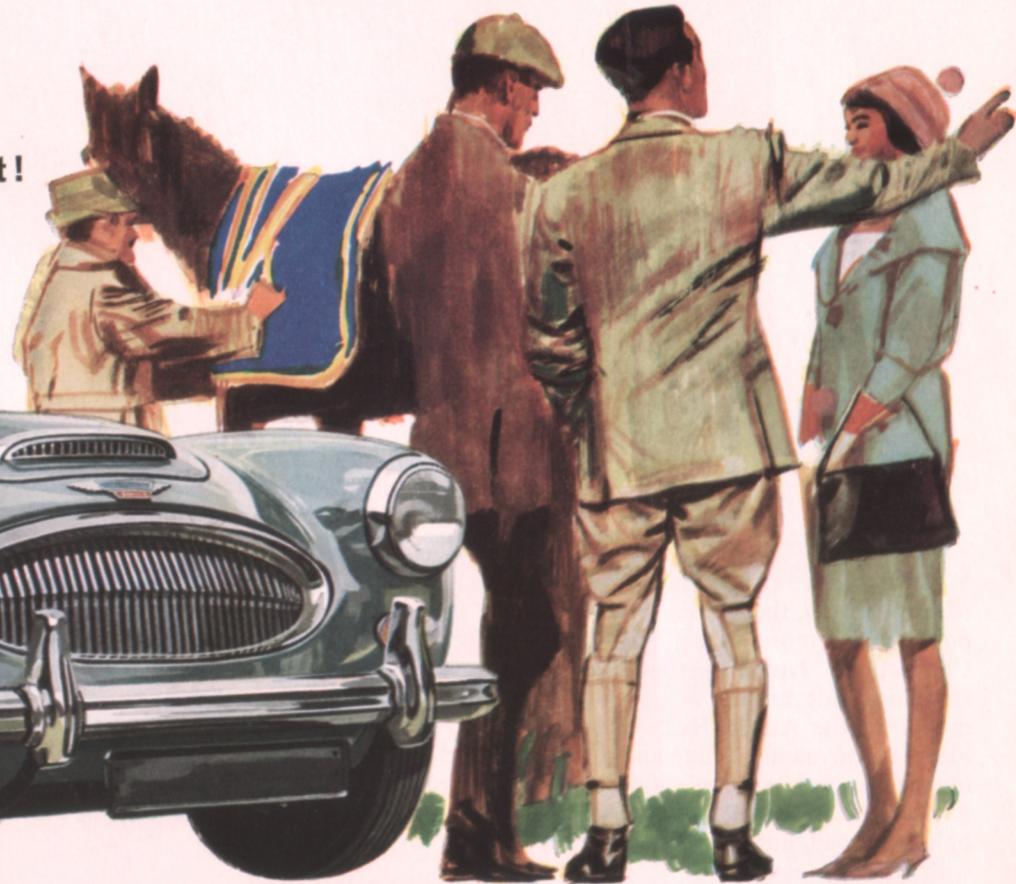
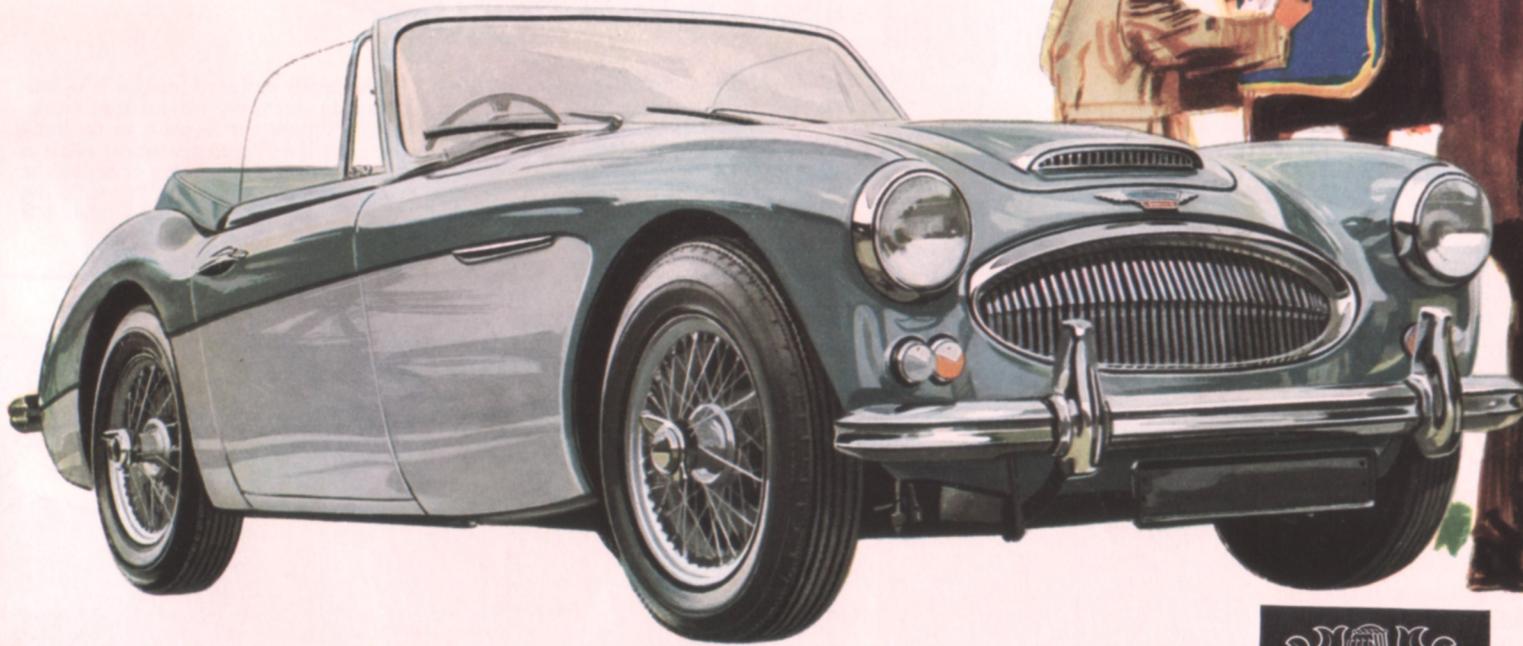


