



BONNEVILLE BANTER

Monthly Newsletter of the Bonneville Austin-Healey Club



May, 2011

www.bonnevillehealeyclub.org

Vol. 28 No. 5

Presidents Message:



As you all know we were to bring our ideas for the Club's charitable donation to our April meeting for consideration. Don Colman suggested we send our donation to the Healey club in Japan to help aid the earthquake/tsunami victims. We pooh-poohed the idea saying it would not have the impact that we would want it to have. So we chose to send our \$500 donation to the Utah Food Bank.

For every one dollar donation it is actually seven dollars worth of food and services through generous food donations and community support. It seems 15.1% of Utahans are food insecure. There are 400,000 individuals missing a meal today. Needless to say, our \$500 turned into \$3500 would have an impact on the "Hungry" in our state.

Then . . . All the Austin-Healey Club presidents received an email from Judy Wrobel of the New Mexico RoadRunner Austin Healey Club. It seems they sent a donation to the Japanese Austin-Healey Club to aid the victims and suggested we all do the same. She went on telling us how we can send our donations working around the international financial problems. Well! Since our club has had the privilege of meeting some members of the Japanese Austin-Healey Club we should do our part.

Don Colman took the assignment and ran with it. After much back and forth he was able to get \$500 sent to Hiroshi Takemori of the Japanese club, who in turn sent it on to the Japanese Red Cross.

Japan's Red Cross has 55,000 paid staff—working in its headquarters, chapters, hospitals, blood centers,

nursing colleges, junior colleges and schools, and social welfare institutions.

The Japanese Red Cross is providing direct emergency relief, medical services and emotional counseling to the devastated communities. All funds will be distributed directly among those affected by the earthquake and tsunami.

Donations to Japan's relief efforts total more than \$161 million; this lags behind the amounts raised in the aftermath in Haiti (\$528 million) and Katrina (\$1 billion).

Our donation may be lost in the millions, but we know we did what we could to help and isn't that what donating is all about?

Keep 'em rolling,
Ann

+++++

FROM THE EDITOR:

Driving season is finally here! That is if you don't mind a few raindrops. The trip to Golden Spike was done on a blustery day. One nice part about the rain on the way home was that it washed most of the bugs off the car that we picked up on the way there. Be sure and check out the report and photos by Jon Hanson on the website



The next scheduled drive is to Lehman Cave on the 21st & 22nd of this month. If you have any questions about the trip, there is Doug's write up

detailing the trip elsewhere in this issue. Come join us, it should be a great trip.

Don McEligot reminded me that May 28th to June 5th is "Drive Your British Car Week" Let's get out and do it.

In this issue I have also borrowed an article from British Car Magazine which has a brief history of Donald Healey and his son Geoffrey. I think you will find it interesting.

If you read this before April 27th, meet us at the Utah Food Bank, 3150 South 9th West, for a tour of the facility. Be sure and come in a photogenic Healey.

Happy Healeying , Dave

Dec. 3, Christmas Party, TBA.

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Bonneville Austin-Healey Club

2011 Activities Schedule

MAY

May 10, Meeting @ Joe Morley's.
May 21-22 Trip to Lehman Cave & Baker UT.
May 28- June 5, Drive Your British Car Week.

JUNE

June 14, Meeting @ Red Robin.
Tech Session TBA.
June 18, Day trip, East Canyon to Taggerts,

JULY

July 3-8, AHCA Conclave in Colorado Springs,
July 12, Meeting @ Joe Morley's
July 29-31, Healey Days, Park City.
Jim Revel & Kevin Cowan arranging.

AUGUST

Aug. 9, Meeting @ Red Robin.
Aug. 13, British Field Day.
Aug. 27, Utah Concours @ Thanksgiving Point Gardens.

SEPTEMBER

Sept. 13, Meeting @ Joe Morley's.
Sept. 14, World of Speed.
Sept. 16-19, Trip to Grand Mesa, CO. Don Colman.

