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# Download Ebook Austin Healey

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A collection of articles including road and comparison tests, rallying, performance data and buying guides.

Austin-Healey 100 & 3000 John Heilig  
The Big Healeys were produced from 1953 to 1968, and were the fastest and most glamorous of all Healey offerings. Although they were built in England, a full 89% of them were exported to the US. In this beautifully produced work Heilig profiles dozens of pristine examples of the big Healeys from around the world. A fresh and fascinating look at a classic British sports car. Sftbd., 8 1/4x 1 5/8, 128 pgs., 4 b&w ill., 76 color.

The big Healey was an unmistakable car - aggressively low and powerful - and this pictorial celebration of the MKI and MKII looks at the car from its early beginnings in 1952 to its demise in 1967. The book follows the car's progress as it became one of the most popular British sports cars of the 1950s and 1960, with more than 80% of its production exported to the US.

Having this book in your pocket is like having a real marque expert by your side. Benefit from the author's years of real ownership experience, learn how to spot a bad car quickly, and how to as-

sess a promising one like a professional. Get the right car at the right price!

Covers all aspects of modifying the MG Midget and Austin Healey Sprite for high performance. Includes engine/driveline, suspension, brakes, and much more. with 400 mainly colour photos and exclusive tuning advice, this is a MUST for any Sprite or Midget owner.

This totally revised, updated and enlarged book is THE complete guide to building a fast MG Midget or Austin-Healey Sprite for road or track. Daniel has been continuously developing his own 'Spridget' for years, and really does know what works and what doesn't when it comes to building a fast Midget or Sprite. Best of all, this book covers every aspect of the car, from the tyre contact patch to the rollover bar, and from radiator back to exhaust tailpipe. This new edition contains updated information for parts and suppliers, many new photos, and features new material covering aerodynamics, including results from testing the effect of modifications at the MIRA wind tunnel. With over 400 mainly colour photos and exclusive tuning advice, this is a MUST for any Sprite or Midget owner.

This title is part of a series of motoring

books which look into different models, viewed from leading motoring magazines. Each book has a selection of information such as production figures, rally records, roadtests, and servicing information.

Interest in Big Healey models has continued to grow since production was halted over 40 years ago, and support for the marque remains strong. This book is an indispensable resource for anyone contemplating the purchase of an example of these iconic cars. A candid assessment of each model guides you to selecting the right model for your intended use, and arms you with the essential knowledge to select the right example of this increasingly popular marque. Featuring both short and thorough evaluation guides, advice on paperwork, auctions, restorations, and much more, this is an invaluable book for both first-time buyers and seasoned collectors.

The first Sprites were designed as affordable sports cars. They were simple and basic with a tuned Austin A35 engine. The 1961 restyle gave the Sprite a more conventional face; at the same time an MG version was announced. The power output was increased from the same sized engine. In 1962 the engine was increased to 1098cc and 55bhp. Winding windows came with the Mk III in 1964 as well as a revised folding hood. With other small alterations production of these small sports cars continued until July 1971. Covering all models from the Bug-eye to the Mk IV this book consists of road and comparison tests, new model introductions, road research report, performance and technical data.

Identification and general data, controls, components, maintenance.

The Austin-Healey 3000 was introduced in July 1959 and although little different

visually, the significant change was the big-bore 2912cc engine. In 1962 the triple-carburetor Mk II version appeared; the Mk II convertible reverted to twin carburetors; the Mk III was introduced in 1964 with production coming to an end in late 1967. This book is a portfolio of contemporary reports featuring road and classic tests, new model summaries, specifications, driving impressions plus pieces on rallying, touring and advice on acquiring an Austin-Healey today.

This do it yourself workshop manual has been specially written for the owner who wishes to maintain his vehicle & carry out the bulk of his own servicing & repairs. There are step by step instructions & many illustrations are given of most dismantling, overhauling & assembling operations. Covering engine, fuel & cooling systems, ignition, heating, exhaust emissions, clutch, transmission, rear axle, suspension, steering gear, brakes, electrics, bodywork. With a total of 150 fully illustrated pages.

