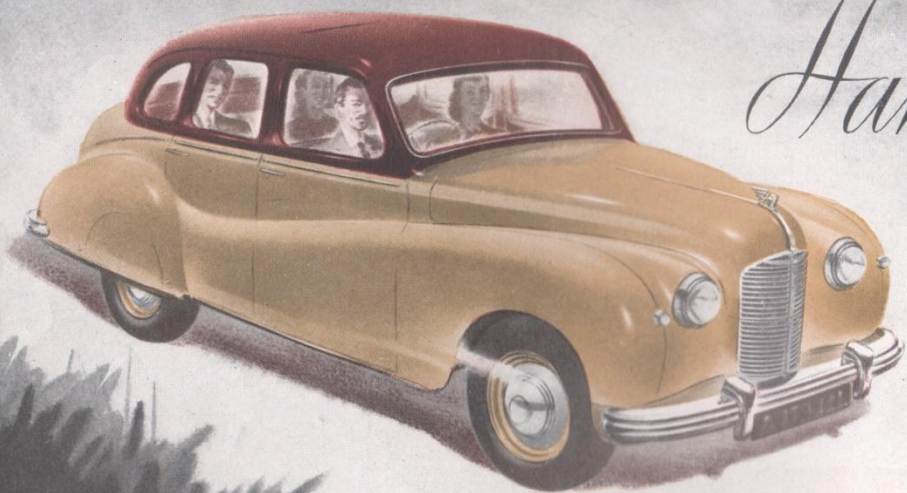


The **AUSTIN**

Hampshire

A 70



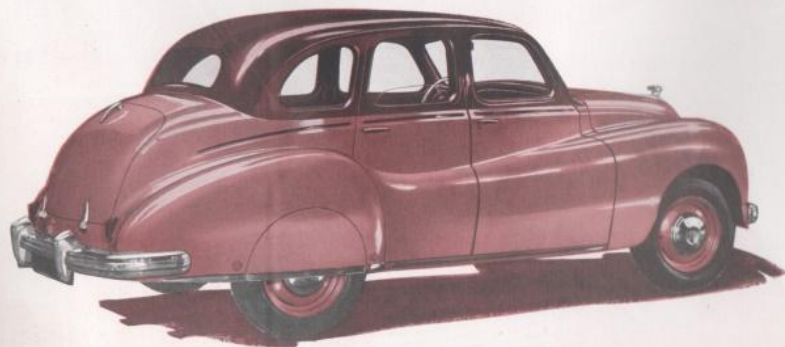
Austin

'A70' HAMPSHIRE SALOON

THERE is a refreshing vitality of line in the compact yet purposeful styling of this new Austin which makes it a car to delight driver and passengers alike.

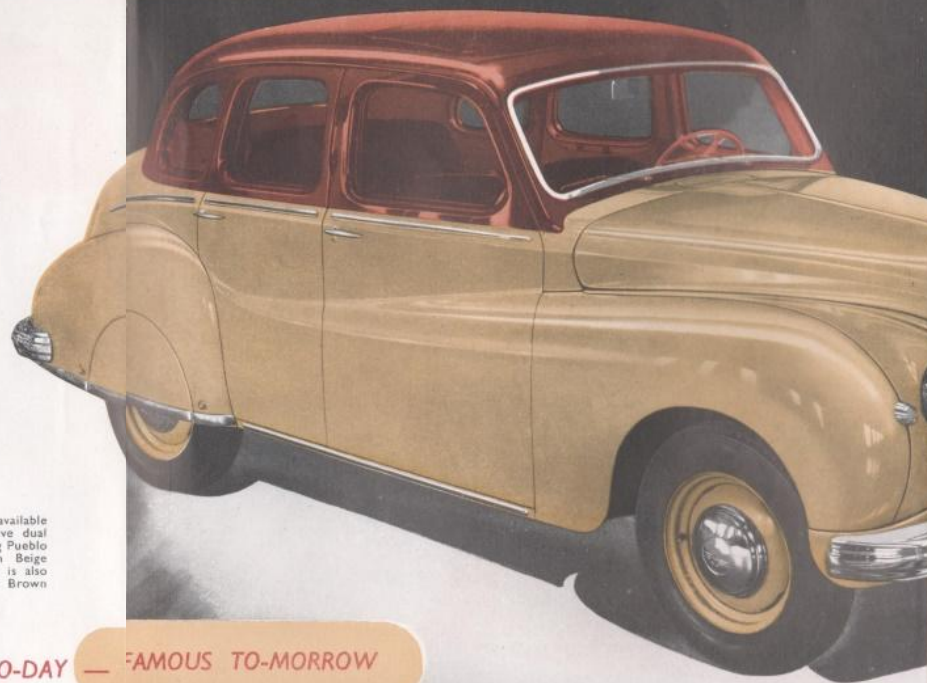
Step in and enjoy the comfort of the interior, the fine visibility and the luxury of the appointments. Take the wheel and thrill to the quiet, responsive power of the overhead-valve engine, to the soft sprung suspension, to the easy steering.

