

That's my Car!



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THE AUSTIN MOTOR COMPANY LIMITED
LONGBRIDGE BIRMINGHAM

AUSTIN MOTOR EXPORT CORPORATION LIMITED
LONGBRIDGE, BIRMINGHAM, & OXFORD STREET, LONDON, ENGLAND

AT home and overseas, more people can say of Austin, "That's my car," than of any other British make. Proof of this outstanding fact is contained in a recent count of over 10,000 cars in the London area where Austins accounted for 21 per cent of the total, and in the car export figures for the period 1946-1953 which again showed Austin ahead with 23 per cent. A clear lead of 5 per cent over the nearest competitor in each instance.

Austin cars have certainly achieved a unique position in the motor industry, and for very good reason. They are endowed with a traditional dependability and unflagging power that breeds confidence in the modern far-travelling motorist, while their overall design and equipment are practical in every way. Every model in the unequalled Austin range — from the inexpensive two-door Seven to the luxurious Princess Saloons and Limousines — has an O.H.V. engine, four-speed gearbox, independent front suspension, hydraulic braking, 12 volt battery and latex foam interior cushioning.

It takes a lot to become the most wanted British cars in the world — Austins have what it takes — you can depend on it !

A30 SEVEN TWO-DOOR SALOON

With the introduction of the Austin A30 Seven two-door saloon an alternative body styling becomes available for an already popular model and the advantages of dependable motoring can be enjoyed by an even wider section of the community. For the two-door Seven is now the lowest priced car in the Austin range, although its all-round specification, comfort and finish are equal to those of its four-door sister model. Indeed the small car enthusiast need look no further for sheer money-value motoring.

ENGINE : Bore 2.28 in. (58 mm.); stroke 3 in. (76 mm.); capacity 48.8 cu. in. (800 c.c.); b.h.p. 28 at 4,800 r.p.m.; maximum torque 40 lb./ft. at 2,200 r.p.m.; compression ratio 7.2 to 1. * Four cylinders cast integral with crankcase. * Detachable cast iron cylinder head carrying valve rocker gear and connections for heater unit. * Overhead valves operated by push-rods and designed for quiet operation. * Austin patented lubrication system to provide a generous supply of oil to all bearings and working parts, and prolong engine life; a by-pass oil filter is fitted; approximate oil capacity 5 pints (2.84 litres). * Cooling water circulated by centrifugal type of pump with thermostat control; patented radiator to prevent loss of cooling water through surge or expansion; cooling system capacity approximately 8½ pints (4.83 litres). * Coil and 12 volt battery ignition with automatic advance and retard, and in-built vacuum control. * Fuel from a rear tank is fed by a mechanical pump to the Zenith downdraught carburettor fitted with an air cleaner; a stainless steel hot-spot is incorporated in the induction manifold; fuel tank capacity 5¾ gallons (26.14 litres).

GEARBOX : The gearbox has four forward speeds and reverse. A centrally mounted gear lever is employed and there is synchromesh engagement for 2nd, 3rd and top speeds. Oil capacity approximately 2½ pints (1.33 litres).

REAR AXLE : Three-quarter floating with hypoid crown wheel and pinion.

OVERALL GEAR RATIOS : 5.14, 8.64, 13.32 and 21.03 to 1, reverse 26.63.

ROAD SPEEDS PER 1,000 R.P.M. : Top 12.62 m.p.h.; third 7.51 m.p.h.; second 4.87 m.p.h.; first 3.08 m.p.h.

STEERING : Cam gear steering. Twin spoke steering wheel with diameter of 16½ in. (0.42 m.). Left- or right-hand steering is fitted.

SUSPENSION : *Front*—Independent coil springs controlled by double-acting hydraulic shock absorbers. *Rear*—Long semi-elliptic underslung springs with reverse camber. Control by double-acting hydraulic shock absorbers interconnected by an anti-sway bar.

BRAKES : Lockheed hydraulic on all wheels, the rear brakes being mechanically operated by a remote hydraulic cylinder. Front brakes are of two-leading-shoe design. A pull-up type handbrake is situated between the driver's seat and door and operates mechanically on rear wheels.

WHEELS AND TYRES : Pressed steel disc wheels with slots for ventilation and the fitting of non-skid chains. Spare wheel carried vertically in rear luggage compartment. Dunlop extra low pressure 5.20 x 13 tyres.

ELECTRICAL : 12 volt battery of 32 amp. hr. capacity (38 amp. hr. when heater and radio are fitted); built-in headlamps with double filament bulbs for dipping; sidelamps mounted on wings, visible to driver; twin stop-tail lamps; rear number plate lamp; combined switch for lights and headlamp dipping mounted on steering column; direction indicators; horn; dual windscreen wipers; provision for air conditioning and heating; provision for radio.

INSTRUMENTS : Large speedometer with total mileage recorder; fuel gauge; warning lights for traffic indicators, headlamp beam position, ignition and oil pressure.

COACHWORK : Two-door, four-seater, all-steel saloon of unitary construction; rear opening doors fitted with ventilating louvres; all windows and windscreen of toughened glass; seats trimmed in leather-cloth, with cushions of moulded foam rubber; front seats are adjustable and may be folded forward for access to rear compartment; floor carpets are fitted; the fascia panel forms part of the body construction and is finished in body colour; instruments are grouped centrally and there is a full-width parcel shelf; bonnet release incorporated in "Flying A" motif; large enclosed rear luggage compartment.

