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STOP PRESS

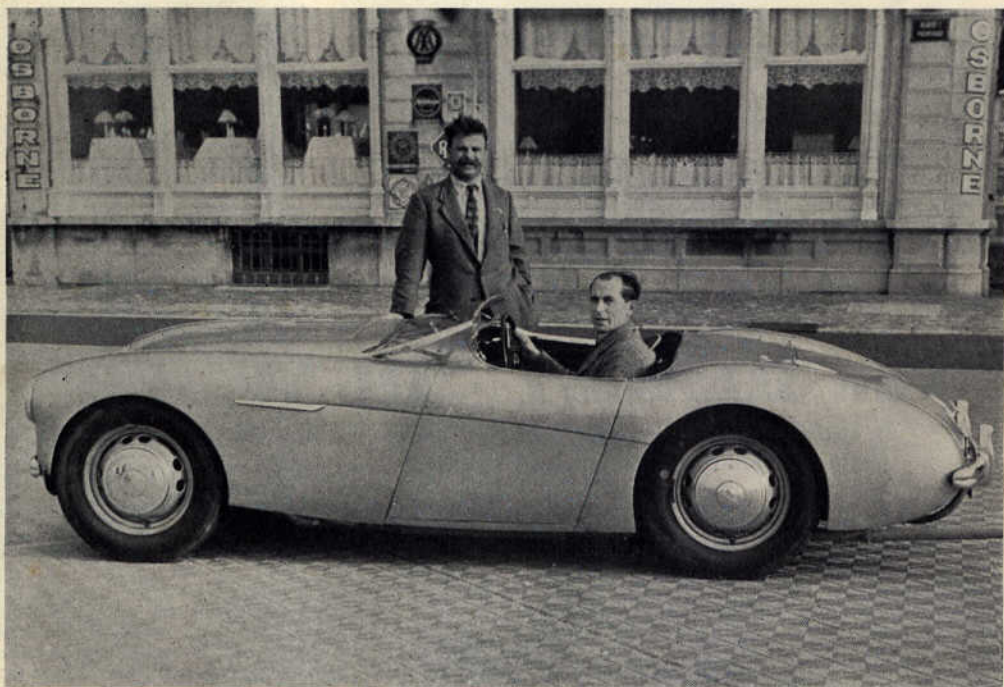
111.7 M.P.H.! Telegram from Ostend, Belgium, 18th October, 1952, reads: —

“TODAY BROKE BELGIAN SPORTS-CAR RECORD, CLASS D — STOP — FLYING KILOMETRE AT ONE HUNDRED AND ELEVEN POINT SEVEN M.P.H. — STOP — STANDING KILOMETRE IN THIRTY-TWO POINT SIX SECONDS — HEALEY”.

The Flying Mile record was also broken at 110.97 m.p.h.; the new figures were set up by Donald Healey on the Jabbeke-Aeltre Motor Road.

John Bolster Tests

The HEALEY “HUNDRED”



DONALD HEALEY MOTOR COMPANY LIMITED

WARWICK, ENGLAND



TIMED SECTION: The Healey "Hundred" flashing over the measured mile on the Jabbeke-Aeltre motor-road.

stiffening, and particular attention has been given to the easy replacement of individual panels in the event of an accident. Although the upper works are of aluminium, the side sections are of sheet steel to provide greater resistance to minor bruising.

The front suspension is by wish-bones and coil springs, a new departure for this make, as trailing arms have always been favoured. Behind, a normal spiral bevel axle rests on semi-elliptic springs. As the two-seater body is very low, a deep shaft tunnel also encloses the gearbox. Development work has shown that weight distribution is vital to good roadholding, and the optimum result is achieved with the rear wheels rather more heavily laden than the front.

