



THE OLD RACING CAR COMPANY

Austin Healey 100S Endurance Car



- Historic Record Breaking Car
- Fastest naturally-aspirated Healey 100
- Woodcut Trophy Class Winner
- FIA HTP and ready to race
- Subject of major editorial feature



Austin Healey 100S Endurance Car

This is the fastest naturally-aspirated Austin Healey 100 in the world - and that's official.

Built in 2008 to challenge the Endurance Record of 132 mph (average speed over 24 hours) set by Donald Healey in 1954, this car not only broke Healey's Bonneville record but also smashed 17 others, including the UK's 100-mile standing start record (which no other car of any make or model has equalled) and in doing so became the fastest non-supercharged 4 cylinder Healey ever, clocking an average speed of 153.22 mph.

This audacious challenge was mounted on the banked track at Millbrook in November 2009 and was the subject of a seven-page feature in Octane Magazine (Feb 2010) appropriately entitled The Right Stuff. See [website](#) to read article.

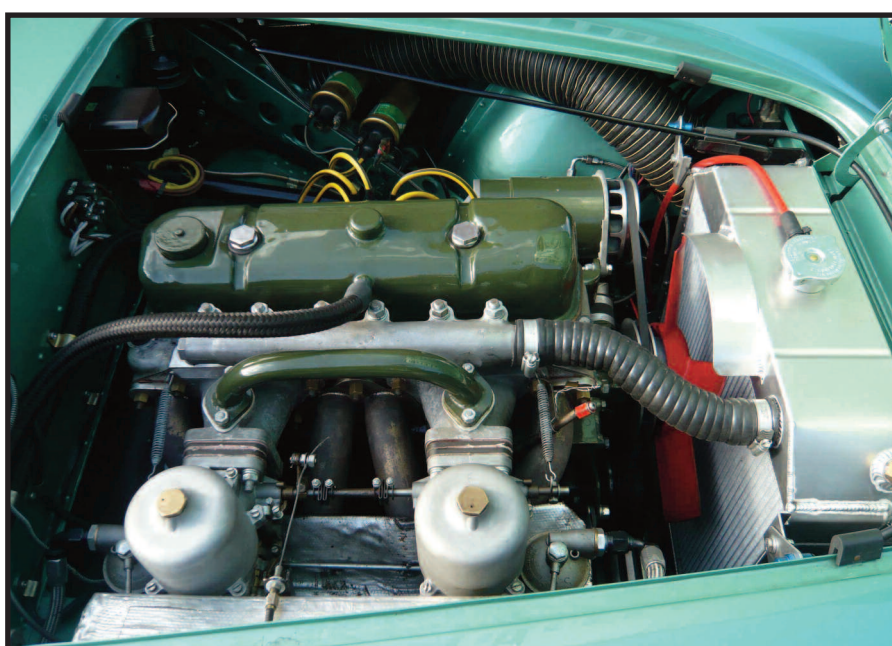
Given that the original Endurance car no longer exists and genuine Healey 100S's are changing hands for over £800,000 (Bonhams Dec 2011 Lot 433 £846K) the owner commissioned Healey Specialists Denis Welch Motorsports to build another. The owner had already acquired an aluminum body which was fitted to what is believed to be the last known factory chassis, which had been altered and lightened to 100S specification.

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The attention to detail is forensic, and everything was built as original, from the dimpled flat plate for the bonnet catches to fitting the Healey Elliot seat, originally sourced by Healey from an MOD troop carrier plane, to allow the driver to slide right down and assume prone position with the right knee almost hooked over the gearstick. The car is rivet for rivet identical to the original car SPL227B, which in turn became the model which all genuine 100S cars replicated, in period.



In essence the car marries correct specification new materials with a rigid adherence to old technology.

The engine is a new-build four, incorporating an original re-worked 100 block and using a new LM25 aluminum eight-port 100S cylinder head, cast from the original patterns of the West-lake-designed head. For the record attempt the cars ran a pair of Weber DCoEs, which were homologated on the 100S in 1955, instead of the original spec SUs, which have since been reinstated for modern historic racing.

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Since it achieved its record breaking speed of 153 mph the car has been awarded FIA HTP papers and now races regularly in historic events, and with recent success in the Woodcut Trophy. The engine has been freshly rebuilt during this time and the car is in well-maintained, mint condition.

A legendary car in its own right, this is a unique opportunity to own the historic record-breaking Healey.





Specification

Engine

2703cc pushrod in-line four, iron block, alloy head, 10.5:1 CR, twin Weber DCOE carbs

Transmission

Four speed manual, BN 2 box with straight-cut gears, rear wheel drive

Suspension

Front: double wishbones (lever-arm dampers, forming top links), coil springs, anti roll bar.

Rear: live axle, semi elliptic leaf springs, adjustable lever arm dampers

Brakes

Dunlop discs all round

Wheels/Tyres

16in Dunlop Peg Drive with Michelin Pilots

Weight

858kg dry

Top speed

153 mph

Price: POA



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