

HEALEY SILVERSTONE

The Healey Silverstone was introduced in 1949, and was named after the new Silverstone motor racing circuit. Approximately 105 examples were manufactured between 1949 and 1950, and were split between 'D' and 'E' types.

The Silverstone has an all aluminium body and a 2.4 litre, twin-camshaft, four cylinder Riley engine, giving a top speed close to 100 miles per hour. The model scored many circuit and rally successes in the hands of drivers such as Louis Chiron, Tony Brooks, Peter Riley, Duncan Hamilton, Briggs Cunningham and of course Donald Healey. Donald finished second overall in the 1949 Alpine Rally, and would have won outright had it not been for a delay at a level crossing.

My car is Chassis Number D9, and is one of two that were exported new by Donald Healey to Briggs Cunningham in the United States. D9 was slightly modified by Briggs, with improved brake cooling and oil pressure relief system. He also fitted sixteen inch wheels, as racing tyres were available only in that size at the time. The other car was further modified with the fitting of a Cadillac engine, de Dion rear axle and in-board rear brakes. This car also survives, and has recently been restored.

Both cars were entered by Briggs in the Palm Beach Shores race of 1950. This race later became the famous Sebring race. Briggs drove the Cadillac engined car, and was second overall. D9 was driven by his close friend Phil Walters and finished fifth overall and first in class. Phil later became Briggs' team driver, and drove the later Cunningham cars at events such as Le Mans.

The car was purchased by Randy Pearsall after Briggs ownership. Randy, a close friend of the driver Walt Hansgen, campaigned the car at a number of circuits including Watkins Glen and Bridgehampton, Long Island. Randy then sold D9 to fund another racing venture.

In about 1960, the car was purchased by Dave Barrows. Dave repaired and rebuilt the car, which was then used by his son while at college. In the seventies the car saw very little use. In the eighties, Donald Healey got in touch with Dave who then took the car to a number of Healey club meetings in the States attended by Donald. In my collection, I have a number of photos of Donald taken with D9 at these meetings.

In the late eighties, Dave decided that the car was not getting as much use as he wished, and he decided to part with D9 after nearly thirty years. I was fortunate enough to buy the car in 1988, and shipped it back to England.

I have brought the car back to a road-worthy condition (new king-pins, new brake pipes, refurbished steering box, etc.). D9 remains extremely original, and has a comprehensive recorded history and photographic file. Included in the portfolio are old press clippings and correspondence with previous owners and those who knew the car.

I have decided reluctantly to consider selling the car only because I now have a young family, and the Silverstone is therefore too small.

Letter from Briggs Cunningham (1st page only) to Peter Healey

I

BRIGGS S. CUNNINGHAM
P.O. BOX 2630
RANCHO SANTA FE, CA 92067

January 29th

Mr. Peter Healey
4, Queen Street,
Chippenfield,
Hertfordshire WD4 9BT,
England

Dear Mr. Healey, I received your long and most interesting letter regarding the Healey Silverstone I once owned. I will try to give you the facts about this car as I can remember them! I do not have any records of the work done on the car, but I had a long conversation with Phil Walters in Long Island, New York concerning it, and he told me what he could remember, as he has no written records either.

Going back to 1948-49, I became involved with Phil Walters and Bill Frick who had a small garage on Long Island, N.Y., and were then putting the new 1949-50 Cad engines into Ford cars, calling them "Fordillacs". I bought one in 1949, and found it a terrific car to drive on our highways. At that time I was very interested in driving some kind of American car in the Le Mans 24hr. race in 1950, as my good friend Luigi Chinetti promised he could get me an entry. We tried to enter a "Fordillac", but the Club refused our entry, as they said we were not a manufacturer, and it was just a back-yard lash up of Ford + Cadillac. So we decided

Letter from Geoffrey Healey, Head of engineering at
Healey Motor Company and uncle of Peter Healey

FOUR HIGH STREET,
BARFORD,
WARWICKS.CV35 8BU.
BARFORD (0926) 624383

Peter Healey

.901 8th.March, 1989

Dear Peter,

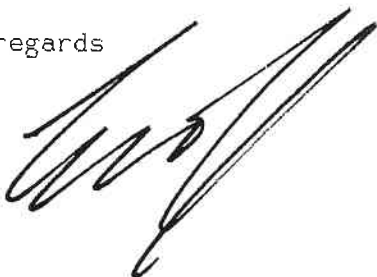
I was very interested to see the Silverstone that Briggs owned and raced in the U.S.A. Apart from the windscreen it is in very original condition. It was interesting to find that it still had the front brakes, as modified by Bill Frick, to improve the cooling. The modification to the oil pressure relief system was also one of his little improvements. I expect you will find more examples of his meticulous work as you get further into the task ahead.

