) Gentrac Systems Limited and 2) FCC – Gentrac to be responsible for manufacturing and after-sales service of the Healey Frogeye range of sports cars, and FCC to be responsible for marketing. Hendy Lennox Power Products Limited to undertake re-design and manufacture of the Healey Frogeye sub-contracted to Gentrac (including one prototype car).

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CR 4804/1/52	<p>File relating to statutory declarations concerning Jensen Healey/Unicon Includes:</p> <p>Tarlo Lyons letter to Geoffrey Healey (9 April 1992) with bill for work;</p> <p>Tarlo Lyons letter to Geoffrey Healey (26 May 1992) with copies of statutory declarations of Humphrey Grundy (Director and Company Secretary of Unicon Holdings Limited) and James Collard (Parts Director Jensen Car Company Limited), plus exhibits.</p>	1992
CR 4804/1/53	<p>Handwritten note by Margot Healey with photocopied image of business card used by Keith Brading [of Frogeye Car Company Ltd] during a visit to Japan in April 1994 Note mentions that Geoff Healey was concerned about this card as it used the word 'designers' and had BMC Works in the address [instead of Brading Motor Co. - suggestion was that it was a 'passing off' of British Motor Corporation]. Note also states that the original was with Tarlo Lyons solicitors.</p>	1994?
CR 4804/1/54	<p>Typed report produced for legal issues relating to rights, trade marks etc. [involving Healey family, BMW, Frogeye Car Company, Healey Cars in Japan, Unicon Holdings] Includes: brief history of the rights and Healey name, explains the purpose of the report. Includes handwritten annotations.</p>	c1994-1995
CR 4804/1/55	<p>'Pirated' Austin Healey [cloth] labels kept by Geoff Healey for a court case</p>	n.d.
CR 4804/1/56	<p>Handwritten note in pencil by Donald Healey addressed to Mr Goddin about US trademark 680324 concerning Healey name and device in USA and Canada as about to manufacture 'Healey' cars for the American market. Also refers to previous USA registration that lapsed in 1965.</p>	n.d.
	<p>PRODUCTION</p> <p>Material relating to the production of cars. Includes sub-sections on different models: Pre and early Donald Healey Motor Co., Sprite, Austin Healey 3000, Jensen Healey, Frogeye Car Company, various projects (post British Motor Corporation). There are also sub-sections on production photos, different models photos, the marine (boat building) subsidiary, and generating electricity from wind power.</p>	c1939-1994
	<p>Car production: pre- and early Donald Healey Motor Company models</p>	c1939-c1959
CR 4804/2/1	<p>Chassis rear spring drawing (no. P65416)</p>	1939

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CR 4804/2/2	Copy of 1933 Humber Hillman, Coventry drawing of chassis front spring (with modifications up to 1939) With four sheets of road springs (front and rear) characteristics for various models issued by Tech. Dept.	1939-1940
CR 4804/2/3	Copy typed letter from Donald Healey to Mr Riley replying to his letter of 26 October 1944 outlining the extent of co-operation for a car Donald Healey is planning to build and market, and responding to request for a progress report dated 5 April 1945, and now outlining Donald Healey's position. Mentions unsuccessful negotiations for Invicta and Railton names for the car and subsequent plans to use a name like Vindex for a car produced by The Donald Healey Motor Company or similar. Also notes chassis and body, financial arrangements (Westland Motor Company, Hereford proposes to enter motor body industry after the [Second World] war and build bodies for Donald Healey), Donald Healey and Norman Black to contribute £8,000 in cash and Westland to contribute £4,000 to form the Donald Healey Motor Company or similar. Donald Healey to soon have a finished scale model of the production saloon. Suggests a meeting with Riley to discuss points such as the purchase price of the units to be supplied to Donald Healey, the date for these deliveries, terms of payment, continuity of supplies. 'I am more than satisfied with the way things are developing, and I believe that with the co-operation that you are prepared to give to me I can obtain a market which will not only be profitable to my company but will have a beneficial reaction on the products of Riley (Coventry) Limited'.	18 May 1945
CR 4804/2/4	Part of pencil drawing showing body builders arrangement? for early Healey car (unknown model)	n.d.
CR 4804/2/5	Pencil drawing on tracing paper showing brake pedal lever Drawing no. H.3095 (by Len Hodges). With handwritten note attached about brake pedal in high duty alloys hiduminium RR56 used on the 2.4 litre Healeys – designed and drawn by Len Hodges. Gives some idea of costly parts used on this car – light and strong.	July 1946
CR 4804/2/5A	Pencil drawing on tracing paper showing chassis key dimensions for unknown model 'A' frame chassis	1940s?
CR 4804/2/6	Pencil drawing on tracing paper showing clutch pedal lever Drawing no. H.3096 (by Len Hodges).	July 1946
CR 4804/2/7	Pencil drawing on tracing paper showing front suspension assembly Drawing by Barry Bilbie.	October 1946

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CR 4804/2/8	Pencil drawing on tracing paper showing clutch pedal lever Drawing no. H4966 (modified from part no. H 3096). Image used on page 31 of The Specials.	n.d.
CR 4804/2/9	Copy of drawing [by Barry Bilbie] of Healey Silverstone: body builders arrangement 2.4 litre Healey (2 seater - E3/126) Drawing by Barry Bilbie.	17 June 1948
CR 4804/2/10	Pencil drawing on tracing paper showing anti-roll bar Drawing no. H.3936, issue 2, mod. 242 (27 February 1950).	August 1949
CR 4804/2/12	Letter from H. Brandish, Donald Healey Motor Company Ltd, The Cape, Warwick to Donald Healey at The Grand Hotel, Tremezzo, Italy about a defect in the centre steering assembly caused by using Ransome and Marles Roller bearings instead of Hoffman	18 April 1950
CR 4804/2/13	Pencil drawing of early Healey saloon Possibly a Tickford?	c1950
CR 4804/2/14	Booklet of reprint of article 'behaviour of tyres at high speed' from the Transactions Of The Institution Of The Rubber Industry (volume 27, no. 2)	1951
CR 4804/2/15	Copy of original Gerry Coker winged badge design for Healey 100 Has the following written on it: 'Gerry Cokers original design for winged badge for Healey Hundred. This incorporates Healey motif that has been designed by an RAF officer for first Healey cars. Later redesigned by Gerry with Austin-Healey in Austin script form'.	[c1951]

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CR 4804/2/16

File on Austin-Healey 100
Includes:

1953-1956

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

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

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

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

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

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

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

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

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

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

Typed note on 65 BHP engine based on 950cc Sprite unit (with Alpine 58 handwritten top right).

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CR 4804/2/17	File marked 'body parts' containing The Austin Motor Co. Sheet Metal & Body Planning copy design sheets [for Austin-Healey Hundred] Includes: sheet 1 - Austin Healey Hundred; sheet 2 - Austin Healey Hundred; sheet 2 - Austin Healey BN4/5; sheet 3 - cowl centre; sheet 4 - cowl side; sheet 5 - front wing inner; sheet 6 - scuttle top; sheet 7 - front wing outer; sheet 8 - bonnet top; sheet 9 - rear top; sheet 10 - rear end quarter top; sheet 11 - rear skirt; sheet 12 - trunk lid; sheet 13 - rear quarter; sheet 14 - door outer; sheet 15 - sill outer; sheet 16 - frame assembly; sheet 17- Austin Healey Hundred; sheet 'A' - rear end; sheet 'A-1' - rear-end components; sheet B - front end components; sheet B-1 - front end; sheet B-2 - front end sub-assy; sheet 'C' - 4B 1039 boot lid assy; sheet 'D' - 4B 1038 bonnet top assembly; sheet 'E' - door assembly.	date?
CR 4804/2/18	Copy of drawing showing front, side, rear and overhead views of Austin Healey 100	n.d.
CR 4804/2/19	Copy of Austin Motor Co Ltd Designs Dept drawing showing side, half-overhead, half-front and back views of Austin Healey 100 2 door 2 seater roadster (BN 1) This image was used on pages 66-67 of Healey: The Specials.	1953
CR 4804/2/20	Pencil drawing on tracing paper showing side, and half overhead and front views of proposed [Austin Healey 100-Six] BN4 with fins Drawing number KI 108. This image was used on pages 148-149 of Healey: The Specials.	
CR 4804/2/21	[Austin] Experimental Department road proving report on comparative temperature tests between standard production left hand steering Austin-Healey and one modified to reduce temperatures inside driver and passenger compartment	August 1954
CR 4804/2/22	File [for Austin Healey 100 (BN4/5)] containing copy design sheets (stamped Jensen Motors Ltd, West Bromwich) Includes: sheet 1; sheet 2; sheet 3 - cowl centre (top and bottom panel); sheet 4 - front wing outer; sheet 5 - cowl side panel; sheet 6 - bonnet top; sheet 7 - front wing (inner); sheet 8 - rear top side & centre panels; sheet 9 - rear quarter panel; sheet 10 - trunk lid; sheet 11 - rear quarter panel; sheet 12 - rear skirt. Some sheets also marked The Austin Motor Co Sheet Metal & Body Planning.	date?
CR 4804/2/23	Austin Motor Co. Ltd assembly drawing showing side, half overhead and front, rear views for Austin-Healey [100-Six] sports tourer (occasional four seater) BN 4 Drawing number A7098.	1956
CR 4804/2/24	Copy of coachbuilders drawing by MG Car Company Ltd - Riley Motors Ltd, Abingdon showing side and overhead views for Austin-Healey (six cylinder) BN 7 model [3000 Mk1] Drawing number A.7108.	July 1959

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CR 4883/1	Copy of Jensen Motors Limited drawing of scheme showing positions of screw holes used to secure fixing clips for pipes and cables for Austin Healey 100 chassis With notes on drawing by the person who made it (March 2017) and copy photo showing the clips, pipes and cables in place.	16 March 1959
CR 4883/2	Copy print of photograph showing people in the Jensen Motor Co. Body Drawing Office, Carters Green, West Bromwich. People shown on the image include: Harry Bird and Bob Hales, draughtsmen; Eric Neale, Jensen's Chief Engineer; John Wilie and Nick Maltby, junior draughtsmen; Ron Burgess and Simon O'Dennell, clerks; and un-named female secretary.	c1959-1960
	Car production: Healey Sprite	c1958-1965
CR 4804/2/26	Copy of side and overhead view of 'Bug Eye' Sprite	n.d.
CR 4804/2/27	Photocopy of seating drawing showing side and half overhead view of Sprite Mk 1 Frogeye A 7082 (AN 5).	n.d.
CR 4804/2/28	Letter from Peter Millard, General Service Manager, North America, Austin Motor Company (Canada) Limited to Geoffrey Healey (11 June 1958) about Sprite release in North America and comments on headlights and general front end design, included rough sketches from an enthusiastic BMC owner with suggestions for changes With reply from Geoffrey Healey (30 June 1958) noting that 'your designer should work out the heights of the dual headlamp scheme, and I think he will find that the upper headlamp is coming somewhere near the middle of the windscreen'. With reply from Millard (4 July 1958).	1958

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CR 4804/2/29	<p>File marked MG Car Company Limited Includes:</p> <p>List showing expected savings that could be made to produce a cheap version of the Austin-Healey Sprite with list of proposed changes to produce a low cost 'Sprite' (December 1962);</p> <p>Letter from MG Works Manager with details of car used in a road test by 'The Motor' magazine (December 1962) – letter sent to Syd Enever at MG for forwarding to Geoffrey Healey who had got some facts wrong about the test;</p> <p>Copy letter from SG Garfield, Representative Liaison Officer, MG (15 July 1963) confirming that Donald Healey Motor Co. of Warwick has in its possession a prototype Mk II Sprite built at Warwick which can now be sold to them. Engine number is 9C-U-H-392 and car number/plates needs allocating [allocated AD041/229];</p> <p>Copy letter from Geoffrey Healey to Syd Enever (1 August 1963) asking for parts for the Special Sprite;</p> <p>Geoffrey Healey letter to Enever (17 January 1964) asking for parts for Sprite and 3000 cars;</p> <p>Tuning information memos (TIMs);</p> <p>Memo. from Enever (3 February 1964) about loan of experimental Austin-Healey 3000 BJ8 (phase II) with chassis no. ADO 26/266 to Donald Healey Motors;</p> <p>Copy letter from Geoffrey Healey to Enever (13 February 1964) with some suggestions for improvements on BJ8;</p> <p>Letter from 3000 Mk III convertible owner about problems with excessive heat from car heater (23 July 1965) with MG sheet of parts required for installation of extra ventilation for cars fitted with heater;</p> <p>Copy typed Geoffrey Healey notes on possibility of manufacturing a replica of the MG Midget series TD (22 June 1972) with attached copy of the MG road test.</p>	1962-1965
CR 4804/2/30	<p>Part of letter from John Horsfall referring to solution being required for structural rust on Sprite/Midget and people 'bodging' because of the lack of parts Has tried to suggest to BL [British Leyland] Heritage that 'official and approved' replacement parts even if made by outside contractors could have a good market worldwide and help to ensure that owners can enjoy their Sprites in a safe and roadworthy condition.</p>	n.d.

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	Car production: Austin Healey 3000	1960-1967
CR 4804/2/31	<p>Copy typed notes on model X300 [3000 prototype] Four pages containing 32 points relating to improvements, differences from previous cars, production notes, details of fittings etc.</p> <p>Includes an additional page 1 which has five points relating to the front end only.</p>	[c1960]
CR 4804/2/32	<p>File of copy drawings from Jensen Motors Limited, West Bromwich of X300 rear and front views of skin panels (used on Austin-Healey)</p> <p>Includes:</p> <p>Two copies of drawing number ESQ 180B showing X300 3/4 rear view of skin panels (31 March 1960);</p> <p>Two copies of drawing number ESQ 179B showing X300 3/4 front view of skin panels (30 March 1960).</p>	1960
CR 4804/2/32A	<p>Copy of general arrangement drawing showing side and half overhead, front and rear views of Austin Healey sports tourer 3000 [Mark II] (BJ7)</p> <p>Drawing no. A 7161R.</p>	1962
CR 4804/2/33	<p>Pencil drawing showing side, half overhead, front and rear views of sports car [which model?]</p> <p>Drawing no. K2/104.</p>	1965

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CR 4804/2/34

Donald Healey handwritten draft letter to J[oe] Edwards
[Managing Director, British Motor Corporation] (to be copied
to W Davis, L Suffield, S Rose) concerning the future of the
Austin-Healey 3000

[1967]

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

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

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

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

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- CR 4804/2/35 Two pages from handwritten letter from Donald Healey to unknown [late 1960s?]
Relates to a new sports car to replace 3000? [called Super Sprite?]. Mentions meeting with Lester [Suffield, British Motor Corporation], Geoff Healey and JE (Joe Edwards?, British Motor Corporation] turning down [Coventry] Climax [engine] because Jag had one on list? Mentions plans to have a car made quickly. May be linked to plans which eventually led to the Jensen Healey?
- CR 4804/2/36 Typed confidential memo from British Motor Corporation Planning Department relating to Austin-Healey/RR Project. Has details relating to description (Austin-Healey 3000 vehicle with increased body width, Rolls Royce engine, Jaguar manual gearbox), manufacturing route (assumed to be as the current Austin-Healey 3000 Mk III), estimated manufacturing costs and comparison, summary of manufacturing costs, UK basic selling price. 23 January 1967
- Car production: Jensen-Healey** 1969 - 1980
- CR 4804/2/37 File – Jensen Healey (Mr DM Healey) 1969 - 1979
Includes:
- Loose correspondence with Kjell Qvale - first page of copy letter from [Qvale], British Motor Car Distributors Ltd, San Francisco, to Donald Healey (12 March 1969) about points to consider about agreements for production and sale of the Healey car (Healey family to continue to control the 'Healey Family Corporation' which will be sole distributor the Healey car in the British Isles, Donald Healey Motor Company (DHMC) to perform development and engineering work for the Healey car, the new 'Healey Cars Ltd' company to be owned by Qvale with Donald Healey as the figurehead of the firm, Geoff Healey to continue as the engineering department of the new company, royalties will be paid for all new Healey cars produced);
- Copy letter from Geoff Healey to Qvale (21 July 1969) about drawings sent out, samples, enclosing three photos of the car, asking suppliers for production costs;
- Copy letter from Qvale to Donald Healey (31 March 1970) about the letter acting as a preliminary agreement between Qvale and Healey as the basis for an official agreement with Jensen Motors Ltd (Jensen to pay DHMC £5 per Healey car manufactured and sold by them, Healey trade name when used for motor vehicles to become permanent property of Jensen, Donald and Geoff Healey to become members of the Jensen board, Geoff Healey to be retained as consultant to Jensen, DHMC to be involved in distribution of Healey cars in the UK);
- Letter from Jensen Motors Ltd Company Secretary to Geoff Healey (22 October 1970) enclosing a copy of the deed

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concerning rights in the name Healey (which was signed and sealed on 21 October 1970);

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

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

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

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

Copy Jensen Motors Limited balance sheet (December 1974);

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

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

CR 4804/2/38

File – 1969-70's/end of DHM Co./beg[inning] of Jensen Including:

1969-1980

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

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

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

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

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model;

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

CR 4804/2/39

Loose Jensen correspondence
Includes:

1970-1972

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

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

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

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

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

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

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

Copy letter from Beattie to Chell (15 June 1971) concerning loan of 2.3 twin carburettor high compression and Federal

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specification engines;

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

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

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

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

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

CR 4804/2/40

Loose Jensen Healey correspondence
Includes:

1970-1978

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

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

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

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

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

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

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CR 4804/2/41

File – Jensen Healey correspondence
Including:

1970-1980

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

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

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

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

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

Consultancy fees from Jensen (July 1973);

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

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

Copy Marketing Department sales analysis for February 1974;

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

Memos on sales, prices (1974);

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

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

Memo. from Official Receiver to Geoffrey Healey about Business Archives Council hopes of rescuing Jensen Motors Ltd material for deposit at Modern Records Centre (with MRC list) (1980).

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CR 4804/2/42	Copy of side-on, front and rear drawings for 'Project JH1' Drawing no. JHL 132 drawn by VK Morris. With tracing of drawing showing top down.	25 October 1971
CR 4804/2/43	File 'Jensen corresp[ondence] re: fees' Includes: Notes and figures relating to loan accounts, fees (1972-1974) for D Healey Motor Co Ltd; Copy letter from Geoffrey Healey (7 February 1975) to Ed Bussey, West Palm Beach, Florida (now distributing Jensen Healeys). Mentions that the old company was sold with all losses and liabilities and that he and Donald Healey are working on various devices and retained as consultants by Jensen; Copy letter from Geoffrey Healey to C Birch, Director, Chrysler United Kingdom Ltd (17 January 1976) wondering if there was the possibility of co-operation over the production of an open sports car, plus response that Birch will make sure the letter gets to the right person but that he can't see Chrysler taking up the suggestion because of models in the pipeline.	1972-1976
CR 4804/2/44	Jensen Motors Limited folder containing 17 copy drawings/stylings of car in various stages of highlights, additions, alterations Includes drawings with notes on restyling - retaining basic Healey lines; 6' wider, new grill with central foil, screen 1½' higher at centre, bonnet louvre, scuttle intake; 6' wider, deeper screen, scuttle air intake; screen higher at centre, front panel upper altered; whole car 6' wider, no increase in depth of screen; scuttle air intake; 6' wider, grille & motif, screen same height; new front panels; retaining basic Healey lines.	n.d.
CR 4804/2/45	Pencil sketch on Jensen Motors Ltd, West Bromwich tracing sheet showing dash board and gear stick	
	Car production: Frogeye Car Company	1989-1991
CR 4804/2/46	Copy of Healey Automobile Consultants Ltd drawing showing side and half overhead view of proposed F2 Frogeye Healey (part no. F2 903)	October 1989
CR 4804/2/47	Copy of drawing showing part number F2-902 for proposed Frogeye Healey	October 1989
CR 4804/2/48	Copy of Healey Automobile Consultants Ltd drawing showing part no. F2 906 for proposed Frogeye Healey	November 1990

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CR 4804/2/49	File of correspondence with Rex Urban relating to Healey Car Company, USA Includes: List of customers making enquiries about Frogeye; List showing rough costs of parts for Frogeye; Copies of articles etc. in US magazines; Examples of Healey Car Company, USA correspondence; Letter from Urban (8 February 1991) to Geoffrey Healey with draft.	1990-1991
CR 4804/2/50	Preliminary Strategic Analysis for The Frogeye Car Company by Michael Carmichael Including section on preliminary suggestions for the product range [analysis marked confidential]. With newspaper article on the Frogeye ('The Frogeye joins a drive for fun').	1991
CR 4804/2/51	Handwritten letter from Keith [Brading, Frogeye Car Company] to Geoff [Healey] Encloses copies of two advertisements to be placed in 'Rev Counter' magazine relating to Frogeye Car Company in association with Healey Automobile Consultants appointing Meacam Spridgets as Healey approved distributors and builders of the Sprite restoration and Sebring FHC conversion assemblies; and Frogeye Car Company (Healey approved) seeking UK and overseas distributors for Sprite restoration assemblies. Also with faded fax (25 February 1991) containing Sprite restoration assembly and optional equipment retail and trade price list.	28 February 1991
CR 4804/2/52	Copy of drawing showing part of proposed Frogeye Healey? Includes part of chassis and gear stick.	1 October 1991
CR 4804/2/53	Copy of drawing showing part F2 907 of proposed Frogeye Healey? Including worst case wheel lock.	n.d.
	Car production: various projects (including post-Jensen)	1920s - 1994
CR 4804/2/54	File 'R&D and consultancy 1970-1990s' This file features material relating to many cars and projects. Including: Letter head for Perranporth Radio Company [1920s]; Letter from G. Cooper, Austin Motor Company Ltd, Longbridge to Donald Healey (8 February 1952) concerning A90 power unit, with reply from Geoff Healey (13 February	1920s-1994

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1952) asking for front suspension drawings (gives drawing numbers);

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

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

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

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

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

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

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

Copy typed notes from RC Whittlesea, Rugby on Le Mans with Healey 1970 ('or 3 days in June');

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

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

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

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

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

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

Letter from John W[heatley], Fernhill Heath, Worcestershire to Geoff Healey (5 December 1978) mentioning several subjects including Le Mans factory converted cars at Warwick works,

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asking if it was correct that Healey had remarked once that the Cape records of that work were lost, fact that Longbridge records have been destroyed, following up lead with Dick Niven who may have a copy of the 'black book' containing records of weekly build quantities 'going back to Herbert Austin's time', enclosed copy of list of 100 cars identified up to November 1978 arranged by chassis number (to be collated later by owners name and registration number) [not with the letter], noticed that most of the early cars were Warwickshire registered and asking if it was correct that the Donald Healey Motor Co. had a concession to the handling of the 'N' cars to UK buyers;

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

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

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

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

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

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

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

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

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

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

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

Correspondence between Geoff Healey and Healey owners or people wanting information on specific cars including:
 Poor photocopy of 'Road & Track' article by David Palmer on Sebring Sprite prototype with colour polaroid of car attached (showing race number 61) (1965);
 Donald G Paye, Austin Healey Club of America, concerning his restoration of a Healey (1977-1978) - with photos;
 Dennis Welch, owner of Le Mans Sprite - DAC 952C, chassis number HAN 8R65135 type GT (October 1988 - February 1990). With two letters to Ian Polley (June 1991 - November 1991) [see also CR 4804/3/72];
 Geoff Healey's inspection of a car that was claimed to be Austin Healey 100 NOJ 393 (1990);
 Fred Hunter, Parkville, USA (1990), owner of Austin-Healey 100/S (NOJ 391 formerly owned by Ed Bussey);
 Inspection notes and correspondence relating to UJB 141 (1991);
 Alan Alfano, Middletown, USA, owner of 1956 Austin-Healey 100-M used to announce the factory built 100-Ms at 1955 Earls Court car show (1990-1991);
 Typed note from Geoff Healey (30 May 1991) on warning of potential vehicle safety hazard (suspension components) issued after an accident at Donnington - for distribution to various car publications and organisations;
 John Pressnell, Classic & Sportcar, about Austin Healey 4000 Rolls Royce engine ADO 24 project (response from Geoff Healey giving prototype numbers);
 Joe Jarick (February 1991) that gives costs to owners of research carried out by Healey Automobile Consultants [this correspondence also includes photos of cars sent in by owners];

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blank HACL certificate of extract from vehicle records (plus some completed certificates);

Dan Miller, Texas, owner of special Sprites HAN9-R-238 (1968 Le Mans coupe) and HAN9-R-250 (1969 Traga Florio roadster) (1991-1993);

Robert Harrison, Sydney, concerning several cars (March 1994);

Bill Lillibridge, who has recently purchased AHRS-3507 originally owned by [New York restaurateur and amateur racer] Vincent Dardi (n.d.) - with photo.

CR 4804/2/55	Copy of drawing showing arrangement of HP steam generator 600/700 lbs/hr at 1000 lbs" 8 8000 ° F Designed and issued by Light Steam Power, Kirk Michael, Isle of Man.	February 1952
CR 4804/2/56	Copy of drawing showing sectional arrangement of HP steam generator 600/700 lbs/hr at 1000 lbs" 8 8000 ° F Designed and issued by Light Steam Power, Kirk Michael, Isle of Man.	February 1952

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CR 4804/2/57	<p>Material relating to research, cars Including:</p> <p>Austin Motor Company memo. (20 July 1960) on updated key to schedule sections (with key, and contents of BMC engineering division schedule sections A, B1, B2, C1, C2, C3, D1, E1, E2, F1, G1, H1, P1, P2 (18 July 1960);</p> <p>The Glacier Metal Co. Ltd brochure on plain bearings (1962?);</p> <p>Copy of Ford Advanced Vehicles Limited Ford GT40 parts list (January 1966);</p> <p>Ministry of Transport Road Research (Harmondsworth) Report No. 8 'Safety cars – principles governing the design of cars and safety devices' by G. Grime (1966);</p> <p>Copy of typed information on data on radial ply car tyres (6 February 1968);</p> <p>Autocar buyers' guide to 1970 cars (reprinted from Autocar 9 October 1969) - includes Austin-Healey Sprite Mk IV (some of the entries for other cars have been marked);</p> <p>Reynolds Tube Company Limited brochure on commercial steel tubing (1972?);</p> <p>[MOT?] printout relating to car C877 LJW (purchased 17 July 1987) and tests, faults, mileage etc (1987-1990);</p> <p>Sebring Motor Company Ltd promotional brochure and inserts (1992) [sent to Frogeye Car Company];</p> <p>Department of Transport (Vehicle Certification Agency) leaflet on how to get type approval for cars and goods vehicles (n.d.);</p> <p>Table showing performance comparison between sports and GT cars - entries for MG Midget, Triumph Spitfire, MGB, Triumph TR7, Jaguar XJ-S highlighted (n.d.);</p> <p>Typed list of geometry changes on GT40 (n.d.);</p> <p>Blank Shell lubrication petrol and oil consumption register (n.d.).</p>	1960-1992
CR 4804/2/58	Copy of data sheet with information on monotube steam generator	n.d.
CR 4804/2/59	Copy of diagrams and notes on automatically controlled oil fired water-tube boiler Details issued by Light Steam Power, Kirk Michael, Isle of Man.	n.d.