The engine is an Austin A.90, of 2,660 c.c. It gives 90 b.h.p. at 4,000 r.p.m. but, of even greater importance, it has an unusually flat power curve. It is a normal pushrod unit of modern design, and naturally spares and service facilities are available everywhere. The Austin gear-

JOHN BOLSTER TESTS—

The HEALEY "HUNDRED"

An entirely new Medium-priced British Sports-car with excellent Power-weight Ratio and capable of over 105 m.p.h.—A certain Dollar-earner

AMONG the manufacturers of sports-cars, the name of Healey is an enviable one. Founded by a famous competition driver, the firm has produced nothing but speed models since its inception. Consequently, the introduction of an entirely new Healey is an event of great importance in the motoring world.

The object of the new model can be simply stated. It is a very fast everyday road car, of superior refinement and with exceptionally fine handling qualities. It has a simple push-rod engine that has not been tuned in any way, and which is consequently easy to service and gives its full power on pool petrol. The admittedly excellent performance is due entirely to low weight and an efficient aerodynamic shape. It is

purely incidental that, in following this formula, Donald Healey has produced by far the cheapest fully-equipped car that will exceed a genuine, timed - both - ways 100 m.p.h.

Compact Dimensions

If you are going to build a light car, the first essential is to keep the overall dimensions small. Thus, a wheelbase of 7 ft. 6 ins. has been chosen, which, with a front track of 4 ft. 0 $\frac{3}{4}$ in. and a rear track of 4 ft. 1 $\frac{1}{2}$ ins., ensures a compact vehicle. The basis of the main structure is a pair of box-section side members, which run the full length of the car, and pass beneath the rear axle. They are united by cruciform bracing, also of box section. The body and undershield provide additional

box is also used, operated by a short, central lever.

Behind the gearbox is a Laycock De Normanville overdrive unit. As is proper for a car of this type, the change is manual, through a short lever mounted on the shaft tunnel to the rear of the main control. The actual selection is electrical, and the step-up ratio is 0.756 to 1. If an overdrive is not specified, a 3.66 to 1 final drive replaces the usual 4.125 ratio.

Try-Out at Jabbeke

As the car became available while I was in Paris, for the Salon and kindred activities, it was decided that a Continental road test would be advantageous. Accordingly, Donald Healey and his son met me at Ostend, with the famous Jabbeke

motor road very much in mind. My first impression, as I drove out of the town, was that the engine was astonishingly flexible. With so little weight to pull, it has complete mastery of any situation, and the acceleration on the direct drive is brisk from even a crawl.

The steering is quite remarkably light at all speeds, and although it does not feel "dead", there is no objectionable return motion. Road noises are not apparent, even on Belgian *pavé*, a considerable achievement with an all-enveloping body. The town and traffic manners are in fact beyond reproach, and the good visibility is appreciated under such conditions.

On arrival at the Jabbeke straight,



GOOD-LOOKER: With hood erected, the Healey still retains a simple beauty of line which is essentially modern.

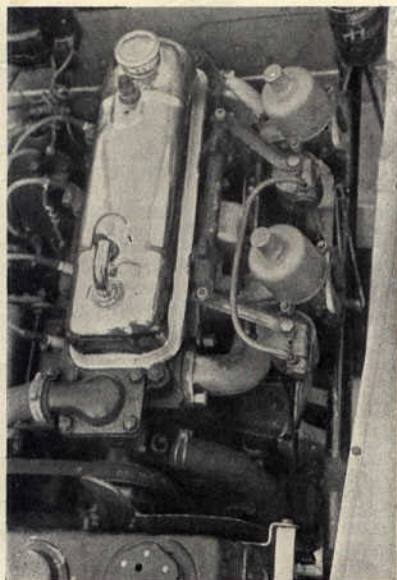
the Editor and two stop watches occupied the passenger's seat. We decided to time for maximum speed over the measured mile that is used for record attempts, and of course we took the mean of runs in both directions. As will be seen from the data panel, an average of 106 m.p.h. was achieved, with which we were more than pleased. Since the road was not closed at the time, heavy traffic, and even a herd of cows, rendered our task a difficult one. As a result, quite a mileage was put in at over 100 m.p.h., without any sign of stress.

