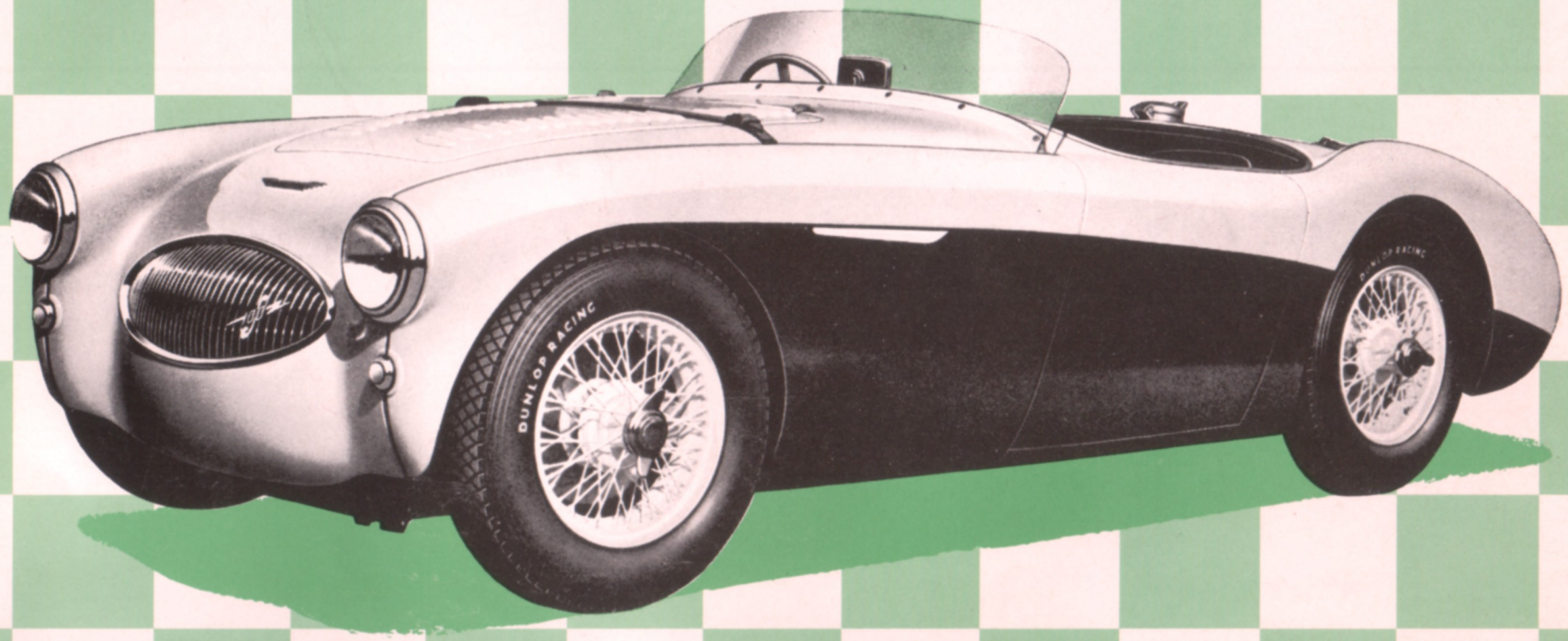
