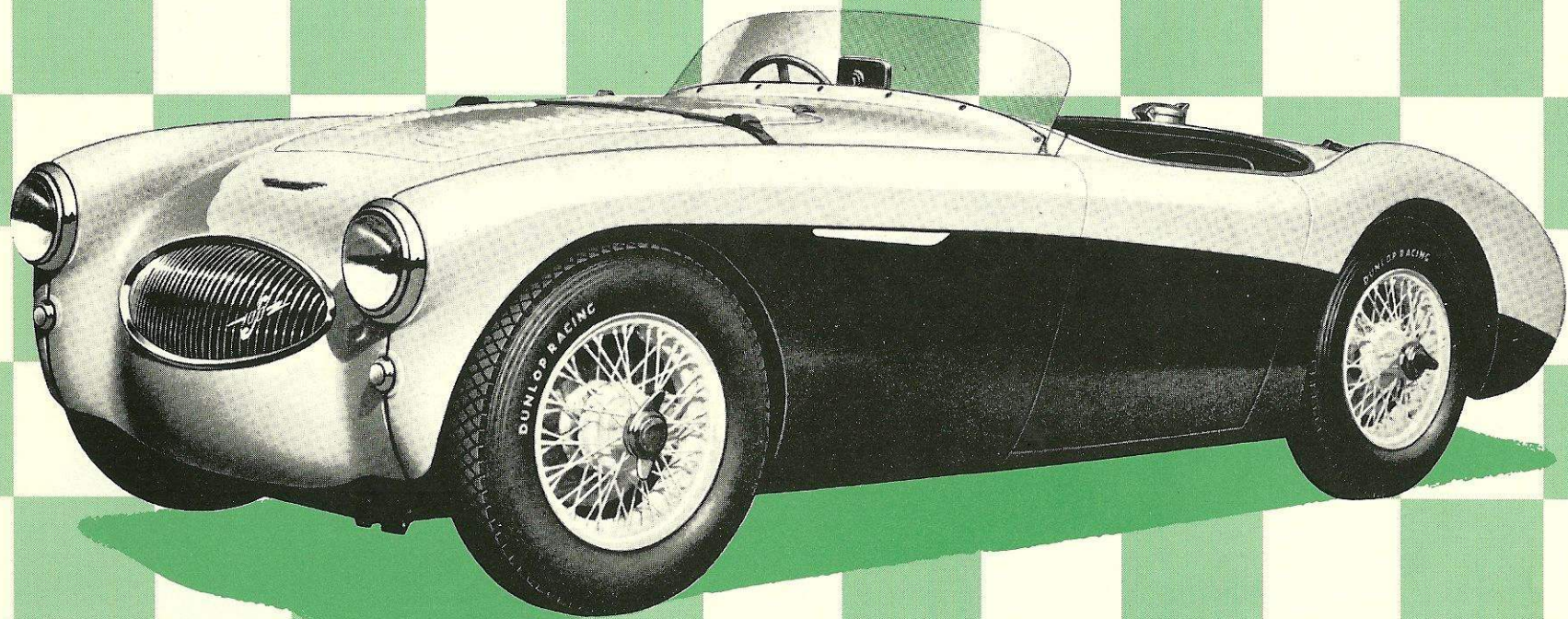