During the timed runs, the rev-counter remained steady at 4,250 r.p.m. On the gears, about 4,800 r.p.m. can be attained before obvious valve bounce sets in. I would guess that the actual power peak lies rather below 4,500 r.p.m., however.

With such an advantageous power/weight ratio, first speed is purely an emergency gear. Even for the standing start acceleration figures, second was used for the getaway, but no time was lost thereby, as the results prove. Rearward weight distribution, and a light axle, give exceptional freedom from wheelspin, while slight juddering can only be produced by the most merciless misuse of the clutch. The latter component is well up to its work, and takes no exception to repeated racing starts.

Freedom from Roll

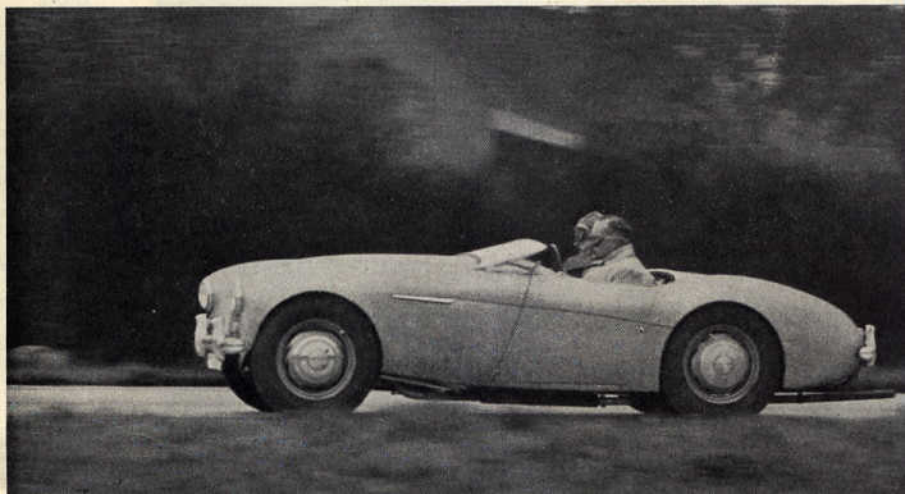
The suspension is first class, and one is at no time conscious of the short wheelbase. I have not watched this car being cornered fast by another driver, but from behind the wheel there is no apparent roll under even the most extreme con-

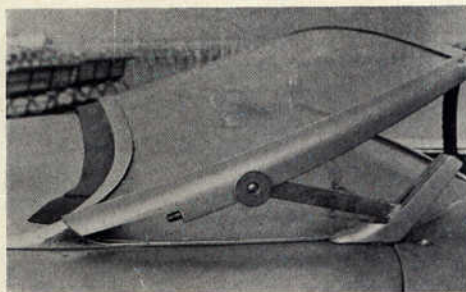


PERFECTLY STANDARD: (Above) The A.90 Austin engine as used on the "Hundred" is a normal production unit.

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OVER THE "TON": (Right) The Healey travelling at over 100 m.p.h. on the famous Belgian motor-road.





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The clever method of folding the windscreen to form a "scuttle". Hinges are secured by thumb-screws.

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ditions. Such freedom from rolling usually goes only with hard suspension, and one assumes that an extra low centre of gravity is responsible for this happy state of affairs.

A balance has been struck where-by neither understeering nor oversteering is favoured. There must be just enough understeer to promote stability, for the car travels straight and true at high speeds without any conscious guidance. It is very much at home on fast bends, and a four-wheel drift can be held if desired. The steering is fairly low geared, but as the rear end never breaks away unexpectedly, this is a matter of no moment.

