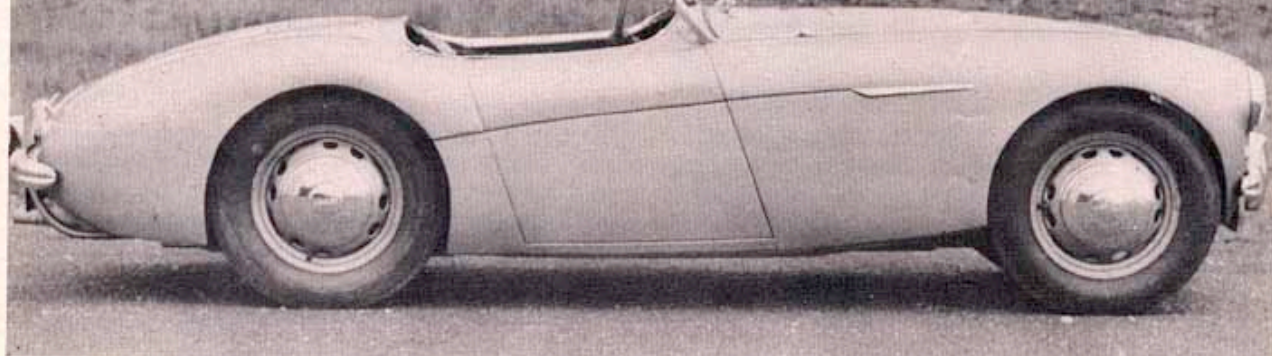


LONDON HIGHLIGHTS



Sensation of the show, the Austin-Healey "100" has clocked 113 mph

Britain presents two outstanding new sports cars

By Paul West

THE 37th LONDON AUTOMOBILE Show was undoubtedly the most outstanding (with the exception of the 1948 show) since the war's end.

Although its high points were very different and although it did not present the large number of new models which constituted the rebirth of the British motor industry in 1948, this recent Salon was exceptional inasmuch as it previewed new trends which will, in time, be followed by the rest of the British builders.

Let us start by mentioning the first trend of its kind in Britain, taken by the

aristocratic makes of Rolls-Royce and Bentley, who have adopted an optional automatic transmission (Hydramatic) for their export cars.

Other firms are more and more resorting to a second top gear in the form of an overdrive, and Donald Healey has gone one better by using an electrically-operated one in his new sports two-seater. The car recently took the limelight by clocking 113 mph over a flying kilometer.

This Healey, the highlight of Earls Court, is powered by an Austin A-90 four-cylinder engine of 162.2 cu. in. with push-rod-operated overhead valves. The bore is 3.4 in. and the stroke 4.3 in. It develops 90 bhp at 4000 rpm with a maximum torque of 140 ft./lbs. at 2000 rpm. The compression ratio is 7.5:1 and twin S.U. carburetors are standard.

The clutch is a 10-in. dry, single plate unit and there are four forward speeds plus overdrive with the following ratios:

rev.—4.98; 1st—3.6; 2nd—2.25; 3rd—1.418; top—1.000; o/d—756. With overdrive, final drive is 4.12:1; without overdrive, a 3.66:1 ratio is used. Both units are spiral bevel.

The chassis has front suspension by A-frames and coil spring with semi-elliptical leaf springs on the rear. The Girling hydraulic brakes have 173 sq. in. of friction area. Steering is by cam and lever, and the car comes with disc or "knock-off" wire wheels. The car has a 90-in. wheelbase with a front tread of 48.75 in. and rear of 49.5 in. The overall length is 146 in. with only 35 in. to the top of the cowl. The dry weight is 1880 lbs. Standard equipment includes twin horns and twin electric wipers plus directional flashing lights to comply with U.S. regulations.

