

# CLASSIC DRIVER

## 1967 Austin-Healey 3000

- Lot sold  
USD 0  
GBP 0 (listed)  
**Year of manufacture** 1967
- **Mileage** 16 000 mi / 25 750 km
- **Gearbox** Manual
- **Lot number** 223
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- **Drive** RHD
- **Condition** Used
- **Location** 
- **Exterior colour** Other
- **Car type** Other
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### Description

"The Austin Healey 3000 was built from 1959 to 1967 and is the best known of the 'big' Healey models. The car's bodywork was made by Jensen Motors and the vehicles were assembled at the BMC Abingdon works. The 3000 was a successful car which won its class in many European rallies during its heyday and also ran at Le Mans during that period. As such, it's still used in competition by enthusiasts today. 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 veneer dash, wind-up windows and a 150bhp engine. Improvements to the engine included a new camshaft, valve springs and twin SU 2 HD8 carburettors together with a redesigned exhaust system and servo-assisted brakes.

This stunning and incredibly collectable example is supplied to us from a private collection and boasts a fabulous history. Prior to our vendor and formerly registered FPW 1, this car was previously until 2004 part of the Arthur Carter collection of notable Healeys, perhaps the most famous collection of its type. This car is described by many as the most original Healey on the market today and one of the most original in the world.

It is believed that Carter purchased the car directly from Donald Healey Motor Company as a car built with a special attention to detail in February 1967 and it has covered a mere 16,000 miles since that date. Boasting all original body panels with matching stamped numbers that are free from any filler or previous bodywork imperfections, it is believed to be mostly if not all original Colorado Red paint, still with a deep shine to it having only ever been dry stored away from

sunlight. Inside, the Mk. III 'chrome' piping that only original cars featured and is unavailable today is undamaged and the car boasts incredibly totally original carpet. It is believed the engine has never been disassembled and is clearly the original number example on a factory stamped plate. Apart from the new exhaust, the technical specification is exactly as it left the factory, just with routine maintenance carried out sensitively by industry leading experts Rawles for the last ten years.

The car is supplied with a British Motor Heritage Certificate of authenticity, large history file, period toolkit, rare and correct BJ8 lead hammer and accompanied by magazine articles of this car in the Arthur Carter collection. This is a once in a lifetime opportunity to own such a car representing the only real-world opportunity to acquire a BJ8 exactly as it left the factory, a piece of British motoring heritage."

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