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CR 4804/2/60	File [on steam generating system for vehicles] Including: Two outlines of feasibility studies by Thermodynamics Systems Inc., Newport Beach, California on Hughes-style 300 helicopter steam system and 400hp marinecraft steam system; Notes on conversion unit for 1968 Chevrolet Camaro; Letter to Geoffrey Healey from Thermodynamic Systems Inc. and polaroid photos and drawings.	1968
CR 4804/2/61	Copy of Dunlop Rubber Co. Ltd drawing showing approx. inflated shape 185/70 R 15 SP on 5½" rim Sketch No. SKDS 26702.	28 March 1968
CR 4804/2/62	File – correspondence on car research for owners, verifications etc.	1976-1993
CR 4804/2/63	File – Vauxhall project Includes: Donald Healey letters to Vauxhall Motors Ltd about former Healey links with Vauxhall, and to Ford (October 1976) about ideas for new car – ‘the classic European Sports Car’ – a joint project of the Ford Motor Company and Healey [Donald Healey was inspired after returning from US and a visit to the Austin-Healey Club of America that highlighted interest in the classic European sports car]. Also handwritten note to Geoffrey Healey.	1970s?
CR 4804/2/64	File – Jensen Healey (but mostly about development of a sports car) Has 'Jensen Healey' written on it with label 'Mr DM Healey Marketing report' crossed out - also marked P80 updated Mar 77.	1970s
CR 4804/2/65	Copy letter from Geoffrey Healey to Spen King, Rover-British Leyland UK Ltd, Solihull 1 September 1976) with details of his career and current work including developing range of wind powered generators ('this is a difficult project') Would appreciate the opportunity of a meeting to discuss any possibilities. With follow up correspondence up to March 1977.	1976-1977
CR 4804/2/66	Pencil drawing on tracing paper showing side of 2 seater sports car	10 November 1976
CR 4804/2/67	Pencil drawing on tracing paper by Healey Automobile Consultants Ltd showing side on, half front, rear and half overhead views of new Healey 3000 Drawing number P80/96-6.	January 1977

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CR 4804/2/68	Pencil drawing on tracing paper showing side, overhead, front and back of sports car (new 3000?) Drawing no. P80-96-7.	January 1977
CR 4804/2/69	Photocopy of typed letter from Robert Harrison [Healey owner], Balgowlan Heights, New South Wales, Australia to Technical Director, Ford Motor Company of Australia Writing on behalf of an overseas specialist car manufacture [Healey Automobile Consultants Ltd] who has plans to assemble small numbers of CKD [complete knock down] units in Australia and wants to use as many Australian components as possible, including engine and gearbox. Is asking about availability of Ford products. With photocopy of Ford V8 leaflet plus lists of industrial product distributors and locally manufactured motors. With reply from Ford Australia (25 February 1977).	9 February 1977
CR 4804/2/70	Drawing on tracing paper showing parts (B406, B407) for Austin-Healey 3000 MkIII BJ8 Drawing by Geoffrey Healey for Healey Automobile Consultants Ltd.	May 1977
CR 4804/2/71	Pencil on tracing paper drawing showing 'long bonnet' - side and half overhead view of Austin Healey 3000 style sports car? P80/96	1977
CR 4804/2/72	Pencil drawing on tracing paper showing side, overhead, and front of sports car (new 3000?) P80-96-5.	1977
CR 4804/2/73	Pencil drawing on tracing paper showing side, half overhead, front and rear views of two seater sports car with figure in driving seat Drawing number P80/96.	[1977?]
CR 4804/2/74	Pencil drawing on tracing paper showing side, overhead, front and back of sports car (new 3000?) P 81-91-1.	1977
CR 4804/2/75	Pencil drawing on tracing paper showing side, overhead, and front of sports car (new 3000?) 195/70 HR14.	1977
CR 4804/2/76	Pencil drawing on tracing paper showing side, overhead, and front of sports car (new 3000?) P80-92-1.	1977
CR 4804/2/77	File – Canadian project 1978 Includes: specs/notes on plans for car, plus correspondence with various relating to engines and parts.	1977-1978
CR 4804/2/78	File – Canadian Healey car project letters (1977-1982) including copy preliminary designs	1977-1982

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CR 4804/2/79	File – two letters from Ford about Donald Healey suggestions for Healey involvement in a Ford car (1978) and response that the company had too many large programmes to get involved in smaller operations as the one suggested by Donald Healey.	1976
CR 4804/2/80	Copy letter from Donald Healey to Ray Horrocks, Austin Morris, Leyland Cars, Longbridge congratulating him on his appointment and suggesting the introduction of a new Austin-Healey sports car	23 February 1978
CR 4804/2/81	File – [Canadian project] Includes: WESPAC report to The Hon. Lawrence Garvie QC, Minister of Economic Development, Government of New Brunswick on prospects for resuming production of the B-Car (September 1976); Polaroids of preliminary clay models (December 1978); Copy preliminary designs (1979?). Also with Canadian project drawings by Don Watt Associates, Toronto (1978-1980) e.g. copy of drawing no. 1 (drawn by D Warner) showing side and half front and half rear views of sports car (16 December 1978); copy of drawing no. 2 (drawn by T.W.) showing side, front and rear view of general arrangement (19 June 1979); copy of drawing no. 3 (drawn by B.E.H.) showing front and rear views (18 June 1980), copy of drawing no. 4 (drawn by B.E.H.) showing side view of general arrangement (11 June 1980) [and drawing with no number (smaller copy of rolled version)].	1978-1979?
CR 4804/2/82	Copy of drawing showing side of sports car Jensen-Healey style, possibly for William Towns, Vauxhall, Canadian project?	n.d.
CR 4804/2/83	Copy of drawing showing side of sports car with blue colour used to accentuate lines	n.d.
CR 4804/2/84	Loose drawings/designs/general arrangements for 'Healey' project car - Including photos of clay models	1978-1980
CR 4804/2/85	Healey Automobile Consultants Ltd tracing of Healey identification plate Drawing number M 120622.	2 October 1978
CR 4804/2/86	Healey Automobile Consultants Ltd tracing of Healey ['wing'] emblem Drawing number M 120623. This is not an exact copy of the original?	2 October 1978

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CR 4804/2/87	Copy of Healey Automobile Consultants Ltd drawing showing unknown car (side and overhead views) Drawing number P 800/3.	1 January 1979
CR 4804/2/88	Pencil and ink drawing of Healey Automobile Consultants Ltd drawing by Geoff Healey showing 'Bug Eye' Sprite modified for racing at Bonneville USA Drawing no. B 79792. Includes smaller pencil sketch of front on view.	1 January 1979
CR 4804/2/89	Copy of Healey Automobile Consultants Ltd drawing by Geoff Healey showing 'Bug Eye' Sprite modified for racing at Bonneville USA Drawing no. B 79792 for Marketing Corporation/America - contact Gary Kohs.	1 January 1979
CR 4804/2/90	Healey Sport Car, Body Surface, development, Don WAT Ass Limited, Ontario Canada Project no.11187.	30 April 1981
CR 4804/2/91	Copy of GKN Axles Limited, Birmingham updated 1984 drawing showing Hypoid Rear Axle Assembly (Sheet 1 of 2)	23 October 1989
CR 4804/2/92	Copy of GKN Axles Limited, Birmingham drawing showing Hypoid Rear Axle Assembly (Sheet 2 of 2)	23 October 1989
CR 4804/2/93	Pencil drawing on tracing paper showing Healey side, overhead and half front view of 'Healey 92'	8 September 1991
CR 4804/2/94	Pencil drawing on tracing paper showing side on and front views of front of car featuring head lamps ("2 x 7 headlamps") Similar to CR 4804/2/95	1991
CR 4804/2/95	Pencil drawing on tracing paper showing front, overhead views of front of car featuring head lamps Similar to CR 4804/2/94	n.d.
CR 4804/2/96	Pencil drawing on tracing paper showing overhead and front view of sports car	n.d.
CR 4804/2/97	Pencil drawing on tracing paper showing front and side view close ups of front of car	n.d.
CR 4804/2/98	File - 'Fiesta Healey/MCA' Correspondence with Marketing Corporation of America (MCA) concerning 'Fiesta Healey' project and Sprite restoration for MCA President Gary Kohs. Includes: Copy of full performance test report (31 July 1978, 9 March 1979) of Fiesta 1300S. Geoffrey Healey copy note 'some thoughts on a small sports car' (August 1978) – for Kohs; Geoffrey Healey letter to Kohs (August 1978) including note 'I	1978-1982

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discussed the project with my father and he like me, is very keen to co-operate on a Ford project. The use of the Healey name in some way on a Fiesta would generate a lot of favourable publicity for the car’;

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

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

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

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

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

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

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

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

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

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

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

Correspondence with MCA about possibilities of Healey name being used in conjunction with Ford Escort or Chevrolet (1982);

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	Three Geoffrey Healey? tracings of 'Fiesta Healey'?	
	Correspondence with Firestone about tyres.	
CR 4804/2/99	Copy of full performance test report/data for Healey for Fiesta 1300S Hand written entries - dated 31 July 1978 with update 9 March 1979.	1978-1979
CR 4804/2/100	Loose correspondence with Peter Bircumshaw, President, Sports Cars Unlimited, Ontario Relates to a new car to be produced in Canada - including cost estimates for parts, seven year plan for income and costs, workforce numbers, figures for Jensen-Healey, Interceptor sales.	1976
CR 4804/2/101	Typed list of [Geoffrey Healey] on-going projects showing simplified filing system reference numbers Includes: Frogeye Car Company Limited, new Frogeye with Ford power unit, video with Velocity Vision, Bolton Healeys, Fred [?], language training – Millward Brown, Healey boat project (design and construction), diesel research, investigation of Big Healey/Frogeye, rewrite of More Healeys [book], rewrite of Austin-Healey [book], electronics, legal (Tarlo), legal (Adrian Davies), legal infringement of copyright.	1 June 1990
CR 4804/2/102	SAAB file Includes: Brochure on SAAB 900 ('correctly conceived and properly built') including loose photos; SAAB 900 brochure (1979); File including SAAB memos (1980) and sketches, graphs, photo. With SAAB drawings.	1979-1980
CR 4804/2/103	Letter from Donald Healey, RAF Club, Piccadilly, London to Geoffrey Healey asking for thoughts on folding prop idea?	15 February 1980
CR 4804/2/104	Handwritten letter from Donald Healey, Trebah Gardens Ltd, Mawnan Smith, Cornwall to Geoffrey Healey noting that he has enclosed a sketch – 'the style is roughly Ferrari with Healey 'coke bottle' wings Plus pencil sketch of car (with photocopies) and another note that Donald Healey enclosed SAAB catalogue (see also CR 4804/2/102).	1980
CR 4804/2/105	Three Healey Automobile Consultants Ltd tracings showing side of a Healey car Drawing nos. P81/11, 15-16.	June 81

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CR 4804/2/106	Pencil drawing on tracing paper showing various sections 822000 sheet 2 of 2.	6 January 1983
CR 4804/2/107	Healey Automobile Consultants Ltd pencil drawing on tracing paper of 2 seater sports car 8 C.S. See also CR 4804/2/107 and CR 4804/2/82.	1985
CR 4804/2/108	Pencil drawing on tracing paper showing side, half overhead and front view of sports car (8 C.S. 100) with figure in driving seat	12 October 1985
CR 4804/2/109	Pencil drawing on tracing paper showing layout of Healey Car (front and back of car) H90001 sheet 2.	n.d.
CR 4804/2/110	Pencil drawing on tracing paper showing preliminary chassis scheme preliminary H90002.	November 1990
CR 4804/2/111	Copy of drawing showing side and half overhead view of sports car H9001.	November 1990
CR 4804/2/112	Drawing on tracing paper of mid engined Healey sports car showing side view with driver 822000.	1990
CR 4804/2/113	Letter from Driver & Vehicle Licensing Agency, Swansea to Geoffrey Healey in response to Geoffrey Healey letter of 26 February [1991] concerning the registration of 'Healey' kit cars	13 March 1991
CR 4804/2/114	Correspondence concerning fatigue cracking of a wheel spacer that caused a serious accident when a wheel came off a Healey at high speed Includes handwritten note from Geoff Healey about unlimited speed testing that is going to be circulated to Healey clubs worldwide.	May 1991 - June 1991
CR 4804/2/115	Pencil drawing on tracing paper showing side, half overhead and front view of sports car with figure in driving seat	September 1991
CR 4804/2/116	Geoffrey Healey letter to Charles Johnson, FSV Group PLC thanking him for enclosing power unit details, which looks right for the sports car he is involved with With Geoffrey Healey letter to Graham Kirk (4 October 1991) explaining that Healey Automobile Consultants Ltd is working with Charles Johnson of FSV Group on the design of a modern sports car and they need more information from Kirk on various issues. Geoffrey Healey explains that the vehicle will have a front engine rear wheel drive configuration.	3 October 1991

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CR 4804/2/117	Hand drawn [Geoff Healey/Healey Automobile Consultants Ltd) chart showing 'Z' type sports car timing (in months) Includes phases such as initial discussions, final Ford drawings, payments (to Coker & Bilbie), specification and features, agreement.	October 1991
CR 4804/2/118	Pencil drawing on tracing paper showing side and half overhead view of sports car (with man in seat)	n.d.
CR 4804/2/119	Pencil drawing on tracing paper showing side view of sports car including four different eye levels looking at dashboard and steering wheel	n.d.
CR 4804/2/120	Loose scraps with handwritten figures and illustrations Includes: Memo pad page with 'January 31 1965 Sprite 92,000 '3000' 61,000' written on it [sales figures?]; drawing with measurements; names from an address book (S-T, U-V); handwritten figures/costs for 1977, 1978, 1979, 1980 relating to sales, direct materials & direct labour, overheads, total costs, trading profit.	n.d.
PH 1286/1	Photograph of drawing of TR8/Healey 3500 (project i-car)	
CR 4804/2/122	Blank sheets for schedules of parts, drawings etc.	
CR 4804/2/123	Letter from Donald Healey, Royal Air Force Club, Piccadilly, London to [Geoffrey Healey] enclosing four drawings of car design ideas 'Have made numerous attempts at rear engine - very difficult and has many snags. Very long wheelbase necessary and practically impossible in the 7'-6" W.B. [wheelbase] of the Old Healey. But with front engine plenty of room as you will see on 7'-0". Have endeavoured to take off the ????? front height and length by bumper treatment as Porsche 911. Makes the car more aggressive and retains the classis Healey line. Needs a styling job of course. The only snag is that we would only be doing a coachbuilders job and may be ridiculed - am still a bit worried about road holdings - but would give us an early cheap job of course'. Also includes photocopies of cars from various publications.	n.d.
CR 4804/2/124	Tracing showing the side of a sport car - unknown model	n.d.
CR 4804/2/125	Tracing of front of car showing grill, headlights, bumper etc	n.d.
CR 4804/2/126	Copies of two drawings showing unidentified numbered car parts One drawing has 1969 stamped on reverse.	n.d.
CR 4804/2/127	Pencil drawing showing side of unknown sports car - with comments and some measurements	

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CR 4804/2/128	Pencil drawing on tracing paper showing side of Peter Collins Ferrari body outline (1/8 scale) Drawing no. AHC 3192.	circa 1957
CR 4804/2/129	Pencil drawing on tracing showing side on and half front view of two seater sports car	n.d.
CR 4804/2/130	Pencil drawing on tracing paper showing side view of unknown sports car with man in seat	n.d.
CR 4804/2/131	Pencil body outline drawing on tracing paper showing front, rear, side and overhead views of sports car (X684)	n.d.
CR 4804/2/132	Pencil drawing on tracing paper of side and half overhead, front and rear views showing body outline of sports car (sheet 1 of 2) (X684)	n.d.
CR 4804/2/133	Pencil drawing on tracing paper of front and rear views showing body outline of sports car (sheet 2 of 2) (X684)	n.d.
CR 4804/2/134	Pencil drawing of side and overhead view of sports car Drawing number H 1-105.	n.d.
CR 4804/2/135	Pencil drawing on tracing paper of side of sports car	n.d.
CR 4804/2/136	Development – Research Department chassis assembly drawing (no. TC 10888). Shows side and overhead views for unknown vehicle.	n.d.
CR 4804/2/137	Poor quality copy of Ferrari chassis/body drawing showing side, overhead, front and rear views	c1956
CR 4804/2/138	Copy of unfinished drawing showing side and overhead views of unknown 2 seater sports car folded	n.d.
CR 4804/2/139	Drawing of ADO 52 alternative front end, 2.6 – 4 cylinder (wheelbase 91", same as MGB STD).	n.d.
CR 4804/2/140	Loose sketches, drawings and notes for unknown car designs Includes handwritten notes on 'design study small sports car'.	n.d.
	Car production photographs	1945-1990s
	<u>Car production photos: pre-Donald Healey Motor Company and Austin-Healey 100 on</u>	1945-1990
CR 4804/2/141	Photograph of wheel section of prototype Healey chassis for A1501 Westland Roadster	December 1945
CR 4804/2/142	Photograph of main body of prototype A1501 Healey chassis	1945

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CR 4804/2/143	Photograph of engine and other parts on prototype A1501 Healey chassis for Westland Roadster (nicknamed 'The Horror')	1945
CR 4804/2/144	Photograph of 2.4 litre A-type chassis being assembled at the former Benfords factory at The Cape Works, Warwick This image was used on page 18 of The Story Of The Big Healeys.	1946
CR 4804/2/145A	Photograph of 2.4 litre A-type chassis being assembled at the former Benfords factory at The Cape Works, Warwick This image was used on page 19 of The Story Of The Big Healeys.	1946
CR 4804/2/145B	Photograph of Geoff Healey and Geoff Price with the 2.4 litre Healey roadster (GWD 43) (rear view) This may have been taken in Italy. The car number is 335. Geoff Price is standing by the passenger seat and Geoff Healey is kneeling by the drivers side door.	1940s
CR 4804/2/146	Two photographs of Elliott Saloon (199 NX - chassis A 1502) being tested in Italy One image shows side of the car and the other shows the car in front of another car with three men standing in between.	c1946
CR 4804/2/147	Photograph of Alvis engine on Nash Healey chassis	pre-1949
CR 4804/2/148	Print of Healey C-type chassis 2.4 litre chassis with swinging arm suspension. Image used for company promotional insert.	1950
CR 4804/2/149	Photograph of suspension on Nash Healey chassis (no. X5) Photograph has instructions on reverse to focus on suspension and crop out the engine as it is a Nash, and not a Riley.	
CR 4804/2/150	Photograph of Cadillac V8 engine with Ford gearbox on a Silverstone Healey chassis Image used on page 40 of Healey - The Specials.	
CR 4804/2/151	Photograph showing front view of Cadillac V8 engine with Ford gearbox on a Silverstone Healey chassis Image used on page 41 of Healey - The Specials.	
CR 4804/2/152	Photograph of 100S (OON 440) being tested at an airfield/racetrack Being drive by Lance Macklin? Similar image used on page 130 of Healey - The Specials.	c1954-1955
CR 4804/2/153	Photograph of a 100 S and [Donald Healey's] red & black coupe outside the experimental shop at the Cape Works Image used on page 128 of Healey - The Specials.	c1954-1955
CR 4804/2/154	Photograph showing 100 S rear brake assembly, with the separate hand brake mechanism above the caliper Image used on page 128 of Healey - The Specials.	c1954-1955

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CR 4804/2/155	Photograph of the 100 S power unit in the experimental shop on its transport cradle	c1954-1955
CR 4804/2/156	Photograph of the 100 S engine seen through the open bonnet	c1954-1955
CR 4804/2/157	Photograph of Gerry Coker (left) and Roger Menadue standing outside and looking at something not in view Thought to have been taken during production of 100 S. Image was reversed and used on page 103 of Healey - The Specials.	c1954-1955
CR 4804/2/158	Photograph of 100 S body on chassis (no engine) Either at production stage or has been stripped for refurbishment.	
CR 4804/2/159	Photograph showing close up of part of 1964 works rally '3000' under preparation for the 1967 RAC rally This work would have been carried out at Abingdon.	1967
CR 4804/2/160	Five photographs of 100 S (NOJ 393) at Geoff Healey's Barford home for inspection Includes front view of car on trailer, gearbox, and three of top of engine.	1990
CR 4804/2/160A	Two images of road with chicanes and switchbacks in mountains Possibly taken during testing or driving cars in Italy. One photo is described as Col-des-Dents (from Nice over to Italy), the other is a postcard 'La strada dello Stelvio verso Trafoi'	1940s?
	<u>Car production photos: Sprite</u>	1958-1968
CR 4804/2/161	Photograph showing the power unit of an Austin Healey Sprite issued by the Press Office of The Austin Motor Co. Ltd to announce the car This image was used on page 45 of More Healeys. A caption on the back reads: The power unit is the 'A' type BMC engine of 950 cc equipped with twin SU carburettors. This four cylinder OHV engine gives a lively performance and develops 42.5 bhp at 5,000 rpm, with torque of 52 lb. ft at 3,300 rpm. Suspension on the front is by coil springs and wishbones; rear by quarter-elliptic springs, and trailing arms and double acting lever type hydraulic shock absorbers at both front and rear.	1958
CR 4804/2/162	Photograph showing the simple instrument and switch layout of the 1960 Le Mans Sprite This image was used on page 146 of More Healeys.	1960
CR 4804/2/163	Photograph showing four men pushing an alloy-bodied Mark II Sprite (9251 WD) onto a transporter for Sebring 1962	1962

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CR 4804/2/164	Two photographs showing four Mark II alloy-bodied and one special-bodied Sprite on a transporter for delivery to the Sebring three hour race in March 1962 Includes 9251 WD, 9252 WD, 9253 WD, 9254 WD (alloy-bodied) and 1411 WD (special bodied Sprite built for the 1961 Le Mans race). The cars were driven by Stirling Moss, Steve McQueen, Innes Ireland and Pedro Rodriguez.	1962
CR 4804/2/165	Photograph showing the cockpit of Rauno Aaltonen and Clive Baker's coupe Sprite showing signs of water leaks after their 1965 Sebring race This image was used on page 135 of More Healeys.	1965
CR 4804/2/166	Photograph showing the Lucas petrol-injected engine in of the last Le Mans or Targa Sprites (at the end of Sprite racing development) This image was used on page 94 of More Healeys.	1968
CR 4804/2/167	Photograph of a fuel-injected engine in the 1968 Le Mans Sprite	1968
CR 4804/2/168	Photograph of men working in the Cape Works experimental shop which includes two coupe Sprites (1411 WD and 58 FAC) and a production model This image was used on page 153 of More Healeys.	
CR 4804/2/169	Photograph of early Sprite Le Mans coupe steel understructure spray painted in aluminium in the experimental shop at the Cape Works This image was used on page 155 of More Healeys. The corrugated iron curtain in the background kept out customers and the service department.	
CR 4804/2/170	Photograph showing rear view of a Sprite Le Mans coupe understructure outside at the Cape Works including semi-elliptic rear springs This image was used on page 157 of More Healeys.	
CR 4804/2/171	Colour photograph of Sprite Le Mans coupe body at the Cape Works experimental shop	
CR 4804/2/172	Photograph of Sprite girling disc brake conversion This image was used on page 176 of More Healeys.	
CR 4804/2/173	Photograph of the Healey disc brake and wire wheel conversion for the Sprite This image was used on page 61 of More Healeys.	
CR 4804/2/174	Photograph of the front of the first Sprite prototype (Q1) with the bonnet off This image was used on page 41 of More Healeys.	

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- CR 4804/2/175 Photograph of Geoff Healey in the first prototype Sprite (116 AC) passing Geoff Price and about to leave the Cape Works for a test run
This image was used on page 43 of More Healeys.
- CR 4804/2/176 Photograph showing the steering wheel and simple instrumentation on a light racing car (Targa Sprite)
This image was used on page 121 of More Healeys.
- CR 4804/2/177 Photograph showing the rear suspension of an Austin Healey Sprite issued by the Press Office of The Austin Motor Co. Ltd to announce the car
This image was used on page 46 of More Healeys.
- A caption on the back reads: The power unit is the 'A' type BMC engine of 950 cc equipped with twin SU carburettors. This four cylinder OHV engine gives a lively performance and develops 42.5 bhp at 5,000 rpm, with torque of 52 lb. ft at 3,300 rpm. Suspension on the front is by coil springs and wishbones; rear by quarter-elliptic springs, and trailing arms and double acting lever type hydraulic shock absorbers at both front and rear.
- CR 4804/2/178 Photograph of a man working on the engine in a Sprite chassis prepared for exhibition purposes by MG
This image was used on page 47 of More Healeys.
- CR 4804/2/179 Photograph showing the wood rim steering wheel that was optional for a Sprite
This image was used on page 60 of More Healeys.
- CR 4804/2/180 Photograph showing the cockpit of a prototype steel-bodied version of a coupe Sprite
This image was used on page 97 of More Healeys.
- CR 4804/2/181 Photograph of a 1293cc Sprite racing engine (XSP2173-4) developed for Le Mans
This image was used on page 91 of More Healeys.
- CR 4804/2/182 Photograph of the cockpit of the MG-built Sprite record breaker EX219
This image was used on page 59 of More Healeys.
- CR 4804/2/183 Photograph of panel beater Bill Buckingham at work on a Sprite - rasping the body surface to smooth it and key it for paint
This image was used on page 160 of More Healeys.
- CR 4804/2/184 Photograph of the last racing Sprite built at Warwick
This image was used on page 118 of More Healeys.

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	<u>Car production photos: SR</u>	1968
CR 4804/2/185	Two photographs of a design for the Healey SR (by Maurice Heap?) One photo is of the drawing, and one is a print.	1968
CR 4804/2/186	Photograph of the sheet steel understructure of the Healey SR This image was used on pages 174-175 of Healey - The Specials.	1968
CR 4804/2/187	Photograph of a girling ventilated disc partly assembled as used on the Healey SR race car. The image shows the Redmayne joint that reduced distortion This image was used on page 176 of Healey - The Specials	1968
CR 4804/2/188	Photograph showing the cockpit of the Healey SR racing car This image was used on page 177 of Healey - The Specials.	1968
CR 4804/2/189	Eleven photographs showing the Healey SR racing car being built at the Coton End experimental works Several photographs include Jim Cashmore.	1968
CR 4804/2/190	Photograph of the Coventry Climax V8 engine fitted to the Healey SR racing car	1968
CR 4804/2/191	Photograph of the Coventry Climax V8 engine in the Healey SR racing car in the pits at Silverstone	1968
CR 4804/2/192	Photograph showing the cockpit of the Healey SR racing car This was taken at the same time as the image used on page 177 of Healey - The Specials.	1968
CR 4804/2/193	Four colour photographs of the Healey SR racing car being constructed at the Coton End works Includes the sheet steel understructure, and one photo of people looking at the car.	1968
CR 4804/2/194	Six colour photos of the Healey SR racing car at Silverstone? For testing? Includes four photos without windscreen/hood on, and photo of car on trailer.	
CR 4804/2/195	Four photos of unpainted SR at Silverstone for testing. Includes two images of men standing by the car in the pits with men: (left to right) John Harris, Paul Hunt, Jim Cashmore, Barry Bilbie, Brian Healey, Geoff Healey, Donald Healey (one of the images was used on page 139 of Austin Healey). One image also has group around the car including Barry Clemens, Clive Hendry and Paul Stanforth. There is also a photo of the car being driven by John Harris for testing.	1968

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- CR 4804/2/196 Three photos of the Healey SR racing car (HNX 456D) being loaded onto a transporter at Coton End
Two of the photos include driver John Harris.
- Car production photos: various projects (including one-offs, prototypes, post BMC ideas, and Jensen Healey)** 1950s-1970s
- CR 4804/2/197A Six photographs relating to the X224 c1956-1957
One of the photographs shows a front view of the Ferrari purchased by Healey from the Marquis de Portago to strip down and use parts for the X224.

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

The X224 had a six-cylinder race body and was driven at the 1957 Bahamas speed week.
- CR 4804/2/197B One black and white photograph and two colour photos of the same 1969 design by freelance stylist Hugo Poole concept design for a new sports car using Vauxhall units 1969
This image was used on page 200 of More Healeys. The design was one of several suggested for what became the Jensen Healey.
- CR 4804/2/198 Photograph of a concept design for the X500 Healey project
Was this the first idea before Hugo Poole was asked for an idea?
- CR 4804/2/199 Thirty three photographs and negative strips relating to the X500 Healey project
These shows the car being built at the Coton End experimental works. One of the images shows the car bearing the numberplate QL 7720.
- CR 4804/2/200 Thirteen photographs and three negative strips of William Towns models for the Jensen Healey
Images include clay or plasticine scale models, 'half' lengthway models (put up against a mirror to give the impression of a complete car), image of the reflection of Geoff Healey in the mirror as he is taking a photograph of a 'half model', a William Towns drawing. Some of these images were taken in the Coton End experimental works.
- CR 4804/2/201 Fifteen photographs of later William Towns models produced for a 'facelift' for the Jensen Healey

WARWICK HEALEY MOTOR COMPANYCar production photos: 'Isle of Wight' Frogeve Car Company frogeve

c1980s

- CR 4804/2/202 Photograph of Frogeve Car Company Frogeve frame and body on trailer at Geoff Healey's Barford home
- CR 4804/2/203 Seven photographs of Frogeves being built at the Frogeve Car Company workshop on the Isle of Wight
Also includes image of the exterior of the works, and cars being tested. Includes one image similar to photograph used on page 213 of More Healeys.

Car production photos: locations

c1970s-1990s

- CR 4804/2/204 Photograph of car (a Big Healey) on back of lorry outside the Cape Works, Warwick?
Lorry has number plate FVP 437. Image has been double exposed and has part of another image (front of car?) on it.
- CR 4804/2/205 Black and white printout of image showing the Donald Healey Company premises at Coton End, Warwick
Image shows the showroom window, the main building behind, and a Jensen Healey (RNX 561M) parked in front. This image was used on page 148 of The Healey Story.
- CR 4804/2/206 Two photographs showing the demolition of the former Donald Healey Motor Company premises at Coton End, Warwick
One of these images was used on page 161 of The Healey Story. Demolition took place on the day that Donald Healey died. 15 January 1988
- CR 4804/2/207 Four photographs of Geoff Healey's workshop at his home in Barford 1989
The images show some of the original equipment used to design the Sprite and still being used. One of the images was used on page 208 of More Healeys. An image taken at the same time as these (with Geoff Healey using his drawing board) was used on page 151 of The Healey Story.
- CR 4804/2/1/208A Fourteen photographs (with negatives) of The Cape Works site 1990s
Shows the former hanger plus buildings, many of which have fallen into disrepair. Also showing premises of Bruno Electrical Ltd. Two images taken at the same time as these were used on page 165 of The Healey Story.
- CR 4804/2/1/208B Six black and white photographs of Fiat 124 Spider in the experimental shop at Coton End n.d. (1970s?)
Possibly in for assessment as Healey worked on their own car?