OCTOBER

Oct. 7-9, Fall Trip to Jackson Hole.
Oct. 12, Meeting @ Red Robin

NOVEMBER

Nov. 8, Nominations Meeting @ Joe Morley's
Tech Session TBA

DECEMBER

Lehman Cave Excursion

The Lehman Cave trip is scheduled for May 21-22. We will be staying at the Border Inn located on the Utah/Nevada border at Hwy. 6 & 50. A block of rooms (under the BAHC or perhaps Doug Lewis) has been set aside until May 1, for our reservations. The rooms in the block are all Queens (non-smoking) at \$59 per night, they have a full menu restaurant open 6 a.m. to 10 p.m., a 24-hour casino, and a service station, snacks and groceries, souvenirs etc.

Call the Border Inn at 1-775-234-7300 for your room reservation to hold on your own card for the night of May 21, 2011.

Lehman Caves and The Great Basin National Park are approximately 13 miles from the Border Inn. The Caves' year-round temperature is 50

Bonneville Austin Healey Club

Minutes for April 12, 2011

degrees and a jacket is suggested, be sure to wear sturdy shoes. The only items visitors are allowed to bring into the caves are a camera, jacket and flashlight; **nothing more** not even water.

Groups are limited to 20 people. We will be there during their fall and winter schedule. There are only four tours daily: 60 minute tours at 11:00 a.m. and 3:00 p.m. and 90 minute tours at 9:00 a.m. and 1:00 p.m. (all Pacific Time).

Ticket prices are \$8.00 for 60 minute tour and \$10.00 for the 90 minute tour. These can be reduced by 50% for the holder of a Golden Age pass; card holder only, no family members. They recommend we get our tickets in advance.

Tickets can be purchased by calling 775-234-7331 ext. 242 between the hours of 9 a.m. to 4 p.m. (PDT). These tickets must be picked up at least 15 minutes before the tour. If not, they will go on sale and our purchase price will not be refunded. Isn't it nice to have power?

We will discuss all of this at our next meeting May 10.

Good luck,
Doug Lewis



LEHMAN CAVE

Meeting held at Red Robin, Foothill Blvd
Called to order by President Ann Lewis at 7:30 p.m.

Members Present:

Dave & Sandy Maxwell
John & Gloria Morrison
Doug & Ann Lewis
Pam Zeberlein
Jon Hanson
Paul Evans

Don Colman
Bob & Fran Riemenschneider
Jim Revel
Myra Strauchen
Craig & Carol Mossberg

REPORTS:

Treasurer, Sandy Maxwell:

Reports bank balance of \$5,215.87

Membership, Jim Thornton:

Was not in attendance but Sandy M that the reported that the paid membership stands at 46.

Activities, Jim Revel:

Tech sessions are held on the 3rd Saturday, not the 3rd Thursday. The secretary stands corrected and unedited.

The Golden Spike drive to Corinne will begin at the Home Depot parking lot on Saturday, April 16. No specific lunch place has been selected.

The next meeting will be held at Joe Morley's. May 10, 2011, 7:30 p.m.

The next club drive will be to Lehman Cave. That is scheduled for late May. Tickets should be purchased in advance for the 11:00 a.m. tour of the cave. The Border Inn reservations may be hard to come by at this late date. Some members have been told that there are no queen rooms left. All reservations and tickets are to the participant's

The 14th is the date for the June general meeting. Place is Red Robin.

June 18th is the date for a day trip up East Canyon to Taggart's. Details to be follow

Conclave in Colorado Springs is scheduled for July 3-8, 2011. Contact Dave Maxwell if you wish to convoy through Steamboat Springs. The plan is to leave July 2, and stay in Steamboat Springs that night to make a two day trip into Colorado Springs.

Healey Days is scheduled for July 30-31, and will be in collaboration with the Jaguar Mountain Register. The Main Street Car Show is for all British cars as has been the case for a long time.

British Field Day is scheduled for August 13.

The Intermountain Concours d'Elegance is at Thanksgiving Point and scheduled for August 27th.

Don Colman reported on the planned Colorado Drive in September. Room rates in Grand Junction will be \$139 plus tax and in Green River \$95 plus tax. Check it out on the club website.