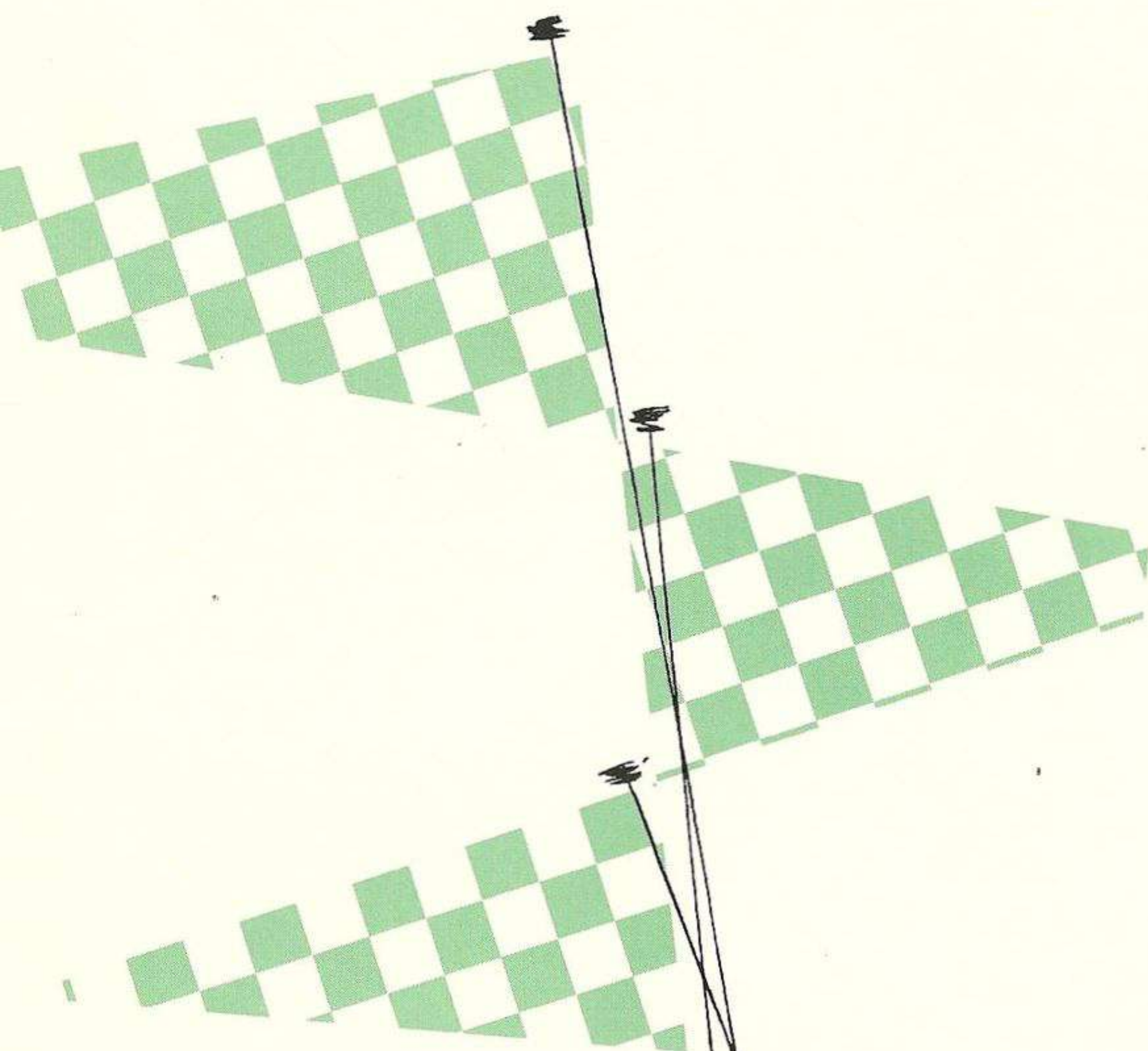


