

An advertisement for the Austin A60 Cambridge car. The image features a woman smiling from the driver's seat and a young boy in a red and yellow striped shirt leaning out of the open passenger window, pointing towards the viewer. The background is a clear blue sky. The text 'look! another new...' is in the top right, and 'AUSTIN A60 Cambridge' is at the bottom.

look!
another
new...

AUSTIN A60 *Cambridge*



Cambridge

We're off for the day in our new **A60**

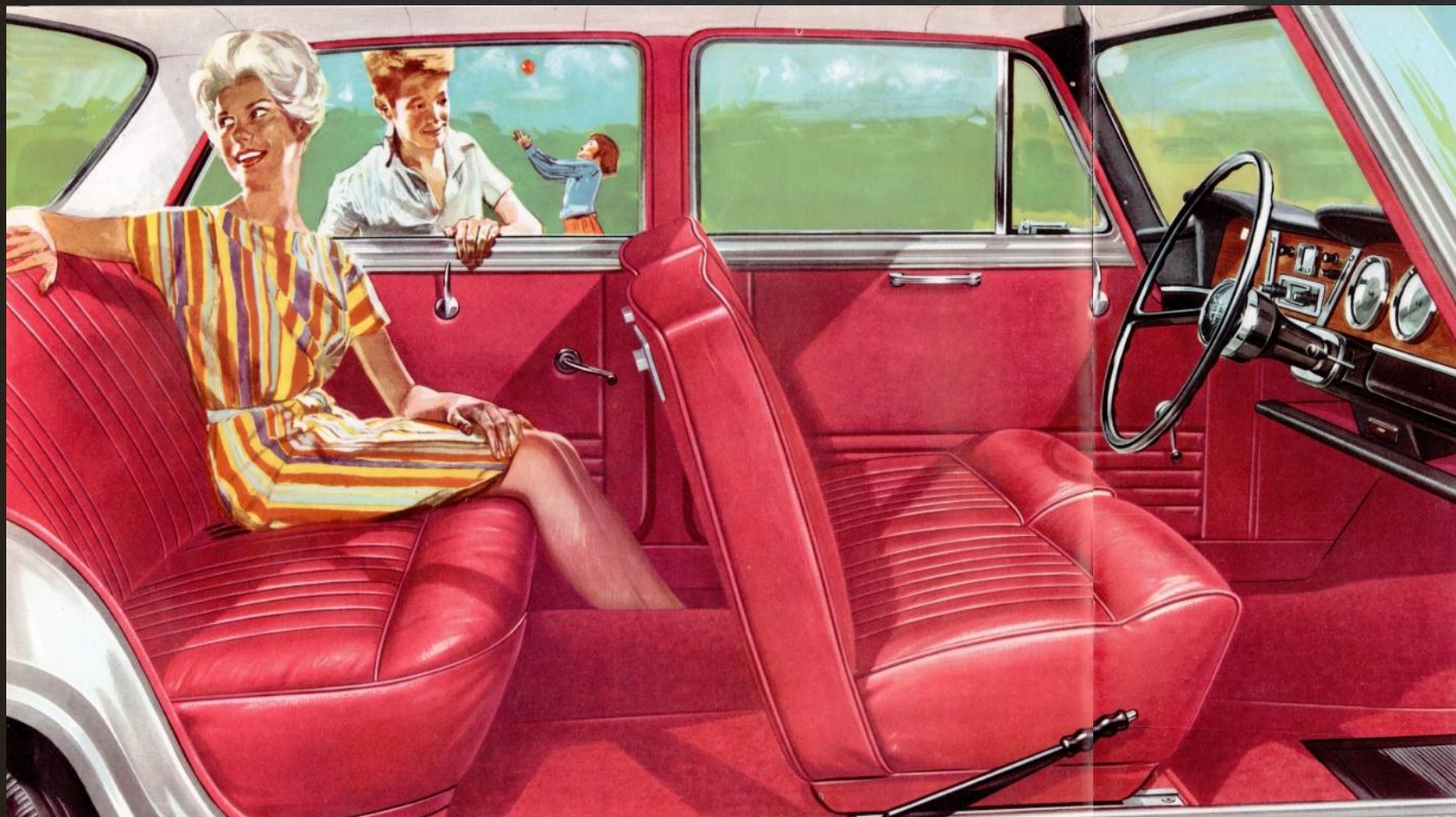
Lucky family! They can't fail to be the envy of the neighbourhood in their stylish new A60 Cambridge Saloon.

