I used two Harbor Freight engine stands and some home-made adapters. It worked surprisingly well. Now one of those stands is supporting my engine rebuild.

For the adapters that I used "Low-Carbon Steel Square Tube, 1-1/2" Wide, 1-1/2" High, .120" Wall Thickness” purchased from McMaster-Carr. I bought two 6-foot lengths that cost $35.36 each. Each 6 foot piece provided the metal for each bracket. Please see the pictures below. The first three are for the front. The short bars are 14 inches long. The cross piece is 23-3/4” long. The rear bracket has short bars of 15 inches in length. The cross piece is 35-1/4”. The cross pieces were sizes to fit the width between the bumper bracket mounts on the frame. The cross piece is welded at the proper angle so that it’s flat was true vertical when mounted to the car. I actually bolted the short lengths to the frame and had the frame level. I then clamped the cross piece in so that it was square to the ground, then tack-welded. I finished my ratty welding job after removing the brackets from the car.
You can have one guy in the back and one up front. Both lift to proper height, while one gets his into the stand. Then the other. Obviously easier with three people, but we did it without a hitch. It was all much more stable than even I expected. When working on the car, one person can rotate the car without fear of tipping. I would not use these stands with a bigger car, but for the Healey it was great. The two stands cost under $400, plus about another $70 in steel from McMaster-Carr. Plus I can sell one of the stands. It's for sale for say $90. Note that I modified the stands so that the rotating angle would be parallel to the ground. I drilled one additional hole to set the proper angle. It can be switched back and forth in 10 minutes.
I also drilled an additional hole in the engine stand vertical bar so that I could set the bar to straight vertical. See last pic. Once done as a rotisserie, you can move the back to original for supporting engines.

And yes, I installed all brake and fuel lines, all electrics, and other small items while still on the stands. I took the car off the stands before I installed the suspension.

I was able to get most of the suspension on also while still on the stands. Then I took it off and sat it on wire spool stands that were being thrown away where I work.
The frame and structure is a two-man lift. My step son rolled it out of my barn up to the ramp truck and we were able to roll it up the ramp.
with one person on each stand. We then disconnected it from the stands for transport.

We got to the shop and carried it off the truck and into the shop. We then inserted the black rotating pieces back into the stands.
Back on wire spool stands.