LEADING DIMENSIONS : Overall length 11 ft. 4¾ in. (3.46 m.); overall width 4 ft. 7½ in. (1.40 m.); overall height 4 ft. 10¼ in. (1.48 m.); wheelbase 6 ft. 7½ in. (2.02 m.); track front, at ground level 3 ft. 9¼ in. (1.15 m.); track rear 3 ft. 8¾ in. (1.14 m.).



A30 SEVEN FOUR-DOOR SALOON

The four-door version of the Austin A30 Seven is an extremely lively car that combines a maximum speed of over 60 m.p.h. with a fuel consumption to please the most economy-minded owner. It is easily controlled at any time and requires little garaging or parking space. Comfortable seating is provided for four passengers with, of course, a separate door for each, and there is excellent visibility all round the car. Motorists for whom a small, fully equipped car is the most practical means of travel will find the Austin Seven very much to their liking.

ENGINE : Bore 2.28 in. (58 mm.); stroke 3 in. (76 mm.); capacity 48.8 cu. in. (800 c.c.); b.h.p. 28 at 4,800 r.p.m.; maximum torque 40 lb./ft. at 2,200 r.p.m.; compression ratio 7.2 to 1. * Four cylinders cast integral with crankcase. * Detachable cast iron cylinder head carrying valve rocker gear and connections for heater unit. * Overhead valves operated by push-rods and designed for quiet operation. * Austin patented lubrication system to provide a generous supply of oil to all bearings and working parts, and prolong engine life; a by-pass oil filter is fitted; approximate oil capacity 5 pints (2.84 litres). * Cooling water circulated by centrifugal type of pump with thermostat control; patented radiator to prevent loss of cooling water through surge or expansion; cooling system capacity approximately 8½ pints (4.83 litres). * Coil and 12 volt battery ignition with automatic advance and retard, and in-built vacuum control. * Fuel from a rear tank is fed by a mechanical pump to the Zenith downdraught carburettor fitted with an air cleaner; a stainless steel hot-spot is incorporated in the induction manifold; fuel tank capacity 5¾ gallons (26.14 litres).

GEARBOX : The gearbox has four forward speeds and reverse. A centrally mounted gear lever is employed and there is synchromesh engagement for 2nd, 3rd and top speeds. Oil capacity approximately 2½ pints (1.33 litres).

REAR AXLE : Three-quarter floating with hypoid crown wheel and pinion.

OVERALL GEAR RATIOS : 5.14, 8.64, 13.32 and 21.03 to 1, reverse 26.63.

ROAD SPEEDS PER 1,000 R.P.M. : Top 12.62 m.p.h.; third 7.51 m.p.h.; second 4.87 m.p.h.; first 3.08 m.p.h.

STEERING : Cam gear steering. Twin spoke steering wheel with diameter of 16½ in. (0.42 m.). Left- or right-hand steering is fitted.

SUSPENSION : *Front*—Independent coil springs controlled by double-acting hydraulic shock absorbers. *Rear*—Long semi-elliptic underslung springs with reverse camber. Control by double-acting hydraulic shock absorbers interconnected by an anti-sway bar.

BRAKES : Lockheed hydraulic on all wheels, the rear brakes being mechanically operated by a remote hydraulic cylinder. Front brakes are of two-leading-shoe design. A pull-up type handbrake is situated between the driver's seat and door and operates mechanically on rear wheels.

