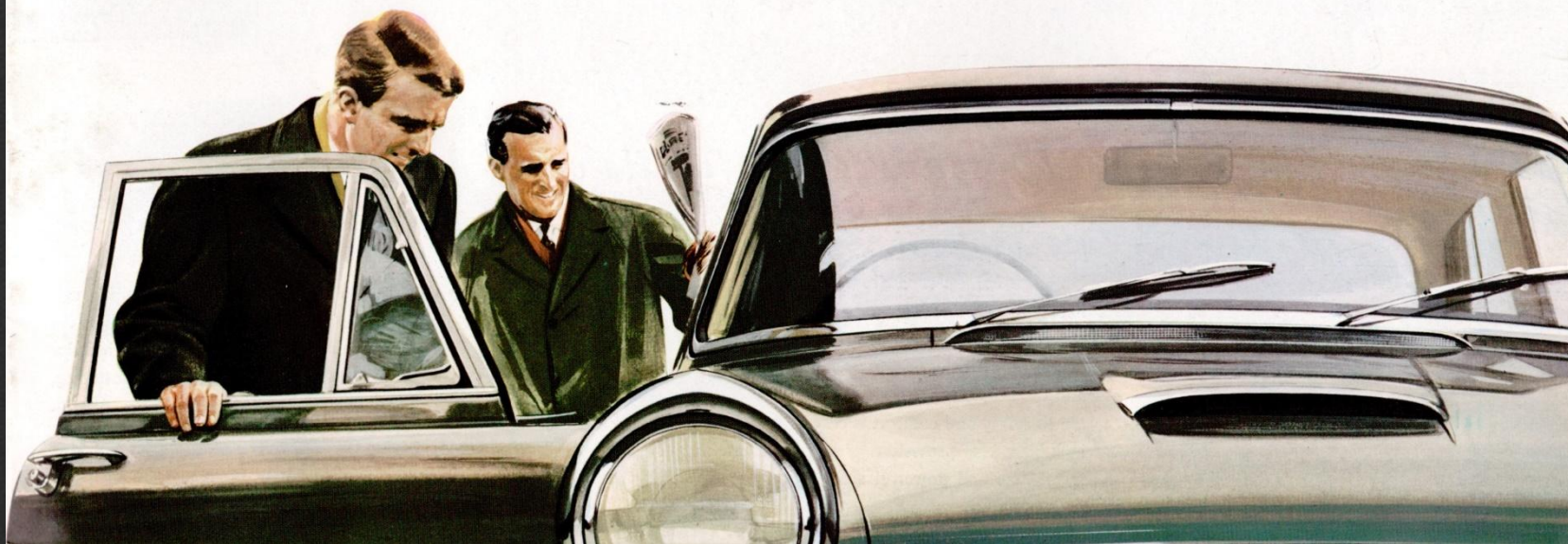


the distinctive new **AUSTIN** *A110* *Westminster* *MKII*





The new Westminster Super De Luxefulfills every demand

A car to satisfy everyone! This is every designer's dream and ambition. In the new A110 Westminster Mk. II Super De Luxe Saloon such dreams are realised to the full, for here you will find a car ready to become admired by all. From top business executives in a hurry to the family-man who likes to drive in his own time, there is sheer comfort and the ability to travel in near silence. Every conceivable aid to safety and comfort is carefully designed and built in, including the provision of seat belt anchorage points. Immediate and powerful acceleration gets you away from

other traffic, and tremendous servo-assisted braking power stops you overdoing it!

Optional extra power-assisted steering is available, although power with perfect manoeuvrability is assured, because the centre of gravity is low by the use of thirteen-inch diameter road wheels. Motorway travel or suburban pottering, both are the function of this resplendent new Austin.

