

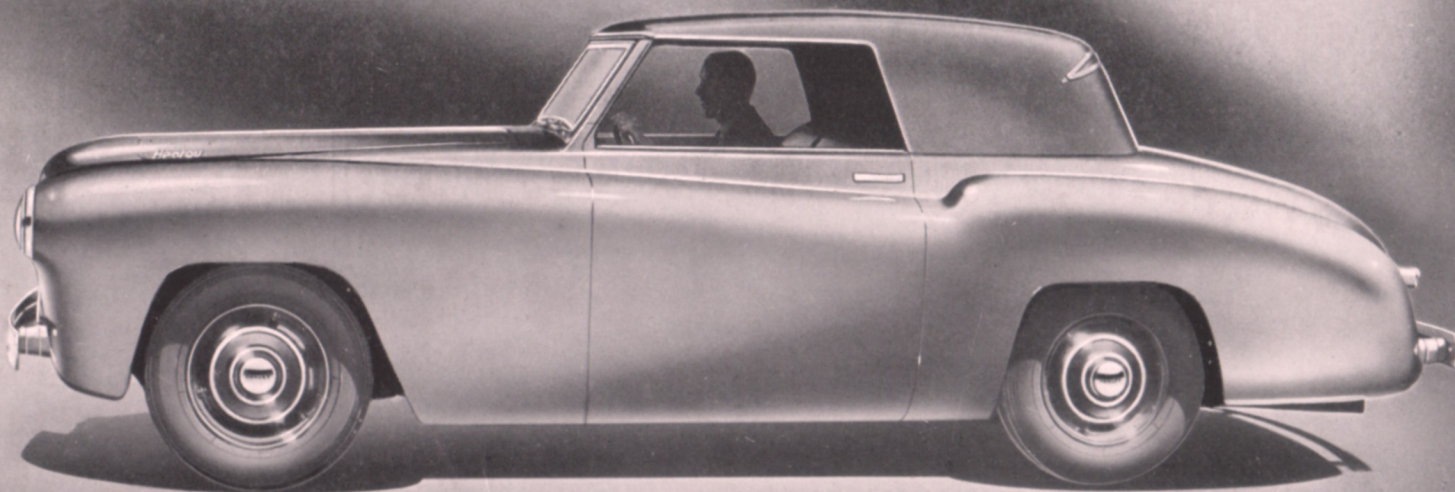
THE "MILLE MIGLIA" ROADSTER

healey

*No apology is needed for the use of the name
"Mille Miglia" as a prefix to the Roadster
and Saloon, as in this great Race both these
models put up such outstanding performances*

"the Fastest Car in the World"

IN SERIES PRODUCTION — The Motor

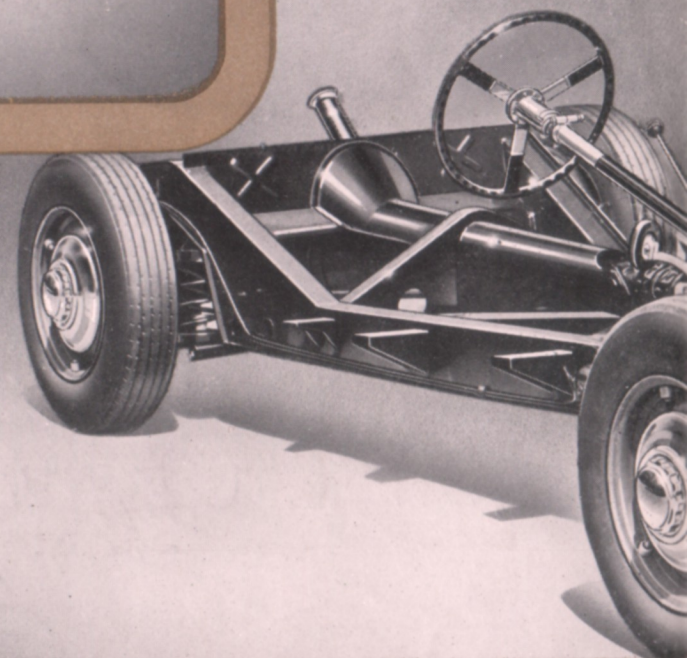


THE "SPORTSMOBILE" DROP-HEAD COUPE

SOME SPORTS EXPERTS' OPINIONS.

