

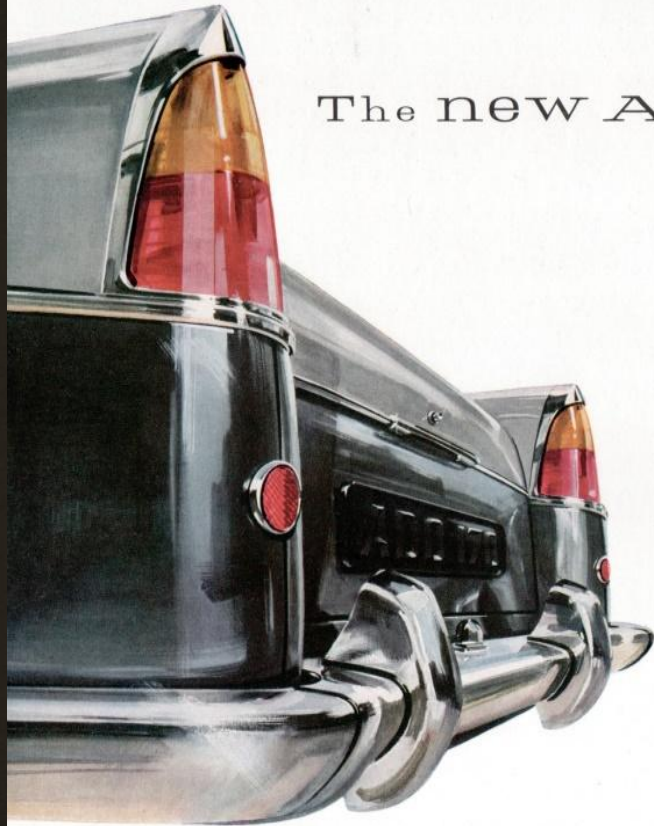
AUSTIN A99 Westminster

ADC 814

... a car of luxury and distinction



By Appointment to Her Majesty
Queen Elizabeth II
Motor Car Manufacturers
The Austin Motor Company Limited



The new A99 Westminster

SUPER magnificence—Pinin Farina style—now comes in the smooth, flowing shape of the Austin A99 Westminster.

Entirely new from end to end—inside and out—this newcomer to the Austin range has every conceivable device for the comfort and well-being of its passengers, while mechanically, all the resources of the British Motor Corporation have been concentrated to provide the finest and most dependable engineering features for safety and smooth, untroubled performance.

More power, semi-automatic overdrive, all-round 'vista-vision,' superb road-holding and riding comfort, luxurious interior and spacious luggage boot combine to achieve a new high standard of production—take the wheel of this six-cylinder beauty from Austin of England and see for yourself!





Space and comfort

Ample fresh air is available through friction controlled ventilating leaves in front and rear doors. Windows are opened by winding regulators.



In addition to normal locking arrangements each door lock has a children's safety catch which cannot be tampered with once the door is shut. When this lock is set the door can only be opened from outside the car.



When conditions demand it, driving glare can be reduced by the use of twin sun visors fitted above the windscreen.



Ash trays are provided in each front door and in the backs of the front seat squabs.

Great attention to detail and superb workmanship have produced a magnificently appointed interior for the Austin A99 Westminister Saloon. Steering column gear change permits three-seater use of the bench type front seat, yet each half can be individually adjusted if required, and each has a centre folding armrest. All seats are deeply upholstered for lasting comfort, and the contact surfaces are trimmed in top quality hide. A heater and electric clock are neatly installed in the fascia, and the controls have been positioned so that driving fatigue is virtually non-existent even in inclement weather, for the two-speed, self-parking windscreen wipers sweep the screen in wide arcs and a windscreen washer takes care of an after-the-rain mud-splashed windscreen!

Two interior lamps are provided for illumination at night. They also serve as courtesy lamps when opening either front door.

All these and many more exciting features are to be found within the new A99 Westminister, for its interior appointment is so complete that the only extras to be offered are radio and automatic transmission! A fresh air unit can be supplied for overseas markets in lieu of the heater, if required.

