

Healeys on Broadway

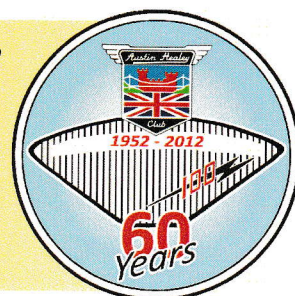
June 2012

The Cotswold Conference Centre, Broadway, Worcestershire



Event
Book

Welcome to 'Healeys on Broadway'
Programme of Events
Healey 100 History
Drive Information



Greetings from Margot Healey

Warwick, June 2012.

Greetings to you all at the
Healey week-end in Broadway.

I wish you all good rallying,
good weather and a good time
catching up on all the news from
the various clubs represented and
about all the events in which
they have taken part.

As the saying goes ...

Happy Healeying!

Margot Healey.



A Very Warm Welcome to Midlands Centre

'Healeys on Broadway'

On behalf of the Midlands & Overseas Centre of the Austin Healey Club, I would like to welcome you to the 'Healeys on Broadway' weekend and our celebration of sixty years of the Austin-Healey 100.

We are based at the Cotswold Conference Centre which I am sure you will agree is set in a spectacular location, with beautiful scenery and the village of Broadway within walking distance. Let's hope the weather is kind and we can take advantage of both.

We have a full programme of events for the weekend. On Saturday you will travel to Gloucester with specially arranged parking in front of the Cathedral and a city tour given by experienced local guides. There is so much to see and learn about in this fascinating city – hope you've brought your cameras! There are also plenty of places to eat and drink so you should be spoilt for choice.

On Sunday the Midlands and National Concours will be taking place at the Centre but those not participating will be off to Croome Park, a National Trust property set in beautiful parkland. We have reserved parking in the orchard and a special tour has been booked taking you behind the scenes of the 18th century mansion. After this it's back to the Centre for a Cotswold Cream Tea on the lawn and the Concours results.

Hopefully there will be time during the weekend for relaxing and meeting up with old friends, as well as making some new ones.

Thanks to everyone for attending this event and, on behalf of the organizing committee, I hope you have an enjoyable weekend.

Kind Regards

Mike Ward Midlands & Overseas Centre Chairman



Programme... of Events

Friday 15th June

15.00
18.00 - 23.00
19.15 - 19.30

Registration desk opens
Bar open
Carvery Dinner

Main Hall
Bar
Dinning Room

Saturday 16th June

08.00 - 09.00
09.30
18.00 - 23.00
19.00 for 19.30

Breakfast
Drive to Gloucester
Bar open
Dinner

Dinning Room

Bar
Dinning Room

Sunday 17th June

08.00 - 09.00
09.00
10.00
10.30
12.00
15.00
16.00

Breakfast
Concours signing on commences
Drive to Croome Park
Concours Judging commences
Booked Packed lunches available
Cream Tea and awards presentation
Weekend Finishes

Dinning Room
Concours area

Concours area

Dinning Room

The Concours prizes will be presented by Margot Healey



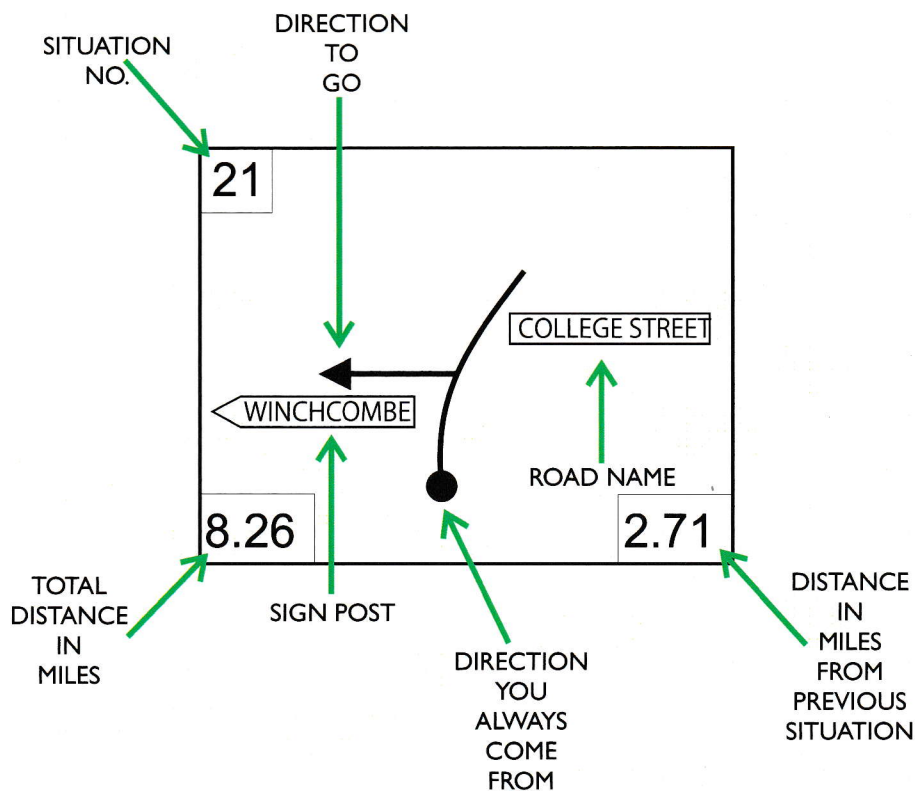
'Healeys on Broadway'

