



HEALEY HISTORY ...



More than 20 years of Healey and Austin-Healey cars



Healey Westland Roadster

Production period:
Oct. 1946–Oct. 1950

Two-door, 4-seater open roadster. Built on A-type chassis from Oct. 1946, B-type from mid-1947, C-type from autumn 1950. Riley 4-cylinder, twin overhead-cam engine; 2443 c.c.; twin 1½-in. S.U. carburetters; 104 b.h.p. at 4,500 r.p.m. Weight 22½ cwt. Price £1,566. 64 built.



Healey Tickford

Production period:
Oct. 1950–early 1954

Two-door, 4-seater sports saloon with improved styling and appointments over the Elliott. Built on C-type chassis from Oct. 1950, BT-type chassis from summer 1951, F-type chassis from Nov. 1951. Riley engine, as Westland. Weight 26½ cwt. Price £1,853. 224 built.

Austin-Healey 100S



Production period:
Oct. 1954–late 1956

Racing version of '100' with tuned engine; lightened and restyled body. Austin 4-cylinder push-rod o.h.v. engine; 2660 c.c.; twin 1½-in. S.U. carburetters; 132 b.h.p. at 4,700 r.p.m.; 4-speed gearbox. Weight 16½ cwt. Export only. Just under 100 built.

Austin-Healey 3000 Mark II Convertible and Mark III



Production period:
Mar. 1962 to Jan. 1968

BJ7 2/4-seater with wind-up windows, wrap-around windscreen, convertible hood. Austin 6-cylinder push-rod o.h.v. engine; 2912 c.c.; twin 1½-in. S.U. carburetters; 130 b.h.p. at 4,750 r.p.m. Mark III (BJ8) from Feb. 1964; Restyled interior. Twin 2-in. S.U. carburetters; 150 b.h.p. at 5,250 r.p.m. Price £1,107. Approx. 6,000 BJ7s built.



Healey Elliott Saloon

Production period:
Oct. 1946–Oct. 1950

Two-door, 4-seater saloon based on Westland design. Built on A-type chassis from Oct. 1946, B-type from mid-1947, C-type from autumn 1950. Riley engine, as Westland. Weight 23 cwt. Price £1,598. 101 built.



Healey Abbott

Production period:
Oct. 1950–early 1954

Two-door, 4-seater drophead coupé version of Tickford. Built on C-type chassis from Oct. 1950, BT-type chassis from summer 1951, F-type chassis from Nov. 1951. Riley engine, as Westland. Weight 26½ cwt. Price £1,917. 77 built.

Austin-Healey 100M



Production period:
1955–6

Le Mans conversion, available either as a Donald Healey-modified BN2 or as an engine conversion kit which could be purchased and fitted by owners. Austin 4-cylinder push-rod o.h.v. engine; 2660 c.c.; twin 1½-in. S.U. carburetters; 110 b.h.p. at 4,500 r.p.m. Weight 18½ cwt. Price £1,376. Approx. 1,200 built.

Austin-Healey Sprite Mark I



Production period:
May 1958–May 1961

Two-seater, with detachable side-screens and enclosed luggage compartments (access from inside only). BMC 4-cylinder engine, based on Austin A35 unit; push-rod o.h.v., 948 c.c.; twin 1½-in. S.U. carburetters; 45 b.h.p. at 5,500 r.p.m. Weight 13 cwt. Price £678. Approx. 49,000 built.



Healey Duncan

Production period:
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 engine as Westland. Weight 26 cwt. 39 built.



Healey Sports Convertible

Production period:
Oct. 1951–late 1953

Two/three-seater open sports body identical with Nash-Healey but without Nash styling features. Built on G-type chassis. Alvis 6-cylinder push-rod o.h.v. engine; 2993 c.c.; twin 1½-in. S.U. carburetters; 106 b.h.p. at 4,200 r.p.m. Weight 25 cwt. Price £2,490. 25 built.

Austin-Healey 100-Six



Production period:
Aug. 1956–June 1959

Restyled 2/4-seater body (BN4 and BN6); later available only as 2-seater (BN6). Austin 6-cylinder push-rod o.h.v. engine; 2639 c.c. BN4, twin 1½-in. S.U. carburetters; 4-port head; 102 b.h.p. at 4,600 r.p.m. BN6, twin 1½-in. S.U. carburetters; 6-port head; 117 b.h.p. at 5,000 r.p.m. Four-speed gearbox. Weight 22 cwt. Price £1,144. Approx. 15,000 built.

Austin-Healey Sprite Mark II



Production period:
May 1961–Mar. 1964

Restyled body with conventional bonnet and lockable boot lid. Close-ratio gearbox and more power. 948-c.c. engine; twin 1½-in. S.U. carburetters; 50 b.h.p. at 5,500 r.p.m. From Oct. 1962 fitted with disc front brakes, improved gearbox, and 1098-c.c. engine with twin 1½-in. S.U. carburetters; 55 b.h.p. at 5,500 r.p.m. Weight 13½ cwt. Price £586. Approx. 30,500 built.



Healey Sportsmobile

Production period:
Oct. 1948–early 1950

Spacious and luxurious 4-seater body on B-type chassis. Riley engine as Westland. Weight 26 cwt. Price £2,879. 23 built.



Nash-Healey

Production period:
Oct. 1950–early 1954

Two/three-seater open sports; British-built body incorporating Nash styling components. Built on N-type chassis. Farina-styled body introduced Feb. 1952. Nash 6-cylinder push-rod o.h.v. engine; 3848 c.c.; twin 1½-in. S.U. carburetters; 125 b.h.p. at 4,000 r.p.m. From Feb. 1962; 4138 c.c.; twin Carter carbs.; 136 b.h.p. at 4,000 r.p.m. Weight 21½ cwt. Export only. 404 built.

