



*WESSEX VEHICLE
PRESERVATION CLUB*
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'WESSEX WAYS' MAY 2020

VEHICLE OF THE MONTH

AUSTIN – HEALEY 3000

During its production life, the car transitioned from an open sports car, albeit with a child-transporting 2+2 option, to a sports convertible. In 1963, 91.5 per cent of all Austin-Healey 3000 cars were exported; mostly to North America. The 3-litre 3000 was a highly successful car, which won its class in many European rallies in its heyday and is still raced in classic car competitions by enthusiasts today..

MARK I

The Austin-Healey 3000 was announced on 1 July 1959 with a 3-litre BMC C-Series engine to replace the smaller 2.6-litre engine of the 100-6 and disc brakes for its front wheels. The manufacturers claimed it would reach 60 mph in 11 seconds and 100 mph in 31 seconds. Other changes were minor compared to those between the original 100 and the 100-6. The wheelbase and body were unchanged as were the body-styles, a 2+2 or BT7 and a two-seater BN7. Weather protection remained minimal, a folding plastic roof on a light demountable frame and above the doors detachable side screens holding sliding perspex panels. Wire wheels, overdrive gearbox, laminated windscreen, heater, adjustable steering column, detachable hard top for the 2+2, and two-tone paint were available as options.

13,650 Mark 1's were built: 2,825 BN7 open two-seaters, and 10,825 BT7 2+2's.

MARK II

The 3000 sports convertible Mark II was launched at the end of August 1962. It was a true convertible with almost saloon car comfort, a new wrap-around windscreen, wind-up side windows, swiveling quarter lights and a quick-action folding roof. Twin SU HS6 carburettors replaced the triple SUs (total area 5.3 sq. inches, a 9.25% reduction). Austin-Healey claimed it could exceed 115 mph. 91.5 per cent of all 1963 Austin Healey 3000 cars were exported mostly to North America.

11,564 Mark II's were made: 355 BN7 open two-seaters, 5,096 BT7 2+2's, and 6,113 BJ7 2+2 sports convertibles.

MARK III

The 3000 sports convertible Mark III was announced in February 1964 with power increased from 136 bhp to 150 bhp by a new higher lift camshaft. SU HD8 carburettors replaced HS6 units increasing the choke size from 1.75 to 2 inches, or total area 6.3 sq. inches, increasing by 30.6%. Power-assisted braking became standard instead of optional. The new car's fascia displayed its speedometer and tachometer directly in front of the driver. Upholstery was now in Ambla vinyl. The Mark III BJ8 remained in production until the end of 1967 when manufacture of the Austin-Healey 3000 ceased.

In May 1964 the *Phase II* version of the Mark III was released, which gained ground clearance through a modified rear chassis. In March 1965 the car received separate indicator lights.

17,712 Mark III's were manufactured.



MARK I



MARK II



MARK III

SUNBEAM S7 & S8 MOTORCYCLES

The **Sunbeam S7 and S8** are British [motorcycles](#) designed by [Erling Poppe](#) with styling loosely based on the [BMW R75](#) designs that were acquired as war reparations by [BSA](#) (full rights to the [Sunbeam](#) brand had been acquired from AMC in 1943).^[1] Built in [Redditch](#), the unusual engine layout was similar to that of a car. The engine was a longitudinally mounted inline vertical OHC 500 cc twin based on an experimental 1932 BSA design (the Line-Ahead-Twin - LAT) with coil ignition and wet sump lubrication which, through a dry clutch, drove a shaft drive to the rear wheel. The inline engine made this technologically feasible—horizontally-opposed ("flat") twin engines on BMW motorcycles had already used shaft drives following the system employed by Nimbus in 1918. The early S7 was expensive and over engineered, which is why it is now the most sought-after and commands a premium over the S7 De Luxe and the S8, which were produced with fewer features to reduce costs, while retaining many of the innovative parts of the early Sunbeam and updating some ideas.

