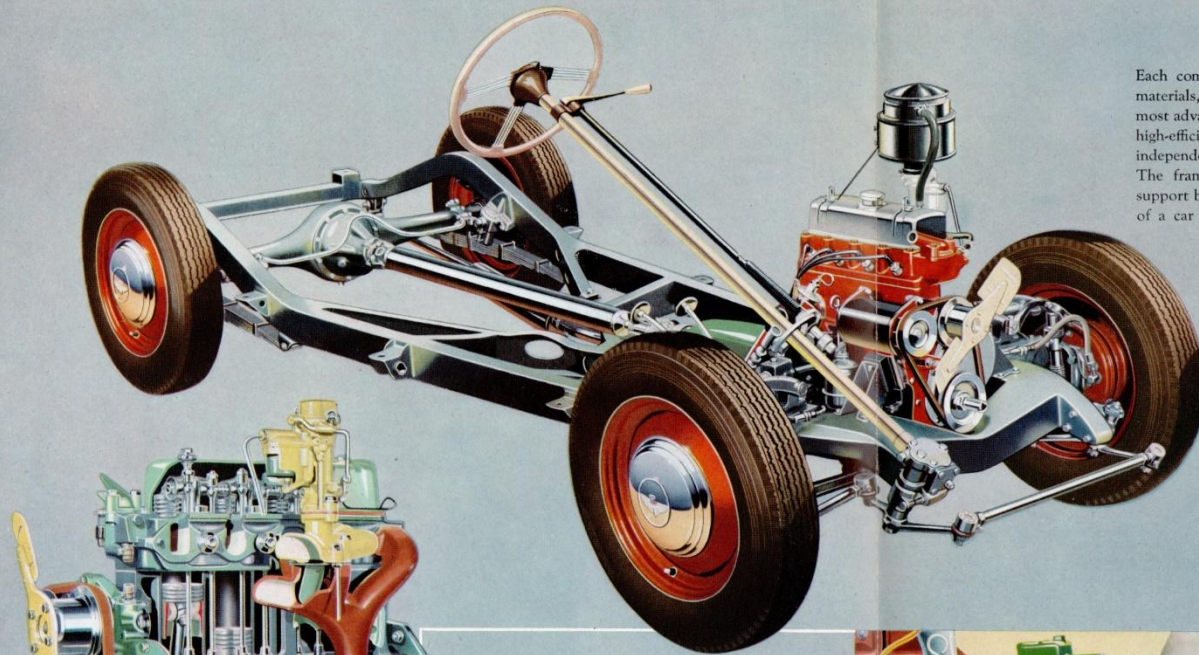


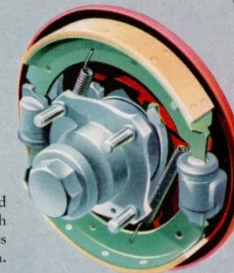
**AUSTIN** *A40 Somerset*



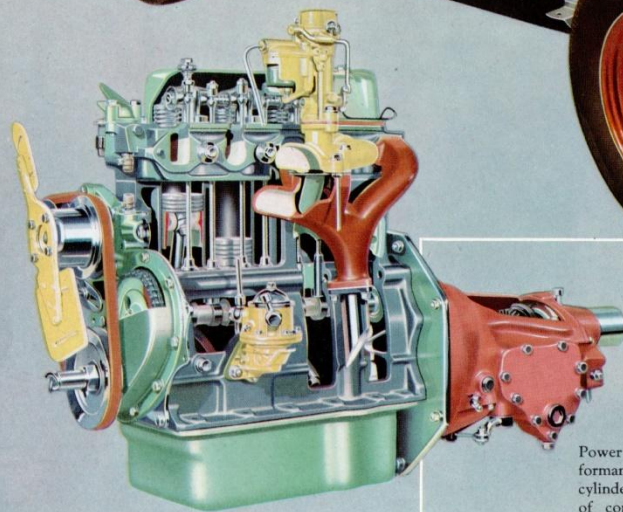
# World-wide and Handsome...