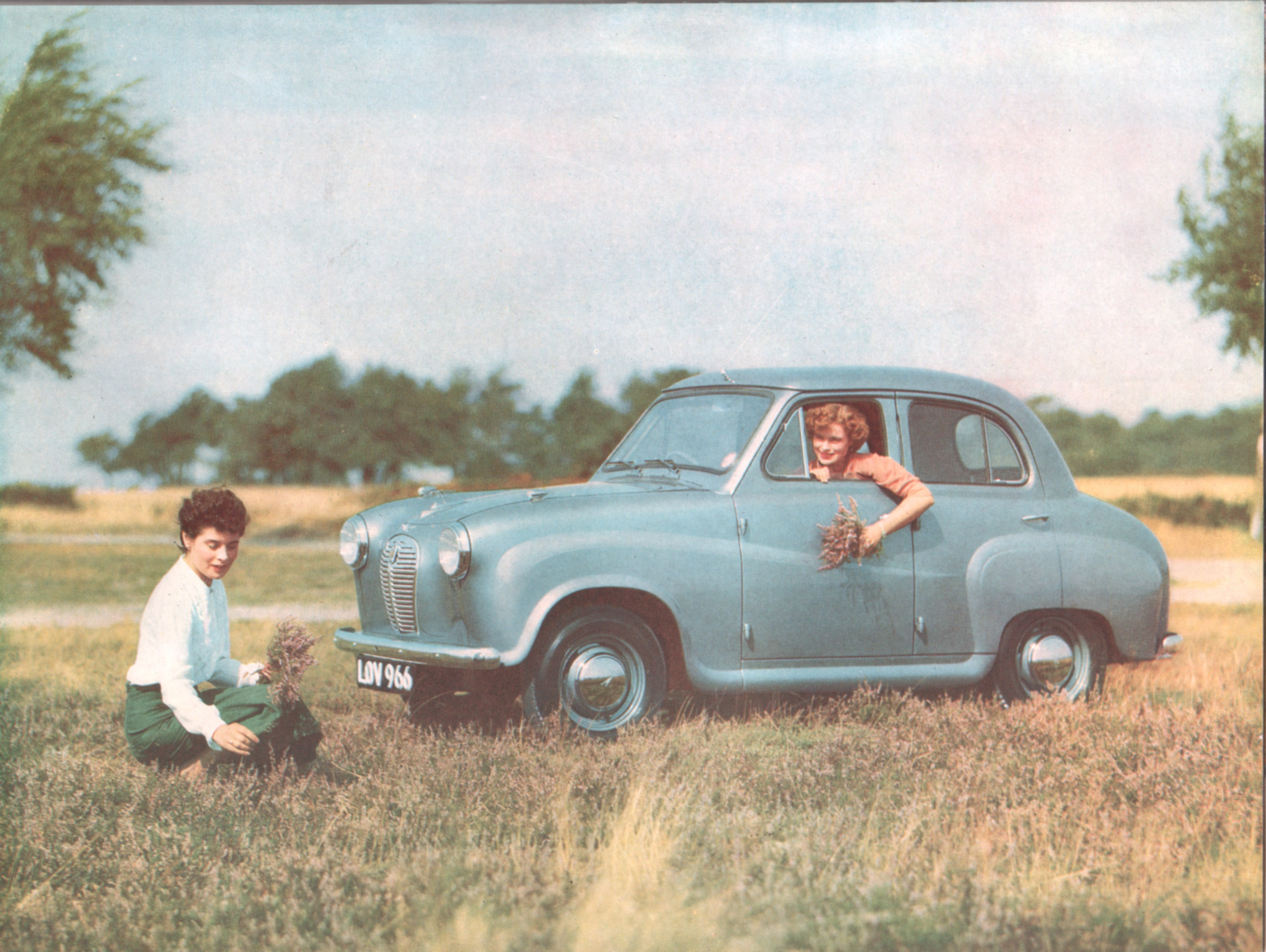
WHEELS AND TYRES : Pressed steel disc wheels with slots for ventilation and the fitting of non-skid chains. Spare wheel carried vertically in rear luggage compartment. Dunlop extra low pressure 5.20 x 13 tyres.

ELECTRICAL : 12 volt battery of 32 amp. hr. capacity (38 amp. hr. when heater and radio are fitted); built-in headlamps with double filament bulbs for dipping; sidelamps mounted on wings, visible to driver; twin stop-tail lamps; rear number plate lamp; combined switch for lights and headlamp dipping mounted on steering column; direction indicators; horn; dual windscreen wipers; provision for air conditioning and heating; provision for radio.

INSTRUMENTS : Large speedometer with total mileage recorder; fuel gauge; warning lights for traffic indicators, headlamp beam position, ignition and oil pressure.

COACHWORK : Four-door, four-seater, all-steel saloon of unitary construction; rear opening doors fitted with ventilating louvres; all windows and windscreen fitted with toughened glass; all seats trimmed in leather-cloth, with cushions of moulded foam rubber; front bucket seats are instantly adjustable to one of three positions; floor carpets fitted; the fascia panel forms part of the body construction and is finished in body colour; instruments are grouped centrally and there is a full-width parcel shelf; bonnet release incorporated in the "Flying A" motif; large enclosed rear luggage compartment.

LEADING DIMENSIONS : Overall length 11 ft. 4¾ in. (3.46 m.); overall width 4 ft. 7½ in. (1.40 m.); overall height 4 ft. 10½ in. (1.48 m.); wheelbase 6 ft. 7½ in. (2.02 m.); track front, at ground level 3 ft. 9¼ in. (1.15 m.); track rear 3 ft. 8¾ in. (1.14 m.).



A 40 SOMERSET SALOON

Probably the most prolific seller of any single British model, the Austin A40 Somerset saloon is now a familiar sight on roads all over the world. Its resounding success is a tribute to designers and craftsmen who have been able to incorporate in a car of medium size all the qualities of performance, smoothness and comfort previously associated only with cars of much higher horse-power. And yet it is economical to run and supremely easy to handle. It goes well under all conditions and looks well in any setting — A most satisfying car in every way.

ENGINE : Bore 2.578 in. (65.48 mm.); stroke 3.5 in. (89 mm.); capacity 73.17 cu. in. (1,200 c.c.); b.h.p. 42 at 4,500 r.p.m.; maximum torque 58 lb./ft. at 2,400 r.p.m.; compression ratio 7.2 to 1. ★ Four cylinders cast integral with crankcase. ★ Detachable cast iron cylinder head carrying valve rocker gear and connections for heater unit. ★ Overhead valves operated by push-rods and designed for quiet operation. ★ Austin patented lubrication system to provide a generous oil supply to all bearings and working parts, and prolong engine life; a by-pass oil filter is fitted; approximate oil capacity 7 pints (3.976 litres). ★ Cooling water circulated by centrifugal type of pump with thermostat control; patented radiator to prevent loss of cooling water through surge or expansion; cooling system capacity approximately 12 pints (6.8 litres). ★ Coil and 12 volt battery ignition with automatic advance and retard, and in-built vacuum control. ★ Fuel from a rear tank is fed by a mechanical pump to the Zenith down draught carburettor fitted with accelerator pump, economy device and air cleaner; a stainless steel hot-spot is incorporated in the induction manifold; fuel tank capacity 8½ gallons (40 litres).