It is very pleasing that one of what must be a very valuable piece of motoring history is in the hands of one of the family. This Silverstone was one of the very early British Sports Cars that laid the foundations of our association with the U.S. motoring enthusiasts. Briggs and DMH became very good friends and Briggs gave us a great deal of help in the early years. We used to meet at Le Mans and Sebring each year. Briggs also had one of the first 100S cars which he ran at Sebring. Sebring was the successor to the Palm Beach race in which this Silverstone did so well. I am sure that he will be pleased to know that the car has come home.

Separately, I enclose a brief report of my findings and suggestions.

Kind regards

Geoff



Appraisal

PG #2

BELLINGHAM AUTO SALES - MOORE'S GARAGE

Antique, Classic - Special Interest Vehicles
206 Mechanic Street
BELLINGHAM, MASSACHUSETTS 02019
(508) 966-9721 (508) 966-1230

1949 Healey Silverstone VIN#D-9

TO WHOM IT MAY CONCERN:

This is to certify that we are in the business of buying, selling, and appraising Antique, Classic, and Special Interest Vehicles

We herewith certify that we have this day carefully examined the following listed and described articles, the property of:

NAME Emily and Wilson Bronkhurst

ADDRESS 108 North Street, Norfolk, MA 02056

We estimate the value as listed for insurance or other purposes at the current retail value, excluding Federal and other taxes. In making this Appraisal, we DO NOT agree to purchase or replace the articles.

DESCRIPTION	APPRAISED VALUE
Convair Airport in Allentown, PA. D-9 was traded by Pearsall back to Havell Motors for a 1952 MGTD. At this time the car was British racing green with white wheels. Later, D-9 was resold by Jack Penn of Suburban Motors, Plainfield, N.J. In 1962, Dave Barrows of Virginia Beach, VA found D-9 in storage in Norfolk, VA, purchased it, and retained ownership until the mid-1980's. In 1988, D-9 was sold to Peter Healey, who shipped it back to England where it was purchased by Emily Bronkhurst and shipped to the United States during the summer of 1993.	\$100,000.00

The foregoing Appraisal is made with the understanding that the Appraiser assumes no liability with respect to any action that may be taken on the basis of this Appraisal.

Edward T. Moore

APPRAISER

9/14/93

DATE

Edward T. Moore MA License #004262

Appraisal

BELLINGHAM AUTO SALES - MOORE'S GARAGE

Antique, Classic - Special Interest Vehicles

206 Mechanic Street

BELLINGHAM, MASSACHUSETTS 02019

(508) 966-9721 (508) 966-1230

TO WHOM IT MAY CONCERN:

This is to certify that we are in the business of buying, selling, and appraising Antique, Classic, and Special Interest Vehicles

We herewith certify that we have this day carefully examined the following listed and described articles, the property of:

NAME Emily and Wilson Bronkhurst

ADDRESS 108 North Street, Norfolk, MA 02056

We estimate the value as listed for insurance or other purposes at the current retail value, excluding Federal and other taxes. In making this Appraisal, we DO NOT agree to purchase or replace the articles.

DESCRIPTION	APPRAISED VALUE
<p>1949 Healey Silverstone Model D VIN #D-9 Color: British Racing Green Engine: Riley Overhead Cam 4-Cylinder #B2882 Healey Silverstones were named for the Silverstone Race Circuit in England, and were built from July 1949 thru September 1950. Total production was 105.</p> <p style="text-align: center;">HISTORY</p> <p>D-9 is one of three Silverstones owned by the legendary Briggs S. Cunningham, millionaire race car builder, driver, and team owner. On January 3, 1950, D-9 was driven by Phil Walters in the Palm Beach Shores race, finishing fifth. After its first race, D-9 was purchased by Homer Richards who moved it to New Jersey, selling it to F. Randolph Pearsall of Hampton, N.J. with Havell Motors acting as the broker. At this time, D-9 was maroon with silver wheels. F. Randolph Pearsall raced the car on June 10, 1950 at Bridgehampton, and again on July 9, 1950 at the Linden, N.J. airport. The car was again raced on September 23, 1950 at Watkins Glen as #59 by John Bentley, staff correspondent for "Auto Car" magazine. Pearsall raced the car again on June 9, 1951 at Bridgehampton as #58, and on October 20, 1951 at</p>	

The foregoing Appraisal is made with the understanding that the Appraiser assumes no liability with respect to any action that may be taken on the basis of this Appraisal.

Continued on PG #2

APPRAISER

DATE