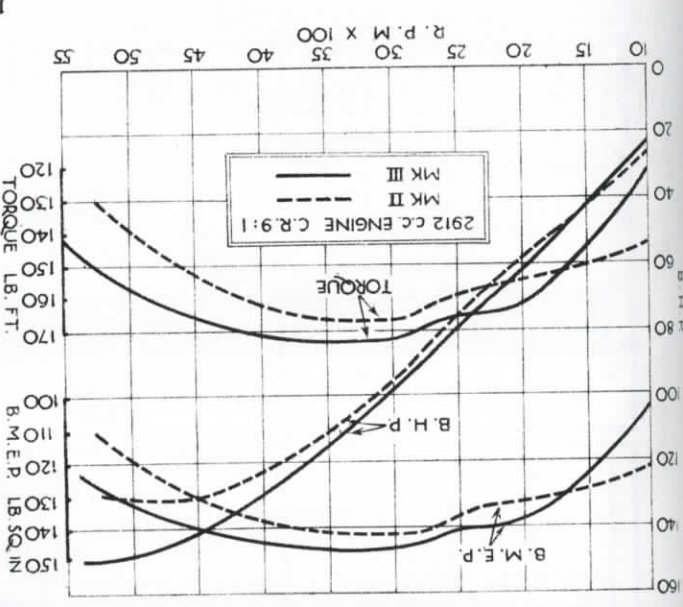


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## IN BRIEF

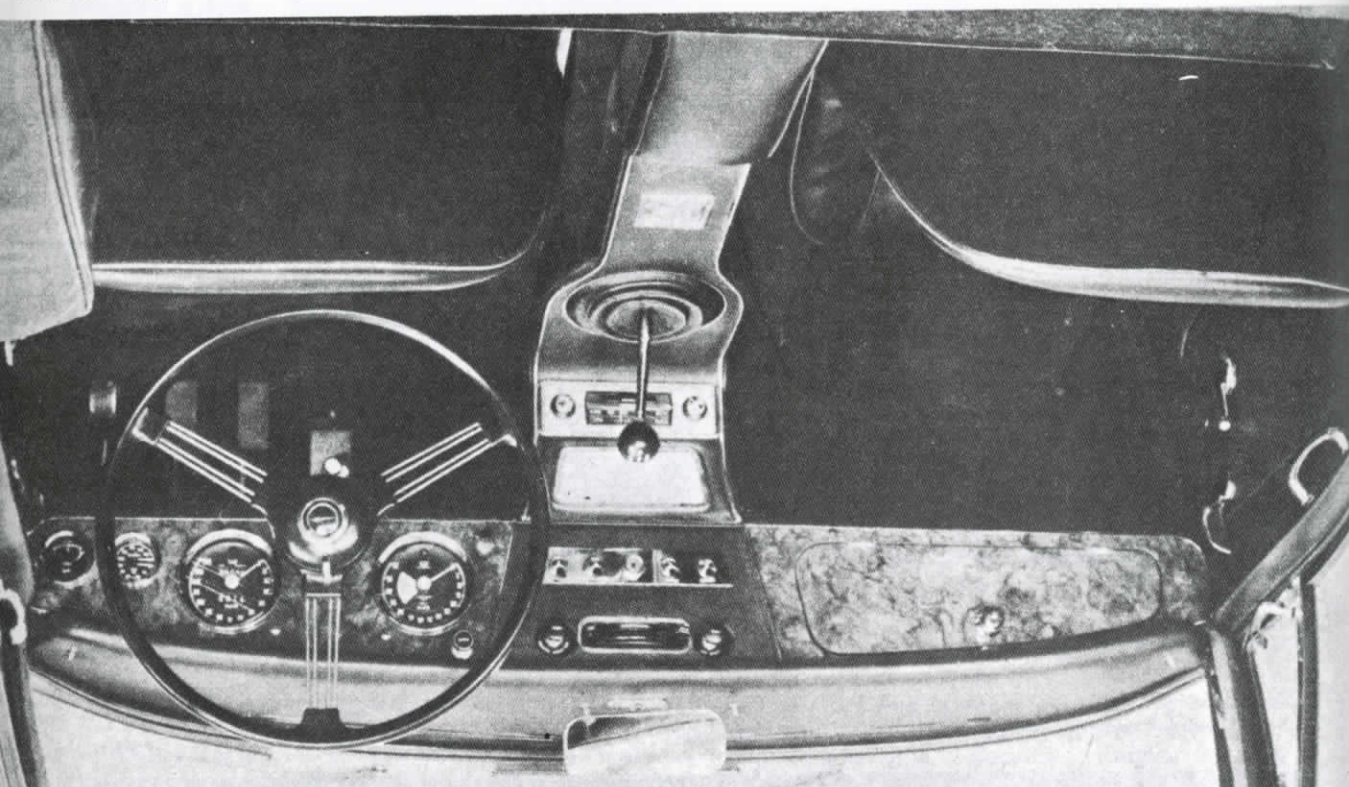
**ENGINE**—6 cyl., 83.36 mm. x 89 mm., 2,912 c.c.; o.h.v. (push rods); two S.U. HD8 carburetors; max. power, 149 b.h.p. net at 5,250 r.p.m.; max. torque, 173 lb. ft. at 3,000 r.p.m.