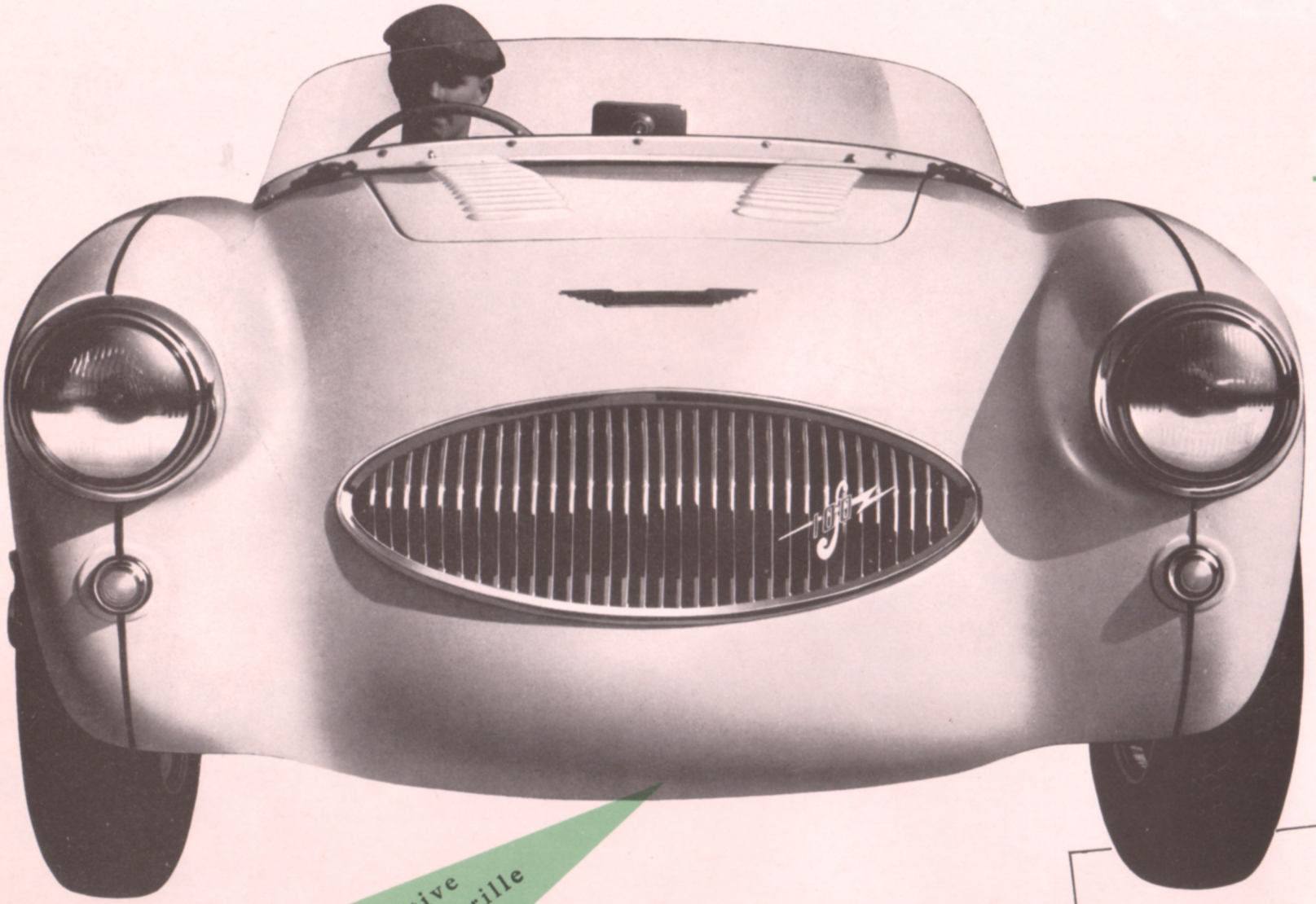
THE Austin Healey 100S



