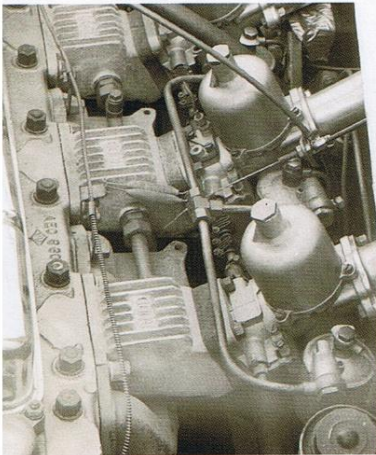


## AUSTIN-HEALEY

In 1960, a standard production BN7 was taken off the assembly line and sent to the Donald Healey Motor Company to be prepared as a special racecar for Austin of Canada. The preparation of the car was undertaken under the direct supervision of Geoff Healey. All of the production wings were removed and replaced with special lightweight aluminium equivalents. Front and rear bumpers were removed, and the bodywork re-worked to provide an extremely smooth surface at the front and rear where the bumpers had previously been. The doors received special attention, and two totally new doors were fabricated, using an aluminium framework and light aluminium skin. A unique centrally located roll over bar was installed that consisted of a single loop located in the centre of the car, rather than the more traditional loop over the driver.

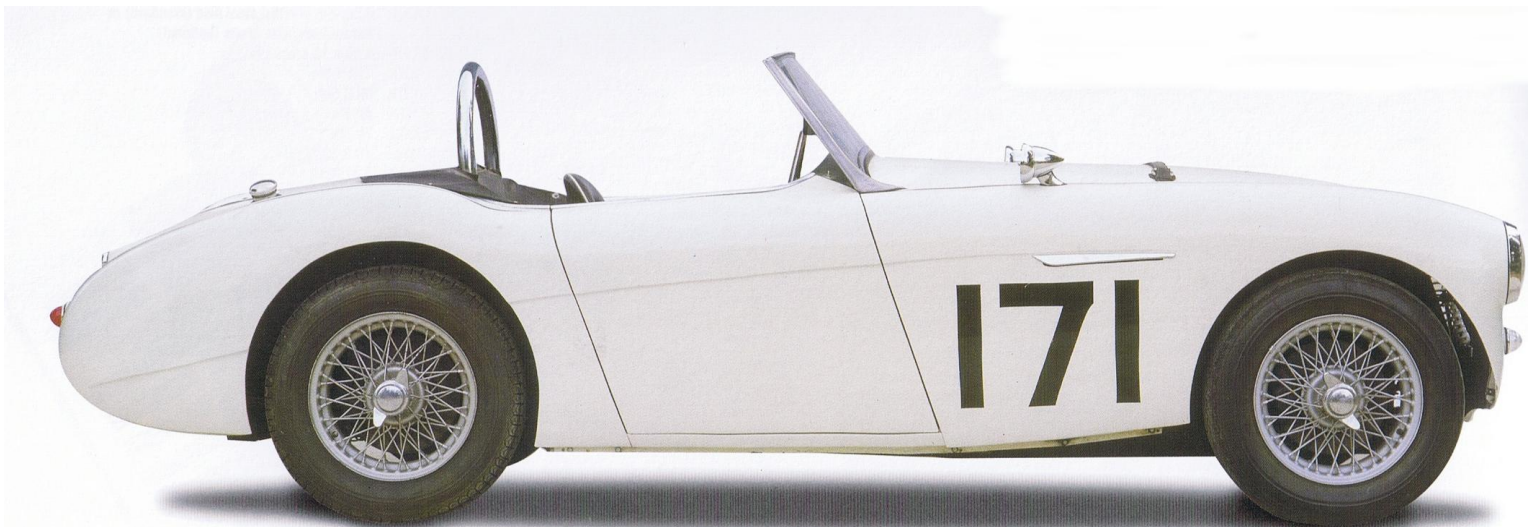
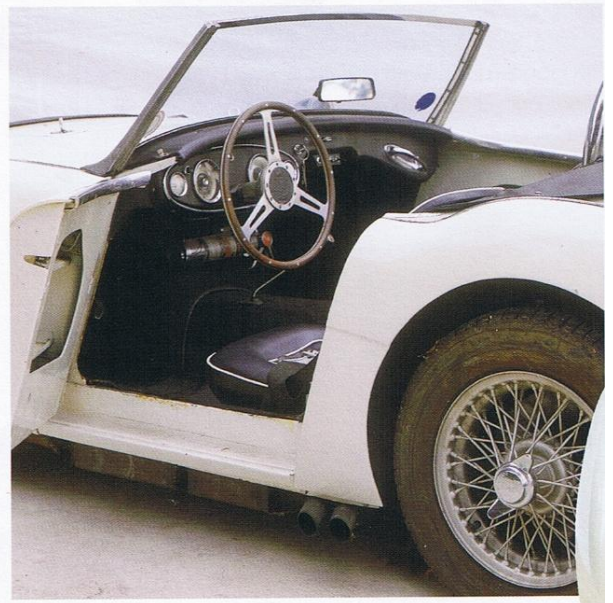


Although this roll bar would never meet current safety regulations, it was considered robust enough for the authorities in 1960. The interior and dashboard remained almost standard with the exception of the steering wheel, which was replaced with a wood-rimmed unit and the addition of a small panel for auxiliary switches just below the centre of the dashboard.