You'll feel, and rightly, that here is a car of thrilling possibilities and of outstanding merit—even for an Austin.



The Hampshire saloon is available in a range of distinctive dual colour schemes including Pueblo Brown and Beige with Beige upholstery. The saloon is also available in Black with Brown upholstery.

NEW TO-DAY — FAMOUS TO-MORROW



LOOK FOR THESE REFINEMENTS ON THE 'A70'

- Steering column gear control.
- Interior ventilation with heating and screen demisting.
- Interior controlled scuttle ventilator.
- Close mounted front seats to seat three if required.
- Safe forward-hinged doors.
- Flush-fitting sliding roof.
- Pistol grip handbrake.
- Dual windscreen wipers, sun visors and rear view mirror.
- Ash trays front and rear.
- Interior controlled lock for spring assisted bonnet.
- Dual closed glove compartments on fascia; also fascia tray.
- Leather or leather and cloth upholstery.
- Large front door pockets.
- Rear Seat folding centre arm rest.
- Provision for built-in visual tuning Ekco radio.

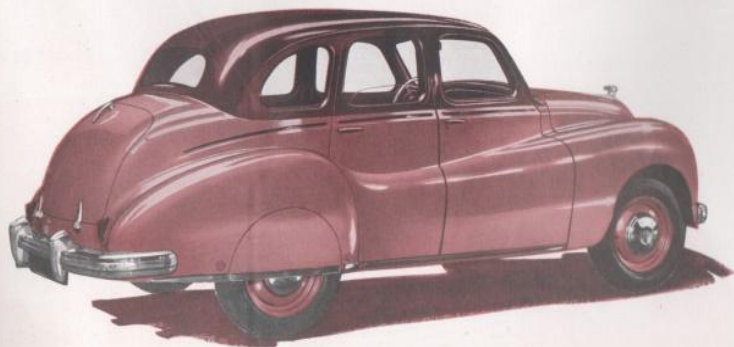
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The steering column gear control with the new styled fascia, gives an air of modern distinction. The centre grille is for radio.

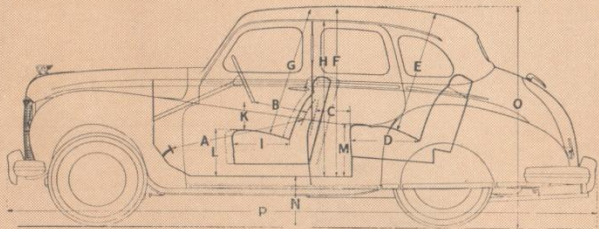


Deeply sprung leather or leather and cloth upholstery gives full comfort. The two front seats will take three passengers.



The built-in rear compartment also houses the spare wheel while the luggage platform encloses an ingenious tool tray.