GEARBOX : The gearbox has four forward speeds and reverse. The gear lever is mounted on the steering column and there is synchromesh engagement for 2nd, 3rd and top speeds. Oil capacity approximately 3 pints (1.70 litres).

REAR AXLE : Spiral bevel three-quarter floating in "banjo" type casing. Oil capacity approximately 2½ pints (1.28 litres).

OVERALL GEAR RATIOS : 5.28, 8.13, 12.88, and 20.54, with 28.46 reverse.

ROAD SPEEDS PER 1,000 R.P.M. : Top 14.26 m.p.h.; third 9.26 m.p.h.; second 5.85 m.p.h.; first 3.67 m.p.h.

STEERING : Special cam gear steering. Spring spoke steering wheel of 17 in. (0.43 m.) diameter. Left- or right-hand steering is fitted.

SUSPENSION : *Front*—Independent coil springs controlled by double-acting hydraulic shock absorbers. *Rear*—Long semi-elliptic underslung springs with reverse camber. Control by double-acting hydraulic shock absorbers interconnected by an anti-sway bar.

BRAKES : Girling hydraulic on all wheels, applied by pedal. Pistol grip hand-brake, mounted under the dash, operates mechanically on the rear wheels. Two-leading-shoe front brakes.

WHEELS AND TYRES : Pressed steel disc wheels with slots for ventilation and the fitting of non-skid chains. Spare wheel carried in rear luggage compartment. Dunlop extra low pressure 5.25 x 16 tyres.

FRAME : Pressed steel box section frame with centre cross bracing to ensure great torsional and diagonal stiffness.

ELECTRICAL : 12 volt battery of 38 amp. hr. capacity at the 10-hour rate; positive earth; built-in headlamps; headlamp dipping arrangements vary to suit particular regulations; foot controlled dip switch; sidelamps mounted on front wings and are visible to driver; twin built-in stop-tail lights; rear number plate light; interior roof light; dash light; twin windtone horns; direction indicators; dual windscreen wipers.

INSTRUMENTS : Oil pressure, fuel and water temperature gauges; ammeter; speedometer with trip and total readings; ignition and headlamp beam warning lights.

COACHWORK : Four-door, four-seater saloon with fixed or sliding head; all-steel sound insulated body; toughened glass to fixed, curved windscreen and all windows; door windows operated by winding regulators and fitted with friction controlled ventilating louvres; rear-opening doors with push button lock handles and concealed hinges; all doors can be locked; rear doors are fitted with an additional safety catch for children; individually adjustable, close-mounted front seats; all seats have latex foam moulded cushions; side armrests for rear seat attached to door casings; fresh air circulation with provision for interior heating and windscreen demisting when required; provision for built-in radio; bonnet release incorporated in "Flying A" motif and fitted with lock; large capacity built-in rear luggage compartment.

LEADING DIMENSIONS : Overall length 13 ft. 3½ in. (4.05 m.); overall width 5 ft. 3 in. (1.60 m.); overall height 5 ft. 4 in. (1.63 m.); wheelbase 7 ft. 8½ in. (2.35 m.); track front, at ground level 4 ft. 0⅛ in. (1.22 m.); track rear 4 ft. 2 in. (1.27 m.).



A 40 SOMERSET COUPÉ

A coupé body is presented on the Somerset chassis so that motorists who prefer open-styled coachwork may still enjoy the pleasure of A40 travel. The hood has three definite positions : Fully closed to give all-weather protection, fully open and folded into the well at the rear of the body, and the coupé de ville position which encloses the rear seat but leaves the front compartment open. Both door windows may be lowered, and the rear quarter glasses can be swivelled down when the hood is stowed to make a completely open car.

ENGINE : Bore 2.578 in. (65.48 mm.); stroke 3.5 in. (89 mm.); capacity 73.17 cu. in. (1,200 c.c.); b.h.p. 42 at 4,500 r.p.m.; maximum torque 58 lb./ft. at 2,400 r.p.m.; compression ratio 7.2 to 1. ★ Four cylinders cast integral with crankcase. ★ Detachable cast iron cylinder head carrying valve rocker gear and connections for heater unit. ★ Overhead valves operated by push-rods and designed for quiet operation. ★ Austin patented lubrication system to provide a generous oil supply to all bearings and working parts, and prolong engine life; a by-pass oil filter is fitted; approximate oil capacity 7 pints (3.976 litres). ★ Cooling water circulated by centrifugal type of pump with thermostat control; patented radiator to prevent loss of cooling water through surge or expansion; cooling system capacity approximately 12 pints (6.8 litres). ★ Coil and 12 volt battery ignition with automatic advance and retard, and in-built vacuum control. ★ Fuel from a rear tank is fed by a mechanical pump to the Zenith downdraught carburetter fitted with accelerator pump, economy device and air cleaner; a stainless steel hot-spot is incorporated in the induction manifold; fuel tank capacity 8½ gallons (40 litres).

GEARBOX : The gearbox has four forward speeds and reverse. The gear lever is mounted on the steering column and there is synchromesh engagement for 2nd, 3rd and top speeds. Oil capacity approximately 3 pints (1.70 litres).

REAR AXLE : Spiral bevel three-quarter floating in "banjo" type casing. Oil capacity approximately 2½ pints (1.28 litres).

