


CLASSIC DRIVER

1964 Austin-Healey 3000 MkIII BJ8

- Lot sold
USD 49 678 - 60 718
GBP 45 000 - 55 000 (listed)
Year of manufacture 1964
- **Gearbox** Manual
- **Chassis number** HBJ828092
- **Number of seats** 2
- **Drivetrain** 2wd
- **Lot number** 605
- **Drive** RHD
- **Interior colour** Black
- **Condition** Used
- **Location** 
- **Fuel type** Petrol
- **Exterior colour** Other
- **Car type** Other
- **Engine number** 29K-RU-H/3016
- **Exterior brand colour** White
- **Interior brand colour** Black
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Description

Guide price: £45000 - £55000.

- Only 1,302 Phase I models were ever made, with just 108 of these being RHD for the Home Market
- According to research, this is a very late Phase I / early Phase II 'cross-over' example - with benefits of both incarnations
- A very original car from long and fastidious ownership
- Classic colour combination of Old English White with Black leather
- Major overhaul by marque specialists 'Orchard Engineering' just 8,000 miles ago

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, 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 original 'Phase I' BJ8 model featured much slimmer bodywork with smaller, single front sidelights and smaller rear lights versus the larger items on the later 'Phase II' cars, but pioneered the

same engine, wind-up windows, easy-up 'pram-style hood' and a walnut dash, plus superior refinement that is known and attributed to the later Phase II cars. More notably, out of a total 17,712 MkIIIs (Phase I and II) just 1,302 Phase I models were made, and only 108 of those were original right-hand drive. The car presented here is a 1964 Austin-Healey 3000 MkIII BJ8 and, according to its Heritage Certificate, was manufactured between the 6th-20th August 1964. Interestingly, this makes it a very late Phase I / early Phase II example. Visually, the car has the features associated with the Phase I, but according to its chassis number 'HBJ828092' (and with research done by the Austin Healey Club and from consulting 'The Original Austin-Healey' by Anders Clausager), it is very early Phase II. This is a fascinating and potentially rare 'cross-over' model (perhaps comparable with an E-Type Series 1.5) with benefits of both the earlier (single front & smaller rear lights) and later incarnations (revised rear suspension which improved handling). To add to this desirability is that it is coming from 30 years of single privateer ownership. Our marque enthusiast vendor has always ensured his matching-numbers car has been well maintained and stored, whilst retaining a very genuine feel and a real sense of integrity associated with long-term tenure. Back in 1988, he was informed by a friend that the car was in storage at a local garage which, with a new battery attached and a fuel top-up, fired into life immediately. Prior to purchasing it, an MoT confirmed that only a broken wiper blade and a brake pipe needed attention. At this time, the car was still accompanied by its original green log-book (sadly now lost) but the previous keeper was noted as a Mr Colin Coles of Surrey. Mr Coles did not change to the new style log-book and, according to the DVLA, its registration number was no longer valid. Our vendor re-registered the car and, upon taking sound advice, sought to reattach the car's original registration of 'BVE 200B' to it. The DVLA duly came out and inspected the car, promptly agreeing that all the requisite numbers matched, and agreed that its original registration could be reassigned to it. In due course, our vendor sent the car to Healey Specialists 'Orchard Engineering' of Sussex, who completed a year-long overhaul. The specialists went through the car from back to front, dealing with repairs and sourcing replacements where necessary but, as the Healey was basically sound and original, their advice was to keep it that way, so that is how it has stayed to this day. Since the overhaul, the car has covered no more than 10,000 miles and only on dry days, whilst being regularly serviced back at the same specialists. In the last few years, it has been used less and less and is now ready to be enjoyed by a new owner. It's accompanied by a substantial history file (with details and invoices relating to the overhaul), plus a Heritage Certificate showing its provenance and thirty years of MoT Certificates. This is a real opportunity to acquire not only a rare UK/RHD Healey but one that is a truly lovely and unspoilt example.

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