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	Car photographs: different models	1940s-1990s
	<u>Westland Roadster/Elliott</u>	1940s-1990s
	These photographs are not in date order, as some of the images are of cars that were built many years earlier.	
CR 4804/2/210	Nine photographs of Westland Roadster (FWD 306) in Italy/Switzerland Mountains in the distance. One of the images has the car parked next to a sign for the Simplon Pass.	
CR 4804/2/211	Two photographs and one contact sheet showing prototype Healey Westland One photo shows a group of men (including Roger Menadue) standing behind the car ([chassis A1501], with false number plates VVV 214) and the other photo shows the car parked in front of an aeroplane [at RAF Honiley for testing]. The contact sheet has three images showing two shots of the same men standing behind the car and a rear shot of the men standing by the car [which has O77 WK plates on the rear].	c1946
CR 4804/2/212	Photograph showing front of Westland Roadster (8N87 12)	
CR 4804/2/213	Photograph showing front of drophead Elliott (GWD 410) With mountains in the background. Car owned by Donald Healey.	
CR 4804/2/215	Five photographs of drophead Elliott (GWD 410) Four images show the car outside a building and one image shows a man standing by the car (in Italy?)	c1946/1947?
CR 4804/2/216	Photograph of woman sitting in Westland Roadster?	
CR 4804/2/217	Photograph of Elliott? (192 AC)	
CR 4804/2/218	Five colour photographs of Healey Westland? (RRU 023) being restored in Australia Photographs were sent to Geoff Healey and include comments on the back from the restorer.	
CR 4804/2/219	Colour photograph of Bill Emerson standing next to his Westland Roadster (8N87 12) This was the car driven by Donald Healey accompanied by Geoff Healey during a tour of the USA in 1948. Two trophies on the car bonnet and Bill Emerson holding a glass of champagne	
	<u>Healey Silverstone</u>	c1950?
CR 4804/2/218	Seven colour photographs of Healey Silverstone (JAC 100) Includes side, and three-quarter front views, plus close ups of cockpit, engine and underneath wheel arch.	

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CR 4804/2/219 Photograph showing driver in Silverstone prototype (JAC 100) looking over his right shoulder

Healey Sports convertible

1950s

CR 4804/2/220 Photograph showing rear view of Healey Sports convertible? (KWD 948)

1950s

Nash Healey

CR 4804/2/221 Two photographs showing rear view of prototype Nash Healey [JWD 300] with American plates (37 550) parked near Kittatinny Mountain road tunnel
One image has man looking into car.

CR 4804/2/222 Colour photograph taken from drivers side of Nash Healey showing door open

Austin-Healey 100

c1978

CR 4804/2/223 Two photographs of Austin-Healey 100
Including 00M 552 (owned by John Wheatley) at an event c1978 and car being driven (with mountains in the background).

Austin Healey 3000

1960s?

CR 4804/2/224 Colour photograph showing the Austin Healey 3000 coupe (J31 AC?) in Geoff Healey's parking space (at Austin?)

CR 4804/2/225 Photograph showing front view of Austin-Healey 3000 Mk III

CR 4804/2/226 Photograph showing close up of front passenger side of 3000 Mk III and focusing on the wheel and tyre

CR 4804/2/227 Three photographs of Austin Healey 3000 Mk II taken in the works
Showing side, front and three-quarter front view. Three-quarter view was used on page 101 of Austin Healey: The story of the Big Healeys (and has been re-touched for publication).

CR 4804/2/228 Colour photograph showing three-quarter rear view of Austin Healey 3000 (3RZ 494)

CR 4804/2/229 Colour photograph showing three-quarter rear side view of Austin Healey 3000 (LSP 550)

WARWICK HEALEY MOTOR COMPANYSprite, Midget, Spridget

		1960s-early 1990s
CR 4804/2/230	Photograph showing three-quarter rear view of Austin Healey Sprite Mark II prototype showing the MG designed rear-end This image was used on page 65 of More Healeys.	
CR 4804/2/231	Photograph showing three-quarter front view of pre-production MG Midget Mark I (Farina-fronted) - number plate MG 1	
CR 4804/2/232	Publicity photograph of couple by Midget parked on marina front - energy absorbing bumper can be seen on the car This image was used on page 82 of More Healeys.	1975
CR 4804/2/233	Publicity photograph used in USA press release showing three-quarter front view of MG Midget This image was used on page 67 of More Healeys.	
CR 4804/2/234	Re-touched photograph showing side view of BMC's production hardtop for the Mark II Sprite/Midget This image was used on page 70 of More Healeys.	
CR 4804/2/235	Re-touched photograph showing three-quarter side view (from front) of USA specification Sprite with prototype BMC hardtop as used on the 1959 Monte Carlo rally	
CR 4804/2/236	Re-touched photograph showing three-quarter side view (from rear), with driver's door open, of USA specification Sprite with prototype BMC hardtop as used on the 1959 Monte Carlo rally	
CR 4804/2/237	Re-touched photograph of Warwick-produced hardtop Mark II Sprite This was designed by Les Ireland and was lighter than the BMC version. This image was used on page 71 of More Healeys.	
CR 4804/2/238	Photograph showing front of Brian Healey's 'Frog-eye' Sprite (966 NEH) while at the Austin-Healey jubilee forum This image was used on page 216 of More Healeys.	
CR 4804/2/239	Publicity photograph showing man standing by USA Sprite (SOK 97H) with woman sitting behind wheel This image was used on page 81 of More Healeys.	1968
CR 4804/2/240	Photograph of prototype Mark II Sprite at the Cape Works (for inspection by Donald Healey) This was designed by Donald Healey Motor Company without any involvement of BMC/MG. This image was used on page 64 of More Healeys.	

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- CR 4804/2/241 Photograph showing side view of 'Super Sprite' (project XQHS - 364 EAC) outside the Cape Works showroom
This car was designed by Les Ireland and built on standard Mark I Sprite understructure. It was later fitted with a Coventry Climax engine C38. This image was used on page 102 of More Healeys.
- CR 4804/2/242 Photograph showing three-quarter front view of unique road-going version (4 HAC) of the streamlined Le Mans car
This image has an Auto Sport stamp on the reverse so was probably used in an article. 1966
- CR 4804/2/243 Photograph showing three-quarter rear view of special-bodied Sprite built by Doug Wilson Spratt, in the Silverstone paddock
This image was used on page 177 of More Healeys.
- CR 4804/2/244 Photograph showing rear three-quarter side view of ex-Le Mans Sprite (1411 WD)
Formerly owned and raced by Mike Garton.
- CR 4804/2/245 Two colour photographs of Geoff Healey looking at a Sebring Sprite coupe (with car no. 50 still on it)
Taken at Geoff Healey's Barford home? early 1990s?
- CR 4804/2/246 Two colour photographs of 'Frogeye' Sprite taken at unknown location
One image has the top up.
- CR 4804/2/247A Colour polaroid showing three-quarter rear view of Donald Healey Motor Company 'works' Sprite coupe [HAN 9 R 238]
- CR 4804/2/247B Photograph showing the latest MG Midgets on the production line
This image was used on page 83 of More Healeys. n.d.
- CR 4804/2/247C Photograph showing the Mk 1 Midget engine
This image was used on page 194 of More Healeys. It was also used in the MG Car Club magazine 'Safety Fast'. n.d. (1960s)

Prototypes and one-offs

- CR 4804/2/248 Photograph of the Healey '4000' prototype with a Rolls Royce engine, as restored by Peter Cox (TNX 65G)
This image was used on page 170 of Healey - The Specials. The plan was to use a Rolls-Royce engine in a 3000 and call it the 4000. 1970s
- CR 4804/2/249 Ten photographs of Donald Healey's one-off personal red and black Austin-Healey 100S coupe (ONX 113) at Perranporth
One of these images was used on page 12 of Healey - The Specials.

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CR 4804/2/250	Photograph showing three-quarter front view of one of the Healey '4000' prototypes (PWD 663F) outside Donald Healey's home at Trebah in Cornwall With negative. The car was built by Donald Healey and Roger Menadue.	
CR 4804/2/251	Photograph of one of the Healey '4000' prototypes (PWD 663F) outside Donald Healey's home at Trebah in Cornwall The car was built by Donald Healey and Roger Menadue. This image was used on page 207 of More Healeys. With negative and cropped colour print of the photograph.	
CR 4804/2/252	Photograph of Healey '4000' prototype parked outside Donald Healey's home at Trebah in Cornwall The car was built by Donald Healey and Roger Menadue.	
CR 4804/2/253	Photograph (taken at Barford?) showing the mid-engined prototype with hydrolastic suspension (codenamed WAEC) built as a possible replacement for the Sprite? This image was used on page 101 of More Healeys.	mid-1960s
CR 4804/2/254	Colour photograph of Geoff Healey's Ford Escort 2000 at Barford The car previously belonged to Donald Healey. This image was used on page 169 of The Healey Story. With negatives.	
CR 4804/2/255	Colour negative of 1978 Healey Fiesta one-off This image was used on the back cover of Healey - The Specials.	1979
CR 4804/2/256A	Two colour photographs of white Unipart GT (NGH 8D) One of the photographs has Brian Healey standing next to it (did he own it?).	
CR 4804/2/256B	Photograph of BMW M1 engine	n.d.
CR 4804/2/256C	Photo showing Repco-Brabham V8 of the type used in TR37 (which ran in the 1970 Le Mans 24 Hour race)	n.d.

WARWICK HEALEY MOTOR COMPANY**Marine production**

1950s-1960s

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

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

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

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

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

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

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

WARWICK HEALEY MOTOR COMPANYMarine production: drawings

1954-1962

- CR 4804/2/257 Copy of drawing showing construction plan of 9' 6" sailing and general purpose dinghy November 1954
Drawing by Birmabright Ltd, Marine Department, Berkeley Square, London (drawing no. BB 1596).
- CR 4804/2/258 Copy of drawing showing 10' Birmabright dinghy construction plan (increased beam) showing sections, elevations, plans March 1957
Drawing by Birmabright Ltd, Marine Department, Berkeley Square, London (drawing number BB-MS 315A).
- CR 4804/2/259 Copy of drawing showing 12' standard dinghy construction plan n.d.
Drawing by Birmabright Ltd, Marine Department, Berkeley Square, London (drawing number BB-MS 330).
- CR 4804/2/260 Copy of drawing showing 10' Birmabright dinghy construction plan showing sections, elevations, plans July 1962
Drawing by Birmabright Ltd, Marine Department, Berkeley Square, London (drawing no. BB 1672).
- CR 4916/2 Photocopy of sketch of Healey Marine boat September 1961

Marine production: photographs

1950s-1960s?

These images mostly include publicity photos and shots of boats being tested and driven (including at Packington Hall estate).

- CR 4804/2/261 Photograph showing Donald Healey and Brian Scanlan, Managing Director of JB Manufacturing Co. (Cabinets) Limited, Harlow, Essex in front of a Healey boat on the Healey Marine Ltd stand at the National Boat Show 10 January 1957
- CR 4804/2/262 Photograph showing Donald Healey, Chairman of Healey Motors Limited, and Brian Scanlan, Managing Director of JB Manufacturing Co. (Cabinets) Limited, Harlow, Essex standing by a Healey boat on the Healey Marine Ltd stand at the National Boat Show
- CR 4804/2/263 Proof of photo showing a Healey Marine plastic speed boat at the National Boat Show at Olympia, London
- CR 4804/2/264 Photograph of upturned boat in the Cape Works
- CR 4804/2/265 Three publicity photographs of woman with Healey boat (at Cape Works?)
Woman in drivers seat behind the wheel, on mattress on deck, putting luggage in storage compartment

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- CR 4804/2/266 Two photos of family with boat being towed by car and being put into the water
Bic driving the car? (Austin - WUE 454) at unknown location.
Boat has Ferry Boat Inn written on side.
- CR 4804/2/267 Four photos of woman in bathing costume 'holding up' Healey Sprite hull at boat show Healey Marine stand
- CR 4804/2/268 Photo of Bic Healey at wheel with three female passengers in Healey boat at a show
- CR 4804/2/269 Two photos of boats in a showroom at unknown location
- CR 4804/2/270 Two photos of Healey boat on trailer at unknown location
- CR 4804/2/271 Healey boat on trailer inside at the Cape Works, Warwick
- CR 4804/2/272 Man driving outboard motor boat in sea at unknown location
Wearing hat and lifejacket.
- CR 4804/2/273 Healey boat being used in Kraft Foods campaign at supermarket
Women in boat handing out food to people, including children - 'Oceans of good food by Kraft' - publicising new Kraft variety pack. Photo appeared in Bristol Evening Post.
- CR 4804/2/274 Photo of drivers FF Dolson and J Williams in action during the London Motor Boat Racing Club 25 mile race at Shepperton, which they won
Information is written on the front of the photo. 1958
- CR 4804/2/275 Donald Healey standing by the open drivers door of an Austin Gipsy car which has a Healey speedboat on a trailer
Boat Z91 that was driven by Healey and Tommy Wisdom in the 24-hour race at Aix-Les-Bains in France, winning the trophy for the best-placed British crew. Photo taken at same time as image used on page 129 of My World of Cars.
- CR 4804/2/276 Four photographs showing action from the Six Heures de Paris race
Including shot from behind of Tommy Wisdom in the boat that was entered for the race.
- CR 4804/2/277 Two photos showing Brian Healey shooting film footage of a Healey boat at unknown location
Location may be Packington?
- CR 4804/2/278 Six colour photos of Bic Healey driving yellow speedboat at Packington?
Bic with family? Wearing red top.
- CR 4804/2/279 Four photos of Bic Healey driving Z91 (light blue) with others in boat
Packington?

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- CR 4804/2/280 Six colour photos of Bic Healey driving Z91 (light blue) with others in boat
Packington? (different occasion from CR 4804/2/279).
- CR 4804/2/281 Photograph showing close up of Healey boat bow (at The Cape?)
- CR 4804/2/282 Photo of speedboat 'Jet Spray' with several people aboard
- CR 4804/2/283 Photo of speedboat being driven by man wearing bobble hat
With male passenger wearing suit standing and boy sitting down.
- CR 4804/2/284 Four photos of Healey boat being driven by man wearing suit at unknown location
- CR 4804/2/285 Twelve photos including group of five standing on shore with jetty and Healey boat behind; man in bobble hat driving boat; Bic Healey driving boat, members of the group waterskiing; with another boat P80 ('Very Likely?')
Group includes Bic Healey, woman, and man wearing bobble hat [taken at same time as colour photo CR 4804/2/278].
- CR 4804/2/286 Two photos of Tommy Wisdom driving Healey boat with female passenger
- CR 4804/2/287 Ten photos of Tommy Wisdom driving Healey Sprite with one or two male passengers in the boat
Location is offshore.
- CR 4804/2/288 Three photos of man driving boat offshore, with female passenger (and boy)
Beach in background.
- CR 4804/2/289 Photograph showing close up of boat moored up
Larger boat - has below decks area and seats at rear.
- CR 4804/2/290 Two photographs showing damage - flakes off a shaft, and scoring in a bearing
- CR 4804/2/291 A Class 4 Healey sand yacht in action
Used on page 201 of More Healeys.

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	Wind power	1960s-1980
CR 4804/2/292	<p>File on 'experimental and windmills etc.'</p> <p>Includes:</p> <p>Photos, contact sheet and negatives e.g. Donald Healey with turbine mounted on car, wind turbines;</p> <p>Correspondence with Ministry of Defence about research and funding for development of a wind powered electrical generator;</p> <p>Correspondence with manufacturers about wind turbine generator blades;</p> <p>Publicity material and reports from wind energy firms (including photocopies of items from the 1960s);</p> <p>Correspondence with Geoffrey Healey from Department of Trade & Industry about a redundant Healey wind power generator at Perranporth Airfield and possible interest from a contact (with Healey reply that it has been heavily used and would need an overhaul – asking for 'scrap' price of £200).</p>	1960s-1976
CR 4804/2/293	<p>Files marked 'windmills'</p> <p>Includes:</p> <p>Loose sketches and drawings, calculations, typed notes on generators, alternators, letters and publications from manufacturers of parts (including Lucas), technical reports (e.g. by British Electrical & Allied Industries Research Association), file on Elektro GmbH Winterthur notes and drawings, articles, publications on wind power (including copies 1960s-1970s).</p>	1960s-c1979
CR 4804/2/294	Four sheets of handwritten notes by Donald Healey (Cornwall) on power generation from windmills, including a few sketches	[early 1970s]
CR 4804/2/295	<p>File marked T13 with sub-file marked project P161 windmill test manual (secret) about test procedures and security, calculations, parts schedules, notes, articles, publications, graphs</p> <p>Unavailable for general access until</p> <p>It may be possible for us to release information from this item, please write to us for details.</p>	c1973-1978
CR 4804/2/296	<p>File marked 'wind power generators – P10 1975'</p> <p>Includes calculations.</p>	1975
CR 4804/2/297	File – correspondence with Lucas and others [relating to wind power generation] including brochures	1975

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CR 4804/2/298	Volume labelled 'Geoffrey Healey and Donald Healey windmill papers' Includes: notes, calculations, sketches, test results, graphs, typed brief history of Healey Automobile Consultants Limited with note on Healey 2KW generator (February 1976).	c1975-1976
CR 4804/2/299	Loose material on wind generation project Including: Notes, graphs, calculations, Project P161 progress report no. 4 (September 1978) by Geoffrey Healey (up to 31 August 1978); Healey Automobile Consultants Limited file with typed notes/memo 'production study small volume production' by Geoffrey Healey with sections on organisation, assembly procedure, costing (December 1975). Plus letter from David Bond, Bonds Boats, Feock, Truro [about moulding turbine blades?]; Copy letter from Geoffrey Healey to David Barton Ltd, Meriden (28 October 1976) asking if the company would be interested in a wind driven generator, with response (23 November 1976) asking for a meeting and seeing a generator in operation.	c1975-1980
CR 4804/2/300	Drawing on tracing paper of Healey aerogenerator assembly	2 June 1976
CR 4804/2/301	Drawing on tracing paper of unknown item Re-drawn with additional information 13 May 1976.	5 January 1976
CR 4804/2/302	Typed copy notes by Geoffrey Healey on brief history of Healey Automobile Consultants etc. and its wind power experiments	4 February 1976
CR 4804/2/303	Drawing on tracing paper of control lever [for Healey aerogenerator assembly]	26 July 1976
CR 4804/2/304	Drawing on tracing paper of Healey aerogenerator assembly (400/800 B series)	28 October 1976
CR 4804/2/305	Loose correspondence between Geoffrey Healey and Calor Gas about its possible involvement in wind turbine power generation costs, parts etc. With schedule of parts and assembly index, provisional costs estimates for Healey aerogenerator 'G' series – G1000 (1976), pencil sketch and graph [nothing came of this because Calor Gas emphasis switched to solar power research].	1976-1980

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CR 4804/2/306	File – MOD reference A726/5022 (P161) and marked top secret (file T 11) Including agreement and paper work relating to development of a wind powered electrical generator, forms, project schedules. Unavailable for general access until It may be possible for us to release information from this item, please write to us for details.	1977-1980
CR 4804/2/307	Pencil drawing on paper of aerogenerator assembly (mast details)	n.d.
CR 4804/2/308	Copy of drawing showing side view of Healey aerogenerator assembly (mast and propeller) With wind direction indicated.	n.d.
CR 4804/2/309	Pencil drawing on paper showing tower assembly [of Healey aerogenerator]	n.d.
CR 4804/2/310	File (marked P 161) including publications, notes, calculations, correspondence with Department of Industry about Healey's research contract (and delays) relating to wind power Including correspondence with Dudley Smith MP (August 1976), correspondence with National Research Development Corporation asking for funding (1976-1977).	1976-1978

CORPORATE RELATIONS

1930s-1990s

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

Sales literature

1947-1991?

CR 4804/3/1	Healey 2.4 litre outer folder/wallet - with price list for June 1947	1947
CR 4804/3/2	Small label showing Healey 2.4 litre prices	September 1949
CR 4804/3/3	Inserts (with image and text) for 2.4 litre Healey chassis	c1950
CR 4804/3/4	Insert (with image and text) for Nash Healey 4 litre open sports 3-seater	c1950
CR 4804/3/5	Insert (with image and text) for Healey 2.4 litre Abbott drophead coupe	c1950
CR 4804/3/6	Insert (with image and text) for 2.4 litre Healey Tickford 2-door 4-light sports saloon	c1950
CR 4804/3/7	Insert showing illustration of Healey 2.4 litre [Elliott] saloon	
CR 4804/3/8	Insert for the 2.4 litre Healey Silverstone open sports two seater	c1950

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

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- CR 4804/3/15 Proofs for Healey Marine adverts 1955-1956
Including:
- ‘Something New For Water-Sportsmen!’ – text and illustration [image from one of the photos in Healey Marine folder in photos box] [price of the hull was £149.10.0] [marked DH 88];
- Same image and text as above for Catalogue & Review of the National Boat Show – ‘Something New for Water-Sportsmen! The Healey ‘Sky [sic]-Master’ [marked DH 78];
- Same text and image as above [stamped 18 November 1955 and marked DH85] – also with image only;
- Text – ‘Made for the Water-Sportsman... ‘Ski-Master’ Outboard Runabout, ‘Ski-Master’ Inboard Runabout’ [marked DH87];
- Same text as above (plus quote from Mr TP Harrington of Columbus, Ohio, owner of the first Ski-Master sold in the USA – ‘this boat is terrific’ with extract from letter from well-known American Water-Sportsman) with images showing boat [marked DH 99], plus proof with just text on [minus quote];
- Text and image as before (marked as for insertion in March issue);
- Text and image as before [marked DH83] plus image only; ‘This boat is terrific’ text and quote as above with letter from Yachting Monthly (22 August 1956) asking if Healey Marine Ltd wants to repeat its advertisement in the October magazine in the guide to the marine section of the motor show that will be included;
- Text and image as before (‘something new’) (stamped 21 November 1955) for Motorboat & Yachting and Yachts & Yachting [marked DH84];
- Text for advert in Motorboat & Yachting and Yachts & Yachting [marked DH 75] – Healey Marine Limited (Warwick) offer the most comprehensive range of Marine Equipment, comprising – The Austin-Healey [engines], the Laycock-Healey [marine gearbox], the Healey ‘Ski-Master’ Sports Runabout [hull and boat], Scott-Atwater Outboard Motors. See all the above on stand 39 at Earls Court [marked DH75];
- Text giving specifications, dimensions etc [marked DH87]
- ‘Something new’ text and image (of boat) [for Light Craft, March ?].
- CR 4804/3/16 Photographic print showing illustration showing two diagrams of Sprite Mark I interior dimensions
This image was used on page 55 of More Healeys.

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CR 4804/3/17	Copy of paint and trim colour chart for Austin-Healey Sprite type AN5 Drawing by The Austin Motor Co. Ltd Designs Dept.	1957
CR 4852/1	Austin-Healey 'Frogeye' Sprite colour swatch booklet	1950s
CR 4804/3/19	Lucas equipment and spare parts list for Austin-Healey Sprite	1958
CR 4804/3/20	Typed list of optional equipment for Austin-Healey 100 Six (28 January 1958)	28 January 1958
CR 4804/3/21	Typed copy notes on Austin-Healey 100 Six optional equipment	28 February 1958
CR 4804/3/22	Types notes on the 2.4 litre Healey – 1952 series 'F', including on lubrication	
CR 4804/3/23	Typed notes on Austin-Healey tuning up routine	
CR 4804/3/24	Typed copy notes on 2.4 litre Healey specification	
CR 4804/3/25	Small Austin Healey Sprite publicity fold out poster/leaflet Published by The Austin Motor Company Limited (Publication No. 1647).	
CR 4804/3/26	Fold out colour leaflet for the Austin Healey Sprite Published by The Austin Motor Company Limited (Publication No. 1590).	
CR 4804/3/27A	File on Jensen Healey Including: Jensen Healey Autocar test brochures: copies of Autotest Jensen Healey (1973 cc) brochure reprinted from Autocar (31 August 1972); Leaflet on welding at Jensen Motors Ltd (reprinted from The Welder, vol. 40, issue 193}; Jensen Motors Limited newspaper News From Jensen hand made cars (1974 Motor Show edition) – includes article with photo on 5,000th Jensen-Healey, article on robust nature of Jensen-Healey cars ('Jensen-Healey Makes Its Mark'), photo of Jensen-Healey with its new 'no damage' bumpers (car XEA 101N), photo of a racing Jensen-Healey produced from an ex-works 1972 test model, list of distributors and dealers (including service dealer Donald Healey Motor Co. Ltd).	1972-1974
CR 4804/3/27B	British Motor Corporation press information [release] on Austin-Healey Sprite Mk IV and MG Midget Mk III	October 1966

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CR 4804/3/28	<p>File on Jensen Healey brochure Including:</p> <p>Includes: insert/fold out brochure on the Jensen-Healey with images and specifications (1972);</p> <p>Jensen Motors Ltd specification insert (1972) (with image of Jensen-Healey) issued by The Donald Healey Motor Co. Ltd (sole distributors to the US Military Personnel in the United Kingdom);</p> <p>Technical data leaflet (issued by Jensen Motors Ltd Technical Publications Dept, October 1972);</p> <p>Recommended retail price list for Interceptor III (March 1974);</p> <p>Jensen Motors Ltd insert on the Jensen Interceptor Convertible (March 1974) (with photo and specs);</p> <p>Transparent plastic 'press pack' sleeve (with Jensen Healey lettering and badge on it) containing – fold out insert on colours and specs, five images of Jensen Healey (e.g. different angles, cockpit, cut-away illustration of chassis – drawn by J Attrill 1972 [some photos taken outside Manor House restaurant, West Bromwich]) [marked not for publication before 7 March 1972], news releases (on Jensen Motors Ltd, Donald Healey, brief background to the return of the real sports car the Jensen-Healey, the Jensen-Healey – a new sports car), Jensen Healey specification, photo and specs insert, two photos showing side and rear (red car), Jensen Healey brochure with photos and specs, copy of Autotest Jensen Healey (1973 cc) brochure reprinted from Autocar (31 August 1972).</p>	1972-1974
CR 4804/3/29	<p>Advert from German magazine for the Austin-Healey Mk IIA (registration 131 APC California)</p>	
CR 4804/3/30A	<p>Sales insert on The Frogeye produced by The Frogeye Car Company Ltd</p> <p>Has photo of car on front (with number plate SDL 88) and information on its 'classic looks' and 'modern technology'. The back of the insert has specifications and contact details. The front of this insert was used on page 209 of More Healeys.</p>	1991?
CR 4804/3/30B	<p>Print of illustration showing numbered car parts</p> <p>Taken by Photographic Department of Nash-Kelvinator Corp. Nash Motors Division.</p>	n.d.

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CR 4804/3/30C	Tracing (sketch pad) with sketches and ideas by Bic Healey relating to publicity for boats and cars Includes:	n.d. [c1961]
	Sketches of car towing boat with slogan 'Springtime is Sprite time';	
	Slogan 'for boating and motoring pleasure it's Sprite';	
	Slogan 'why let the road end at the shore';	
	Notes on a leaflet (Sprite, corsette, inboard, 3 languages, engines, trailers);	
	Notes on press day - list of publications and media organisations, boats and their motors, programme (assemble Warwick, tour works, proceed to White Horse, Balsall Common for lunch, afternoon testing boats at Packington, 5 boats to be on the water fuelled and ready to run, names of skiers, crew at Packington);	
	Sketches and text for publicity material relating to the launch of the new Sprite Mk II and 3000 Sports cars [April - May 1961], including invitation to Donald Healey Motor Company's London showroom to meet Donald Healey and inspect the cars, with notes on the cars features;	
	Sketches and notes on Healey '707' turbojet including slogans and names/logos for boats (e.g. 'the only thing it shares with other boats is the water'), notes on speed of the boat, some test runs (e.g. from London to Denmark and back);	
	Ideas for Healey badge;	
	Sketch and notes for Sprite Mk II material e.g. 'I'm not so happy now! A Mark II passed me today - Healey spped equipped of course. It must be from Healey's new tuning centre [at Healey's London showroom and The Cape, Warwick]. Buy your Sprite Mk II from Britain's largest distributor'.	
	Racing	1950s-1992
CR 4804/3/31	Invoice from French garage Maxime Goulet, Rue Nationale, Clerans-Fouletourte for 'peunture complete de deux voitures sans fourniture de peinture' (50 Francs)	[1950s]

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- CR 4804/3/32 File 'Austin Racing' 1950s?
Includes:
- Copy typed notes – summary of results showing top gear acceleration figures (4.1 to 1 direct top gear, 5 gallons of fuel, hard top, engine no. C.26W3766, chassis no. SPL.3401B, type BN4L);
- Copy typed notes on Austin-Healey BN4 5.90 x 15 road speed tyre (4.10 rear axle ratio and overdrive, and 3.91 rear axle ratio);
- Typed list of British Cars homologated by the FIA according to appendix 'J' to the International Sports Code (1957) – including Austin-Healey 100-Six (open and hard top models).
- CR 4804/3/33 File on racing including speed record attempts at Bonneville Salt Flats, Utah; racing at Sebring February 1953-1982
Includes:
- Agreement between Shell-Mex & BP Ltd and Geoffrey Healey (11 February 1953) for Geoffrey Healey to use its motor oil exclusively in racing events – with list of payments to be made if Geoffrey Healey is successful at certain events (listed);
- Donald Healey typed memo. to various at Austin Motor Company and Donald Healey Motor Company (4 June 1953) relating to American stock car racing records and the speed record attempt (Donald Healey asks that the information be kept confidential to avoid publicity before the attempts);
- Typed copy note from George Eyston [who was the other driver making speed record attempts in the Healey] to Donald Healey (19 June 1953) relating to requirements for the car;
- Letter from Dunlop Rubber Co. Ltd (30 July 1953) to Captain G Eyston attaching instructions and notes (24 July 1953) for tyres to be supplied for the Austin-Healey Salt Lake speed record attempt;
- Copy typed list of Salt Lake team with memo. on address that the team has to report to at Wendover (Captain Eyston), handwritten note on special equipment and tuning instructions for the Sprite (model AN5);
- Two memos. relating to travel to Salt Lake City and trip to Grand Canyon (1 September 1953);
- Hand-written chart showing power performance of Austin-Healey record breaker (unblown car);
- [Austin Motor Co.] Development Road Test Department road test report on Girling brakes fitted to Austin-Healey 100 (9 June 1953);

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

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

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

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

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

Insert with overhead image of [Sebring?] course;

Typed official results of Sebring 1955;

Copy typed preliminary entry list for Sebring 1955;

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

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

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

Typed final results of Sebring 1957;

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

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

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

Copy typed note – brief summary of possible extras for Austin-

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Healey Sprite AN5 (10 February 1958);

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

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

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

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

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

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

Performance curves/graphs for various including 1960, 1961, 1964, 1965, 1967, 1968 Le Mans;

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

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

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

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

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

Speedwell Performance Conversions Ltd Leaflet on engine conversions – includes price list that mentions Healey Sprite [sellotape on leaflet].