Drive Information

Many people automatically think of the Cotswolds as being in Gloucestershire but actually quite a lot of it is also in the county of Worcestershire. Both are beautiful counties with picturesque villages and quite country lanes but as we have already done two quite long drives through the Cotswolds in recent years we decided to have a change of emphasis for this event. Rather than pointing out things of interest along the way we have opted for shorter routes but at the end of each there is a chance for you to find out some of the fascinating history that Gloucestershire and Worcestershire have to offer.

After a fairly short drive of thirty miles on Saturday morning we hope you all end up safely in the reserved car park outside Gloucester Cathedral ready to take in all that this wonderfully historic city has to offer. Like most cities the outlying areas are a mass of dual carriageways and roundabouts but hopefully the tulip maps will make it all crystal clear and after coffee in the Cathedral you'll be fighting fit and raring to go with the City Guides. It really is a fascinating place. Look out on the way back as you pass the famous Prescott Hill Climb.

On Sunday morning our route is also quite short but takes in some lovely scenery on the way to Croome Park. Many of you will have travelled up and down the M5 without having realised that you have actually been travelling through Croome Park which has been dissected by the motorway or that the Panorama Tower on the sky line was designed by James Wyatt as an 'eye-catcher' to be viewed from the parkland. Even the Broadway Tower close to the Conference Centre has links to Croome as it was yet another feature built by Wyatt. As the Tower dominates the landscape for miles around it is said that it was used as a beacon to warn the servants at Croome of the Lord's eminent arrival. Croome Park is a fairly recent acquisition of the National Trust - in fact they are quite keen to have suggestions as to how the buildings might develop in the next stage of its history. Once again we have arranged a 'behind the scenes' tour, so you can really get to grips with the history of this remarkable place. We just hope the weather allows you to appreciate the beautiful parkland and some of the amazing features in it. There is an NT buggy for those who want to arrive at the house 'in style'.



**PLEASE TAKE CARE DRIVING, BE IT IN CITY OR VILLAGE,
AND WE HOPE YOU HAVE TWO VERY ENJOYABLE DAYS.**

Every participant is liable for him/herself, car and passengers.
The organisers/Austin Healey Club Ltd. will not except liability of any kind.

The Timeless Austin-Healey 100 - by Bill Piggott

Hard to believe, I know, but by the Autumn of this year the timeless and beautiful Austin Healey 100 will be 60 years old... It doesn't seem long to me since we all assembled at Thruxton circuit to celebrate the car's half century... in fact, it doesn't even seem that long since a number of us dined at The Falcon Hotel in Stratford on Avon to toast the car's 30th birthday, an evening attended not only by Geoffrey Healey and 3 of the actual cars in the dining room, but also by Donald himself, so I suppose it must have been a while ago — sadly these two are of course no longer with us, but the designer of that most beautiful of bodies, Gerry Coker, is I am pleased to say still around to see the car's latest anniversary. What a wonderful and enduring shape he created... a storybook shape for a "modern" sportscar... the sort of shape that a child might attempt to draw if asked to depict a fast and sporting car... "looks as if it's doing 100mph even when standing still" as someone memorably said. It was a "right first time" design, a shape which (and I might be biased having owned them for 42 years) could not be improved upon, later modifications to which only detracted from the purity of the original. Incidentally, it is interesting to see that, having been somewhat overshadowed by the 3000s for donkey's years, the original 100 is finally being recognised and fully appreciated, and I don't only mean in terms of value.