- "An engineering triumph for Britain." *The Motor Magazine.*
- "The Healey Saloon has the enviable distinction of having proved the fastest production car on any market in the world." *Motor Sport.*
- "A sports car pas excellence." *The Autocar.*
- "Holds the road like a leech, a very fast car that can trickle through traffic smoothly and quietly. I have never driven a sports car I have liked better." *Sporting Life.* T. H. Wisdom.
- "No car can have added as much to British prestige abroad in so short a time as the Healey by these brilliant performances." *The Motor.*
- "The Healey employ the 2½ litre Riley Engine — is the fastest standard unsupercharged car in the world." *Continental Daily Mail.*
- "An 111-m.p.h. British Car beautifully designed." *Daily Mail.*

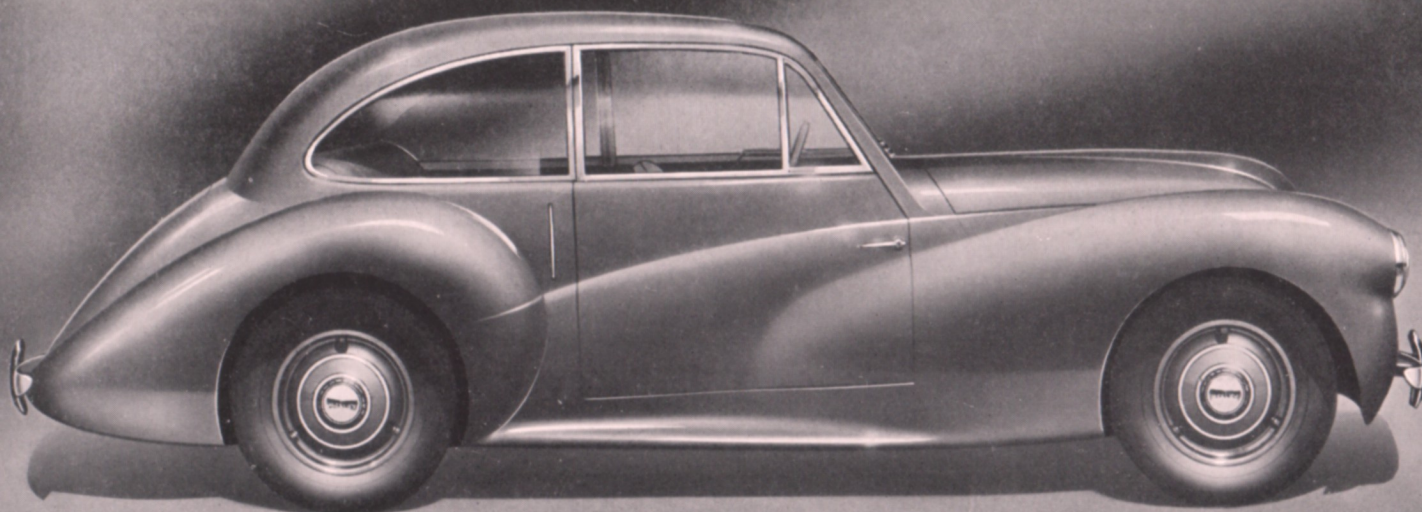
One of Britain's
war achievements, the
series production " brings
the world over an unique
designed and constructed
coachwork based on aerod
roadability — docile in
of graceful speed



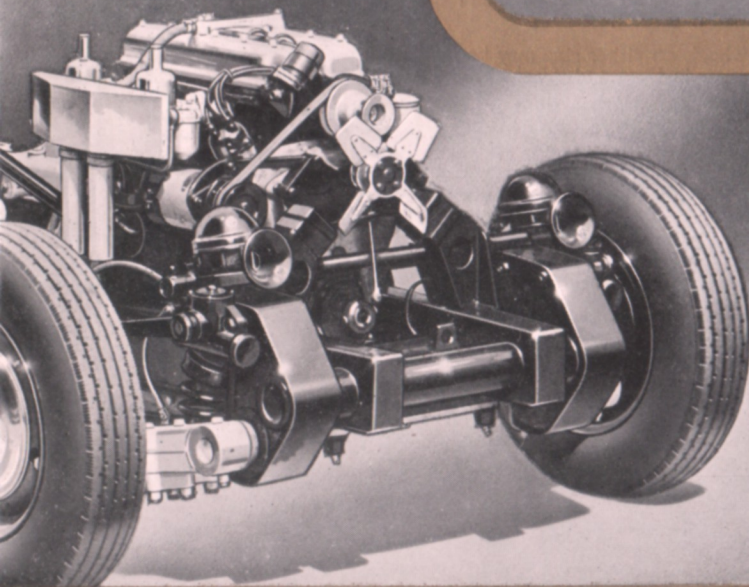
THE

C O M P L E T E A C H I E V E M E

outstanding post-
HEALEY "fastest car in
to sportsmen connoisseurs
combination of scientifically
d chassis, ultra modern
dynamic principles and superb
town and the epitome
on the open road.



