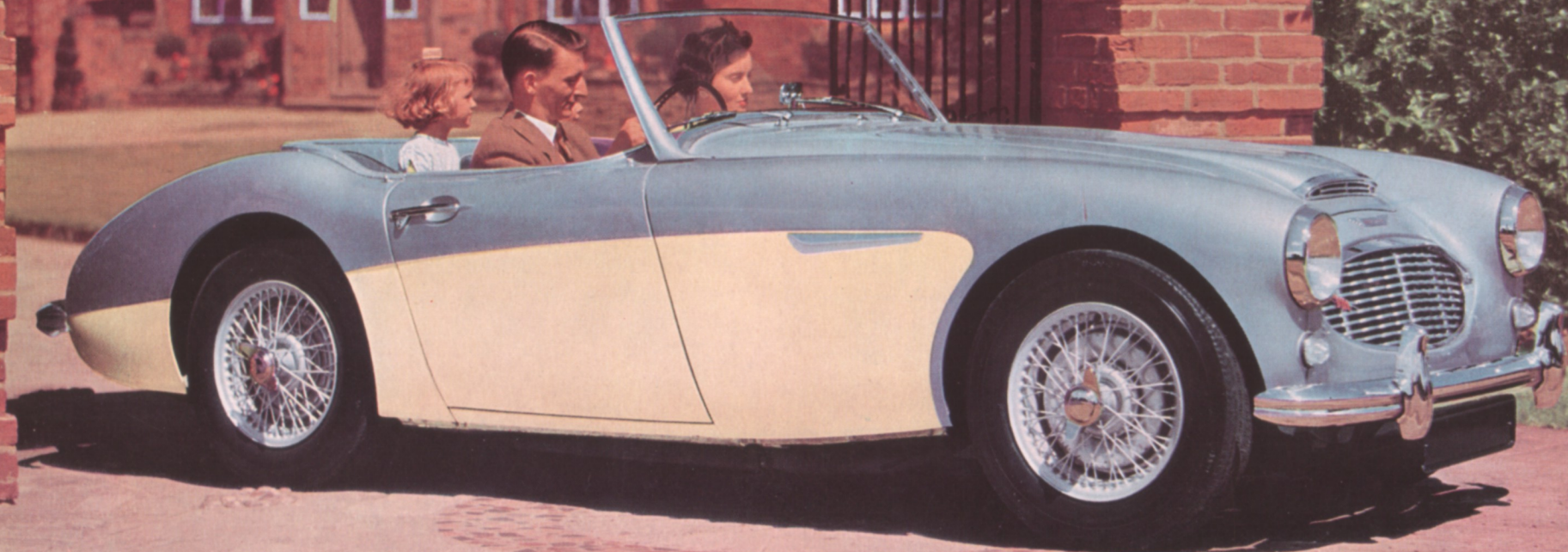


Austin Healey **100 Six** *Six*



AUSTIN HEALEY 100 SIX



On road or track, this new Austin Healey sports car is equally at home. Its powerful twin carburetor 102 horse-power motor has already proved itself capable of prolonged high-speed motoring in excess of 100 m.p.h.

The four-speed synchromesh transmission can, if desired, be fitted with an electrically operated overdrive, which not only provides high cruising speed, but effects considerable economy in fuel.