And they're certain of a wonderful day out, because they know that their car offers the finest possible travelling comfort in its class. Fourth in the line of Cambridge Saloons, it incorporates all the essential attributes to modern motoring. For night driving, the electrical equipment is second to none. Brilliant illumination of the road ahead from cowled, double-dipping headlamps inspire confidence during the most arduous journey.

In the most adverse conditions there's the comforting thought that flashing direction indicators are giving a precise indication of intention, and those long, self-parking windscreen wiper blades are designed in such a way that a large area of the screen is kept perfectly clear — even though it has a curved surface!

With its wider-than-ever track and wheelbase, front and rear anti-roll bars, new power and superb suspension, the latest A60 Cambridge Saloon sits squarely on the road, hugs those hitherto tortuous corners and eats up distance with effortless ease.

It's the finest of them all — and for today's family, it's their finest investment!



Room for the whole family in here...

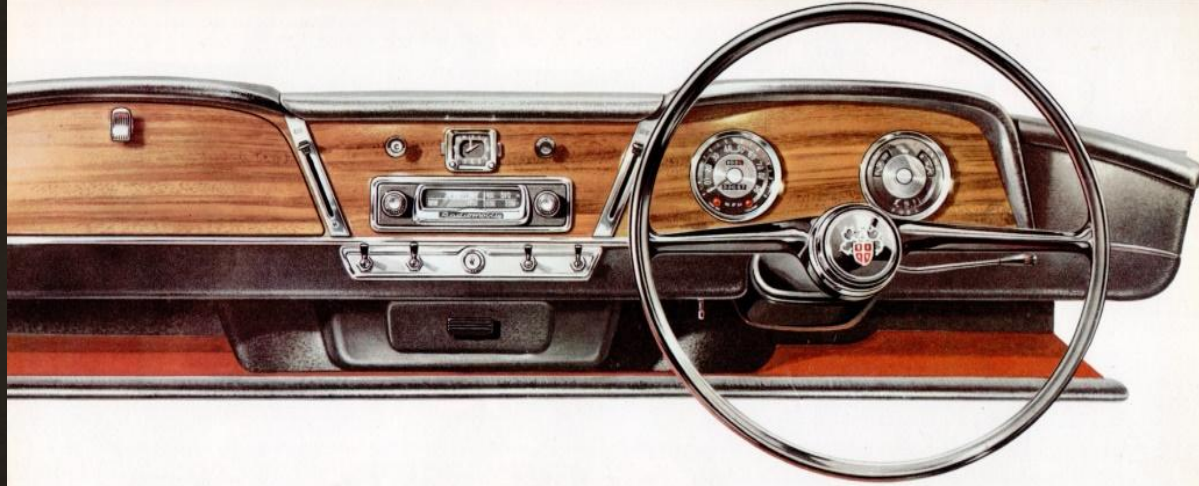
Sit inside the A60 Cambridge and see how the clean, stylish lines of the exterior have been matched by the modern interior treatment. A longer wheelbase than its predecessor gives the A60 more rear seat comfort, without penalising the luggage capacity in the rear compartment. Spring cases are used as the basis of the softly upholstered rear seat cushion and squab, which are restfully moulded to provide lasting comfort for up to three people. The individually adjustable front seats are cushioned with soft latex foam rubber and the squabs upholstered with rubberised hair to give firm, correct support in the driving position. Provision is also made to fit safety harness on the front seats — easily installed by your local Austin Dealer. 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. To eliminate reflections, all the surfaces in close proximity to the windscreen are trimmed black, and the top surface of the fascia includes a padded crash roll. Wind-down windows and opening ventilating louvres are fitted in each door, which are hung on concealed hinges at their forward edges. Armrests are fitted 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.



Hey! . . . look what we've got . . .