OVERALL GEAR RATIOS : 5.28, 8.13, 12.88, and 20.54, with 28.46 reverse.

ROAD SPEEDS PER 1,000 R.P.M. : Top 14.26 m.p.h.; third 9.26 m.p.h.; second 5.85 m.p.h.; first 3.67 m.p.h.

STEERING : Special cam gear steering. Spring spoke steering wheel of 17 in. (0.43 m.) diameter. Left- or right-hand steering is fitted.

SUSPENSION : *Front*—Independent coil springs controlled by double-acting hydraulic shock absorbers. *Rear*—Long semi-elliptic underslung springs with reverse camber. Control by double-acting hydraulic shock absorbers interconnected by an anti-sway bar.

BRAKES : Girling hydraulic on all wheels, applied by pedal. Pistol grip hand-brake, mounted under the dash, operates mechanically on the rear wheels. Two-leading-shoe front brakes.

WHEELS AND TYRES : Pressed steel disc wheels with slots for ventilation and the fitting of non-skid chains. Spare wheel carried in rear luggage compartment. Dunlop extra low pressure 5.25 x 16 tyres.

FRAME : Pressed steel box section frame with centre cross bracing to ensure great torsional and diagonal stiffness.

ELECTRICAL : 12 volt battery of 38 amp. hr. capacity at the 10-hour rate; positive earth; built-in headlamps; headlamp dipping arrangements vary to suit particular regulations; foot controlled dip switch; sidelamps mounted on front wings and are visible to driver; twin built-in stop-tail lights; rear number plate light; dash light; twin windtone horns; direction indicators; dual windscreen wipers.

INSTRUMENTS : Oil pressure, fuel and water temperature gauges; ammeter; speedometer with trip and total readings; ignition and headlamp beam warning lights.

COACHWORK : Four-seater, two-door coupé of all-steel construction; rear-opening doors with concealed hinges; large built-in rear luggage compartment; manually operated hood of washable P.V.C.-proofed cloth, having three separate positions; fixed curved windscreen and all windows of toughened glass; door and rear quarter windows may be lowered into body sides; close-mounted front seats, individually adjustable; front seats squabs are tilted forward for access to rear seat; side armrests for rear seat attached to quarter-casings; all seats have latex foam moulded foundations; fresh air circulating system with air intake control; provision for interior heating; provision for built-in radio.

LEADING DIMENSIONS : Overall length 13 ft. 3½ in. (4.05 m.); overall width 5 ft. 3 in. (1.60 m.); overall height 5 ft. 2½ in. (1.59 m.); wheelbase 7 ft. 8½ in. (2.35 m.); track front, at ground level 4 ft. 0⅛ in. (1.22 m.); track rear 4 ft. 2 in. (1.27 m.).



A 70 H E R E F O R D S A L O O N

Another Austin with great popular appeal is the A70 Hereford saloon. It is a roomy, powerful and soundly constructed car with character in every curve and an inexhaustible capacity for hard work. It will move smoothly at a crawl in traffic and pick up speed to pass with a quick surge of power, and it will cruise effortlessly in the seventies mile after mile. There is comfortable seating for five or six passengers, so that the Hereford ideally fills the bill for family travel, while its stylish appearance makes it a genuine favourite among business and professional people.

ENGINE : Bore 3.125 in. (79.4 mm.); stroke 4.375 in. (111 mm.); capacity 134.1 cu. in. (2,199 c.c.); b.h.p. 68 at 3,800 r.p.m.; maximum torque 116 lb./ft. at 1,700 r.p.m.; compression ratio 6.8 to 1. * Four cylinders cast integral with crankcase. * Detachable cast iron cylinder head carrying valve rocker gear and connections for heater unit. * Overhead valves operated by push-rods and designed for quiet operation. * Austin patented lubrication system to provide a generous oil supply to all bearings and working parts, and prolong engine life; a full-flow oil filter is fitted; approximate oil capacity 11½ pints (6.68 litres). * Cooling water circulated by centrifugal type of pump with thermostat control; patented radiator to prevent loss of cooling water through surge or expansion; cooling system capacity approximately 20 pints (11.36 litres). * Coil and 12 volt battery ignition with automatic advance and retard, and in-built vacuum control. * Fuel from a rear tank is fed by a mechanical pump to the Zenith downdraught carburettor fitted with an air cleaner; a stainless steel hot-spot is incorporated in the induction manifold; fuel tank capacity approximately 12½ gallons (56 litres).

GEARBOX : The gearbox has four forward speeds and reverse. The gear lever is mounted on the steering column and there is synchromesh engagement for 2nd, 3rd and top speeds. Oil capacity approximately 3 pints (1.70 litres).

REAR AXLE : Spiral bevel three-quarter floating in "banjo" type casing. Oil capacity approximately 2½ pints (1.42 litres).

OVERALL GEAR RATIOS : 4.125, 5.85, 9.28, and 14.83, with 20.53 reverse.

ROAD SPEEDS PER 1,000 R.P.M. : Top 19.47 m.p.h.; third 13.73 m.p.h.; second 8.65 m.p.h.; first 5.42 m.p.h.

STEERING : Special cam gear steering. Spring spoke steering wheel of 17 in. (0.43 m.) diameter. Left- or right-hand steering is fitted.