Built for Racing — by Racing Specialists



The distinctive radiator grille

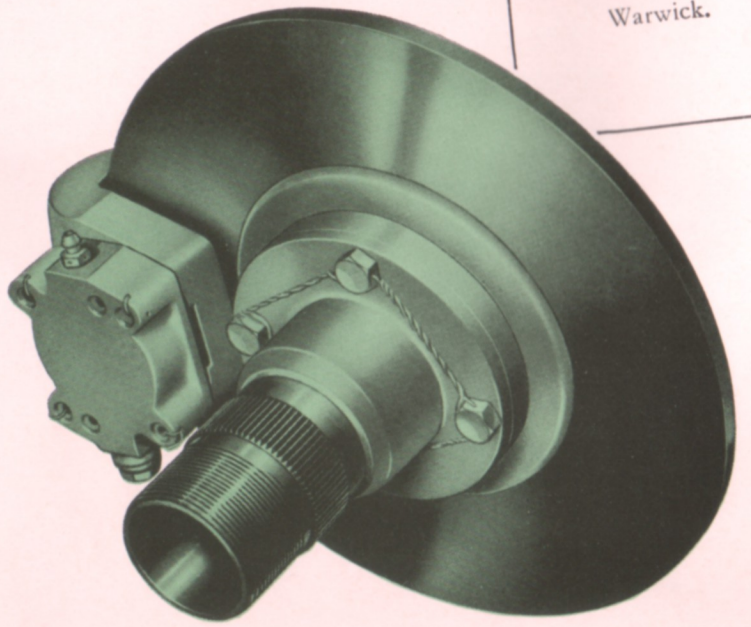
THE AUSTIN-HE

Since its inception, the Austin-
petition successes both in standard a
ran so well at Le Mans in 1953 were
since been made available to ow

In September, 1953, at Utah, all
duration were broken at over 121

engine developments

Instrument layout, and duralumin steering wheel with laminated wood rim



The Dunlop Disc Brake

thoroughly tested during the pa
Prix, in which the Austin-Healey
classification. Disc brakes were f
phenomenal. This success has

The prototypes of the " 100
year culminating with the great s
averaged 132 m.p.h. for 24 hours
other car up to 5 litres has ever a
of performance was issued for th
tion giving a mean speed of 143.

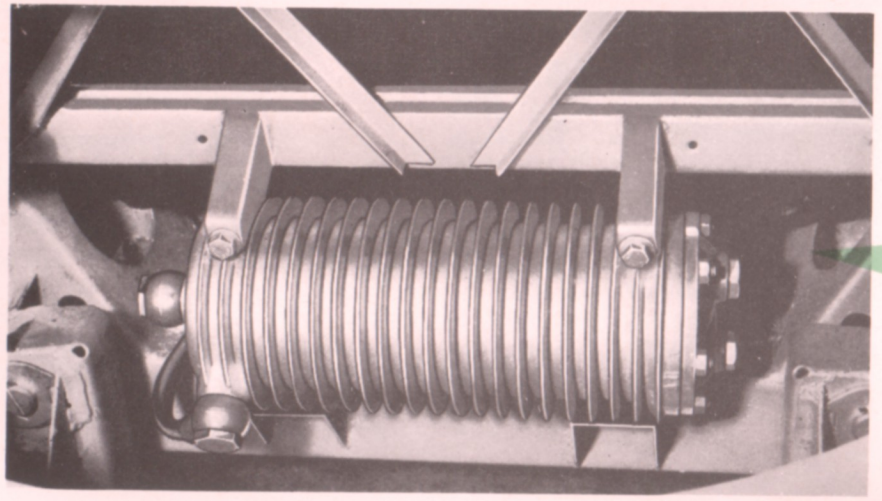
Two years of intensive dev
well-proven power unit, the m
aluminium cylinder head desi
specialist, Mr. Henry Weslake.
130 B.H.P. and various mo
such as nitride hardened cran
necting rods, to withstand th

From these prototypes,
production model offers the
its price today.

These cars will be han
Department at Warwick.

Warwick.

THE Austin Healey 100S



The combined oil filter and cooler

The power unit

ALEY "100 S"

ealey "100" has had many Com-
d modified forms. The cars which
itted with modifications which have
ers.

ecords in Class "D" up to 18 hours'
n.p.h.

ve since been made which have been
in such events as the Sebring Grand

won its Class and was 3rd
st used by us in this event and proved
iven the car its title "S," for Sebring.