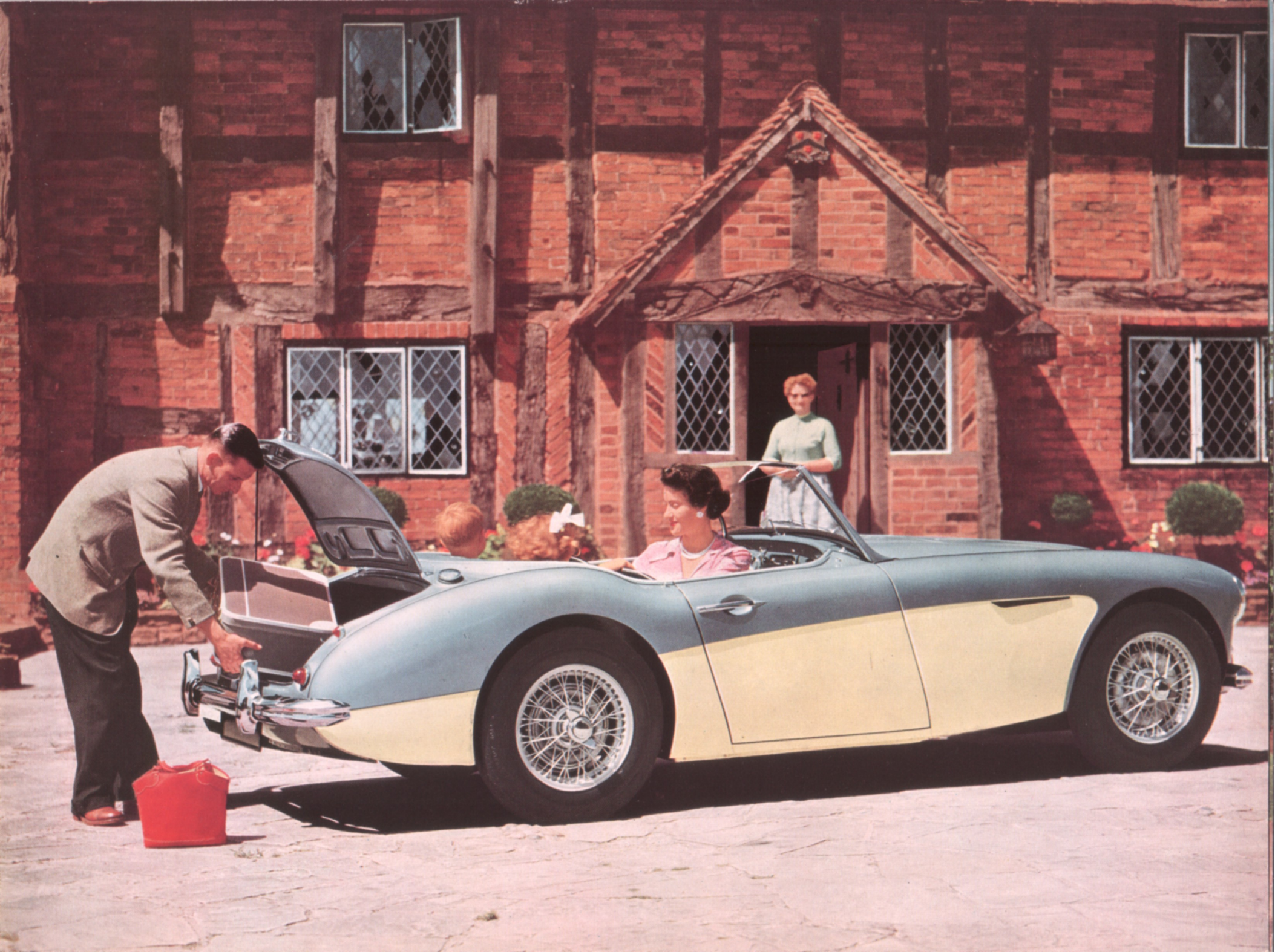
Its powerful hydraulic brakes are extremely effective and inspire confidence when traveling at the high speeds of which this car is capable.

*The **NEW** occasional four-seat sports tourer*

The sparkling performance of the Austin Healey '100' in both private and competition trim brought it world-wide acclaim. And now, as a six-cylinder, four-seater sports tourer it must gain increased popularity. Sleeker and smarter than ever, the clean, aerodynamic lines of the new '100 Six' are unaffected by the inclusion of two occasional rear seats—and there is still considerable space available in the luggage compartment. A chrome air vent for extra cooling is carried on the hood lid which is hinged at its rear edge for easy accessibility and routine maintenance of the motor.

In its standard form, the Austin Healey '100 Six' is equipped with ventilated pressed-steel disc wheels, but wire-spoked "knock-on" wheels are available at extra cost, with a comprehensive range of optional extras which can be fitted to suit the individual requirements of the enthusiast.

Here indeed is a first-class example of British engineering design and construction skill at its best—a car to maintain the reputation for dependability and quality held by its forerunner.



SPECIFICATIONS

ENGINE: 2,639 c.c. (161.1 cu. in.); bore 3.125 in.; stroke 3.5 in.; b.h.p. 102 at 4,600 r.p.m.; maximum torque 142 lb./ft. at 2,400 r.p.m.; compression ratio 8.25 to 1.

Cylinders: Six cylinders cast integral with crankcase. Detachable cast-iron head carrying valve gear.

Crankshaft: Forged steel supported by four steel-backed white metal bearings.

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

Pistons: Split-skirt, flat top pistons in aluminum alloy with tin-plated finish. Three compression rings and one slotted oil control ring fitted.

Camshaft: Forged steel in four steel-backed white metal bearings. Cams of patented design to give efficient and quiet operation. The camshaft gear is driven by duplex roller chain which has an integral oil feed and an automatic slipper type tensioner to maintain chain lubrication and tightness respectively.

Valves: In-head, operated by push-rods and designed for silent operation. Valve oil seals are fitted.

Lubrication: Oil is forced under pressure to all main, connecting rod and camshaft bearings and to each tappet. It is also fed to the timing chain and overhead valve rocker gear. The connecting rods have jet holes to provide oil for cylinder walls when starting-up. Both main and connecting rod oil feeds are of patented design to ensure longer crankshaft life. A full-flow oil filter is fitted. It has a renewable element. Oil capacity approximately 14½ U.S. pints (12 Imperial pints).

Cooling: Circulation by 4-bladed fan and centrifugal pump with thermostat control. Water is directed to spark plug bosses and exhaust port walls. Cooling system capacity approximately 24 U.S. pints (20 Imperial pints).

Ignition: Coil and 12-volt battery. Automatic advance and retard and built-in vacuum control.

Fuel System: Fuel from a rear tank is fed by electric pump to two S.U. carburetors fitted with "pancake" air cleaners. A stop-tap is provided on the fuel tank. Tank capacity 14½ U.S. gallons (12 Imperial gallons).