Dave Maxwell reported on other possible upcoming activities including a May 14th "Show & Shine" at the Murray Elks Club, 4894 so. State Street. And: "Cruisin' for a Cure" June 25th, at Wheeler Farm. Details at www.crusinforacure.com

No Tech Session this month.

Last order of business it was decided that \$500 will be donated to the Utah Food Bank.

Meeting adjourned at 8:35 p.m.

No-one could possibly have invented a character like Donald Healey. As a non-stop motoring dynamo, he was unique. Famous for so many things in his long career, he looked, and seemed to be, quite ageless. When the Austin-Healey marque was most famous, Donald was already in his sixties, maybe looking all of his years, but having the energy of a 30-year-old. If ever anyone deserved to be called a 'Peter Pan', this was him.

Until his final years in reluctant retirement in Cornwall, he was quite amazingly active, never looked back if there were future projects he might influence, yet he seemed to have been a British motoring icon for so many years that we thought he would always be with us.

Having already won the world-famous Monte Carlo Rally in their thirties, many people would have coasted thereafter, but to Donald Healey this was just the start of another life. Success, he concluded, merely made him better known – and better able to get further, faster, in his profession.

Then there were the late 1940s. Having set up his own company immediately after the Second World War, surely that was enough? Not for the little Cornishman. After eighteen roller-coaster years with BMC, later British Leyland, surely it was now time to retire? Not for Donald Healey – at 72 years of age he went out and helped to take over Jensen, to establish yet another new sports car – the Jensen-Healey.

In many ways this was all a visual paradox. I worry about what I now have to write, for am I even allowed to mention hair loss in today's PC North America? Yet here goes – to see a man with premature hair loss win the Monte Carlo Rally gave the wrong impression of his age, and to see a totally bald, but incredibly spry team boss set up 200 mph-plus top speeds on the Utah Salt Flats when 58 years old simply did not compute!

Human Dynamo

Everything that Donald Healey tackled received his full attention, whether it was designing new cars, re-creating the gardens of a gracious mansion in his beloved Cornwall, experimenting with closed-circuit TV years before the Japanese made them commercially possible, or trying to harness nature with high-tech windmills! He'd been like that since 1915, when he learned



THE HEALEY DYNASTY

DONALD AND GEOFFREY

THE WAY WE WERE

BY GRAHAM ROBSON

to fly, and he was still the same in the late 1970s when casting around for a successor to the stalled Jensen-Healey project.

Most of you, I'm sure, remember him for the BMC Austin-Healeys, first on sale in 1953, and finally dropped by the philistines at British Leyland in 1970. But this was merely one high-spot in an incredibly fruitful business and automotive life.

Not only had Donald Healey won the Monte Carlo Rally in 1931, but he was Triumph's technical director for six years later in that decade. Before the Austin-Healeys there had been the original Healey sports cars, built at Warwick, many of them with Riley 2.4-litre/149cid engines, but others powered by the torquey six-cylinder Nash.

After British Leyland had killed off the Austin-Healey marque, he got together with Kjell Qvale to buy

Jensen, and tried to reconquer North America with the Lotus-engined Jensen-Healey. Without the Energy Crisis, and without the rampant inflation which followed, they might just have made it.

Country Boy Made Good

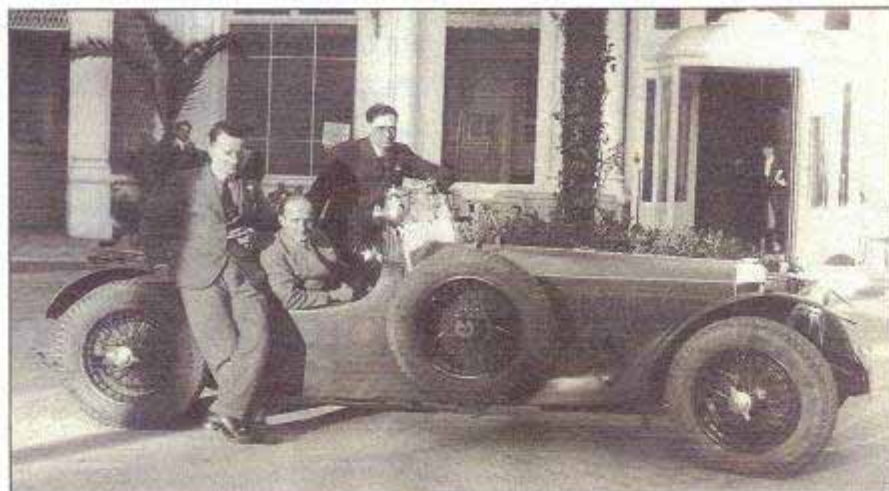
Like Henry Ford, Donald Healey became famous in the automobile business without any family backing. Born at Perranporth, Cornwall, England in 1898, when there was still not a single motor car in this part of the nation, he grew up in a sleepy little country town where his family ran a grocer's shop.