As is well known, the 100 was introduced to a startled motoring world at the October 1952 London Motor Show, and it was immediately the star of the show. It arrived as a Healey, and left as an Austin Healey, for the car was designed and developed by Donald Healey and his small team at their Warwick works using Austin mechanical components, namely the 2660 cc twin SU carburetted engine from the ill-starred Austin Atlantic, mated to an Austin Hereford saloon gearbox with an overdrive added and the ultra low first gear blanked off, thus giving 5 forward speeds as overdrive operated also on 2nd as well as on top gear. The rear axle, front suspension and brakes were also Austin components, adapted as necessary, as were a number of smaller items. So the story goes, and it seems that it is true, Austin's managing director Leonard Lord, who knew Donald Healey quite well, took one look at the prototype car at the show—the only one that existed then—and did an instant deal with Healey to take over manufacture in return for a royalty... it had already become clear to Healey that the level of interest and firm orders for the car was such that his small facility had no hope of coping... as a result, the offer from Lord was ideal, the business being concluded over dinner and a handshake... both men were true to their word, and the Healey deal with Austins (and later BMC) survived for 17 years, until the arrival of the ghastly British Leyland conglomerate in the late 60s turned everything in the British motor industry on its head, but that's another story.

The initial Autosport road test of the prototype 100 proved that the car was as fast as it looked, and faster than its name, for it topped 110mph, quite something in 1952 for a production car based on saloon components... it also managed the 0-60 sprint in around 11 seconds, and production examples proved capable of matching these figures with the somewhat eccentric windscreen dropped into the racing position, and could still manage 105mph with the screen raised normally.

The first 20 or so cars were produced by "knife and fork" methods at Warwick in the spring of 1953, bodied in aluminium, series production of steel bodied cars getting underway at Austin's Longbridge factory in July. The great majority of the early cars went for export, principally to the USA, for this was always seen as the car's main market. The 100 only became a regular and much desired feature of Britain's roads in the early part of 1954, the cost of the car, including tax, being £1064, a significant reduction on the original price proposed in 1952, a reduction facilitated by the benefits of large scale production. The 100 sold well from the start, especially as several things, such as wire wheels, overdrive and a heater were all standard features, unusual in those days. There was even a racing version, the lightweight 100 S, of which 55 examples were built.

Production of the original "BN1" series continued for 2 more years until August 1955, by which time more than 10000 examples had been made, the vast majority exported. Very few significant modifications were found necessary during BN1 production, proving that the concept was basically right from the start. However, the one thing criticised was the use of the old 3 speed gearbox with its eccentric "back to front" gearchange... these gearboxes also proved a touch fragile in hard use.

As a result, in autumn 1955 the BN2 series was introduced which featured a more modern 4 speed transmission, having overdrive on 3rd and top gears, a significant improvement. Striking 2 tone colour schemes were also introduced at about the same time, as was a kit to improve the car's performance, raising the power to 110 bhp from the original 90 bhp. These modifications were also available on the BN2 from the factory on new cars, this sub model being designated the 100M, or Le Mans model. The kits enabled owners of standard 100s to upgrade their car, a process which is still continuing today!

Sadly the BN2 only ran for just under a year, being withdrawn in August 1956 in favour of the new 100/6 Healey with the BMC corporate 6 cylinder engine fitted, but that's yet another story... it is said that the Healey family at the time did not want this change made, especially as the new 100/6 as introduced was slower and less economical than the earlier car... such is progress... but the change was forced upon them by the BMC management for sundry "production and rationalisation" reasons....

Almost 4000 BN2 cars were built, giving a total production for the 100 of around 14000, a surprising number of which survive and are much cherished today. Around 600 of these 14000 were factory built 100M models... no one knows the exact number for sure, and these are particularly sought after.

The Austin Healey 100 was quite a car in its day... affordable, rapid, comfortable (for a sports car) reliable and economical.... ok, so the ground clearance was too low and it went rusty, but then, so did everything else!

You could use it for business or shopping in the week, go on holiday in it, and then at the weekends, lower the windscreen, put on your crash hat and go racing!

An Austin
Showroom
circa. 1955



25th Anniversary
of the 100
1977

Donald Healey
John Sprinzel
Geoffrey Healey



30th Anniversary
of the 100
1982

Donald Healey
Geoff Price
Brian Healey
Andrew Wilson-Gunn
Barry Bilbie
Geoffrey Healey
John Healey