THE NEW

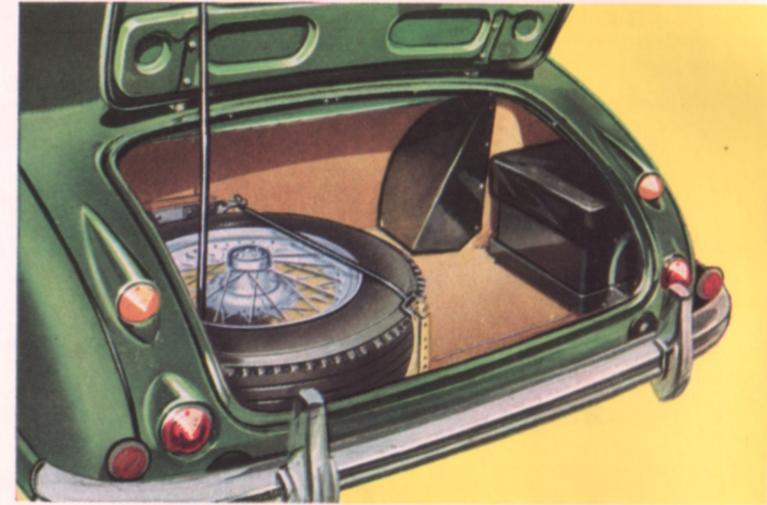
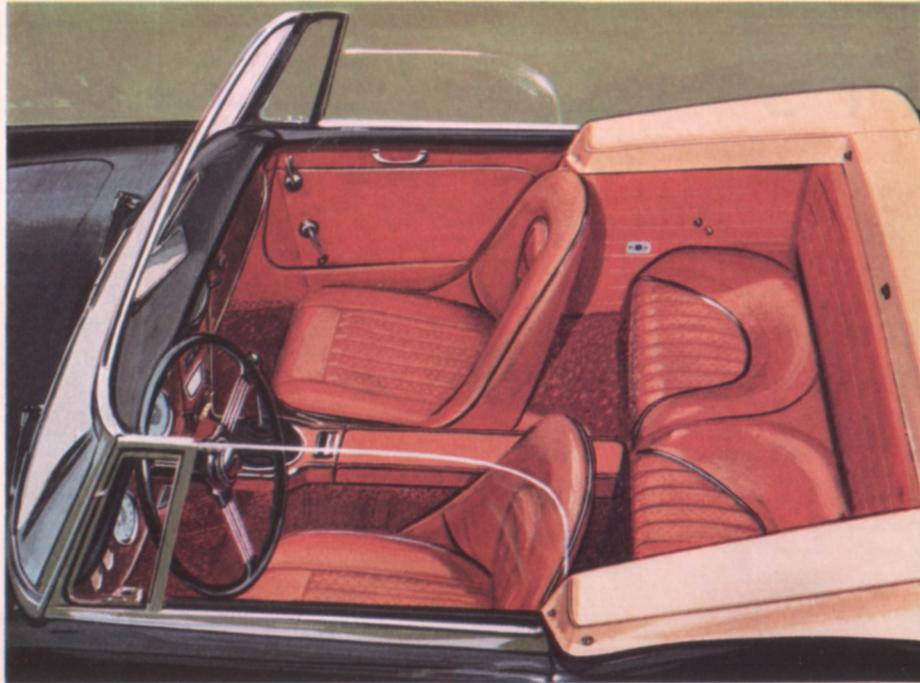
Austin Healey **3000**

MK III SPORTS CONVERTIBLE

- ★ 125 m.p.h.!
- ★ 150 b.h.p.!
- ★ Powerful Servo-assisted Brakes—Disc Front!
- ★ New De Luxe Cockpit!