Yes, indeed — see for yourself exactly what they have got! For this new Austin A60 is the latest and best yet in the line of Cambridge Saloons. Sleek, up-to-the-minute styling and superb interior appointments combine to make it the most attractive medium-size family saloon at its price. And it is a car for the family! A four/five seater, available in basic or de-luxe form, the A60 Cambridge Saloon has unsurpassed interior comfort, with exceptional accommodation for the family's luggage in the rear compartment. Full use can be made of the split, bench-type front seat, with fully automatic transmission now available at extra cost, for the first time ever, in the Cambridge Saloon. The selector lever for this type of transmission, being positioned on the steering column, allows the entire width of the front seat to be utilised, while still retaining the advantage of individual seat adjustment when required. Based on experience gained

from the production of its predecessors, the A60 Cambridge can truthfully be claimed to have been developed as one of the safest cars on the road in its class. Its 1622 c.c. overhead valve engine provides the sort of power and stamina needed for prolonged travelling on modern motorways — while stabilizing bars, supplementing hydraulic shock absorbers front and rear, provide sure-grip road-holding to match. Strength without excess weight is the safety feature of the A60's unitary construction — furthered by the use of safety glass for all its windows and windscreen. And take a look at those sturdy bumpers! Brought well round to protect the contours of its body panels, the rear bumper is fitted with overriders included as an integral feature of the rear-end styling. On de-luxe models overriders are also included on the front bumper and stainless embellishers are fitted to the road wheels. Such is the design and construction of the A60 Cambridge Saloon . . . styled for your family's safety, and because it's an Austin — You can depend on it!



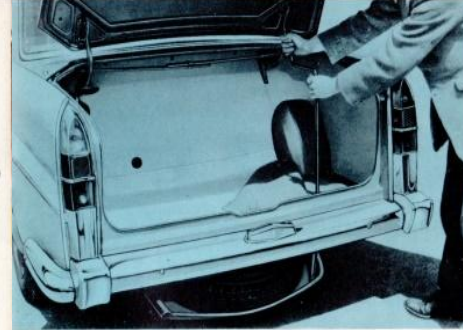
New-style Fascia . . . easy to look at!

Here is styling *par excellence!* Modern production technique has provided a facsimile wood finish to the fascia of the A60 Cambridge. Provision is made for fitting a heater—a standard fitment on the de-luxe saloon, which becomes an integral part of the general design when installed. Your Austin Dealer will be pleased to give details for the installation of an electric clock or a radio—the sloping windscreen acting as a deflector to the radio speaker when fitted, ensuring excellent sound reproduction throughout the interior. 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.



Door handle

Push button handles are fitted to all doors, and an additional safety catch in the lock mechanism ensures that little fingers are well out of mischief! Once set in the safety position, the door locks can only be operated by the outside handle.



Luggage boot

The massive rear compartment holds 19 cubic feet (0.54 m³) of luggage on its low loading platform. It has a locking counter-balanced lid, which, when open, forms excellent cover for the contents of the boot even in wet weather—the rain falling harmlessly into surrounding water channels. The number plate lamp on the bumper and an interior lamp under the top panel illuminate the boot interior when open. The spare wheel is carried in a separate wind-down tray beneath the luggage compartment. The mechanism in the floor is operated by the starting handle, which also serves to operate the side lifting jack supplied in the tool kit.



Pendant pedals

Pendant pedals for the hydraulic operation of clutch and brakes, together with the accelerator pedal, are conveniently positioned and ensure freedom from draughts.

A wide range of colours

Detailed below are the colour combinations for the A60 Cambridge saloons. A duotone finish can be achieved on De-Luxe saloons at no extra cost, by the introduction of a contrasting colour between the body side mouldings.

DUOTONE (De-Luxe Saloons only)

