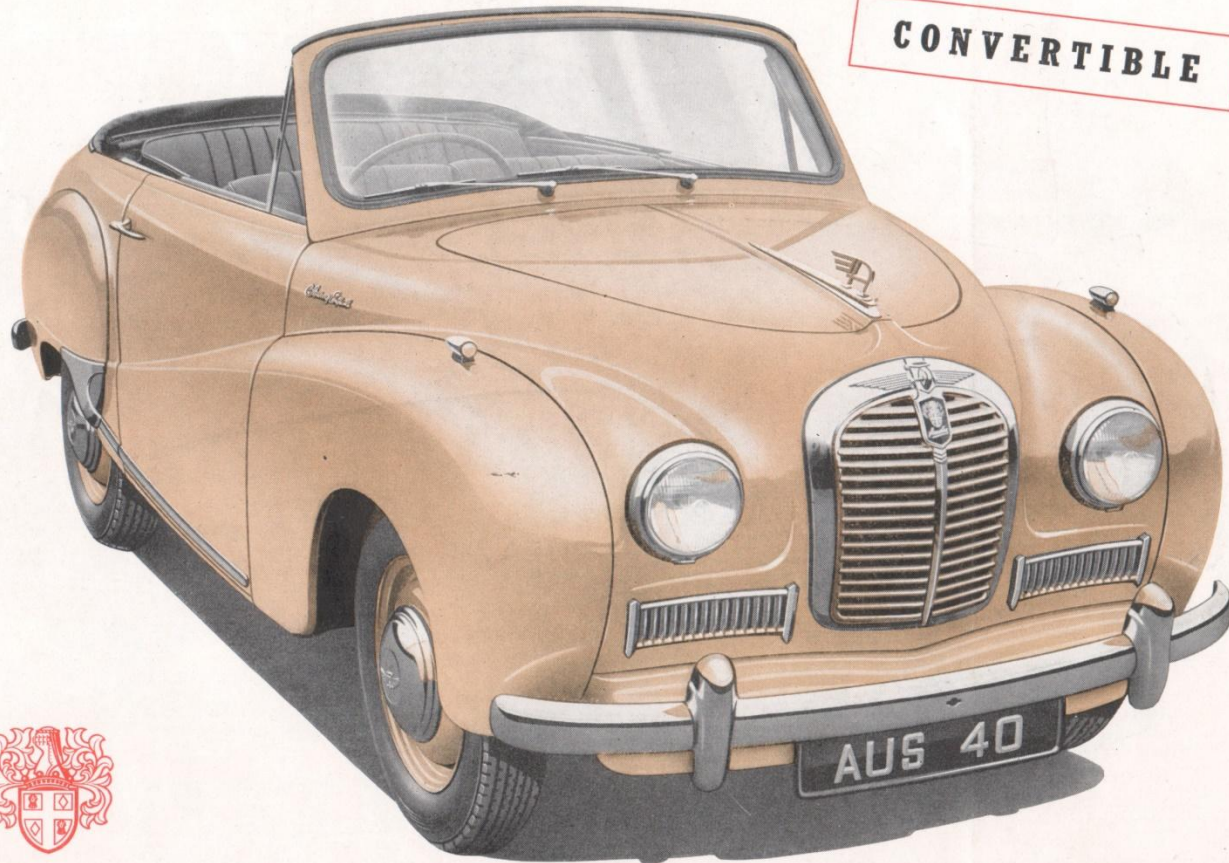
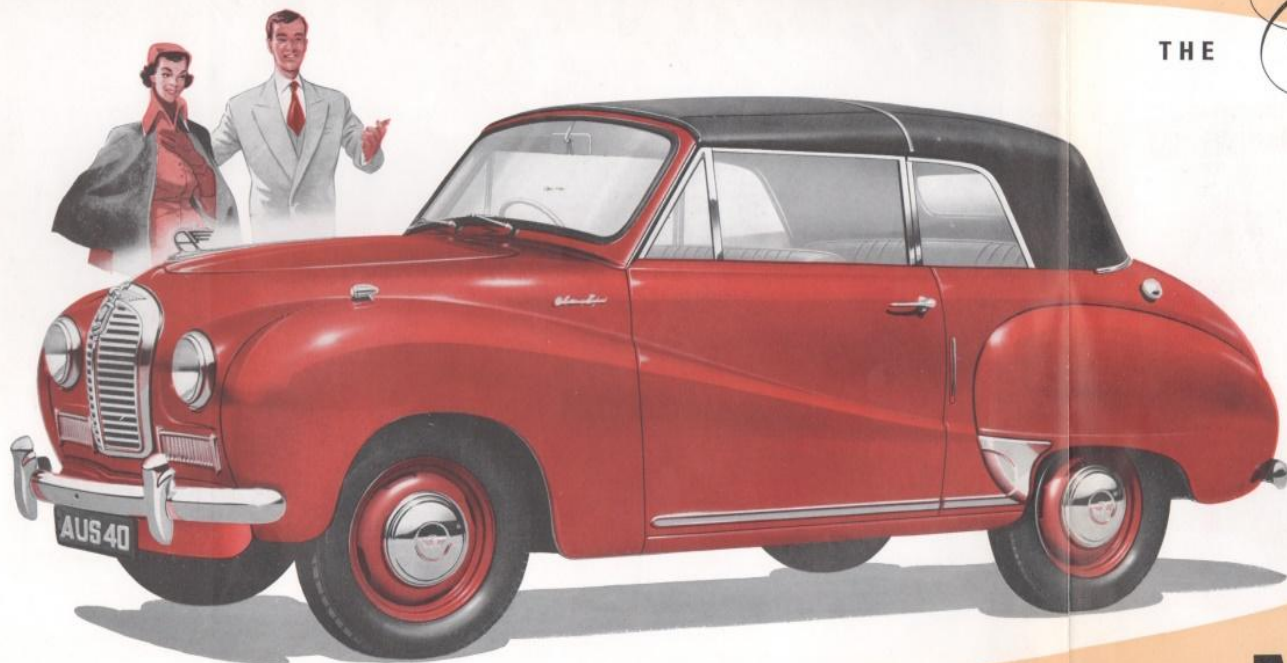