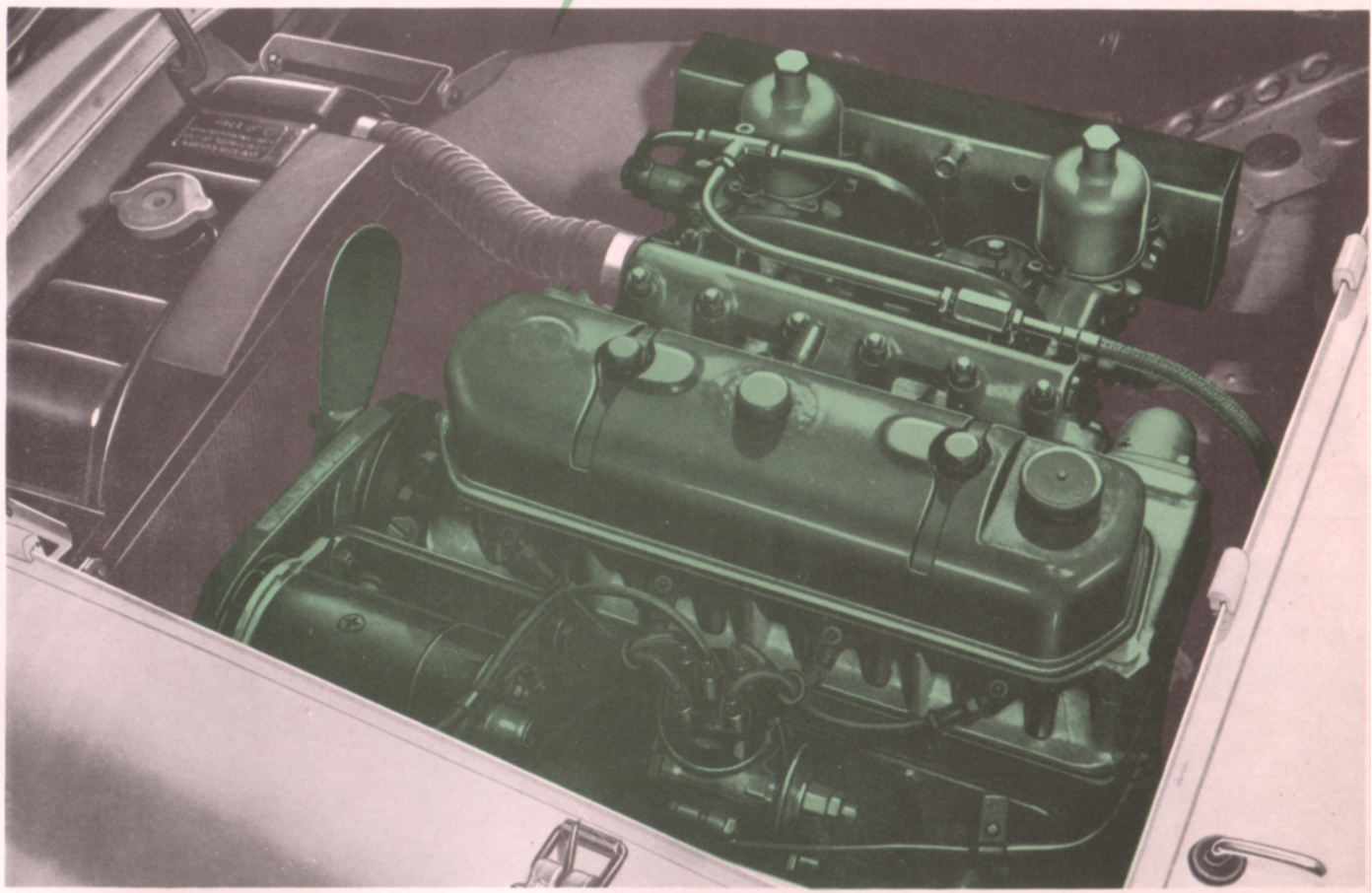
S" were further developed during this
ccess at Utah in August, 1954, when one
—a higher speed for this period than any
eraged over such a distance—a certificate
car by the American Automobile Associa-
3 m.p.h. over the measured mile.

lopment work have gone into the already
jor development being the new four port
gned by Britain's greatest engine design
The power now obtained is in excess of
ifications have been made to the engine
shaft, tri-metal bearings, strengthened con-
extra stresses involved.

