

## HEALEY SIDESCREENS

By Peter Svilans

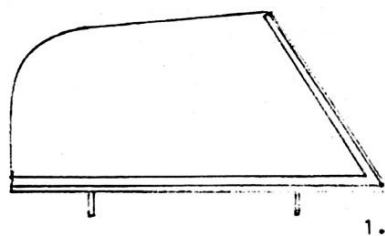
Several types of sidescreens were fitted to Healey roadsters up to the introduction of the convertible. The Healey Hundred carried three types and the 100-Six went through three more before settling on the final type that was carried from the late 100-Six right through the 3000 models.

### THE FOURS

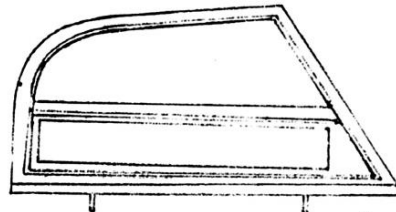
The Healey Hundred first came with one-piece perspex sidescreens, with supporting channels and seals at the front and bottom, and plugging into sockets in the top of the doors. These ran to body number 1099. From body number 1100 to 7257, in fact, the majority of Hundred fours were fitted with flexible sidescreens incorporating a separate signaling flap. The chrome beading extended around the perimeter of the curtain. A third type of screen, basically a single piece of flexible plastic with a bar across the centre and chrome trim on only the top of the curtain, was fitted to cars from body number 7258 on.

### THE SIXES

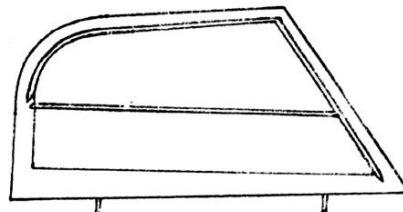
For six cylinder cars there were four types of aluminum-framed sidescreens. The first, fitted to the first fifty BN-4's, were thin-framed rear sliders similar to the last type, with thin bent rod mounting brackets. Front rods were not "handed". The second type, found on BN-4's from body number 51 to chassis/engine number 47,703 continued the same flimsy mounting brackets, but the forward perspex screen was the moveable one. This screen is easily identified by the forward slant of the break line between the fixed and sliding panels. A single-eared wing nut at the rear and a knurled knob at the front were used with this type of mounting bracket. The third type of sidescreen, from chassis/engine number 47,704 to chassis/engine number 68,959, returned to the rear-slider design, but with redesigned stronger mounting brackets. The aluminum frames were still on the thin side. The fourth and final type improved on the last, featuring mounting brackets that looked similar, but were of a thicker material. The aluminum frames incorporated wider flanges top and bottom, and included drain slots. These brackets used the two-eared wing nut fasteners. This last type was carried unchanged on BN-4's from chassis/engine number 68,960 up to the introduction of the 3000 convertible. The perspex screens on the three rear sliding designs are identical.



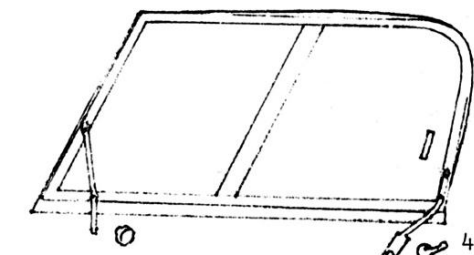
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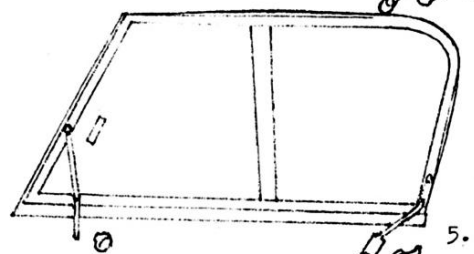
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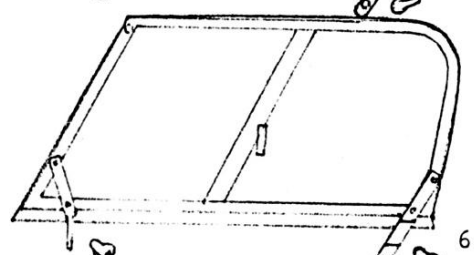
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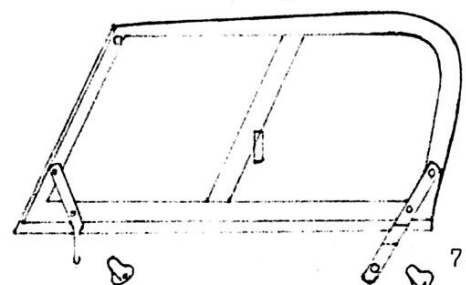
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