AUSTIN A 40

Somerset

CONVERTIBLE

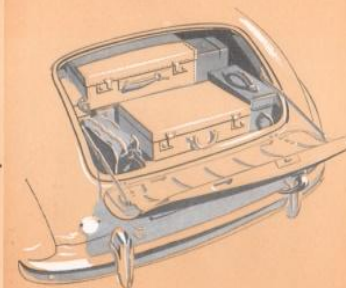




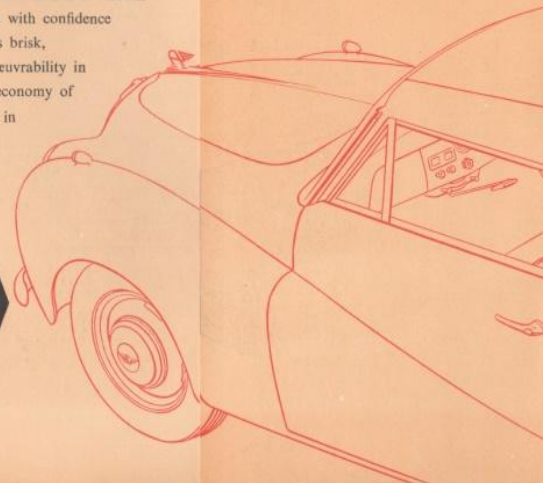
THE *Somerset* CONVERTIBLE

From every point of view the Austin A 40 Somerset Convertible is a car of outstanding merit. Indeed it offers the best of both motoring worlds, combining a freely open body for fair-weather touring with the comfortable cosiness associated with a sedan when this form of travel proves more suitable. Its power is derived from the famous A 40 valve-in-head engine which provides a virile performance to excite the young enthusiast and a smooth flexibility that enables it to be handled with confidence by the most diffident of drivers. With its brisk, purposeful gait on the open road, easy manœuvrability in moving traffic and for parking, and its extreme economy of operation, the A 40 Convertible sets the latest fashion in dependable, all-the-year-round family motoring.