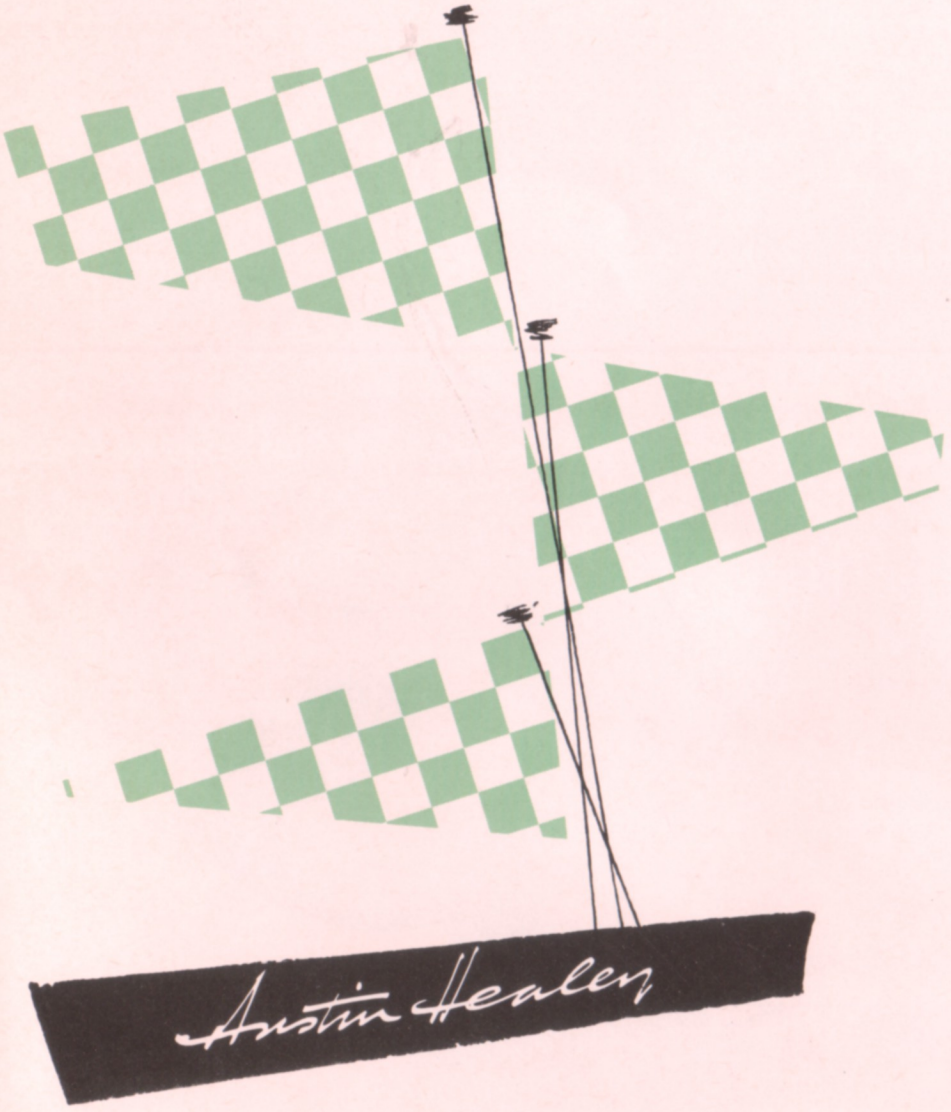
he "100 S" has been developed and the
highest performance sports car available at

assembled and road tested in our Racing

Donald Healey



Built for Racing — by Racing Specialists



S P E C I F

ENGINE : Bore 3.4375 in. ; stroke 4.375 in ; capacity 162.2 cu. in. (2,660 c.c.) ; horse-power 132 at 4,700 r.p.m. ; maximum torque 168 lb. ft. at 2,500 r.p.m. ; compression ratio 8.3 to 1. Maximum B.M.E.P. 157 lb./sq. in. at 2,500 r.p.m.

