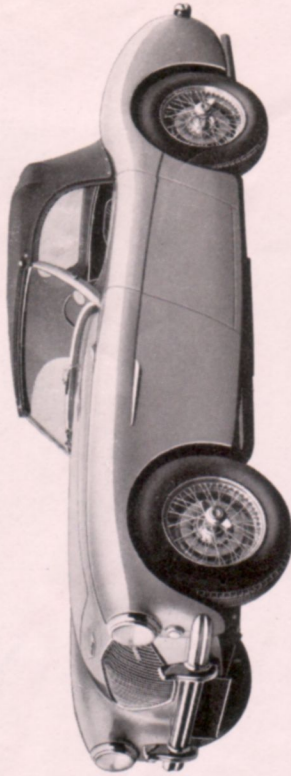
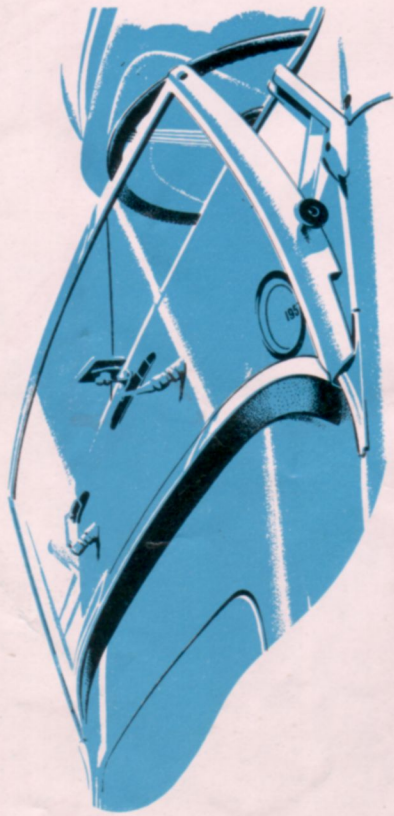


T H E *Austin Healey* 1 0 0 0



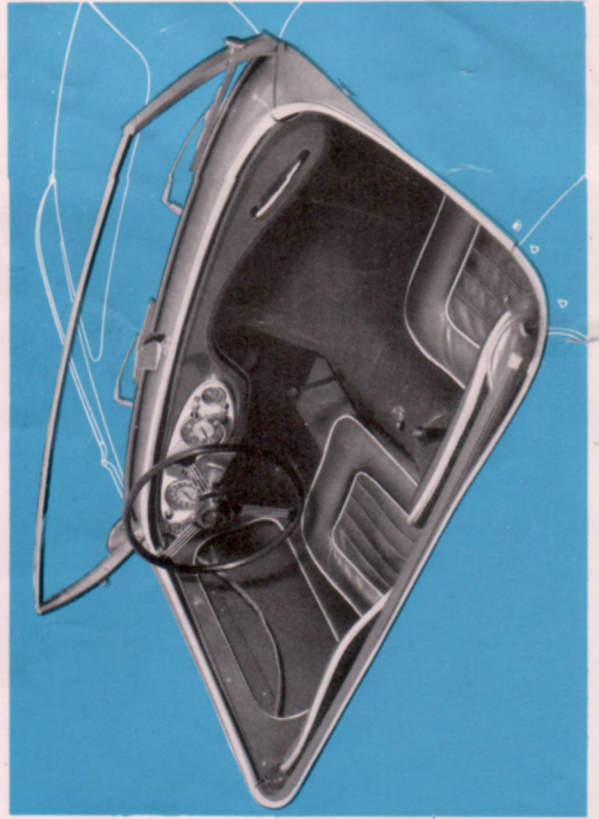


The top and moulded perspex side windows afford good weather protection without detracting from the flowing lines of the body.

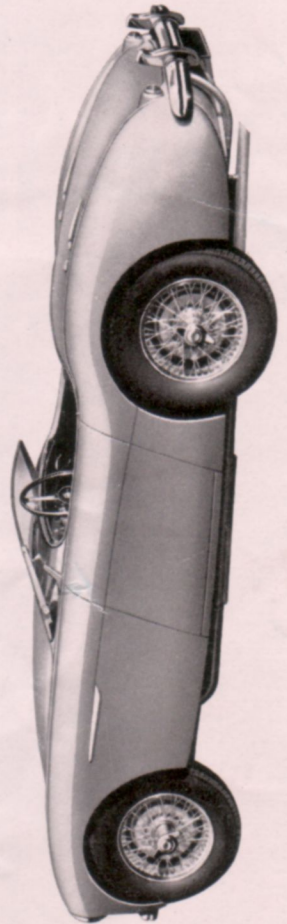
The windshield can be neatly lowered to form a "scuttle" when high speeds are required. It is positively locked in either position by thumbscrews.