My first impression of the brakes was that they were not particularly powerful, but this was soon proved to be erroneous. The initial pressure on the pedal, for moderately quick stops, is rather more than is normal these days, but thereafter the retardation is progressive. I had occasion to brake hard from three-figure speeds quite frequently, but no fading was apparent, and the car remained steady.

All the controls are well placed,

and only the overdrive requires comment. One can change on full throttle, either up or down; in fact the smoothest engagement is secured in this way. The wide two-seater body gives good protection. One sits well down in it, and there is a neat hood. An ingenious folding screen can be slid forward and secured in sockets on the scuttle. There is a fair-sized luggage boot in the tail.

Flexibility at Low Speeds

I concluded my test by getting off the main roads, and sampling some Belgian by-ways. Cobble village streets, dirt roads, and even farm tracks, were all on the menu, but the Healey took them in its stride. One can use the direct drive down almost to walking pace under such conditions, and it was difficult to imagine that this was the car that I had just been driving at 106 m.p.h.

Back on the main highway, I was soon up to a quiet, effortless 90 m.p.h. cruising speed again, with "the ton" available on any reasonable straight. Except for a healthy boom from the exhaust, this is a car

that makes little noise, and whether the engine is fundamentally silent or the sound-proofing particularly effective, it certainly adds to the pleasure of driving.

A genuine sports-car should provide exceptional performance and stamina, coupled with a very high degree of controllability. The new Healey has these qualities in abundance, and in addition it shatters all previous concepts of value for money in this field. With its lightly stressed and easily serviced engine, it should stand up to a long life of hard driving. This is certainly the most important new model that we have seen for some time.

SPECIFICATION AND PERFORMANCE DATA

Car Tested: Healey "Hundred" Two-seater. Price £850 plus £473 14s. 5d. P.T. In U.S.A. (N.Y.) \$3,000. (Overdrive extra.)

Engine: Four cylinders, 87.3 mm. x 111.1 mm. (2,660 c.c.). 7.5 to 1 compression ratio. 90 b.h.p. at 4,000 r.p.m. Push rod operated o.h.v. Two S.U. carburetors. Lucas coil and distributor ignition with vacuum and centrifugal advance.

Transmission: Four-speed synchromesh gearbox with Laycock-De Normanville overdrive, ratios 14.8, 9.3, 5.85, 4.125 (direct), and 3.12 (overdrive) to 1.

Chassis: Integral body and frame construction, based on parallel box-section side members with cruciform box-section bracing. Independent front suspension by wishbones and coil springs, with Girling hydraulic dampers incorporated in the top links. Burman steering gear with three-piece track rod and slave arm. Front anti-roll bar. Spiral bevel rear axle suspended on semi-elliptic springs, with lateral location by Panhard rod. Girling 2-L.S. hydraulic brakes in 10 in. drums. 5.50 in. x 16 in. tyres on perforated disc wheels (wire wheels extra).

Equipment: 12 volt lighting and starting. Speedometer, rev. counter, ammeter, oil pressure and water-temperature gauges.

Dimensions: Wheelbase, 7 ft. 6 ins. Track, 4 ft. 0½ in. front, 4 ft. 1½ ins. rear. Weight, 16 cwt. 3 qrs. Turning circle, 30 ft.

Performance: Maximum speed, 106.05 m.p.h. (170.9 k.p.h.). Speeds in gears, fourth (direct), 92 m.p.h., third, 65 m.p.h., second, 40.5 m.p.h. **Acceleration:** Standing quarter-mile, 18 secs., standing kilometre, 33.95 secs.; 0.50 m.p.h., 8.5 secs., 0-60 m.p.h., 10.5 secs., 0-70 m.p.h., 15 secs., 0-80 m.p.h., 20 secs., 0-90 m.p.h., 26 secs., 0-100 m.p.h., 37.2 secs.

Fuel Consumption: 25 m.p.g.

Three-quarter rear view of the handsome and effective 2.7-litre Healey "Hundred"