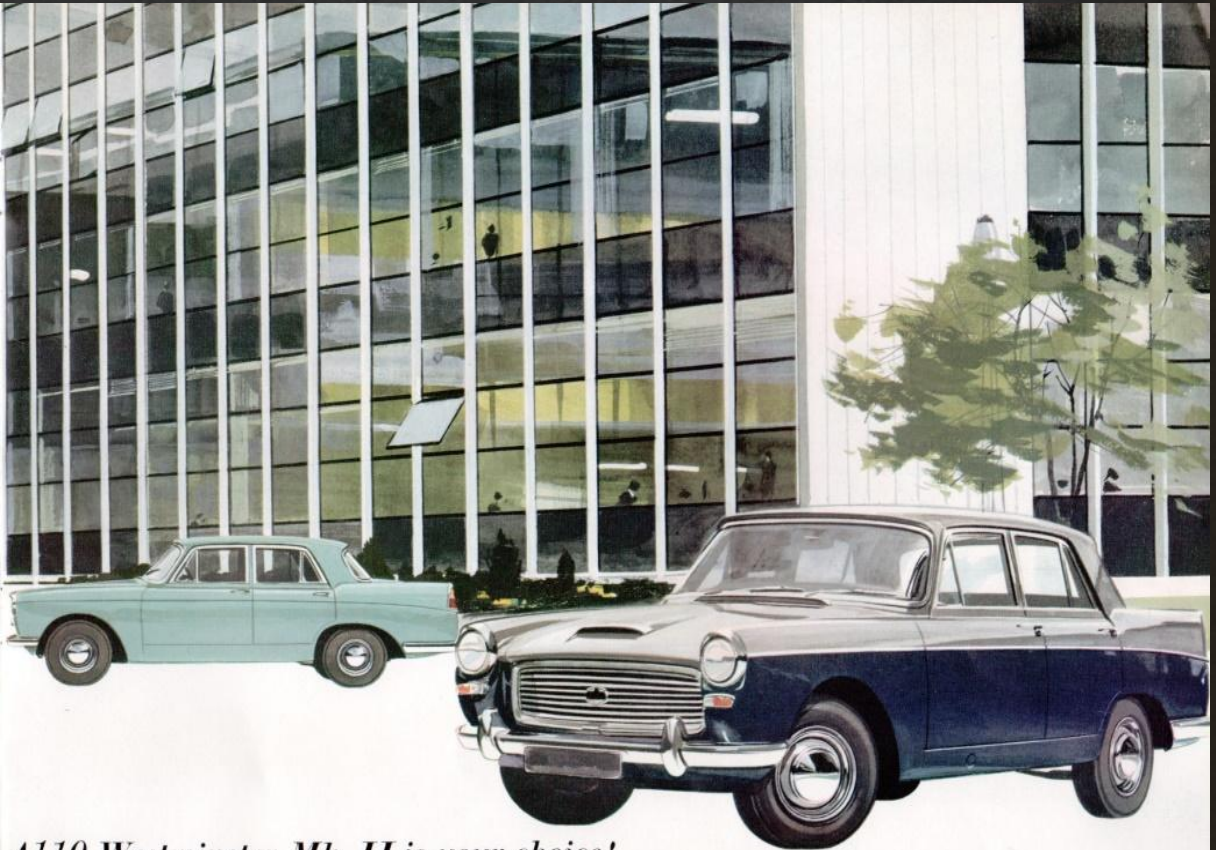
You will enjoy driving your new A110 Westminster Mk. II—it's the finest in its class—and your finest investment!





Safety has been the watchword in designing the Westminister. Excellent steering geometry gives accurate, hairline placing, and for perfect riding comfort, independent front suspension and extra-long rear leaf springs are controlled by hydraulic twin-valve shock absorbers to give an easy flow ride. The exhaust system with twin down pipes, leads into no less than three silencers and the whole assembly is spring mounted—hence the superlative silence and the Westminister's complete freedom from "body boom." Brakes which are automatic in adjustment, the elimination of grease nipples from steering joints, the choice of three types of transmission—all add up to remarkable trouble-free, running qualities. Little wonder that . . .

. . . the Austin A110 Westminister Mk. II is your choice!



Maximum comfort...



Adjustment of the rake of the front seat squabs is easy. Simple lever action and pressure of the back places the squab to any desired angle.



The glove box on the passenger's side of the fascia is large, and the lid forms a table when open.

Finished to the highest standards, the Super De Luxe interior is fully carpeted with felt underlays. The close-fitting front seats are designed for long-distance travel and each is provided with folding armrests. Fully adjustable for leg-reach and squab angle, the cushions are constructed of a rubber diaphragm with polyether pads. Front and rear seats have a folding armrest in the centre and each door armrest contains a personal pocket. All seats are trimmed in best quality hide on the contact surfaces. In the back of each front seat is a folding walnut veneered table, setting a final touch of luxury.

Highly polished and beautifully veneered, the fascia contains a clear ribbon-type speedometer unobscured by the half horn ring in the two-spoked steering wheel. Total and trip mileage recorders are combined in the speedometer, together with a rheostat control for the panel lighting.