Cylinders: Four cylinders cast integral with crankcase. Full-length water jackets. Aluminum alloy cylinder head with valve seat inserts.

Crankshaft: Forged-steel, counterbalanced crankshaft supported in three detachable steel-backed tri-metal bearings. Crankshaft nitride hardened.

Connecting Rods: Forged steel with detachable steel-backed tri-metal big-end bearings. Fully floating Wrist Pin.

Pistons: Solid skirt type in low expansion aluminum alloy with aluminate finish. Two compression rings and one oil control ring fitted. De Dykes compression rings.

Camshaft: High-lift 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 to maintain chain lubrication.

Valves: Overhead valves operated by push-rods. Large inlet valves of silicon chrome steel ; exhaust valves in " KE.965 " steel designed to resist corrosion from leaded fuels.

Lubrication: Pressure gear pump forces oil to all main, connecting rod, camshaft and overhead-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 oil cooler with renewable filter element is fitted. Oil capacity approximately 11¾ Imp. pints (14 U.S. pints).

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

I C A T I O N S

Fuel System: Fuel from a rear tank of 20 Imp. gallons (24 U.S. gallons) capacity is fed by two S.U. large capacity electrical pumps to twin S.U. carburetors fitted with cold air intake pipe.

Exhaust: High efficiency twinpipe system.

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 & Beck clutch is fitted with spring cushion drive. Clutch diameter 10 in. Specially constructed for racing.

TRANSMISSION: Four forward speeds and reverse controlled by a short central gear shift and with synchromesh engagement for high, 3rd and 2nd gears. Oil capacity 3 Imp. pints (3.6 U.S. pints).

PROPELLER SHAFT: Hardy Spicer propeller shaft with needle roller bearing universal joints. Lubrication nipples to each joint.

REAR AXLE: Spiral bevel three-quarter floating in a banjo-type casing. The pinion is carried by pre-loaded taper roller bearings. Oil capacity 2½ Imp. pints (3 U.S. pints). Normal ratio 2.92, alternative ratios available 3.66, 4.125 and 2.69 to 1.

OVERALL GEAR RATIOS: 8.98, 5.57, 3.88 and 2.92 with 12.2 reverse.

STEERING: Burman cam and lever steering gear. Adjustable steering wheel with aluminum alloy spokes and wooden rim.

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

BRAKES: Dunlop disc brakes on front and rear wheels. Hand brake operates on rear discs only.

WHEELS AND TIRES: Wire spoke knock-on wheels with 5.50 × 15 Dunlop racing tires.
Quick-lift jacking points and racing jack.

ELECTRICAL: One 12-volt 38AH battery; positive ground strap; built-in side and twin tail-lights; twin horns; Le Mans type headlights. Spark Plugs, Champion NA.10.

INSTRUMENTS: Fuel gauge; oil pressure, oil temperature and water temperature gauges; 140 m.p.h. speedometer; 0-6,000 r.p.m. tachometer.

COACHWORK: Open two-seater with individual bucket seats; all aluminium body; one piece perspex windshield.

OVERALL DIMENSIONS: Wheelbase 90 in.; tread at front 49⅝ in.; tread at rear 50¾ in.; overall length 148 in.; overall width 60½ in.; height over scuttle 35⅞ in.; height over windshield 42 in.; ground clearance 5½ in.; turning circle 35 ft.

WEIGHT: Dry, 1,888 lb.
Curb, with water, oil and 5 gall. of petrol 1,988 lb.