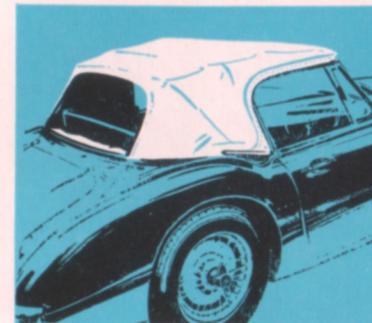
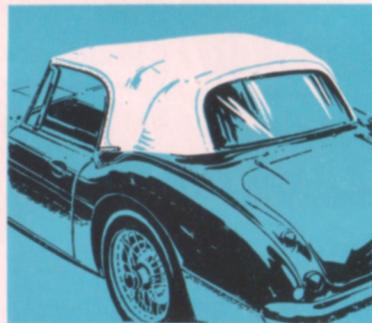
the **3000** Austin Healey sports convertible



Each of the adjustable bucket seats in the neatly designed interior is upholstered in latex foam rubber, and trimmed in extensible vinyl-coated fabric. The seat cushions are removable and the squabs tilt forward to facilitate access to the inset well-type rear seats. The luggage compartment offers a surprising amount of room for baggage even though it also contains the spare wheel and battery. A master switch also operates from inside the compartment which, being lockable, means that the car can be safely left unattended.

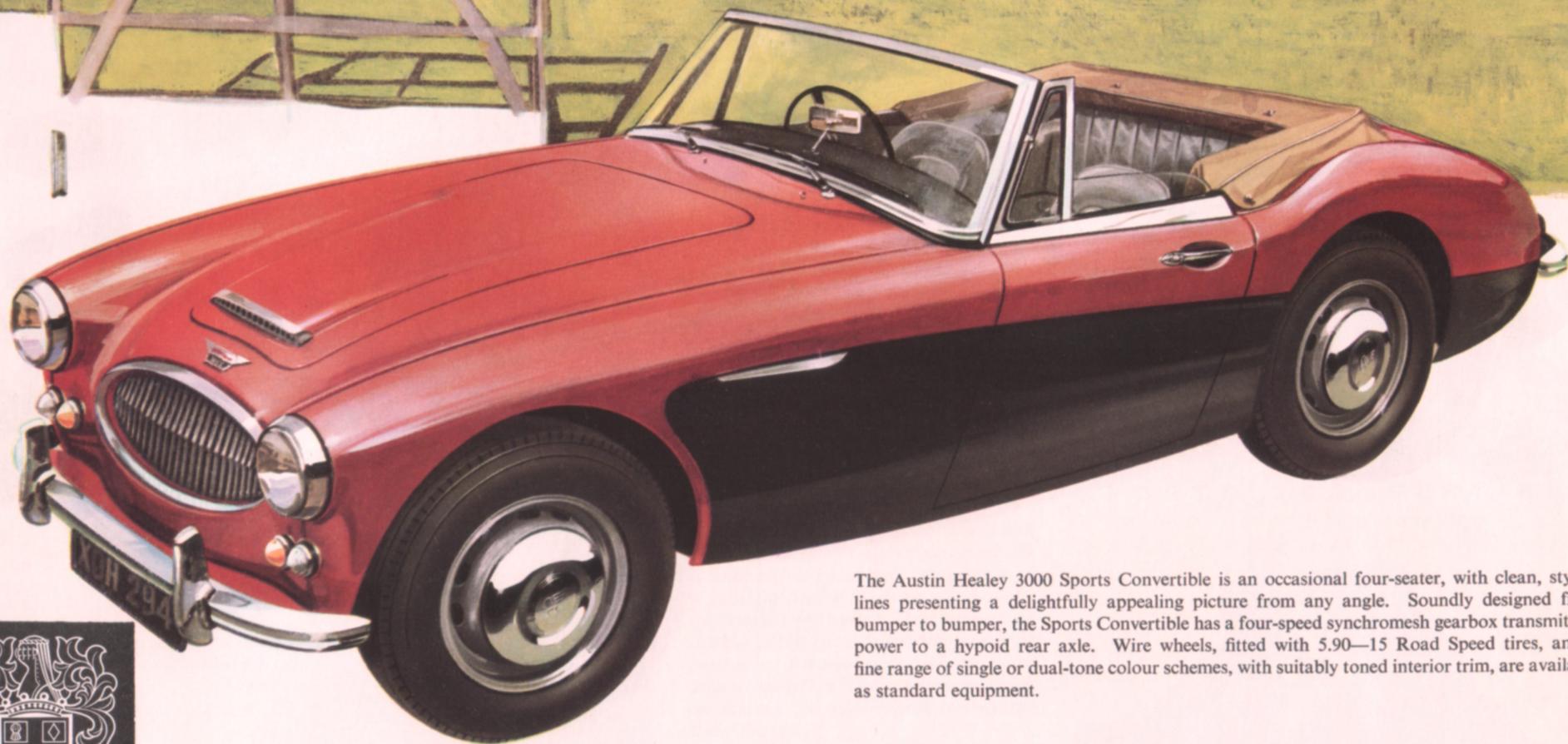
Well established throughout the world as a classic in sports car production, the familiar lines of the Austin Healey 3000 now become more appealing than ever before as a Sports Convertible. Noted on road and track for its many outstanding achievements in international events, the performance of the Austin Healey 3000 needs no elaboration. Sleek, aerodynamic styling and a high standard of engineering genius puts a pace-making 100 m.p.h. plus at your disposal and you will marvel at the way this latest beauty holds the road, hugs those fast corners and devours distance with effortless ease.