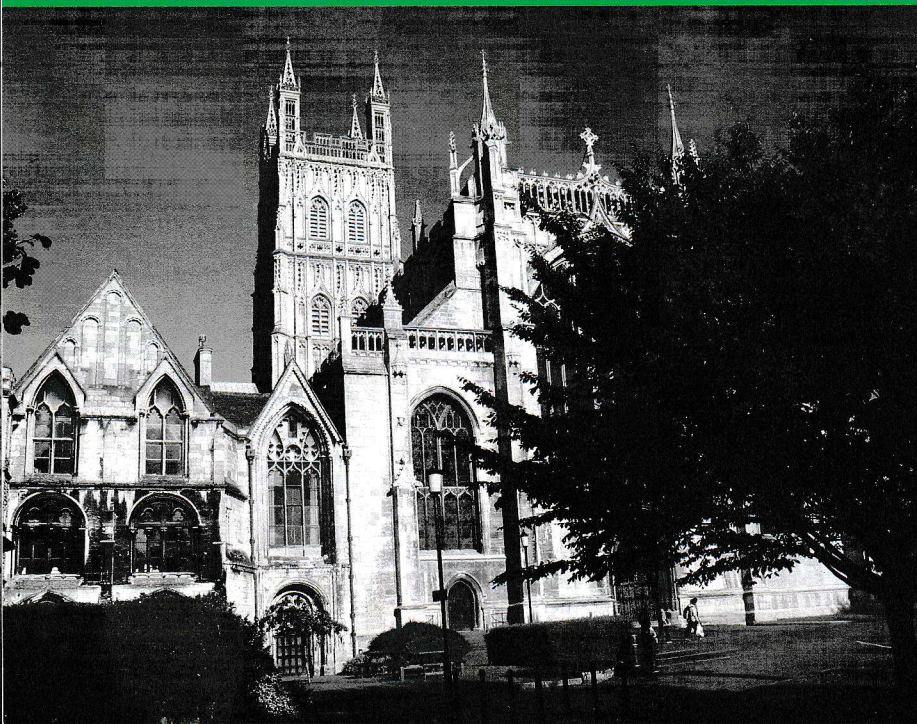
Gloucester - An Ever Changing City

Gloucester is one of those cities usually bypassed as you travel to the South West but is actually well worth a visit. It is rich with history, full of interesting buildings from all ages and plenty of places to visit, shop, eat and drink. We hope today will give you a flavour of what is on offer – there should be something for everyone. The guides who will be showing you around are a mine of information, they have so much to tell you and will be determined you don't miss anything. But perhaps a quick read of the following might get you in the mood and give you a few pointers to look out for...

Romans - Gloucester owes its name, location and much of its physical layout to nearly 500 years of Roman occupation. The first settlement – a military fortress at Kingsholm - guarded the crossing point of the River Severn and the route to Wales. In AD65 this was abandoned and a Roman town was established on the current site of Gloucester – known as Glevum. It was a Colonia, a special high-status city (only 4 in Roman Britain) where elite legionaries retired. They were modelled on Rome and were showcases for the best Roman ideals, values and beliefs. The huge walls, gates and street layout show its military origins but it was also a cultural centre with statues, forums and baths. Even private houses had piped water and central heating. When the Romans retreated from Britain much of the Colonia was destroyed but there are still fragments to be seen if you know where to look and its founder, Emperor Nerva, still rides his horse in Southgate.

Saxons - Without the Romans, Gloucester's fortunes declined and the town was in ruins by the 5th century but with the coming of the Anglo Saxons Gloucester was re-created once more. Much of central Gloucester dates from this time – based on the Roman street patterns - including the oldest structure – St Oswald's Priory. Because of its position Gloucester was destined to rise again and by the 9th century things were booming. A castle was built after the Norman Conquest, now the site of Gloucester prison, and St Peter's Abbey was founded in 1089. It was here that William the Conquer held a Great Court and commissioned the Domesday Book. The crypt, nave and arcades still survive as part of Gloucester Cathedral. Gloucester continued to grow in importance with many more buildings springing up – huge churches, monasteries, grand halls, bustling streets with densely packed houses and shops. Henry III was crowned in St Peter's Abbey and when Edward II was murdered, his body was bought to St Peter's for burial, with his tomb becoming a site of pilgrimage. This meant more wealth and even more grand buildings including the magnificent Cloisters, the fan vaulting and the Perpendicular Tower. Pilgrims needed lodgings and the timber framed New Inn, also dates from this time.

Tudors and Stuarts - In Tudor times Gloucester continued to thrive and found favour with Henry VIII who bestowed cathedral status on St Peter's Abbey in 1541. There are still several timber framed buildings which show the great prosperity of this period. In 1600 there were many markets trading in cattle, sheep, grain, locally produced items such as textiles as well as goods bought in via the River Severn. During the Civil War Gloucester was a Parliamentary stronghold and famously resisted a lengthy siege by the Royalists. Large areas of the city were damaged in the fighting – you can still see holes made by musket balls in the cathedral tower. A vengeful Charles II had the city walls demolished after the Restoration.



17th & 18th Centuries - The Georgian age brought a new period of trade and expansion leading to remodelling of parts of the city to cope with increased volume of traffic – does it sound familiar? Some of the unfashionable timber framed houses were demolished and several fine, classical, brick built structures and houses took their place. Westgate Street was substantially widened, Eastgate was demolished and urban sprawl began. In the early 1800s there was new prison and hospitals, making Gloucester the envy of the country. In 1819 there were even gas street lamps! But perhaps the biggest change was due to the completion of the Sharpness Canal in 1827. Sea-going vessels no longer had to navigate the dangerous waters of the lower River Severn. After 35 years in the building there was now the longest and deepest canal in England which would open up a century of unbelievable growth for Gloucester – a gateway to the Midlands from the sea.