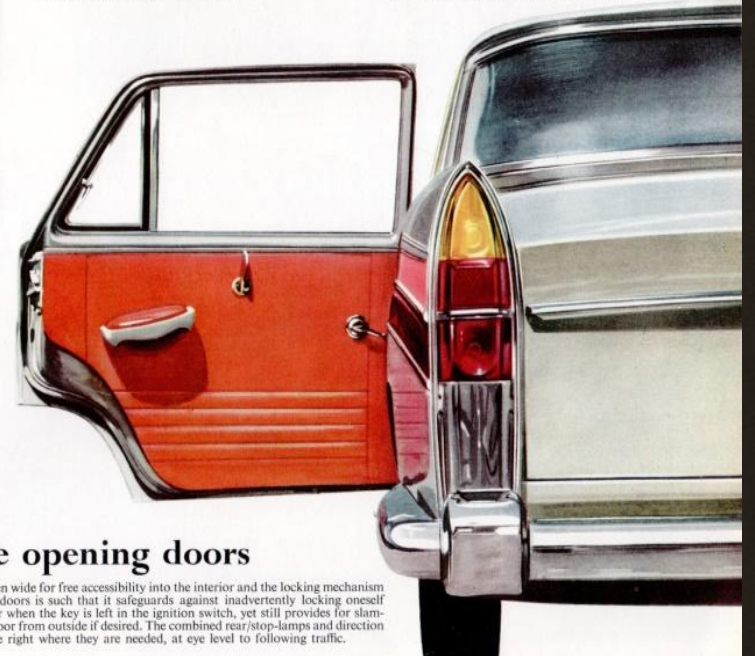
Snowberry White/Embassy Maroon with Cardinal Red or Hazelnut trim. *With Cumulus Grey trim.
 *Farina Grey/Snowberry White with Cumulus Grey, Hazelnut or Cardinal Red trim.
 Grampian Grey/Cumulus Grey with Cardinal Red trim. †With Hazelnut trim. *With Cumulus Grey trim.
 Cumulus Grey/Snowberry White with Hazelnut or Cardinal Red trim. *With Cumulus Grey trim.
 Bermuda Blue/Snowberry White with Horizon Blue trim.
 Persian Blue/Snowberry White with Horizon Blue trim.
 *Black/Farina Grey with Satin Beige or Cardinal Red trim.
 *Embassy Maroon/Black with Satin Beige trim.

*These colour schemes for Export only.

MONOTONE (Basic and De-Luxe Saloons)

Snowberry White with Cardinal Red or Hazelnut trim. *With Cumulus Grey trim.
 *Farina Grey with Cumulus Grey, Hazelnut, or Cardinal Red trim.
 Grampian Grey with Cardinal Red trim. *With Cumulus Grey trim.
 Cumulus Grey with Hazelnut, or Cardinal Red trim. *With Cumulus Grey trim.
 Bermuda Blue with Horizon Blue trim.
 Persian Blue with Horizon Blue trim.
 Embassy Maroon with Satin Beige trim.
 Black with Satin Beige or Cardinal Red trim.

†These colour schemes for Home Market only.



Wide opening doors

All doors open wide for free accessibility into the interior and the locking mechanism on the front doors is such that it safeguards against inadvertently locking oneself out of the car when the key is left in the ignition switch, yet still provides for slam-locking the door from outside if desired. The combined rear/stop-lamps and direction indicators are right where they are needed, at eye level to following traffic.

EXPORT AVAILABILITY

To satisfy world market requirements the following variations from the production specification are available for Export at no extra charge: Right- or left-hand steering; m.p.h. or km.p.h. speedometer; lighting and flasher equipment to suit Export requirements; four-blade fan for tropics; single piece bench front seat; steering column gear change.



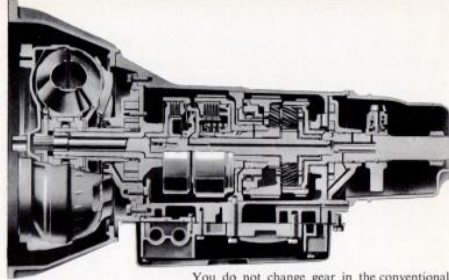
Optional at extra cost—
Basic saloon: Radio;
heater/demister unit;
electric clock; automatic
gearbox; laminated wind-
screen; heavy duty tyres;
whitewall tyres.



Optional at extra cost—
De-Luxe saloon: Radio;
heater/demister unit;
electric clock; automatic
gearbox; laminated wind-
screen; heavy duty tyres;
whitewall tyres; rubber
mat in lieu of front carpet.

Here's the nerve centre of BW 35 transmission! Every part machined to the finest limits and assembled under the most stringently clean conditions. Without doubt, a major achievement of modern engineering practice, this gearbox incurs no weight penalty through the extensive use of light alloys.

Only two pedals. All that's needed to control the A60 Automatic Cambridge! Drive it with the accelerator pedal . . . stop it with the brake pedal!