The fascia has a padded crash roll at its top edge and provision for radio and speaker installation. A full-width parcel shelf below the fascia supplements the glove box on the passenger's side. Ashtrays are fitted for the benefit of all occupants, while twin sun visors, self-parking two-speed windscreen wipers, and large windows of toughened glass giving excellent all-round visibility, are further aids to driving comfort. Ventilating louvres and wind-down windows to all doors, coupled with a built-in heating/demisting system, can be adjusted to suit all climatic conditions. A "Normalair" air conditioning system, power steering, and the fully automatic "BW 35" transmission, or if preferred, overdrive with the manual gearbox can be supplied at extra cost.

Everything one could desire is fitted . . . a cigar lighter, which is illuminated at night, twin interior lights, a manifold vacuum operated windscreen washer, child-proof locks to all doors—these are peace-of-mind items of equipment which complete the Super De Luxe specification of the Austin A110 Westminster Mk. II.



The Austin A110 Westminster Mk. II Saloon



The quality and finish of this new Austin A110 saloon is exceptional. All the attributes of fine workmanship are here with excellent driving comfort and good visibility fore and aft. Seating is generous to the extreme, for six people can happily occupy the new Westminster. The front seats are adjustable for leg room and when set in line give seating for three people—a condition used to good advantage particularly when automatic transmission is fitted. The cushions are deeply upholstered, having rubber diaphragms and polyether pads trimmed in vinyl-coated fabric. All the upholstery is washable, also the headlining. The floor covering is a combination of rubber-backed flock pile, and vinyl-coated rubber backed with cork for hard wear. Structural accent is on durability—the window frames are rustless, being of stainless metal. Toughened glass is fitted all round and single-speed windscreen wipers operate over wide twin arcs for excellent forward visibility in inclement weather. All the instruments you need are set in a panel with facsimile wood finish, the circular easily-read dials being in front of the driver. In the centre of the fascia is an aperture which can be used as a receptacle for small incidental articles, or alternatively, for the fitting of a radio, at extra cost if desired. The choice between a four-speed gearbox with central lever floor change, or the optional extra "BW 35" fully automatic transmission is yours, the manual gearbox also being available with overdrive at extra cost.



The wide doors of the A110 Westminster are all hung on concealed hinges at their forward edges. They open wide, and rear compartment passengers can enter and leave as easily as those travelling in front. The rear seat is upholstered in vinyl-coated fabric and is of armchair proportions with generous headroom. In the Super De Luxe Saloon, high-quality hide is used on the contact surfaces and a central folding armrest is fitted, each passenger also having a door armrest with a pocket below.

Even with both front seats in their most rearward position the wide rear seat is designed to offer ample leg room for quite tall passengers. All the doors are fitted with children's safety catches and, once these are set, the doors can only be opened from outside the car. Push-button exterior door handles are fitted and both front doors have personal locks. They can be locked without the use of a key although this has to be achieved by pre-determined operation so designed to obviate the possibility of locking oneself out of the car while the key still remains in the ignition switch!

The boot of the A110 Westminster has no less than 18 cu. ft. of usable space—unencroached upon by the spare wheel, which is carried in a wind-down tray below the floor. The spring-loaded lid and absence of a high sill make loading easy and the compartment is illuminated at night. At the rear of the car the combined stop/tail lamps and the direction flashers are prominently mounted.



A new agility....a new response

The well-known and proved B.M.C. six-cylinder "C" type engine installed in this new A110 Mk. II provides ample power to give a scintillating performance on the road. No less than 120 b.h.p. is available, and this at only 4,750 r.p.m. The torque figure also is high, being 163 lbs. ft. at 2,750 r.p.m.

All this is achieved on a compression ratio of 8.3:1. A low compression 7.3:1 engine can be supplied for use in countries where premium fuel is unobtainable. This engine has earned for itself an enviable reputation for long life and smooth running, due in no small measure to its massive four bearing crankshaft, which is fitted with an external vibration damper.

The whole engine assembly is flexibly mounted and twin S.U. carburettors allow good breathing qualities which are exemplified by the power output figures.