With its fold-away top, wind-down windows and wrap around windscreen, the latest Austin Healey 3000 Sports Convertible will undoubtedly continue to blaze a high-speed trail of popularity along the highways of the world.



Truly, an all-weather car, the Sports Convertible has a tough, vinyl-treated fabric hood which can be folded away behind the occasional rear seats in a matter of seconds—or just as quickly be re-erected! With top raised, the interior takes on sedan comfort with friction controlled ventilating louvres and wind-

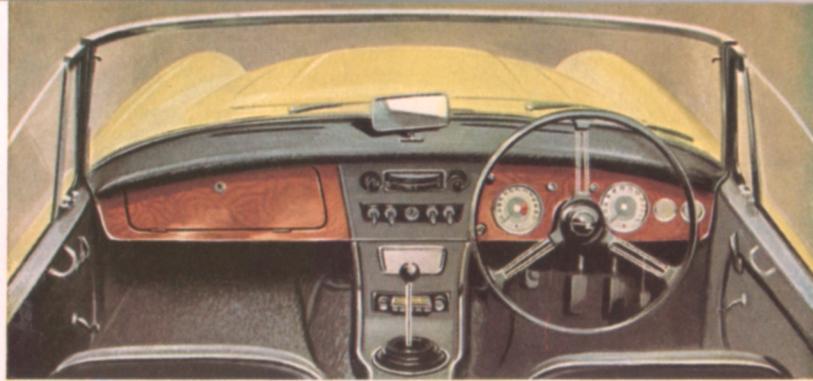
down windows fitted in each door. For increased ventilation, the flexible plastic rear window can be un-zipped. When stowed, the top can be neatly enclosed by a vinyl-treated fabric cover specially tailored for the purpose, so that the Austin Healey 3000 retains to the full, its slick, elegant sports appearance.



The Austin Healey 3000 Sports Convertible is an occasional four-seater, with clean, stylish lines presenting a delightfully appealing picture from any angle. Soundly designed from bumper to bumper, the Sports Convertible has a four-speed synchromesh gearbox transmitting power to a hypoid rear axle. Wire wheels, fitted with 5.90—15 Road Speed tires, and a fine range of single or dual-tone colour schemes, with suitably toned interior trim, are available as standard equipment.







Blending unobtrusively with the exterior body styling, the wrap-around windscreen is brought well round to provide excellent vision ahead, so desirable in the modern high-speed sports car. Twin electric wipers are designed to sweep clean a large area of the screen, even though it has a curved surface, and twin jet windscreen washers obviate the need for continually stopping to wipe down a mudsplashed windscreen.



The squab of the occasional rear seats is divided and hinged in such a way that it can be folded forward to form an extended platform 19½ in. (0.49 m.) long and 36½ in. (0.93 m.) wide, when extra space for luggage is required. The surface is covered in the same hard wearing carpet as that of the floor of the car.

features of the

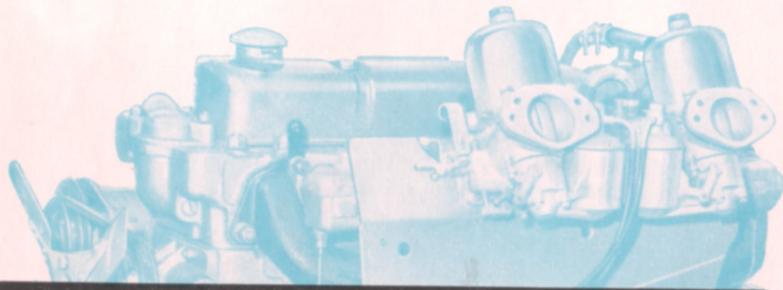
3000
Austin Healey
SPORTS CONVERTIBLE

The doors lift well clear of the kerb when opened, while for open-car motoring the friction controlled ventilating louvres and wind-down windows can be used to good effect in deflecting the buffeting air-stream clear of the cockpit.

