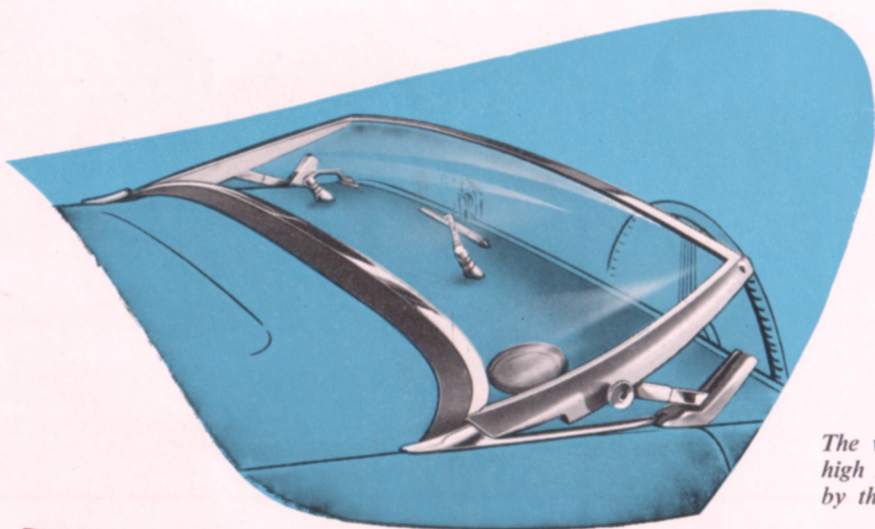


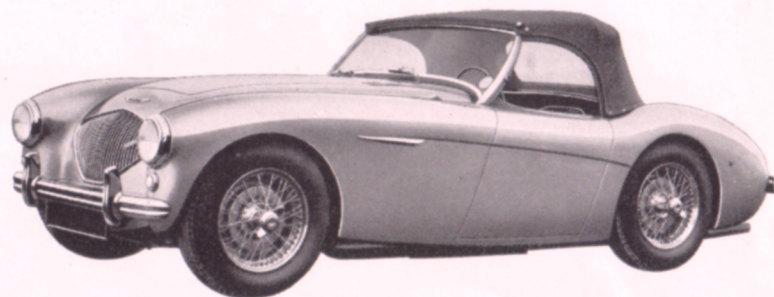


THE *Austin Healey* 100





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

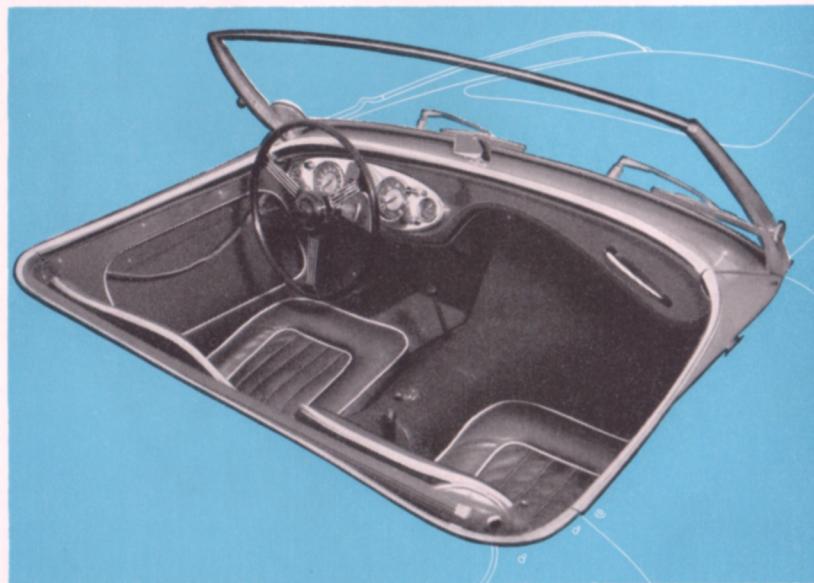
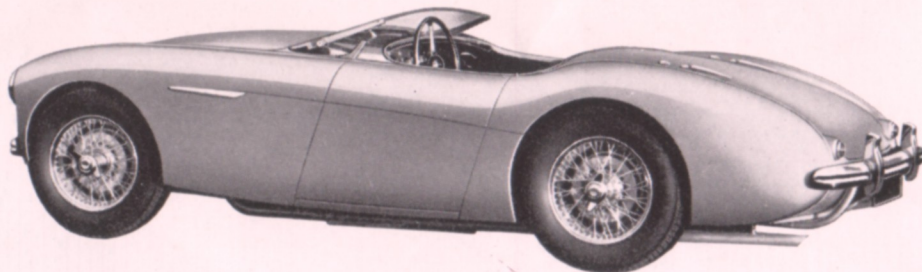


*The top and detachable sidescreens afford good weather protection without detracting from the flowing lines of the body.*