His interest in machines came from what he saw, rather than what was in his blood, and after serving in Britain's Royal Flying Corps during the First World War he set up the Red House Garage in the village.

Even in the early 1930s, British car-makers lent Donald Healey their sports cars for long-distance events. This was a Riley Gamecock from 1931.



THE WAY WE WERE



Donald Healey's first international success came in 1931, when he won the Monte Carlo Rally in this 4.5 litre Invicta in his first time out as a 'works' driver.

For the next few years the young Healey made his own way, paying his own bills in motor sport and moving up from reliability trials to rallies. Having won Britain's first major long-distance rally, the Bournemouth, and taken impossibly small (832cc/51cid) Triumph Super Sevens through the snows of the Monte Carlo Rally, he then got his first 'works' drive, with Invicta, for whom he won the Monte in 1931. Then after two more high-profile years in motor sport, he turned to Britain's motor industry in Coventry (which, in those days, was the 'British Detroit'), working briefly for Riley, then moving to Triumph.

After more than a decade in Cornwall, a county which liked to be – and still is, if you believe the natives – about as remote from the rest of Britain as possible, he had finally made it to the Big Time. From 1934 to 1939 he was Triumph's technical director, and for the next forty years he was one of the British motor industry's most engaging characters. Let's put this into North American terms. Think of Depression-hit USA, think of a small-town country boy living in Kansas, Wyoming or Montana, transplant him to Detroit, and see him beginning to make headlines within the year.

Inspirational Leader

In all his years at the top, I have no evidence that Donald Healey ever drew a line on paper – yet he inspired many famous cars. Although he was an innovator and, in many ways, a true engineer, he was not a designer. He knew what he wanted, almost

invariably something fast, something elegant, and something sporting – but someone else was always there to interpret his wishes.

At Triumph (which was still independent of Standard at the time, of course) his supercharged eight-cylinder masterpiece, the Dolomite Straight Eight, was inspired by the Alfa Romeo Monza, but designed by Swettenham's team (Swettenham had once worked for Sir Henry Royce of Rolls-Royce), and styled by Frank Warner.

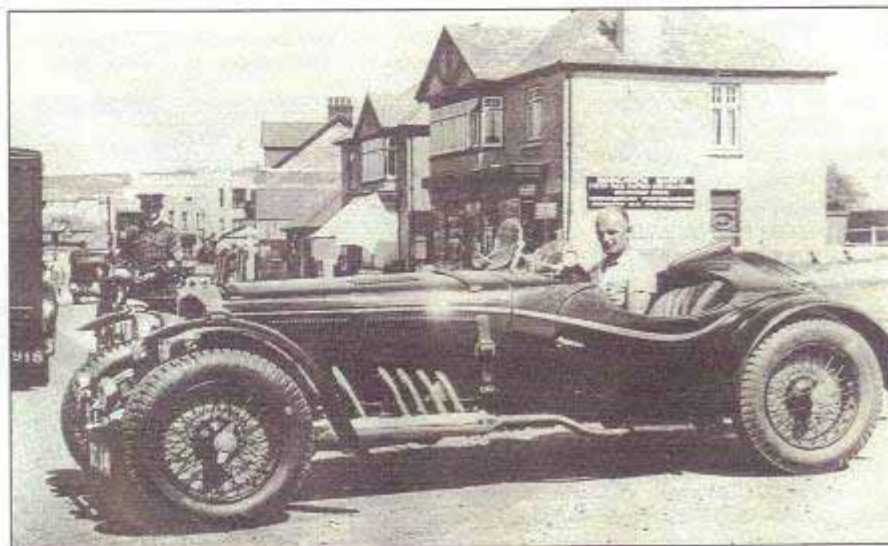
Well-authenticated legend puts the design of the first post-war Healeys in the hands of 'Sammy' Sampietro (chassis), Ben Bowden (body) and the Riley