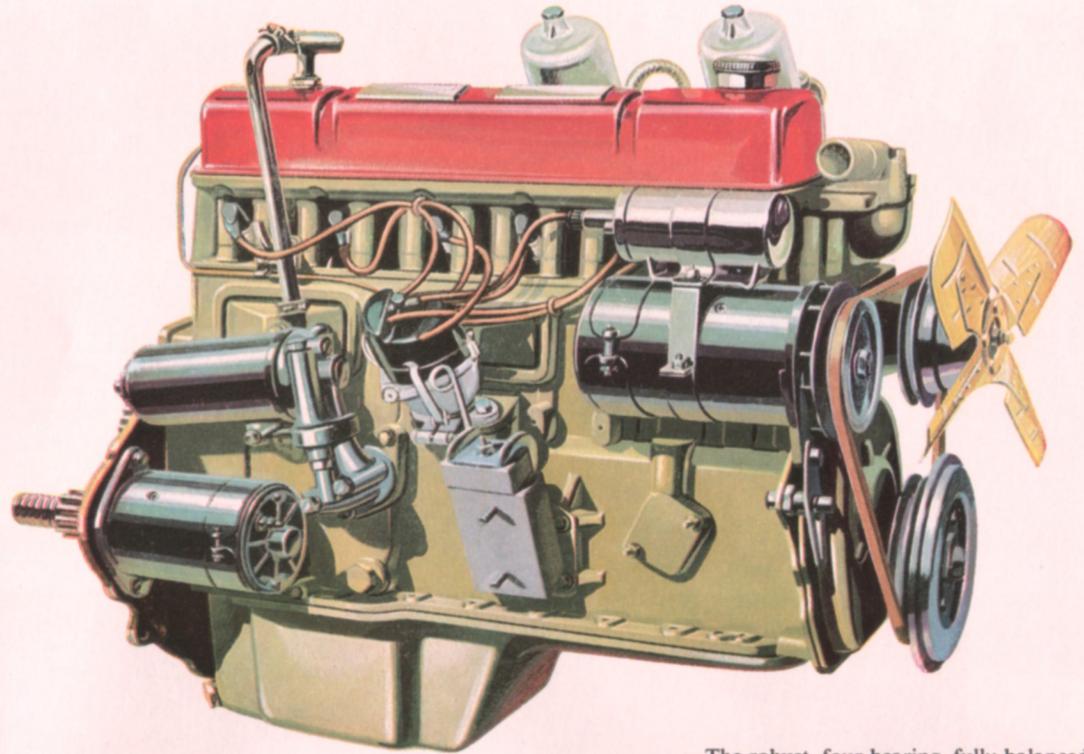


Saloon car comfort when it's needed, and yet, all the thrill of open sports car motoring is available in an instant. Regardless of whether the door windows are raised or not, the tough, vinyl-treated fabric top can be quickly folded away behind the occasional rear seats. Retained in two places on the screen head-rail, it is but a simple operation to unfasten the quick-release catches and lower the top.



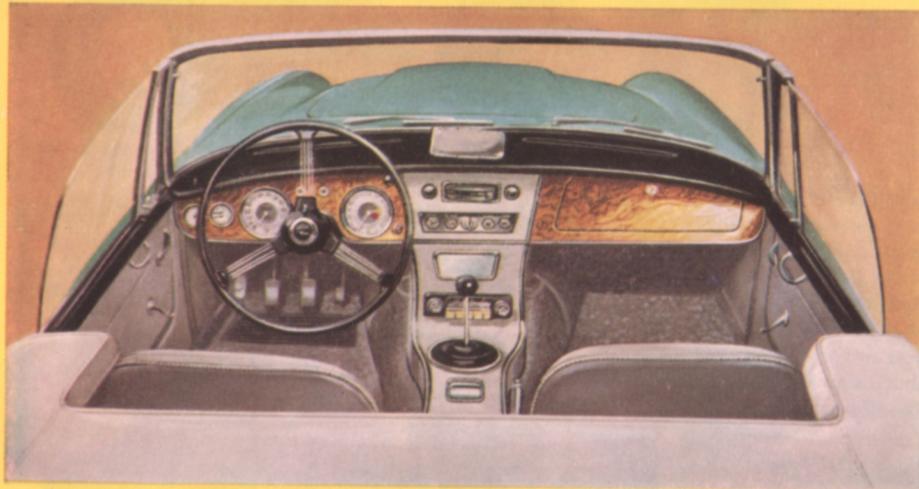


The power plant of the 3000 is a sturdy six-cylinder overhead-valve unit of 2,912 c.c. capacity. It is fitted with two HD 8 semi-downdraught S.U. carburetors and its oil circulation is protected by a full-flow oil filter which traps all damaging foreign bodies in a replaceable element. Developing 150 b.h.p. at 5,250 r.p.m. this long-lasting engine has already proved itself capable of sustained high-speed motoring in excess of 100 m.p.h. Its smooth, effortless power over long periods of very fast driving is delightfully exhilarating to experience and its lively response through the gears gives to the Austin Healey 3000 Sports Convertible the magnificent sports car performance it deserves!