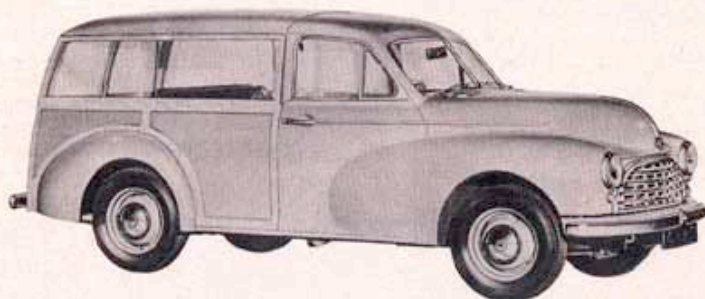
G. C. Healey, Development Engineer of the firm, directed my attention to the following three points:

1. The windshield is curved and can be folded to form a highly efficient wind deflector, enabling the driver to dispense with goggles.

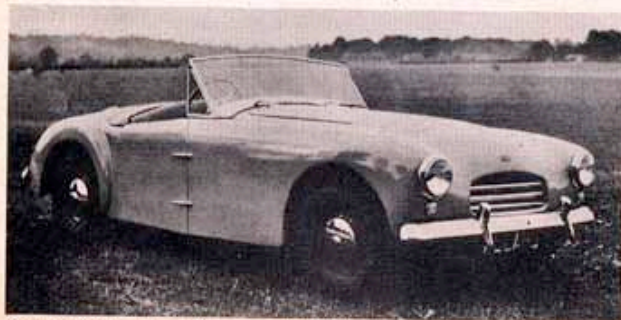
2. The top is covered with a specially designed plastic material. It incorporates a large flexible rear window and the complete top stows behind the rear seats.

3. There are side curtains which fit into the doors with dowels and they are made of a rigid framed plastic material, curved to the contours of the windshield.

Lord Nuffield, Chairman of the British Motor Corporation, and Mr. Leonard Lord, Managing Director of the Austin Company, were both so enthusiastic, they decided to back Donald Healey in the pro-



"The Traveller," a new addition to the Morris line on the Oxford chassis



Allard's "Palm Beach" powered by Ford Consul or Zephyr engine

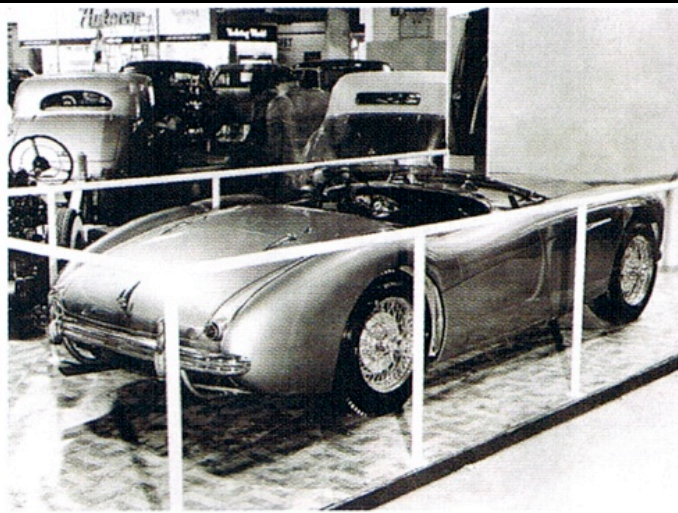


A new Armstrong-Siddeley sedan, the six-cylinder "Sapphire"

Here is a page from the January, 1953, issue of *Auto Speed and Sport* magazine. The caption refers to the --New! New! New!-- Austin-Healey "100" sports two-seater shown in profile, with -- Ack! Ack! Ack! --DISC wheels and hubcaps: "Sensation of the show . . ." Further in the text you will find specifications that may differ from what we (some of us) (not I) know of the production versions.

The text continues on the next page: ". . . (pro-)duction of this new Sports car; And the Austin factory may be able to bring out as many as 10,000 a year, of which about 90 per cent would be marked for export. The price in Britain has been fixed at £850 (\$2380)."

<http://home.roadrunner.com/~fsheff/photo022.htm>



British Auto Show in Oct.

LONDON.—Britain's 37th annual Motor Show will be held at Earl's Court from Oct. 22 to Nov. 4. Featured will be private cars of builders in Europe and America.

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