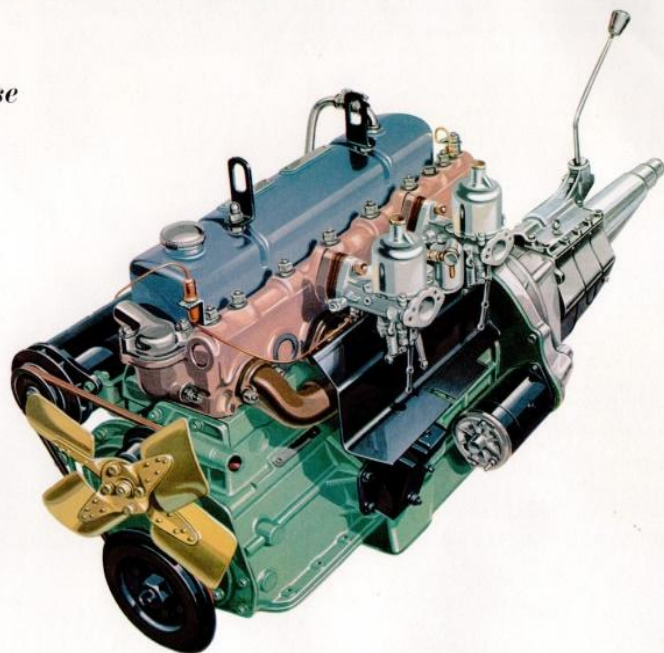


The ability to stop quickly and safely is of paramount importance in a fast car. Braking on the A110 Westminster Mk. II is adequately taken care of by large rear drum brakes supplemented by discs at the front of the car.

The brakes are assisted by a built-in vacuum servo, resulting in much reduced pedal pressures. In addition, a pressure limiting valve is fitted to ensure the correct balance between front and rear brakes and reduce the possibility of rear wheels locking—yet another safety factor. This is extremely sensitive, being operated by the actual deceleration of the vehicle.

The whole foot brake system is fully compensated and under normal conditions of service does not require adjustment because automatic adjusters are fitted to the rear drums, while the front disc pads also maintain a correct running clearance.

There are still more safety factors built into this new A110 Westminster Saloon! The rear suspension incorporates interleaved leaf springs and these are firmly controlled to prevent excessive body-roll when cornering at speed, by splayed telescopic shock absorbers which are rubber mounted and do not require attention.



The robust four-speed gearbox, with synchromesh on 2nd, 3rd and top, which is fitted to the A110 is a delight to use, giving quick and precise changes. The floor-mounted central gear lever is positive in action, and ready to hand.

When the automatic gearbox is fitted, a speed range selector lever is mounted on the left of the steering column and the indicator quadrant is clearly visible through the top half of the wheel.



Simply push in the overdrive handle, and an extra gear ratio is available—automatically, when it's needed—in third and top speeds of the gearbox. The pedals are conventional in lay-out, the secret of petrol saving overdrive lying in the correct use of the accelerator pedal. With overdrive in operation, a fully depressed accelerator operates a "kick-down" switch to give an amazingly snappy change-down automatically—so necessary for safe overtaking. Normal accelerator pressure induces up-changes at precisely the right speed/load ratios, thereby constantly keeping engine revolutions as low as possible.



Overdrive ... or Automatic Transmission

With automatic transmission you just select and drive. What could be simpler? Always in the right gear simply controlled by accelerator pressure and road speed, here is probably the safest and most foolproof automatic transmission ever, yet offering full overriding manual control.

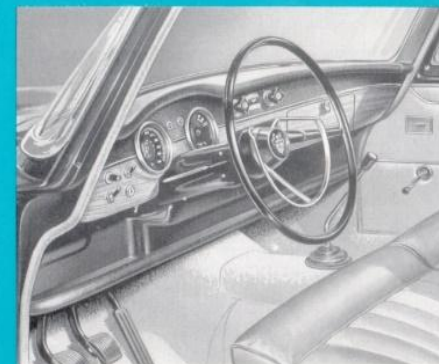
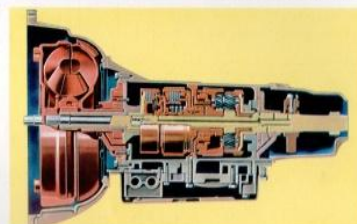
The Borg-Warner Model 35 provides smoothness of operation on congested roads and maximum speed and acceleration when needed. The torque converter ensures that from as low as 11 m.p.h. the Austin A.110 Westminster Automatic will pull away in petrol-saving top gear without changing to a lower ratio! The converter provides this transmission with a ratio coverage superior to that of the conventional four-speed box. When engine braking is required, this is readily available by selecting the Lockup position giving either second gear for gentle retardation under slippery conditions or first gear for maximum engine braking, which may be required when descending a steep hill. When extra acceleration is needed in the Drive range, fully depressing the accelerator pedal gives second or first gear, depending on the road speed.