AVAILABLE COLOUR COMBINATIONS (Upper body colour is given first in duotone colour schemes)

- Farina Grey with Ocean Blue trim.
- Steel Grey with Ocean Blue or Tartan Red trim.
- Grampian Grey with Steel Grey trim.
- Horizon Blue with Horizon Blue trim.
- Alaskan Blue with Horizon Blue trim.
- Sutherland Green with Steel Grey trim.
- Black with Tartan Red trim.

- Farina Grey and Horizon Blue duotone with Horizon Blue, or Horizon Blue/Farina Grey trim.
- Farina Grey and Alaskan Blue duotone with Horizon Blue, or Horizon Blue/Steel Grey trim.
- Steel Grey and Grampian Grey duotone with Tan, or Steel Grey/Farina Grey trim.
- Black and Alaskan Blue duotone with Horizon Blue, or Horizon Blue/Steel Grey trim.
- Black and Tartan Red with Tartan Red, or Tartan Red/Steel Grey trim.

The colours shown here are reproduced as accurately as possible—for actual colour samples please see your Austin Dealer.



A99 a wide range of colour



All the information required is to be seen at a glance, in two instrument clusters, through the two-spoke steering wheel.

new imperious lines new urgent power

Grace and sophistication, performance and dependability . . . a car of docility, yet able to maintain all-day cruising speeds in the 70's. This newcomer from Austin is extremely manoeuvrable and easy to handle, all four 'corners' being visible from the driving seat. The acceleration has to be felt to be believed . . . but the A99's performance is achieved at very modest fuel consumption. A car of distinction, for people of distinction —the A99 Westminster cannot fail to grace the most auspicious occasion.



the Austin A99 Westminster





Luxurious appearance

Pleasant, contemporary styling gives to the Austin A99 Westminster clean, direct lines from bumper to bumper. The four doors are hinged on their forward edges, opening wide to permit easy access. Bumpers—fitted with overriders—blend neatly into the general design and, being brought well round, provide maximum protection for the coachwork.

A99



The rear luggage compartment holds a considerable amount of family luggage, and the lockable lid, which is hinged at the top, is spring balanced for easy lifting and retaining in the open position. The floor of the luggage boot is neatly covered with vinyl treated felt.

Prominently featured at the rear are the combined stop and tail lamps and flashing direction indicators. Being styled high in the rear of the coachwork they give a brilliant indication of the driver's intentions to following traffic. Night driving in the A99 Westminster presents no problems, because the powerful headlamps—hooded to reduce back glare—brilliantly illuminate the road ahead and have double-dipping beams to lighten the dreaded dark spots so often encountered when approaching oncoming traffic. The front flashing direction indicators are combined with the sidelamps.



A major reason for the capacious proportion of the luggage compartment is the fact that it is unhindered by the spare wheel. This is carried in a special tray beneath the floor of the luggage boot and is lowered by means of the starting handle. The tray is completely weatherproof and keeps the spare wheel safely out of the way until it is needed.





For long, steep descents in safety . . .



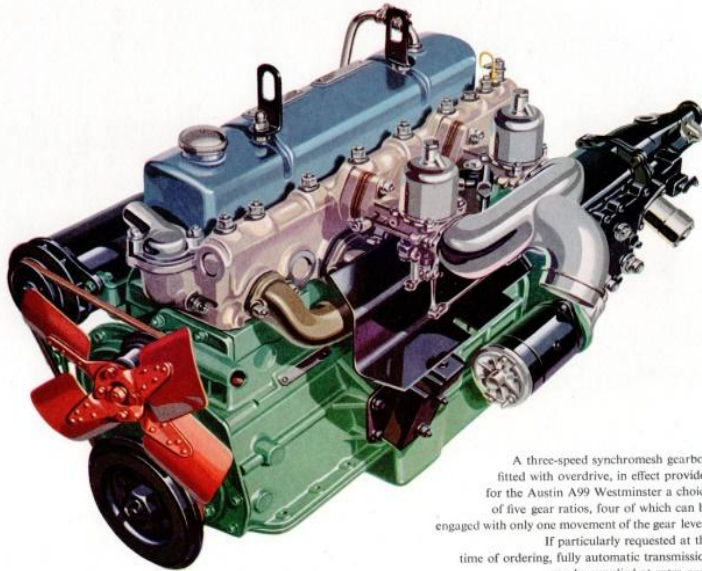
. . . for brisk, steep-as-you-like worry-free climbing . . .



