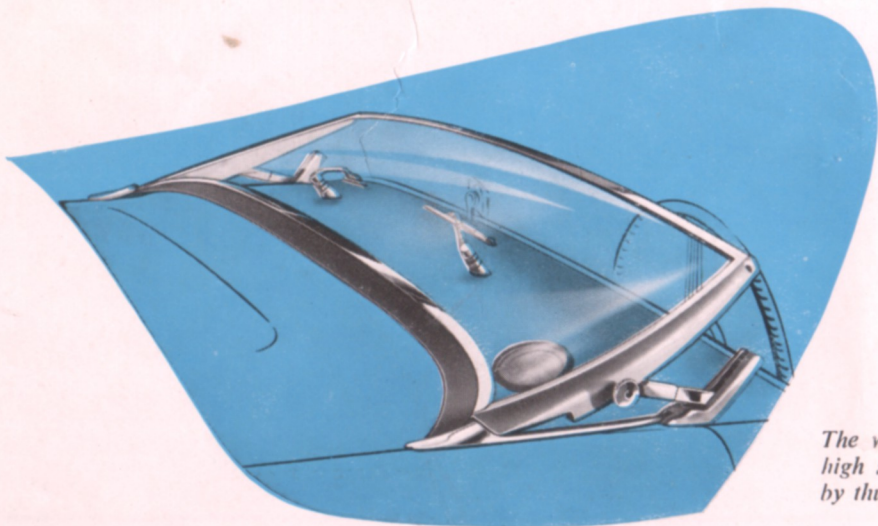


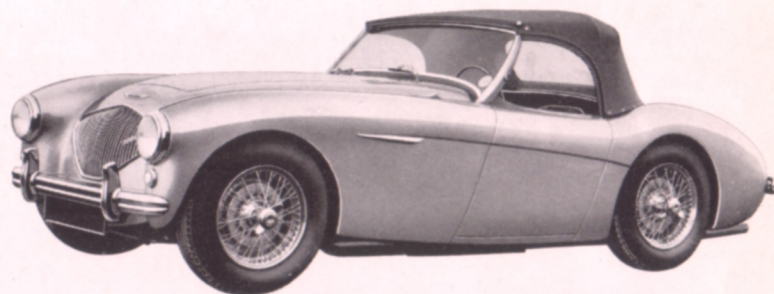


THE *Austin Healey* 100





*The windshield can be neatly lowered to form a "scuttle" when high speeds are required. It is positively locked in either position by thumbscrews.*

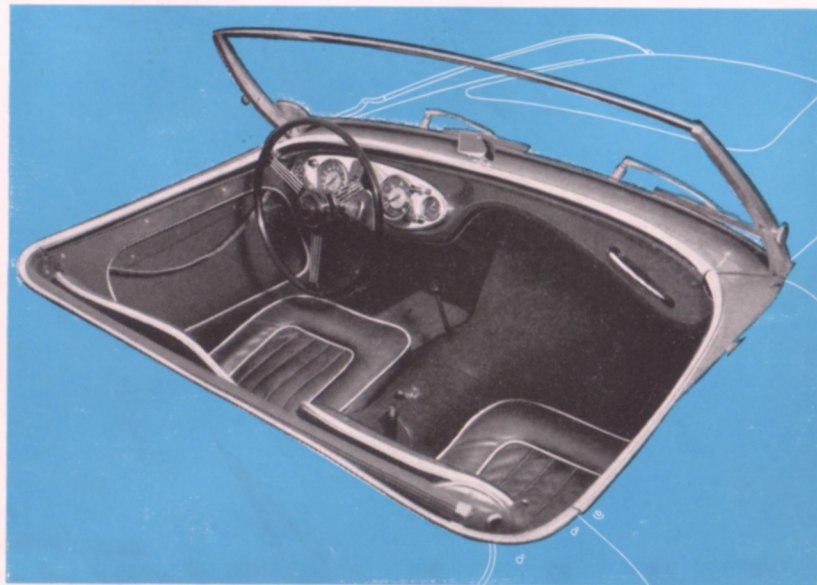
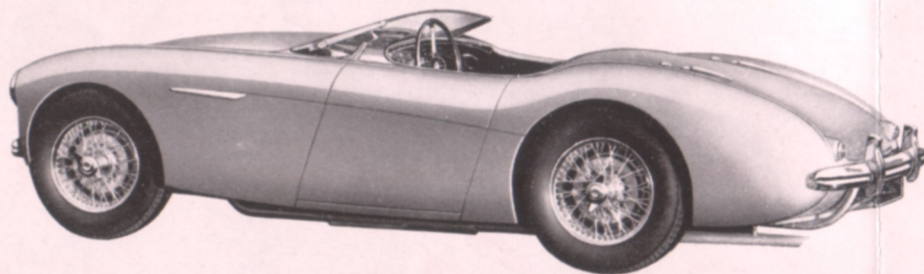