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CR 4804/3/34	Telegram from [Leonard] Lord [Austin] to Donald Healey (in Italy) 'following cable received from American office, quote – at concours delegance Saturday 18th in connection with pebble beach sports car road races sponsored by sportscar club of America, Austin-Healey 100 awarded grand prize best car in show, also awarded first prize for two seater sportscar in 2500 to 4500 dollar price bracket, victory over every known make including foreign and domestic cars including 14000 dollar Ferrari, car acclaimed most sensational contribution in medium price bracket – unquote, this is delightful news, many congratulations'.	22 April 1953
CR 4804/3/35	Telegram from [Leonard] Lord [Austin] to Donald Healey congratulating him on record breaking run at Bonneville 'Yours received, delighted with wonderful results, congratulations to everybody'.	15 September 1953
CR 4804/3/36	Photo print of Contest Board of the American Automobile Association certificate of performance for Austin-Healey 100 non-stock car driven over a Bonneville Salts beds circular course (9.9972 miles) on 14 September 1953 to establish from a standard start various international class 'D' records (subject to confirmation by the FIA [Federation Internationale de 'Automobile]): five distance and two time length records Gives details of drivers including Donald Healey, time and average mph, fuel and oil used etc. (signed by officials).	1953
CR 4804/3/37	Photo print of Contest Board of the American Automobile Association certificate of performance for Austin-Healey 100 stock car driven over a Bonneville Salts beds circular course (10.0013 miles) on 15 and 16 September 1953 to establish various international class 'D' records (flying and standing starts) (subject to confirmation by the FIA): three distance and one time length records (on each day) Gives details of drivers including Donald Healey, time and average mph, fuel and oil used etc. (signed by officials).	1953
CR 4804/3/38	Blank Contest Board of the American Automobile Association application form for official sanction grant for a certified speed trial or record attempt	[1953]
CR 4804/3/39	Typed FIA [Federation Internationale de 'Automobile] notes [in French] on Bonneville Flats records 14-16 September 1953, including Austin-Healey ones.	7 May 1954
CR 4804/3/40	Brochure of official racing regulations and entry forms for the Florida International Twelve-Hour Grand Prix Of Endurance For The Amoco trophy, Sebring, 13 March 1955.	1955

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CR 4804/3/41	<p>Copies of typed notes and photographs relating to Le Mans performances</p> <p>Typed copy notes with photos of Austin-Healey 100S performance at Le Mans 1955 24 hour rally (car no. 26 driven by Macklin/Leston) [accident], with same for Austin-Healey 3000 at 1960 rally (car no. 23 driven by Sears/Riley, JJB 143), for Austin-Healey Sprite at 1960 rally (car no. 46 driven by Dalton/Colgate, 598 3AC), for Austin-Healey 3000 at 1961 rally (car no. 21 driven by Stoop/Bekaert, DD 300), for Austin-Healey Sprite at 1961 rally (car no. 42 driven by Colgate/Hawkins, 1411 WD), for Austin-Healey 3000 at 1962 rally (car no. 24 driven by Whitmore/Olthoff, DD 300).</p>	1955-1962
CR 4804/3/42	<p>File 'Austin-Healey Sprite'</p> <p>Includes:</p> <p>Typed Austin-Healey '100' Six form of recognition (October 1956);</p> <p>Copy typed Geoffrey Healey notes on Austin-Healey Sprite AN5 (10 February 1958);</p> <p>Handwritten notes including on engine and axle;</p> <p>Typed notes on Austin-Healey Sprite special equipment and tuning (preface, engine, suspension, brakes, plus all weather, competition and special equipment) – with page on tuning condition 4 including parts and prices. With typed annotated copy;</p> <p>Copy typed form of recognition for Austin-Healey Sprite Grand Touring Car (1 April 1958) with optional equipment list (issue 1) with typed [final] and typed/annotated version, and typed page of form of recognition amendment details (omitted from issue 1).</p>	1956-1958

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CR 4804/3/43	<p>Brochure of official racing regulations and entry forms for the Florida International Twelve-Hour Grand Prix Of Endurance For The Amoco trophy, Sebring, 23 March 1957 With:</p> <p>Copy of first letter to entrants from the race secretary (17 January 1957);</p> <p>Letter from race secretary to Geoffrey Healey (29 January 1957) who had spent an evening with Donald Healey and promised to send another set of regulations with up to date amendments (noted that can only guarantee two official starting positions but hopes to add a third and that Donald Healey wants the third car made ready and sent over);</p> <p>Copy typed letter from Geoffrey Healey to John Bentley, Albertson, New York (14 February 1957) with details on lap times, performance of cars, a note that they will be the modified type as used at Utah, Geoffrey Healey arriving in Miami on 16 March with the mechanic;</p> <p>Telegram from race secretary to Donald Healey (21 February 1957) confirming third Sebring position;</p> <p>Copy typed letter from Pan American World Airways to The Donald Healey Motor Co. (5 March 1957) confirming tickets numbers and flights for Geoffrey Healey and W Reid.</p>	1957
CR 4804/3/44	<p>Copy typed form of recognition for Austin-Healey Sprite Grand Touring Car Including optional equipment sheets (April 1958, May 1958).</p>	1 October 1958
CR 4804/3/45	<p>Marketing Department (Birmingham depot) requisition sheet for items required for Monte Carlo Rally (food, drink, medicines, toilet products).</p>	19 December 1958
CR 4804/3/46	<p>File marked Geoffrey Healey correspondence/queries RAC International records Geoffrey Healey request to RAC for international class 'D' records as he thinks some of them are out of date, or do not include some Healey records and have incorrect speeds/times for some. Also includes typed copy of note (19 August 1956) of new records established (subject to confirmation) by Austin-Healey at Bonneville – signed by officials.</p>	September 1959
CR 4804/3/47	<p>Geoffrey Healey copy typed notes on Sebring 1960 Details on courses, results, the three Austin-Healey 3000 cars entered, the races, previous Austin-Healey Sprite results (1954-1959).</p>	7 April 1960 - 14 April 1960

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CR 4804/3/48	File of correspondence with Austin/British Motor Corporation in USA and Canada Including letter from Peter Millard, Austin Motor Co. (Canada) to Geoffrey Healey (7 June 1963) on performance of Healey at a Canadian race, letter from Geoffrey Healey to Millard (15 August 1963) with thoughts on what improvements are being worked for next years racing, correspondence also mentions a steering wheel trophy that has gone missing.	1963-1964
CR 4804/3/49	Copies of typed notes and photographs relating to Le Mans performances Includes: Typed copy notes with photos of Austin-Healey Sprite performance at 1963 Le Mans 24 hour rally (car no. 42 driven by Whitmore/Olthoff, 58 FAC), with same for Austin-Healey Sprite at 1964 rally (car no. 53 driven by Baker/Bradley, 770 KNX), for Austin-Healey Sprite at 1965 rally (car no. 48 driven by Aaltonon/Baker, ENX 416C), Austin-Healey Sprite at 1966 rally (car no. 48 driven by Rhodes/Baker, HNX 456D), Austin-Healey Sprite at 1966 rally (car no. 49 driven by Hopkirk/Hedge, HNX 455D), Austin-Healey Sprite at 1967 rally (car no. 51 driven by Baker/Hedges, HNX 456D), Austin-Healey Sprite at 1968 rally (car no. 50 driven by Enever/Poole), Austin-Healey Sprite at 1968 rally (car no. 47 driven by Hedges/Baker), Healey Climax SR at 1969 rally (car no. 37 driven by Baker/Harris), for Healey Repco SRX (car no. 34 driven by Enever/Hedges).	1963-1969
CR 4804/3/50	Telegram from Peter Millard, Austin Motor Company (Canada) Ltd, Toronto to Geoffrey Healey asking for three Sebring Healey [replacements for] intake manifolds damaged in accident. With typed copy reply from Geoffrey Healey (23 May 1963) confirming that replacements are being sent but 'we are somewhat mystified as to how these manifolds can have got damaged in an accident without practically writing off the rest of the car and we are, therefore, interested and somewhat worried to know exactly what has happened'. Plus telegram reply from Millard (23 May 1963) noting that accident happened during second lap of feature event at Mosport. Driver Clark over turned the car due to heavy right foot, not hurt and body damage to car being repaired. With letter from Millard to Geoffrey Healey (30 May 1963) with more information about how the accident happened.	22 May 1963
CR 4808 & CR 4888	Mechanics pit passes for Le Mans 1966-1970	1966-1970
CR 4804/3/52	Programme for 1967 Targa Florio (14 May 1967) [in Italian] with race calculations written by Geoffrey Healey on the back	1967
CR 4804/3/53	Programme for Le Marathon de la Route (20-24 August 1968) (38th championship) organised by Royal Motor Union, Liege	1968

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CR 4804/3/54	Two statistics sheets giving hand written details of performance of 'A' type engine (1293cc) fitted with Lucas fuel/injection system for Donald Healey Motor Co. for Le Mans 1968	29 May 1968 - 30 May 1968
CR 4804/3/55	Copy typed information sheet for Group 4 MG Midget, Sebring 1968 Engine, lubrication, cooling, fuel system, ignition system, exhaust system, chassis, gearbox, propeller shaft, rear axle, steering, suspension, brakes, wheels and tyres, electrical, instruments, bodywork, dimensions (with sheet for Austin-Healey Sebring Sprite 1967 annotated with alterations to give details for MG Midget 1968 sheet).	1968
CR 4804/3/56	Copy typed information sheet for Austin-Healey Sprite 1968 [Sebring?] Engine, lubrication, cooling, fuel system, ignition system, exhaust system, chassis, gearbox, propeller shaft, rear axle, steering, suspension, brakes, wheels and tyres, electrical, instruments, bodywork, dimensions (with sheet for Austin-Healey Sebring Sprite 1967 annotated with alterations to give details for MG Midget 1968 sheet).	1968
CR 4804/3/57	Regulations booklet for the Royal Scottish Automobile Club International Scottish Rally of 1968 Taking place from 9 June - 14 June 1968	1968
CR 4804/3/58	Menu for Club Mille Miglia meeting at Park Lane Hotel, Piccadilly on 24 October 1992	1992
CR 4804/3/59	Typed and signed note from Edward Eves, Lillington Road, Leamington to HM Customs about aircraft spares carried by the Healey Motor Company team being his property Purchased from the Aero Club de la Sarthe at Le Mans (of British origin so not subject to import duty or taxes, but he will pay any tax due if they disagree with him).	n.d.
	General corporate relations This sub section includes promotional material and also files on research carried out by Geoffrey Healey after enquiries from car owners.	1953-1996
CR 4804/3/60	File – specific vehicle research ('fine toothcomb') Includes: Typed list of Austin-Healey 100 owners register [including registration numbers NUE552, HCT100, NUE972, NON57, NUE976, YAD468 (NWD538), NWD394, DNH828, ONX113, DGL666, OAC81, OAC85, 899EMW OAC373, BJM3, OAC856, OAC783, OAC970, OAC1, ONX530, ONX721, ONX723, RYB7, URB520, OON703, LSF509, OOL83, 1NWT453, OUE748, NOP926, OOM552, OOM300, ECP370, RUR427, OXR136, OWD726, 478BMD, 47JGY (PAC11), FBV200, 264BAU (104UB), 981LUG, SCV737, NWU206, 6689PT (OXM1), NDA8, PAC573, TDH228, WCD46,	1950s-1992

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KFY101, TKJ39, OWN115, OYW786, LSG396, 228BMY, 195CMF, PAC688, MJW999, UEH713, POG11, PGY500, TJH790, PGK79, RBJ711, PGU171, UNT688, MSF361, 754CMG, KKW981, RLH654, TAR234, NNP717, MFS371, SOF347, POH471, MNT792, TAU643, ODD573, NTM444, KFN918, PYP840, THJ400, MPY505, NFS892, RYV300, 964MY38, RNY780, 248DLD, HCL203, 131GJB (TXV96), UXC43, DFL217, OWW222, NOW621, RNX870, FEE426, RLJ455, RNX250, BMN8 (B8), UUR36, UMB929, UTO66, XPF109, OBY95, CJS140, JHS304, RLJ325, XWL725, OJW791, XPF100, PYN120, JHE741, RLP946, DCC61, 810JJO, SPX677, PYM419, NDK305, KHJ330, KRX521, SRH572, TYE48, RUE617, PLN955, 106FME, RWD133, SOB820, WDV300, NHR630, LFK847, 269EMP, RCR991, 222EMK, RLP855, 333BRA, SSM387, FJV2, DHG123, TCR811, HHL835, HRN644, XHA332, XCD240, 1004AH, 47GRE, SAC410, RLD997, TNN377, VMB279, SOB971, LVY12, KNJ76, XJO147, JJA63, MUK739, UYD595, 4083PT, OFH899, TAX620, LDR836, SGN706, TOT93, YPH142, OOU717, GJX843, PVN103, MFC2, TLT48, GEE958, VYC17, TOE100, NBD90, 846GKP, WNK551, SLL989, KDB890, SXA200, 1UYD, N.845.754, LPM100.];

Printout list of rare vehicles includes chassis numbers and engine number etc [Build or registration numbers include: UJB141, NOJ392, NOJ391, AHR7, AHR8, AHX1, AHX3, AHX4, AHR8, X224, OON440, AHX12, AHR23];

Typed list of chassis and engine numbers of some of the Warwick-built special cars [Build or registration numbers: AHX1, AHX2, AHX3, AHX4, AHX9, AHX11, AHX12, AHX13, AHX14, AHX15, AHX16, AHX17, AHX18, AHX19, AHX20, NOJ391, NOJ392, NOJ393, OON439, OON440, OON441, AHR27, NWD977, Q1, Q2, ST400/7080AC, MARS, UOC741, ONX113, OAC1. Experimental 'X' Numbers: X1, X2, X3, X4, X5, X6, X7, X11, X12, X14, X15, X102, X114, X133, X150, X160, X170, X179, X185, X191, X201, X207, X216, X220, X221, X224, X250, X251, X300, X312, X400. X numbers were not taken out in date order.], [for book appendix, annotated];

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

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

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

Letter from Allan Jones, President of Austin Healey Owners

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

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

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

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

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

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

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

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

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

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

Handwritten notes and drawings for unknown vehicle.

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CR 4804/3/61	Season's greetings card from Donald Healey (1953) with illustration on front showing reproduction of painting by Roy Nockolds of the Austin-Healey during its record breaking runs at Bonneville Salt Flats, USA, September 1953. The original was commissioned by Donald Healey and displayed in his Leamington home with his trophies and awards. The painting can be seen with trophies on page 41 of 'My World of Cars.' Bic Healey commissioned prints of the image in 1988 shortly after his father's death, and 200 prints were signed as limited editions to be sold to raise funds for the Donald M. Healey Memorial Fund.	1953
CR 4804/3/62	Season's greetings card from The Donald Healey Motor Co. (signed by Donald Healey) Cover has illustration of man driving Austin-Healey 100 (DHC 100) with passenger.	n.d.
CR 4804/3/63	Compliments card of Donald Healey Motor Co. Ltd From AS (Syd) Enever	n.d.
CR 4804/3/64	Copy typed testimonials (1953 – 1954) from US military personnel on the Healey	1954
CR 4804/3/65	Letter from Ian Paterson, Executive Press Officer, Austin Motor Co./Morris Motors (Canada) to Donald Healey enclosing unknown items for his scrap book	8 April 1963
CR 4804/3/66	Folder of telegrams sent on opening of new Donald Healey Motors garage showroom/sports car centre in Warwick (3 July 1963) Including from [Transport Minister, Ernest] Marples, Lady Bolingey, George Harriman [British Motor Corporation], Wally [Hassan] (Coventry Climax), Aubrey Jones. Also with birthday congratulations to Donald Healey and letter from Raymond Baxter, BBC (2 July 1963) apologising that he can't be there for the opening.	3 July 1963
CR 4804/3/67	Copy letter from Geoff Healey to Peter Browning, MG Car Company Ltd, Abingdon Says that Browning's cutting 'nearly gave me heart failure. At first glance I thought the Old Man or Bic had suddenly gone berserk. Fortunately, the oaf who made the statement is no relation'.	18 August 1965
CR 4804/3/68	Original art work for 'Jon' cartoon that appeared in The Daily Mail on 18 January 1968 showing man [Sir Donald Stokes] on the phone at British Leyland Motor Corporation saying 'take the Healey out of production' [with photocopy of page it appeared on].	January 1968

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- CR 4830/3 Poster of 'Healey History ... more than 20 years of Healey and Austin-Healey cars' November 1967
 Photos, statistics and dates on various Healey and Austin-Healey cars (1946-1967) including major competition successes (reprint from Safety First magazine and published by British Motor Corporation).
- CR 4804/3/70 Letter from The Times motoring correspondent Geoffrey Charles to Donald Healey asking for information on the various new Healey projects he has heard about on the grapevine 27 February 1969
 Has handwritten note at end of letter mentioning that he has since seen news of the plans in The Guardian.
- CR 4804/3/71 Letter from Courtenay Edwards, The Daily Telegraph, Fleet Street to Donald Healey, Trebah Manor, Mawnan Smith, Cornwall (14 March 1969) asking if it is true that he is working on designs for a steam car March 1969 - April 1969
 Mentions that he has seen the Daily Express article on this subject (21 February 1969). With copy reply from Brian Healey (21 March 1969) noting that the letter had been forwarded onto him as Donald Healey was currently in the United States. Suggests that Edwards contacts Geoff Healey. Also with reply from Edwards to Brian Healey (8 April 1969).
- CR 4804/3/72 File of 'correspondence specific vehicle research & various others' 1976-1991
 Includes:
- Letter from Secretary of the Austin-Healey Owners Association of British Columbia (28 September 1976 asking about records and chassis numbers for 100Ms. With reply from Geoff Healey (8 October 1976) that cars were delivered from Austin to Warwick for conversion to 100Ms and that no changes were made to chassis or engine numbers;
- Enquiry about Sprite HNX 456D (1 November 1976) with copy letter reply from Geoffrey Healey (15 November 1976);
- Letter about a 3 litre Austin Healey sports car being restored in Istanbul (September 1977);
- Letter from Joe and Peter Cox (4 January 1978) concerning their ownership of the first Rolls Royce Healey prototype (TNX 65G) and need for replacement chassis identification plate;
- Letter from Pat Quinn, Australia relating to BN3 (10 January 1978);
- Letter from Robert Holland, Ohio, USA (5 March 1978) about BN4L-0/73069 (with engine serial number 3009). Also asking about 100-6 sales literature and posters;
- Letter from Dave Ramstad, Austin-Healey Club, Pacific Centre (7 March 1978) with several queries relating to the first Austin-Healey 100S, early 100-Six, BJ7/BJ8 hardtop, metallic golden

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

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

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

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

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

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

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

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

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

Letters from [former racing driver] Ted [Worswick] (August 1989 and January 1990) about the racing history of Sebring car 767 KHX, which he has (and raced in Sicily in 1966 and 1968). Also asking about an Austin-Healey 100 that he has acquired. Also mentions the car (EJB 806C) he bought from Abingdon in

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1966. Second letter mentions his 1964 Sebring 3000 (767 KNX). Worswick also points out that an image used on page 159 Geoff Healey's book 'Austin Healey - the story of the big Healeys' has been incorrectly captioned as being Timo Makinen and co-driver in the 1965 Targa Florio (ARX 91B). Is in fact Worswick in the 1967 Targa (where he and his co-driver came 9th overall);

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

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

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

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

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

Geoffrey Healey memo. on 'spurious cars warning' (25 January 1991) - has been bombarded with requests for information about special vehicles. People claiming that some cars of

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

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

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

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

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

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

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

Letter to Geoff Healey concerning Austin Healey 100 (USU

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

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

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

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

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

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

CR 4804/3/73

Copy typed letter from Geoff Healey to The Editor of The Autocar Magazine (10 August 1977) about claims that Triumph held the post-war record for producing a car from design to production (the TR2)
Suggests that this honour should go to the Healey 100.

1977

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CR 4804/3/74	<p>File of correspondence with Gentry Publishing [relating to books written by Geoffrey Healey]</p> <p>Including:</p> <p>Newspaper cuttings on reviews of Geoffrey Healey's book Austin-Healey – The Story of the Big Healeys;</p> <p>Handwritten list of publications, media contacts, newspapers;</p> <p>Copy letters from Geoffrey Healey to various asking for information for his next book on Sprites;</p> <p>Copy memo. of agreement between Geoffrey Healey and Wilton House Gentry Limited (2 February 1978) for book on Sprites & Midgets (typescript to be delivered to printer by April 1978);</p> <p>Proofs of some colour images to be used in new book.</p>	1977-1978
CR 4804/3/75	<p>Correspondence to and from Geoff Healey concerning his book More Healeys</p> <p>With Leyland Cars, Jensen Special Products Ltd, British Leyland Motors Inc. [USA]</p>	October 1977 - November 1978
CR 4804/3/76	<p>Printout of images showing Donald Healey making adjustments to a windmill and Geoff Healey studying the performance of a windmill mounted on a Mini car</p> <p>These images were used on page 150 of The Healey Story.</p>	1970s
CR 4804/3/77	<p>Copy letter from Geoffrey Healey to Glyn Lambert Marketing (9 January 1978) about unauthorised use of Donald Healey signature on a 25th anniversary medallion</p> <p>Plus later letter (17 January 1978) giving ok for use of the signature.</p>	January 1978
CR 4804/3/78	<p>File of Geoffrey Healey correspondence with Austin-Healey Club of America and others (e.g. Fred Horner and Mike Dale at Jaguar) about trip to the US, his book on Sprites and other matters.</p>	1978-1979
CR 4804/3/80A	<p>Hand drawn pencil map on tracing paper showing Healey company locations in Warwick</p> <p>This image was used on page 38 of More Healeys.</p>	[1978]
CR 4804/3/80B	<p>Donald Healey's press day entry ticket for the British International Motor Show at the National Exhibition Centre, Birmingham (17-28 October 1984)</p>	1984
CR 4804/3/81	<p>Limited edition colour reproduction of Austin-Healey 100 S fold out poster/leaflet</p> <p>Reproduced by Austin Healey Club of Ontario. With letter and envelope from Precision Sportscar Servicing, Ontario, Canada explaining reproduction.</p>	1986

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CR 4804/3/82	Letter from Geoff Healey to Glyn Lambert (20 August 1988) relating to medallion planned for after Donald Healey's death (Geoffrey Healey was querying who gave permission With letter from Brian Healey to Geoffrey Healey (24 August 1988) noting that he gave Lambert permission.	August 1988
CR 4804/3/84	Compliments slip from The British Racing Drivers Club Secretary Anthony A. Salmon, 9 Down Street, London	
CR 4804/3/85	Pack for press day launch of Healey 3500 MkIV convertible and Silverstone 3500 roadster by Harrier Cars (Peter and Graham Holmes) Wallet includes: Foreword from Geoffrey Healey; Press information on history of Healey company and family, aim of producing an updated version of the Austin-Healey 3000; Dealers and agents; Addendum to press release about issues of use of the name 'Healey' on a car and dispute with Unicon Holdings Ltd (who purchased 'remnants' of Jensen Cars Ltd and claim right to use the 'marque') – also mentions Geoffrey Healey view that consultancy agreement between Healey Automobile Consultants Ltd (HACL) and Jensen Cars meant that the rights were returned to HACL as Jensen had failed to maintain its commitment. And also notes that it is hoped that this problem will be resolved by the time production commences. Also leaflets on the 3500 MkIV convertible and Silverstone 3500 roadster (including photos).	Mach 1989
CR 4804/3/86	Letter from Stirling Moss to Geoffrey Healey thanking him for his kind and informative letter Is contacting the Austin-Healey Club to find out 'exactly how far we can go with the car that is coming from America. Obviously it makes a difference which model we have got, as to what special bits and pieces can be used on it. If I do get it together, I hope our paths will cross again'. With handwritten note on back of compliments slip asking Geoffrey Healey if Sebring Sprite have fibreglass bodies and that he is hoping to bring Chuck Shields? Sebring Sprite over.	2 October 1989
CR 4804/3/87	Correspondence including on images for use in The Healey Story book by Geoff Healey Includes correspondence with Burmah Castrol (and copies of images sent such as Castrol adverts)	1994-1995

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CR 4804/3/88	Letter to Geoffrey Healey from Glyn Lambert (14 January 1994) with idea for a bronze sculpture of the Austin-Healey 100S streamliner used in Utah (1954) With follow up letter from Lambert (26 January 1994) saying it was a pity that he got a negative reply.	January 1994
CR 4804/3/89	Geoffrey Healey drawing (no. M 101) on tracing paper showing circuits on Bonneville Salt Flats, Utah (straight and circular). This image was used on page 105 of The Healey Story.	
CR 4804/3/90	Proof of The Healey Story (September 1996) [2nd edition, written by Geoffrey Healey] [1996]	
CR 4804/3/91	[Canadian] advert (on back of Donald Healey Motor Co. specifications) of Donald Healey advertising 'Lord Calvert' whiskey (with car AH 100 in background) 'Lord Calvert...for men of distinction' [image used on p.33 of More Healeys]. With photograph of the car in same location [taken at same time as image used in ad].	
CR 4804/3/92	Copy of typed lyrics 'The Little Healey Sprite' sent to Mr Healey from The British Motor Corporation Limited's Publicity Assistant With note that to be sung to the tune of 'Ghost Riders In The Sky'.	n.d.
	Press cuttings and articles These include loose cuttings, scrapbooks and individual publications. Most of them have a Healey reference but some relate to the car industry in general.	1928 - 2003
CR 4804/3/93	Autocar magazine	28 September 1928
CR 4804/3/94	Autocar magazine	5 October 1928
CR 4804/3/95	Autocar magazine	11 January 1929
CR 4804/3/96	Press cuttings and articles Includes: Newspaper article 'French Ire At British Car Triumph' by Tommy Wisdom on Donald Healey's Monte Carlo Triumph success in 1931 [1931]. With image of Healey. Italian newspaper 'Gazetta del Popolo' [perhaps kept because of mention of Alpine region of the country where Donald Healey had raced?] (25 June 1940). 'Daily Express' cartoon showing soldiers celebrating Christmas [possibly kept as Donald Healey and sons served in the Second World War?] (24 December 1942).	1931 - 1949

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Reprint from 'Autocar' on the 2.4 litre Healey. With image of the car (4 January 1946).

Reprint from 'The Motor' on the entirely new 2.4 litre Healey car. With images and data (16 January 1946).

'Motor Sport' reprint of article 'looking in on Healey' - a visit to the factory. With images (January 1947).

Cover (in colour) of 'Autocar' advertising Lockheed hydraulic brakes on Healey. With quote from Donald Healey: 'I fitted Lockheed because the high performance of my Healey needs perfect straightline braking & certain stopping' (24 January 1947).

Reprint from 'The Motor' on the 2.4 litre Healey. Includes information of speed trials in Europe. With images. (6 August 1947).

Photocopy of article from 'Autocar' on Donald Healey on business trip in USA with 2.4 litre Roadster. With photocopy of article from 'The Motor' showing Healey driven by Lurani and Sandri crossing the finishing line at Brescia in the Mille Miglia (20 February 1948).

Photocopy of 'Autocar' report 'Modern and Ancient' about Donald Healey and the Healey Saloon. On the Healey Saloon and Donald Healey's attitude to car manufacture. Includes images of Healey Saloon outside the Stratford Theatre, Donald Healey in the Warwick works (21 May 1948).

Article 'American Picture' by Donald Healey in 'The Motor' about his road trip in the USA in the Healey Roadster. Includes images. (26 May 1948).

Part two of the 'American Picture' article by Donald Healey in 'The Motor' about his road trip in the USA in the Roadster. Includes images (2 June 1948).

Reprint from 'Autocar' of magazine testing the 2.4 litre Healey Roadster. With typed copy of the reprint (11 June 1948).

Autocar 'News and Views' page with article (plus three images) of a special body on a Healey Chassis by F. H. Peacock Ltd in London (29 April 1949).

Types notes of test data obtained by 'The Motor' reprint for Healey 3-litre sports convertible (n.d.).

