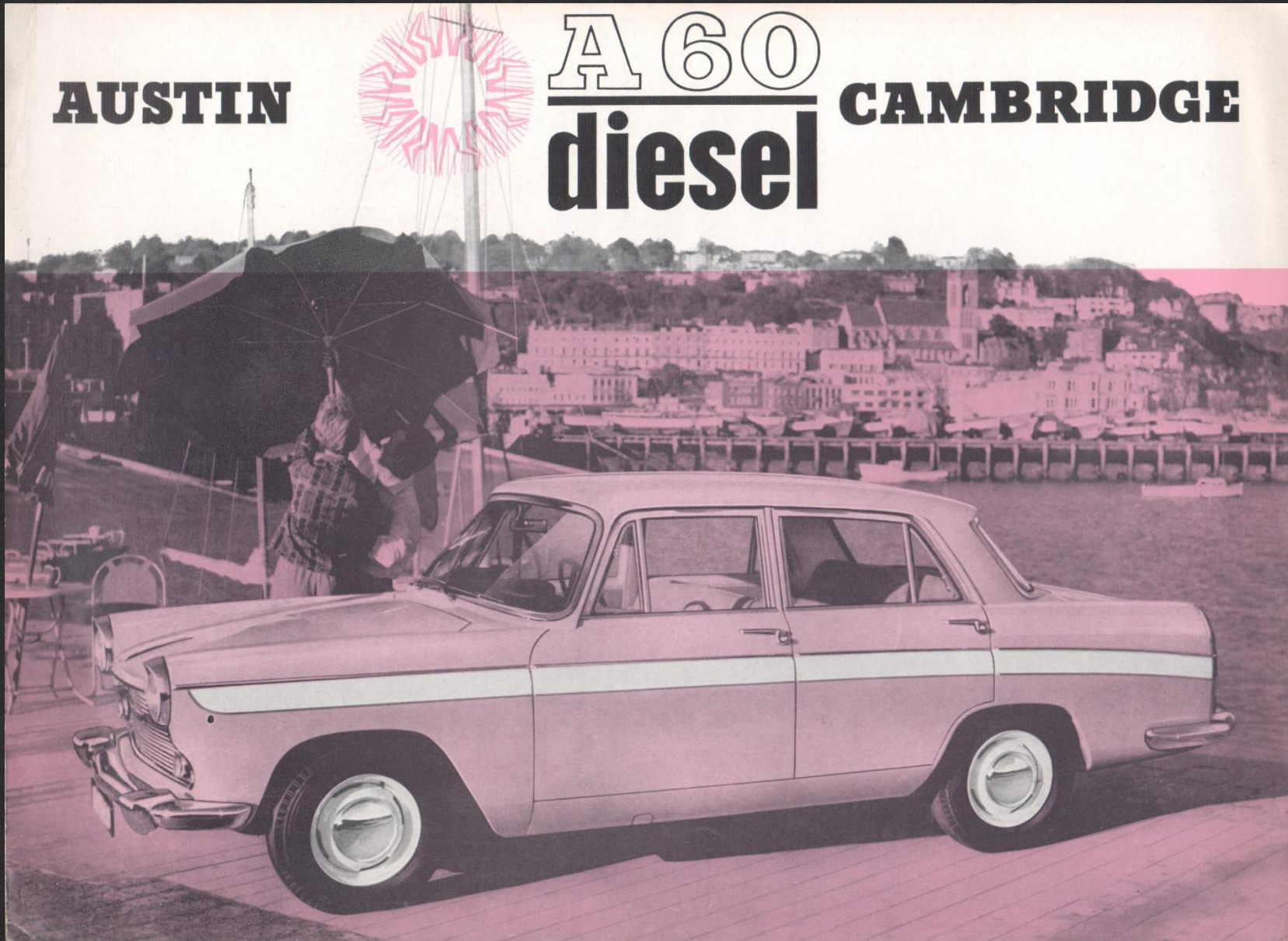


AUSTIN



A 60
diesel

CAMBRIDGE





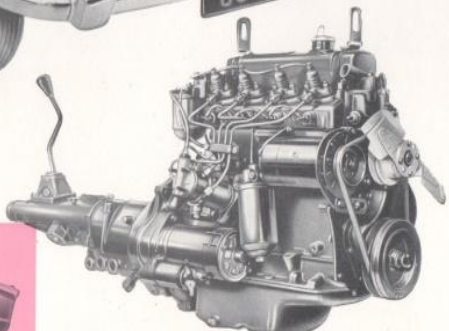
AUSTIN A60 diesel Cambridge

Well known as one of the quietest engines in its class, the B.M.C. 1.5 litre diesel unit proves its versatility still further when installed beneath the bonnet of the latest Austin A60 Cambridge saloon!