The BMC **2.9** litre power unit

The robust, four-bearing, fully-balanced crankshaft is fitted with an external vibration damper on its forward end to eliminate any whip at high revs.

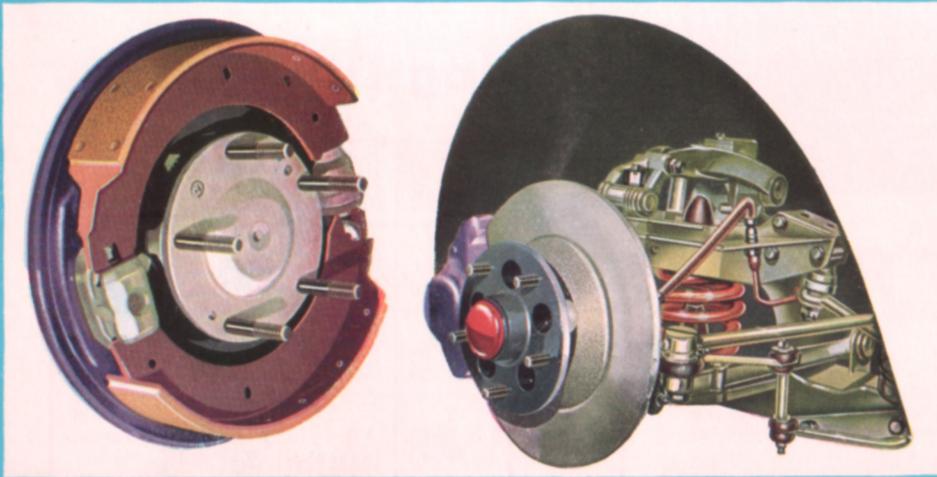


Equipment for U.S.A.

- Laminated glass windshield
- Standard Equipment includes:—*
- Vacuum Servo Assisted brakes
 - Overdrive
 - Heater and Demister
 - Wire wheels with "knock-on" hubs
 - Adjustable steering column
 - Master switch on battery
 - Dunlop Road Speed tires
 - Windshield Washers



Additional features

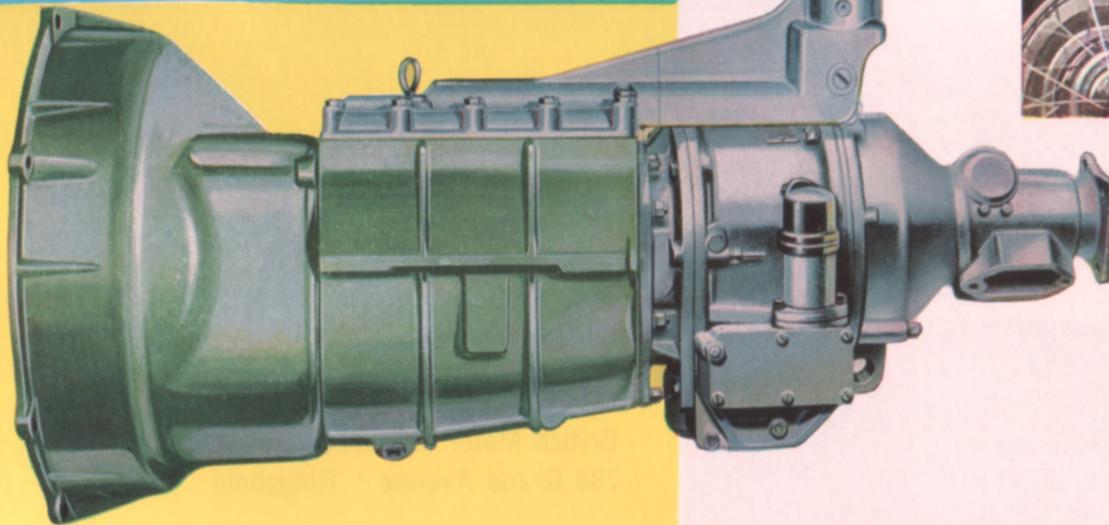


Large diameter hydraulic drum brakes are fitted on the rear wheels and with 11 $\frac{1}{4}$ " (0.29 m.) diameter disc brakes on the front wheels, are servo-assisted to inspire confidence at the high speeds of which this car is capable.

Sturdy, independent front suspension units and long rear semi-elliptic leaf springs are controlled and stabilised by hydraulic shock absorbers and anti-sway bars.