THE "MILLE MIGLIA" SALOON



CHASSIS

PROVED PERFORMANCE.

"THE MOTOR" ROAD TEST. November, 1946.

A Standard Healey Saloon tested by the MOTOR at the Milan Automobile Club, achieved a mean speed of 104.65 m.p.h. on the Milan Como. Autostrada.

BELGIUM SPEED TRAILS. August 6th, 1947.

A certified Standard Healey Saloon running on pump fuel, broke Belgium sports car record (2-3 litre class) at a mean speed of 110.8 m.p.h. over the flying mile and 107.8 m.p.h. for five miles, and covered one kilometre from a standing start at 67.78 m.p.h.

INTERNATIONAL ALPINE TRIAL.

A Standard Healey Roadster driven by Mr. T. H. Wisdom, 1st in 2-3 litre class.

THE TARGO FLORIO, 1948.

The longest and most strenuous circuit in the world, 1st in unlimited touring class, Count Lurani and Signor Serafini driving a standard Healey Saloon.

MILLE MIGLIA—1948. (ITALIAN 1,000 MILES RACE).

A Standard Healey Saloon driven by Count Lurani and Signor Sandri, 1st in touring category at 64 m.p.h.

A Standard Healey Roadster, driven by D. & G. Healey, 2nd in Unlimited Sports Category at 65.1 m.p.h.

BELGIUM 24 HOUR RACE. 16th July, 1948.

A Standard Healey Saloon driven by Messrs. Haines and Wisdom, 2nd in 2-3 litre sports category at average speed of 65 m.p.h.

INTERNATIONAL ALPINE TRIAL. July, 1948.

Again a Standard Healey Roadster driven by D. Healey. 1st in 2-3 litre class.

N T O F A N I D E A L

T. H. WISDOM.
"SPORTING LIFE."

Specification

2.4 LITRE

ENGINE. Manufactured by RILEY (Coventry) Ltd. Four-cylinder in line. Bore 80.5 mm. (3.16-inch) x Stroke 120 mm. (4.7-inch). 2,443 c.c. (140 c.u. inch). R.A.C. rating, 16.07 h.p. **Crankshaft** of special design, counterbalanced. 2½-inch diameter bearings. **Cylinder Head**—Detachable. Hemispherical fully machined combustion chambers. "Straight-through" ports. **Valves**—O.H.V., 2 per cylinder at 90 degs. Of silicon-chrome steel. Push rod operated. **Connecting Rods** of special alloy steel. **Pistons**—Aluminium Alloy with large diameter gudgeon pins. **Camshafts**—Two high-level. Roller chain driven with automatic tensioner. **Lubrication**—Forced throughout. Positively driven high capacity pump, circulation through filter. Large size Light Alloy sump. **Ignition**—By coil and distributor with automatic and manual advance and retard. **Cooling**—Sealed pressure type. Circulation by pump and thermo-syphon with by-pass thermostat control. "Cross-flow" cooling in cylinder head. **Carburation**—Two horizontal S.U. carburettors, specially tuned and with manual choke and throttle control. Special air silencer. **Exhaust system**—Special design for minimum back-pressure with Light Alloy tail pipe.

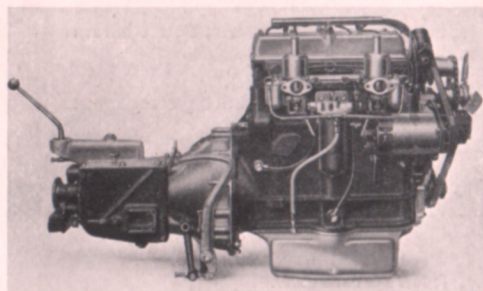
FRAME. Scientifically designed of immense strength, for light-weight. Box section throughout. Straight side-members, 6-inch deep "Cruciform" bracing.