The use of extensive sound deadening material in the engine compartment ensures a quietness of operation which makes the A60 Diesel Cambridge very acceptable not only as a family saloon, but as an extremely economical vehicle in the more commercialised field of private hire and taxi work.

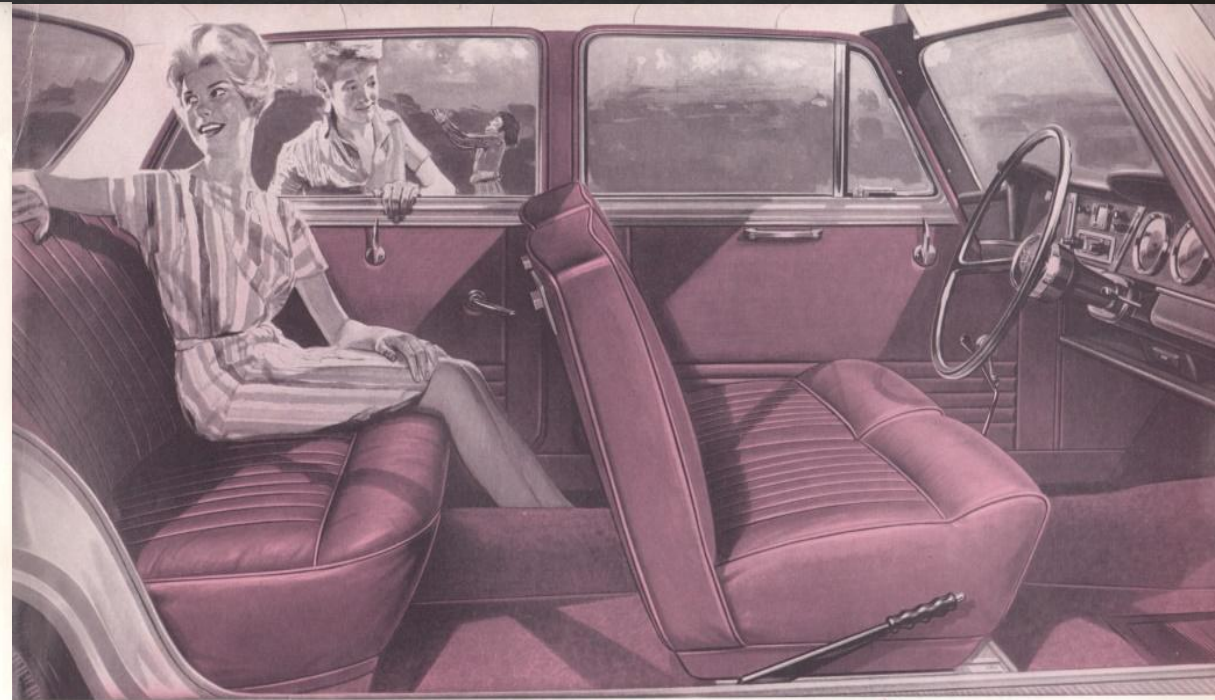
In countries where economy of operation is of prime importance the A60 Diesel Cambridge will more than prove its worth, because exhaustive testing at the factory proves that on performance this stylish saloon is capable of better than 40 m.p.g.* at an average speed of 40 m.p.h., and has a maximum speed in excess of 65 m.p.h. Where a high annual mileage is recorded, the A60 Diesel Saloon will quickly repay its slight extra capital outlay.

**These figures, obtained by our research engineers, were obtained under simulated conditions such as would be experienced in taxi operation in an overall distance of 200 miles (322 km.).*



The B.M.C. 1.5 litre diesel engine develops 40 b.h.p. at 4,000 r.p.m. The four-speed gearbox has synchromesh engagement on second, third and top and is controlled by a centre floor change gear lever.

