

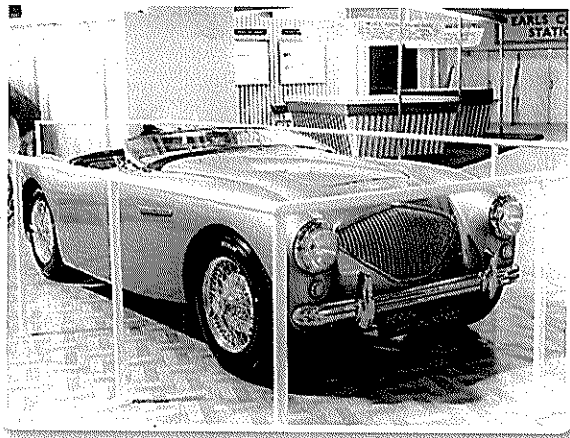
Brakes

Drum brakes were used on all four wheels until the introduction of the AH 3000 when discs were fitted to the front.

Variants

- 100 BN 1, 1953-55: two-seater roadster, three-speed plus overdrive.
- 100S, 1955: Racing 100 with Weslake-type cylinder head and all-round disc brakes.
- 100 BN2, 1955-56: two-seater, four-speed plus overdrive.
- 100M, 1955-56: 100 upgraded to Le Mans spec.
- 100-6 BN4, 1956-59: 2+2 seating, 2639cc six, length extended by 6.5in & wheelbase extended by 2in.
- 100-6 BN6, 1958-59: two-seater roadster, same wheelbase as 2+2.
- 3000 Mk I BN7, 1959-61: two-seater, 2912cc, front discs in place of drums. Two 1.75in HD6 Carburettors.
- 3000 Mk I BT7, 1959-61: 2+2, otherwise same as the BN7 Mk I.
- 3000 Mk II BN7, 1961-62: two-seater, triple 1.5in SU carbs in place of twin 1.75in, revised grille.
- 3000 Mk II BT7, 1961-62: 2+2, same changes as BN7 above.
- 3000 Mk II BJ7, 1962-63: Often known as the MkIIA; 2+2 convertible with curved screen, quarter lights, winding windows and permanently attached folding hood. Changed back to two 1.75in HS6 carburettors.
- 3000 Mk III BJ8 Phase 1, 1963-64: 2+2 with new dashboard, folding panel behind rear seats, twin 2in carbs.
- 3000 Mk III BJ8 Phase 2, 1964-68: 2+2 with improved ground clearance and anti-tramp bars.

Brief History of the AH 100



1952 The birth of a legend! Sensational launch of the Healey 100 at the Earls Court Motor Show. Austin's Leonard Lord concludes manufacturing agreement with Donald Healey. The car is re-named the Austin Healey 100 type BN1.

While Austin's Longbridge factory is being prepared for production of the Austin Healey 100, work begins at Healey's Cape Works, Warwick, building the first BN1 models for motor shows in New York, Los Angeles and Frankfurt. A fourth car is prepared for a sales promotion tour of the U.S.

1953 The Austin Healey 100 wins the Grand Premium Award at Miami's World Fair and is acclaimed the International Motor Show Car of 1953 at New York. A standard production car is taken to Utah Salt Flats and records an average 103.94 mph in a 5000 kilometre endurance run. By the summer, production at Longbridge tops 100 cars per week.

1954 Donald Healey achieves 192.62 mph over a flying kilometre in a 224 bhp supercharged streamlined 100, while Carroll Shelby goes on to break sixteen U.S. and international speed records at averages of nearly 160 mph. Record and race achievements result in the development of the famous 100S model, the 'S' standing for Sebring. Only 50 cars are made.

1955 Production of the BN2 model commences in August but is not launched until the Motor Show in October. Changes include a new gearbox. During the period January 1953 to August 1955, approximately 10,000 BN1s are sold.

1956 Production of the 100 BN2 ceases in August, after just one year in which 4600 had been made. Total production of Austin Healey 100 models is 14,600 in a little over three years.

Less than 10 per cent are made right-hand drive and only 3.5 per cent are 'home market' cars, making original UK registered models very rare indeed.