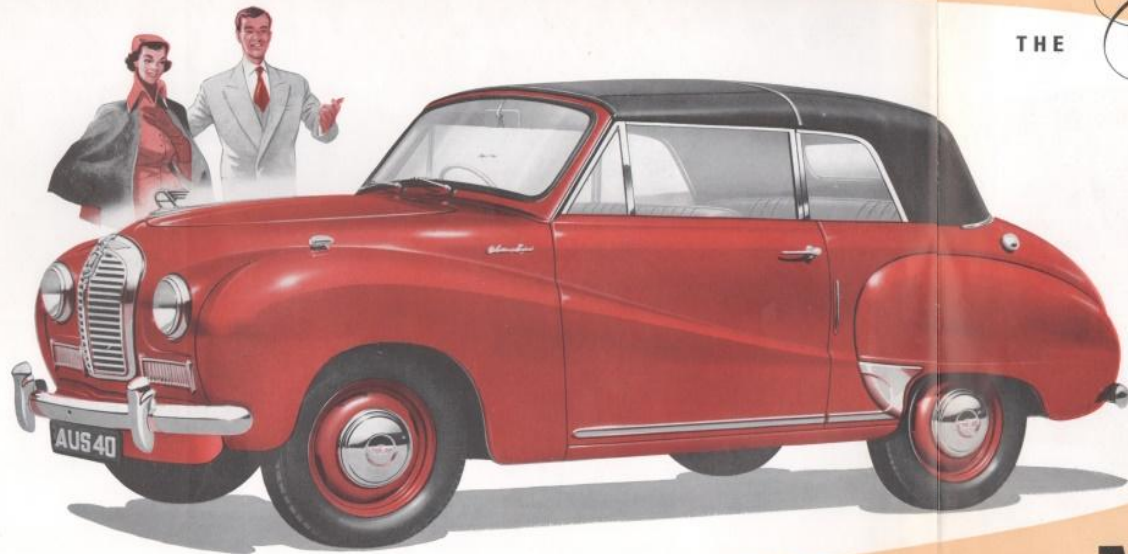
Two wide, rear-opening doors with concealed hinges give easy access to the comfortable, well-planned interior. Seats have latex foam moulded foundations and are upholstered in fine-quality leather.



The A 40 trunk has a generous carrying capacity. Additional luggage can be strapped on the platform formed by the lowered lid.



AUSTIN A 40



THE

Somerset CONVERTIBLE

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AUSTIN A40



The half-way or Coupé de Ville position of the top is ideal on occasions when fresh-air motoring is desired without the essential breeziness of a fully open car.



GENERAL SPECIFICATIONS

ENGINE: Bore 2.578 in.; stroke 3.5 in.; capacity 73.17 cu. in. (1,200 c.c.); 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.

Cylinders: Four cylinders, cast integral with crankcase. Full-length water jackets. Detachable cast-iron head carrying valve-in-head rocker gear and connections for heater unit.

Crankshaft: Forged steel supported by three detachable steel-backed white-metal bearings.

Connecting Rods: Forged steel with detachable steel-backed white-metal connecting rod bearings.

Pistons: Split-skirt, concave-top pistons in aluminum alloy with alumilite finish. Two compression rings (one plain, one taper) and one slotted oil control ring fitted.

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: In-head 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, connecting rod and camshaft bearings under a running pressure of 45/50 lb. per sq. in. The connecting rods have jet holes to provide oil for cylinder walls when starting up. Both main and connecting rod 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 valve-in-head rocker gear. Oil is also pressure-fed to each tappet. The by-pass oil filter is supported by a bracket which has oilways to eliminate external pipes. Oil capacity approximately 8½ U.S. pints (7 Imp. pints).

Cooling: Circulation by centrifugal-type pump with thermostat control. Water is delivered to the cylinder block and thence to passages surrounding valve pockets and sparking plugs. Patented radiator to prevent loss of coolant through expansion. Cooling system capacity approximately 14½ U.S. pints (12 Imp. pints).

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

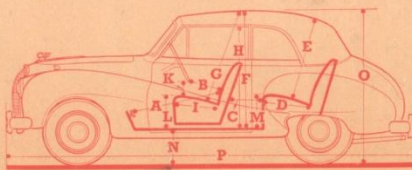
Generator: 12-volt fan-ventilated unit with compensated voltage control.