Many more exciting features are to be found in the mode of driving the A110 Westminster Automatic. Confidence indeed for the novice through sheer simplicity, and for the expert... surprise, and satisfaction of obtaining—automatically—the sparkling performance he expects from his car!

Only two pedals are needed to control the Automatic Westminster. Drive with the accelerator pedal... stop with the brake pedal!



The Borg-Warner Model 35 transmission requires no periodic maintenance or adjustment and is manufactured in the most modern transmission factory in Europe. A major engineering achievement is the extensive use of light alloy involving no weight penalty.



To meet world market requirements the following variations from the standard specification are available for Export at no extra charge: right- or left-hand steering; m.p.h. or km.p.h. speedometer; lighting and flusher equipment to suit various overseas regulations; 7.3:1 engine compression ratio. If a heater/demister unit is not required it must be stated when ordering the vehicle. When not ordered, the heater is replaced by a fresh air unit. Optional equipment at extra cost is as follows:

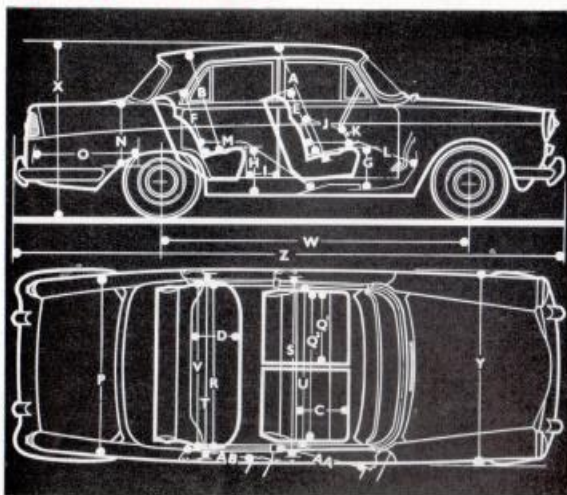
A110 Mk. II Saloon: Automatic gearbox. Overdrive. Hydrosteer power-assisted steering. Electric clock. Passenger's sun visor. Laminated windscreen. Dunlop "Road-Speed" or Whitewall tyres. Six-blade fan.

A110 Mk. II Super De Luxe Saloon: Automatic gearbox. Overdrive. Hydrosteer power-assisted steering. "Normalair" air conditioning. Laminated windscreen. Dunlop "Road-Speed" or Whitewall tyres. Six-blade fan.



Export availability

Specification



Dimensions

A 3 ft. 3 1/2 in. (1.00 m.)	B 3 ft. 0 in. (0.91 m.)	C 1 ft. 6 in. (0.46 m.)	D 1 ft. 7 in. (0.48 m.)	E 1 ft. 9 1/2 in. (0.55 m.)
F 1 ft. 10 1/2 in. (0.57 m.)	G 1 ft. 3 in. (0.38 m.)	H 1 ft. 4 in. (0.41 m.)	I (max.) 1 ft. 11 in. (0.34 m.)	J (min.) 1 ft. 8 in. (0.21 m.)
K (max.) 1 ft. 4 in. (0.41 m.)	L (min.) 11 in. (0.28 m.)	M 5 in. (0.13 m.)	N (max.) 3 ft. 1 1/2 in. (1.20 m.)	O (min.) 3 ft. 6 1/2 in. (1.08 m.)
P (max.) 3 ft. 1 1/2 in. (1.20 m.)	Q (min.) 3 ft. 8 1/2 in. (1.13 m.)	R 1 ft. 7 1/2 in. (0.50 m.)	S 2 ft. 5 1/2 in. (0.75 m.)	T 5 ft. 1 1/2 in. (1.56 m.)
U 2 ft. 2 in. (0.66 m.)	V 4 ft. 6 in. (1.37 m.)	W 4 ft. 10 1/2 in. (1.48 m.)	X 5 ft. 0 in. (1.52 m.)	Y 4 ft. 1 1/2 in. (1.51 m.)
Z 4 ft. 6 1/2 in. (1.38 m.)	AA 4 ft. 6 1/2 in. (1.38 m.)	AB 9 ft. 2 in. (2.79 m.)	AC 4 ft. 1 1/2 in. (1.51 m.)	AD 5 ft. 9 1/2 in. (1.74 m.)
AE 15 ft. 5 1/2 in. (4.71 m.)	AF 3 ft. 1 1/2 in. (0.93 m.)	AG 2 ft. 1 in. (0.64 m.)	AH Ground Clearance 6 in. (0.17 m.)	AI Track—front 4 ft. 7 in. (1.40 m.)
Super, 15 ft. 7 1/2 in. (4.76 m.)			Track—rear 4 ft. 5 1/2 in. (1.35 m.)	

