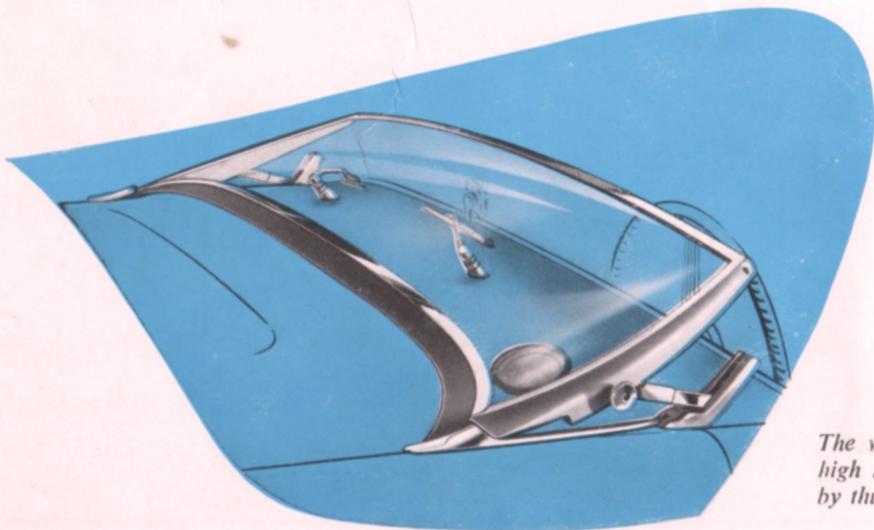
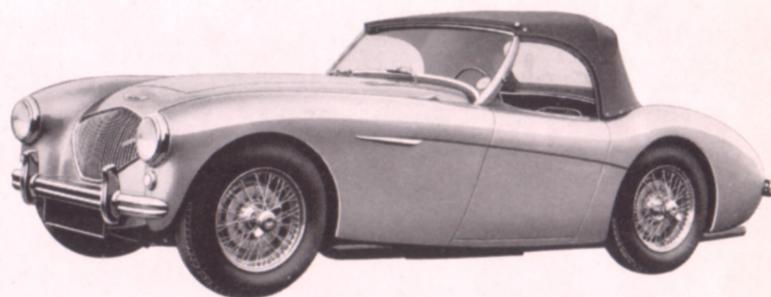




T H E *Austin Healey* 1 0 0



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

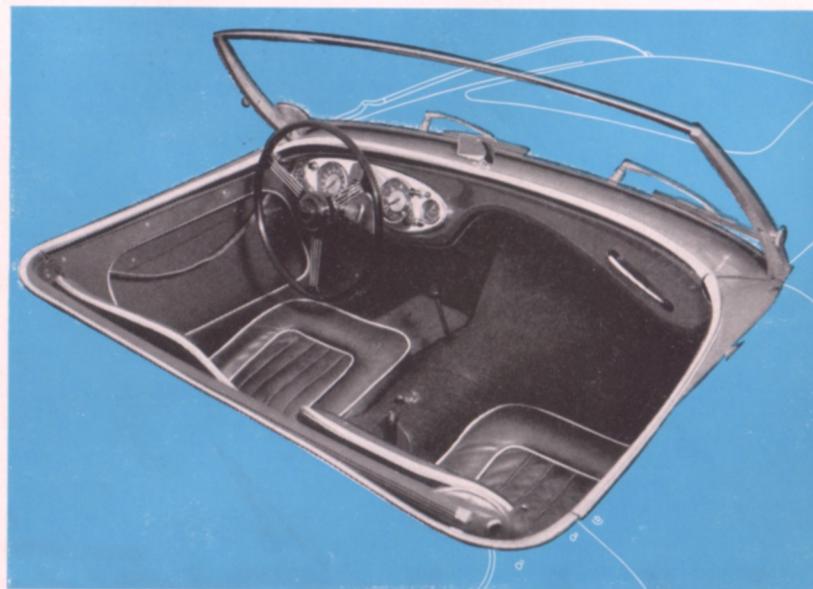
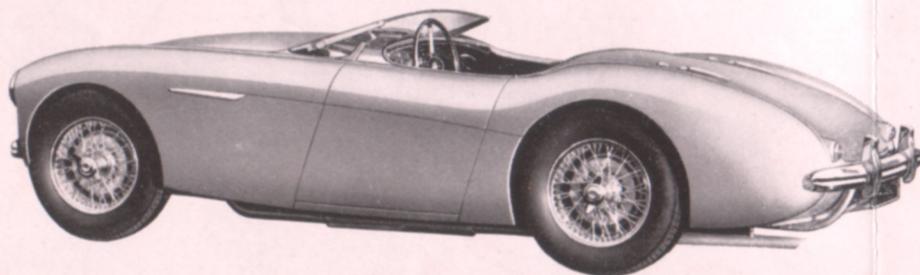


The top and moulded perspex side windows afford good weather protection without detracting from the flowing lines of the body.