*The top and moulded perspex side windows afford good weather protection without detracting from the flowing lines of the body.*

## *For the enthusiast* WHO WANTS QUALITY

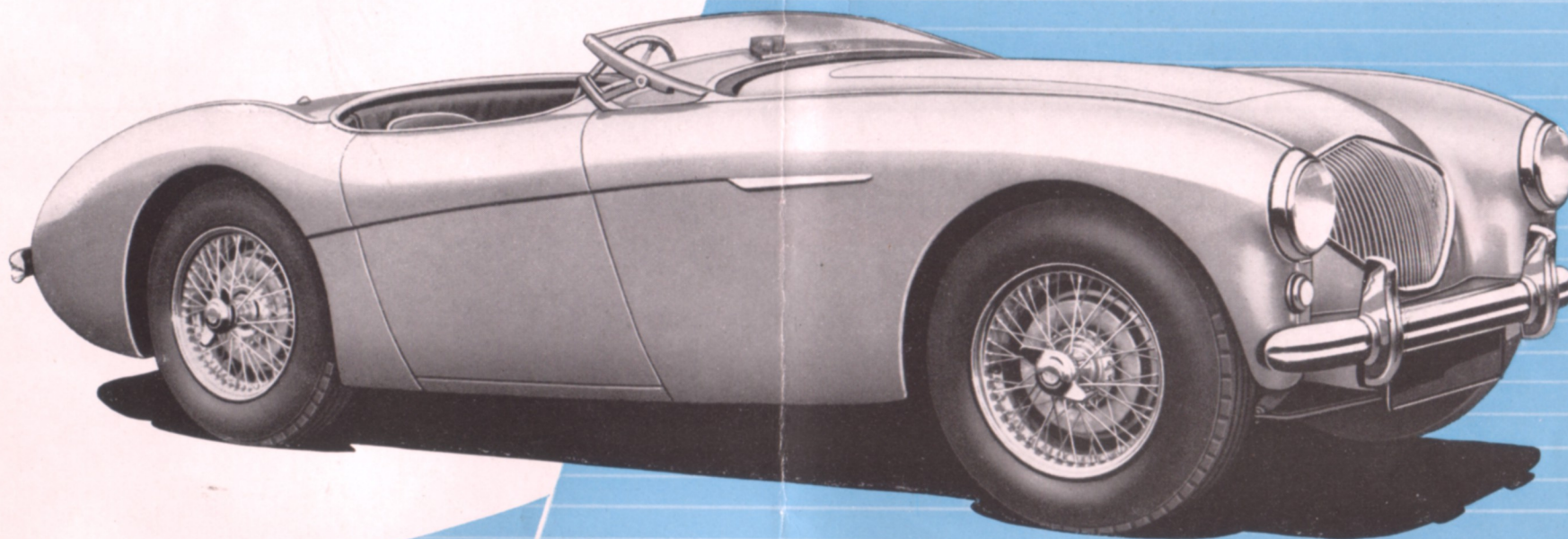
*Clean, tidy layout characterises the body interior. There is excellent driving vision, and controls come conveniently to hand.*

*Another view of the Austin-Healey Hundred shows its stylish, aerodynamic shape. It is a distinctive car from any angle.*





110 m.p.h. ! 0-60 m.p.h. in 10.5 secs. ! 0-80 m.p.h. in 20 secs. ! Standing  $\frac{1}{4}$ -mile in 18 secs. ! 25 m.p.g. !  
These are some of the operational highlights of the Austin-Healey Hundred. But it is a brilliant  
car from every point of view, powered by the record-breaking Austin A90 engine,  
and with suspension, steering and brakes superbly balanced for really fast roadwork.  
To match the high-speed chassis, a stylish 2-seat body is fitted and amply equipped  
to give comfort and safe control. In fact, the Austin-Healey Hundred has everything  
for the skilful driver who wishes to practise the exciting art of fast motoring.



THE *Austin Healey* HUNDRED



# S P E C I F I C A T I O N S

**ENGINE :** Bore 3.4375 in.; stroke 4.375 in.; capacity 162.2 cu. in.; horse-power 90 at 4,000 r.p.m.; maximum torque 144 lb./ft. at 2,000 r.p.m.; compression ratio 7.5 to 1.

**Cylinders :** Four cylinders cast integral with crankcase. Full-length water jackets. Cast-iron cylinder head carrying all valve gear.

**Crankshaft :** Forged-steel, counterbalanced crankshaft supported in three detachable steel-backed white-metal bearings.

**Connecting Rods :** Forged steel with detachable steel-backed white-metal bearings.

**Pistons :** Split-skirt type in low expansion aluminum alloy with aluminite finish. Three compression rings and one oil control ring fitted.