SUSPENSION. Front—Independent of "Trailing Link" type incorporating vertical coil springs and large pressure-recuperating hydraulic dampers. **Rear**—Vertical coil springs and large pressure-recuperating hydraulic dampers mounted on light rigid banjo type rear axle.

TRANSMISSION. Clutch—Borg and Beck single plate 10-inch air-cooled. **Gearbox**—Four-speed and reverse. Synchro-mesh on second, third and top. Remote control central change speed lever. Accessible filling orifice with dip stick. Gear ratios—Top 3.5, 3rd 4.963, 2nd 7.542, 1st 12.761, Reverse 12.761. **Rear Axle**—Torque tube type with constant velocity needle roller bearing double universal joint. Axle located against side thrust by radius arm on rubber bushes.

BRAKES. 11-inch x 1½-inch. Front, Lockheed Two-leading Shoe. 10-inch x 1½-inch Rear. Hydraulic on all four wheels. Handbrake operates rear wheels only via cables. Large nickel chrome iron alloy ribbed drums.

STEERING. Exclusive steering layout (patented). Light yet positive at all speeds. "High-efficiency" type gear. Column adjustable. Large diameter thin rim spring steering wheel.



ENGINE

COLOUR RANGE. The colour schemes listed here are standard, and any deviations involving special treatment of exterior or upholstery will entail an extra charge. The cost being forwarded on application.

EXTERIOR :

Metallic Pearl Green.
 „ Silver Blue.
 „ Silver Grey.
 „ Maroon.

INTERIOR :

Red, Maroon, Brown and Beige.
 Blue.
 Blue and Maroon.
 Beige.

The Company reserves the right to alter or amend this Specification without previous notice.

WHEELS AND TYRES. Dunlop Special light disc wheels, extra wide base. All wheels balanced. **Tyre equipment**—Dunlop Extra Low Pressure, size 5.75 x 15. and 6.00 x 15.

FUEL SYSTEM. 13-gallon rear mounted petrol tank with concealed filler. Twin electric pumps. Independent 1½-gallon reserve supply with dash warning device.

ELECTRICAL EQUIPMENT. 12-volt with automatic voltage control and ventilated dynamo. 63 amp. battery. Special fully-recessed powerful headlamps. Foot-operated dipper switch. Two built-in Fog and Pass lights. Built-in twin tail lamps. Stop and Reversing Lights. Twin blended note wind-type horns. Twin-blade self-parking silent screen wipers. Concealed instrument lighting.

INSTRUMENTS. 5-inch 120 m.p.h. speedometer. 5-inch revolution counter, ammeter, oil pressure gauge, electrical petrol gauge, water temperature gauge, electric clock, petrol reserve warning light.

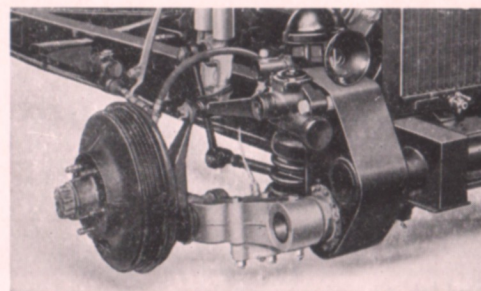
UPHOLSTERY AND CARPETING. All seats upholstered in best quality water-proofed Hide on Dunlopillo. Front seats fully adjustable.

SPARE WHEEL AND TOOLS. Spare wheel carried on rear locker with wheel-changing tools. Other tools accommodated in scuttle.

JACKING SYSTEM. Both wheels on either side may be raised clear of the ground with minimum effort from within the car in 15 seconds by the special "Bevelift" Jack.

BODY DETAILS. Aerodynamic shaped body with Aluminium Alloy panels. Wings, valances and bonnet also Light Alloy. **Bonnet**—Alligator type, incorporating special safety lock. Lock for bonnet operated from within the car. Radiomobile is a standard fitting to the Sportsmobile. Provision is made for fitting Radiomobile to all other models at an inclusive cost of £40 0s. 0d.

PRINCIPAL DIMENSIONS.		ft.	in.	ft.	in.
Wheel Base	...	8	6	Overall Length	14 1
Track—Front	...	4	6	Width	5 5
Rear	...	4	5	Height	4 10
Ground Clearance	...		7	Dry Weights (approx)	21 cwt.



FRONT SUSPENSION

DONALD HEALEY MOTOR COMPANY LIMITED, THE CAPE, WARWICK, ENGLAND.