# *For the enthusiast* WHO WANTS QUALITY

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

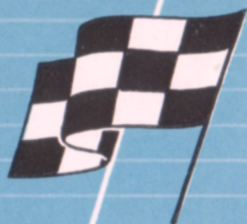
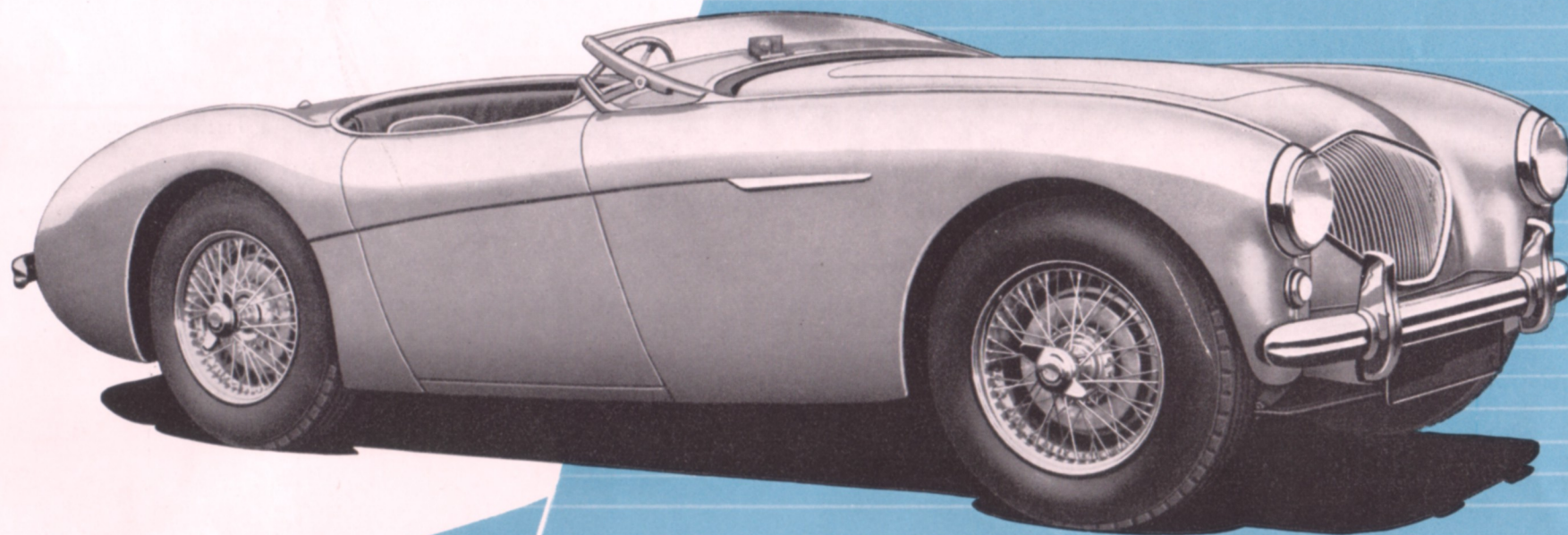
*Another view of the Austin-Healey Hundred shows its stylish, aerodynamic shape. It is a distinctive car from any angle.*





The Austin-Healey Hundred 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 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. (2,660 c.c.); horsepower 90 at 4,000 r.p.m.; maximum torque 150 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 aluminium 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:** Four forward speeds and reverse controlled by a short central gear shift and with synchromesh engagement for 2nd, 3rd and top gears. Oil capacity 6.3 U.S. pints (5¼ Imp. pints) including overdrive.

**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 3rd and high gear, which in effect provides a choice of six gear ratios.

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

**REAR AXLE:** Hypoid bevel three-quarter floating in a banjo-type casing. The pinion is carried by pre-loaded taper roller bearings. Oil capacity 3.6 U.S. pints (3 Imp. pints). Ratio 4.10.

**OVERALL GEAR RATIOS:** Without overdrive—12.60, 7.85, 5.46 and 4.10, with 17.10 reverse. With overdrive engaged—4.24 and 3.18 when fitted with 4.10 axle.

**ROAD SPEEDS AT 1,000 R.P.M.:** Without overdrive—Top 18.07 m.p.h.; third 13.57; second 9.44 m.p.h.; first 5.88 m.p.h.

**STEERING:** Cam and lever steering gear. 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-spoked knock-on wheels with 5.90—15 roadspeed tires.

**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; twin horns.

**INSTRUMENTS:** Fuel gauge; oil pressure gauge; water thermometer; 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 sidescreens.

**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 35½ in.; height over windshield 47½ in.; height over top 49 in.; ground clearance 5½ in.; turning circle 35 feet; approximate kerb weight 2,296 lb.

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AUSTIN MOTOR COMPANY LTD. (ENGLAND)

*Sole Concessionnaires for U.S.A.*

HAMBRO AUTOMOTIVE CORPORATION

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