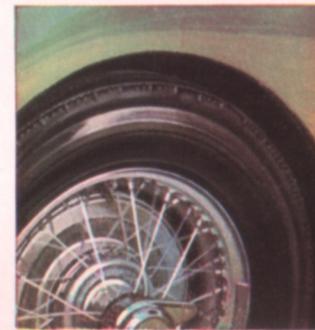
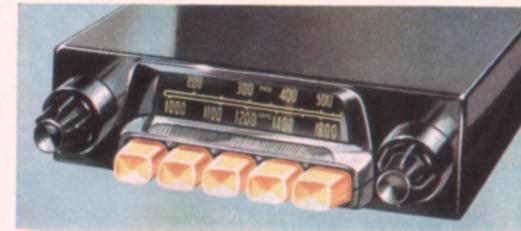


The Austin Healey 3000 Sports Convertible is equipped with a four-speed gearbox which has synchromesh engagement on second, third and top speeds. All components are subjected to rigid scrutiny and testing before assembly to ensure maximum efficiency in operation. Power is transmitted to the three-quarter floating hypoid rear axle by an open propeller shaft with needle roller universal joints.



A fresh-air heater is neatly installed. The arrangement of the controls is such that a range of fresh air from hot to cold can be forced into the car interior to suit prevailing weather conditions. Effective demisting or defrosting of the screen is also provided through outlets in the top surface of the fascia.

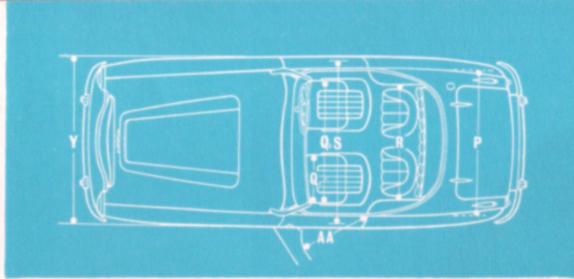
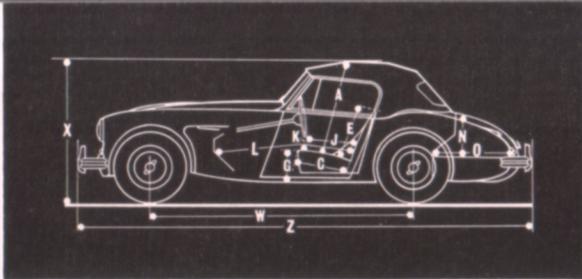
Provision is made for neat radio installation.



Wire-spoke wheels with "knock-on" hubs are fitted as standard equipment.

An electrically controlled overdrive (illustrated here) is fitted to the standard gearbox of the Austin Healey 3000. This is operated by a switch on the fascia and provides a high top gear ratio giving the car a fast cruising speed, while maintaining a modest fuel consumption.

Specification



ENGINE: 2.912 c.c. (177.7 cu. in.); bore 3.282 in. (83.36 mm.); stroke 3.5 in. (89 mm.); 150 b.h.p. (approx.) at 5,250 r.p.m.; maximum torque (approx.) 173 lb. ft. at 3,000 r.p.m.; compression ratio 9.03:1.

Cylinders: Six cylinders cast integral with crankcase.

Cylinder Head: Detachable in cast-iron with a separate cast aluminium inlet manifold. Two-piece cast-iron exhaust manifold fitted with twin exhaust system.

Crankshaft: Forged steel supported by four steel-backed copper-lead bearings.

Connecting Rods: Forged steel with steel-backed copper-lead bearings.

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

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 with damper to maintain chain lubrication and tightness respectively.

Valves: Overhead, operated by push-rods and rockers. Valve oil seals are fitted. KE965 steel exhaust valves.

Lubrication: Oil is forced under pressure to all main, connecting rod and camshaft bearings. 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. Both main and connecting rod oil feeds are of patented design to ensure longer crankshaft life. A full-flow oil filter is fitted, which has a renewable element. Oil capacity approximately 14.4 U.S. pints (6.8 litres).

Cooling: Circulation by fan and centrifugal pump with thermostat control. Water is delivered to the cylinder block and thence through ample passages in the cylinder head. A 4-bladed fan is fitted. Pressurised cooling system capacity approximately 3 U.S. gallons (11.37 litres).

Ignition: Coil and 12-volt battery. Distributor has automatic advance and retard and built-in vacuum control.

Fuel System: Fuel from a rear tank is fed by electric pump to two semi-downdraught S.U. HD8 carburettors fitted with "pancake" air cleaners. Tank capacity 14.4 U.S. gallons (54.6 litres).

CHASSIS:

Transmission with Overdrive:

Clutch: Diaphragm type, 9½ in. (0.24 m.) diameter.

Gearbox: Ratios: Reverse 3.391; First 2.637; Second 2.071; Third 1.306; Overdrive Third 1.077; Top 1.000; Overdrive Top 0.822:1. Change speed; short central lever in console. Oil Capacity: approximately 6.3 U.S. pints (2.98 litres) including overdrive.

