

# ODD SPANDOW'S *Austin Healey*

Restoration, text, photo and layout by Magnus Karlsson

Borås, Sweden October 4 2010  
Odd and Egon collect Odd's Austin Healey 3000 MK1, which they left with Borås Motor Corporation in the summer of 2007. During these three years the car has gone through an extensive restoration, which really sets it apart from the ordinary. It's not only in a condition as good as when it ones left the factory in Abingdon, England. It was restored in parallel with Arne Nilsson's car which was featured in Austin Healey Club USA's magazine of May-July 2010. Both of these cars are exceptional in their own right. Restored from the ground up, with period-modifications such as, tuned engines, uprated drive train, firmer suspension, full aluminium bodies etc. etc. The detailing is, for the majority of parts, done according to the American concours guide lines..





**Clockwise from left**  
Disassembly is started; typical rust on b-post; poorly repaired front yoke; repaired and patched frame, very common on Swedish cars.



**“There is almost something magic about the shape of Austin Healey 3000”**



**Above**  
The naked and badly worn chassis, with a lot of rust and poor repairs. Something radical is needed in order to save the car.

The car was built at the factory in Abingdon England, September 4-28 1959 and was exported to Swedish distributor Hans Osterman AB on October 8 1959. It was sold by a dealer in Karlstad Sweden and first registered for the road on February 20 1960. It was originally painted in Colorado red, with red trim and a black hood. It was equipped with wire wheels, heater, overdrive, Road-speed tyres, laminated windscreen, steering lock and km/h speedometer. Odd who is the 6th owner bought the car in 2006, from Swedish pilot Per Eric Montén.

He then turned over the car to Borås Motor Corporation AB, owned and run by me, Magnus Karlsson, for a complete restoration in the summer of 2007. The rebuild was started with the bulkheads separated from the frame. The frame was then put into a purpose built special frame jig. It was repaired and realigned making it just as good as when it was new. Almost all of the steel superstructure panels were replaced with new ones. As the condition of the existing panels were judge to be beyond repair. Unfortunately the replacement sheet metal made in England these days are not of the best quality. Which of course complicated the work as every single panel had to be extensively reshaped. The body was built with all

new aluminium panels, except for the original front and rear shrouds which were both retained. The aluminium body panels all looked great when delivered but unfortunately the same goes for them as for the other panels. When they are about to be mounted to the car you will find that no measurements at all are right. This gave our metal master craftsman Hasse Syrén some serious trouble. A curiosity in the context, of four aluminium doors bought at the same time from the same manufacturer none had the same measurements. The difference between them was as much as 17 mm in length and height.

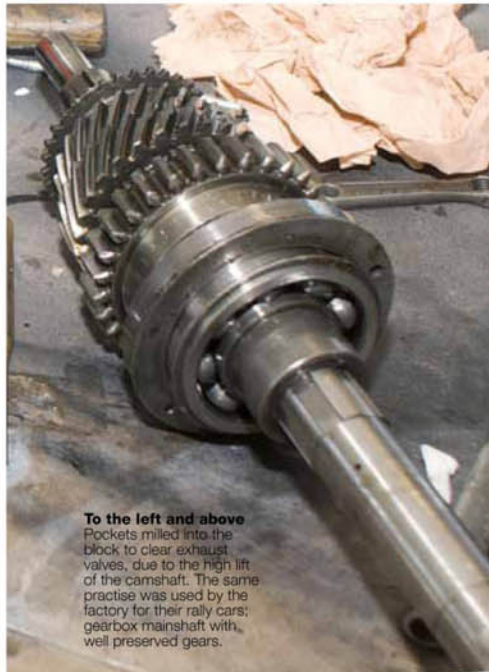
The car was painted in the original colors Old English White over Ice Blue Metallic. It is quite an undertaking to paint a car with two different colors and still maintain matching transitions between the panels. New upholstery were sewn in England according to our precise templates, in blue leather with white piping. Unfortunately the shape of the seat covers normally made in England has degenerated over the years to the point that they no longer match the shape of the underlying framework. Blue carpeting specially made with unbound edges, blue hood and tonneau cover together with blue door panels were installed. Everything made with original materials and according to

**“An accomplished artist, like Hasse Syrén is needed in order to save the bodywork of such a neglected Healey”**



**Counter clockwise from above**  
The completed aluminium body; the rear seat compartment recreated; new aluminium body panels with poor fit; the rebuild starts on a restored frame; original rear shroud with new inner wing.





**To the left and above**  
Pockets milled into the block to clear exhaust valves, due to the high lift of the camshaft. The same practise was used by the factory for their rally cars; gearbox mainshaft with well preserved gears.



**Below**  
Overdrive oil pump housing is pressed into place.



**Below**  
Checking the oil pressure in the overdrive on my purpose built test rig. This device also comes in very handy when setting the operating valve.

**Clockwise from the right**  
Painted chassis; installed grille; original steel brake pipe set; solid rivets as original; eight bolt lightened flywheel; restored gearbox.



