

HEALEY DUNCAN SPORTS SALOON

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Between late 1945 and early 1954, a total of 1,287 Healey cars were produced by the Donald Healey Motor Company. The chassis fitted to all Healey cars were basically the same, however there were derivations throughout the production period. Engines used for these cars were the 2.4-litre twin-cam Riley four-cylinder, the Alvis 3-litre six-cylinder, and the Nash 3.8/4.1-litre six-cylinder. Each Healey car features the unique trailing link front suspension and coils at the rear that is found on no other car and is nothing like that fitted to Austin-Healeys.

In total there were 781 Healey cars built with Riley drivetrains and these were in the main fitted with a number of differing body styles. To start with, the Donald Healey Motor Company offered an open body called a Westland and the saloon was called the Elliott. Later Riley-engined cars included the Silverstone, Sportsmobile, Abbott and Tickford. At the early days of Healey car production a partnership was also formed with Duncan Industries (Engineers) Ltd. for the supply of rolling chassis to be fitted with differing body styles. In total, 40 Healeys were supplied to Duncan Industries from 1946 to 1948 and two were fitted with roadster bodywork, 15 received "drone" bodywork (cheap bodies to avoid UK tax), and 23 were built with saloon coach-built bodywork. The saloon became known as the Healey Duncan Sports Saloon.

Like all Healey cars the Healey Duncan Sports Saloon was capable of 100 MPH and for a time a Healey car wore the distinction of being the fastest saloon in the world.

It is understood that nine Healey Duncans still exist. A roadster resides in the Healey Museum in the Netherlands while two drones and six saloons reside in other parts of the world. Of the six saloons there are just three in running condition.

This 1948 example, which appears to be the last Healey Duncan built, was purchased by Patrick and Caroline Quinn of Sydney, Australia, at a Bonhams UK auction in September 2013 and shipped to Australia to join their 1947 Healey Duncan which is under restoration. They also own the 1954 Austin-Healey 100 BN3/1 (six-cylinder prototype) and a 1967 3000 BJ8. The car is currently receiving recommissioning prior to it being used on the road in Australia. **HM**