For the enthusiast WHO WANTS QUALITY

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

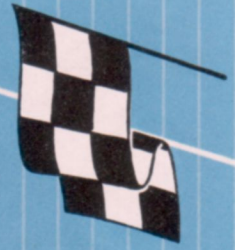
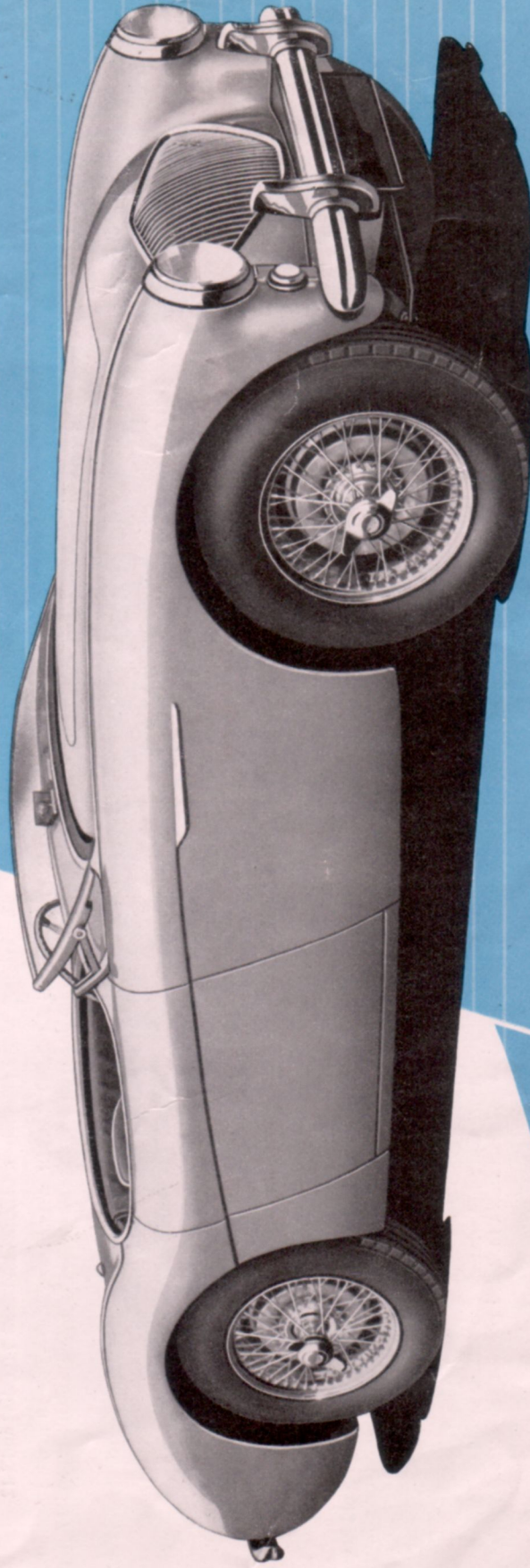


Another view of the Austin-Healey Hundred shows its stylish, aerodynamic shape. It is a distinctive car from any angle.



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

ENGINE: Bore 3-4375 in. (87.3 mm.); stroke 4-375 in. (111.1 mm.); capacity 162.2 cu. in. (2660 c.c.); b.h.p. 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 big-end bearings.

Pistons: Split-skirt type in low expansion aluminium alloy with alumilite 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: Overhead 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, big-end, camshaft and overhead-valve rocker-shaft bearings. Holes in the big-end 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 big-end bearing oil feeds are of patented design which ensures longer crankshaft life. A full-flow filter with renewable element is fitted. Oil capacity approximately 11½ pints (6-68 litres).

Cooling: Circulation by centrifugal type of pump with thermostat control. Fan-cooled patented radiator to prevent loss of coolant through expansion. Water is directed to sparking plug bosses and exhaust port walls. Cooling system capacity 19 pints (10-8 litres).

Fuel System: Fuel from a rear tank of 12 gallons (54-6 litres) 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.

Dynamo: 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. (0-23 m.).

GEARBOX: Three forward speeds and reverse controlled by a short central gear lever and with synchromesh engagement for all gears. Oil capacity 5½ pints (3-13 litres).

OVERDRIVE: An overdrive unit is fitted behind the gearbox and engaged by a control switch mounted on the fascia panel. The overdrive may be engaged in any gear, which in effect provides a choice of six 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 2½ pints (1-42 litres).

OVERALL GEAR RATIOS: Without overdrive—9-28, 5-85 and 4-125, with 20-53 reverse. With overdrive engaged—7-00, 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. With overdrive engaged—Top 23-8 m.p.h.; second 17 m.p.h.; first 10-6 m.p.h.

STEERING: Burman cam and lever steering gear. Diameter of steering wheel 16½ in. (0-42 m.). The steering wheel is adjustable for reach.

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 track bar.

BRAKES: Girling hydraulic with two leading shoes in front. Brake-drum diameter 11 in. (0-28 m.). Total frictional area 145-2 sq. in. (935 sq. cm.).

WHEELS AND TYRES: Wire-spoke knock-on wheels with 5-90—15 tyres.

ELECTRICAL: Two 6-volt batteries of 63 ampere-hour capacity at 10-hour rate; positive earth; built-in head-, side- and twin tail-lamps; twin windshield wipers; directional flashing lights available to conform with U.S. regulations; twin horns.

INSTRUMENTS: Oil and fuel gauges; water temperature gauge; 120 m.p.h. speedometer; 0-6,000 r.p.m. tachometer.

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

OVERALL DIMENSIONS: Wheelbase 7 ft. 6 in. (2-29 m.); track at front 4 ft. 0½ in. (1-24 m.); track at rear 4 ft. 1½ in. (1-26 m.); overall length 12 ft. 2 in. (3-71 m.); overall width 5 ft. (1-52 m.); height over scuttle 2 ft. 11 in. (0-89 m.); height over windshield 3 ft. 11 in. (1-19 m.); height over hood 4 ft. 1 in. (1-24 m.); ground clearance 7 in. (0-18 m.); turning circle 30 ft. (9-14 m.); approximate dry weight 1,900 lb. (862 kg.).

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LONGBRIDGE BIRMINGHAM

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