19th Century - Thanks to the Docks, Gloucester continued to grow as a commercial centre with engineering and manufacturing flourishing. The population doubled and the need for housing led to a building boom. The wealthy moved out to the suburbs while the workers stayed around the city centre which became a heaving, congested area. Many of the civic buildings date to this time such as the Guildhall, the Science College and the City Library. As the 20th century approached the ocean-going ships became too large to move through the canal and the docks started to decline as materials moved by rail rather than water. But not to be deterred, Gloucester also took on large scale engineering, setting up the famous Gloucester Wagon Works in the south of the city. Over time there is hardly a manufacturing industry that Gloucester hasn't been associated with.

Gloucester Today - The 20th century saw great changes in the centre of Gloucester - more demolition of ancient buildings to make way for retail development, more people moving out of the centre to housing estates on the outskirts, more roads being built. By the First World War the centre was virtually unpopulated. Deterioration continued after the Second World War with industry decline and the Docks not being used. By the 1960s the city council declared the centre 'unworthy' of a historic city so appointed a distinguished civic architect – GA Jellicoe to come up with a master plan – the Jellicoe Plan of 1962. More redevelopment and demolition followed - the building of the M5 and opening of the Severn Bridge took traffic away from the centre, the Docks were regenerated with the council taking up residence and several warehouses being converted into accommodation. Antiques centres, retail outlets and hospitality have also helped to revitalise the area. Tourism became a major part of city life with emphasis on Gloucester's historical past as shown in the Folk Museum and the National Waterways Museum. Even the Cathedral has played its part with its Cloisters now firmly associated with Harry Potter wizardry. The history of Gloucester continues...



Croome Park - An Ever Changing Landscape

Croome Park is a fairly recent acquisition of the National Trust and is an amazing opportunity to see how a house and garden can be brought back to life. Unlike so many grand houses and gardens which have been lost, Croome managed to keep reinventing itself, surviving, until it fell into the safe hands of the Trust, who are now deciding now to preserve and restore this beautiful landscaped Pleasure Garden and house.

Croome was the brain child of George William, 6th Earl of Coventry, a man of wealth, ambition and good taste and the formidable gathering together of 3 of the finest designers of the 18th century – Capability Brown, Robert Adam and James Wyatt. The original house and grounds were dull and uninspiring but the combined talents of these 3 men and a wealthy benefactor, transformed Croome.

If you are a regular NT visitor you will be familiar with the name Lancelot Capability Brown. Well this is where it all began – in his own words, “his first and favourite child”. He pioneered the ‘natural’ style. Every element was carefully considered and integrated – house, church, garden buildings, statues, river, lake, trees and shrubs, every viewing point with an eye catching feature. Croome Park may look a natural landscape but probably owes as much to engineering as to nature. Miles of culverts were dug to improve drainage, rivers were diverted, lakes created and hundreds of exotic species of plant imported from across the world. Look out for the memorial to Brown in the garden placed there by the 6th Earl, as well as the many interesting features.