Here is styling elegance, par excellence! Modern production technique has provided a facsimile wood finish to the fascia of the A60 Cambridge. The top surface has a softly cushioned crash roll, and is trimmed in black plastic. All the information for the satisfactory operation of the Cambridge is contained in the two instruments positioned immediately in front of the driver, who will find that all the controls and switches also fall comfortably within easy reach. On the passenger's side is an enclosed glove box with quick-release catch, and beneath is a shelf capable of holding quite large parcels. For the benefit of front seat passengers an ash tray is provided beneath the centre of the fascia.



See for yourself exactly what the Cambridge Saloon has to offer! Sleek, up-to-the-minute styling and superb interior appointments combine to make it the most attractively priced, medium-size car in its class. A four/five seater, available in basic or de-luxe form, it has unsurpassed interior comfort, with exceptional accommodation for passengers' luggage in the rear compartment.

While the front seat can be used to good effect as a bench-type seat, each half can be individually adjusted to suit the needs of driver and front passenger. The seats are cushioned with soft latex foam rubber and the squabs upholstered with rubberised hair to give firm, correct support to the back. Provision is also made to fit such extras as radio, electric clock and front seat belts—easily installed by your Austin Dealer.

Spring cases are used as the basis of the restfully upholstered rear seat cushion and squab, which are designed to provide lasting comfort for up to three people.

The entire trim, including headlining, is completed in hard-wearing, washable vinyl-treated fabric, although on de-luxe saloons the seat contact surfaces have top quality hide panels. Wind-down windows and opening ventilation louvers are fitted in each door and armrests are included on the rear doors of the de-luxe saloon. An interior lamp, positioned above the centre pillar also acts as a courtesy light, being controlled by the opening and closing of the front doors.

Completing the interior trim, rubber mats are fitted in the front with carpets in the rear of the basic saloon, while the entire floor of the de-luxe saloon is covered with fitted carpets.

SPECIFICATION

ENGINE: Four-cylinders; cubic capacity 90.88 cu. in. (1489 c.c.); overhead valves; bore 2.875 in. (73.02 mm.), stroke 3.5 in. (89 mm.); b.h.p. (maximum) 40 at 4,000 r.p.m.; torque (maximum) 64 lb. ft. at 1,900 r.p.m.; compression ratio 23 : 1; cylinders cast integral with crankcase in cast-iron alloy. Detachable cast-iron head carrying overhead valve gear. Forged-steel crankshaft counterbalanced and supported by 3 steel-backed copper-lead detachable bearings. Forged-steel connecting rods with steel-backed copper-lead big-end bearings. Solid-skirt pistons in aluminium-alloy with 3 compression rings and 2 slotted oil control rings. Forged-steel camshaft in 3 steel-backed white-metal bearings; to ensure silent operation the camshaft drive includes an efficient slipper-type chain tensioner. Overhead valves operated by push-rods; valve stem oil seals fitted.

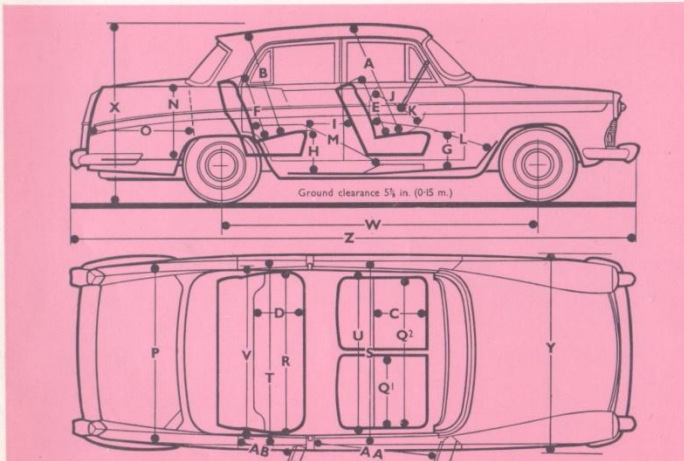
Lubrication: Pressure feed to all main and big-end bearings, camshaft bearings, tappets, timing chain, overhead valve gear, and injection pump drive. Jet holes in connecting rods provide oil for cylinder walls. A full-flow oil filter is fitted. Oil capacity 7 pints (3.98 litres) plus 1½ pints (0.7 litre) for filter.