For the enthusiast WHO WANTS QUALITY

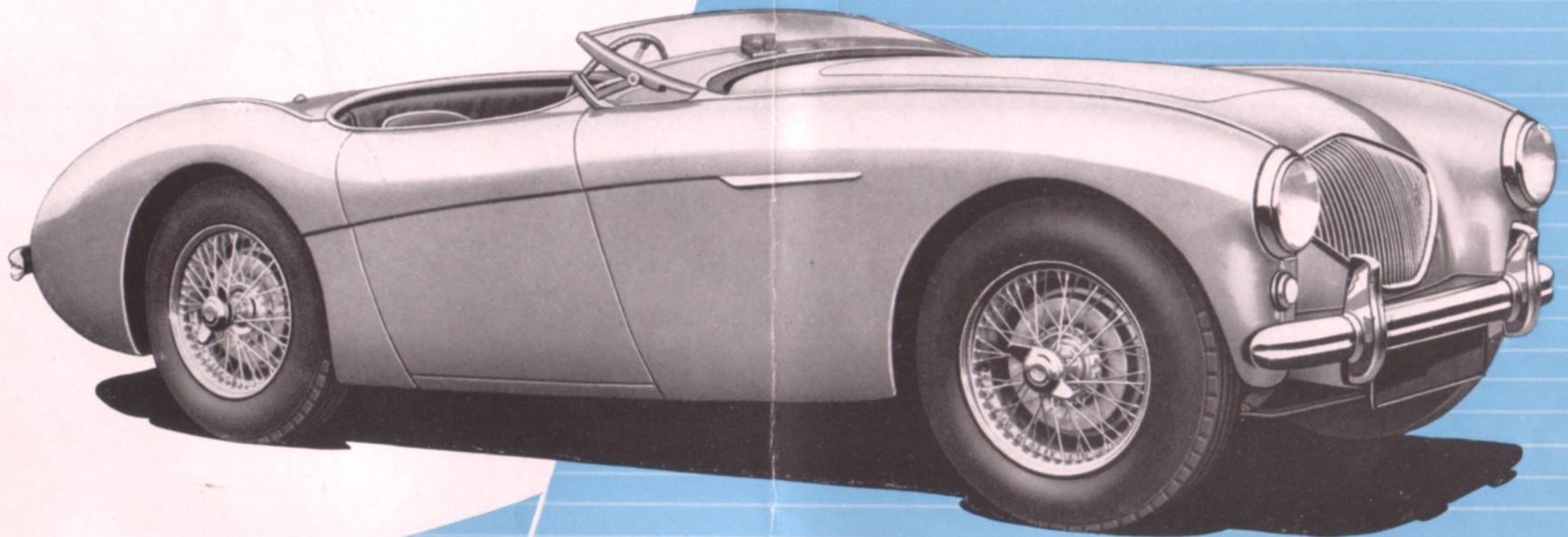
Clean, tidy layout characterises the body interior. There is excellent driving vision, and controls come conveniently to hand.

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



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 S

ENGINE : Bore 3.4375 in.; stroke 4.375 in.; capacity 162.2 cu. in.; horse-power 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 bearings.

Pistons : Split-skirt type in low expansion aluminum 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 : 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 : Three forward speeds and reverse controlled by a short central gear shift and with synchromesh engagement for all gears. Oil capacity 5½ U.S. pints (4½ Imp. pints).

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 2nd and

high gear, which in effect provides a choice of five 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 2.7 U.S. pints (2¼ Imp. pints). Normal ratio 4.125. Alternative ratios available, 3.66 and 3.00.

OVERALL GEAR RATIOS : Without overdrive—9.28, 5.85 and 4.125, with 20.53 reverse. With overdrive engaged—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. Overdrive comes into operation at 40 m.p.h.

STEERING : Burman cam and lever steering gear. Diameter of steering wheel 16½ in. 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-spoke knock-on wheels with 5.90×15 roadspeed tires. Alternative sizes, 6.00×15; 6.00×16 in normal roadspeed or racing pattern.

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 available to conform with U.S. regulations; twin horns.

INSTRUMENTS : Fuel gauge; oil and water thermometers; 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 moulded perspex side windows.

OVERALL DIMENSIONS : Wheelbase 90 in.; tread at front 49 in.; tread at rear 50¾ in.; overall length 151½ in.; overall width 60½ in.; height over scuttle 35¾ in.; height over windshield 47½ in.; height over top 49 in.; ground clearance 5½ in.; turning circle 35 feet; approximate kerb weight 2,176 lb.

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



THE AUSTIN MOTOR COMPANY (CANADA) LTD.
737 CHURCH STREET, TORONTO, ONTARIO