Motor Co. (engine, gearbox and back axle), while his eldest son Geoff had much to do with the layout of the original Austin-Healey 100 and all its developments.

Thereafter Geoff controlled the complete design office, with Donald getting more and more involved in commercial matters and – yes, let's be honest – in wheeling and dealing. Along the way the myth evolved that Donald Healey became extremely rich through all these activities, but his son Geoff always made it very clear that this was not so. Too trusting, and too nice a man for this, he rarely seemed to get the most out of some opportunities. Then, of course, there were diversions into other activities like the sports boats. Having joined the Triumph Board of Directors, and bought up shares to back that appointment, he then lost most of his money when the company struck financial trouble in 1937. Having recovered some of that, he then lost more in 1939 when Triumph called in the Receiver.

We know, too, that there was much more fame than money in the Healey project of 1945-1953, meeting the payroll on Fridays often being a real problem. We also know that his meeting with George Mason of Nash Kelvinator not only produced the Nash-Healey model, but that Nash also underpinned the £50,000 (\$140,000) bank overdraft and helped Healey to recover from a very rocky position.

It was only after BMC started to build tens of thousands of Austin-

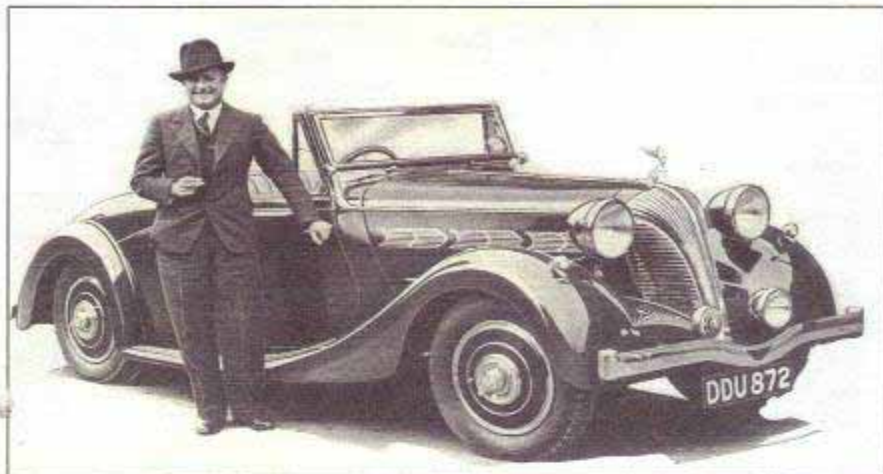


This famous study shows Donald Healey in the first prototype Triumph Dolomite Straight Eight which he helped engineer as well as raced, parked in the Main Street at Perranporth, where he was born and raised.