SUSPENSION : *Front*—Independent coil springs controlled by double-acting hydraulic shock absorbers. *Rear*—Long semi-elliptic underslung springs with reverse camber. Control by double-acting hydraulic shock absorbers interconnected by an anti-sway bar.

BRAKES : Girling hydraulic on all wheels, applied by pedal. Pistol grip hand-brake, mounted under the dash, operates mechanically on the rear wheels. Two-leading-shoe front brakes.

WHEELS AND TYRES : Pressed steel disc wheels with slots for ventilation and the fitting of non-skid chains. Dunlop extra low pressure tyres—6.00 x 16 for Export; 5.50 x 16 for Home Market.

FRAME : Pressed steel box section with centre cross bracing to ensure great torsional and diagonal stiffness.

ELECTRICAL : 12 volt battery of 63 ampere hour capacity at the 10 hour rate; positive earth; built-in headlamps; headlamps have double filament bulbs for dipping; foot controlled dip switch; separate sidelamps on top of wings, visible to the driver; twin built-in stop and tail lamps; rear number plate lamp; interior roof lamp; flush-fitting direction indicators; twin windtone horns; windscreen wipers; fresh air circulation with heating and windscreen demisting when required; built-in provision for radio.

INSTRUMENTS : Oil and fuel gauges; ammeter; a trip speedometer with clock; ignition and headlamp beam warning lamps; water thermometer.

COACHWORK : All-steel, five- or six-seater, four-door saloon with fixed or sliding head; full dust- and draught-proofing; rear-opening doors with concealed hinges; push-button lock handles; bonnet catch incorporated in the "Flying A" motif; curved, fixed windscreen and all windows are of toughened glass; friction-controlled ventilating louvres fitted to front and rear doors; wide, closely fitting front seats, instantly adjustable; side armrests for front and rear seats attached to door casings; wide centre folding armrest for rear seat; front and rear seats upholstered in leather and have latex foam moulded foundations; air conditioning system supplied with fresh air from the radiator grille; large capacity luggage compartment at rear of car.

LEADING DIMENSIONS : Overall length 13 ft. 11½ in. (4.25 m.); overall width 5 ft. 9½ in. (1.77 m.); overall height 5 ft. 3¾ in. (1.67 m.); wheelbase 8 ft. 3 in. (2.51 m.); track front, at ground level 4 ft. 5⅞ in. (1.36 m.); track rear 4 ft. 8 in. (1.42 m.).



A135 PRINCESS III SALOON

Specialist built for luxurious travel, with coachwork by Vanden Plas of London, the Austin A135 Princess III models provide a standard of motoring comfort that has been accepted by the highest in the land. And there is a "Princess" ready for duty on every important occasion, four individual styles of coachwork being available. On the same chassis as the saloon depicted opposite there is a Touring Limousine with power-operated centre division, and Saloon and Limousine models are built on a special long wheelbase chassis. Four distinguished cars for distinguished service.

ENGINE : Bore 3.4375 in. (87 mm.); stroke 4.375 in. (111 mm.); capacity 243 cu. in. (3,995 c.c.); R.A.C. Rating 28.2 h.p.; compression ratio 6.8 to 1. * Six cylinders cast integral with crankcase. * Detachable cylinder head carrying valve rocker gear and connections for heater unit. * Overhead valves operated by push-rods and designed for quiet operation. * Austin patented lubrication system to provide a generous supply of oil to all bearings and working parts, and prolong engine life; a full-flow filter is fitted; oil capacity 15½ pints (8.996 litres) plus 2½ pints (1.55 litres) for filter. * Cooling water circulated by centrifugal type pump with thermostat control; patented radiator to prevent loss of cooling water through surge or expansion; cooling system capacity 28 pints (15.6 litres). * Coil and 12 volt battery ignition with automatic advance and retard. * Fuel from a rear tank is fed by a mechanical pump to a Stromberg carburettor having an accelerating pump and automatic choke; an air cleaner is fitted; a stainless steel hot-spot is incorporated in the induction manifold; fuel tank capacity 16 gallons (72 litres).

GEARBOX : The gearbox has four forward speeds and reverse. The gear lever is mounted on the steering column and there is synchromesh engagement for 2nd, 3rd and top speeds. Oil capacity approximately 6½ pints (3.6 litres).

REAR AXLE : Semi-floating with hypoid final drive. Oil capacity approximately 3 pints (1.72 litres).

OVERALL GEAR RATIOS : 4.09, 5.82, 9.49 and 13.83 to 1, with 16.73 reverse. **ROAD SPEEDS PER 1,000 R.P.M. :** Top 20.2 m.p.h.; third 14.19 m.p.h.; second 8.707 m.p.h.; first 5.976 m.p.h.

STEERING : Cam gear steering. The steering wheel, which has a diameter of 18 in. (0.46 m.), is adjustable for reach. Left- or right-hand steering is fitted.

SUSPENSION : *Front*—Independent coil springs controlled by double-acting hydraulic shock absorbers. *Rear*—Long semi-elliptic springs controlled by double-acting hydraulic shock absorbers interconnected by an anti-sway bar.

BRAKES : Lockheed hydraulic front and rear operated by pedal, with two-leading-shoe brakes at the front. Pistol grip handbrake, mounted under the instrument panel, operates mechanically on the rear wheels only.

WHEELS AND TYRES : Easy-clean pressed steel wheels. The spare wheel is housed in a separate compartment behind the rear number plate panel. Extra low pressure 6.50 x 16 Dunlop Fort tyres.

