

The Huynen Race Austin-Healey for Sale



Background: This Austin-Healey, which started life as a tri-carb Austin-Healey BT7 roadster, was New Zealand's fastest Austin-Healey when purchased by well-known Healey aficionado, Bernie Huynen.

During the repairs after an unfortunate hill climb crash it became obvious that 15 years and several other minor race incidents had served to wear out the car in general.

The car had been converted to a historically faithful race car in the 1990s which served it well at tracks all around the country, including some Targa outings.

Bernie decided it was time to both tidy up the car and turn it into the ultimate Healey he had always dreamed about.

To this end the car was progressively stripped down to the chassis. Various items that had been damaged over the years were repaired, the car getting new front chassis rails, a front cross member, various sub frame articles, and Works-style strengthening to the engine mounts, the suspension mounts, the inner substructure and cockpit structure. Additionally repairs were carried out to the aluminium front shroud and guards, fixing the earlier damage.

The car had a regular fuel tank fitted in place of the fuel cell and the boot area modified to accept a spare wheel to enable the car to be used for touring. The dry sump oil tank was

moved nearer to the left side, the battery moved to the left to balance the driver weight the boot now able to take a small amount of luggage as well as spare wheel and tools.

Further work was carried out to the suspension - new hubs fitted to take the Borrani wire wheels Bernie always wanted on his Healey.

Vehicle specification as follows:

Bodywork: The body features Sebring front structure supports, Works-style strengthening to all suspension pick-ups, aluminium inner front guards , aluminium outer guards with integral flares, and works-style front guard air vents. Also featured is a Works-style removable carburettor access cover on the front shroud. Additionally a full Motorsport homologated roll cage is fitted beneath the factory hardtop.

Engine: The engine is a DMD Healey engine with an original Austin-Healey block and crank, roller cam - to a secret specification, after-market con-rods , after-market pistons , aluminium Works-style head, full supported roller rockers, Works intake manifolds with triple Webers, Mallory electronic ignition, modified block, full dry-sump oiling system with cooler, aluminium radiator, anti-reversion tuned length primaries and aluminium back plate.

Gearbox: The gearbox is a full competition close-ratio straight-cut gearbox that has been modified with a pump system and an external oil cooler mounted under the right floor.

Additionally the overdrive is a strengthened unit with oversize accumulator, up-rated springs and switch repositioned to the gearshift knob.

Diff: Is an 8" inch with LSD, finished off with four wheel vented discs all around.

Wheels: These are rare Borrani wire wheels 15" x 7" wheels with 42-RCF hubs, which were originally fitted to a Ferrari 330 GT 2+2 Series II.

Finish: Painted in a unique dark purple paint finish, custom Autosport seats, competition fuel filler cap, and rally-style hardtop air vent.

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