Austin-Healey 3000 Mark I



Production period:
July 1959–Apr. 1961

No body change from 100-Six. Available as BN7 2-seater or BT7 2/4-seater. Austin 6-cylinder push-rod o.h.v. engine; 2912 c.c.; twin 1½-in. S.U. carburetters; 124 b.h.p. at 4,600 r.p.m. Disc front brakes. Weight 22 cwt. Price £1,175. Approx. 13,600 built.

Austin-Healey Sprite Mark III



Production period:
Mar. 1964–Sept. 1966

Wind-up side windows instead of sidescreens; larger windscreen and quarter-lights. Half-elliptic rear springs, replaced quarter-elliptics. 1098-c.c. engine; 59 b.h.p. at 5,750 r.p.m. Weight 14 cwt. Price £612. Approx. 26,000 built.



Healey Silverstone

Production period:
July 1949–Sept. 1950

Open 2-seater with lightweight stressed-skin alloy sports body. Built on D-type chassis from July 1949, E-type chassis from Apr. 1950. Riley engine, as Westland. Weight 18½ cwt. Price £1,246. 105 built.



Austin-Healey 100

Production period:
BN1, May 1953–June 1955;
BN2, Aug. 1955–Aug. 1956

Open 2-seater sports body. Austin 4-cylinder push-rod o.h.v. engine; 2660 c.c.; twin 1½-in. S.U. carburetters; 90 b.h.p. at 4,000 r.p.m. BN1, 3-speed gearbox with overdrive; BN2, 4-speed gearbox with optional overdrive. Weight 18½ cwt. Price £1,063. Approx. 14,500 built.

Austin-Healey 3000 Mark II



Production period:
May 1961–Mar. 1962

Restyled radiator grille with vertical bars. Available as BN7 2-seater or BT7 2/4-seater. Austin 6-cylinder push-rod o.h.v. engine; 2912 c.c.; triple 1½-in. S.U. carburetters; 132 b.h.p. at 4,750 r.p.m. Weight 22½ cwt. Price £1,175.

Austin-Healey Sprite Mark IV



Production period:
Oct. 1966 to date

Folding hood, diaphragm clutch, separate clutch and brake master cylinders and larger engine; 1275 c.c.; 65 b.h.p. at 6,000 r.p.m. Weight 14 cwt. Price £671.

SOME MAJOR COMPETITION SUCCESSES

1947	Class win, Alpine Rally	Westland	1953	11th overall, Le Mans Bonneville, 104 m.p.h. for 24 hrs.; International Class D, flying mile 14.7-C m.p.h.	Nash-Healey	1960	Outright win, Coupe des Dames and Team prize, Liège Rally	3000	1963	6th overall, Liège Rally	3000			
1948	Class win, Alpine Rally Class win, Targa Florio Class win, Mille Miglia 1st production saloon to cover 100 miles in 1 hour	Westland Elliott Elliott	1954	3rd overall, Sebring 12 hrs. Bonneville, 132.47 m.p.h. for 12 hrs.	A.-H. 100 A.-H. 100S	2nd overall, Alpine Rally 3rd overall, R.A.C. Rally Class win, Sebring 12 hrs. Class win, Sebring 4 hrs. Class win, Le Mans 2nd overall, R.A.C. Rally	3000 3000 3000 Sprite Sprite Sprite	1964	1st G.T. category, Tulip Rally Outright win, Liège Rally 2nd overall, R.A.C. Rally 2nd G.T. category, Alpine Rally Outright win, Austrian Alpine Rally	3000 3000 3000 3000	4th overall, Sebring 3 hrs.	Sprite		
1949	Class win, Mille Miglia Class win, Alpine Rally Team prize, production car race	Elliott Silverstone Silverstone	1955	6th overall, Sebring 12 hrs.	A.-H. 100S	1961	Outright win, Alpine Rally 2nd overall, R.A.C. Rally 3rd overall, Acropolis Rally 6th overall, Liège Rally 2nd overall, Sebring 4 hrs. Class win, Tulip Rally	3000 3000 3000 3000 Sprite Sprite	1965	Class win, Sebring 12 hrs. 4th overall, Tulip Rally Class win, Alpine Rally 2nd overall, R.A.C. Rally Class win, Sebring 12 hrs. 2nd overall, Brands Hatch 1,000 miles	3000 3000 3000 3000 Sprite Sprite	1966	Class win, Sebring 12 hrs.	Sprite
1950	4th overall, Le Mans Class win, production car race Outright win, Watkins Glen	Nash-Healey Silverstone Silverstone	1956	11th overall, Sebring 12 hrs. Bonneville, 500 miles at 153.14 m.p.h.	A.-H. 100S 100-Six 100-Six	1962	Outright win, Alpine Rally 2nd overall, R.A.C. Rally 5th overall, Liège Rally 18th overall, Monte Carlo Rally 3rd overall, Sebring 3 hrs.	3000 3000 3000 3000 Sprite	1967-	Class win, Sebring 12 hrs. 9th overall, Targa Florio	Sprite 3000			
1951	6th overall, Le Mans Coupe des Alpes Class win, Liège Rally	Nash-Healey Silverstone Silverstone	1957	26th overall, Sebring 12 hrs.	100-Six 100-Six									
1952	3rd overall, Le Mans	Nash-Healey	1958	14th overall, Sebring 12 hrs. Coupe des Alpes Coupe des Dames, Alpine Rally 4th overall, Liège Rally Class win, Alpine Rally	100-Six 100-Six 100-Six Sprite									
			1959	Class win, Sebring 12 hrs. 2nd overall, R.A.C. Rally 7th G.T. category, Liège Rally	Sprite Sprite 3000									