'The Autocar' article 'From Success To Success' with adverts for the Healey Roadster following the success in Mille Miglia. Includes illustration of a Healey, plus the following adverts for: Brooklands of Bond Street (authorised Healey dealers), ENV Engineering (provide the final drive for the Healey motor cars),

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Westland Motor Co. (designed and built Roadster body), FH Peacock (designed special edition), Aeroparts Engineering Co. Ltd, Hereford (produced chassis frames to Healey designs), Riley Motors (provide engines) (6 May 1949).

Article, reprinted from 'The Motor', about the new Healey Silverstone Model. With illustrations (20 July 1949).

Reprint from 'Motor Sport' of the magazine testing the Healey Silverstone sports 2-seater. With typed notes on information from the reprint (November 1949).

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CR 4804/3/97	<p>Press cuttings and articles Includes:</p> <p>Photocopy of article about the Nash Healey (1951) for the American market with description of the car (4 May 1950?).</p> <p>Article from 'The Autocar' with list of manufacturers showing cars [at 1950 Motor Show], including entry for Healey (20 October 1950).</p> <p>Brief 'The Autocar article' 'The Nash-engineered Healey' and a longer article 'Healey: American Engine for Roadster'. With images (20 October 1950).</p> <p>Photocopy of article '100 Per Cent for Dollar Export' about the Warwick factory making cars for US export. Includes various images of the production line at Warwick (11 April 1951).</p> <p>Photocopy of 'Motor Trend' article 'Proving Ground Shakedown of the Nash Healey' about a sports trial of the Nash-Healey in the US. With images (missing final page) (September 1951).</p> <p>Article from 'The Autocar' with list of manufacturers showing cars [at 1951 Motor Show], including entry for Healey (19 October 1951).</p> <p>'Morning News' cutting 'Shelsley Walsh Tribute to Healey Car' about Donald Healey opening the Shelsley Walsh International Speed Hill Climb with a Healey. With quote about large number of orders and unsure if they can cope with demand 'I really don't know how I shall cope with them' [early 1950s?].</p> <p>'The Autocar' article about the Nash Healey with a new Pinin Farina Body described as an Anglo-US-Italian model. With image (22 February 1952).</p> <p>'The Autocar' road test (no. 1464) on the 3 litre Healey Sports Convertible. With illustration and includes guide to the dashboard and performance specs (2 May 1952).</p> <p>Photocopy of 'Country Life' article 'New Cars Described - The Healey Saloon'. With image and gives specification of the car (16 May 1952).</p> <p>Photocopy of 'Country Life' article 'To Italy in 24 Hours' about the Mille Miglia. Writer drove prototype Healey model for the article. With image of a Healey on a typical section of the Mille Miglia route (6 June 1952).</p> <p>Article from 'The Autocar' with list of manufacturers showing cars [at 1950 Motor Show], including entry for Healey (24 October 1952).</p>	1950 - 1952
CR 4804/3/98	Bound volume of Autosport	July 1952 - December 1952

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CR 4804/3/99

Press cuttings and articles
Includes:

1953 - 1957

'The Daily Times Herald', Dallas report 'Austin-Healey Car Shown by Designer' about the Austin-Healey and Donald Healey's trip to Dallas in 1953 to reveal the new car. With image of Donald Healey and the car (13 March 1953).

'The New York Times' advert for 'Premier New York Showing The Nash Healey Le Mans Hardtop Sports Car'. Includes pictures of the Nash Healey hard top and convertible cars (8 April 1953).

'New York World Telegram and Sun' report about an Austin Healey 100 winning at the Grand Central Palace International Motor Sports Show (10 April 1953).

'The Autocar' article 'Nash-Healey for Le Mans' - Healey mentioned on rear of pages as well in Tulip Rally. Includes several images of the Nash-Healey including engine, brake drums (1 May 1953).

Article 'International Show Filled with Sports Car Marvels' from unknown American newspaper about Motor Show at Grand Central Palace, New York with write up about the Austin-Healey 100 (1953).

Article 'Never Misfire over the whole distance' about the speed record for the Austin Healey 100 S on the Bonneville Salt Flats in Utah [possibly part of an advert for Champion Spark Plugs?] Includes images of the car, the engineers and Donald Healey (1953/1954?)

'No Sweat' cartoon by Jake Schuffert from unknown publication showing man in a new sports car with the quote 'A new sports car!! Does this mean we're through, Healey?'" [c1953].

'Motorsport' magazine with 'The Wizard of Warwick' feature about Donald Healey and the Austin-Healey 100S setting record. With images (November-December 1954).

'The Caterer & Hotel Keeper' article 'Cocktails in Nassau' showing Donald Healey at Cocktail party in Nassau. With picture of Donald Healey (2 April 1955).

Advert 'Austin's Startling Offer' for Austin Healey from New York. Shows Austin-Healey in front of an Austin Somerset and convertible [c1955].

Photocopy of article from a BMC newsletter for authorised distributors and dealers in the US on the speed record breaking Austin Healey and MG cars at Bonneville Salt Flats in Utah. Includes four images (1 September 1956).

Newspaper cutting 'Sir Anthony opens motor show - tries 115

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m.p.h driving seat' showing photo of Sir Anthony Eden in an Austin-Healey Hundred-Six at the Motor Show. With image and caption (17 October 1956).

Photocopy of 'Sports Car Illustrated' article '21 More Horses for the Healey' about extra engine power in the Austin Healey 100 - six page article on the changes to the engine. With photo of the MM model with Denis May, Geoffrey Healey and Tony Wilson-Gunn (November 1957).

CR 4804/3/100

Copies of articles and photos kept in a Manhattan Imported Cars photo album '1958 - Austin-Healey On The Track!' Material relating to Austin-Healeys at Sebring endurance race and in other meetings featuring articles and photographs from various American publications. Includes photos of Healeys at Sebring and Montgomery (New York) e.g. photograph of driver Dick Thompson; cuttings from American publications on various; photo of cars 27, 28 and 29 lined up together; sep[arate photos of cars 27 and 28 in action; photo of car 11 in action at Montgomery and separate image of car coming off trailer.

1958

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CR 4804/3/101	Press cuttings and articles Includes:	1958 - 1959
	<p>Article from 'The Autocar' on used cars on the road – a 1952 Healey Abbott convertible (24 October 1958).</p> <p>Photocopy of article 'Super Sprites at Sebring' from 'Sports Car Illustrated' including images (June 1959).</p> <p>[London] 'Evening News' review of the Healey Sprite 'I try out the midget with a mighty punch' - about the introduction of the Sprite at the Earls Court Motor Show (30 October 1959).</p> <p>'Daily Mail' with article 'The night I crashed into an express train' on Donald Healey and Austin-Healey with Healey themed adverts. Also includes article on Healey Marine and article 'The Sports Car that scooped the American Market'. With images of Austin Healey 3000, Donald Healey, Donald Healey with Tommy Wisdom (1 December 1959).</p> <p>'Motor Racing' article 'Supercharged Sprite'. With image of car and engine (December 1959).</p> <p>Two page Champion Spark Plug Company advert from 'Life International' - 'racing to victory in the '12 hours of Sebring'. 'To win in the 12-hour international road race at Sebring, Florida, USA, you need a team that's fast, efficient - and inspired! That describes the newly formed Donald Healey Sprite team... a team that picked Champion spark plugs for winning performance in cars much like your car...'. Includes images showing headlight repairs to a Sprite being made by Chief Mechanic Roger Menadue, Sprites in the race, team photo, Team Manager Lou Comito (n.d.).</p>	
CR 4804/3/102	Press cuttings and articles Includes:	1960 - 1969
	<p>'Daily Telegraph and Morning Post' report about the Speedwell Austin-Healey Sprite - gives details of the trials of the Sprite, which will be driven by Graham Hill. With images (13 April 1960).</p> <p>Photocopy of 'Warwick & Warwickshire Advertiser' article 'Healey Car for Le Mans' about Donald Healey entering Le Mans for the first time in six years. With image of 948cc Austin-Healey Sprite (25 June 1960).</p> <p>Article reprinted from 'The Motor' on the Austin-Healey 3000 sports convertible. Includes images and diagrams (29 August 1962).</p> <p>'The Austin Magazine' article about the Austin Healey 3000. Includes images and diagrams (October 1962).</p> <p>'Autocar' reprinted article about the Austin Healey 3000,</p>	

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including road test (12 October 1962).

Part of article '1000km with 1000cc' by Mike Reid on his participation in the [1962] Nurburgring 1000km race with co-driver Jeff Sparrowe [1962].

'The Motor' road test on the Austin-Healey 3000 with diagrams and various photos of the car (10 April 1963).

Typed article/letter 'TMS Scoop Sheet' [Today's Motor Sports] by J. P. Morgan 'Is BMC Anti-American?' asking if BMC were being Anti-American as they didn't want an American Healey driver to race (June 1963).

'Sports Car Graphic' article on Sprite GT. With photographs showing Sprite (770 KNX) in action during Sebring 1963 (car no. 61) - side, rear and close up views of car (August 1964).

Photocopy of article by Peter Browning 'From Perranporth to Abingdon - Part 9: the Austin-Healey Sprite' on the development of Healey and Austin-Healey cars. With images [c1964].

Article 'Six Healeys for Sebring' with image [c1964/1965].

Two items [pasted onto card] including 'Dail Mirror' article 'R-R engine for Healey Sports car' and 'Daily Telegraph and Morning Post' article 'Rolls engine likely in sports car' (27 January 1965).

'Motoring News' article showing two illustrations featuring Sebring Healey carburetter and manifold, and rear view of prototype Sprite (18 February 1965).

Article from 'Autospor't with photograph of car (no. 21) (page 13) and 'Le Mans sketch pad' illustrations by Theo Page showing close ups of car parts (July 1965).

'Road & Track' magazine (July 1965).

Austin Apprentices magazine 'Torque' (vol. 17, no. 2) with feature about the Le Mans Sprite and the improvements made to increase speed. Includes technical details relating to total resistance/horsepower [Apprentices worked on the Sprites]. With images of the Sprite in development and at the race (1965?).

'Automobile Club Monaco' magazine [in French] including article on Donald Healey with photo taken on 1931 Stavanger leg of Monte-Carlo rally – drove an Invicta (car no. 128) (1965).

French article on Austin-Healey 3000 MK III (ARX 92B) (c1965).

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Article in 'Motor Racing' magazine about Austin-Healey Le Mans Sprites entered in races by Richard Groves Racing. Describes how Richard Groves developed the Sprites to re-enter them in competition. With images (June 1966).

Article from 'Motor' magazine on 'Japan and its cars' (December 1966).

Article from 'Motor' magazine on 'Europa - an Anglo-French project by Lotus with Renault engine'. Includes photos (December 1966).

Typed draft with corrections for 'Safety Fast' article on Le Mans Sprites (January 1967).

Article from 'Motor' magazine on Fiat Dino car with Ferrari engine that appeared at Turin Show in November [1966]. Includes photos (February 1967).

Photocopy of article 'The Very First Healey' from 'Safety Fast' magazine on interview with James Watt about the original Healey. Images include Donald Healey in an original Healey in front of a Mosquito plane, Donald Healey with 'Daily Sketch' motoring correspondent looking at the engine of the original Healey, James Watt with the first Healey, original Healey production line at the Cape, Warwick, Healey Elliott Saloon, bare Healey Chassis (May 1967).

Article from 'Sports Car' magazine on fuel tanks and fuel systems (July 1967).

Leaflet on the Healey Silverstone (published by Profile Publications, 1967 – number 71) (1967).

'Coventry Evening Telegraph' article 'At 70, Donald Healey still has his eyes on Le Mans' about Donald Healey manufacturing a vehicle with the hope of winning Le Mans. Gives details of the chassis of the 'fastest Healey car ever built'. With colour image of Donald looking at car chassis with sons Geoffrey and Brian (16 March 1968).

Article from 'Motor' magazine on the Rover/Alvis BS. Includes photos (30 March 1968).

Article from 'Motor' magazine on 'one-off dream' - the Leyland Rover experimental car. Includes photos (30 March 1968).

'Car and Driver' magazine (April 1968).

Article from 'Garage' magazine with advert for Pirelli tyres featuring their Pininfarina Dino Ginerva special (24 August 1968).

'Daily Express' article 'Donald goes full out for 'steamers'' about the Steam Sports Car with information about how it was to

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work. Includes image showing blueprint of the future car with Donald Healey's signature (21 February 1969).

Garage' article 'Steam sports car from Healey' (15 March 1969).

'Daily Sketch' article 'New Car Faces Tax Steam-Up' about the Healey Steamer possibly having tax issues (18 March 1969).

'The Sun' report 'Steam car 'will run this year"' about Donald Healey trying to manufacture a steam car (9 April 1969).

Report 'Healey the car veteran goes all out for steam' about Donald Healey trying to manufacture a steam car for the American market - notes other manufacturers doing the same [c1969].

CR 4804/3/103	Articles from Autosport	September 1960 - December 1960
CR 4804/3/104	Bound volume of The Autocar	March 1961
CR 4804/3/105	Bound volume of Motor (the national [weekly] motor journal	March 1961
CR 4804/3/106	Press cuttings and articles Includes:	1970 - 1979

'Racing Newsletter' article 'Ring-Free takes Award at Daytona' about the Austin Healey Sprite prototype taking an award at Daytona (sponsored by Ring Free Motor Oils). With image of the Austin Healey Sprite prototype [1970].

Article 'Jensen go British' about new Jensen Healey sports car to be powered by a British engine (c1970).

['Dail Mail'] article on Jensen Healey 'Now Mr Healey can stand on his own four wheels' (c1970).

'Sunday Express' article 'New Healey car may have BMW engine' (c1970).

['Coventry Evening Telegraph?'] article 'New sports car expected from Healey-Jensen link' (c1970).

Photocopy of 'Road & Track' letter from Gerry Coker about the design of the Healey 100 - details about the design of the Healey 100 and incorporating the Austin name into the design. Sent by Jensen Motors to Donald Healey (February) 1971.

Article 'How to lap Le Mans in a coffin and live to tell the tale' about Tommy Wisdom's treatment for cancer. With photo of Wisdom [1971].

'Coventry Evening Telegraph' article 'The Healey 'Secret' is unveiled' about the new Jensen-Healey - details of the car after being launched at the Geneva car show. With photo of the car

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and Kevin Beattie (7 March 1972).

'The Birmingham Post' article '120 mph Jensen-Healey is unveiled at Geneva show'. With image (8 March 1972).

'Sunday Telegraph' article on planned unveiling of Jensen Healey at Geneva Motor Show. With image of Donald Healey standing next to a Jensen Healey (12 March 1972).

'Car' magazine article 'Jensen Healey: today's gamble on yesterday's car' with images. Also cover photographs of Donald Healey, Geoffrey Healey and two others standing by a Jensen-Healey' (April 1972).

Advert from 'Autocar' for Blue Peter Retreads and image of Invicta - 'A Classic Collection - Great Cars of the Past: 1 as recorded by the Late F. Gordon Crosby' (10 August 1972).

'Autocar' magazine with article about the road test of the Jensen Healey. Contains details of entire specification and performance of the Jensen-Healey (including diagrams, acceleration graph). Front cover shows a Jensen-Healey and article has several images of the car, plus Lance Macklin and Stirling Moss in a 100S (31 August 1972).

'Motor' magazine with articles about the Jensen-Healey ('How good is the Jensen-Healey') and a history of Healey ('Three Generations of Healey's'). Contains Road test results and specification (2 September 1972).

'Sunday Telegraph' cutting 'power failure' about Jensen-Healey road test car. Review of the car (detailing a power failure that repaired itself!) and details of insurance costs. With image (22 April 1973).

'Business News' article 'Healey and Sons' about the selling of Donald Healey Motor Company of Warwick (3 April 1974).

Good Relations Limited folder of photocopies of published letters concerning the Wankel engine, including one from Donald Healey (June 1974 - August 1974).

Birmingham Post' article 'The Restless Giant' about Donald Healey's retirement, looking back at his career. With editorial comment about economic difficulties in motor industry. Plus images of Donald Healey with the first Jensen Healey off the production line, also Triumph Dolomite, Austin Healey 100 with Donald at the wheel and Healey Le Mans car with Geoff at the wheel (17 December 1974).

'Birmingham Post' article 'Car slump worsens as Ford prices rise' about economic problems in motor industry with brief mention about Donald Healey selling/retiring (17 December 1974).

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'Birmingham Post' clipping 'Healey car sales to be built up' about the sale of Donald Healey Motor Company - details reasons for sale (Brian [Bic] wanted to move back to Cornwall to pursue agricultural interests so they'd lost their retail man and Geoffrey 'couldn't sell a wheelbarrow') (18 December 1974).

'Leamington and District Morning News' article about Donald Healey retiring and the take over by Hamblin Group. With image of Donald Healey outside the garage bearing his name (18 December 1974).

'Leamington and District Morning News' article 'Donald Ducks Out' about Donald Healey retiring and Healey being taken over by Hamblin Group - brief history about Donald Healey as well as a paragraph about the future of the brand. With image of Healey 100s pictured in 1954 (20 December 1974).

'Leamington Spa Courier' article 'End of an era - but not the end of the road' about Donald Healey retiring and the takeover by the Hamblin Group. With image of Donald Healey posing next to a Jensen-Healey (20 December 1974).

Advert (in French) for book 'Les 24 Heures Du Mans 1949-1973' (1974).

'Sunday Mercury' article 'Designs on another car' about Donald Healey designing a new car. With photos of Donald and Geoffrey Healey (9 February 1975).

'Sunday Mercury' article 'Jensen: State Control Demand' about a Midland MP calling for Jensen to be nationalised (9 February 1975).

'Autocar' magazine with feature 'It's been a long, long time' about Jensen-Healeys (actual feature has been removed from magazine). With image of Kjell Qvale in front of assembly line (28 June 1975).

'Evening Mail' report 'My Big Failure by Qvale' about Jensen demise - due to drop in demand for Interceptors and Jensen-Healeys. Qvale says 'probably should not have made the effort to make a cheap car in the Jensen Healey'. With image of Donald Healey (16 September 1975).

'Times' magazine The 100 Best Cars Feature - multiple page article featuring Healey as one of the top 100. With image of the 1957 Austin Healey 100/6 (1977).

'Coventry Evening Telegraph' cutting with image about an Austin Healey at an anniversary parade from Warwick to Meriden (15 May 1978).

'Morning News' article 'Healey a labour of love' about someone restoring an Austin-Healey - mostly about the restoration. With image of Rod Perrin (the restorer) with his Austin Healey (22

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September 1978).

'Motor' article 'Donald's demon ducklings' to commemorate the 25th anniversary of the Austin-Healey 100. With images including Donald Healey, The Silverstone, Donald and George Mason in a Nash Healey, Westland Roadster, Austin Healeys, an Austin Healey 100 at the start of the 1955 Tulip Rally, the 100s at the 1955 Le Mans Rally, the Austin-Healey 3000 (28 October 1978).

Cutting about Geoffrey Healey's book 'The Healey Story' (1978).

'Autocar' magazine special on Triumph Sports (1978).

'Evening Mail' article 'Car man Jack says 'Best of British!'' about Jack Ryan shutting his repair shop in Honolulu. Ryan was former head mechanic for the Austin Healey 100 record-breaking run in Utah (1954). With images (20 November 1979).

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Scrapbook of press cuttings and articles
Includes:

c1978 - 1994

'The Daily Telegraph' article 'US Gas-guzzler makes greens see red' about the new Chrysler Dodge Viper (2 January 1992).

'Classic Cars' article about the Healey Story book (October 1991).

'Classic Cars' interview with Pat Moss about her Healey driving days ('A Woman's Work') plus article about the Big Healey and rallying in the 60s ('Uphill Struggle') (July 1990).

'Autoclassic' article 'The Healey Legacy' about a new version of the Healey 3000 made by Peter and Graham Holmes. With images of the new and old versions (5 September 1990).

'Leamington Spa Courier' obituary for Donald Healey - 'Man who built a motoring legend' (22 January 1988).

Photocopy of 'Test and Technik' article (in German) 'Dem Nachwuchs eine chance ['The Offspring a Chance]' about the Austin Healey Replica (Healy 3500 Mk IV). With images of the replica of the 3500 (n.d.)

Photocopy of Alan Jensen obituary (n.d.).

'The Daily Telegraph' article about 'Motoring' book releases, including Geoffrey Healey's book on the Frogeye Sprites ('Car with a smile on its face') (13 December 1978).

'Motor Sport' review of Geoffrey Healey's book 'More Healey-Frog-eyes, Sprites and Midgets' (February 1979).

'Veteran and Vintage' review of Geoffrey Healey's book 'More

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Healey- Frog-eyes, Sprites and Midgets' (February 1979).

'Auto Motor Sport' magazine article (in German) about the Austin Healey Replica (Healy 3500 Mk IV) (1981).

'The Financial Times' article 'Rich British Ancestry fails to provide independent future' about BMW Rover merger, including article about British car manufacturers (1 February 1994).

'Auto Motor Sport' magazine article (in German) featuring a photo of Geoffrey Healey (n.d.)

'Car' review of Geoffrey Healey's book 'Healey - The Specials' (August 1981).

'PostShop' advert of restored Austin Healey MK IIA (n.d.)

'The Lady' image of Geoffrey Healey with a restored Austin Healey with short paragraph stating that it's for sale in a local mail order catalogue in Germany (3 September 1981).

'Practical Classics' review of Healey - the Specials book (June 1981).

'The Courier Journal' article 'Healeys, famed for cars, turn to energy field' about the Healeys trying to use windmill power for energy (8 July 1978).

'Automotive Industries' interview with Donald Healey at 83 - 'The Heydays of Healey' (February 1982).

'The Times' articles about Rover sale to BMW, and possibility of Austin Healey revival (1 February 1994, 4 February 1994).

CR 4804/3/108

Press cuttings and articles
Includes:

1982 - 1988

Letter in English (dated 12 February 1982) sent to Geoff Healey thanking him for going to Hamburg in 1981 for the public relations conference - with folder of German press cuttings [in German] and photographs relating to the conference. Covering letter/intro for the press titled 'Austin Healey 3000 im Versandhauskatalog' and dated 10 July 1981 (12 February 1982).

Article 'Donald Healey is back on the road' about Donald Healey driving in the celebration of the 50th RAC Rally prior to the event and an article following the event ('Hopkirk rediscovered his golden skills') (1 April 1982).

Programme for the Lombard Golden Fifty with cover signed by Phil Read. Donald Healey listed as a participant (15 April 1982).

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Advert for 'Autocar' book on the Healey - with order page and images of Abbott Roadster and Elliott Saloon (14 May 1983).

Photocopy of 'Classic Cars' article 'Healey - post-war star' about the history of Healey cars, giving details of two rare 1950s examples (1950 Elliot saloon and 1954 Abbott Roadster) (July 1984).

'Sporting Cars International' magazine with Donald Healey interview. Includes photographs - also with cover image of Donald Healey posing by a 3000 MkIII (4959 JZ) (June 1986).

'Only in the Berkshires' [US publication] article about William (Bill) Wood restoring an Austin-Healey. Also about Wood's plans for a museum [see also correspondence with Geoff Healey]. With images of Austin Healey and Ford Fiesta-Healey [c1986/1987].

'Evening Telegraph' article 'Healey retires with a head full of ideas' about Geoffrey Healey retiring from Austin Rover. With image of Geoffrey Healey in a car with a model of the Austin Healey (1 August 1987).

Austin Healey club published tribute to Donald Healey - with tributes from several people including Roger Menadue, Les Needham, Peter Browning, Raymond Baxter, Peter Riley, Julian Aubanel, Donald Morley and others. With images (1988).

'The Daily Telegraph' Donald Healey obituary (16 January 1988).

'The Western Morning News' article 'Healey's lead the cortege' on Donald Healey's funeral (20 January 1988).

Photocopy of 'Motor' obituary of Donald Healey. With images (30 January 1988).

'Road & Track' article by Peter Egan on his memories of Donald Healey (1988).

'Evening Telegraph' article 'Oregon owners ask for a hand' about Geoffrey Healey helping with an enquiry from someone who wants to restore a Healey boat. With image of Healey with photographs and catalogues (29 June 1988).

The Jaguar Car Club official programme for the Donald Healey Memorial meeting at Silverstone on 17 September 1988.

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Scrapbook labelled 'Healey 89-' containing press cuttings and articles
Includes:

1987-1999

'Evening Telegraph' article 'Healey retires with a head full of

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ideas' about Geoffrey Healey retiring from Austin Rover. With image of Healey in a car with a model of the Austin Healey (1 August 1987).

Front page of 'Classic and Sportscar' magazine showing 'six of the best' (including a Healey) (August 1989).

'Classic and Sportscar' contents page with a photo of Geoffrey Healey (August 1989).

'Classic and Sportscar' article 'Fake Healey Worry' about possible fake Healey Silverstones being sold as genuine. With image of Silverstone (August 1989).

'Classic and Sportscar' four page interview with Geoffrey Healey ('Family Affair') - about the inside story and some projects that never saw the light of day. With images showing Geoffrey Healey on his own, Geoffrey and Donald Healey in the 1949 Mille Miglia, several cars (August 1989).

Front page of 'Supercar Classics' magazine showing an Austin-Healey. With article 'Austin-Healey to Monte Carlo' featuring image of Austin Healey in French village (August 1989).

'Supercar Classics' interview with Geoffrey Healey, with image (August 1989).

'Supercar Classics' diary column with details of the launch of the new 'Healey' where the author spoke to Geoffrey Healey. With images of Geoffrey Healey with original Healey and new 'Healey' (August 1989).

'Supercar Classics' article about the Austin-Healey Sprite (buying and restoring). With three images of the Sprite from 1958 (August 1989).

'The Spectator' article 'Antique 'Husband' knows all about cars' about how Geoffrey Healey met his wife. With image of Geoffrey Healey in a Healey Silverstone (26 June 1989).

Image of Healeys racing and close up of headlamp (n.d.)

'The Times' article 'Classic Sports Model back on the road' about the Frogeye being reproduced with the blessing of the Healey Family. With images of one of the new version and one of the original Frogeye Sprite (26 August 1989).

'The Independent' article 'The enduring spirit of the British Roadster' featuring the Sprite. With images of one of the Austin Healey Sprites, two Triumphs and an MG Midget (12 August 1989).

'The Daily Telegraph' article 'The Frogeye joins a drive for fun' about the Frogeye Sprite being reproduced. With image of one of the reproduced Sprites (16 November 1988).

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Frogeye Car Company details of distributor of Frogeye Cars in the USA (December 1989).

Advert for the 1990 Healey Frogeye 'Classic Looks with Modern Technology' - with image (n.d.)

'Telegraph' article 'Healey Sports cars making a comeback' about the Austin Healey being reproduced - both the Frogeye Sprite and the 3000. With images of the original Frogeye Sprite and a 1960s 3000 (n.d.)

'Autoweek' cutting 'MGB bodies on the way; Healey replica may be next' about possible Healey replica in USA (sent by the Austin Healey club of USA) (n.d.)

'Perranporth Argus' article 'Donald's old car goes like a bomb!' about the restoration of Donald Healey's Triumph Dolomite and the subsequent auction at Sothebys. With image of Donald Healey in the Triumph Dolomite in Perranporth in 1934 (n.d.)

Daily Telegraph cutting on the Countess of Wharncliffe donating her Austin Healey to Beaulieu [National Motor Museum] (July 1990).

'The Times' article '£6.8m Bentley 'not Le Mans winner' about authenticity of a winner of Le Mans (1929 and 1930). With image (7 July 1990).

Article "Mechanic says car in £10m dispute authentic' about authenticity of a winner of Le Mans (1929 and 1930). With image of two people with the Bentley (n.d.)

'Classic Car Weekly' article 'A new Frogeye goes East' about the new 1990 Frogeye being exported to Japan. With images of Keith Brading and Geoffrey Healey in the Healey Frogeye, Don Hands' 1000cc Sebring, and a straight Healey Frogeye in the works in Ryde (3 April 1991).

'The Observer' interview 'Ol' Frog-eyes is back' about the reproduction of the Frogeye Sprite. With images of the Sprite and Keith Brading (13 May 1990).

'The Daily Telegraph' article 'The Economy Drive' about how company cars are being switched to leased vehicles. With a photo of an Austin Healey 3000 (1 November 1990).

Review of Geoffrey Healey's new book about the 'Small Healeys '(in German) (n.d.)

'The Daily Telegraph' article 'A Design that led to disaster' about the De Lorean financial crash, including Donald Healey reflecting on the Jensen crash and how the government wouldn't help them (27 October 1982).

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'The Financial Times' article 'Prior says no to more aid but offers some hope' about the De Lorean financial crash (20 February 1982).

'The Daily Telegraph' article 'Hand-Built for Power' about buying classic cars featuring the Austin Healeys. With images of Austin Healey 3000, 100s Big Healey, Austin Healey Sprite (11 September 1999).

Two pages from a shoe catalogue where the Sprite has been used as a backdrop. Images of the Austin Sprite, and shoes on the car (n.d.)

Donald Healey tribute magazine published by Austin Healey Club of Great Britain and Austin Healey Club of America. Personal memories, thoughts and photos following Donald Healey's death. Including images of Healey's at Donald Healey's funeral (1988).

'Daily Telegraph' Donald Healey obituary. Includes images of Louis Chiron with Silverstone Healey, Donald Healey with 1948 Westland Roadster, the Sprite, Donald Healey with Kjell Qvale and Alfred Vickers, 1968 Le Mans racer, MG Sprite, Timo Makinen in 1964 RAC Rally (16 January 1988).