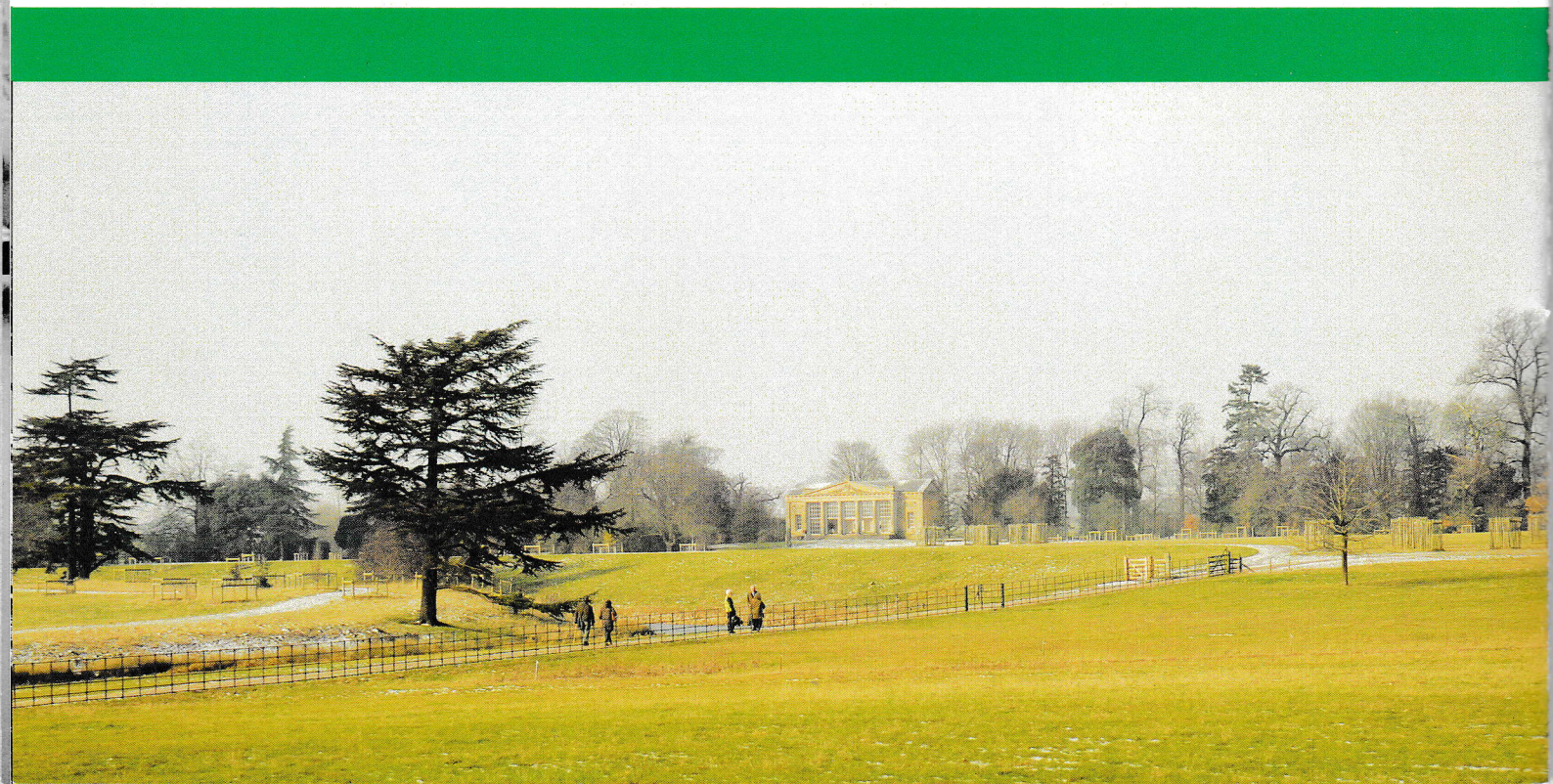
A grand Palladian mansion was built on the site of the old house and Robert Adam applied his brand of Neo-Classical

style to the interior as well as many of the garden buildings. This was carried on by James Wyatt who added further elegant garden buildings, bridges and statues. Nothing stood in their way – the medieval Church, which was considered too close to the house, was simply demolished and moved to a more suitable location, redesigned in Gothic style.

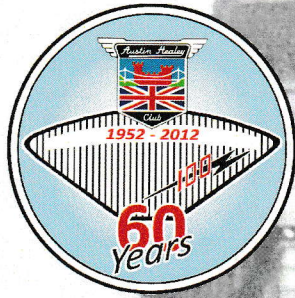
So successful was the design of house and grounds that very little changed over the centuries, but gradually signs of decline and neglect started to show, especially after the First World War when the Croome Estate Trust was set up to try and prevent further decay. The Second World War was also a major turning point in Croome's history. In 1940 the 10th earl was killed in action at Dunkirk and in 1941 the eastern part of the estate was requisitioned, becoming RAF Defford, the base for the Telecommunications Flying Unit, which tested various types of radar and helped change the course of the war. At its peak Defford was home to over 100 aircraft and 2500 personnel. Today this brief part of Croome's history is commemorated in the renovated R.A.F. hospital buildings which are now the NT reception area and the visitor canteen. At this time Croome Court also became the home of Queen Juliana and the rest of the exiled Dutch Royal family.

In 1948 Croome was sold, becoming a Catholic boarding school for boys with learning difficulties. Some past pupils and staff who worked there have many an amusing tale to tell of what went on during this time, but stranger still must have been memories from 1979 when Croome was sold to the Hare Krishna community. They particularly liked the grounds to keep their cattle in and ploughed up the garden with two bullocks! Local residents were used to seeing groups of people in flowing robes, chanting and ringing bells. Their artistic talents are on view in the dining room and, unusual as it is, it is now a part of Croome's history. From 1984 onwards, successive owners tried and failed to make a success of Croome either as apartments, a training centre, restaurant, conference centre and finally plans to develop a hotel and golf club. In 1996 the National Trust bought 800 acres of parkland and then took over the Court in 2008. What next in the history of Croome?