THE WAY WE WERE

Donald Mitchell Healey The Important Dates

- 1898 Donald Mitchell Healey was born in Perranporth, Cornwall, England on 3 July. His father was a local grocer.
- 1914 Joined Sopwith Aviation Company as an apprentice.
- 1915 Joined Royal Flying Corps (predecessor of RAF).
- 1919 Opened garage business in Perranporth.
- 1931 Won Monte Carlo Rally in 4 1/2-Litre Invicta.
- 1933 Joined Triumph Motor Co., soon becoming Technical Director. Famous Triumph products included supercharged straight-eight Dolomite.
- 1940 After outbreak of World War Two, joined the Rootes Group, to work on Military Vehicle design. During leisure hours, began designing his own sports car.
- 1946 Set up Donald Healey Motor Company, and announced original Healey car.
- 1950 Healey announced the Nash-Healey, which used a 235CID/3,848cc Nash engine.
- 1952 Developed the new Healey Hundred sports car, which became the Austin-Healey 100 of 1953, manufactured by Austin.
- 1956 100 became 100-Six.
- 1958 Introduction of Austin-Healey Sprite.
- 1961 MG Midget re-born, a clone of the latest Sprite.
- 1968 Last Austin-Healey 3000 built.
- 1970 Last Austin-Healey Sprite built. With Kjell Qvale of San Francisco, Donald Healey bought the Jensen car company of West Bromwich, England, becoming Chairman of the Board.
- 1972 Introduction of the Jensen-Healey sports car, with Lotus engine.
- 1976 End of Jensen-Healey production.
- 1988 Donald Healey died on January 15th, aged 89.



From 1934 to 1939, Donald Healey was Triumph's technical director. The car is a Dolomite Roadster, with front-end styling which some say was influenced by the 1937 Hudson.

Healeys every year (and the Healey family started to earn royalties on every car made) that long-term prosperity was assured. Even then, much money had to be ploughed back into running the design and development offices at Warwick. Later in life Donald spent heavily on houses, and 'why-don't-we...?' projects – the final company, Healey Automobile Consultants Ltd. – always being busy and creative to the last.

Creativity

No matter where he settled, nor what he tackled, Donald could push, cajole, persuade and inspire a team to

produce something new. Though there was rarely much financial backing, he was always stubborn and ever-optimistic – the results were impressive.

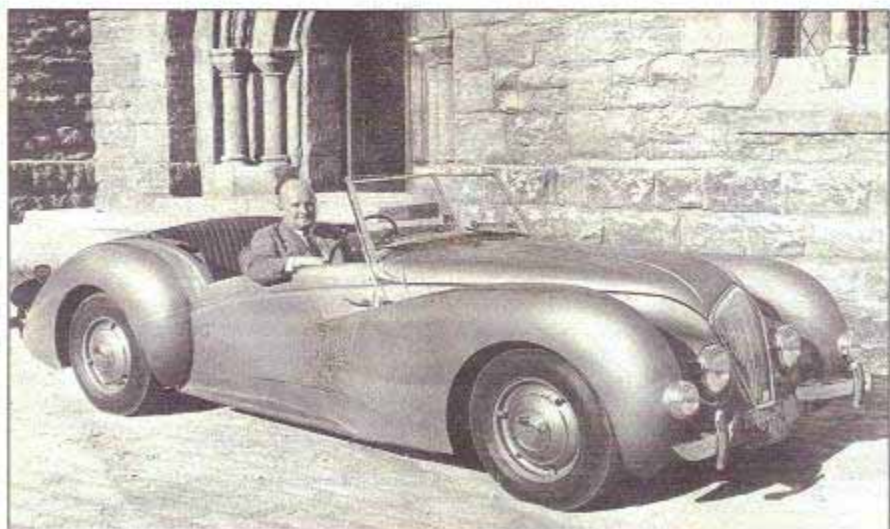
Encouraged by Triumph to develop an Alfa-beater in 1934, he did just that – by copying a Monza! Determined to design a post-war British sports car, he started work while Hitler's bombs were still falling, and was first to the market with a new car – way ahead of Jaguar and MG – in 1946!

The pace then quickened. His link with Nash was the first post-war Anglo-US motoring co-operative deal, and his link with BMC (to found Austin-Healey) was simply inspired. Others, for instance, might have yearned to join forces with BMC in a sports car project. Jensen and Frazer-Nash both tried – but it was Healey's combination of effervescent character and an eye for a line in the prototype Healey 100's styling which caused BMC's Sir Leonard Lord to choose that particular car.

As far as BMC was concerned, Donald Healey could do no wrong, which explains why they let him keep control of the cars bearing his name but being built by BMC, why he was allowed to run the racing and record breaking programmes, and why his designers got the job of developing the little Sprite.

Even so, Healey could be very stubborn. Protective of his name to the last, he would not approve of proposed new MG-designed cars to carry his name, and when BMC was drawn into British Leyland he certainly did not approve of what Sir Donald Stokes's cronies had in mind.