JACKING : Built-in power operated four-wheel hydraulic jacks.

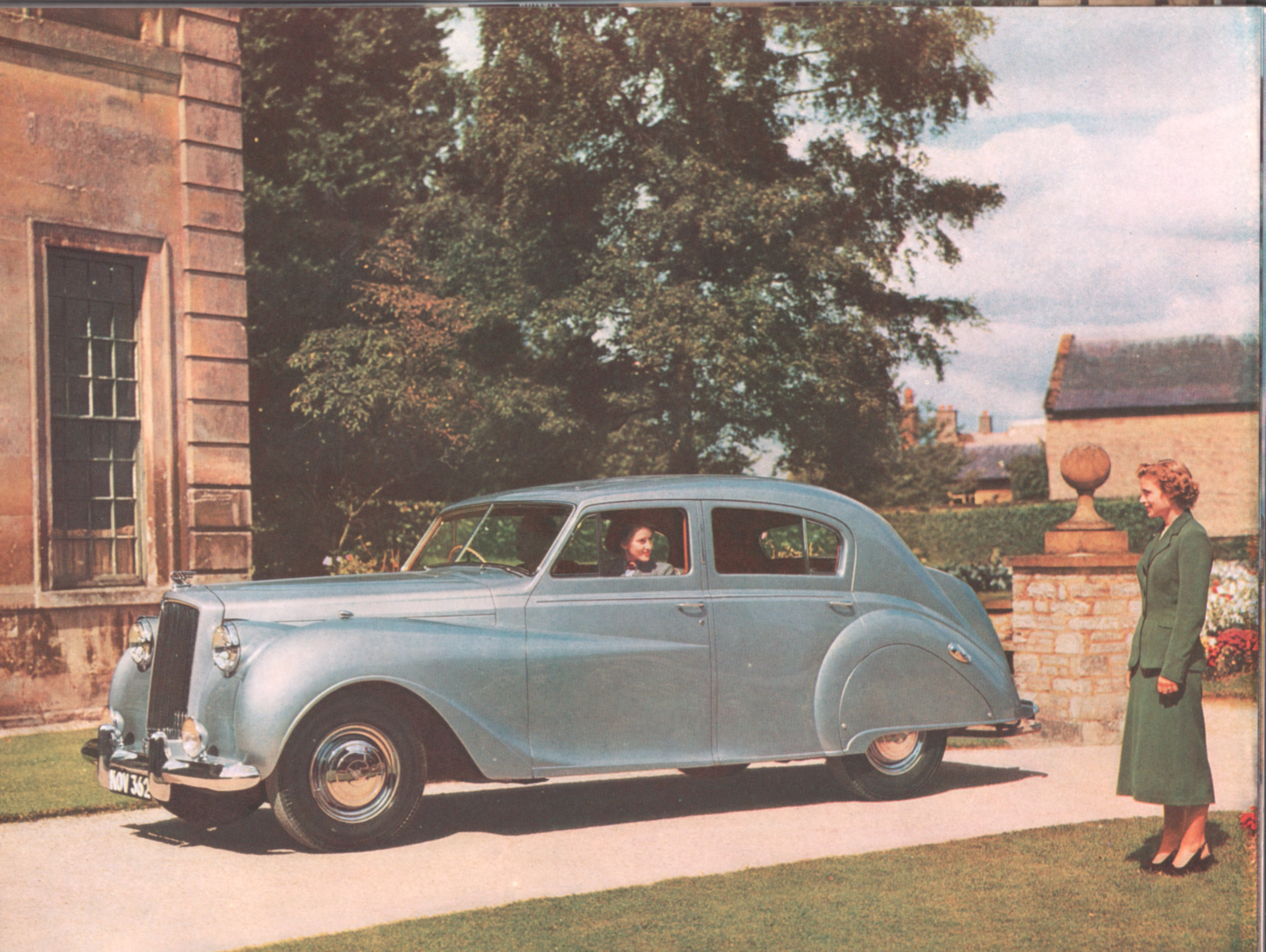
FRAME : The pressed steel cross-braced chassis frame is of great torsional and diagonal stiffness, having members of deep box section.

ELECTRICAL : 12 volt lighting and starting with the two 6 volt batteries carried in the frame beneath the rear seat floorboards; battery capacity 70 amp. hr. at the 10 hr. rate; connections for trickle charging; positive earth; built-in headlamps; sidelamps mounted on wings, visible to the driver; foot operated dip switch; dual foglamps with combined switch; twin built-in tail lamps with reversing lamp and stop lamp; dual reading lamps at the rear, map reading lamp at the front; concealed instrument lighting; direction indicators; dual wind-screen wipers; provision for built-in radio; built-in interior heating and ventilation system.

INSTRUMENTS : Oil, water temperature and fuel gauges; ammeter; speedometer with trip and total readings; electric clock.

COACHWORK : Steel and light alloy body with timber framing; five- or six-seater sound-insulated saloon; all seats have spring frames with latex foam overlays and they are upholstered in Vaumol Luxan grain leather; walnut veneered fascia; thick pile carpets; large built-in rear luggage compartment. Also available—Limousine with power-operated centre division.