The engine on the BN7 received special attention to increase its performance for racing, with a magneto replacing the distributor. The standard BN7

utilised twin 1.75-inch SU carburetors mounted to the Austin-Healey intake manifold but for this particular racecar, a special set-up was used, which included three SU HD6 carburetors mounted on a Ruddspeed intake manifold. Rudd were makers of high-performance speed equipment in England during the 1960s and their intake manifolds were considered to be state-of-the-art. The engine backing plate and the petrol tank were both fabricated in aluminium as a weight-saving measure.

The car was shipped to Canada early in 1960 and was





# BIG WIN for AUSTIN-HEALEY

Grant Clark, in his Austin-Healey 3000 wins overall Eastern Canada Racing Drivers Association\* with 1960's only perfect score!

Five races... five class wins... 500 points—that's the perfect score posted by Grant Clark and his unbeatable Austin-Healey 3000. No other driver or car, regardless of engine displacement or car cost, can match that record for 1960.

That's the Austin-Healey success story—and there are solid design reasons for this kind of excellence. See them at your nearby Austin dealer's. Take a "3000" for a test-drive—soon—and let your own right foot tell you how great this car is.

\*Awarded annually by the Canadian Racing Drivers Association.

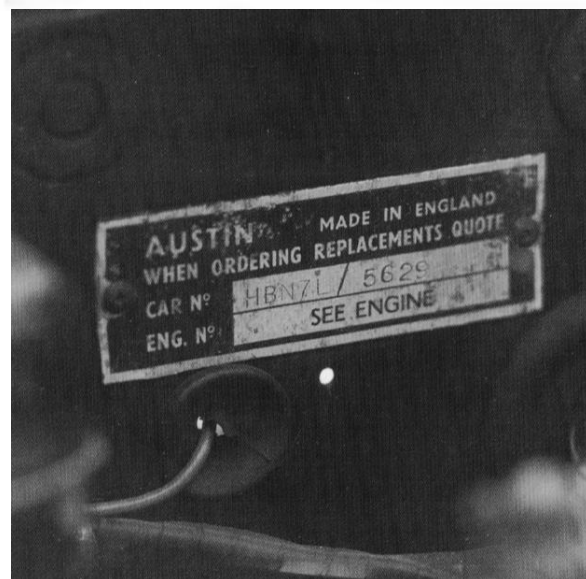
**THE Austin MOTOR COMPANY (CANADA) LIMITED**  
737 Church Street, Toronto, Ontario

CANADIAN RACING DRIVERS ASSOCIATION		
1960 CHAMPIONSHIP EVENTS		
COURSE	DATE	CLASS POSITION
Harwood	June 18	FIRST
St. Eugene	June 25	FIRST
Greenacres	July 3	FIRST
Greenacres	Aug. 28	FIRST
Harwood	Sept. 10	FIRST

CANADA TRACK & TRAFFIC



utilised in the 1960 Canadian Racing Drivers Association Championship. The races were held between June 18 and September 10, 1960. Quoting from an advertisement by the Austin Motor Company (Canada) Ltd., "Five races... Five class wins... 500 points – that's the perfect score posted by Grant Clark in his unbeatable Austin-Healey 3000. No other driver or car, regardless of engine displacement or car cost, can match that record for 1960". Perhaps even more fitting is a quote from the magazine Canada Track and Traffic, "The shadow of the white Healey fell across every Corvette which opposed it as Grant sped on his way to the Canadian Racing Drivers Association championship in 1960 in which he earned with five victories in the five championship races". Even though the car Grant Clark drove in 1960 was a special-purpose Austin-Healey 3000, Austin of Canada utilised these victories to entice people into their showrooms with advertisements that included; "That's the Austin-Healey success story – and there are solid design



# 3000 Mk I Racecar 1960

## specifications

NAME	3000 Mk I BN7 (HBN7L 5629)
YEAR OF PRODUCTION	1960
VOLUME	1
ENGINE	BMC C-Series (Prefix 29D)
CUBIC CAPACITY	2,912cc
CARBURATION	Three SU HD6 mounted on special RUDD intake manifold
POWER OUTPUT	200bhp @ 5,600rpm
TRANSMISSION	4-speed with overdrive
CHASSIS	John Thompson Motor Pressings strengthened at all corner intersections
BODY	All aluminium 2-seater body
FRONT SUSPENSION	Independent coil springs, wishbones, anti-roll bar and lever-arm dampers
REAR SUSPENSION	Live beam axle, by half-elliptical leaf springs, Panhard rod and lever-arm dampers
BRAKES F/R	11.25in disc/11in x 2.25in drum
WHEELS F/R	Centre-lock 60-spoke wire
TYRES F/R	5.90 x 15 Hambly Radial
LENGTH	12ft 2in
WIDTH	5ft 0.5in
HEIGHT	3ft 8in
WHEELBASE	7ft 8in
TRACK F/R	4ft 0.75in/4ft 2in
WEIGHT	2140lbs

reasons for this kind of excellence. See them at your near-by Austin dealers. Take a "3000" for a test drive – soon and let your own right foot tell you how great this car is". With the exception of the windscreen (required so the car can be licensed), this extraordinary, winning race car remains as it was at the end of the 1960 racing season.