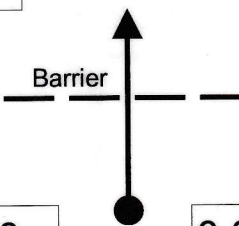
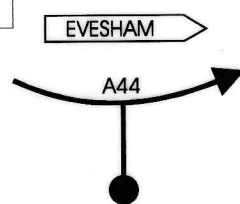
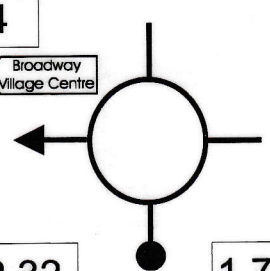
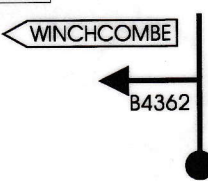
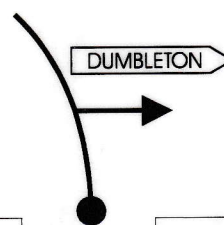
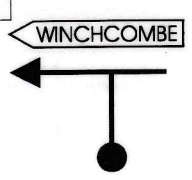
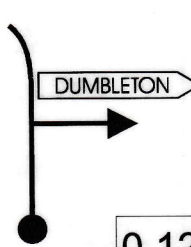
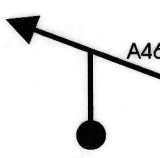
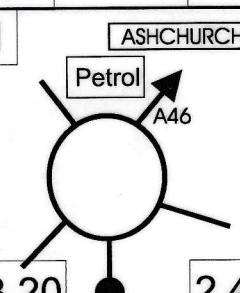
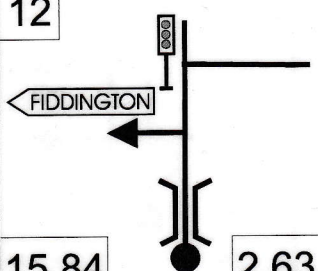
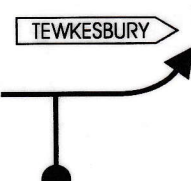
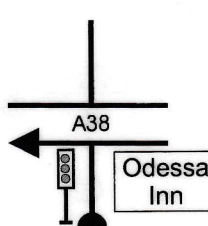
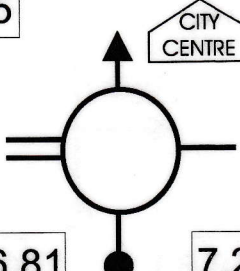
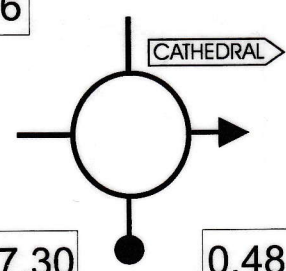
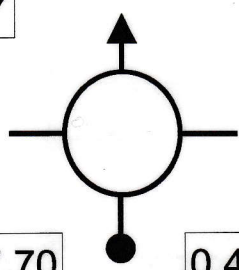
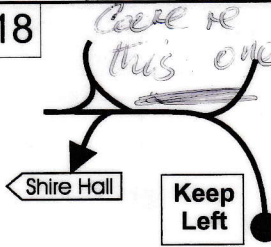
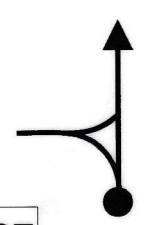
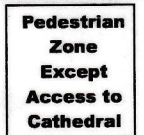
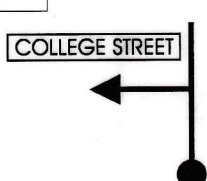
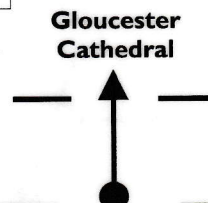
We hope you enjoy your visit. There's plenty to see even without the fixtures and fittings and hopefully the behind the scenes tour will really bring this fascinating place to life.