THE *Austin Healey* 100S



Built for Racing — by Racing Specialists

S P E C I F



Austin Healer

ENGINE: Bore 3.4375 in.; stroke 4.375 in.; capacity 162.2 cu. in. (2,660 c.c.); horse-power 132 at 4,700 r.p.m.; maximum torque 168 lb. ft. at 2,500 r.p.m.; compression ratio 8.3 to 1. Maximum B.M.E.P. 157 lb./sq. in. at 2,500 r.p.m.

Cylinders: Four cylinders cast integral with crankcase. Full-length water jackets. Aluminum alloy cylinder head with valve seat inserts.

Crankshaft: Forged-steel, counterbalanced crankshaft supported in three detachable steel-backed tri-metal bearings. Crankshaft nitride hardened.

Connecting Rods: Forged steel with detachable steel-backed tri-metal big-end bearings. Fully floating Wrist Pin.

Pistons: Solid skirt type in low expansion aluminum alloy with aluminate finish. Two compression rings and one oil control ring fitted. De Dykes compression rings.

Camshaft: High-lift 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 to maintain chain lubrication.

Valves: Overhead valves operated by push-rods. Large inlet valves of silicon chrome steel; exhaust valves in "KE.965" steel designed to resist corrosion from leaded fuels.

Lubrication: Pressure gear pump forces oil to all main, connecting rod, camshaft and overhead-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 oil cooler with renewable filter element is fitted. Oil capacity approximately $11\frac{3}{4}$ Imp. pints (14 U.S. pints).

Cooling: Circulation by centrifugal type of pump. Fan-cooled pressurised radiator. Water is directed to spark plug bosses and exhaust port walls. Cooling system capacity 20 Imp. pints (24 U.S. pints).

I C A T I O N S



Fuel System: Fuel from a rear tank of 20 Imp. gallons (24 U.S. gallons) capacity is fed by two S.U. large capacity electrical pumps to twin S.U. carburetors fitted with cold air intake pipe.

Exhaust: High efficiency twinpipe system.

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 & Beck clutch is fitted with spring cushion drive. Clutch diameter 10 in. Specially constructed for racing.

TRANSMISSION: Four forward speeds and reverse controlled by a short central gear shift and with synchromesh engagement for high, 3rd and 2nd gears. Oil capacity 3 Imp. pints (3.6 U.S. pints).

PROPELLER SHAFT: Hardy Spicer propeller shaft with needle roller bearing universal joints. Lubrication nipples to each joint.

REAR AXLE: Spiral bevel three-quarter floating in a banjo-type casing. The pinion is carried by pre-loaded taper roller bearings. Oil capacity $2\frac{1}{2}$ Imp. pints (3 U.S. pints). Normal ratio 2.92, alternative ratios available 3.66, 4.125 and 2.69 to 1.

OVERALL GEAR RATIOS: 8.98, 5.57, 3.88 and 2.92 with 12.2 reverse.

STEERING: Burman cam and lever steering gear. Adjustable steering wheel with aluminum alloy spokes and wooden rim.

SUSPENSION: **Front**—Independent coil springs controlled by double acting Armstrong R.X.P. hydraulic shock absorbers interconnected by an anti-roll torsion bar. **Rear**—Semi-elliptic springs controlled by double acting Armstrong R.X.P. hydraulic shock absorbers and anti-sway bar.

BRAKES: Dunlop disc brakes on front and rear wheels. Hand brake operates on rear discs only.

WHEELS AND TIRES: Wire spoke knock-on wheels with 5.50×15 Dunlop racing tires. Quick-lift jacking points and racing jack.

ELECTRICAL: One 12-volt 38AH battery; positive ground strap; built-in side and twin tail-lights; twin horns; Le Mans type headlights. Spark Plugs, Champion NA.10.

INSTRUMENTS: Fuel gauge; oil pressure, oil temperature and water temperature gauges; 140 m.p.h. speedometer; 0-6,000 r.p.m. tachometer.

COACHWORK: Open two-seater with individual bucket seats; all aluminium body; one piece perspex windshield.

OVERALL DIMENSIONS: Wheelbase 90 in.; tread at front $49\frac{5}{8}$ in.; tread at rear $50\frac{3}{4}$ in.; overall length 148 in.; overall width $60\frac{1}{2}$ in.; height over scuttle $35\frac{7}{8}$ in.; height over windshield 42 in.; ground clearance $5\frac{1}{2}$ in.; turning circle 35 ft.

WEIGHT: Dry, 1,888 lb.
Curb, with water, oil and 5 gall. of petrol 1,988 lb.

PERFORMANCE DATA:

Piston Area 37.2 sq. in.

Top Gear M.P.H. per 1,000 r.p.m. = 26.6.

A.A.A. CERTIFICATE

Contest  Board

of the
American Automobile Association
Washington, D. C.