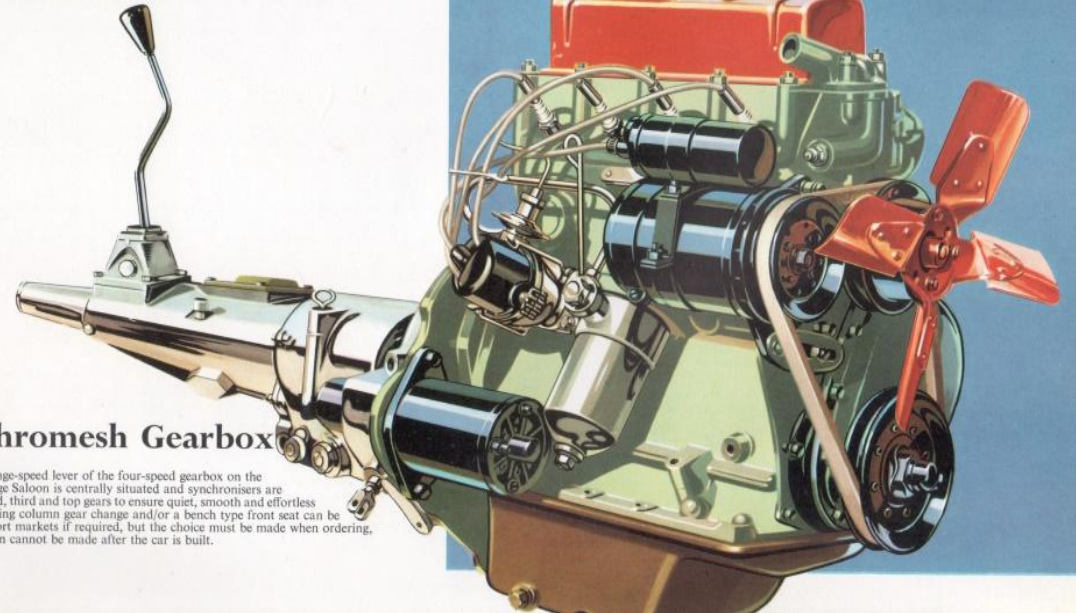
You do not change gear in the conventional sense with BW 35 transmission. Merely select the drive position with the finger-tip lever—and the automatic gearbox does your thinking for you! A small dial indicates which condition of operation has been selected.

Try Automatic Transmission! The New way of driving!

Here is probably the safest and most foolproof method of automatic transmission ever! Specially developed for cars in the 1½ litre class, it is the gratifying result of years of intensive research, and is the only fully automatic transmission for medium priced family cars to include a 'Park' position in its selector mechanism as well as the ability to push-start the engine, if necessary, such as in the case of a flat battery. In operation, the 'BW 35' transmission offers docility when it's wanted—speed and acceleration when it's needed! Its flexibility is such that from a speed of less than 15 m.p.h. the A60 Cambridge will pull away in petrol-saving top gear with reasonable accelerator pressure—without changing to the lower ratio! Conversely, when decelerating, the full braking power of the engine is experienced, as in the conventional type of transmission, even in the lower ratios. Where a low ratio needs to be held, as in the descent of a steep hill, the selector lever can be used to 'hold' the middle ratio. In this condition, if the speed of the car falls below approximately 12 m.p.h., bottom ratio will automatically be selected and no up changes can occur thereafter until the selector lever is returned to the 'Drive' position. Rapid acceleration is gained by fully depressing the accelerator pedal which operates an over-riding switch allowing the engine to build up to near maximum revs before an up-change is effected. Many more exciting features are to be found in the mode of driving the A60 Automatic Cambridge. There's new confidence ahead for the novice through sheer simplicity of control, and for the expert . . . sheer surprise—and the satisfaction of obtaining—automatically—the sparkling performance he expects from his car!

More Power

Take control of the A60 Cambridge and feel the exhilarating surge of power from the latest 'B' series engine! Well proven on past performance, it now has an increased swept volume of 1622 c.c. and produces a maximum power output of 61 b.h.p. at 4,500 r.p.m. A compression ratio of 8.3 to 1 is intended for use with premium grade fuels, but in countries where only low-grade petrol is available, the unit can be supplied with a 7.2 to 1 compression ratio.



Synchromesh Gearbox

The floor change-speed lever of the four-speed gearbox on the A60 Cambridge Saloon is centrally situated and synchronisers are fitted to second, third and top gears to ensure quiet, smooth and effortless changes. Steering column gear change and/or a bench type front seat can be fitted for Export markets if required, but the choice must be made when ordering, as a conversion cannot be made after the car is built.

SPECIFICATION

ENGINE: Four cylinders, overhead valves; bore 3.00 in. (76.2 mm.); stroke 3.5 in. (88.9 mm.); cubic capacity 99.55 cu. in. (1622 c.c.); compression ratio 8.3:1 (7.2:1 available if required); Maximum b.h.p. 61 at 4,500 r.p.m. (63 gross); maximum torque 90 lb. ft. at 2,100 r.p.m.