'The Western Morning News' report about Donald Healey's funeral in Perranporth detailing cars in cortege and attendees. Includes image of Donald Healey (20 January 1988).

Photocopy of 'Motor' magazine Donald Healey obituary by Philip Turner - 'The Name Lives On'. With image of Donald Healey (30 January 1988).

'Road & Track' Donald Healey obituary - 'Side Glances' by Peter Egan [1988].

'Evening Telegraph' article 'Oregon owners ask for a hand' about the possible restoration of a Healey Marine Runabout in Oregon, USA. With photo of Geoff Healey with Healey marine catalogues and photos (29 June 1988).

The Jaguar Car Club programme for The Donald Healey Memorial Meeting in September 1988. Includes official programme for the race meet, personal tribute by Courtenay Edwards, former Motoring Correspondent for the 'Daily Mail' and 'Sunday Telegraph'. With image of Geoff Healey with catalogues and photographs of the Healey Marine Runabout (17 September 1988).

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Press cuttings and articles
Includes:

1991 - 1995

Fax from Lunney, Hadden & Associates, Kansas to Geoff Healey concerning planned article on Sebring Sprite. With draft. (25 May 1991).

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Photocopy of item in 'British Car' magazine (issue no. 42, April 1993) on Austin-Healey 3000 with experimental body work. Article has image of the car (6923 ND) that was currently in southern California, plus a few details about why it was built (1 April 1993).

Photocopy of 'Auto Express' article 'Stirling Stuff as Brits take on Armani boys' about the history of the Mille Miglia. With various images (4 June 1993).

Photocopy of 'Thoroughbred and Classic Cars' article 'Shoestring Mille Miglia' about the Mille Miglia featuring memories of the Healeys taking part (had been sent by writer Peter Miller to Geoffrey Healey (July 1993).

'News Graphic' article 'Cedarburg's Kovacs claims prestigious racing trophy' about an Austin Healey 100 winning a race at the 13th Annual Chicago Historic Races. With image of Geoff Healey sitting on a Healey (23 August 1993).

'The Times' obituary for Geoffrey Healey, including image of Healey with a prototype Austin-Healey Sprite Coupe (4 May 1994).

'Classic Car Weekly' newspaper with Geoffrey Healey obituary - 'Geoffrey Healey: The Man behind the cars'. With image (11 May 1994).

'Weekend Telegraph' article 'They won't make 'em like that any more' by Graham Robson recounting the glory years of Healey. With images of Donald Healey, Geoff Healey, Tommy Wisdom, the Silverstone and the Austin Healey 100 (14 May 1994).

'Stratford Herald' including article 'Marque of Respect' about a memorial service for Geoffrey Healey. With image of [widow] Margot Healey and daughters Kate and Cecilia in front of a 3000 Mark 1 Austin Healey (8 September 1994).

'Daily Mail' article 'They can't bring back carefree motoring but this might help...' about a possible comeback of the Austin-Healey (via Rover/BMW). With Image of the Austin-Healey 3000 and an artist impression of what a new 90s style Austin Healey might look like (9 September 1994).

Photocopy of 'Thoroughbred and Classic Cars' article 'New Healey Club' about a new Healey Drivers Club run by Jonathan Healey (October 1994).

Warwick School's 'Portcullis' magazine including obituary for Geoff Healey (Autumn 1994).

'Sunday Times' article 'Son of Frogeye rises in Japan' about the Frogeye Company exporting to Japan. With Image of Geoffrey

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Healey posing by a Sprite (12 February 1995).

Photocopy of 'Austin-Healey Magazine' article about the new badge for the Austin Healey Drivers Club - badge now features mountains, sky and sea instead of the Castle. With image of the badge (March 1995).

'The Times' Car 95 supplement including article 'Where there's junk there's brass' about finding old cars and using them to reproduce a Healey SR. With image showing the Healey SR as raced as Le Mans (11 March 1995).

'The West Briton' article 'Healey Legend Lives on' about the Austin Healey 50th anniversary rally in Perranporth. With image of a number of Healeys on the sea front in Perranporth (15 June 1995).

Japanese car magazine advert with image for the 1995 new model - Healey Super Sprite plus image of Geoffrey Healey (August 1995).

'Shropshire Star' article 'Sublime to the Ridiculous' about possible return of Austin Healey cars through BMW/Rover. With artist impression of the 1990s Austin-Healey (15 August 1995).

'Evening Mail' article 'Germans crack the whip' about BMW hiring a new chairman for Rover - mentions Healey in passing as possibly returning (8 September 1995).

'The Sunday Times' article 'Sold on a rasp from the past' about buying a classic Big Healey as a classic car - gives potted history of the Austin-Healey and includes Image of the 3000 Mk III (17 December 1995).

CR 4804/3/111	Three editions of 'Tipo' (Japanese dramatic car magazine) Including British Car Purchase Project - relating to planned sale of Sprites in Japan.	1995
CR 4804/3/112	Press cuttings and articles Also has undated material. Includes: 'The Daily Telegraph' supplement including article 'Fastback to the Future' about a coupe version of the BMW Z3 and making clear it won't be an Austin Healey (17 February 1996). 'The Daily Telegraph' supplement 'Not the New Austin-Healey' including article about the HMC MKIV. With images of the New HMC MKIV and images of Donald Healey and Leonard Lord in a Healey (24 February 1996). 'Country Life' motoring article on HMC Mk 4 with image (21 March 1996). Photocopy of 'Auto Express' book review of 'The Healey Story'.	1996 - 2003

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With image of front cover of the book (17 January 1997).

'The Times' Car 97 supplement including feature on Frazer Nash (29 March 1997).

Photocopy of 'Rev Counter' article 'News from Down Under' mentioning Geoff Healey wanting to rebuild an SR2 - with image (May 1997).

'The Daily Telegraph' motoring supplement with article on Sprite [article is missing but photo of Sprites is on the cover] (14 March 1998).

'The Daily Telegraph' motoring supplement article 'Playboy Racer' about Peter Collins (1 August 1998).

Photocopy of 'Vintage Motorsport' article 'A Moment at Monaco' about artist J. Paul Nesse who created a bronze of Donald Healey (July 1999).

Photocopy of a short article 'Austin-Healey Returns? The Next British Invasion' from the 'Automobile Magazine' about BMW bringing back the old British brands (1999?).

'Courier' Series article 'How we survived crash drama at 90mph' about a driver having an accident in an Austin Healey 3000 (8 March 2002).

'The Times' article 'Jumping for joy after my Frogeye ride' about a drive of a classic Frogeye (14 June 2002).

'Classic Motor Monthly' including article about the history of 1962 Austin Healey 3000 MkIIa (744 GON) (July 2002).

'Classic Car Marque may be resurrected' article about possible return of Austin Healey marque (n.d.)

Photocopy of article 'Chinese Whispers' about a Chinese company making a replica of the Austin Healey 3000 (n.d.)

Part of an article about the Austin Healey Silverstone - with various images of the car (n.d.)

Article 'The Best Lifeboat Conversion' about Donald Healey's converted lifeboat. With Illustration of the boat (had post-it note on article saying 'Cecelia's 1st sea voyage at 8 weeks was on the Manana' (n.d.)

Castrol GTX advert including image of Geoffrey Healey (n.d.)

Obituary of Alfred Easton - 'Drove Wonder of the Cornish Roads - Blue Bird Charabanc'. Easton was a motor mechanic who worked for Mr J.F. Healey (Donald Healey's father) at Red House Garage in Perranporth (n.d.)

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Short clipping about selling 'I'm backing Healey' stickers to Denis Healey - with image of Donald Healey (n.d.).

Photocopy of letter written by Donald Healey printed in newspaper 'Britain didn't save Jensen, so why back a U.S. car?' (n.d.).

Photocopy of article from an unknown car publication with illustration of Invicta sports chassis (by F Gordon Crosby) (n.d.).

Cutting showing image of Fiat-Abarth Special by Pininfarina (displayed at the Brussels Auto Show) (n.d.).

Clubs, organisations and enthusiastsGeneral correspondence including single magazines

1973-1997

CR 4804/3/113	Austin-Healey Club magazine (volume 4, number 10)	October 1973
CR 4804/3/114	<p>Austin-Healey Club, Pacific Centre commemorative programme 'The Works Cars...Comin' Home' Magazine specifically for the Pacific Centre, 3rd Annual Meet. Includes: Page 4 Car PWB 57 prepared for Rauno Aaltonen 1967 RAC Rally; Page 5 picture URX 727 (no. 76); Pages 6-7 tabulated history of Austin Healey 3000s with individual successes; Page 8 Alpine rally 1962 photo of 57 ARX and 1965 RAC Rally car driven by Timo Makinen; Page 9 photo of URX 727 1960 Alpine rally (came 2nd) and 1962 Liege-Sofia-Liege rally car (no. 57) - came 8th overall; Pages 10-11 photo of JB 877 (no. 41) driven by Pat Moss and Ann Wisdom in the 1961 Liege Rally; Pages 12-14 photos of SMO 746 test car for the 1959 Liege-Rome-Liege rally with various new features; Page 15 photo for Italian rally 1961 car XJB 870 driven by Dave Sigle Morris and Tony Ambrose (6th overall); Page 17 photo of Liege Rally 1963 car XJB 87? (no. 120) driven by Paddy Hopkirk (6th place); Page 18 photos of BRX 852B (no. 14) and 47 AR (no. 28) during 1964; Page 19 EJB 806C driven by Timo Makinen and Paul Easter in Scotland RAC Rally 1965 (1st position) and photo 47 ARX (RAC Rally 1963); Page 20 ARX 92B (no. 95) Don and Erle Morley (2nd in Grand Touring Category during Alpine 1964); Page 21 ARX 91B driven by Paddy Hopkirk and Henry Liddon (outright winners in Austrian Alpine Rally 1964); Pages 22-24 photo DRX 258C Mark III convertible and article regarding Rally Healey 3000 performance; Page 25 photo DRX 258C Don and Erle Morely in Geneva Rally 1965 (7th overall);</p>	1977

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- Page 26 photo ARX 92B Grand Touring Category 1964 Tulip Rally (coming first);
 Page 27 photo EJB 806C Timo Makinen (2nd overall in the RAC Rally 1965);
 Page 28 photo PWB 57 converted from the former ARX 92B;
 Page 29 photo EJB 806C;
 Pages 30-31 photos of ARX 92B re-registered PWB 57 after extensive work;
 Page 33 photo of EJB 806C 1958 Alpine Rally driven by Bill Shepherd and in the Liege Rally of 1958 driven by Gerry Burgess;
 Pages 34-35 photos of URX 727 and SMO 744;
 Back page photo of ARX 91B.
- CR 4804/3/115 Copy of Joe Jarrick chart that appeared in 100/S issue of [Austin Healey Club] Pacific Centre magazine 1979
 Austin Healey Sebring owners register for the perpetuation of the 100 Sebring.
- CR 4804/3/116 File 'late 80s, early 90s, Fourinture, Travel' 1989-1994
 Includes:
- Correspondence and Australian and USA itinerary for Geoffrey Healey and wife Margot as they were invited to be official guests at the 1990 Victorian National Rally organised by the Austin-Healey Owners Club of Victoria, Australia - with Geoff and Margot Healey's official tickets numbered 1 and 2 for the rally (one of them signed by various people);
- correspondence about Healey International 40th anniversary meeting at Breckenridge, Colorado in August 1992;
- correspondence (from Tom Kovaks, Fourintune Garage Incorporated and others) about trip for Geoffrey Healey to USA to look at car owned by Fred Hunter and follow up correspondence after visit (1992-1993) including photos;
- Letter from Geoffrey Healey to Kovaks (14 February 1994) pointing out errors in Chatterbox article (February 1994).
- CR 4804/3/117 Correspondence with David Mathews and Mark Miller of Chatter magazine about misunderstandings printed in an article June 1991
- CR 4804/3/118 Austin Healey Club peel off badge
- CR 4804/3/119 Photocopy of Letter from Brian Healey to the editor of the Healey Northwest magazine telling readers about the new Healey club badges April 1995
- CR 4804/3/120 Healey Northwest (Austin-Healey Club of Oregon club magazine) July 1995

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CR 4804/3/121	Letter from Brian Healey to the editor of Wings magazine regarding the 50 Year Badge to celebrate 50 years since the first Healey	12 January 1996
CR 4804/3/122	Insert/flyer from British Car Magazine [USA publication] publicising the magazine and giving details of how to subscribe. Mentions that first issue [1986] had a special article on the 'big' Healeys. Includes subscription form and SAE.	21 June 1996
CR 4804/3/123A	Colour illustration of driver in a Healey to be used for 20th anniversary of Club Healey France celebrations This had been used as a wrapper for correspondence.	[1997]
CR 4804/3/123B	Typed copy instructions by The Austin-Healey Sports And Touring Club on the 'survival of the fittest' rally (held in Cumberland County, USA) including directions/stages	n.d.
CR 4778	Promotional material from World Wide Austin Healeys Includes: Limited edition print (2005?) of illustration by Stuart Spencer showing Healey-Climax SR being tested at Silverstone 1968; Poster showing location of Austin Healey clubs worldwide and their badges (1987); Limited edition booklet on the Healey Fiesta (2014); Worldwide Austin Healeys calendar (1988) celebrating 30 years of the Sprite; Two colour prints of the SR(car no. 47) in the paddock at Silverstone (copyright British Motor Industry Heritage Trust).	1987 - 2014
CR 4804/3/123C	The Midget & Sprite Club magazine 'Mascot' (no. 387)	June 2016
	<u>Specific magazines</u> Includes 'Rev Counter', 'Wheelspin' and 'Chatter'	1982-2016
	Rev Counter The Austin Healey Club magazine (and newsletter)	1982-2016
CR 4833/1	Rev Counter magazine (volume 1 number 2)	March 1982
CR 4833/2	Rev Counter magazine (volume 1 number 3)	June 1982
CR 4833/3	Rev Counter magazine (volume 1 number 4)	September 1982
CR 4833/4	Rev Counter magazine (volume 2 number 1)	June 1983
CR 4833/5	Rev Counter magazine (volume 2 number 2)	Spring 1983
CR 4833/6	Rev Counter magazine (volume 2 number 3)	Summer 1983

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CR 4833/7	Rev Counter magazine (volume 2 number 4)	Autumn 1983
CR 4833/8	Rev Counter magazine (volume 3 number 1)	1984
CR 4833/9	Rev Counter magazine (volume 3 number 2)	1984
CR 4833/10	Rev Counter magazine (volume 3 number 3)	1984
CR 4833/11	Rev Counter magazine (volume 3 number 4)	1984
CR 4833/12	Rev Counter magazine (volume 4 number 2)	April 1985
CR 4833/13	Rev Counter magazine (volume 4 number 3)	June 1985
CR 4833/14	Rev Counter magazine (volume 4 number 4)	August 1985
CR 4833/15	Rev Counter magazine (volume 4 number 5)	October 1985
CR 4833/16	Rev Counter magazine (volume 4 number 6)	December 1985
CR 4833/17	Rev Counter magazine (volume 5 number 1)	February 1986
CR 4833/18	Rev Counter magazine (volume 5 number 2)	April 1986
CR 4833/19	Rev Counter magazine (volume 5 number 3)	June 1986
CR 4833/20	Rev Counter magazine (volume 5 number 4)	August 1986
CR 4833/21	Rev Counter magazine (volume 5 number 5)	October 1986
CR 4833/22	Rev Counter magazine (volume 5 number 6)	December 1986
CR 4833/23	Rev Counter magazine (volume 6 number 1)	February 1987
CR 4833/24	Rev Counter magazine (volume 6 number 2)	April 1987
CR 4833/25	Rev Counter magazine (volume 6 number 3)	June 1987
CR 4833/26	Rev Counter magazine (volume 6 number 4)	August 1987
CR 4833/27	Rev Counter magazine (volume 6 number 5)	October 1987
CR 4833/28	Rev Counter magazine (volume 6 number 6)	December 1987
CR 4833/29	Rev Counter magazine (volume 7 number 1)	February 1988
CR 4833/30	Rev Counter magazine (volume 7 number 2)	April 1988
CR 4833/31	Rev Counter magazine (volume 7 number 3)	June 1988
CR 4833/32	Rev Counter magazine (volume 7 number 4)	August 1988
CR 4833/33	Rev Counter magazine (volume 7 number 5)	October 1988

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CR 4833/34	Rev Counter magazine (volume 7 number 6)	December 1988
CR 4833/35	Rev Counter magazine (volume 8 number 1)	February 1989
CR 4833/36	Rev Counter magazine (volume 8 number 2)	April 1989
CR 4833/37	Rev Counter magazine (volume 8 number 3)	June 1989
CR 4833/38	Rev Counter magazine (volume 8 number 4)	August 1989
CR 4833/39	Rev Counter magazine (volume 8 number 5)	October 1989
CR 4833/40	Rev Counter magazine (volume 8 number 6)	December 1989
CR 4833/41	Rev Counter magazine (volume 9 number 1)	February 1990
CR 4833/42	Rev Counter magazine (volume 9 number 2)	April 1990
CR 4833/43	Rev Counter magazine (volume 9 number 5)	October 1990
CR 4833/44	Rev Counter magazine (volume 10 number 1)	February 1991
CR 4833/45	Rev Counter magazine (volume 10 number 2)	April 1991
CR 4833/46	Rev Counter magazine (volume 10 number 3)	June 1991
CR 4833/47	Rev Counter magazine (volume 10 number 4)	August 1991
CR 4833/48	Rev Counter magazine (volume 10 number 5)	October 1991
CR 4833/49	Rev Counter magazine (volume 10 number 6)	December 1991
CR 4833/50	Rev Counter magazine (volume 11 number 1)	February 1992
CR 4833/51	Rev Counter magazine (volume 11 number 2)	March 1992
CR 4833/52	Rev Counter magazine (volume 11 number 3)	April 1992
CR 4833/53	Rev Counter magazine (volume 11 number 4)	May 1992
CR 4833/54	Rev Counter magazine (volume 11 number 5)	June 1992
CR 4833/55	Rev Counter magazine (volume 11 number 6)	August 1992
CR 4833/56	Rev Counter magazine (volume 11 number 7)	September 1992
CR 4833/57	Rev Counter magazine (volume 11 number 8)	October 1992
CR 4833/58	Rev Counter magazine (volume 11 number 9)	November 1992
CR 4833/59	Rev Counter magazine (volume 11 number 10)	December 1992
CR 4833/60	Rev Counter magazine (volume 12 number 1)	February 1993

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CR 4833/61	Rev Counter magazine (volume 12 number 3)	May 1993
CR 4833/62	Rev Counter magazine (volume 12 number 4)	June 1993
CR 4833/63	Rev Counter magazine (volume 12 number 5)	July 1993
CR 4833/64	Rev Counter magazine (volume 12 number 6)	August 1993
CR 4833/65	Rev Counter magazine (volume 12 number 7)	September 1993
CR 4833/66	Rev Counter magazine (volume 12 number 8)	October 1993
CR 4833/67	Rev Counter magazine (volume 12 number 9)	November 1993
CR 4833/68	Rev Counter magazine (volume 12 number 10)	December 1993
CR 4833/69	Rev Counter magazine (volume 13 number 1)	January 1994
CR 4833/70	Rev Counter magazine (volume 13 number 2)	February 1994
CR 4833/71	Rev Counter magazine (volume 13 number 3)	March 1994
CR 4833/72	Rev Counter magazine (volume 13 number 4)	April 1994
CR 4833/73	Rev Counter magazine (volume 13 number 5)	May 1994
CR 4833/74	Rev Counter magazine (volume 13 number 6)	June 1994
CR 4833/75	Rev Counter magazine (volume 13 number 7)	July 1994
CR 4833/76	Rev Counter magazine (volume 13 number 8)	August 1994
CR 4833/77	Rev Counter magazine (volume 13 number 9)	September 1994
CR 4833/78	Rev Counter magazine (volume 13 number 10)	October 1994
CR 4833/79	Rev Counter magazine (volume 13 number 11)	November 1994
CR 4833/80	Rev Counter magazine (volume 13 number 12)	December 1994
CR 4833/81	Rev Counter magazine (volume 14 number 4)	April 1995
CR 4833/82	Rev Counter magazine (volume 14 number 5)	April 1995
CR 4833/83	Rev Counter magazine (volume 14 number 8)	August 1995
CR 4833/84	Rev Counter magazine (volume 14 number 9)	September 1995
CR 4833/85	Rev Counter magazine (volume 14 number 10)	October 1995
CR 4833/86	Rev Counter magazine (volume 14 number 11)	November 1995
CR 4833/87	Rev Counter magazine (volume 14 number 12)	December 1995

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CR 4833/88	Rev Counter magazine (volume 15 number 1)	January 1996
CR 4833/89	Rev Counter magazine (volume 15 number 2)	February 1996
CR 4833/90	Rev Counter magazine (volume 15 number 3)	March 1996
CR 4833/91	Rev Counter magazine (volume 15 number 4)	April 1996
CR 4833/92	Rev Counter magazine (volume 15 number 5)	May 1996
CR 4833/93	Rev Counter magazine (volume 15 number 6)	June 1996
CR 4833/94	Rev Counter magazine (volume 15 number 7)	July 1996
CR 4833/95	Rev Counter magazine (volume 15 number 8)	August 1996
CR 4833/96	Rev Counter magazine (volume 15 number 9)	September 1996
CR 4833/97	Rev Counter magazine (volume 15 number 10)	October 1996
Cr4833/98	Rev Counter magazine (volume 15 number 11)	November 1996
CR 4833/99	Rev Counter magazine (volume 15 number 12)	December 1996
CR 4833/100	Rev Counter magazine (volume 16 number 1)	January 1997
CR 4833/101	Rev Counter magazine (volume 16 number 2)	February 1997
CR 4833/102	Rev Counter magazine (volume 16 number 3)	March 1997
CR 4833/103	Rev Counter magazine (volume 16 number 4)	April 1997
CR 4833/104	Rev Counter magazine (volume 16 number 5)	May 1997
CR 4833/105	Rev Counter magazine (volume 16 number 6)	June 1997
CR 4833/106	Rev Counter magazine (volume 16 number 7)	July 1997
CR 4833/107	Rev Counter magazine (volume 16 number 8)	August 1997
CR 4833/108	Rev Counter magazine (volume 16 number 9)	September 1997
CR 4833/109	Rev Counter magazine (volume 16 number 10)	October 1997
CR 4833/110	Rev Counter magazine (volume 16 number 11)	November 1997
CR 4833/111	Rev Counter magazine (volume 16 number 12)	December 1997
CR 4833/112	Rev Counter magazine (volume 17 number 1)	January 1998
CR 4833/113	Rev Counter magazine (volume 17 number 2)	February 1998
CR 4833/114	Rev Counter magazine (volume 17 number 3)	March 1998

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CR 4833/115	Rev Counter magazine (volume 17 number 4)	April 1998
CR 4833/116	Rev Counter magazine (volume 17 number 5)	May 1998
CR 4833/117	Rev Counter magazine (volume 17 number 6)	June 1998
CR 4833/118	Rev Counter magazine (volume 17 number 7)	July 1998
CR 4833/119	Rev Counter magazine (volume 17 number 8)	August 1998
CR 4833/120	Rev Counter magazine (volume 17 number 9)	September 1998
CR 4833/121	Rev Counter magazine (volume 17 number 10)	October 1998
CR 4833/122	Rev Counter magazine (volume 17 number 11)	November 1998
CR 4833/123	Rev Counter magazine (volume 17 number 12)	December 1998
CR 4833/124	Rev Counter magazine (volume 18 number 1)	January 1999
CR 4833/125	Rev Counter magazine (volume 18 number 3)	March 1999
CR 4833/126	Rev Counter magazine (volume 18 number 4)	April 1999
CR 4833/127	Rev Counter magazine (volume 18 number 5)	May 1999
CR 4833/128	Rev Counter magazine (volume 18 number 6)	June 1999
CR 4833/129	Rev Counter magazine (volume 18 number 7)	July 1999
CR 4833/130	Rev Counter magazine (volume 18 number 8)	August 1999
CR 4833/131	Rev Counter magazine (volume 18 number 9)	September 1999
CR 4833/132	Rev Counter magazine (volume 18 number 10)	October 1999
CR 4833/133	Rev Counter magazine (volume 18 number 11)	November 1999
CR 4833/134	Rev Counter magazine (volume 18 number 12)	December 1999
CR 4833/135	Rev Counter magazine (volume 19 number 1)	January 2000
CR 4833/136	Rev Counter magazine (volume 19 number 2)	February 2000
CR 4833/137	Rev Counter magazine (volume 19 number 3)	March 2000
CR 4833/138	Rev Counter magazine (volume 19 number 4)	April 2000
CR 4833/139	Rev Counter magazine (volume 19 number 5)	May 2000
CR 4833/140	Rev Counter magazine (volume 19 number 6)	June 2000
CR 4833/141	Rev Counter magazine (volume 19 number 7)	July 2000

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CR 4833/142	Rev Counter magazine (volume 19 number 8)	August 2000
CR 4833/143	Rev Counter magazine (volume 19 number 9)	September 2000
CR 4833/144	Rev Counter magazine (volume 19 number 10)	October 2000
CR 4833/145	Rev Counter magazine (volume 19 number 11)	November 2000
CR 4833/146	Rev Counter magazine (volume 19 number 12)	December 2000
CR 4833/147	Rev Counter magazine (volume 20 number 1) Mistakenly printed as number 11.	January 2001
CR 4833/148	Rev Counter magazine (volume 20 number 2)	February 2001
CR 4833/149	Rev Counter magazine (volume 20 number 3)	March 2001
CR 4833/150	Rev Counter magazine (volume 20 number 4)	April 2001
CR 4833/151	Rev Counter magazine (volume 20 number 5)	May 2001
CR 4833/152	Rev Counter magazine (volume 20 number 6)	June 2001
CR 4833/153	Rev Counter magazine (volume 20 number 7)	July 2001
CR 4833/154	Rev Counter magazine (volume 20 number 8)	August 2001
CR 4833/155	Rev Counter magazine (volume 20 number 9)	September 2001
CR 4833/156	Rev Counter magazine (volume 20 number 10)	October 2001
CR 4833/157	Rev Counter magazine (volume 20 number 11)	November 2001
CR 4833/158	Rev Counter magazine (volume 20 number 12)	December 2001
CR 4833/159	Rev Counter magazine (volume 21 number 1)	January 2002
CR 4833/160	Rev Counter magazine (volume 21 number 2)	February 2002
CR 4833/161	Rev Counter magazine (volume 21 number 3)	March 2002
CR 4833/162	Rev Counter magazine (volume 21 number 4)	April 2002
CR 4833/163	Rev Counter magazine (volume 21 number 5)	May 2002
CR 4833/164	Rev Counter magazine (volume 21 number 6)	June 2002
CR 4833/165	Rev Counter magazine (volume 21 number 7)	July 2002
CR 4833/166	Rev Counter magazine (volume 21 number 8)	August 2002
CR 4833/167	Rev Counter magazine (volume 21 number 9)	September 2002
CR 4833/168	Rev Counter magazine (volume 21 number 10)	October 2002

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CR 4833/169	Rev Counter magazine (volume 21 number 11)	November 2002
CR 4833/170	Rev Counter magazine (volume 21 number 12)	December 2002
CR 4833/171	Rev Counter magazine (volume 22 number 1)	January 2003
CR 4833/172	Rev Counter magazine (volume 22 number 2)	February 2003
CR 4833/173	Rev Counter magazine (volume 22 number 3)	March 2003
CR 4833/174	Rev Counter magazine (volume 22 number 4)	April 2003
CR 4833/175	Rev Counter magazine (volume 22 number 5)	May 2003
CR 4833/176	Rev Counter magazine (volume 22 number 6)	June 2003
CR 4833/177	Rev Counter magazine (volume 22 number 7)	July 2003
CR 4833/178	Rev Counter magazine (volume 22 number 8)	August 2003
CR 4833/179	Rev Counter magazine (volume 22 number 9)	September 2003
CR 4833/180	Rev Counter magazine (volume 22 number 10)	October 2003
CR 4833/181	Rev Counter magazine (volume 22 number 11)	November 2003
CR 4833/182	Rev Counter magazine (volume 22 number 12)	December 2003
CR 4833/183	Rev Counter magazine (volume 23 number 1)	January 2004
CR 4833/184	Rev Counter magazine (volume 23 number 2)	February 2004
CR 4833/185	Rev Counter magazine (volume 23 number 3)	March 2004
CR 4833/186	Rev Counter magazine (volume 23 number 4)	April 2004
CR 4833/187	Rev Counter magazine (volume 23 number 5)	May 2004
CR 4833/188	Rev Counter magazine (volume 23 number 6)	June 2004
CR 4833/189	Rev Counter magazine (volume 23 number 7)	July 2004
CR 4833/190	Rev Counter magazine (volume 23 number 8)	August 2004
CR 4833/191	Rev Counter magazine (volume 23 number 9)	September 2004
CR 4833/192	Rev Counter magazine (volume 23 number 10)	October 2004
CR 4833/193	Rev Counter magazine (volume 23 number 11)	November 2004
CR 4833/194	Rev Counter magazine (volume 23 number 12)	December 2004
CR 4833/195	Rev Counter magazine (volume 24 number 1)	January 2005