In 1970 the parting between Healey



The very first Healey-badged car was the Westland Roadster of 1946. This picture was taken on the Stanford University campus at the end of Healey's cross-country U.S. publicity tour, which explains the New York registration plates.

THE WAY WE WERE



Donald Healey and Ian Appleyard introduced the Healey Silverstone to motorsport in 1949, winning their class and finishing second overall in the French Alpine Rally, proving Donald could build as well as drive winning cars.



Donald Healey and his competition manager 'Mort' Morris-Goodall, in one of the famous 100 BNL sports cars at Speed Week in Nassau, Bahamas, a favorite venue for DMH for the water-skiing as well as racing.

and British Leyland was bitter, but there was nothing unique in this. For 'Healey', substitute 'Cooper' and 'Downton', and you may agree that the Stokes management was quite incredibly short of the vision that any team at this level should have had.

The Jensen Connection

Problems, though, sometimes lead to opportunities, which explains how Donald then got together with Vauxhall Motors (for running gear) and Kjell Qvale (the wealthy motor trader from San Francisco) to take over Jensen, and eventually to launch the Jensen-Healey. Most of the money came from California, but most of the ideas came from Healey.

If the Energy Crisis had not erupted in 1973/1974, and Britain's inflation

had then not roared ahead for the next few years, this might have been another long-term success story. Unhappily sales slumped, labor troubles arose, losses mounted, and Qvale eventually closed down the enterprise.

Because the cars had done so much export business, and earned so many US dollars, Healey then turned to the British government for aid. To his amazement, this was refused, and the company had to close down.

Healey never forgave the left-leaning British administration for this – especially as they had already poured one lot of money into a ludicrous loss-making 'workers' co-operative' trying to make obsolete Triumph motorcycles, and would soon pour even more speculative millions into the DeLorean project. History now tells us that every penny of those loans was lost, whereas with Healey it would probably have been returned, with great interest.

At 78 years of age, Donald Healey finally began to slow down, but only reluctantly. In retirement, so-called, one of his consolations was that there was now time for him to accept worldwide invitations from the clubs which preserved his cars, and it was

only a gradual loss of mobility which eventually caused him to stay in his native Cornwall.

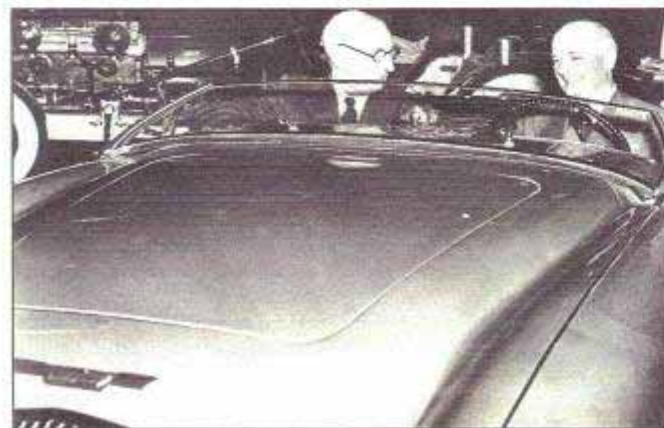
The end came in 1988, nearly seventy years after starting his first business enterprise, but only months after his flow of bright new automotive ideas began to dry up. By any standards, he was a unique personality, and this had been an astonishing life.

Geoffrey Healey : A Brief Profile

Too many studies of Donald Healey ignore the huge contribution which his eldest son, Geoffrey, made to his post-war enterprises. Although father and son could not really have looked more different – for Geoff was tall, well-built and splendidly moustached, while Donald was small, slim and dapper – they were both fully paid-up petrol-heads.

From 1949, when Geoff came to work for his father at Warwick, the family worked in harness. Donald provided the bright ideas while – if they were technically practical – Geoff turned them into hardware. The inspiration behind the Austin-Healey 100, the Sprite and the Jensen-Healey might have been Donald's, but the engineering, the drawing board graft, and the perspiration was all down to Geoff.