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



AUSTIN A70 HAMPSHIRE—DIMENSIONS						
A	Pedal to Seat Squab			N	Minimum Height—	
	Max. ...	3' 3 3/4"	1.01 m.		Floor to Ground	1' 3 3/4"
B	Steering Wheel to Seat Squab			O	Overall Height	5' 5"
	Max. ...	1' 5 1/2"	0.43 m.		Overall Length	13' 7 1/2"
C	Distance between Seats			Scuttle Width	5' 6 1/2"	1.69 m.
	Max. ...	11 1/2"	0.29 m.	Body Width between Centre Pillars	4' 5 1/2"	1.36 m.
D	Rear Seat Cushion			Width between Rear Seat Armrests	3' 7 3/4"	1.10 m.
	Depth ...	1' 8 1/2"	0.52 m.	Body Width between Rear Pillars	4' 4 1/2"	1.33 m.
E	Height over Rear Seat			Rear Seat Max. Width	4' 2 1/2"	1.28 m.
	Maximum Interior	2' 10 1/2"	0.87 m.	Wheelbase	8' 0"	2.43 m.
F	Height			Track (Front)	4' 5 1/2"	1.35 m.
	Over Front Seat	3' 10"	1.17 m.	Track (Rear)	4' 7 1/2"	1.40 m.
G	Maximum Height Door			Ground Clearance	6 1/2"	16.5 cm.
	Opening ...	3' 7"	1.09 m.	Turning Circle	39' 0"	11.88 m.
H	Front Seat Cushion			Luggage Compartment		
	Depth ...	1' 6 1/2"	0.47 m.	Height of Opening	1' 4"	0.40 m.
I	Front Seat Cushion			Width of Opening	3' 0"	0.91 m.
	Width ...	2' 0"	0.61 m.	Depth of Platform	2' 9 1/2"	0.73 m.
K	Steering Wheel to Cushion			Capacity	9.5	0.27 cu. ft.
	Front Cushion above Floor	1' 2"	0.35 m.	Carrier Load	1 cwt.	50 kgs.
L	Front Cushion above Floor			Weight, less spare wheel, tools and fuel	25 cwt.	1270 kgs.
	Rear Cushion above Floor	1' 2 1/2"	0.36 m.			

ENGINE: Bore 3.125 ins. (79.4 mm.); stroke 4.375 ins. (111.1 mm.); capacity 134.1 cu. ins. (2,199 c.c.); b.h.p. 67 at 3,800 r.p.m.; max. torque 108 lbs.ft. at 2,200 r.p.m.; compression ratio 6.8 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 the heater unit.

Crankshaft: Forged steel counterbalanced crankshaft supported by three detachable "Thinwall" bearings.

Connecting Rods: Forged steel with detachable "Thinwall" big-end bearings.

Pistons: Split skirt pistons of aluminium alloy with anodised finish. Two compression and one oil control ring fitted.

Camshaft: Forged steel supported by three "Thinwall" bearings. Cams of patented design for quiet operation. Drive by duplex roller chain from crankshaft with tensioner ring of synthetic rubber to ensure quiet chain operation.

Valves: Overhead valves operated by push-rods. Exhaust valves of heat- and corrosion-resisting steel. Inlet valves of silicon chrome alloy steel. Valve oil seals are fitted.

Lubrication: Pressure gear pump forces oil to all main, big-end, camshaft and overhead valve rocker-shaft bearings. Holes in the big-end bearings provide for jet lubrication of the cylinder walls and the front camshaft bearing provides a controlled feed of oil to the timing chain. Both main and big-end bearing oil feeds are of a patented design which ensures longer crankshaft life. Oil capacity 10 pints (5.6 litres), plus 2 pints (1.1 litres) for full-flow filter.

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 and all goods are invoiced at the prices current on day of delivery. **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 difficulties such alterations are likely to occur at any time.

THE AUSTIN MOTOR EXPORT CORPORATION LIMITED
 LONGBRIDGE, BIRMINGHAM and 479-483, OXFORD STREET, LONDON, W.1, ENGLAND

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Cooling: Circulation by centrifugal type pump with thermostat control. Fan cooled patented radiator to prevent loss of cooling water through expansion. Water is directed to sparking plug bosses and exhaust port walls. Cooling system capacity 20 pints (11.2 litres).

Ignition: Coil and battery ignition, with automatic advance and retard, and vacuum control.