Cooling: By centrifugal pump with self-adjusting seal and thermostat control. Two-blade fan and pressurized radiator. Cooling capacity approximately 11½ pints (6.25 litres).

Fuel Injection Equipment: Ricardo Comet V combustion system. Rotary distributor-type injection pump. Hydraulic governor limits engine to 4,000 r.p.m. Pintaux-type injector nozzles. Fuel filter with renewable element. Mechanical fuel transfer pump. Heater plugs fitted.

Electrical: 12-volt, C 40 dynamo, and starter motor with solenoid engagement.

CHASSIS. Clutch: Single dry plate 9 in. (0.23 m.) diameter; hydraulically operated by pendant pedal.



AA 2ft. 10 in. (0.86 m.)	AB 2 ft. 2 in. (0.66 m.)	A 3 ft. 1½ in. (0.95 m.)	B 2 ft. 10½ in. (0.87 m.)	C 1 ft. 6 in. (0.46 m.)	D 1 ft. 6 in. (0.46 m.)	E 1 ft. 8 in. (0.51 m.)	F 1 ft. 9 in. (0.53 m.)	G 1 ft. 2 in. (0.36 m.)
H 1 ft. 2½ in. (0.37 m.)	I (max.) 1 ft. 2 in. (0.36 m.)	I (min.) 9 in. (0.23 m.)	J (max.) 1 ft. 4½ in. (0.42 m.)	J (min.) 1 ft. 1½ in. (0.29 m.)	K 5½ in. (0.14 m.)	L (max.) 3 ft. 10 in. (1.17 m.)	L (min.) 3 ft. 5½ in. (1.05 m.)	M (max.) 3 ft. 9 in. (1.14 m.)
M (min.) 3 ft. 7 in. (1.09 m.)	N 1 ft. 11 in. (0.61 m.)	O 2 ft. 7 in. (0.79 m.)	P 4 ft. 9½ in. (1.45 m.)	Q1 2 ft. 1 in. (0.61 m.)	Q2 4 ft. 1 in. (1.24 m.)	R 4 ft. 7½ in. (1.41 m.)	S 4 ft. 7 in. (1.40 m.)	T 4 ft. 7½ in. (1.41 m.)
U 4 ft. 2½ in. (1.29 m.)	V 4ft. 2½ in. (1.29 m.)	W 8 ft. 4½ in. (2.54 m.)	X 4ft. 10 in. (1.47 m.)	Y 5 ft. 3 in. (1.60 m.)	Z 14ft. 6½ in. (4.43 m.)	Boot capacity 19 cu. ft. (0.54 m. ³)	Track (front) 4 ft. 2½ in. (1.28 m.)	Track (rear) 4 ft. 3½ in. (1.30 m.)

Gearbox: Four speeds, with synchromesh on second, third and top; ratios—first 3.945, second 2.403, third 1.490, top 1.00, reverse 5.159 : 1; change speed lever located centrally on floor; oil capacity approximately 4½ pints (2.69 litres).

Propeller Shaft: Open, with needle-roller-bearing universal joints.

Rear Axle: Three-quarter floating, with hypoid bevel crown wheel and pinion; ratio 4.55 : 1; overall gear ratios—first 17.95, second 10.93, third 6.78, top 4.55, reverse 23.47 : 1; road speeds in m.p.h. at 1,000 r.p.m.—first 3.98, second 6.53, third 10.54, top 15.70.

Steering: Cam and peg with ratio of 13½ : 1; two-spoke 17 in. (0.43 m.) diameter steering wheel; turning circle 37 ft. (11.28 m.).

Suspension: Front— independent with coil springs and wishbones; rear— semi-elliptic, rubber-bushed leaf springs; lever type hydraulic shock absorbers and anti-roll bar at front and rear.

Brakes: Pendant pedal operates hydraulically on two leading shoes at front, and leading-trailing shoes at rear; pull-up handbrake lever operates mechanically on rear wheels only; dimensions— 9 in. x 2½ in. (228 mm. x 63.5 mm.) front. 9 in. x 1½ in. (228 mm. x 44.5 mm.) rear.