LEADING DIMENSIONS : Overall length 16 ft. 4½ in. (4.98 m.); overall width 6 ft. 2½ in. (1.89 m.); overall height 5 ft. 6 in. (1.67 m.); wheelbase 9 ft. 11½ in. (3.02 m.); track front 4 ft. 10 in. (1.47 m.); track rear 5 ft. (1.52 m.).



AUSTIN - HEALEY HUNDRED

Already famous for its outstanding achievements, holder of over 100 speed and endurance records, the Austin-Healey "100" leads the field as Britain's dependable sports car. Its dazzling performance is derived from the A90 O.H.V. engine which runs well within its limits to combine surging power with notable economy. Every Austin-Healey "100" will attain a speed of 110 m.p.h. under suitable conditions and maintain a sustained high rate of cruising. The car handles well throughout its speed range and its comfortable, two-seater body is aerodynamically designed.

ENGINE : Bore 3.4375 in. (87.3 mm.); stroke 4.375 in. (111.1 mm.); capacity 162.2 cu. in. (2,660 c.c.); b.h.p. 90 at 4,000 r.p.m.; maximum torque 144 lb. ft. at 2,000 r.p.m.; compression ratio 7.5 to 1. ★ Four cylinders cast integral with crankcase. ★ Detachable cast iron cylinder head carrying all valve rocker gear. ★ Overhead valves operated by push-rods and designed for quiet operation. ★ Austin patented lubrication system provides a generous supply of oil to all bearings and working parts, and prolongs engine life; a full-flow oil filter is fitted; oil capacity approximately 11½ pints (6.68 litres). ★ Cooling water circulated by centrifugal type pump with thermostat control; fan-cooled pressurised radiator; cooling system capacity approximately 20 pints (11.37 litres). ★ Coil and 12 volt battery ignition with automatic advance and retard and additional vacuum control. ★ Fuel from a rear tank is fed by an S.U. electrical pump to twin S.U. carburettors fitted with air cleaners; fuel tank capacity 12 gallons (54.6 litres).

GEARBOX : Three forward speeds and reverse, with synchromesh engagement. A short, central gear lever is employed. Oil capacity approximately 4½ pints (2.56 litres).

OVERDRIVE : The unit is fitted behind the gearbox and engaged by a control switch mounted on the dash. The overdrive may be engaged in 2nd and 3rd gears, which in effect provides a choice of five gear ratios.

REAR AXLE : Spiral bevel three-quarter floating in a "banjo" type casing. Normal ratio 4.125 to 1; alternative ratio 3.66 to 1. Oil capacity approximately 2½ pints (1.28 litres).

OVERALL GEAR RATIOS : Without overdrive—9.28, 5.85 and 4.125, with 20.53 reverse. With overdrive engaged—4.42 and 3.12, with normal axle ratio.

ROAD SPEEDS PER 1,000 R.P.M. : Without overdrive—Top 17.92 m.p.h.; second 12.63 m.p.h.; first 8 m.p.h. Overdrive comes into operation at 40 m.p.h.

STEERING : Burman cam and lever. Left- or right-hand steering is fitted.

SUSPENSION : *Front*—Independent coil springs controlled by double-acting hydraulic shock absorbers interconnected by an anti-sway bar. *Rear*—Semi-elliptic springs controlled by double-acting hydraulic shock absorbers interconnected by an anti-sway bar.

BRAKES : Girling hydraulic with two leading shoes in front. Brake drum diameter 11 in. (0.28 m.).

WHEELS AND TYRES : Wire spoke knock-on wheels with 5.90 x 15 road speed tyres. Alternative size 6.00 x 15.

ELECTRICAL : Two 6 volt batteries of 50 amp. hr. capacity at 10-hour rate; built-in head-, side- and twin tail-lights; twin windshield wipers; twin horns; directional flashing lights available.

INSTRUMENTS : Fuel gauge; oil and water temperature gauges; 120 m.p.h. speedometer; 0 - 6,000 r.p.m. tachometer.

COACHWORK : Open two-seater with individual bucket seats; large, enclosed rear luggage compartment; full weather protection including tonneau cover, disappearing hood and detachable moulded perspex side windows.

OVERALL DIMENSIONS : Overall length 12 ft. 7½ in. (3.85 m.); overall width 5 ft. 0½ in. (1.54 m.); wheelbase 7 ft. 6 in. (2.29 m.); track at front 4 ft. 1 in. (1.24 m.); track at rear 4 ft. 2¾ in. (1.29 m.).



THE FINEST CAR ASSEMBLY PLANT IN THE WORLD

From the modern building which houses the most advanced assembly plant in the world, Austin cars take the road to the four corners of the Earth. Here dependability is born and high performance is harnessed to stylish coachwork.

The ingenious system of assembling Austin cars should be seen to be believed. Major units are carried on moving conveyors from their individual factories within the vast organisation and marshalled in a central sequencing area. From there they are automatically selected in correct sequence and sent by underground tunnel to a complex network of sidings beneath the great assembly building. Here they are held in readiness until another automatic device moves them singly and in their right order on to elevators which lift them through the main floor and lower them on to the appropriate assembly line. This amazing and entirely automatic system of control ensures that a given component is in the right position at precisely the right moment without manual assistance of any kind. Trained operatives then secure the components in position and carry out the many other responsible tasks in the building of Britain's dependable cars.

It is such outstanding ingenuity and skill that has enabled so many motorists to say with justifiable pride "AUSTIN — that's my car."