The interior is beginning to take shape with original leather cloth on dash and correct carpet set



A turning point is reached with the drive train in place



Time for the big lift

original colour schemes. An original hood frame was sourced and painted in the correct grey shade. Original tar paper was used for covering the floor boards and original jute insulating felt were installed under the carpets as original. All of the paneling was custom made in order to fit the car precisely. The panels were upholstered in leather cloth as original, stuffed with a very thin felt were appropriate. New side screens were fitted. The engine was fully rebuilt using all new parts, balanced and uprated with a road/rally cam, gas flowed head with unleaded valve exhaust valve seats and skimmed to match the cam, a tubular exhaust with a side exit silencer, lightened eight bolt flywheel, uprated diaphragm clutch and aluminium oil sump. The gearbox that had very good unworn gear, was fully rebuilt with new

bearings, nos synchro rings, selector rods, selector forks, 1:st gear assembly, 3:rd and 4:th gear synchro hub and layshaft. The overdrive was fully rebuilt and uprated to works racing specs, using a large diameter accumulator piston, giving instant action. The propshaft was rebuilt with high quality "Hardy Spicer" universal joints and balanced. The rear axle was fully rebuilt. Original steel brake pipes, made by Mr Finespanner aka Doug Reid, were fitted with new Girling master cylinders. The front brake calipers were restored and stainless pistons were fitted. The rear drums were restored with high quality Girling replica wheel cylinders and riveted brake shoes all made in Holland. A collapsible non adjustable high ratio steering column was fitted to the car. All of the lever arm shocks were uprated and rally springs were fitted to the rear. The front suspension was modified through the use of carbon impregnated nylon bushes and an uprated anti roll bar. All electrics were fully rebuilt or replaced using nos parts. Amongst them a rare nos non adjustable traflicator, a nos voltage control box, a rare nos steering lock with ignition switch, a nos distributor with a nos distributor cap, a nos battery master switch and numerous other parts. A new wiring harness was fitted. As much as possible of the original bright work was retained and rechromed to the highest standards. Amongst them were the front and rear bumpers, wind shield frame, original Eversure rear view mirror, instrument surround,



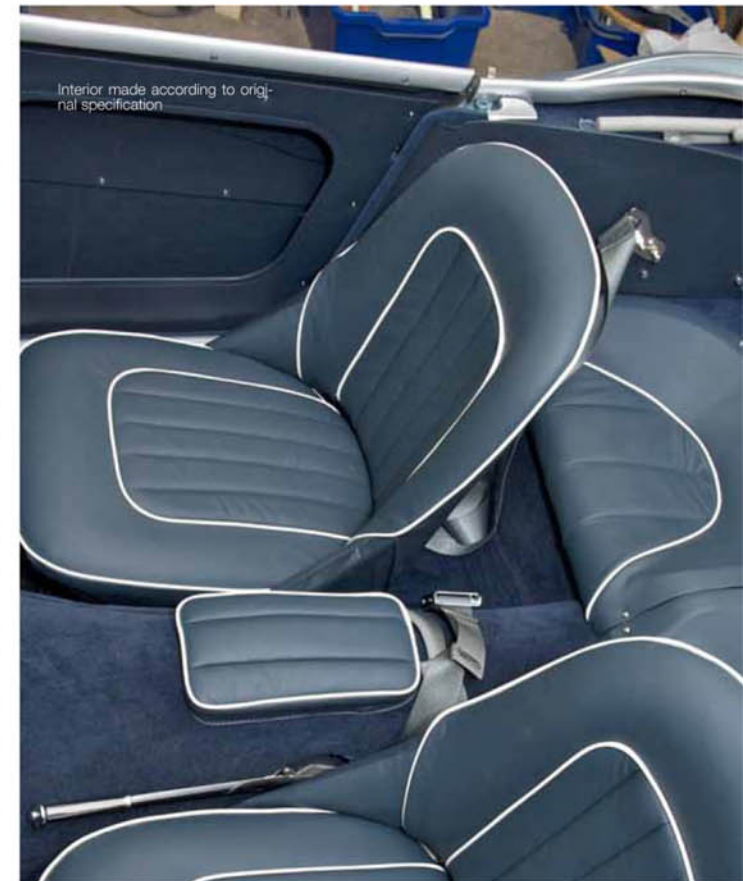
Above and below  
Custom made  
panels for doors, rear  
quarters and rear  
seat.



Clockwise from left  
Upholstering front seat;  
dash top in leather cloth;  
original "Eversure" rear  
view mirror; correct door  
panel.



Engine bay detailed according to  
American concours guide lines.  
Only visible modifications: plastic  
fan and K&N air filters.



Interior made according to origi-  
nal specification



bonnet grille and top cowl. All cockpit mouldings were replaced with new items all carefully polished before being anodized as original. All detail work was done in accordance with strict American Concours Standards. Only a few visible giveaways reveals that the car is not completely original, like the 72-spoke wheels shod with Michelin 180x15 radials, the tubular exhaust manifolds with side exit muffler, plastic fan and aluminium oil sump. All this sums up to a car that at first glance looks like an original concours car but with the capabilities to take on modern sports cars thanks to it's light weight, uprated engine and modified suspension. You can read more about this restoration and other interesting stuff on my website:

[www.concourshealeys.com](http://www.concourshealeys.com)



Instruments expertly restored in Switzerland



Original and rare Lucas HF1748 horns.



Original battery master switch