. . . or for fast cruising, overdrive or automatic transmission will see you through efficiently, and without effort or fuss.

a superb engine with overdrive

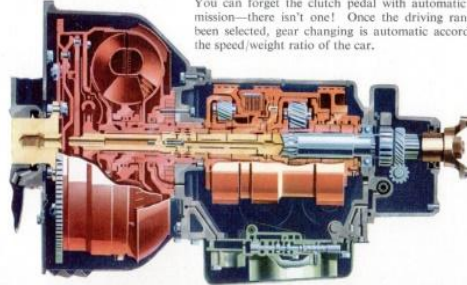
Power in abundance is provided for the Austin A99 Westminister by the new 2.9-litre B.M.C. engine. It has a compression ratio of 8.3 to 1, and a power output of 108 b.h.p. net (112 b.h.p. gross) at 4,750 r.p.m. In countries where premium grade fuel is unobtainable a compression ratio of 7.3 to 1 is available. Precision built from finest materials, this unit has been developed to provide dashing acceleration, smooth-as-velvet cruising and brilliant running economy. Six cylinders, overhead valves and a massive four-bearing counterbalanced crankshaft fitted with an external vibration damper promote long trouble-free service with minimum maintenance.



A three-speed synchromesh gearbox fitted with overdrive, in effect provides for the Austin A99 Westminister a choice of five gear ratios, four of which can be engaged with only one movement of the gear lever! If particularly requested at the time of ordering, fully automatic transmission can be supplied at extra cost.

A99

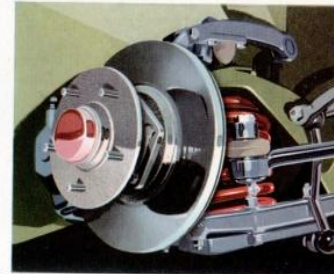
... or Automatic Transmission



You can forget the clutch pedal with automatic transmission—there isn't one! Once the driving range has been selected, gear changing is automatic according to the speed/weight ratio of the car.

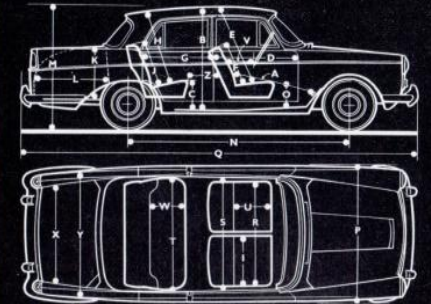
One of the most important assets to any modern motor car is efficient brakes—in the A99 the four-wheel hydraulic foot-brake system has disc brakes on the front wheels and conventional drum at the rear. This ensures adequate stopping power without brake 'fade' or 'pull'.

To increase stability on the road, the coil-spring independent front suspension units are controlled by hydraulic shock absorbers interconnected by a torsional anti-roll bar. The entire front suspension assembly is constructed on a cross member which is rubber mounted to the body structure, greatly reducing any suggestion of road noise.



The semi-elliptic leaf springs at the rear are also rubber-bushed at their mounting points and here, too, hydraulic shock absorbers are interconnected by an anti-roll bar. The rear axle is a three-quarter floating banjo type, trunnion mounted in rubber, having a hypoid crown wheel and pinion which increases running efficiency and permits the use of a low floor line.

DIMENSIONS



A Max. 3'-21" 0.98 m.	A Min. 2'-9 1/2" 0.85 m.	B 4'-0" 1.22 m.	C 1'-4 1/2" 0.42 m.	D 3'-6 1/2" 1.08 m.	E 3'-0 1/2" 0.93 m.
F 1'-9 1/4" 0.55 m.	G 2'-9" 0.84 m.	H 2'-10" 0.86 m.	I 2'-2" 0.66 m.	J 1'-11 1/4" 0.60 m.	K 1'-7 1/4" 0.50 m.
L 2'-7" 0.79 m.	M 5'-0 1/2" 1.53 m.	N 9'-0" 2.74 m.	O 1'-3" 0.38 m.	P 5'-8 1/2" 1.74 m.	Q 15'-7 1/4" 4.76 m.
R 4'-6" 1.37 m.	S 4'-5 1/2" 1.36 m.	T 4'-11" 1.50 m.	U 1'-6" 0.46 m.	V Max. 1'-3" 0.38 m.	V Min. 10" 0.25 m.
W 1'-6" 0.46 m.	X 3'-9" 1.14 m.	Y 5'-11" 1.56 m.	Z Max. 1'-11" 0.34 m.	Z Min. 8 1/2" 0.22 m.	Boot Cap ^y 18 cu. ft. 0.51 cu. m.

