

Austin-Healey

57FAC Ex-Works Sebring 3000 Mk II



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Sebring 12-hour 1963.

In September 1962, BMC decided full support would be given Donald Healey's racing activities at Sebring in March 1963.

It was agreed that three Austin Healey 3000s [two to race, one a spare test car] would be prepared for shipping to Sebring by the third week of February 1963.

The power units would develop 190 bhp using nitride-treated crankshafts and alloy pistons.

In October 1962, three BJ7 3000 Mark II Austin Healeys were taken from the Austin assembly line at Abingdon and delivered to the Competition Department of Donald Healey Motor Company in Warwick. These cars would form the 1963 Sebring 12-Hour Austin Healey works team. With Westlake cylinder heads, 4-speed competition transmissions and dual-circuit disc brakes the cars, not homologated, were entered as prototypes in Class P.3.



57 FAC.

This car, originally numbered H-BJ7/21523 left Abingdon in RHD spec. arrived at DHMC less engine, gearbox, wheels, tyres, rear axle, brakes, shock absorbers, instruments, heater, seats and hood.

All steel body panels were changed to aluminium, perspex windows replaced glass. Oil cooler vents were added beneath a mesh grille, bumpers were discarded, racing bucket seats were added and interior trim stripped to save weight.

Centre-lock Borrani wire wheels shod with 6:00 x 15 Dunlop Racing tyres and an ice blue paint job with white hardtop completed the picture.








The team.

Issued with a Healey chassis number: H-BJ7-63H73-10 and fitted with an experimental racing engine: XSP-1973-3, the car was registered with a Warwickshire number, 57 FAC in January 1963.

The two other cars, 54 FAC [Bucknum/Olthoff] and 56 FAC [Hopkirk/Morley] respectively, ran the 12-hour race finishing 12th and 26th overall.

57FAC ran as the team practice car to allow for testing of various set-up options.

Two additional 3000s were similarly entered in 1964 [767-KNX] and 1965 [DAC 953C], making for a total of just five Donald Healey-prepared Sebring 3000 blue/white lightweight racers. All survive, one in UK, one in Holland, one in USA and two in Australia.

 **BRITISH MOTOR INDUSTRY HERITAGE TRUST**
CERTIFIED COPY OF A FACTORY RECORD

BMHIT certifies that the details given below are a true copy of an entry in the original factory records for the vehicle with the chassis number quoted.
This Certificate does not constitute verification of the present condition of a specific vehicle. These are the details of the car as it left the assembly line. Cars were sometimes modified by the manufacturer after production and prior to shipment.

Certificate Number: 2011/23379	
1. Make & Model	AUSTIN-HEALEY 3000 MARK II CONVERTIBLE
2. Car/Chassis Number	H-RJ7/21523
3. Engine Number	(ENGINE NOT FITTED AT ABINGDON)
4. Body Number	57263
5. Specification	RHD, Home Market
6. Colour	a) exterior b) trim c) hood (top)
	British Racing Green Black (hood not fitted at Abingdon)
7. Date of Build	Not Recorded
8. Date of Despatch	30th October 1962 from Abingdon
9. Destination (Dealer)	Competitions Department for Donald Healey Motor Company Limited, Warwick for the 1963 Sebring Race
10. Other Numbers (where recorded)	-
11. Details of Factory Fitted Equipment	Fitted with front hubs for wire wheels, fitted with seat runners. Despatched from Abingdon incomplete, as follows: less engine, gearbox, wheels, tyres, rear axle, brakes, shock absorbers, instruments, heater, seats, hood.
12. Other information	This car was issued with the Healey chassis number H-RJ7/63H73-10 and was fitted with engine number XSP-1973-3. It was issued with the Warwickshire registration mark 57 FAC in January 1963. The car was specifically built and prepared for the 1963 Sebring race, however did not start. It was entered for



Canada.

At the conclusion of the 1963 Sebring race, 57 FAC was sold to BMC Canada for a reputed \$1,000.

Driven by Don Kindree and Al Pease, 57 FAC raced successfully in Canada including winning the 4-hour Sundown Grand Prix at Mosport in torrential rain on 22 August 1964. In 1965, Kindree and Pease placed 2nd with 57 FAC – again at Mosport - in the 6-hour Sundown GP endurance race.

Dennis Prophet, a BMC mechanic who had fettled 57FAC at Sebring and later migrated to Canada where he looked after, and later owned the car, confirmed in a 2016 interview that after oil sump issues damaged the cylinder block, the engine was replaced with a substitute ex-DHMC competition engine block : XSP 22551 which remains in the car to this day.

CLEAN SWEEP FOR BMC CARS AT MOSPORT!



Drivers Al Pease and Don Kindree, with their BMC pit crew, pose with the winning Austin-Healey 3000 at Mosport.

BMC cars enter four events—and win all four— including rugged Sundown Grand Prix of Endurance!

Through dusk and darkness in a driving rain that soaked cars, drivers and track alike – an Austin-Healey 3000 has won the rugged Sundown Grand Prix of Endurance at Mosport, organized by the North Toronto Motorsports Club. The winning car, driven by the team of Al Pease and Don Kindree, completed 101 laps in the four-hour endurance test.

And this was only one of the victories captured by BMC cars during the meet.