This manual was prepared in close cooperation with British Leyland Motors in order to provide complete, authentic and up-to-date maintenance and repair information to owners, dealership service departments, and other professional mechanics. The Workshop Manual is the official factory manual and includes information from the Driver's Handbook, which is the handbook provided with every new Austin-Healey. This manual contains emission control information that applies specifically to Austin-Healeys manufactured for the United Kingdom and North American markets, and a complete, illustrated catalogue of special tools. The publisher has incorporated additional factory procedures and specifications that have become available following the publication of the original factory infor-

mation. This manual is therefore the most up-to-date, accurate, and comprehensive service information available for the Austin-Healey.

This manual was prepared in close cooperation with British Leyland Motors in order to provide complete, authentic, and up-to-date maintenance and repair information to owners, dealership service departments, and other professional mechanics. The Workshop Manual is the official factory manual and includes information from the Driver's Handbook, which is the handbook provided with every new Austin-Healey. This manual contains emission control information that applies specifically to Austin-Healeys manufactured for the United Kingdom and North American markets, and a complete, illustrated catalogue of special tools. Because the value of Austin-Healey 100-Six and 3000 sports cars is increasing, it is impossible to overstate the importance of correct maintenance and repair. This manual has been published in order to supply complete, accurate, and comprehensive maintenance and repair data to both car owners and professional mechanics.

When Donald Healey displayed a new sports two-seater on his firm's stand at the 1952 motor show he could not possibly have envisioned the extraordinary success that it was to enjoy. There are many who would say that the looks of the early 100 were never matched by the later six-cylinder Healeys. Perhaps it is true that the first of the line is the purest expression of its designers' intentions. Includes a detailed technical analysis of the 100, covering all aspects of the chassis, running gear, engine and transmission. This sets the scene for subsequent chapters on the BN2, the 100M and the 100S, each of which receives comprehensive treatment. The author al-

so provides information on the cars' participation in racing competition, draws comparisons with rival models and gives advice on the practicalities of owning a 100 today. This book opens with an exposition of the background to Donald Healey's creation of the 100 and with an account of his career to that time. This is followed by a description of the successive stages of design and development and of the eventual manufacturing agreement with Austin. Seven outstanding examples of the four-cylinder 100 - including an unrestored Le Mans car - have been specially photographed for this book and are featured in 90 color images. There are also more than 140 black-and-white illustrations drawn from archives and from sales and publicity material.

Graham Robson is the doyen of writers on rallying. His new book, *Works Healeys in Detail*, joins his respected *Works Triumphs* and *Works Escorts* in our list. Here he tells of the story of Donald Healey's introduction of the cars of his own make into the world of rallying and racing, from the Healey Elliott and Westland of the late 1940s through to the last racing Austin-Healey Sprite in 1967. In between he produced competition versions of the Austin-Healey 100 and 100S, the 100-6 and the gloriously successful 3000, a brutal and wayward machine that won countless international rallies in the 1960s in the hands of great drivers like Pat Moss, Timo Makinen, Rauno Aaltonen and Paddy Hopkirk, to name but a few. The book covers the career of each of the works cars individually: entries, drivers and results, with nearly all cars illustrated. In addition there is detailed colour photography of important surviving examples.

The models created by Donald Healey

and son Geoffrey played a key role in establishing Britain as the world's leading producer of sports cars in the 1950s and 1960s. But the cheeky little Austin-Healey Sprite and the rugged 'Big Healey' with its muscular good looks are only part of a fascinating story that stretches back to the glory days of pre-war rallying and ends with the ill-fated Jensen-Healey. All this and more is told in the latest title in Haynes's acclaimed 'Classic Makes' series - along with practical guidance in the form of driving impressions and buying hints, based on the author's personal experience of most of the cars featured.

The Austin Healey - or 'Big' Healey - is one of the iconic British sports cars. The first Austin-Healey 100 model was unveiled at the 1952 Earls Court Motor Show, and when the last car rolled off the production line in 1967, over 73,000 examples had been built.

The essential and beautifully photographed guide to the quintessential British sports car features all-color photography of restored and original examples and detail close-up shots ideal for do-it-yourselfers.

For 15 years, from the first four-cylinder 100 of 1953 to the final 3000 MkIII of 1968, these wonderful Austin-Healeys were the British sports cars which thousands of red-blooded enthusiasts aspired to. Today, many have been restored and the restoration of others is being undertaken. But how many of these cars boast the completely original and authentic specification which the most discerning enthusiasts now demand? Here are the answers, with the evidence provided by color photography showing every inch of our ten carefully selected cars.