Incidentally, if you think those were the only cars ever designed at Warwick in the 1950s and 1960s, you clearly haven't read Geoffrey Healey's splendid book *The Healey Story*, and the three earlier volumes which he penned. Not only were there Austin-Healey prototypes with 4-litre/239CID Rolls-Royce six-cylinder engines, but mid-engined race cars which competed at Le Mans, lightweight leisure speed



Donald Healey (right) and BMC's Sir Leonard Lord finally clinched their extraordinary deal on the eve of the London Motor Show of 1952. Note the 100 is still badged as a 'Healey.' An 'Austin-Healey' badge took its place the next day!

THE WAY WE WERE



Two different types of Austin-Healey record cars at the Bonneville Salt Flats in 1956. In the background the supercharged 200 mph record-breaker; in the foreground the long-distance record-breaker, closer to stock condition. The drivers, left to right, Carroll Shelby, Roy Jackson-Moore and Donald Healey.

boats and much-modified front-wheel-drive Ford Fiestas – while along the way Healey also bought a Ferrari Type 625 single-seater just for fun!


Father and son were perfect foils for each other. Donald, the father, would look over the horizon, work up another ambitious scheme and find the backers to make it happen; Geoff, the

son, would then draw up the car, see the prototypes pummeled into shape, and keep the dealers happy.

Donald, by that time, would be up and away, two or three schemes further ahead. Geoff, on the other hand, would still be at his drawing board, slide rule in hand, squinting furiously through a haze of pipe tobacco smoke,

stroking that luxurious moustache and, if he had his way – placidly sipping away at another foaming pint of beer.

When 'classic mania' hit the British motor car world in the 1980s, several empty-headed romantics talked about reviving the Austin-Healey marque, while two set out to produce 'replicas' which were very close to the 'Frog Eye' Sprite and the 3000. Because these looked exactly like the old cars, none could carry the famous name until the family had seen and approved them. It was Geoff, not Donald, who assessed the clones – turning down the 'Big Healey' project, but giving his approval to the Frog-Eye look-alike.

In terms of Healey-badged cars, one Healey personality could not properly function without the other, and they worked together until the end, through Healey, Austin-Healey, Jensen-Healey and beyond. Even in the last years of their lives, both Donald and Geoffrey were not only involved in the activities of the enthusiast clubs that gathered around their marques, but were forthcoming with advice whenever asked. Neither ever retired – maybe officially, but never in their minds – and both were ever-inventive, to the last. 

Geoffrey Healey The Important Dates

- 1922 Geoff Healey was born in Perranporth, Cornwall, the eldest of Donald Healey's three sons. Eventually moved to Barford with his parents, and became an apprentice at Cornecroft (a motor car accessory business) in Coventry.
- 1943 Joined REME (the Royal Electrical and Mechanical Engineers), in the British Army, becoming a Captain.
- 1947 Joined Armstrong-Siddeley Motors of Coventry, as a Development Engineer.
- 1949 Joined the Healey Motor Co., working with his father as a Design/Development Engineer.
- 1951/1952 Became the principal designer of the original Austin-Healey 100. Soon became Healey's most senior engineer, interpreting all his father's plans and wishes.
- 1958 Responsible for the concept, layout and design of the Austin-Healey Sprite.
- 1968 Began concept work of a new sports car, which would become the Jensen-Healey of 1972.
- 1970 After the Jensen takeover, became a director of Jensen Motors. Meantime, set up Healey Automobile Consultants Ltd.
- Late 1970s/1980s After collapse of Jensen, worked on many projects, including sports car investigations for Ford-USA, Mitsubishi and Saab, dabbling with new-technology windmills, and even co-operating with the Austin-Rover company for some time.
- 1994 Geoff Healey died.

"SPRING IS COMING"

IT'S TIME TO GET THEM OUT
SHINE THEM UP AND SHOW THEM

2ND ANNUAL SHOW AND TELL CAR SHOW

SATURDAY, MAY 14, 2011

10:00 AM to 2:00 PM OR WHENEVER

THE PARKING LOT ON THE NORTH SIDE OF THE ELKS

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