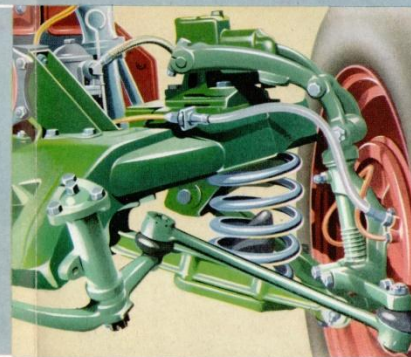
Each component of the Austin A40 chassis is fashioned from highest grade materials, engineered to precise limits and assembled by the automobile industry's most advanced techniques. Most notable among these components are the O.H.V. high-efficiency engine, four-speed synchromesh gearbox, spiral bevel rear axle, independent coil-spring front suspension, hydraulic brakes and cam gear steering. The frame itself, individually constructed of box-section steel, offers robust support being an integral unit entirely separate from the body. It forms the basis of a car that is sturdily built for lively performance and dependable service.



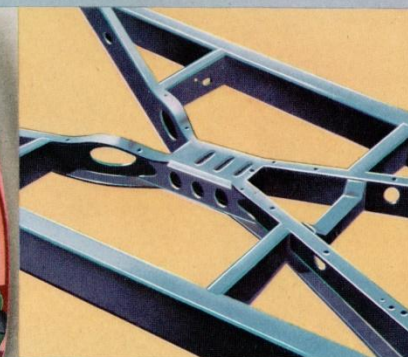
Safe stopping power is provided by full hydraulic brakes with large-area linings. Front brakes are of two-leading shoe design.



Power for a fine flexible performance comes from a four-cylinder overhead-valve engine of compact design. It is of 1,200 c.c. capacity developing 42 horse-power at 4,500 r.p.m.



To take the rough with the smooth and afford even riding on roadways or tracks — the A40 independent coil-spring front suspension.



Sturdy-cross bracing is incorporated in the individual box-section steel chassis frame to give long-lasting strength and dependability.

# World-wide and Handsome...

## THE A40 SOMERSET

—is a graceful saloon ideally suited to all climates and weathers. In fact, comfort-lovers need look no further than the Somerset, for the fresh air circulating and heating systems see to it that the interior is refreshingly cool or coily warm as the need arises, while foam rubber seats trimmed in real leather provide unequalled riding ease. But the A40 Somerset is also built for a good turn of speed, the record-breaking O.H.V. engine giving a smooth, powermaking performance with outstanding economy, to offer really light-hearted light car travel.



Easy-to-read instruments are neatly arranged in the fascia panel for quick reference by the driver. Soft lighting enables them to be seen at night without dazzle.



Typical of Austin thoughtfulness is the special safety catch fitted to the rear door locking handle to prevent its accidental release by children.



Whatever the occasion or the dress, entering and leaving the Somerset is a simple matter. Doors are wide and rear-opening and there are no running boards to impede progress.



The roomy enclosed luggage compartment at the rear will carry many varied items of baggage. Additional pieces can be strapped on the platform formed by the boot lid when it is lowered.



Front doors, like those at the rear, are exceptionally wide, permitting easy passage into and out of the car. Separate door pulls are provided.

Light car luxury is typified by the spacious interior of the Somerset. There is panoramic stability and restful comfort for four adults, with generous head and leg room for front and rear passengers. Front seats are wide and close-mounted but individually adjustable; all seats are trimmed in real leather.



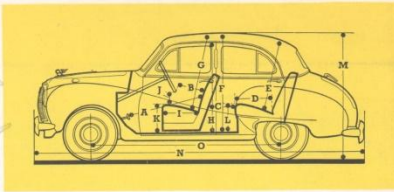
The steering column gear control of the Somerset comes conveniently to hand for instant use and is firm and direct in operation.



you can depend on

# AUSTIN

# A40 SOMERSET Specification



**ENGINE**—Bore 2.578 in. (65.48 mm.), stroke 3.5 in. (89 mm.), capacity 73.17 cu. in. (1,200 c.c.); 1.8 h.p. at 4,500 r.p.m.; maximum torque 28 lbs. ft. at 2,400 r.p.m.; compression ratio 7.2 to 1.