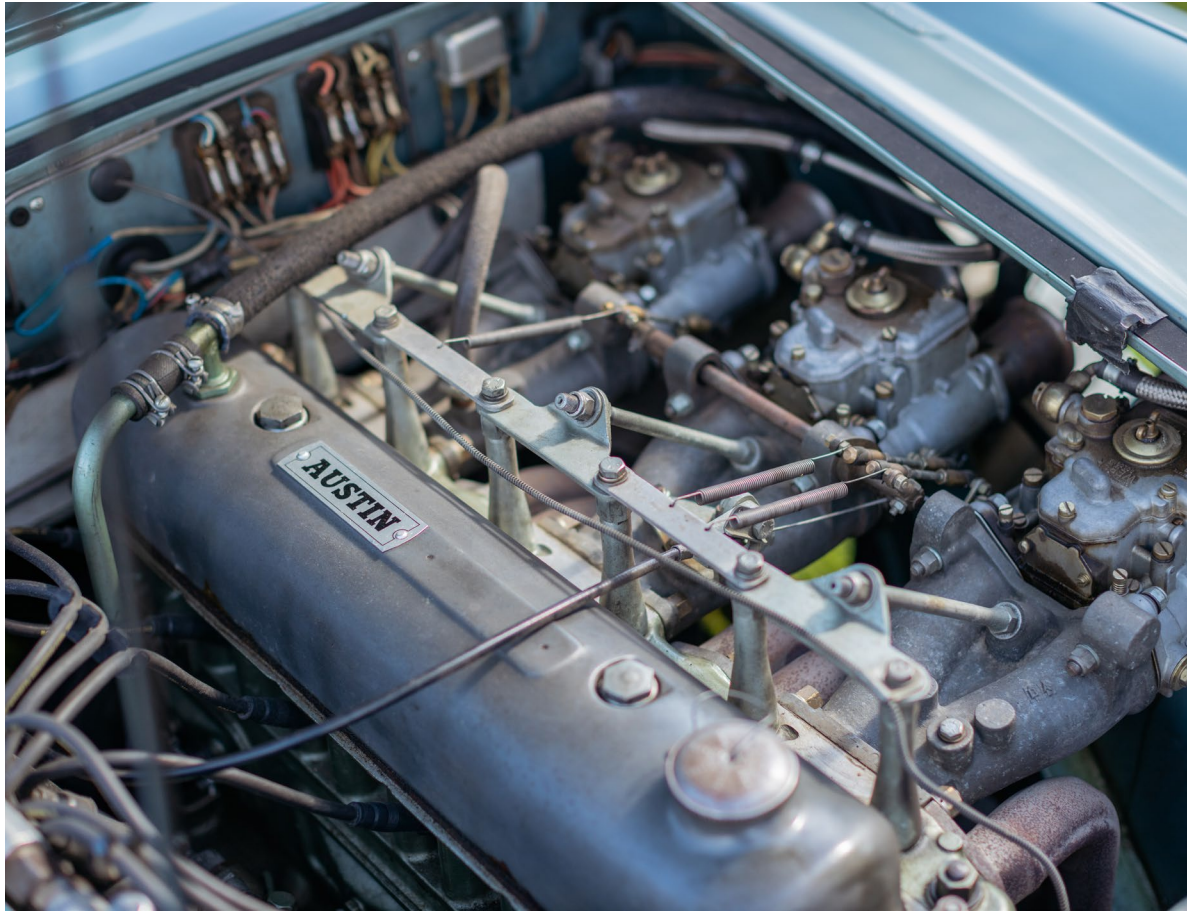
An Austin Cooper came first in the one-hour Ontario Tourist Sedan Trophy Race. And MG-B led the field in the Sports Car Production Race. And still another MG-B was first in the Novice Class Race.

This was the second meet of the 1964 Mosport racing season in which BMC cars captured the top honours. It's exciting new proof of the stamina and performance that BMC builds into this great family of thoroughbreds. See your Austin or Morris dealer this week – and take the wheel of a winner!

4 EVENTS—4 VICTORIES!
Sundown Grand Prix of Endurance
Austin-Healey 3000
 Drivers: Al Pease, Don Kindree
Ontario Tourist Sedan Trophy Race
Austin Cooper
 Driver: Al Pease
Sports Car Production Race
MG-B
 Driver: Andrew Carleton
Novice Class Race
MG-B
 Driver: Andrew Carleton

Nobody puts more into car-making than







A new start.

For 21 years - 1967 to 1988 – 57 FAC lay idle, an obsolete race car, until in 1988, Phillip Coombs from California purchased the car and commissioned a full restoration to return the car to its correct Sebring works specification.

In 1989, 57 FAC was sold via Brooks auction at Olympia to Aston Martin chairman, Victor Gauntlett for a then-world record Austin Healey sale price of USD \$349,627.



Australia.

The car came to Australia in 1991 and after three previous Australian owners, was acquired in 2016. It has had limited outings, including laps at the Australian GP on several occasions and now shows – believed genuine - only 33,500 miles.

With triple side-draft Weber carburation, straight-cut gears and throaty exhaust headers, it is a rare, impressive and compelling car to drive.





AGP Melbourne 2023 - Photo by Chris Carter







For Sale.

The story of 57 FAC was featured as a short film on the Petrolicious youtube channel in 2019.

Watch the film here:

<https://www.youtube.com/watch?v=ze6MTz0fkmY>

BMIHT Heritage Certificate verification.
Road registered - located in South Australia.

PRICE ON APPLICATION

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