*Reclining seat squab in normal position on Super De-Luxe



Printed in England

ENGINE. In line, water cooled, overhead valve, 6 cylinders, 4 bearing counterbalanced crankshaft. Bore, 3.281 in. (83.34 mm.). Stroke, 3.5 in. (89 mm.). Cubic Capacity, 177.7 cu. in. (2912 c.c.). Compression Ratio, 8.3:1 (7.3:1 if required). Maximum b.h.p., 120 at 4,750 r.p.m. Maximum Torque, 163 lb. ft. at 2,750 r.p.m.

Fuel System: Twin S.U. carburettors, type H4. S.U. electric fuel pump, type SP, mounted in boot; single unit air cleaner with twin paper elements; petrol tank capacity 16 gallons (72.74 litres); fuel filter in pump and fuel tank.

Lubrication System: Internal gear type pump driven by camshaft; full flow external oil filter; gauge in sump; sump capacity approximately 11 pints (6.25 litres) plus 1 pints (0.71 litres) for filter.

Ignition System: 12-volt, coil and distributor with automatic and vacuum control.

Cooling System: Pressurised radiator with pump, fan and thermostat; capacity approximately 19 pints (10.83 litres).

Exhaust System: Twin down pipes merge into a single pipe having three silencers.

CLUTCH. Spring diaphragm type 9 in. (0.23 m.) diameter; hydraulically operated by pendent pedal.

GEARBOX. 4-speed with synchromesh on second, third and top speeds; central floor-mounted change speed lever. Oil capacity approximately 5 1/2 pints (3.14 litres). Ratios—1st 2.637, 2nd 2.071, 3rd 1.306, top 1.00, reverse 3.39:1.

Overdrive: with Synchromesh Gearbox only (Optional at extra cost); Ratio 0.77:1.

AUTOMATIC GEARBOX (Optional at extra cost). Fully automatic with hydraulic torque converter coupling; hydraulically controlled planetary gear set provides three forward speed ratios and reverse, engaged by multi-disc clutches and brake bands. Oil capacity approximately 13 pints (8.52 litres). Ratios—1st 2.39, 2nd 1.45, top 1.00, reverse 2.09:1; speed selector lever mounted on steering column.

PROPELLER SHAFT. Open, with needle-roller-bearing universal joints.

REAR AXLE. Three-quarter floating with hypoid bevel crown wheel and pinion. Oil capacity 3 pints (1.71 litres). Ratios—3.91:1 (Synchromesh Gearbox); 3.55:1 (Automatic Gearbox).

Overall Gear Ratios (Synchromesh Gearbox)—1st 10.31, 2nd 8.10, 3rd 5.11, top 3.91, reverse 13.26:1.

Road Speeds in M.P.H. at 1,000 R.P.M. (Synchromesh Gearbox)—1st 7.17, 2nd 9.12, 3rd 14.46, top 18.90.

Road Speeds in M.P.H. at 1,000 R.P.M. (Automatic Gearbox)—1st 8.71, 2nd 14.35, top 20.81.

STEERING. High efficiency cam and peg, ratio 20:1; two spoke 17 1/2 in. (0.44 m.) diameter dished safety type steering wheel. Turning circle 41 ft. (12.50 m.).

SUSPENSION. Front—independent wishbone type, with coil springs and hydraulic shock absorbers; anti-roll bar. Rear—semi-elliptic leaf springs, and telescopic shock absorbers which also control lateral sway.

BRAKES. Front, disc type 10 in. (0.25 m.) diameter; rear, drum type 10 in. x 3 in. (0.25 m. x 0.08 m.) with automatic adjustment; hydraulic operation by pendent pedal with vacuum servo assistance. Pull-up handbrake lever at side of driver's seat operates on rear wheels.

WHEELS AND TYRES. Pressed steel disc, five stud fixing; 7.50—13 Dunlop tubeless tyres.

