


CLASSIC DRIVER

1964 Austin-Healey MK III

- Lot sold
USD 39 733 - 45 409
GBP 35 000 - 40 000 (listed)
Year of manufacture 1964
- **Mileage** 99 500 mi / 160 130 km
- **Gearbox** Manual
- **Chassis number** HBJ8L26116
- **Number of seats** 2
- **Drivetrain** 2wd
- **Lot number** 257
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- **Drive** RHD
- **Condition** Used
- **Location** 
- **Fuel type** Petrol
- **Exterior colour** Other
- **Car type** Other
- **Engine number** 29K/RU/H1221
- **Exterior brand colour** Black
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Description

Destined for North America during April 1964, returning to our shores in May 1991. Finished in solid black with red (Ambla) leather interior and a matching red Mohair hood. Fully restored a few years ago to a superb standard, currently de-bumped but supplied with the originals. Supplied with a detailed history file including receipts and old MOTs. Accompanying the car is a Heritage Trust Certificate detailing the car's original specification. The 3000 Mk 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. Out of a total of 17,712 Mk IIIs (phase I and II) just 1,302 phase I cars were produced with over 90% due for export. ABM 295B was indeed one of those originally sent over to the United States and was shipped on 28/04/1964 returning in May 1991. Cars imported from the US seldom have much in the way of history, which is certainly the case here, but there is an excellent history file with the car now detailing its life in the UK. The car underwent a thorough restoration and was finished some years ago but still presents extremely well and you would be forgiven for thinking it was restored much more recently such is the quality of the workmanship. Finished in Solid Black with a Red Ambla interior and a striking Red mohair hood this "Big Healey" has great presence on the open road and offers a superb soundtrack from the big straight-six. The history file contains the Heritage Certificate detailing the car's original specification and many receipts and old MOTs dating back to 1991 suggesting that the car has been maintained to a high standard. The current custodian favours the sporty de-bumped look, however, the bumpers and their irons (which are in very good condition) do come with the car should any potential owner wish to return the car back to its original specification. Carefully restored and well maintained, this is a lovely example of these addictive classics from the mid-sixties and a marvellous opportunity to tick that Big-Healey box.

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