**TRANSMISSION**—10-in. diaphragm-type, s.d.p. clutch; 4-speed gearbox with synchromesh on 2-3-4. Ratios (normal): 3.545, 4.644, 7.730 and 10.209; rev. 13,187. Ratios (with opt. Laycock-de Normanville overdrive): 3.909 (O/D 3.213), 5.120 (O/D 4.210), 8.052 and 11.257; rev. 14,541. Road speed in top gear at 1,000 r.p.m. (with O/D): direct, 18.94 m.p.h.; O/D, 23.1 m.p.h.)

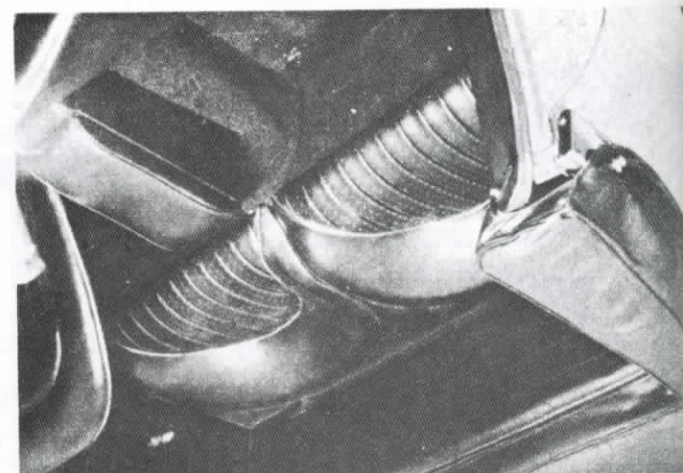
**RUNNING GEAR**—Girling hydraulic brakes, disc-front/drum-rear with vacuum servo; coil and wishbone f.s. with anti-roll bar; semi-elliptic rear springs and Panhard rod; cam-and-ped steering; 5.90-15 Dunlop Road Speed tyres.

**DIMENSIONS**—Length, 13 ft. 1½ in.; width, 5 ft. 0½ in.; turning circle, 35 ft.; weight 21½ cwt. approx.

Bowing to the overseas buyers who want traditional British styling, the new Healey has a polished wood fascia, central console and neat circular dials set in front of the driver.



Room for the kids. Rear seats fold forward to give flat luggage platform.



● Snap impressions showed several big improvements. The getaway seemed to press the squab more firmly in one's back than ever, and although there was no opportunity for proper tests in a mere 20-mile run, 120 m.p.h. came up on the clock remarkably quickly. The new silencers have subdued the exhaust system to a point at which the occupants are no longer conscious of an exhaust note when the car is closed, but this, in turn has emphasized the fact that this is far from a silent car mechanically; a few extra pounds (sterling and avoirdupois) of sound-deadening materials might have been a good thing to add to the new specification for full measure.

Bodywise, the modifications seemed all to the good. Altogether the best "Big Healey" yet.

## A Pressing Getaway . . .

