

Austin Healey Restoration

Part 1

The photo's show 3 cars in the restoration shop. The MGA is now beginning to take shape - all 4 wings have had new metal welded in at their bottoms, and have been taken down to bare metal on their under side and refitted ready for gap alignment. All panels will then be removed and sprayed off the main shell. What the camera does not show, is the workmanship on both the front and rear shrouds. On the front, a strip of metal about 1.1/2 ins. wide was let into the edge of the shroud, where it meets the wing. One has to look very closely to see the fine weld marks of this repair - there is no filler, and may not need any.

Again, the big Healey is nearing final body sorting. On the picture of the O/S headlamp area, one may just be able to see a slight difference in colour of the metal. A repair section was obtained for this area, but when fitted up, the aperture for the headlamp bowl was not round - so would not have fitted. The repair panel had to be reworked before it could be welded in place. Again, an almost perfect repair of the alloy shroud.

The blue Healey is now beginning to take shape, sitting on it's own rear axle, and all the engine compartment items being fitted and tested before the big 6 is installed. All the body panels were fitted to the frame to check for perfect gaps before removal and spraying. All carpets and some trim will be made in-house as most of for sale on the open market do not fit correctly. It should be all straight forward on this car now.

Part 2

The latest pictures from the restoration shop shows the Healey being readied for painting. Although a number of panels were new, they only fit where they touch, and all have to be worked on to attain perfect gaps. They are also not perfect in form, so have to have a thin skim of filler in places's so that when flatted and painted the panels have a perfect finish. The blue Healey now has it's engine installed. Eagle eyed lookers will observe an alternator fitted, being more efficient than it's original dynamo. It was bought in as a kit, but the beautiful stainless steel adjusting bracket was hopelessly wrong, so one was made in house.

The MGA progress's slowly mentioned last time, the front wings were taken down to bare metal, both inside and out. It would appear to have had some restoration work in the past, with most likely new wings, painted on the out side, but with little or no attention to the under side. Fairly heavy rust pitting was found in the area of the A post on the inside, It was decided to make repair sections for the corroded area's. Templates were made of both profile and length and then transferred to metal ready to be welded in place. The pictures show how they were fashioned and with the O/S one welded in place.

The early Bristol is in for a full body rebuild.

Outside, awaiting rebuilds, are a Lotus Cortina, a west coast USA. MG, and one of only of a few special bodied Jowett Jupitors.

Regards Derek.