Three models were produced, the S7, S7 "de luxe" and the S8. All three were very expensive with only modest performance resulting in low sales. The original model was the S7 (the "Tourer") (2,104 produced from 1946 to 1948), in 1949 the S7 was updated to become the S7 de luxe (5,554 produced) and the S8 (8,530 produced). Both had new cylinder linings, redesigned frames and increased oil capacity. The lighter S8 was sold as a "sportier" model with a top speed of 85 mph (137 km/h). It also had new (BSA) forks, a cast aluminium silencer and chromed wheels (with narrower tyres to replace the 'balloon' tyres which had led to uncertain handling at speed). S9 and S10 models were planned but never made as BSA decided to concentrate on the more traditional twins.^[2] Another "sports" model was also tested but never put into production. This had a much higher compression ratio with a different OHC design but was never sold, reputedly because of the undampened front fork system which affected handling. There were also trials with a rigid version for a cheaper model but this design was also abandoned.

The in-line engine was inherently suitable for [shaft drive](#), and BMW-style [bevel gears](#) would have been ideal. However, having inherited some worm-gear machinery from the [Lanchester Motor Company](#), BSA opted to specify [worm drive](#) rather than bevel gears. Reputedly this created problems with the shaft drive, as the gears tended to strip under power. It is said that Sunbeam's "solution" to this was to reduce the power to 24 bhp (18 kW), which did nothing to help post-war sales.



S7



S8

CHAIRMANS CHATTER

Hi Everybody,

Another month of lockdown completed and if you read between the lines I think that there are a few more weeks before things get any easier, although if you take any notice of the papers then we will be back in full swing in a couple of days,

All car orientated events have been postponed the Rustic Fayre at Verwood admitted defeat at the end of April.

Berwick St John has cancelled its steam section and it's tractor road run and have got their fingers crossed for the rest of it but the organisers do not have a lot of hope.

I trust that you are all bearing up and keeping busy I must say that I have never seen so many freshly painted fences, mine included. Did any of you happen to see the ex Navy submarine Commander talking about isolation, if you did I can assure you that he was not talking about a 1960 sub, actually I thought it was a load of Bol---cks !!!!!!!

Well that is me done for now you all take extra care look forward to seeing all again soon meanwhile if you do venture out drive and ride with care.

TAKE CARE, STAY SAFE,

Doug.

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A Blonde woman was speeding down the road in her little red sports car and was pulled over by a woman police officer, who was also a blonde.

The Blonde Cop asked to see the blonde driver's licence. She dug through her purse and was getting progressively more agitated.

'What does it look like?' she finally asked. The policewoman replied, 'It's square and it has your picture on it.'

The driver finally found a square mirror in her purse, looked at it and handed it to the policewoman. 'Here it is,' she said.

The Blonde officer looked at the mirror, then handed it back saying, "OK, you can go. I didn't realize you were a cop..."

TOOLS EXPLAINED for those who want to know

DRILL PRESS : A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly-painted project which you had carefully set in the corner where nothing could get to it.

WIRE WHEEL : Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprints and hard-earned calluses from fingers in about the time it takes you to say, 'Oh sh*t'

ANGLE GRINDER : A portable cutting tool used to make studs too short.

PLIERS : Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

BELT SANDER : An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

HACKSAW : One of a family of cutting tools built on the Ouija board principle... It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

MOLE-GRIPS : (Vice grips) Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

OXY-ACETYLENE TORCH : Used almost entirely for setting on fire various flammable objects in your shop. Also handy for igniting the grease inside the wheel hub out of which you want to remove a bearing race.

HYDRAULIC FLOOR JACK : Used for lowering an automobile to the ground after you have installed your new brake shoes, trapping the jack handle firmly under the bumper.

TABLE SAW : A large stationary power tool commonly used to launch wood projectiles for testing wall integrity.

BAND SAW : A large stationary power saw primarily used by most shops to cut good aluminum sheet into smaller pieces that more easily fit into the trash can after you cut on the inside of the line instead of the outside edge.

PHILLIPS SCREWDRIVER : Normally used to stab the vacuum seals under lids or for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.

HAMMER : Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent the object we are trying to hit.

STANLEY KNIFE : Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on contents such as seats, vinyl records, liquids in plastic bottles, collector magazines, refund checks, and rubber or plastic parts. Especially useful for slicing work clothes, but only while in use.

ADJUSTABLE SPANNER: aka "Another hammer", aka "the Swedish Nut Lathe", aka "Crescent Wrench". Commonly used as a one size fits all wrench, usually results in rounding off nut heads before the use of pliers. Will randomly adjust size between bolts, resulting in busted knuckles, curse words, and multiple threats to any inanimate objects within the immediate vicinity.