

John Browett.

April 2018

John has had previous experience with classic cars, having refurbished a Jaguar E Type Series 2 often seen on Group outings. John refurbished this over a period of two and a half years. It was a left hand drive ex-USA car with the body generally in good condition but the paint and mechanicals very "tired". He first bought the car in 2004, the restoration was started in 2005 and completed in 2008.

John's current project is a ground-floor-up restoration of an Austin Healey 3000 MkII

Car Model:	Austin Healey 3000 MkII BT7. Late sliding window model, probably last of tri-carb series
Year of Manufacture:	September 1961
Country of Original Reg:	Ohio, USA
Car Acquired:	March/April 2015
Project Commenced:	November 2015

Condition of Car Prior to Rebuild:

The car was sourced from an importer in Yorkshire. When he bought the car it was partially dismantled, but in general was complete. Some refurbishment work had been undertaken by an original North American owner but was not of good quality. Inner panels had been poorly welded to the chassis and the chassis was 27mm out of true. However the engine had been substantially refurbished, the cylinders having been re-bored and the crankshaft re-ground with new pistons and bearings. The head's valve seats had also been upgraded to unleaded.

Work Completed/Work in Progress

Structural

The chassis has been straightened and has now been braced and strengthened using pre-formed steel channels.

Body & Panels

The body shell has been separated from the mis-formed chassis and the panels re-welded to the straightened chassis and made ready for spraying. One new wing along with a dozen or so internal new panels was purchased. The majority of the other panels were repaired to some extent. John is happy to undertake any works such as these, but does not undertake filling and painting. The body-shell is now at Classic Gas' paint shop, in primer/filler, having been delivered there in late January 2018, leaving John to get on with the mechanicals.

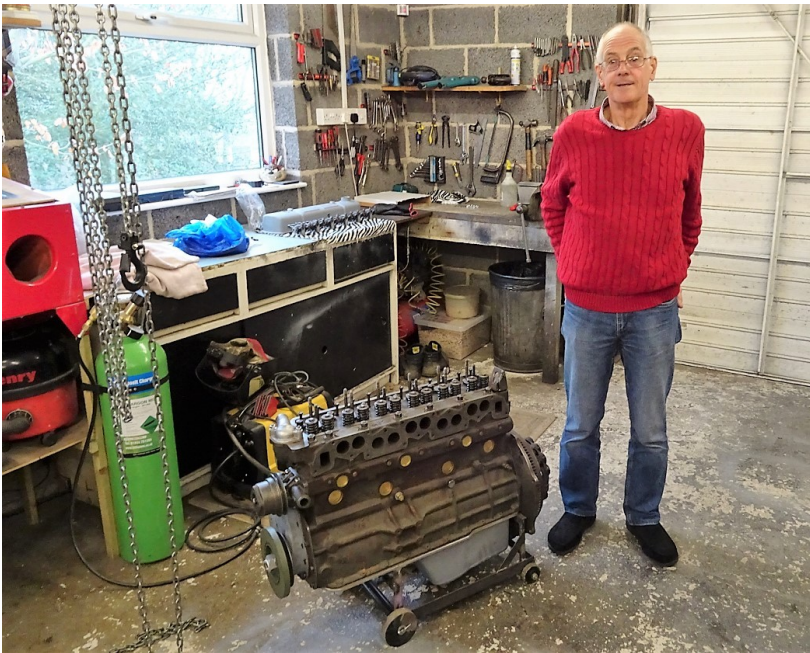
Mechanicals & Electricals

The engine block had been re-assembled as has the gearbox. There has been a problem with the gearbox output shaft being too short, apparently a universal problem on A-Hs, and there has been a problem with a uni-directional (Sprag) clutch in the overdrive. Overdrive Repair Services'ex-Laycock Engineers have been involved in resolving this.

Suppliers, Components & Materials Used

Paint/Sprayshop:	Classic Gas Bodyshop, Unit 2A, Two Dales, Matlock DE4 2FG 07730 460784/07989 384386
Gearbox:	Overdrive Repair Services, Unit 1, 50 Rother Way, Halfway, Sheffield, South Yorkshire S20 3RW. 0114 248 2632/info@overdrive-repairs.co.uk
Other Parts	The UK Healey Centre, Altofts Normanton W.Yorks. 01924 899007

Note - Please scroll down this page to view images of John's restoration.



John with his A-H engine block



Gearbox and overdrive ready for installation



Tub in preparation for paint



Inside the front wheel arch



Inside the cockpit



Rear three quarter view