Route to Gloucester Cathedral Saturday June 16th

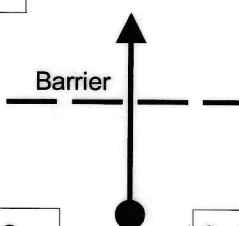
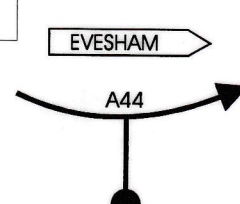
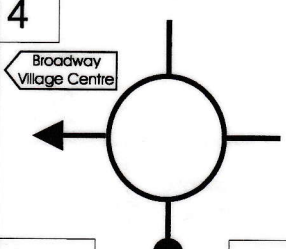
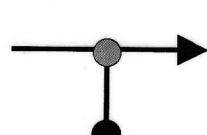
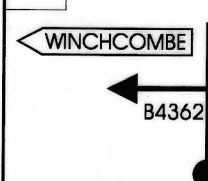
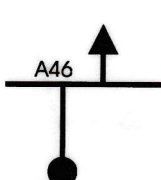
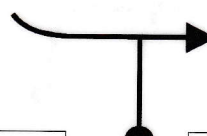
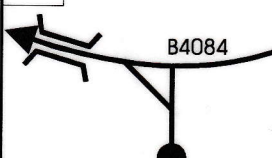
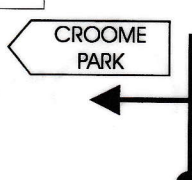
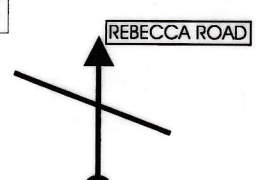
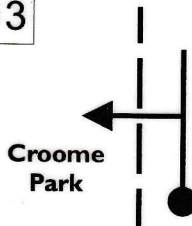
1  0.0 0.0	2  0.30 0.30	3  0.55 0.25	4  2.32 1.77
5  3.10 0.77	6  3.64 0.54	7  5.54 1.88	8  8.26 2.71
9  8.38 0.12	10  10.80 2.41	11  13.20 2.40	12  15.84 2.63
13  19.06 3.21	14  19.57 0.51	15  26.81 7.23	16  27.30 0.48
17  27.70 0.40	18 <i>Keep left this one</i>  28.17 0.47	19  28.27 0.08	20  28.35 0.08
21  28.40 0.05	22  28.43 0.03		

Return route to Broadway

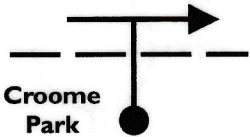
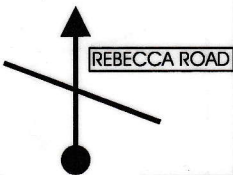
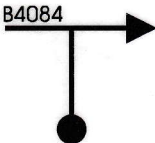
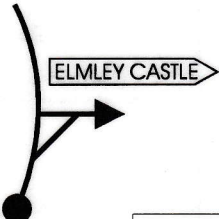
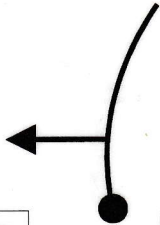
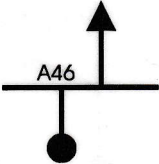
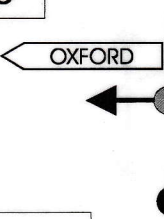
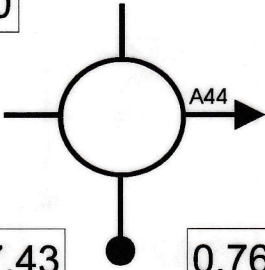
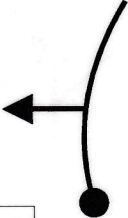
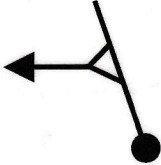
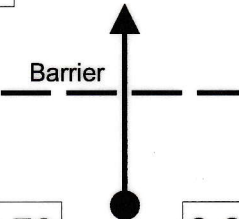
Saturday June 16th

1 0.0 0.0	2 0.03 0.03	3 0.08 0.05	4 0.12 0.05
5 0.24 0.11	6 0.45 0.20	7 1.05 0.60	8 2.39 1.34
9 9.63 7.23	10 10.52 0.89	11 12.62 2.10	12 13.95 1.33
13 17.70 3.74	14 18.63 0.93	15 18.88 0.24	16 19.20 0.31
17 19.61 0.41	18 21.72 2.11	19 26.29 4.56	20 26.83 0.53
21 27.60 0.76	22 29.42 1.82	23 29.67 0.23	24 29.98 0.31

Route to Croome Park Sunday June 17th

1  0.0 0.0	2  0.30 0.30	3  0.55 0.24	4  2.32 1.77
5  3.10 0.77	6  3.65 0.54	7  3.73 0.07	8  8.00 4.27
9  11.31 3.31	10  14.52 3.21	11  15.82 1.29	12  18.18 2.35
13  19.76 1.57	Parking in Orchard by Ticket Office		

Return route to Broadway Sunday June 17th

1  Croome Park 0.0 0.0	2  REBECCA ROAD 1.57 1,57	3  B4084 3.94 2.36	4  ELMLEY CASTLE 5.25 1.30
5  8.47 3.20	6  A46 11.76 3.27	7  VILLAGE CENTRE 16.06 4.30	8  VILLAGE CENTRE 16.14 0.07
9  OXFORD 16.67 0.53	10  A44 17.43 0.76	11  19.25 1.82	12  19.48 0.23
13  Barrier 19.79 0.31			