Lubrication: Internal gear-type pump driven by camshaft, forces filtered oil to all working parts; full-flow oil filter with renewable element; sump capacity 6½ pints (3.8 litres) plus 1¼ pints (0.71 litre) for filter.

Cooling System: Pressurised radiator with centrifugal pump, and fan; circulation controlled by thermostat.

Fuel System: Single S.U. carburettor, type HS.2, fitted with paper element air cleaner; S.U. electric fuel pump; fuel tank capacity 10 gallons (45.5 litres).

Ignition: Coil, and distributor with automatic and vacuum control.

CHASSIS. Clutch: Single dry plate 8 in. (0.20 m.) diameter; hydraulically operated by pendant pedal.

Gearbox: Four speed, with synchromesh on second, third and top speeds; ratios — first 3.636, second 2.214, third 1.374, top 1.00, reverse 4.755:1; change speed lever located centrally on floor; oil capacity approximately 4½ pints (2.69 litres).

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; ratios — first 2.39, second 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; ratio 4.3:1; overall gear ratios — first 15.63, second 9.52, third 5.91, top 4.30, reverse 20.45:1; road speeds in m.p.h. at 1,000 r.p.m. — first 4.57, second 7.50, third 12.09, top 16.62.

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. × 2¼ in. (228 mm. × 63.5 mm.) front, 9 in. × 1¼ in. (228 mm. × 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; 57 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 lamp 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 surrounds. 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. 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 is made for installing front seat-belts. Approximate unladen weight 21½ cwt. (1092 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 high-quality real hide, fitted carpet on front compartment floor, twin windtone horns, stainless wheel trims, single or duotone paintwork and front bumper overriders.

OPTIONAL EXTRAS. Basic Model: Fresh air heater/demister unit; automatic gearbox.

De-Luxe Model: Automatic gearbox.

SEE THE FULL RANGE OF B.M.C. ACCESSORIES

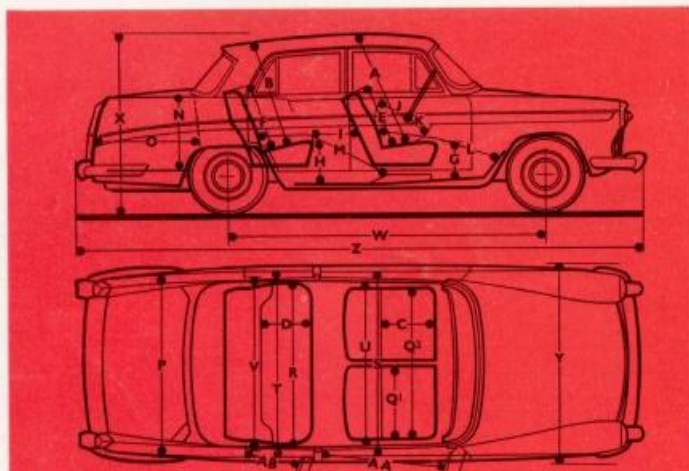
Your Austin Dealer will be pleased to give full details of approved accessories which he can fit to your car. Below is a list specially selected for use with the A60 Saloon:

Roof Rack	Fog and Driving Lamps	Anti-mist Panels	Demisters/Defrosters
Seat Belt	Seat Covers	Touch-up Paint	Fire Extinguisher
Wing Mirrors	Electric Clock	Individual Hand Tools	Switch Panel



The Austin Motor Company Limited

Austin Motor Export Corporation Limited
Longbridge · Birmingham · England



AA 2 ft. 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.) 11 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.)
N (min.) 3 ft. 7 in. (1.09 m.)	N 1 ft. 11½ in. (0.61 m.)	O 2 ft. 7 in. (0.79 m.)	P 4 ft. 9½ in. (1.45 m.)	Q1 2 ft. 0 in. (0.61 m.)	Q2 4 ft. 1 in. (1.24 m.)	R 4 ft. 7½ in. (1.40 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 4 ft. 2½ in. (1.29 m.)	W 8 ft. 4½ in. (2.54 m.)	X 4 ft. 10 in. (1.47 m.)	Y 5 ft. 3 in. (1.60 m.)	Z 14 ft. 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.)