Ground clearance, 6 1/2" (0.17 m.)
Weight (less fuel), 29 1/2 cwt. (1498 kg.)

S P E C I F I C A T I O N

ENGINE. In line, water cooled, overhead valve, 6 cylinders. 4 bearing counterbalanced crankshaft.

Bore	3.281 in. (83.34 mm.)	Maximum B.H.P.	108 at 4,750 r.p.m.
Stroke	3.5 in. (89 mm.)	Maximum B.H.P. (Gross)	112 at 4,750 r.p.m.
Cubic Capacity	177.7 cu. in. (2912 c.c.)	Maximum Torque	157 lb. ft. at 2,300 r.p.m.
Compression Ratio	8.3 to 1 (7.3 to 1 if required)		

Fuel System: Twin S.U. carburettors, type H4. Twin S.U. electrical fuel pumps, type PD, mounted in boot; oil bath air cleaner; petrol tank capacity 16 gallons (72.74 litres); fuel filter in pump and fuel tank. **Lubrication System:** Full pressure with wet sump; internal gear type pump driven by camshaft; full flow external oil filter; gauze in sump; sump capacity approximately 11 pints (6.25 litres) plus 1½ 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 20½ pints (11.65 litres).

CHASSIS. Transmission: Clutch—10 in. (0.25 m.) diameter, hydraulic operation by pendant pedal. Gearbox—three speed synchromesh and overdrive, steering column change speed lever. Propeller Shaft—open with needle roller universal joints. Rear Axle—three quarter floating banjo type, hypoid crown wheel and pinion.

Gear Ratios:	Gearbox	Overdrive	Axle	Overall	Road Speeds at 1000 r.p.m.
Reverse	3.00 to 1	—	—	11.73 to 1	—
1st	3.095 to 1	—	—	12.10 to 1	6.11 m.p.h.
2nd	1.65 to 1	—	—	6.45 to 1	11.47 m.p.h.
O/D 2nd	—	1.16 to 1	—	4.52 to 1	16.39 m.p.h.
Top	1.00 to 1	—	3.91 to 1 (11/43)	3.91 to 1	18.92 m.p.h.
O/D top	—	0.70 to 1	—	2.74 to 1	27.04 m.p.h.
Oil capacities	3½ pints (1.56 litres)	1½ pints (0.71 litres)	3 pints (1.17 litres)		

N.B. Automatic transmission can be supplied if specifically requested.

Automatic Transmission: Gearbox—fully automatic with hydraulic converter coupling—three speeds with single plate clutch for direct drive in top. Speed range selector lever mounted on steering column. Propeller Shaft—open with needle roller universal joints. Rear Axle—three-quarter floating banjo type, hypoid crown wheel and pinion.

Gear Ratios:	Gearbox	Axle	Overall	Road Speeds at 1000 r.p.m.
Reverse	4.32 to 2.01	—	15.33 to 7.13	—
Low	4.96 to 2.31	—	17.62 to 8.19	4.2 to 9.03 m.p.h.
Intermediate	3.09 to 1.44	—	10.95 to 5.09	5.76 to 14.52 m.p.h.
Top	1.00	3.55 to 1 (11/39)	3.55	20.84 m.p.h.
Oil capacities	15 pints (8.5 litres)	3 pints (1.71 litres)	—	—

Steering: High efficiency cam and peg; ratio 20 to 1; two spoke 17½ in. (0.44 m.) diameter, dished safety type steering wheel. Turning circle 40 ft. 0 in. (12.19 m.). **Suspension:** Front—Independent with wishbones, coil springs and shock absorbers, with levers as top wishbones; anti-roll bar. Rear—Semi-elliptic leaf springs, trunnion mounted to axle; anti-roll bar. Hydraulic lever type shock absorbers front and rear. **Brakes:** Foot—front disc type 10½ in. (0.27 m.) diameter, rear drum type 10 in. × 3 in. (0.25 m. × 0.08 m.), both hydraulically operated by pendant pedal vacuum servo assisted. Hand—pull-up lever on outside of driver's seat operates on rear wheels. **Road Wheels:** Pressed steel disc, five stud fixing; 7.00—14 tubeless tyres.