ELECTRICAL. 12-volt generator and starter motor; 57 ampere/hour battery at 20 hour rate; double-dipping sealed beam headlamps, with foot-operated dip-switch; sidelamps mounted below headlamps and combined with flashers; stop/tail lamps, reflectors and flashers combined in twin units at rear; number plate lamp mounted on rear bumper;

luggage compartment lamp; self-cancelling flashing direction indicators, having steering-column mounted switch lever with warning lamp; warning lamps on fascia to indicate generator not charging, headlamps high beam position, loss of brake servo vacuum and dirty oil filter element; combined ignition and starter switch; twin windome horns; heater/demister unit.

A110 Saloon: Single interior lamp on door pillar operated by integral switch and courtesy switches on front doors; concealed instrument illumination with switch which operates when sidelamps are "on"; twin, single-speed self-parking windscreen wipers.

A110 Super De-Luxe Saloon: Two interior lamps, one on each door pillar, operated by integral switch and courtesy switches on front doors; concealed instrument illumination with rheostat switch which operates when sidelamps are "on"; twin, two-speed self-parking windscreen wipers; clock centrally mounted in fascia; headlamp flasher switch mounted on steering column.

INSTRUMENTS. A110 Saloon: Speedometer with trip and total distance recorders; three-in-one instrument containing water temperature, oil pressure and fuel gauges.

A110 Super De-Luxe Saloon: Ribbon type speedometer, with trip and total distance recorders, combined with fuel and water temperature gauges. Ammeter and oil pressure gauge centrally mounted in fascia.

BODYWORK. Four-door, 4-light, 5/6 seater saloon of all steel unitary construction. Fascia panel top surface is trimmed in black plastic to prevent glare, and also incorporates a padded crash roll. Glove box on passenger's side and full-width parcel shelf beneath. Split bench type front seats, adjustable on slides. Parcel shelf behind rear seat squab. Ash trays fitted in back of front seats and in each front door. All doors and panels trimmed in vinyl coated fabric. Four wind-down windows of toughened glass all with ventilating louvres and stainless metal surrounds. All doors hung on concealed hinges at forward edges; push button exterior lock handles, with private locks on front doors. Children's safety catches are fitted to all doors and are inaccessible from within when doors are closed. Curved, wrap-around windscreen and rear window of toughened glass with stainless metal surrounds over rubber moulding. Lockable luggage compartment has spring balanced lid, and handle with push button release. Spare wheel carried in tray below boot, lowered by means of starting handle. Bonnet lock controlled from inside car. Chromium plated bumpers front and rear. Tinted interior rear view mirror. Windscreen washer. Built-in anchorage points for seat belts. Heater/demister unit.

A110 Saloon: Lower surface of fascia panel has facsimile wood finish, upper surface has black 'crackle' finish. Front seat cushions consist of rubber diaphragms with polyether pads; squabs are of spring case type with polyether topplings. Rear seat cushion and squab are of spring case type with polyether pad and topping. All seats trimmed in vinyl coated fabric. Luggage platform covered with vinyl coated felt. Floor covering of rubber backed flock pile and cork backed vinyl coated rubber mats. Sun visor for driver. Front grille has anodised aluminium horizontally ribbed mesh with stainless metal surround. Monotone paint finish.

A110 Super De-Luxe Saloon: Fascia panel of highly polished veneered walnut. Glove box lid has magnetic catch and forms a table when open. Armrests, map pockets and veneered walnut cappings are fitted to all doors. Front seat cushions and squabs consist of rubber diaphragms with polyether pads. Squabs can be fully reclined or held in any intermediate position by lever control. Folding armrest in each seat squab. Veneered walnut folding picnic table in back of each front seat. Rear seat cushion and squab are of spring case type with polyether pad and topping. Folding armrest in centre of squab. All seat contact surfaces trimmed in high quality hide. Floor, front and sides of luggage compartment lined with carpet. Fitted carpet with felt underlay on floor of front and rear compartments. Twin sun visors. Cigar lighter. Front and rear bumper overriders. Front grille has chrome horizontal bars with chrome surround. Monotone or duotone paint finish.

OPTIONAL EXTRAS. A110 Saloon: Automatic gearbox. Overdrive. Hydrosteer power assisted steering. Electric clock. Passengers' sun visor.

A110 Super De-Luxe Saloon: Automatic gearbox. Overdrive. Hydrosteer power assisted steering. Normalair air conditioning.

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