CERTIFICATE OF PERFORMANCE

The undersigned Certify in the name of the
Contest Board, American Automobile Association
that

AN AUSTIN-HEALEY 100-S WAS DRIVEN BY DONALD HEALEY,
OF ENGLAND, OVER THE 14-MILE STRAIGHTAWAY COURSE ON THE
BONNEVILLE SALT BEDS, UTAH, U.S.A., ON AUGUST 22, 1954 TO
ESTABLISH FROM A FLYING START THE FOLLOWING PERFORMANCE:

DISTANCE	TIME	AV. M.P.H.
1 KILO	15.6187	143.22
1 MILE	25.15125	145.13

* AVERAGE OF RUNS IN BOTH DIRECTIONS WITHIN 1 HOUR

MOTOR OIL USED - CASTROL XL 30	TIRES USED - DUNLOP RACING
TRANSMISSION LUBRICANT - CASTROL XXL	FUEL USED - SHELL BLEND
REAR AXLE LUBRICANT - CASTROL HI-PRESSURE	SPARK PLUGS - CHAMPION NA 12
	IGNITION - LUCAS

Sanction No.

148754

B. Bruce Dutton
Technical Representative

James H. Frank
The Secretary

Donald Healey
Official Representative
Donald Healey
Chairman of the Board

RECORDS

broken by the Austin-Healey "100 S"

INTERNATIONAL CLASS "D" (2,000—3,000 c.c.)

Standing	1000 Kilo	...	...	...	132.81 m.p.h.
"	1000 Mile	...	...	...	132.59 m.p.h.
"	2000 Kilo	...	...	...	132.72 m.p.h.
"	2000 Mile	...	...	...	132.38 m.p.h.
"	3000 Kilo	...	...	...	132.18 m.p.h.
"	3000 Mile	...	...	...	132.16 m.p.h.
"	4000 Kilo	...	...	...	132.02 m.p.h.
"	5000 Kilo	...	...	...	132.27 m.p.h.
"	6 Hour	...	...	...	133.06 m.p.h.
"	12 Hour	...	...	...	132.47 m.p.h.
"	24 Hour	...	...	...	132.29 m.p.h.

AMERICAN NATIONAL CLASS "D" (2,000—3,000 c.c.)

Flying	1000 Kilo	...	...	...	132.99 m.p.h.
"	1000 Mile	...	...	...	132.70 m.p.h.
"	2000 Kilo	...	...	...	132.80 m.p.h.
"	2000 Mile	...	...	...	132.44 m.p.h.
"	3000 Kilo	...	...	...	132.25 m.p.h.
"	3000 Mile	...	...	...	132.21 m.p.h.
"	4000 Kilo	...	...	...	132.06 m.p.h.
"	5000 Kilo	...	...	...	132.30 m.p.h.
"	6 Hour	...	...	...	133.21 m.p.h.
"	12 Hour	...	...	...	132.54 m.p.h.
"	24 Hour	...	...	...	132.33 m.p.h.
Standing	200 Mile	...	...	...	133.74 m.p.h.
"	250 Mile	...	...	...	133.84 m.p.h.
"	300 Kilo	...	...	...	133.74 m.p.h.
"	300 Mile	...	...	...	133.95 m.p.h.
"	400 Kilo	...	...	...	133.83 m.p.h.
"	400 Mile	...	...	...	134.10 m.p.h.
"	500 Kilo	...	...	...	133.95 m.p.h.
"	500 Mile	...	...	...	132.62 m.p.h.
"	1000 Kilo	...	...	...	132.81 m.p.h.
"	1000 Mile	...	...	...	132.59 m.p.h.
"	2000 Kilo	...	...	...	132.72 m.p.h.
"	2000 Mile	...	...	...	132.38 m.p.h.
"	3000 Kilo	...	...	...	132.18 m.p.h.
"	3000 Mile	...	...	...	132.16 m.p.h.
"	4000 Kilo	...	...	...	132.02 m.p.h.
"	5000 Kilo	...	...	...	132.27 m.p.h.
"	3 Hour	...	...	...	134.10 m.p.h.
"	6 Hour	...	...	...	133.06 m.p.h.
"	12 Hour	...	...	...	132.47 m.p.h.
"	24 Hour	...	...	...	132.29 m.p.h.

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

In Association with the DONALD HEALEY MOTOR COMPANY LIMITED, WARWICK