CHASSIS:

Clutch: Single dry plate, 9 in. diameter.

Transmission: Ratios: Reverse 4.176; Low 3.076; Second 1.913; Third 1.333; High 1.0. Oil capacity: approximately 4½ U.S. pints (4 Imperial pints). Change speed: short central gear shift on floor.

Propeller Shaft: Open, with needle roller bearing universal joints.

Rear Axle: Ratio: 3.91 to 1 (11/43). Oil capacity: approximately 3½ U.S. pints (3 Imperial pints).

Road Speeds at 1,000 r.p.m.: Low 6.152 m.p.h.; Second 9.879 m.p.h.; Third 14.177 m.p.h.; High 18.898 m.p.h.

When fitted with Overdrive:

Clutch: Single dry plate, 9 in. diameter.

Transmission: Ratios: Reverse 4.176; Low 3.076; Second 1.913; Third 1.333; High 1.0; Overdrive Third 1.037; Overdrive High 0.778. Change speed: short central gear shift on floor. Oil capacity: approximately 6½ U.S. pints (5½ Imperial pints), including overdrive.

Propeller Shaft: Open, with needle roller bearing universal joints.

Rear Axle: Ratio, with overdrive: 4.1 to 1 (10/41). Oil capacity: approximately 3½ U.S. pints (3 Imperial pints).

Road Speeds at 1,000 r.p.m.: Low 5.86 m.p.h.; Second 9.42 m.p.h.; Third 13.52 m.p.h.; High 18.02 m.p.h.; Overdrive Third 17.39 m.p.h.; Overdrive High 23.18 m.p.h.

Steering: Cam and Peg. Ratio: 14 to 1. Steering Wheel: 3 spring spokes, 16½ in. diameter. Left-hand steering fitted.

Suspension: Front—Independent wishbones, coil springs. Shock absorbers and anti-roll torsion bar. Rear—Leaf springs, shock absorbers and anti-sway bar. Shock absorbers: Lever type, hydraulic.

Brakes: Type: Girling hydraulic. Two-leading-shoe on front. Diameter: 11 in. × 2½ in. wide.

Road Wheels: 15 in. × 4J, Ventilated Steel Disc. Fixing: 5 nuts. Tires: 5.90—15, cushion tubeless.

Electrical: 12 volt, 70 ampere-hour capacity battery. Headlights with dipping switch and equipment to suit regulations of different countries. Combined side lights and flashing turn indicators. Combined twin stop-tail lights and flashing turn indicators. Concealed instrument panel lights. Twin horns. Twin windshield wipers.

Instruments: 120 m.p.h. speedometer. 0—6,000 r.p.m. tachometer. Fuel gauge. Combined oil and water temperature gauge. Red warning lights indicate no dynamo charge and headlight high beam position. Green warning light, indicating turn indicators working. Switches for starter, lighting, windshield wiper, and control for windshield washer (also for heater and overdrive when fitted) on instrument panel. Panel light switch on lower edge of fascia.

Coachwork: Occasional four-seater, two-door, open sports tourer with all-weather protection. Steel/aluminum construction. Hood top—with chrome grille vent to assist engine cooling—hinged at rear edge and supported in open position by a pivoted rod. Hood lock operated from inside car. Wide rear-

opening doors fitted with outside handles, a private lock being incorporated in handle of driver's door. A large open pocket is provided in each door. Fixed curved windshield of laminated plate glass fitted with double windshield wipers. Folding top of P.V.C. plastic material includes large transparent backlight and can be stored—with supports—behind rear seats when not in use. A tonneau cover completely covers all seats, but can be opened for driver only. Luggage compartment with lockable lid at rear, lined with Armacord and containing battery with master switch and spare wheel. Front and rear chrome bumpers. Bumper guards. Twin rear reflectors. Adjustable front bucket seats, the backs of which tilt forward to give access to the rear seats. All instruments grouped on driver's side of fascia, grab handle on passenger side. Interior driving mirror and trimmed crash pad fitted on top of scuttle, behind windshield. Parcel tray fitted below fascia. Flush fitting ash tray in centre transmission tunnel. Fascia finished in leathercloth. Fitted carpet over floor. Seats trimmed with hide facings. Padded hide and leathercloth armrest between front bucket seats. Detachable side windows have polished alloy frames with one fixed and one sliding Perspex panel. Paint finish in dual colors.

Optional extras: Radio. Hardtop. Heater. Electrically operated overdrive. 15 in. × 4J wire spoke 'knock-on' wheels with 5.90—15 Road Speed tires.

Leading Dimensions: Wheelbase 7 ft. 8 in.; overall length 13 ft. 1½ in.; overall height (top up) 4 ft. 11 in.; overall height (top down) 3 ft. 10 in.; overall width 5 ft. 0½ in.; height over scuttle 2 ft. 11½ in.; ground clearance 5½ in.; track, front at ground level 4 ft. 0½ in.; track, rear 4 ft. 2 in.; turning circle 35 ft. 0 in.; approximate unladen weight, with spare wheel and tire, tools, oil and water, less fuel (with 'knock-on' wire wheels and overdrive) 2436 lb.

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