

NEWSLETTER



Stop the press... Breaking news for 2009 : Healeys return to Bonneville. 55 years after the original event, 2 Austin-Healeys that proved the brand's performance and endurance will go back to the place where it all happened : Bonneville, Utah, USA



Dear Healey Enthusiast,

We would like to thank you for your interest in the Healeys return to Bonneville Challenge.

This is the first Newsletter you will receive as a result of your registration on our website. Your personal data will only be used for this purpose. If you would like to stop receiving mails, just send an e-mail to unsubscribe@healeysreturntobonneville.com.

As we speak the cars are being reconstructed in Australia.

The purpose of these newsletters is to keep you informed about the progress on the Project.

The newsletters will include :

- Updates on the construction of the Cars.
- History on the individual Cars with a focus on their special features
- Interviews with important people who were involved with the Record Breaking back then
- The Bonneville Salts and speed racing over there
- Details on how you can participate to the Event itself

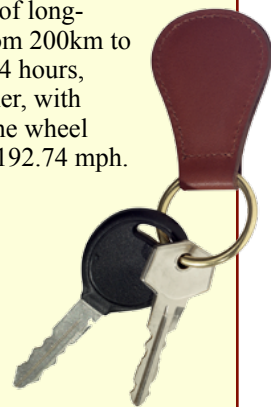
We hope you enjoy it. All suggestions and help is greatly appreciated!
The Healeys return to Bonneville Team

Healey and record breaking...history

In 1953 the Donald Healey Motor Company built a special Austin-Healey 100 with the aim of setting both high speed as well as endurance records. This car, looking not too dissimilar to a standard 100 was driven by Donald Healey himself, George Eyston, Carroll Shelby, Mort Goodall and Roy Jackson Moore.

The following year they went back, more ambitious than before. Not only did they return with the more developed Endurance car from the year before, but also a special Streamliner that was based on a standard chassis, but with its body fitted with an extended nose and tail plus a stabilising fin.

The endurance car went on to bag a whole raft of long-distance records from 200km to 5,000km and 1 to 24 hours, while the Streamliner, with Donald Healey at the wheel achieved a high of 192.74 mph.



HOW THE PROJECT CAME ABOUT..

It all started with Dutch Austin-Healey enthusiast Wiet Huidekoper who found a left-hand drive Aston Martin Gearbox in a reputed Austin-Healey collection. Whilst thinking about which Austin-Healey could have used a left-hand steering, only one choice remained : the pre-production 100S endurance car. Wiet formed a plan together with well known Australian Austin-Healey expert Steve Pike of reconstructing the cars and reliving the events of 1954 on the Bonneville salt. Steve is a long term Austin-Healey enthusiast and along with his team at Marsh Classic Restorations have been restoring cars of the marque since the 1970s and enjoys a worldwide reputation as the expert on the 100S.

With access to Geoff Healey's personal records and design drawings as well as the historic parts both cars are nearing com-

pletion and the target is to debut the endurance car in March 2009 at the Historic races at Phillip Island, Australia. The body/chassis of the Streamliner has been completed and from the attached photos looks just stunning. As originally, both cars will have early versions of the 100S engines. The Endurance car's highly tuned engine will have an original "angle-faced head" and will be stopped by an early version of the smaller twin-piston brake callipers that were later developed for the 100S production racers. As originally the Streamliner will be supercharged and fitted with a variant of the original David Brown 5-speed gearbox. As the two cars have been reconstructed around the remains of what has been left, the souls of the 1954 cars have been brought back to life.