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

Rear Axle: Ratio, with overdrive: 3.91:1 (11/43). Oil Capacity: approximately 3.6 U.S. pints (1.7 litres).

Road Speeds at 1,000 r.p.m.: First 7.2 m.p.h.; Second 9.1 m.p.h.; Third 14.4 m.p.h.; Overdrive Third 17.6 m.p.h.; Top 18.9 m.p.h.; Overdrive Top 23.0 m.p.h.

Steering: Cam and Peg. Ratio: 15:1. Steering Wheel: three spring spokes, 17 in. (0.43 m.) diameter.

Suspension: Front—Independent with wishbones, coil springs, shock absorbers and anti-sway bar. Rear—Semi-elliptic leaf springs, shock absorbers and Panhard rod. Hydraulic lever type shock absorbers.

Brakes: Girling hydraulic. 11½ in. (0.29 m.) discs on front. Drum type 11 in. diameter × 2¼ in. wide on rear. Vacuum servo assisted.

Road Wheels: 15 in. × 4J, wire wheels with "knock-on" hubs. Tires: 5.90—15 Dunlop Road Speed.

ELECTRICAL: 12 volt battery, 57 ampere hour capacity at 20 hour rate. Headlamps with foot-operated dipping switch. Separate side lamps and flashing direction indicators. Combined twin stop-tail lamps and separate flashing direction indicators. Number-plate illumination lamp. Concealed instrument illumination. Twin horns. Twin windscreen wipers.

INSTRUMENTS: Trip speedometer. Revolution counter electrically operated from coil. Fuel gauge. Combined water temperature and oil pressure gauge. Red warning lights indicate generator not charging and headlamp high beam position. Green warning light arrows show direction indicators working. Combined ignition/starter switch, toggle switches for lighting, screen wiper, and control for windscreen washer (also for heater and overdrive when fitted) on console.

BODYWORK: Occasional four-seater, two-door, convertible with all-weather protection. Steel/aluminium construction. Hood—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 but twin safety catches fitted to prevent hood top from lifting while travelling at speed. Wide, front-hinged doors have wind-down windows and opening louvres for controlled ventilation, and are fitted with outside handles. Fixed wrap-around windscreen is fitted with double

Leading Dimensions

A 2 ft. 11 in. (0.89 m.)	C 1 ft. 7½ in. (0.51 m.)	E 1 ft. 8 in. (0.51 m.)	G 8½ in. (0.21 m.)	J 1 ft. 7½ in. (0.49 m.)
K 5½ in. (0.14 m.)	L 4 ft. 0 in. (1.22 m.)	N 1 ft. 2 in. (0.36 m.)	O 2 ft. 4½ in. (0.72 m.)	P 4 ft. 1 in. (1.24 m.)
Q1 1 ft. 5 in. (0.43 m.)	Q2 3 ft. 9 in. (1.14 m.)	R 3 ft. 3 in. (0.99 m.)	S 4 ft. 3 in. (1.28 m.)	W 7 ft. 8 in. (2.34 m.)
X 4 ft. 2 in. (1.24 m.)	Y 5 ft. 0½ in. (1.54 m.)	Z 13 ft. 1½ in. (4.00 m.)	AA 2 ft. 2½ in. (0.67 m.)	Ground Clearance 4½ in. (0.11 m.)
Turning Circle: 35 ft. (10.67 m.) Approx. Weight: 2,375 lb. (1077 kg.)		Track—Front 4 ft. 0½ in. (1.24 m.) Rear 4 ft. 2 in. (1.27 m.)		

screen wipers. Windscreen washer fitted. Vinyl-treated fabric top is anchored by quick release catches at two points on the screen head-rail, and with hinged metal hood frame folds completely away behind the rear occasional seats. A cover is provided to conceal the top when lowered. The large transparent backlight is flexible and attached to the top by zip-fasteners. Lockable luggage compartment at rear is lined with Armacord and contains spare wheel with anchor strap, and battery with manually operated master switch. Fascia comprises polished wood veneer panel each side of central console. Interior driving mirror fitted on top surface of fascia. Instruments grouped in front of driver and glove box with locking lid fitted on passenger's side. Top of fascia and door rolls are padded and trimmed in black. Seats are trimmed in chequered extensible vinyl-coated fabric and interior trim panels are completed in vinyl-treated fabric. Central console contains switch panel, ash tray, and serves as an arm-rest between front seats. Provision for installing radio controls in console, between fascia panels, if required. Squab of rear occasional seats can be folded forward to provide an extended supplementary carpet-covered luggage platform. Fitted carpet over floor. Paint finish in single or dual colours. Provision for installing seat belts.

OPTIONAL EXTRAS: Overall tonneau cover to match top which can be opened for driver only. Whitewall tires.

The British Motor Corporation Limited reserves the right to change specifications at any time.



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Longbridge · Birmingham · England

Sole Concessionaires U.S.A.

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