**Cylinders**—Four cylinders cast integral with crankcase. Full length water jackets. Detachable cast iron head carrying overhead valve rocker gear and connections for heater unit.

**Crankshaft**—Forged steel supported by three detachable Steel-backed white metal bearings of large diameter.

**Connecting Rods**—Forged steel with detachable steel-backed white metal big-end bearings.

**Pistons**—Split-skirt, concave top pistons in aluminium alloy with aluminium finish. Two compression rings (one plain, one taper) and one oil control ring.

**Camshaft**—Forged steel, supported in three detachable steel-backed white metal bearings. Cams of patented design to prevent valve spring surge and give quiet operation. Drive by Duplex roller chain from crankshaft. The camshaft gear has oil catchers and a tensioner ring of synthetic rubber to maintain chain lubrication and tightness respectively.

**Valves**—Overhead valves operated by push-rods and designed for quiet operation. Exhaust valves of heat and corrosion-resisting steel. Silicon chrome alloy steel inlet valves of extra large diameter. Valve oil seals are fitted.

**Lubrication**—Submerged gear type pump forces oil to all main, big-end and camshaft bearings under a running pressure of 45/50 lbs. per sq. in. The connecting rods have jet holes to provide oil for cylinder walls when starting up. Both main and big-end bearing oil feeds are of patented design which ensures longer crankshaft life. The camshaft front bearing feeds oil to the camshaft gear for timing chain lubrication, and the camshaft rear bearing supplies oil to the overhead valve rocker gear. Oil is also pressure-fed to each taper. The bypass oil filter is supported by a bracket which has oilways to eliminate external pipes. Oil capacity approximately 6 pints (6.8 litres).

**Cooling**—Circulation by centrifugal type pump with thermostat assembly. Water is delivered to the cylinder block and thence to simple passages surrounding valve pockets and sparking plugs. Patented radiator to prevent loss of coolant through expansion. A 4-bladed fan is fitted for Export models. Cooling system capacity approximately 12 pints (6.8 litres).

**Ignition**—Coil and 12 volt battery ignition with automatic advance and retard and in-built vacuum control.

**Dynamo**—12-volt fan-ventilated unit with compensated voltage control.

**Fuel System**—Fuel from a rear tank of 8½ gallons (37 litres) capacity is fed by an A.C. mechanical pump. Zenith down-draught carburettor with accelerator pump and economy device, and "T" type air cleaner. An oil bath air cleaner is fitted to some Export models. The valve rocker cover vent pipe is connected to the air cleaner, and the aluminium alloy induction manifold incorporates a stainless steel hot-spot.

**Mountings**—Flexible, inclined rubber mountings front and rear, with integral torque reaction stops.

**CLUTCH**—A flexible dry single-plate Borg and Beck clutch is fitted with spring cushion drive. The clutch pedal is isolated from engine movement by special adjustable linkage. Clutch diameter 7½ in. (USA only).

**GEARBOX**—The gearbox has four forward speeds and reverse. The gear lever is mounted on the steering column and there is synchromesh engagement for second, third and top speeds. The third motion shaft is extended and splined to receive the sliding end of the propeller shaft. Oil capacity approximately 3 pints (3.2 litres).

**TRANSMISSION**—Open propeller shaft with Hardy Spicer needle roller bearing universal joints. The sliding sleeve is supported by a plain bearing in the gearbox rear cover and on the splines of the third motion shaft. Both are lubricated from the gearbox.

**REAR AXLE**—Spiral bevel three-quarter floating in "banjo" type casing. The pinion is carried in pre-loaded taper roller bearings. Oil capacity approximately 2½ pints (1.25 litres).

**OVERALL GEAR RATIOS**—5.28; 8.13; 12.88 and 20.54 with 28.46 reverse.

**ROAD SPEEDS AT 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 with ratio of 14 to 1 and provision for raking up wear. Spring spoke 17 in. (43 cm.) diameter steering wheel with central heraldic design. The steering rods have Austin type ball joints with large hardened bearing surfaces and oil seals. Left- or right-hand steering.