Donald Healey began building cars in 1946 and at the 1952 Motor Show he ex-

hibited the prototype Healey 100. Because an A90 engine was used BMC decided to incorporate the model and by the spring of 1953 it became the Austin-Healey 100. In the following six years more than 29,000 were built. A four-speed gearbox came in 1955 and a six-cylinder engine in 1956. The 100/6 was a little larger and allowed for 2+2 seating. Production of a pure two-seater returned in 1958. The rarest of the models are the 100S of 1955 and the 100M of 1955-6, both being tuned versions. This book is a collection of road tests, model introductions, specification and technical data, and driving impressions. Also covers the record breaking and buying an Austin-Healey today. Models covered are 100, 100/4, 100/6, 100/S, 100/M, Mille Miglia.

Having this book in your pocket is just like having a real marque expert by your side. Benefit from the author's years of MG Midget & A-H Sprite ownership, learn how to spot a bad car quickly and how to assess a promising one like a professional. Get the right car at the right price!

This well illustrated parts list covers the Austin-Healey 3000 Mk. 2 BJ7 commencing car number 17551, finishing car number 25314 and Austin-Healey 3000 Mk. 3 Series BJ8 commencing car number 25315 and finishing at 43026. This well illustrated parts list is made up of three sections: Mechanical service parts list (AKD 3523) covering part number, index, engine, ignition equipment, radiator and fittings, fuel system, clutch and controls, gearbox, propeller shaft, axle, suspension, steering, shock absorbers, brakes, electrical, instruments, wheels and tools. Secondly, 14 pages from S.U. carburetter service parts catalogue (extracts from part no. AKD 5036) on the HS6 and HD8 with single assembly and twin instal-

lation. The third section is the Body service parts list (AKD 3524) covering part number index, body shell, bonnet and controls, wings, tonneau, boot lid, door, window, windscreen, radiator, grille, bumper, hood, tonneau cover, fascia, trimmings, seats, heating and paints. With 316 pages, illustrated with exploded drawings. Publication number AKD 3523 issue 6 and AKD 3524 issue 5.

Unveiled in 1952, the Austin-Healey 100 was an innovation in the sports car market and won instant acclaim. As the series developed, the cars only became more popular and garnered an even larger following. This illustrated retrospective describes the cars' evolution, providing performance specs for each model and sidebars detailing the places, people and events that shaped the story of the "Big Healeys."

This first title in a brand-new series of Porter Profiles throws the spotlight on one of the most successful Big Healeys of all time. It is one of few cars to have such a varied history throughout a racing career that spans its entire life. Registered UJB 143, it was a works entry for the Sebring 12 Hours and Le Mans 24 Hours in 1960. After being sold to the privateer Ecurie Chiltern outfit, it was re-registered DD 300 and returned to the famous French enduro in '61 and '62. It then passed to Healey stalwart John Chatham and would regularly be raced over the next four decades, in everything from Modsports to sprints and finally historic events. The Healey's long and successful career continues with its cur-

rent owners and it is all covered in this fascinating new book, complete with a superb selection of period photographs. General data and maintenance, all components, etc.

This is a maintenance and repair manual for the DIY mechanic. It provides all you need to know about servicing the Austin Healey 100.

The four-cylinder Austin-Healey 100 sports car had already made a big name for itself by the time the 2.6-litre six-cylinder 100/6 arrived in 1956. This came as a 2+2 seater, joined in 1958 by a two-seat version, and both were replaced by the more powerful 3000 model in 1959, again offered as a two-seater or 2+2, and available with disc brakes. The Mk II 3000, launched in 1961, could be had either as the limited-production 132bhp two-seater with triple carburetors and side screens, or as the less spartan 2+2 convertible with wind-up windows, and the final version was the 2+2-only 1964 Mk III, now with 150bhp, a wooden dash and better appointments. All these "Big Healeys" are as much admired today as when they were new, and here marque expert Bill Piggott gives full details of correct specification and equipment for all these cars, backed up by in-depth colour photography of outstanding examples of all models and variants. Body panels, external trim and badging, paint colours, interior trim, dashboard, instruments and controls, under-bonnet components, engine and transmission, lamps, and other features right down to the tool kit, are all covered.