PERFORMANCE DATA:
Piston Area 37.2 sq. in.
Top Gear M.P.H. per 1,000 r.p.m. =26.6.

A.A.A. CERTIFICATE

Contest Board

of the

American Automobile Association

Washington, D. C.

CERTIFICATE OF PERFORMANCE

The undersigned Certify in the name of the

Contest Board, American Automobile Association

that

AN AUSTIN-HEALEY 100-S WAS DRIVEN BY DONALD HEALEY, OF ENGLAND, OVER THE 14-MILE STRAIGHTAWAY COURSE ON THE BONNEVILLE SALT BEDS, UTAH, U.S.A., ON AUGUST 22, 1954 TO ESTABLISH FROM A FLYING START THE FOLLOWING PERFORMANCE:

DISTANCE	*TIME	AV. M.P.H.
1 KILO	15.6187)	143.22
1 MILE	25.15125	143.13

* AVERAGE OF RUNS IN BOTH DIRECTIONS WITHIN 1 HOUR

MOTOR OIL USED - CASTROL XL 30
TRANSMISSION LUBRICANT - CASTROL XXL
REAR AXLE LUBRICANT - CASTROL HI-PRESSURE

TIRES USED - DUNLOP RACING
FUEL USED - SHELL BLEND
SPARK PLUGS- CHAMPION NA 12
IGNITION - LUCAS

Sanction No. 148754

Technical Representative — *Official Representative*

The Secretary — *Chairman of the Board*

RECORDS

broken by the Austin-Healey "100 S"

INTERNATIONAL CLASS "D" (2,000—3,000 c.c.).

Standing	1000 Kilo	132.81 m.p.h.
"	1000 Mile	132.59 m.p.h.
"	2000 Kilo	132.72 m.p.h.
"	2000 Mile	132.38 m.p.h.
"	3000 Kilo	132.18 m.p.h.
"	3000 Mile	132.16 m.p.h.
"	4000 Kilo	132.02 m.p.h.
"	5000 Kilo	132.27 m.p.h.
"	6 Hour	133.06 m.p.h.
"	12 Hour	132.47 m.p.h.
"	24 Hour	132.29 m.p.h.

AMERICAN NATIONAL CLASS "D" (2,000—3,000 c.c.)

Flying	1000 Kilo	132.99 m.p.h.
"	1000 Mile	132.70 m.p.h.
"	2000 Kilo	132.80 m.p.h.
"	2000 Mile	132.44 m.p.h.
"	3000 Kilo	132.25 m.p.h.
"	3000 Mile	132.21 m.p.h.
"	4000 Kilo	132.06 m.p.h.
"	5000 Kilo	132.30 m.p.h.
"	6 Hour	133.21 m.p.h.
"	12 Hour	132.54 m.p.h.
"	24 Hour	132.33 m.p.h.
Standing	200 Mile	133.74 m.p.h.
"	250 Mile	133.84 m.p.h.
"	300 Kilo	133.74 m.p.h.
"	300 Mile	133.95 m.p.h.
"	400 Kilo	133.83 m.p.h.
"	400 Mile	134.10 m.p.h.
"	500 Kilo	133.95 m.p.h.
"	500 Mile	132.62 m.p.h.
"	1000 Kilo	132.81 m.p.h.
"	1000 Mile	132.59 m.p.h.
"	2000 Kilo	132.72 m.p.h.
"	2000 Mile	132.38 m.p.h.
"	3000 Kilo	132.18 m.p.h.
"	3000 Mile	132.16 m.p.h.
"	4000 Kilo	132.02 m.p.h.
"	5000 Kilo	132.27 m.p.h.
"	3 Hour	134.10 m.p.h.
"	6 Hour	133.06 m.p.h.
"	12 Hour	132.47 m.p.h.
"	24 Hour	132.29 m.p.h.

THE AUSTIN MOTOR COMPANY LTD. (ENGLAND)
27-29 WEST 57th STREET, NEW YORK 19, N.Y.

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