Wheels and Tyres: Pressed steel ventilated disc wheels, with 4-stud fixing; 5.90-14 tubeless tyres.

ELECTRICAL: 12-volt generator and starter motor; 91 amp. hour capacity battery at 20 hour rate; double-dipping sealed beam headlamps, with foot operated dip-switch; side-lamps mounted in front grille in unit with front amber flashers; twin stop/tail lamps, red reflectors and amber flashers in units at rear; rear number plate lamp has twin bulbs and illuminates luggage compartment when open; warning lamps on fascia to indicate generator not charging and headlamps high-beam position; interior lamps on door pillar operated by integral switch and courtesy switches on front doors; self-cancelling amber flashing direction indicators, having steering-column-mounted switch lever with warning lamp; concealed instrument illumination; twin electric self-parking windscreen wipers; combined ignition and starter switch single windtone horn.

INSTRUMENTS: Speedometer with trip and total mileage recorders; oil pressure gauge; fuel gauge; water temperature gauge.

COACHWORK: Four-door, four-light, 4/5 seater saloon of all-steel unitary construction. Doors hung on concealed hinges at forward edges; push-button exterior handles, with private locks on front doors; all doors can be locked from inside, but the arrangement on the front doors is such that they can be locked from outside without using the ignition key, if desired; children's safety catches fitted to all doors; each door has a toughened glass opening ventilating louvre and wind-down window with stainless metal surround. Wide, curved, toughened glass windscreen and full-width rear window with stainless metal surrounds. Chrome bumpers front and rear with rear overriders. Adjustable front seats of split bench type, with cushions of foam rubber and squabs of rubberised hair; ashtray fitted in rear of each front seat. Rear seat cushion and squab have spring cases faced with rubberised hair; parcel shelf behind. Luggage compartment of large capacity with spring-balanced lid and locking handle; floor covered with vinyl-treated felt; spare wheel carried in tray below compartment floor. Entire interior trim, excepting seat contact surfaces on de-luxe models, is in hard-wearing vinyl treated fabric. Upper surface of fascia is trimmed in black plastic to prevent glare, and also incorporates a padded crash roll; instruments are placed immediately in front of driver and a closed glove-box is on passenger's side. Full width parcel shelf beneath fascia. Ash-tray beneath centre of fascia. Bonnet lock controlled from inside car. Heavy sound insulation material is fitted to bonnet top, scuttle and gearbox cover. Floor covered by rubber mat in front compartment, carpet in rear; all floor covering has felt underlay. Fresh air unit. Sun visor and tinted interior rear-view mirror for driver. Windscreen washer. Provision for installing front seat belts. Approximate unladen weight 21½ cwt. (1105 kg.).

A de-luxe model is available which includes heater/demister unit (fresh air unit on Export de-luxe), passenger's sun visor, seat contact surfaces trimmed in top-quality real hide, fitted carpet on front compartment floor (or rubber mat if preferred), twin windtone horns, stainless wheel trims, duotone paintwork and front bumper overriders.

OPTIONAL EXTRAS. Basic Model: Heater/demister unit. Reclining front seats. **De-Luxe Model:** Reclining front seats.

EXPORT AVAILABILITY: To satisfy world market requirements the following variations from the above specification are available for Export at no extra charge: Right- or left-hand steering; m.p.h. or km.p.h. speedometer; single-piece bench front seat; steering column gear change; 4.875 : 1 ratio rear axle; lighting and flasher equipment to suit Export requirements.

Optional equipment at extra cost is as follows:

Basic Model: Radio; heater/demister unit; electric clock; laminated windscreen; heavy duty tyres; whitewall tyres; reclining front seats.

De-Luxe Model: Radio; heater/demister unit; electric clock; laminated windscreen; rubber mat in front; heavy duty tyres; whitewall tyres; reclining front seats.

The issue of this publication does not constitute an offer, and the right is reserved to alter specifications at any time without notice. Sales are made subject to and with the benefit of the standard Conditions of Sales and Warranty given by the Distributor or Dealer by agreement with the appropriate subsidiary of The British Motor Corporation Limited.



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