Fuel System: Fuel from a rear tank of 10½ U.S. gallons (8½ Imp. gallons) capacity is fed by an A.C. mechanical pump to a Zenith downdraft carburetor with accelerator pump and economy device and oil bath air cleaner. The valve rocker cover vent pipe is connected to the air cleaner and the aluminum alloy induction manifold incorporates a stainless steel fuel pre-heater.

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

CLUTCH: A flexible dry single-plate Borg & Beck clutch is fitted with spring cushion drive. The clutch pedal is isolated from engine movement by a special adjustable linkage. Clutch diameter 7½ in.

TRANSMISSION: Four forward speeds and reverse. The gear shift is mounted on the steering column and there is synchromesh engagement for second, third and high speeds. The third motion shaft is extended and splined to receive the sliding end of the propeller shaft. Oil capacity approximately 3½ U.S. pints (3 Imp. pints).



DIMENSIONS		Inches
Pedal to Seat Squab	A	41
Steering Wheel to Seat Squab	B	34
Maximum Distance between Seats	C	17
Rear Seat Cushion Depth	D	10
Height over Rear Seat	E	11
Maximum Interior Height	F	19½
Height over Front Seat	G	34
Height of Door Opening	H	47
Front Seat Cushion Depth	I	36½
Front Seat Cushion Width	J	40
Steering Wheel to Cushion	K	18½
Front Cushion above Floor	L	21½
Rear Cushion above Floor	M	5½
Minimum Height—Floor to Ground	N	13½
Overall Height	O	15½
Overall Length	P	62½
Overall Width		159½
Scuttle Width (at knee height)		63
Rear Seat Maximum Width		45
Wheelbase		39½
Tread, Front (at ground)		92½
Tread, Rear		48
Ground Clearance		50
Turning Circle		7½
Luggage Compartment:		37 feet
Height of Opening		20
Width of Opening		31½
Depth of Platform		36½
Capacity		10 cu. ft.
Luggage Carrier Load		112 lb.
Curb Weight		2,184 lb.

PROPELLER SHAFT: Open propeller shaft with Hardy Spicer needle-roller-bearing universal joints. The sliding sleeve is supported by a plain bearing in the transmission rear cover and on the splines of the third motion shaft. Both are lubricated from the transmission.

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 U.S. pints (2½ Imp. pints).

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

ROAD SPEEDS AT 1,000 R.P.M.: High 14.26 m.p.h.; third 9.26 m.p.h.; second 5.85 m.p.h.; low 3.67 m.p.h.

STEERING: Special cam gear steering with ratio of 14 to 1 and provision for taking up wear. Spring spoke 17 in. diameter steering wheel with central heraldic design. The tie-rods have Austin-type ball joints with large hardened bearing surfaces and oil seals. Left-hand steering is fitted.

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 swivel-pin bushes are widely spaced. **Rear:** Long semi-elliptic reverse camber springs, underslung. The springs are mounted on rubber bushes and controlled by double-acting hydraulic shock absorbers interconnected by an anti-sway torsion bar.

BRAKES: Girling hydraulic on all wheels, applied by pedal. The parking brake is of the pistol-grip type and is mounted under the dash on the steering column; it operates mechanically on the rear wheels. The front brakes are of two-leading-shoe design.

WHEELS AND TIRES: Pressed-steel disc wheels with slots for ventilation and the fitting of non-skid chains. Large chromium wheel caps. Spare wheel carried in rear luggage compartment.

Tires: Dunlop extra low pressure 5.25—16.

JACKING: Stevenson jack 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 center 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 ground strap; built-in headlights; headlight dimming arrangements can be varied to suit particular regulations; foot-controlled dimmer-switch; sidelights mounted on top of front fenders, visible to driver; twin built-in stop- and tail-lights; rear licence-plate light; interior roof light; dashboard light; twin windtone horns; turn indicators; dual windshield wipers.

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

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

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.

THE AUSTIN MOTOR COMPANY LTD. (ENGLAND)
27-29 WEST 57th STREET NEW YORK, 19 N.Y.

THE AUSTIN MOTOR COMPANY (CANADA) LTD.
737 CHURCH STREET TORONTO ONTARIO