The goods manufactured by The Austin Motor Company Limited are supplied with an express Warranty, which excludes all warranties, conditions and liabilities whatsoever implied by Common Law, Statute or otherwise. PRICES—The Company reserves the right to vary the list prices at any time. SPECIFICATION—The Company reserves the right on the sale of any vehicle to make before delivery without notice any alteration to or departure from the specification, design or equipment detailed in this publication. Under present supply difficulties such alterations are likely to occur at any time.

ELECTRICAL. 12-volt system; 51 amp. hr. battery at 10 hour rate (57 amp. hr. at 20 hour rate); cowl headlamps with double dipping bulbs and foot operated dipswitch; sidelamps mounted below headlamps and combined with flashers; red stop and tail lamps combined with flashers at rear in twin units; separate reflectors; number plate lamp on rear bumper also illuminates luggage boot when open; two interior lamps, one on each door pillar, operated either manually or by courtesy switches on front doors. Self-cancelling flasher direction indicators, front flashers have separate bulbs and housings in side lamps. Operating switch with warning lamp, which automatically dims when sidelamps are on, mounted in centre of steering wheel. Twin electrical two-speed self-parking windscreen wipers; twin windtone horns; heater and demisters; clock centrally mounted in dash panel; instrument illumination lamps with switch which operates when sidelamps are 'on.'

INSTRUMENTS. Speedometer with trip and total distance recorder, three-in-one instrument containing thermometer, oil pressure gauge and petrol gauge; ignition and starter switch combined; ignition and headlamp high beam warning lights in speedometer; warning light to indicate loss of brake vacuum in fascia; single interior tinted mirror.

COACHWORK. Five/six seater, four-door, four light saloon of unitary construction. The fascia panel has a top surface trimmed in black vinyl treated fabric, and is edged with a padded crash roll. Instruments grouped in front of driver. Glove box on passenger's side and parcel shelf underneath. In the centre of the panel is a small open cubby box which houses radio control head when fitted. Split bench type front seats, each with folding arm rest and adjustable on slides. The cushions are of full depth moulded foam rubber while the squabs are of rubberised hair with a foam rubber roll. Good quality leather is used for the facings. There are ash trays in the back of the front seats and in each front door. Full width rear seat with centre folding arm rest and a cushion of full depth moulded foam rubber. The squab has a spring case upholstered with rubberised hair, good quality leather being used on all facings. There is a parcel shelf behind the rear squab. Fitted carpet on floor has felt underlay in front and rear. Doors and panels are trimmed in vinyl treated fabric. Four winding windows of toughened glass all with ventilating louvres and stainless surrounds. All doors have concealed hinges on front edges and push button outside lock handles, with private locks on front doors. Children's safety catches are fitted to all doors and are inaccessible when doors are closed. Curved, wrap-around windscreen and rear window of toughened glass with stainless surrounds over rubber moulding. Lockable luggage boot has spring balanced lid, and handle with push button release. Luggage platform is covered with vinyl treated felt. Spare wheel carried in tray below boot, lowered by means of starting handle. Bonnet is locked from inside car, safety catch and telescopic stay fitted. Fresh air circulating system with intake in scuttle panel when no heater is fitted. Chromium plated bumpers with overriders front and rear. Windscreen washer fitted. Twin sun visors. Single or duo-tone paint finish. **Optional Extras:** Radio, automatic transmission.

EXPORT AVAILABILITY. Alternative equipment at no extra cost—Right or left hand steering; k.p.h. or m.p.h. speedometer; double dipping headlamp arrangement, as required; white flashers at front and red at rear to suit regulations of different countries; 72 amp. hr. battery (at 20 hour rate) to meet climatic conditions. **Optional equipment at extra cost—**Radio; heater and demisters; laminated windscreen; automatic transmission.

THE AUSTIN MOTOR COMPANY LTD
LONGBRIDGE · · · BIRMINGHAM



AUSTIN MOTOR EXPORT CORPORATION LIMITED
LONGBRIDGE · BIRMINGHAM · ENGLAND