


# CLASSIC DRIVER

## 1967 Austin-Healey 3000 BJ8 MkIII (Phase II)

Lot sold	<b>USD 58 841 - 71 917</b> GBP 45 000 - 55 000 (listed)	Drive	RHD
Year of manufacture	1967	Interior colour	Blue
Gearbox	Manual	Condition	Used
Chassis number	H-BJ8-L/41983	Location	
Number of seats	2	Fuel type	Petrol
Drivetrain	2wd	Exterior colour	Other
Lot number	639	Car type	Other
		Engine number	29K-RU-H/16451
		Exterior brand colour	Blue over White
		Interior brand colour	Blue

### Description

Guide price: £45000 - £55000.

- Delivered to the US from the factory on the 15th July 1967 - one of the last Healeys to be produced
- Matching numbers car; returned to the UK in 1989 and later sold in the Netherlands
- Purchased by our vendor in the Netherlands in June 2017
- Recent sympathetic restoration (including conversion to RHD, rear brake overhaul, new period wiring loom, new tailor-made hood cover in Blue Mohair, new brake servo etc.)
- Accompanied by a Heritage Certificate, US Title, Dutch Title, and current V5C, plus a driver's handbook, workshop manual, hide hammer and spare-wheel
- MoT until October 2019, no advisories

The Austin-Healey 3000 is a British sports car built from 1959 to 1967 and is the best known of the 'big' Healey models. It proved to be a worthy successor to the 100-6, being highly successful on both road and track and was to be the final development of the model. The 3000 won its class in many European rallies in its heyday and is still used in competition by enthusiasts today. Its long competition history saw the 3000 compete at most major racing circuits around the world, including Sebring, Le Mans, and Mount Panorama Circuit, Bathurst. The 3000 Mark III was launched in October 1963 and remained in production until the end of 1967 when production of Austin-Healeys ceased. Classified as the BJ8, the new model was the most powerful and luxurious of the big Healeys, with a walnut-veneered dash, wind-up windows, and a 150bhp engine, giving a top speed of 121 mph.

Improvements to the engine included a new camshaft and valve springs, and twin SU 2" HD8 carburettors, together with a new design of exhaust system. Servo-assisted brakes were now fitted as standard. The Phase II versions had revised rear suspension which improved handling. The car presented here is a 1967 Austin Healey 3000 BJ8 MkIII (Phase II), making it one of the last Healeys to be produced. It was delivered from the factory on the 15th July 1967 to North America in LHD configuration and returned to the UK in 1989 prior to being sold to the Netherlands, from whence our marque-enthusiast vendor purchased it in June 2017. The car was basically in great condition, having the normal Healey essential elements of a stainless-steel exhaust system, a wood-rimmed steering wheel and chrome wire wheels, but has recently been sympathetically restored, including a professional conversion to RHD, a rear brake overhaul, a new brake servo, a new period wiring loom and a new tailor-made hood cover in Blue Mohair. The engine bay and chrome-work were also given thorough attention. The Healey is fully UK-registered, starts 'on the button', drives exceptionally well, with the gearbox and overdrive in good condition, and is now ready to be enjoyed.

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