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

Starter: Lucas unit operated with solenoid control.

Fuel System: Fuel from a rear tank of 12½ gallons (56 litres) capacity is fed by an AC mechanical pump to a Zenith down-draught carburettor with "L" type air cleaner. The aluminium alloy induction manifold incorporates a stainless steel hot spot. Oil bath air cleaner available.

Mountings: Flexible inclined "live" rubber mountings, front and rear, with integral torque reaction stop at front, and adjustable locating unit at rear.

CLUTCH: A flexible dry single-plate Borg and Beck clutch is employed with a spring cushion drive. The clutch pedal is isolated from the clutch housing by a special adjustable linkage. Clutch diameter 8 ins. (20 cm.).

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 gears. The gearbox third motion shaft is extended in a special housing which incorporates a screw type pump to deliver oil under pressure through the hollow third motion shaft to the mainshaft bearings. Oil capacity 3 pints (1.68 litres).

TRANSMISSION: Hardy Spicer propeller shaft with needle roller bearing universal joints. Lubrication nipples to each joint and to the sliding spline.

REAR AXLE: Spiral bevel three-quarter floating in "banjo" type casing, with 4.125 to 1 reduction. The pinion is carried by pre-loaded taper roller bearings. Oil capacity 2½ pints (1.54 litres).

OVERALL GEAR RATIOS: 4.125, 5.84, 9.28 and 15.34, with 19.73 reverse.

ROAD SPEEDS AT 1,000 R.P.M.: Top 18.6 m.p.h.; third 13.16 m.p.h.; second 8.28 m.p.h.; first 5.01 m.p.h.

STEERING: Special cam type steering with ratio of 15.3 to 1, and provision for taking-up wear. 17 inch (43 cm.) diameter steering wheel. The tubular steering rods have Austin type ball joints with large hardened bearing surfaces and oil seals. Right-hand steering is available.

SUSPENSION: Front: Independent coil springs. Wishbones mounted on rubber bushes with shoulders to take thrust loads. Control by double-acting hydraulic shock absorbers. Bump and rebound buffers fitted.

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

BRAKES: Girling hydraulic on the front wheels, with Girling mechanical on the rear wheels. All lever bearings of the mechanical linkage are sealed against the entry of dirt. The handbrake is of the pistol grip type and is mounted under the fascia onto the steering column. The front brakes are of two-leading shoe design.

WHEELS AND TYRES: Pressed steel disc wheels with ventilation slots. Large chromium wheel caps. Spare wheel carried below shelf in rear luggage compartment. Extra low pressure Dunlop tyres, 5.50 x 16.

JACKING: Stevenson jack operated by a wheelbrace from inside the car to lift either right or left side of the car.

FRAME: Welded pressed steel frame with reinforced 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.

ELECTRICAL: 12-volt battery of 63 ampere hour capacity at 10-hour rate; positive earth; built-in head- and side-lamps; double filament headlamp bulbs for dipping; foot controlled din-switch; twin built-in stop- and tail-lamps; rear number plate lamp; interior roof lamp; flush fitting direction indicators; twin windtone horns; windscreen wipers; interior ventilation with heating and windscreen demisting; built-in provision for radio.

INSTRUMENTS: Oil and fuel gauges; ammeter; speedometer with trip and total readings; ignition and headlamp beam warning lamps.

COACHWORK: Hampshire 4-door six-light saloon with curved glass rear window; all-steel sound insulated body; toughened glass to all windows; all doors rear opening with concealed hinges and running-boards; sliding head; combined barrel-type ignition, door and luggage boot key; bonnet lock controlled from inside the car; bonnet has spring assistance to lift and hold open; leather or leather and cloth upholstery; adjustable front seats; wide and deep rear seat with side arm rests and centre folding arm rest; thick carpets with felt underlay; practical and attractive fascia with closed glove compartment on left and right; central control panel with full range of instruments; built-in rear luggage compartment with the rear panel forming a platform for additional luggage; tool compartment in rear panel; built-in interior ventilation with heating and demisting unit; radio available at extra cost.