To whom it may concern
Statement of Facts – Authenticity Car History

Austin Healey – 1966 Austin-Healey 3000 MK III BJ8

VIN #: HBJ8L/31332
Engine # : 29K-RU-H/6048
Body # : 76214
Gearbox # : 6111
Key # : FS.930
Rear axle # : 65585
Original factory color : British racing green – trim/hood black
Date build : 7-8 April 1965
Date shipped: 22/04/1965 (San Francisco California)
Mileage: 78.098 original
Trans: Manual
First owner (1965 – 1995)
[redacted]
Connecticut, U.S.A.
sold for approx.. $ 16,500 in April 1995
Second owner (04/1995 – 08/2016)
[redacted]
Stockton, New Jersey 08559
Sold on 26th August 2016 to [redacted] *with 78.098 original miles on the odometer.*

Description:
1965 Austin Healey Mark III BJ8 had a frame off restoration 1985 by previous owner, who was an engineer. The car is completely original, hood, tonneau, interior, never in an accident, no rust, bondo or patches, matching numbers.

Repair records from 1987. Runs great, everything works including electric overdrive.

New Stainless exhaust, new tires, fuel pump, clutch, starter, coil, carbs professionally rebuilt .

I have driven the car only occasionally, I checked my records and in the past 21 years I owned the car I only put on about 900 miles. The car has never been driven in the rain, it has always been stored dry in my barn. As I will soon turn '70, it has now become time to pass it on to a new owner.

The Healey is optically and mechanically in great condition for a fifty-one year old car; a great driver car or excellent solid original car for show quality restoration.
As far as I owned the car, I can guarantee that all major parts are original,

I certify that the by my best knowledge the above information is correct.

Dated, ...December 11, 2016
[redacted]

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Car History

My purchase of this Austin Healey BJ8 started in 1965 when I saw my first Healey. I was paying for my College tuition by working in a gas station a few blocks from where I grew up in Maplewood, New Jersey. I was 19 years old at the time and was driving a 1955 Chevy which I built from parts. I use to race my car at the track and had never considered a "foreign" car. Although it would take many years before I could actually afford a Healey this encounter in 1965 led me to a series of foreign cars including a Triumph TR3, and MG A, an Anglia, a Volvo P1800 a Saab and a VW beetle.

I was pumping gas the night the Healey came in and it was getting dark and the first thing that attracted me was the rear lights. I loved the look of the lights, the lines of the car, the curve of the fenders. Eventually, a friend of mine bought a 1967 BJ8 when we lived in nearby apartments in 1974. It brought back the memories of that first Healey encounter for me but I couldn't afford to buy an Austin Healey. At that time I had my MG A which I liked a lot but with the side curtains I use to freeze in our New Jersey winters. Of course, the Healey had the roll up windows with I envied.

It wasn't until I was working in Manhattan for Merrill Lynch as a Systems Architect that I could finally think about affording an Austin Healey. The memory of that car never left me. I did a lot of shopping and a lot of looking at cars. Most had had some form of restoration or repairs or had been in an accident. The car I finally found was in Connecticut and it had never had any repairs, welded sections or been in an accident. In fact, the current owner had never driven it in the rain. Ironically, the day I drove up from New Jersey to see it was in a pouring rain. The owner was very hesitant to let me test drive the car. I did drive it that night and loved the car. He said he didn't want to sell the car

but was getting a lot of pressure from his wife to get the car out of the garage. Two days later my wife drove me up to Connecticut to buy the Healey and I drove it home to New Jersey. That drive, in fact, turned out to be the longest trip I ever made in the car. In all the years I owned the car I only put on about 900 miles. First of all, I continued the tradition of never driving the car in the rain. I would also never drive the car in the winter for fear of the salt on the roads. In the Summer time my farm work as well as my regular job kept me busy. I would sit in the barn and start the car up and on an occasion my wife and I would take a ride on the lovely country roads near our house but that limited our use of the car.

Not many repairs were necessary for the car. At one point there was some oil getting on the clutch so I had new rear seals put in and a new clutch put in at the same time. I had the carburetors sent away to a Healey carb specialist who rebuilt them. I took the carbs off and put them back on. I still have my linkage notes I took. On occasion I would take the Healey to a famous mechanic who happened to be local to me. He mostly worked on Lotus and had people from all over the country bringing him their cars. He would tune up the car, give it a test drive and make recommendations. He put in my new coil, driving lights, starter and fuel pump as well as the new tires. I have done a lot of work on cars myself but to watch him work on an engine was magic. I felt lucky I had him to maintain my BJ8.

I loved the car and I miss it. I had a dream about the Healey just the other night. But between the work of the farm, health issues and the fact that the car really needed to be driven more, it was time to pass my BJ8 onto another person who would care for it. I have a stone house built in the early 1700's and I feel the same way about the car and the house. We are temporary owners of a piece of history. Our job is to care for what we have while we have it and pass it on to someone who has the same type of respect and sensibility. Paul is that kind of person and when I start to miss the car I take solace knowing it is in his garage being cared for or on the road with a big grin on his face while he feels the power of the engine and hears the sound of that Healey exhaust. Fruity tones my wife and I use to jokingly say about it.