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CR 4833/196	Rev Counter magazine (volume 24 number 2)	February 2005
CR 4833/197	Rev Counter magazine (volume 24 number 3)	March 2005
CR 4833/198	Rev Counter magazine (volume 24 number 4)	April 2005
CR 4833/199	Rev Counter magazine (volume 24 number 5)	May 2005
CR 4833/200	Rev Counter magazine (volume 24 number 6)	June 2005
CR 4833/201	Rev Counter magazine (volume 24 number 7)	July 2005
CR 4833/202	Rev Counter magazine (volume 24 number 8)	August 2005
CR 4833/203	Rev Counter magazine (volume 24 number 9)	September 2005
CR 4833/204	Rev Counter magazine (volume 24 number 10)	October 2005
CR 4833/205	Rev Counter magazine (volume 24 number 11)	November 2005
CR 4833/206	Rev Counter magazine (volume 24 number 12)	December 2005
CR 4833/207	Rev Counter magazine (volume 25 number 1)	January 2006
CR 4833/208	Rev Counter magazine (volume 25 number 2)	February 2006
CR 4833/209	Rev Counter magazine (volume 25 number 3)	March 2006
CR 4833/210	Rev Counter magazine (volume 25 number 4)	April 2006
CR 4833/211	Rev Counter magazine (volume 25 number 5)	May 2006
CR 4833/212	Rev Counter magazine (volume 25 number 6)	June 2006
CR 4833/213	Rev Counter magazine (volume 25 number 7)	July 2006
CR 4833/214	Rev Counter magazine (volume 25 number 8)	August 2006
CR 4833/215	Rev Counter magazine (volume 25 number 9)	September 2006
CR 4833/216	Rev Counter magazine (volume 25 number 10)	October 2006
CR 4833/217	Rev Counter magazine (volume 25 number 11)	November 2006
CR 4833/218	Rev Counter magazine (volume 25 number 12)	December 2006
CR 4833/219	Rev Counter magazine (volume 26 number 1)	January 2007
CR 4833/220	Rev Counter magazine (volume 26 number 2)	February 2007
CR 4833/221	Rev Counter magazine (volume 26 number 3)	March 2007
CR 4833/222	Rev Counter magazine (volume 26 number 4)	April 2007

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CR 4833/223	Rev Counter magazine (volume 26 number 5)	May 2007
CR 4833/224	Rev Counter magazine (volume 26 number 6)	June 2007
CR 4833/225	Rev Counter magazine (volume 26 number 7)	July 2007
CR 4833/226	Rev Counter magazine (volume 26 number 8)	August 2007
CR 4833/227	Rev Counter magazine (volume 26 number 9)	September 2007
CR 4833/228	Rev Counter magazine (volume 26 number 10)	October 2007
CR 4833/229	Rev Counter magazine (volume 26 number 11)	November 2007
CR 4833/230	Rev Counter magazine (volume 26 number 12)	December 2007
CR 4833/231	Rev Counter magazine (volume 27 number 1)	January 2008
CR 4833/232	Rev Counter magazine (volume 27 number 2)	February 2008
CR 4833/233	Rev Counter magazine (volume 27 number 3)	March 2008
CR 4833/234	Rev Counter magazine (volume 27 number 4)	April 2008
CR 4833/235	Rev Counter magazine (volume 27 number 5)	May 2008
CR 4833/236	Rev Counter magazine (volume 27 number 6)	June 2008
CR 4833/237	Rev Counter magazine (volume 27 number 7)	July 2008
CR 4833/238	Rev Counter magazine (volume 27 number 8)	August 2008
CR 4833/239	Rev Counter magazine (volume 27 number 9)	September 2008
CR 4833/240	Rev Counter magazine (volume 27 number 10)	October 2008
CR 4833/241	Rev Counter magazine (volume 27 number 11)	November 2008
CR 4833/242	Rev Counter magazine (volume 27 number 12)	December 2008
CR 4833/243	Rev Counter magazine (volume 31 number 1)	January 2012
CR 4833/244	Rev Counter magazine (volume 31 number 2)	February 2012
CR 4833/245	Rev Counter magazine (volume 31 number 3)	March 2012
CR 4833/246	Rev Counter magazine (volume 31 number 4)	April 2012
CR 4833/247	Rev Counter magazine (volume 31 number 5)	May 2012
CR 4833/248	Rev Counter magazine (volume 31 number 6)	June 2012
CR 4833/249	Rev Counter magazine (volume 32 number 4)	April 2013

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CR 4833/250	Rev Counter magazine (volume 32 number 5)	May 2013
CR 4833/251	Rev Counter magazine (volume 32 number 6)	June 2013
CR 4833/252	Rev Counter magazine (volume 32 number 8)	August 2013
CR 4833/253	Rev Counter magazine (volume 32 number 9)	September 2013
CR 4833/254	Rev Counter magazine (volume 32 number 11)	November 2013
CR 4833/255	Rev Counter magazine (volume 32 number 12)	December 2013
CR 4833/256	Rev Counter magazine (volume 33 number 1)	January 2014
CR 4833/257	Rev Counter magazine (volume 33 number 2)	February 2014
CR 4833/258	Rev Counter magazine (volume 33 number 3)	March 2014
CR 4833/259	Rev Counter magazine (volume 33 number 4)	April 2014
CR 4833/260	Rev Counter magazine (volume 33 number 5)	May 2014
CR 4833/261	Rev Counter magazine (volume 33 number 6)	June 2014
CR 4833/262	Rev Counter magazine (volume 33 number 7)	July 2014
CR 4833/263	Rev Counter magazine (volume 33 number 8)	August 2014
CR 4833/264	Rev Counter magazine (volume 33 number 9)	September 2014
CR 4833/265	Rev Counter magazine (volume 33 number 10)	October 2014
CR 4833/266	Rev Counter magazine (volume 33 number 11)	November 2014
CR 4833/267	Rev Counter magazine (volume 33 number 12)	December 2014
CR 4833/268	Rev Counter magazine (volume 34 number 1)	January 2015
CR 4833/269	Rev Counter magazine (volume 34 number 2)	February 2015
CR 4833/270	Rev Counter magazine (volume 34 number 3)	March 2015
CR 4833/271	Rev Counter magazine (volume 34 number 4)	April 2015
CR 4833/272	Rev Counter magazine (volume 34 number 5)	May 2015
CR 4833/273	Rev Counter magazine (volume 34 number 6)	June 2015
CR 4833/274	Rev Counter magazine (volume 34 number 7)	July 2015
CR 4833/275	Rev Counter magazine (volume 35 number 5)	May 2016
CR 4833/276	Rev Counter magazine (volume 35 number 7)	July 2016

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	Wheelspin	1982 - 2010
	The Austin Healey Club (Midlands Centre) magazine. This is not a complete run.	
CR 4833/277	Wheelspin magazine	April 1982 - May 1982
CR 4833/278	Wheelspin magazine	August 1982 - December 1982
CR 4833/279	Wheelspin magazine	January 1983 - June 1983
CR 4833/280	Wheelspin newsletter	July 1983
CR 4833/281	Wheelspin magazine	August 1983 - October 1983
CR 4833/282	Wheelspin magazine	December 1983
CR 4833/283	Wheelspin magazine	January 1984
CR 4833/284	Wheelspin newsletter	February 1984
CR 4833/285	Wheelspin magazine	March 1984
CR 4833/286	Wheelspin magazine	April 1984
CR 4833/287	Wheelspin magazine	June 1984
CR 4833/288	Wheelspin magazine	August 1984
CR 4833/289	Wheelspin magazine	September 1984
CR 4833/290	Wheelspin magazine	November 1984
CR 4833/291	Wheelspin magazine	December 1984
CR 4833/292	Wheelspin magazine	January 1985
CR 4833/293	Wheelspin magazine	May 1985
CR 4833/294	Wheelspin magazine	July 1985
CR 4833/295	Wheelspin magazine	September 1985
CR 4833/296	Wheelspin magazine	November 1985
CR 4833/297	Wheelspin magazine	January 1986
CR 4833/298	Wheelspin magazine	March 1986
CR 4833/299	Wheelspin magazine	May 1986
CR 4833/300	Wheelspin magazine	August 1986
CR 4833/301	Wheelspin magazine	September 1986

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CR 4833/302	Wheelspin magazine	November 1986
CR 4833/303	Wheelspin 2 magazine (number 1)	[January 1987]
CR 4833/304	Wheelspin 2 magazine (number 2)	March 1987
CR 4833/305	Wheelspin 2 magazine (number 3)	May 1987
CR 4833/306	Wheelspin 2 magazine (number 4)	July 1987
CR 4833/307	Wheelspin 2 magazine (number 5)	September 1987
CR 4833/308	Wheelspin 2 magazine (number 6)	November 1987
CR 4833/309	Wheelspin 2 magazine (number 7)	January 1988
CR 4833/310	Wheelspin 2 magazine (number 8)	March 1988
CR 4833/311	Wheelspin 2 magazine (number 10)	July 1988
CR 4833/312	Wheelspin 2 magazine (number 11)	September 1988
CR 4833/313	Wheelspin 2 magazine (number 12)	November 1988
CR 4833/314	Wheelspin magazine	January 1989
CR 4833/315	Wheelspin magazine	March 1989
CR 4833/316	Wheelspin magazine	May 1989
CR 4833/317	Wheelspin magazine	July 1989
CR 4833/318	Wheelspin magazine	September 1989
CR 4833/319	Wheelspin magazine	November 1989
CR 4833/320	Wheelspin magazine	January 1990
CR 4833/321	Wheelspin magazine	March 1990
CR 4833/322	Wheelspin magazine	May 1990
CR 4833/323	Wheelspin magazine	September 1990
CR 4833/324	Wheelspin newsletter	January 1991
CR 4833/325	Wheelspin magazine	March 1991
CR 4833/326	Wheelspin magazine	May 1991
CR 4833/327	Wheelspin magazine	July 1991
CR 4833/328	Wheelspin magazine	September 1991

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CR 4833/329	Wheelspin magazine	November 1991
CR 4833/330	Wheelspin magazine (volume 1 number 1)	March 2003
CR 4833/331	Wheelspin magazine (volume 1 number 2)	September 2003
CR 4833/332	Wheelspin magazine (volume 2 number 1)	February 2004
CR 4833/333	Wheelspin magazine (volume 2 number 2)	October 2004
CR 4833/334	Wheelspin magazine (volume 3 number 1)	March 2005
CR 4833/335	Wheelspin magazine (volume 3 number 2)	October 2005
CR 4833/336	Wheelspin magazine (volume 4 number 1)	March 2006
CR 4833/337	Wheelspin magazine (volume 4 number 2)	October 2006
CR 4833/338	Wheelspin magazine (volume 5 number 1)	April 2007
CR 4833/339	Wheelspin magazine (volume 5 number 2)	November 2007
CR 4833/340	Wheelspin magazine (volume 6 number 1)	April 2008
CR 4833/341	Wheelspin magazine (volume 6 number 2)	October 2008
CR 4833/342	Wheelspin magazine (volume 7 number 1)	October 2009
CR 4833/343	Wheelspin magazine (volume 8 number 1)	May 2010
	Chatter The Austin Healey Club USA Magazine	1988 - 1997
CR 4804/3/124	Chatter (The Austin-Healey Club of America, Inc. magazine) produced following Donald Healey's death Not a memorial magazine - announces Healey's death and asks for stories/photographs for a future magazine.	February 1988
CR 4804/3/125	Chatter (The Austin-Healey Club of America, Inc. magazine) Has photograph of Geoff Healey on the front cover. Includes: Page 12 obituaries for Geoffrey Healey; Pages 13 and 17 personal Recollections of Geoffrey Healey; Pages 18-19 pictures of Geoffrey Healey with family and friends; Page 20 notes from Clubs Around the World; Page 22 Austin Healey Q&A; Page 26 Austin Healey Technical.	June 1994 - July 1994

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- CR 4804/3/126 Chatter (The Austin-Healey Club of America, Inc. magazine) November 1995
Includes:
Page 6 article on Conclave '96;
Page 7 article regarding Donald Healey being inducted into the International Motorsports Hall of Fame;
Page 10-12 the life of Donald Healey (3 July 1898 to 15 January 1988);
Page 13 letter supporting Donald Healey as an International Motorsports Hall of Fame inductee;
Pages 14-19 the career of Donald Healey (including Big Healey racing and record breaking successes 1953 to 1965);
Page 26 pictures of Donald Healey racing cars;
Page 27 article by Thos L Bryant on memories of an old friend.
- CR 4804/3/127 Chatter (The Austin-Healey Club of America, Inc. magazine) June 1996
Includes:
Donald Healey inducted into the International Motorsports Hall of Fame;
Photos of cars and family of Donald Healey;
Article 'Third Place Overall One of the Pinnacles of Success for Donald Healey'.
- CR 4804/3/128 Chatter (The Austin-Healey Club of America, Inc. magazine)
Includes:
Page 10-11 article on Cobra vs Healey;
Page 13 article Make Tracks for Utah August 1997;
Page 14 article on Healey runs at Bonneville Salt Flats and Salt Flats of Utah (1953, 1954, 1956);
Page 16 article on Donald Healey remembers the 1953 Utah runs;
Pages 18-19 article on excerpt from Donald Healey's book 'My World of Cars';
Page 18 article on excerpt from Geoffrey Healey's book 'The Specials';
Pages 24-25 article by Keith Turk 'Bonneville or Bust - Working Toward a Dream'.
- CR 4804/3/129 Chatter (The Austin-Healey Club of America, Inc. magazine) July 1997
Includes:
Page 11 article by driver Roy Jackson Moore;
Page 12-18 article relating to Bonneville 1956 days;
Page 19-21 article on Donald Healey still hunts for records at age of 60 - next goal 300mph.

WARWICK HEALEY MOTOR COMPANY**Corporate relations photographs**

1940s-1980s

General corporate relations photographs**Photographs featuring public figures**

1950s-1960s

- CR 4804/3/130 Two photos of Warwick & Leamington MP Anthony Eden at The Healey Motor Company's Cape Works with Donald Healey and some of the directors
One of the images has the directors (including Bob Boardman on the left) standing behind a Silverstone car (JAC 100) with Eden in the drivers seat and Healey leaning on the passenger door. The other image has Eden in the drivers seat and Healey in the passengers seat. Behind the car are a Westland 'C' (on the left) and an Elliott (directly behind). 1950s?
- CR 4804/3/131 Photograph of Donald Healey and Warwick & Leamington MP Anthony Eden at the Cape Works looking at a Silverstone being constructed
Five men working on the car including Roger Menadue by the front wheel.
- CR 4804/3/132 Two photographs of an Austin-Healey 100M in a New York park
One of the photos has Donald Healey in the drivers seat and actress Louise King [wife of racing driver Peter Collins] in the passengers seat. Similar to image used on page 92 of The Healey Story. c1955-1956
- CR 4804/3/133 Photograph of an Austin-Healey 100-Six
This photo was taken at the same time as the image used on page 130 of The Healey Story.
- CR 4804/3/134 Photograph of Brian Healey in the first Austin-Healey 100S at The Cape Works, Warwick 1954
- CR 4804/3/135 Photo of model Angela Lane at the Cape Works, Warwick standing by Austin-Healey 100M BN2 (SLR 7) with Brian Healey in the driving seat
A row of 100S cars are in the background waiting for conversion to 100M. Taken on the same day as photo used on page 16 of Graham Robson's Austin-Healey book showing Angela Lane posing by the car at the Saxon Mill Hotel, Warwick.
- CR 4804/3/136 Contact print of Donald Healey standing by an Austin-Healey 100-Six and pointing at the dashboard for the benefit of the female passenger

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- CR 4804/3/137 Photo of Donald Healey standing by door of an Austin-Healey 100M with Virginia Bussey behind the steering wheel
Bussey was the wife of Ed Bussey of Ship & Shore Motors, West Palm Beach, Florida, the South East United States importer for the British Motor Corporation (and therefore Austin-Healeys). 29 March 1955
- CR 4804/3/138 Two photographs of actress Louise King? [wife of racing driver Peter Collins] sitting in an Austin-Healey 100M?
Car is parked at the bottom of a long winding drive.
- CR 4804/3/139 Two photographs of the Mayor of Warwick Denis Grimes sitting in the 2 litre Healey Le Mans prototype (SR) before its transportation to France 1968
Also in the photo, which was taken at the back of Healey's Coton End showroom and works, are Brian Healey, Jim Cashmore, and Geoff Healey. In the background (car no. 50) is the 237 car.
- Motor shows** 1952-1972
- CR 4804/3/140 Photograph of Donald Healey and others with the first Healey car at the Earls Court International Motor Show 1952
Others in the photo include: George Harriman (BMC), Leonard Lord (BMC), Lord Nuffield (Chairman of BMC). Image used on page 41 of The Story of the Big Healeys and page 7 of Graham Robson's Austin-Healey book.
- CR 4804/3/141 Photograph of Donald Healey with Leonard Lord standing by the drivers side (left hand drive) of an Austin-Healey 100 at the Earls Court International Motor Show 1952
Image used on page 34 of More Healeys. 1952
- CR 4804/3/142 Photo of Donald Healey and another man standing behind the 'Grand Premium Award' cup won for best car in show at the World's Fair in Miami, Florida in March 1953
The award is also seen in an image used on page 61 of The Healey Story. 1953
- CR 4804/3/143 Three photos of singer and actress Gracie Fields in an Austin-Healey 100 at the New York Motor Show in 1953
Two photos include Donald Healey sitting in the passenger seat and two photos include another man standing by the car. One of the photos was used on page 46 of The Story of the Big Healeys and page 106 of My World Of Cars. 1953
- CR 4804/3/144 Photo of Donald Healey standing by the new Austin-Healey 100-Six at a motor show [September 1954]
Caption notes that this new model is powered by a 2639cc six-cylinder engine (102bhp at 4600rpm), has a new body, and is similar to the car that recently broke records at the Bonneville Salt Flats. Issued by The Austin Motor Company Ltd press office.

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CR 4804/3/145	Three photos of Donald Healey, Leonard Lord (Chairman of BMC) and Prime Minister and Warwick & Leamington MP Sir Anthony Eden by an Austin-Healey 100-Six at the London Motor Show Eden is sitting in the car in one of the photos (used on page 128 of The Healey Story). The image of all three men standing on the left hand side of the car was used on page 118 of My World of Cars.	17 October 1956
CR 4804/3/146	Photo of cars including Sprites and a 3000 on the Austin-Healey stand at the London 1959 Motor Show Image used on page 56 of More Healeys.	1959
CR 4804/3/147	Colour photo of the 1965 RAC Rally class winning Austin-Healey 3000 (EJB 806C) on display	1965?
CR 4804/3/148	Thirteen photos including scenes from the 1972 Geneva Motor Show? Where the Jensen-Healey was launched Includes family photographs of Geoff & Margot Healey at hotels and houses. With negatives.	1972?
CR 4804/3/149	Photo of Austin-Healey 100s on an Austin stand at an unknown motor show	n.d.
CR 4804/3/150	Thirty photographs showing cars at unknown motor show?	n.d.
	Social events	1950s
CR 4804/3/151	Nine photos of social event at White's Hotel, London (where the Healey family and Donald Healey Motor Co. staff always stayed during the London Motor Shows) Includes members of the Healey family and company staff. Includes photos showing: (left to right) Geoff Price, Geoff Healey, Tommy Wisdom and Brian Healey; (left to right) unknown, Donald Healey, Brian Healey, Geoff Healey, Bob Boardman (director); Donald Healey with unknown man (three photos); (left to right): Bob Boardman, unknown man, Geoff Healey; Donald Healey with Tommy Wisdom; (left to right): unknown man, Donald Healey, Geoff Healey, Brian Healey; Virginia Bussey [wife of Ed Bussey, owner of Ship & Shore Motors, West Palm Beach, Florida, the South East United States importer for the British Motor Corporation] with Geoff Healey.	1950s
CR 4804/3/152	Photo of Donald Healey at social event with Mrs Piaggio [wife of Enrico Piaggio, inventor of Vespa scooter]	
CR 4804/3/153	Photo of Healey family members at social event Left to right: Brian Healey and his wife Mary, unknown couple, Geoff Healey and his wife Margot.	
CR 4913	Photograph of Donald Healey and Mrs Val Colin at Donald Healey Motor Company annual dinner dance at Saxon Mill	c1967/1968

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	Road trips	1948-1950s
CR 4804/3/154	Photo of Geoff Healey and Donald Healey standing by a Healey Roadster during their tour of the USA in 1948 Image used on page 23 of The Healey Story - Geoff looking at the view and Donald taking a photograph.	1948
CR 4804/3/155	Eleven photos taken during a trip to the USA Images taken by Donald Healey and include views of the Niagara Falls, driving on the Ambassador Bridge [connects Detroit, USA with Windsor, Canada], boxing match on a ship, [Harry Costley of Nash company] standing by Niagara, standing by a car, and standing outside shops in Princeton.	1948-1949?
CR 4804/3/156	Three photos of a publicity trip/road trip in America Car being driven is an Austin [A35?] and photos show view of lake, a truck on the road, and a car showroom (Oden Motors Inc.) selling Jaguar, Austin-Healey, MG and Landrover.	post 1953
	Clubs	1977-1980s
CR 4804/3/157	Photo of signed commemorative cloth sent to Geoff Healey by the Austin Healey Owners Club of New South Wales, Australia Includes signatures and messages from Rob Harrison, Alan Jones, Joe Jarick. Image used on page 220 of More Healeys.	1977
CR 4804/3/158	Photo of Donald Healey and Alan Zafer at the Austin Healey Club Midlands Centre jubilee forum at Warwick Image used on page 217 of More Healeys.	May 1978
CR 4804/3/159	Photo of Margot Healey presenting the Lucas Trophy to Paul Weston, the owner of a concours Sprite that won a driving test at the Austin Healey Club Midlands Centre jubilee forum at Warwick The forum was held to celebrate the 25th anniversary of the start of Austin-Healey production at Austin. The image was used on page 216 of More Healeys.	May 1978
CR 4804/3/160	Colour photo of Geoff Healey with Chuck Anderson and another man during an interview at the Austin Healey Club of America's 1978 conclave at Louisville, Kentucky Image used on page 218 of More Healeys.	1978
CR 4804/3/161	Colour photo of Sprite Midget owners group members and their cars in a car park (somewhere in USA?)	September 1980

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CR 4804/3/162	Colour photo of group at Snowmass, California Left to right: Ed Bussey [owner of Ship & Shore Motors, West Palm Beach, Florida, the South East United States importer for the British Motor Corporation], Mary Healey (wife of Brian Healey), Brian Healey, Gerry Coker, John Colgate (racing driver), Margot Healey (wife of Geoff Healey), John Harris (racing driver), Fred Horner (Jaguar, North America), Donald Healey, Geoff Healey. Similar photo used on page 158 of My World of Cars.	1982
CR 4804/3/163	Photo of Austin Healey Club members with a line up of their range of sports cars during a visit to the British Motor Corporation MG factory at Abingdon The MG record breaker is in the foreground.	
CR 4804/3/164	Four colour photos of Austin Healeys at unknown location in the USA? Includes 5FG 398, MKE 607.	
	General publicity	1930s-1980s
CR 4804/3/165	Photo (with negatives) of 1930s? image showing side view of the Triumph Dolomite Straight Eight, created by Donald Healey when Chief Engineer at Triumph Healey drove the car in the 1935 Monte Carlo rally but did not complete the race as the car was hit by a train at a level crossing in Denmark. With two photos (and negatives) of 1950s? road test article on MG Midget series TD two-seater (possibly because looking at 'opposition's cars).	1930s?
CR 4804/3/166	Photo of Donald Healey sitting down with two other men, pointing at [North America on] a globe set in a table One of the men is also in the photos of the 1948, 1949 road trip (including Niagara).	1948-1949?
CR 4804/3/167	Photo of motoring journalist Bill Boddy driving Healey Silverstone (JAC 100) at Goodwood Used in article reprinted from The Motor Sport magazine (November 1949).	1949
CR 4804/3/168	Photo of Healey 100 being speed tested on the Jabbeke highway in Belgium The car was timed at 110 mph.	October 1952
CR 4804/3/169	Photo of Austin-Healey 100 being driven by motoring correspondent John Bolster on the Jabbeke highway in Belgium	1952?
CR 4804/3/170	Three photos of television screen broadcasting a programme showing Donald Healey being interviewed with other men	1953?

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CR 4804/3/171	Photo of Reg Bishop (in charge of publicity at Austin), Tommy Wisdom, and Donald Healey by a Sprite during a press preview in Monte Carlo Image used on page 52 of More Healeys.	May 1958
CR 4804/3/172	Publicity photo of Donald Healey with a new Sprite (YAC 740) used during its announcement by the British Motor Corporation Caption: 'Said Donald Healey after three thousand miles gruelling test driving 'it has always been my ambition to produce a cheap, safe and reliable sports car for the youth of the country'. Also noted that the Sprite cost £688.17.06 (including purchase tax).	May 1958
CR 4804/3/173	Six strips of contact prints showing numbered car parts for a brochure? Includes images of Donald Healey 'speed equipment' lightweight glass fibre seat (for Sprite) and Mk II Sprite 'Warwick' glass fibre hardtop (designed by Les Ireland), and retro-fitted on Mk I Sprite.	1964
CR 4804/3/174	Photo of 16 Healey cars (from early Healeys, to Sprites) lined up at unknown location Publicity photo? Cars parked around lawn which has stone monument with sundial in the centre. Trees in the background.	1970s?
CR 4804/3/175	Photo of Donald Healey with Jensen Healeys at the West Bromwich production site Similar image of Healey with production line in background used on page 182 of My World of Cars and page 147 of The Healey Story.	1972-1973?
CR 4804/3/176	Photo of plaque produced by the Austin Healey Club of America to commemorate the 25th anniversary of the Austin-Healey and presented to Geoff Healey during his attendance at the club's 1978 conclave in Louisville, Kentucky Plaque no. 1 in a limited edition. Image used on page 219 of More Healeys.	1978
CR 4804/3/177	Photo of Donald Healey with two unknown men pointing at car engine (1930s - unknown model)	1980s?
CR 4804/3/178	Four photographs of Donald Healey and others with an Austin Healey 3000 MkIII [at JME Healeys, Warwick?] Images show: Donald Healey and Geoff Healey standing by open bonnet and looking at engine with another man; Donald Healey in the drivers seat, and another man holding a glass of wine; Donald Healey holding a glass of wine and two younger men looking at the engine; front view of the car (EPO 994C).	1980s?
CR 4804/3/179	Photo of toy model Austin Healey next to an Austin Healey Club model competition tankard	

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CR 4804/3/179A	Five photographs of a hot rod with a 1930s body and a flathead V8 engine The car has a California number plate (7F 32 19). The photo was possibly taken sometime in the 1950s in California.	n.d.
	<u>Racing photographs</u>	1940s-1980s
	Racing photographs: Mille Miglia	1940s-1950s
CR 4804/3/180	Nineteen photos of the Mille Miglia race, Brescia, Italy (taken by Donald and Geoff Healey) Includes: the crowds, cars, the Healey Roadster driven by Donald and Geoff Healey, scrutineering.	1948
CR 4804/3/181	Photo of Geoff Healey with Geoff Price (Service Manager) and another man working on the Healey Westland Roadster in Italy for the 1949 Mille Miglia race	1949
CR 4804/3/182	Photo of prototype Nash Healey (JWD 300) being worked on in the FIAT garage at Como, Italy, before the 1950 Mille Miglia race Left to right: Dunlop Mac, Geoff Healey, a FIAT mechanic and Roger Menadue. Image used on page 29 of More Healeys.	1950
CR 4804/3/183	Sixteen photos taken during race/rally (in Italy - unknown race, possibly Mille Miglia?) Scenes include cars passing, people waiting at roadside to watch cars go by, preparation of cars.	1950s?
CR 4804/3/184	Four photos including cars lined up at Warwick for the 1955 Mille Miglia race Includes (left to right); George Abacassis (with OON 440), Lance Macklin? (with OON 44?), Ron Flockhart (driving a non-works entry owned by Charles Clark of Wolverhampton), Donald Healey and Jim Cashmore? (driving OON 439).	1955
	Racing photographs: Targa Florio	1960s
CR 4804/3/6/185	Photo of Targa Florio Sprite on trailer at Barford before the 1964 race	April 1964
CR 4804/3/186	Photo of 1964 Targa Florio Sprite, showing raised tail and spoiler (693 LAC) - rear view Image used on page 108 of More Healeys.	1964
CR 4804/3/187	Photo of 1964 Targa Florio (693 LAC) - driver side view Image used on page 109 of More Healeys.	1964
CR 4804/3/188	Photo of 1965 Targa Florio car (side passenger view) Image used on page 111 of More Healeys.	1965