**SUSPENSION**—Front: Independent coil springs. Wishbones mounted on rubber bushes with shoulders to take thrust loads. Control by double acting hydraulic shock absorbers. The large-area king pin bushes are widely spaced.

Rear: Long semi-elliptic reverse camber springs. The springs are mounted on rubber bushes and controlled by double-acting hydraulic shock absorbers interconnected by an anti-roll torsion bar.

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.

LEADING DIMENSIONS		English ft. ins.	Metric (metres)
Pedal to Seat Squab	A	3 5	1.04
Steering Wheel to Seat Squab	B	2 10	0.86
		1 5	0.43
Distance between Seats	C	1 0	0.25
		7	0.56
Rear Seat Cushion Depth	D	1 7	0.18
Height Over Rear Seat	E	1 10	0.50
Maximum Interior Height	F	3 11	0.88
Height Over Front Seat	G	3 0	1.19
Minimum Height of Door Opening	H	3 7	0.92
Front Seat Cushion Depth	I	1 6	1.09
Steering Wheel to Seat Cushion	J	5	0.47
Front Seat Cushion above Floor	K	1 14	0.14
Rear Seat Cushion above Floor	L	1 2	0.35
Overall Height	M	5 4	0.37
Overall Length	N	13 3	5.4
Wheelbase	O	7 8	1.63
Overall Width			2.35
Body Width between Centre Pillars (at waist)		4 0	1.60
Front Seat Cushion Width (max.)		1 10	1.22
Rear Seat Cushion Width		3 3	0.56
Maximum Allowable Rear Seat		3 11	1.00
Back, front, at ground level		4 0	1.19
Ground Clearance		7	1.22
Turning Circle		37 0	0.19
Luggage Compartment	Height of Opening	1 8	11.28
	Width of Opening	2 7	0.51
	Maximum Depth	3 0	0.80
Luggage Compartment	Approx. Capacity	10 cu. ft.	0.93
		1 cwt.	0.28 cu. m.
			51 kg.
			19 cwt. 14 lb.
			971 kg.

**BRAKES**—Clint hydraulic on all wheels, applied by pedal. The hand-brake is of the pivot grip type and is mounted under the fascia on the steering column; it operates mechanically on the rear wheels. The front brakes are of two-leading-shoe design.

**WHEELS AND TYRES**—Pressed steel disc wheels with slots for ventilation and the fitting of non-slip chains. Large chromium wheel caps. Spare wheel carried in luggage compartment. Tyres: Dunlop 5.15—16. E. L. P.

**JACKING**—Steering axle operated by wheelbrace from inside the car to lift one side of the car at a time.

**FRAME**—Welded pressed steel frame with full length box section side members and box section front and rear cross members. The centre part of the frame is stiffened by cross bracing which ensures great torsional and diagonal stiffness. Body brackets are welded to the frame and carry insulated mountings.

**ELECTRICAL**—12-volt battery of 38 ampere-hour capacity at 10-hour rate; positive earth; built-in headlamps; headlamp dipping arrangements can be varied to suit particular regulations; foot controlled dip-switch; sidelamps mounted on top of front wings, visible to driver; twin built-in stop- and tail-lights; rear number lamp; interior roof light; instrument panel light; twin wind-tone horns; direction indicators; dual windshield wipers.

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

**COACHWORK**—Four-door four-seater saloon; all-steel sound-insulated body; toughened glass to fixed, curved windscreen and all windows; door windows operated by winding regulators, front doors being fitted with friction-controlled ventilating louvers; 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 trimmed in leather and have latex foam moulded foundations; side armrests for rear seats 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; large capacity, built-in rear luggage compartment.

**THE AUSTIN MOTOR COMPANY LIMITED** | **AUSTIN MOTOR EXPORT CORPORATION LIMITED**  
**LONGBRIDGE** . . . **BIRMINGHAM** | **LONGBRIDGE, BIRMINGHAM & OXFORD STREET, LONDON, ENGLAND**