**Camshaft :** Forged steel, supported in three detachable steel-backed white-metal bearings. Cams of patented design for quiet operation. Driven by Duplex roller chain from crankshaft with oil catchers and a tensioner ring of synthetic rubber to maintain chain lubrication and tightness respectively.

**Valves :** In-head valves operated by push-rods. Large inlet valves of silicon-chrome steel; exhaust valves in "XB" steel designed to resist corrosion from leaded fuels.

**Lubrication :** Pressure gear pump forces oil to all main, connecting rod, camshaft and valve rocker-shaft bearings. Holes in the connecting rod bearings provide for jet lubrication of the cylinder walls, and the front camshaft bearing provides a controlled feed of oil to the timing chain. Both main and connecting rod bearing oil feeds are of patented design which ensures longer crankshaft life. A full-flow filter with renewable element is fitted. Oil capacity approximately 14 U.S. pints (11½ Imp. pints).

**Cooling :** Circulation by centrifugal type of pump with thermostat control. Fan-cooled pressurised radiator. Water is directed to spark plug bosses and exhaust port walls. Cooling system capacity 24 U.S. pints (20 Imp. pints).

**Fuel System :** Fuel from a rear tank of 14½ U.S. gallons (12 Imp. gallons) capacity is fed by an S.U. electrical pump to twin S.U. carburettors fitted with air cleaners.

**Ignition :** Coil and battery ignition with automatic advance and retard and additional vacuum control.

**Generator :** 12-volt fan-ventilated unit with compensated voltage control.

**Starter :** Operated by push-button solenoid type of switch.

**CLUTCH :** Flexible dry single-plate Borg and Beck clutch is fitted, with spring cushion drive. Clutch diameter 9 in.

**TRANSMISSION :** Three forward speeds and reverse controlled by a short central gear shift and with synchromesh engagement for all gears. Oil capacity 5½ U.S. pints (4½ Imp. pints).

**OVERDRIVE :** An overdrive unit is fitted behind the transmission and engaged by a control switch mounted on the dashboard. The overdrive may be engaged in 2nd and

high gear, which in effect provides a choice of five gear ratios. An over-ride governor prevents accidental use of the overdrive at low speed.

**PROPELLER SHAFT :** Hardy Spicer propeller shaft with needle roller bearing universal joints. Lubrication nipples to each joint and to the sliding splines.

**REAR AXLE :** Spiral bevel three-quarter floating in a banjo-type casing. The pinion is carried by pre-loaded taper roller bearings. Oil capacity 2.7 U.S. pints (2¼ Imp. pints). Normal ratio 4.125. Alternative ratios available, 3.66 and 3.00.

**OVERALL GEAR RATIOS :** Without overdrive—9.28, 5.85 and 4.125, with 20.53 reverse. With overdrive engaged—4.42 and 3.12.

**ROAD SPEEDS AT 1,000 R.P.M.:** Without overdrive—Top 18 m.p.h.; second 12.8 m.p.h.; first 8 m.p.h. Overdrive comes into operation at 40 m.p.h.

**STEERING :** Burman cam and lever steering gear. Diameter of steering wheel 16½ in. Left-hand steering fitted.

**SUSPENSION :** Front—Independent coil springs controlled by double-acting hydraulic shock absorbers interconnected by an anti-roll torsion bar. Rear—Semi-elliptic springs controlled by double-acting hydraulic shock absorbers and anti-sway bar.

**BRAKES :** Girling hydraulic with two leading shoes in front. Brake-drum diameter 11 in.

**WHEELS AND TIRES :** Wire-spoke knock-on wheels with 5.90×15 roadspeed tires. Alternative sizes, 6.00×15; 6.00×16 in normal roadspeed or racing pattern.

**ELECTRICAL :** Two 6-volt batteries of 50 ampere-hour capacity at 10-hour rate; positive ground strap; built-in head-, side- and twin tail-lights; twin windshield wipers; directional flashing lights available to conform with U.S. regulations; twin horns.

**INSTRUMENTS :** Fuel gauge; oil and water thermometers; 120 m.p.h. speedometer; 0–6,000 r.p.m. tachometer.

**COACHWORK :** Open two-seater with individual bucket seats; large enclosed rear luggage compartment; full weather protection, including folding windshield, disappearing top and detachable moulded perspex side windows.

**OVERALL DIMENSIONS :** Wheelbase 90 in.; tread at front 49 in.; tread at rear 50½ in.; overall length 151½ in.; overall width 60½ in.; height over scuttle 35¾ in.; height over windshield 47½ in.; height over top 49 in.; ground clearance 5½ in.; turning circle 35 feet; approximate kerb weight 2,176 lb.

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THE AUSTIN MOTOR COMPANY LTD. (ENGLAND)

27-29 WEST 57th STREET, NEW YORK 19, N.Y.



THE AUSTIN MOTOR COMPANY (CANADA) LTD.

737 CHURCH STREET, TORONTO, ONTARIO