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CR 4804/3/189	Photo showing passenger side view of 1966 Targa Florio Sprite (EAC 90C) - the 1965 car with light alloy top built on Image used on page 114 of More Healeys.	1966
CR 4804/3/190	Photo of 1967 Targa Florio car (LWD 959E) taking a bend Image used on page 117 of More Healeys.	
CR 4804/3/191	Photo of 1293cc Sprite of Clive Barker and Rauno Aaltonen at speed in the 1967 Targa Florio (LWD 959E) - before accident caused by a spectator who ran across the road Image used on page 116 of More Healeys.	1967
CR 4804/3/192	Photo of Jack Wheeler in his privately entered Sprite in the 1967 Targa Florio (car no. 168, reg. 7080 AC) Image used on page 116 of More Healeys.	1968
CR 4804/3/193	Photo of last racing Sprite built at Warwick (front driver side view) Image used on page 118 of More Healeys.	
CR 4804/3/194	Photo showing simple instrumentation on a light racing car (on the last Sprite built at Warwick) Image used on page 121 of More Healeys.	
CR 4804/3/195	Photo of Targa Florio Sprite (693 LAC) - passenger side view	
CR 4804/3/196	Colour photo of Targa Florio Sprite (EAC 90C) rear drivers side view	
	Racing photographs: Le Mans	1950s-1970
CR 4804/3/197	Photo of Geoff Healey sitting in prototype Nash Healey (JWD 300) due to take part in the 1950 Le Mans race. With three man standing behind car (left to right): Percy Spooner (electrician), Jock Reid (experimental mechanic), and 'Willie Migg'. Image used on page 30 of More Healeys.	1950
CR 4804/3/198	Photo of Nash Healey (MYF 969, car no. 4) in action at Le Mans in 1952 Driven by Tommy Wisdom/Johnson and came third overall.	1952
CR 4804/3/199	Photo of the 1964 Le Mans coupe Sprite (770 KNX) Image used on page 156 of More Healeys.	1964
CR 4804/3/200	Photo of scrutineers checking a Sprite (HNX 456D, car no. 48) at Le Mans, watched by a worried-looking Jim Cashmore Image used on page 162 of More Healeys.	1966
CR 4804/3/200A	Photograph showing engine of Austin-Healey Sprite [HNX 455D] This car appeared at Sebring and Le Mans in 1966 and was later sold.	1966

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CR 4804/3/201	Photo of Le Mans Sprite ([HNX 456D], car no 51) on trailer at Barford with Geoff Healey and another man standing behind it	1967
CR 4804/3/202	Colour photo of the 1967 Le Mans Sprite (HNX 456D, car no. 51) The Donald Healey Motor Company Ltd sign on wall behind.	1967
CR 4804/3/203	Photo of Richard Budd competing with his production version of the Le Mans racing Sprite (4 HAC, car 116) Image used on page 184 of More Healeys.	September 1968
CR 4804/3/204	Photo of Andrew Hedges driving the XR37 (car no. 34) at Le Mans in 1970	1970
CR 4804/3/205	Photo of the XR37 (car no. 34) in the pits at Le Mans in 1970 Wally Hassan sitting on a platform in the pits and with Mick Guest and Paul at the rear of the car.	1970
CR 4804/3/206	Photo of 'Digger' Digby and his team of signallers in the pits at Le Mans giving a passing Sprite (5983 AC, car no. 46) the message to come in Image used on page 147 of More Healeys.	
CR 4804/3/207	Photo showing rear view of Le Mans Sprite (1411 WD)	
CR 4804/3/208	Photo of French policeman standing by car being inspected [at Le Mans?]	
CR 4804/3/209	Photo showing man [Marius Giraud-Cabantous] jumping from pits at Le Mans? With men looking at car	
CR 4804/3/210	Photo of Andrew Hedges taking a corner in the Sprite at Le Mans (car 49) Image used on page 167 of More Healeys.	[1965?]
CR 4804/3/211	Two colour photos of people waiting at roadside at Le Mans, and car no. 55 in action	
CR 4804/3/212	Four negatives of Sprite at Cape Works car park (693 LAC) before Le Mans Same car also used in 1963 Targa Floria.	
CR 4804/3/213	Colour photo of The Jaguar-Coventry Climax trophy presented jointly by Sir William Lyons and Mr LP Lee to the head mechanic of the highest placed British car competing in the Le Mans 24 Hour race	
CR 4804/3/214	Colour photograph showing three-quarter rear view of Le Mans car HNX 456D (car no. 51) parked outside	

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Racing photographs: Monte Carlo		1950s
CR 4804/3/215	Photo of Donald Healey and Doug Wilson-Spratt with the WSM Sprite-based car (DWS 97, car no. 167) which the latter completed the 1952 Monte Carlo rally in Image used on page 178 of More Healeys.	1952
CR 4804/3/216	Photo of Tommy Wisdom and Douglas Johns driving a Sprite (XON 277 - car no. 185) in the 1959 Monte Carlo rally Image used on page 106 of More Healeys.	1959
CR 4804/3/217	Photo of the Monte Carlo rally Sprite (XOH 277) in the dispatch park at Abingdon With Sprites bound for the USA in the background. Image used on page 207 of More Healeys.	
Racing photographs: Sebring		1950s-1960s
CR 4804/3/218	Photo showing Lance Macklin racing in the 100 S prototype at Sebring 1954 The photo also shows the use of barrels and oil drums to mark out the track.	1954
CR 4804/3/219	Photo showing an Abarth followed by [John] Sprinzel's Sprite (car no. 2) and a works Sprite (car no. 5) at Sebring 1961 Image used on page 130 of More Healeys.	1961
CR 4804/3/220	Photo showing Stirling Moss (car no. 2, reg. PMO200) leading Bruce McLaren (car no. 5) in the 1961 Sebring 4 hour race Image used on page 130 of More Healeys.	1961
CR 4804/3/221	Stirling Moss and Pat Moss passing the pits in John Sprinzel's Sebring Sprites. Pit marshal John Baus is in the foreground Image used on page 179 of More Healeys.	1961
CR 4804/3/222	Photo of Jim McManus (Team Manager) completing a sash change with Clive Baker for 'Healey Coupes' at the Sebring six hour relay race in 1962 Car in the photo is Baker's Sebring Sprite (5435 WD) (car no. 23).	1962
CR 4804/3/223	Photo showing Stirling Moss getting into his car at Sebring 1962 (car 15, reg. 9254 WD) and making a start to gain a nine second lead Image used on page 131 of More Healeys.	1962
CR 4804/3/224	Colour photo of Sprite (770 KNX) in action at Sebring 1964	1964
CR 4804/3/225	Photo of prototype special bodied Sprite (bespoke alloy) [DAC 852C] at Sebring	1965

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CR 4804/3/226	Photo showing production car (no. 58) modified at Warwick and driven by Roger Enever, Alec Poole and Baird to finish 18th overall and third in class at Sebring in 1967 Image used on page 138 of More Healeys.	1967
CR 4804/3/227	Photo of four cars prior to Sebring 1968 Prototype Sprite with 1293cc petrol-injected engine (LWD 959E), MGB GT (LBL 581E), a Sprite transformed into an MG Midget for the sports category ('Spridget' LNX 629), and lightweight MGC prototype (MBL 546E). The Spridget took part in Targa Florio as a Sprite and at Sebring as a Midget. It was changed back to a Sprite and sold to John Harris as a road car. Image used on page 139 of More Healeys.	1968
CR 4804/3/228	Colour photo of one of the 1959 Sebring 12 hour race Sprites (car no. 78) on display at Ed Bussey's Ship & Shore showroom in West Palm Beach, Florida Ship & Shore Motors was the South East United States importer for the British Motor Corporation. Image used on page 125 of More Healeys.	1960s?
CR 4804/3/229	Photo of Geoff Healey and Pete Millard setting up at Sebring Millard worked for BMC in Canada and Canadian mechanics used to attend Sebring.	1960s
CR 4804/3/230	Photo of four Sprites lined up for the three hour GT race at Sebring Race numbers 15, (9254 WD - Stirling Moss), 16 [92?? WD], 17 ([9]252 WD), 22 ([92??] WD). Image used on page 132 of More Healeys.	1962
CR 4804/3/231	Photo of Geoff Healey and others looking at Sebring timings on a computer printout Others in the photo include John Colgate, Jack Sears and Peter Riley (all to Geoff Healey's right).	1960s
	Racing photographs: Silverstone	1950s-1960s
CR 4804/3/232	Sixteen photos of racing at Silverstone Includes images of cars in action plus one image of George Eyston with other men standing by cars, including the MG EX 135?, EX 135 cockpit, Geoff Healey and Roger Menadue standing behind a 100M with men inspecting the engine. [Was this the Silverstone meeting when Donald Healey displayed the record breaking Bonneville Flats car?]	1955

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CR 4804/3/233	Two photos of Rex Hay's 'Silverstone' Club championship trophy for Austin Healey Club member putting up best performance in a Warwick Healey Trophy is model of a Healey Silverstone on a plinth. Awarded to Jim Nelson (Midlands Centre) for performance in a Healey Duncan. One of the photos has a three-penny bit in it to give scale.	1962
CR 4804/3/234	Photo of Healey Silverstone being raced at Silverstone (Tommy Wisdom driving?)	
CR 4804/3/235	Photo of John Harris demonstrating the SR (car no. 47) at an Austin Healey Club meeting at Silverstone	August 1968
CR 4804/3/236	Photo of the SR (car no. 47) in the paddock at Silverstone for the Healey Club weekend	August 1968
CR 4804/3/237	Photo of the SR (car no. 47) in the paddock at Silverstone for the Healey Club weekend	August 1968
CR 4804/3/238	Photo of John Harris testing the SR (car no. 47) at Silverstone	August 1968
CR 4804/3/239	Photo of Andrew Hedges testing the unpainted SR at Silverstone	
CR 4804/3/240	Photo of Clive Baker testing the Sprite (LWD 959E) at Silverstone prior to 1968 Sebring race Used on page 139 of More Healeys	1968
CR 4804/3/241	Photo of SR (car no. 47) being driven by John Harris for testing at Silverstone prior to the 1968 Le Mans race	August 1968
CR 4804/3/242	Photo of SR (car no. 47) being driven by John Harris for testing at Silverstone prior to the 1968 Le Mans race	August 1968
CR 4804/3/243	Photo of SR (car no. 47) being driven by John Harris for testing at Silverstone prior to the 1968 Le Mans race (rear view)	August 1968
CR 4804/3/244	Photo of SR (car no. 47) being driven by John Harris for testing at Silverstone prior to the 1968 Le Mans race (rear view)	August 1968
CR 4804/3/245	Photo of SR (car no. 47) being driven by John Harris for testing at Silverstone prior to the 1968 Le Mans race With another car being driven alongside it.	August 1968
CR 4804/3/246	Photo of SR being driven by Andrew Hedges at Silverstone for testing	
CR 4804/3/247	Photo of SR being driven by Andrew Hedges at Silverstone for testing	
CR 4804/3/248	Photo of SR being driven by John Harris at Silverstone for testing	

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	Racing photographs: Other	1950s-1980s
CR 4804/3/249	Photo of the 1953 endurance Healey 100 at Gaydon airport with group of people standing behind it People are: Jock Reid, unknown man, Roger Menadue, Brian Healey, Geoff Healey, young boy, Johnny Moore and his wife.	1953
CR 4804/3/250	Two photos of the 1954 streamliner car at Gaydon airport for testing Similar image used on page 113 of The Healey Story.	1954
CR 4804/3/251	Photo of endurance Healey 100S being driven by Donald Healey at Bonneville salt flats, Utah	1953
CR 4804/3/252	Photo of the 1954 streamliner car being driven by Donald Healey at Bonneville salt flats, Utah	1954
CR 4804/3/253	Photo of 1954 streamliner car on the grass with four men by it - at an event?	
CR 4804/3/254	Three photos of 100-Six cars parading at the British Grand Prix at Aintree, Liverpool Two of the photos are thought to be the 1957 Grand prix.	1957?
CR 4804/3/255	Three photos of racing at Oulton Park including unknown car no. 2 (Nash Healey?)	1950s?
CR 4804/3/256	Photo of Andrew Henderson (centre) and Neil Petrie (right) with the MK 1 Sprite they circumnavigated the world in during the world Sprite expedition (1959-1961) Image used on page 182 of More Healeys.	1961
CR 4804/3/257	Colour photo of Don and Erle Morley (brothers) in the 1962 Alpine Rally, (67 ARX - car no. 5) on their way to their second consecutive victory in this event	1962
CR 4804/3/258	Colour photo of Don & Erle Morley (brothers) climbing one of the tough mountain passes in the 1965 Alpine Rally (DRX 258 C - car no. 137) Image used as black and white image on page 156 of Austin Healey - the story of the Big Healeys.	1965
CR 4804/3/259	Photo of Clive Baker watching John Moore and Richard Groves at work on the latter's ex-works Targa Florio Sprite at The Nurburgring (car no. 33, reg. [69]3 LAC) Image used on page 99 of More Healeys.	1965
CR 4804/3/260	Photo of John Colgate driving a lightweight Sprite (car no. 56) with Falcon body at Nassau Image used on pages 144-145 of More Healeys.	1965

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CR 4804/3/261	Photo of woman sitting in lowered and lightened Sprite (no. 41) produced by Alan Goodwin that made second fastest time of the day at the Gaydon Sprint Meeting 1968 Image used on page 178 of More Healeys.	1968
CR 4804/3/262	Colour print of John Chatham's '100' (car no. 268) built for the 1992 Carrera Pan-Americana The car finished 1st in its class (driven by Joe Chatham). Image used on page 189 of The Healey Story.	1992
CR 4804/3/263	Photo of Sprite used by Jerry Truitt in the USA for Hank Thorp Inc. to become National Champion (car 24) - on trailer being towed by camper van Image used on page 183 of More Healeys.	

FAMILY & PERSONAL

1920s-2014

Documents and correspondence

1920s-2014

CR 4804/4/1	Headed invoice of Donald M. Healey (FIMT), Aeronautical and Automobile Engineer, Red House Garage, Perranporth, Cornwall Invoice also has a The Motor Trade Association Repairer symbol and explains what Healey also does - lorries, charabancs & cars for hire, agents for the leading cars and motor cycles, official repairer to RAC and AA, proprietor of 'Bluebird Motor Coaches'. Phone No. 6. Invoice has been re-used for hand written note to Geoff & Margot [Healey] (21 November 1977) by unknown family member - Brian or John Healey?].	1920s
CR 4804/4/2	Front page of brochure for onzieme rally automobile Monte-Carlo regulations	January 1932
CR 4804/4/3	Booklet with title 'Gloria Triumphant' (1934) – the story of the Triumph successes in the 13th Monte-Carlo rally Seven Gloria models finished the race including Donald Healey. Has photos (inc. Donald Healey), routes, illustrations.	1934
CR 4804/4/4	Booklet with title 'Gloria In Exelsis' (1934) – the story of the epic achievement of the Triumph team in winning the Coupe des Alpes in the International Alpine Trial of 1934, besides winning Two Coupes des Glaciers and completing the course with six out of six cars entered	1934
CR 4804/4/5	Programme for complimentary dinner held by the residents of Perranporth for Donald Healey on 2 February 1934 to mark his rally success in the 1934 Monte Carlo rally Lists Donald Healey's principal successes in international events up to that point (1928 onwards).	2 February 1934

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CR 4804/4/6	Brochure with title 'The car that is different – Triumph Gloria' With illustrations of models, specs, prices, introduction by Lt Col. CV Holbrook, Managing Director of Triumph Company Limited.	1935
CR 4804/4/7	Front page of brochure for 17 Rally Automobile Monte-Carlo regulations	January 1938
CR 4804/4/8	Typed copy letter from Donald Healey to Armstrong Siddely Motors Ltd, Parkside, Coventry confirming the verbal agreement made with them that he will act as consultant for the company on all matters relating to motor cars for the six months starting 1 November 1945 for £250 fee payable monthly	8 November 1945
CR 4804/4/9	Pamphlet 'Historique du Rally automobile Monte-Carlo' [in French] Mentions list of palmares [stage/prize winners] with Donald Healey 1931 in an Invicta (Stavanger).	January 1952
CR 4804/4/10	Share certificate for 100 shares owned by Donald Healey in Aqua-Craft Ltd (22 May 1956) With covering letter from Aqua-Craft Secretary (28 May 1956) [was Healey on the board of the company?]	May 1956
CR 4804/4/11	Donald Healey membership card for Clipper Club (in recognition of service to air transportation)	August 1957
CR 4804/4/12	Insurance valuation for jewellery and other items Unavailable for general access until It may be possible for us to release information from this item, please write to us for details.	December 1961
CR 4804/4/13	Donald Healey membership card for Les Ambassadeurs Club, Park Lane, London (expiring 30 April 1966)	1965?
CR 4804/4/14	Invitation from John Mills to Donald Healey to become an insignia holder of El Morocco International [club for sports car enthusiasts]	n.d.
CR 4804/4/15	Handwritten note to Geoffrey Healey [nd] from ? [address is Wheelwrights, Charlton, Banbury, OX17 3DP] about copy of 1958 alpine film the writer has sent him and asking if he wants to keep it.	
CR 4804/4/16	Receipts from The Janet Grindlay School of Dancing, Warwick to Mrs [Margot] Healey for ballet lessons and equipment for her daughters	April 1965 - October 1966
CR 4804/4/17	Letter from Edward MacLellan(?), 95 Harley Street, [London] to Mr Healey about Mr [Bob] Boardman's admission to St Barts for an operation in August	26 July 1965
CR 4804/4/18	Receipt from Warwick Preparatory School to Geoff Healey for school fees	1 January 1967

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CR 4804/4/19	Invitation to [racing driver] Paddy Hopkirk's wedding (on 30 June 1967)	1967
CR 4804/4/20	Letter from Robert Elliott, St Louis Park, Minn., USA requesting to meet Donald Healey Sent to Donald Healey Motor Company and then forwarded from Jensen to Geoffrey Healey.	25 May 1973
CR 4804/4/21	Typed letter from Robert Elliott, St Louis Park, Minn., USA to Donald Healey referring to his visit to meet Healey in August and his mention of his white Healey. Has sold the Healey and bought a 1960 Healey 3000 (Healey blue colour, removable hardtop) - will be sending photos near Christmas. Also planning to get some meetings of the Healey club sorted out.	24 October 1973
CR 4804/4/22	Letter from Leyland Cars Product Engineering Division to Margot Healey asking for reference for Geoffrey Healey as he has been offered a position there With copy typed reply from Margot Healey (11 December 1978).	18 October 1978
CR 4804/4/23	Geoffrey Healey pocket and desk diaries for 1979, 1981, 1982, 1984, 1985, 1986 (x2), 1988, 1990, 1990 (desk), 1991 (desk)	1979-1991
CR 4804/4/24	Copy typed letter from Geoff Healey to Bic Healey concerning car insurance for family members, business use etc. Restrictions may apply	26 February 1981
CR 4804/4/25	Two cheque book stubs for payments from Geoff Healey & others Restrictions may apply It may be possible for us to release information from this item, please write to us for details.	1983-1990

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- CR 4804/4/26 File of Bill Wood correspondence [relating to Geoffrey Healey's sale of material for Wood's planned Healey Museum] 1984-1992
Includes:
- Letter from Wood (14 September 1984) asking 'would you ever consider the sale of your vast files to put into my Healey Museum?' and reply from Geoffrey Healey (25 September 1984) 'I would consider selling you most of what I have collected...the stuff will have to go one day and it would be passing into good hands';
- Letter from Wood (18 December 1984) 'I would be interested in all Healey items you or your family would be interested in parting with'; further letters about Wood's purchase of Healey material (already owns 11 Healeys and has been collecting since 1957) and him asking Geoffrey Healey for a price;
- Geoffrey Healey letter to Wood noting that he has been helping Anders Clausager [Gaydon] with a problem identifying an ex-Sebring 3000 and mentioned that he had sold all the archives and would not to be able to offer help like this for much longer. Clausager upset that the material was not offered to the Heritage Trust but was happier when Geoffrey Healey told him that Wood's intention was to create a Healey museum;
- Geoffrey Healey letter to Bill Bolton (7 December 1987) including his explanation for selling material 'I do not have suitable space for long term storage and the material was deteriorating badly. I also felt it was appropriate that this material was in the USA where most of the cars are and where there is greater appreciation of the marque';
- Letter from Wood (21 November 1988) noting that he hasn't done anything about the museum except to start sorting out the data in file-folders, further Wood letter (13 April 1989) mentions that he is cataloguing the photos and papers;
- Letter from Wood (23 January 1992) – 'the museum here is somewhat stalled due to my time constraints', letter from Wood (3 March 1992) – sorting the data from Geoffrey Healey's files has been slow. 'The cost of a Healey Museum may be quite high, but with your files and the cars I presently own, we have a good start for the future', also asking about any other items.
Available for general access
- CR 4804/4/27 Postcard showing view of Perranporth sent to Geoff Healey, Austin Rover, Italy by [his wife] Margot April 1987
Messages on postcard from Margot, Donald Healey and others.

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CR 4804/4/29	<p>Letter from Geoffrey Healey to President of AHCA about Donald Healey Church of England window memorial noting that Donald Healey wouldn't have wanted this and that Healey family was Methodists</p> <p>Bic Healey had the idea and went ahead without discussing it with other members of the family. Explaining that Geoffrey Healey and Margot will not be attending the dedication of the window as a result.</p>	25 February 1993
CR 4804/4/30	<p>Letter from Geoffrey Healey to Jeff Burns, Velocity Vision, Arlington, Virginia</p> <p>Including note about [British Motor Industry] Heritage [Trust] wanting some of Geoffrey Healey's films and photos – 'I have seen samples of the films done on MG which are I think of poor amateur standard', also notes that is currently in dispute with Heritage [over trademarks] so he would prefer that no footage relating to Geoffrey Healey or copies of photos supplied by Geoffrey Healey to Velocity Vision be released to Rover, Heritage.</p> <p>Available for general access</p>	20 July 1993
CR 4804/4/31	<p>Typed letter from Geoff Healey to John Langley, The Daily Telegraph about the Healey view on BMW take over by Rover and reported comments by [BMW Chairman] Bernd Pischetsrieder on possible resurrection of defunct Rover marques such as Riley and Austin Healey - 'I won't promise that there will be an Austin Healey in the future, but I would very much like to see it.'</p> <p>Healey supports BMW purchase of Rover and fact that there was obvious admiration for some of the historic marques and noted that he and Donald Healey created the Austin Healey 100, but 'suggestions that the Austin Healey or Big Healey could be reintroduced with few changes are ill founded as there have been considerable advances in automobile design, engineering and performance since the fifties. My father and I always intended that our cars be modern when introduced and not become outdated in a short time. The last of the Big Healeys was killed off and buried by the end of 1967 and it would be a disappointment if resurrected today. There are a lot of genuine Big Healey owners who obtain much enjoyment with the cars we designed. We have protected our interest in the Healey brand name which includes the way that it is used in conjunction with Austin.'</p>	2 February 1994
CR 4804/4/32	<p>Small Geoffrey Healey notebook with label on front 'Jensen AEA 18H – keep in car'</p> <p>One page of notes on car registration and races e.g. Sebring (1961-1965).</p>	n.d.
CR 4830/2	Order of service for Brian Healey's funeral	2014
CR 4804/4/33A	Headed notepaper with address Trebah Manor, Mawnan Smith, Cornwall	n.d.

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- AV 39/1 Film footage of mostly family scenes (holidays, at home - Warwickshire and Cornwall etc.) but also including Le Mans race footage and unidentified scenes.
This material (4 reels and 4 U-Matic videos) has been transferred to the Media Archive for Central England at Lincoln University with digital copies made for Warwickshire County Record Office.
Restrictions may apply
Restrictions on viewing private and family material - Le Mans footage is available.
- CR 4804/4/33B Correspondence relating to Donald Healey's will 1988
Includes correspondence between family members, and plans by Austin-Healey Club for memorials.
Restrictions may apply
It may be possible for us to release information from this item, please write to us for details.
- Family and personal photographs** 1920s-1990s
- CR 4804/4/34 Photograph of the garage set up by Donald Healey in Perranporth next to his father's general store 1930s
Image used on page 16 of The Healey Story.
- CR 4804/4/35 Photograph of Donald Healey 1930s?
Photo has been cut in half - Healey was adjusting a piece of equipment?
- CR 4804/4/36 Photo of Donald Healey's co-driver Lewis Pearce with the Triumph Dolomite before start of 1935 Monte Carlo Rally 1935
Image used on page 17 of More Healeys.
- CR 4804/4/37 Two photographs of Royal Electrical & Mechanical Engineers trucks 1944?
Geoff Healey was with Royal Electrical & Mechanical Engineers during and after the Second World War.
- CR 4804/4/38-39 Two photographs of the Healey family in the garden of their Leamington Spa house in 1944 1944
Includes (left to right) mother Ivy, sons John, Geoff and Brian (all in uniform), and Donald (also in uniform). They were by chance on leave from the military at the same time. This photograph was used on page 78 of My World of Cars.
- CR 4804/4/40 Two photographs of Donald Healey at Santa Caterina, northern Italy September 1947
Includes:
Donald Healey with mountains in background, and Donald Healey with group of people (including 'Sammy' Sampietro, Adalberto Fuchs, Tonini Fuchs and unknown lady). These photos were taken when the X1 'Red Bug' car was in Italy for testing.

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CR 4804/4/41	Photograph of Donald Healey sitting at desk looking at a publication Large image of freight train on wall behind him - photograph from same session was used in Daily Mail article (1 December 1959).	[1959]
CR 4804/4/42	Colour negatives of Donald Healey and family at Buckingham Palace after Healey was presented with the CBE One of these Images was used on page 191 of My World of Cars.	[1973]
CR 4804/4/43	Seven colour and two black and white photographs of people and cars at Donald Healey's funeral in Perranporth, Cornwall Includes Donald Healey's coupe by a road sign to Perranporth, Bic Healey driving LPM 100 with Geoff Healey as passenger, funeral cortege including Healey cars, coffin being taken into chapel.	[January 1988]
CR 4804/4/44	Photograph of the Healey family house at Kenilworth Road, Leamington Spa Has Brian Healey's car parked outside.	n.d.
CR 4804/4/45	Photo of Donald Healey at the wheel of his Triumph Dolomite Roadster (EHP 581) with man standing next to car Entry 111 in race (Scottish RAC?).	1930s
CR 4804/4/46	Photo of Donald Healey (side on head shot - outside)	n.d.
CR 4804/4/47	Photo of Donald Healey (head shot)	n.d.
CR 4804/4/48	Photo of Donald Healey (head shot)	n.d.
CR 4804/4/49	Photo of Donald Healey	n.d.
CR 4804/4/50	Photo of Donald Healey sitting on ledge of terrace (in Italy?)	n.d.
CR 4804/4/51	Photograph of Donald Healey outside his flat in Perranporth Image used on page 207 of More Healeys.	August 1987
CR 4804/4/52	Two photographs of Donald Healey and wife Ivy with others on board the ship Queen Elizabeth Photos have been taken at different times.	n.d.
CR 4804/4/53	Photograph of Donald Healey (side on view) outside, holding a drink	n.d.
CR 4804/4/54	Photograph of Donald Healey sitting in open car at airfield/racetrack? White car with Firestone tyres.	n.d.

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CR 4804/4/55	Photograph of Donald Healey in group of men on steps Car company representatives (Society of Motor Manufacturers & Traders?) Some of those in the photo have been identified, e.g. Donald Healey, Eyston, Nash, W. Rootes, Railton, Clease, Symons, Clarkson, G. Heath, Richmond, Charles, Graham White, Short, S.F. Edge, K.L.G., De La Warr.	n.d.
CR 4804/4/56	Photograph of Donald Healey in dinner jacket with unknown man (also in dinner jacket) standing in hallway of house	n.d.
CR 4804/4/57	Portrait photograph of Donald Healey	n.d.
CR 4804/4/58	Colour photograph of Donald Healey standing next to car and holding steering wheel Taken in America? Car has Texas tax disc.	1986?
CR 4804/4/59	Photo of Geoff Healey as a young boy sitting in the drivers seat of his father's Invicta car, with his brothers Brian and John Taken at the same time as the image used on page 25 of The Healey Story.	n.d.
CR 4804/4/60	Geoff Healey in a hot rod built with spare and scrap Healey bits and with a Ford V8 engine from a Bren carrier. The car is outside 'Perranporth' the Healey family home in Kenilworth Road, Leamington Spa, with Brian Healey standing behind the car. He and his family lived next door and moved into the house when Donald Healey moved back to Cornwall.	n.d.
CR 4804/4/61	Photo of Geoff Healey in front of a new Jensen Healey The photo caption notes that he will be continuing on the board of directors [of Jensen] on a consultative basis.	n.d. [1973?]
CR 4804/4/62	Photograph of Geoff Healey in an office	n.d.
CR 4804/4/63	Six colour photographs of Geoff Healey Taken by Julian Mackie for Classic & Sportscar Magazine. Another image from this session was used on page 104 of The Healey Story.	1980s
CR 4804/4/64	Geoff Healey at a car club meeting in America This image was used for the cover of 'Chatter', the magazine of the Austin Healey Club of America (June/July 1994).	1994
CR 4804/4/65	Two colour photos of Margot Healey (widow of Geoff) with others standing around an Austin Healey 100 (00M 552) at Barford, Warwickshire The others standing by the car are Roger Menadue, Jim Cashmore and Jock Reid, all formerly of the Donald Healey Motor Co., and the car owner John Wheatley. Photos were sent by John Wheatley with a covering letter (28 February 1997). A note on the letter indicates that the car was used as the model for a Great Britain postage stamp (1996).	1996

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| CR 4804/4/66 | Colour printout of image showing Roger Menadue, Jim Cashmore, Jock Reid and Geoff Healey at Healey's Barford home in the early 1990s
Image used on page 174 of The Healey Story. | 1990s |
| CR 4804/4/67 | Printout of grainy image of Donald Healey and three other men standing by a car
Taken during a road trip to the United States in the 1950s? | |