

A stylized, high-contrast illustration of a classic convertible car with a black hard top installed. The car is shown from a side-rear perspective, with its body in white and black outlines. The background is a solid red with a fine white dot pattern. The text 'Austin Healey' is written in a cursive script on a red banner at the top left. A small asterisk is placed above the words 'Hard Top', which are enclosed in a white rectangular box with a black border. Below the car, the phrases 'easy to fit . . .' and '... easy to remove' are printed in a bold, sans-serif font.

*Austin Healey*

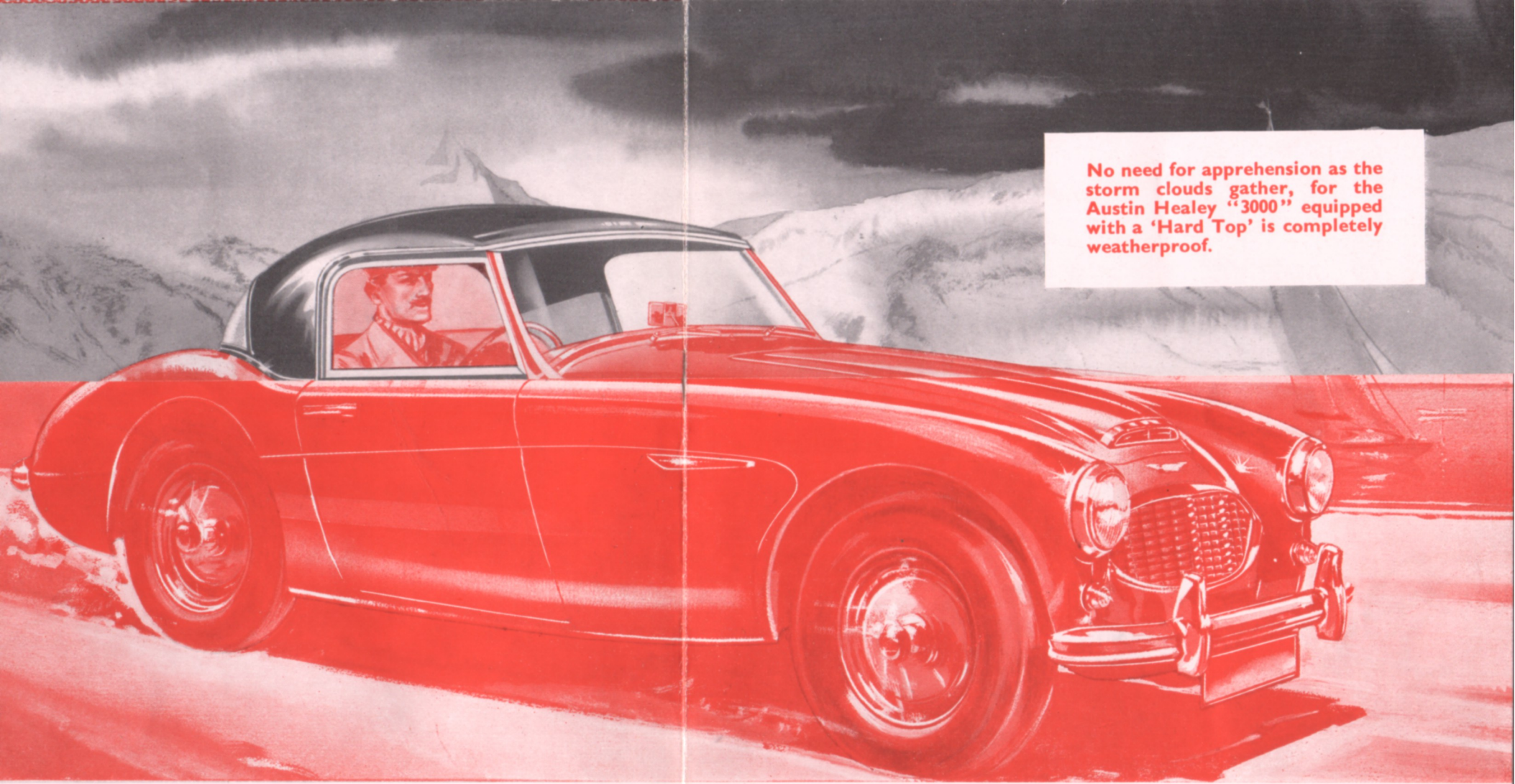


**Hard Top**

**easy to fit . . .**

**... easy to remove**





No need for apprehension as the storm clouds gather, for the Austin Healey "3000" equipped with a 'Hard Top' is completely weatherproof.

*Austin Healey*

"3000"

Wet or fine . . . . keep pace with the mood of the weather by the use of a detachable 'Hard Top'.



**A**N open sports-tourer or a closed sports saloon in a matter of minutes !

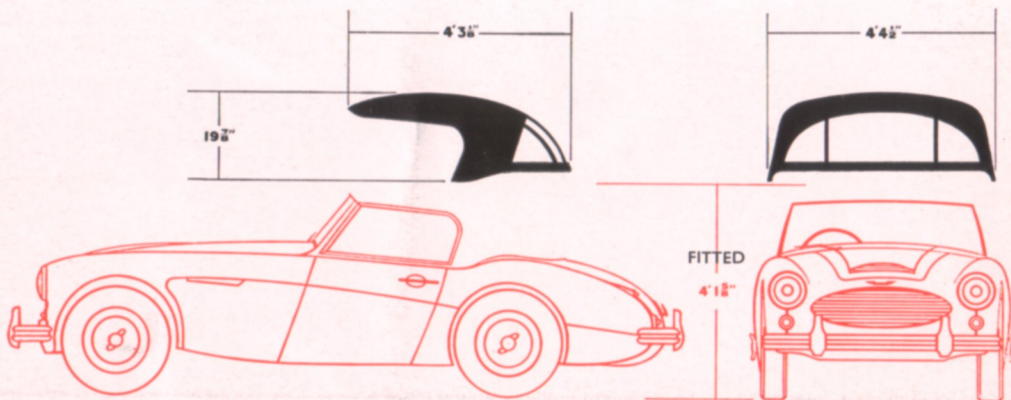
That is the sparkling proposition offered by this smartly designed 'Hard Top' for use with the Austin Healey "3000". Strictly in keeping with the aerodynamic contours of the car, it is made from resilient bonded glass-fibre and is attached at four points by quick release catches. The large wrap-round rear window in no way impedes the excellent rearward vision attributed to the "3000" as an open sports car.



Light and easily handled by two people the 'Hard Top' quickly converts the Austin Healey "3000" into a snug sports saloon.







## Specification

This easily detachable unit is constructed of a fibreglass reinforced polyester resin panel, and a framework of anodised aluminium extruded sections which provide more lasting embellishment than other types of finish.

External panel faces are cellulose finished, the interior headlining is a washable P.V.C.-coated fabric attached to a metal frame, and is wholly replaceable in service.

A trimmed foam rubber crash pad is fitted in the header portion of the roof and this, together with quarter casings, is trimmed in the same material as the headlining. Sealing sections which are clipped to the extruded aluminium sections complete the trim. Excellent vision rearwards is provided by means of a full-width double-curvature rear window.

Attaching the hard top to the car is easily effected by the use of two toggle catches and two securing hooks, which pick-up at the top corners of the windscreen and at the body quarters respectively.

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