

There's a fine investment!



**AUSTIN**

10-12 cwt. van

# SPECIFICATION

**ENGINE:** In line; water-cooled; o.h.v.; 4 cylinders; 3-bearing counterbalanced crankshaft; bore 2.875 in. (73.025 mm.); stroke 3.5 in. (89.0 mm.); capacity 90.88 cu. in. (1489 c.c.); maximum b.h.p. 42 at 4,000 r.p.m.; maximum torque 73 lb. ft. at 1,700 r.p.m.; compression ratio 7.2 : 1.

**FUEL SYSTEM:** Solex carburetter; mechanical fuel pump; paper element air cleaner; petrol tank capacity 8 gallons (36.37 litres).

**LUBRICATION SYSTEM:** Full pressure with wet sump; internal gear-type pump forces oil to all working parts; full-flow external oil filter; gauze in sump; sump capacity approximately 7 pints (3.98 litres) plus 1 1/4 pints (0.71 litre) for filter.

**IGNITION SYSTEM:** 12-volt coil, and distributor with automatic and vacuum control.

**COOLING SYSTEM:** Pressurized radiator with pump, fan, and thermostat; capacity approximately 11 1/2 pints (6.53 litres).

**TRANSMISSION:** Clutch—single dry plate, 8 in. (0.20 m.) diameter, hydraulic operation. Gearbox—4-speed with synchromesh on second, third, and top gears; change speed lever, central on floor; ratios—1st 3.944, 2nd 2.403, 3rd 1.490, top 1.00, reverse 5.159:1. Single-piece open propeller shaft with needle-roller universal joints. Rear axle—three-quarter-floating, hypoid bevel crown wheel and pinion; ratio 4.875:1; oil capacity approximately 2 pints (1.14 litres). Overall gear ratios—1st 19.227, 2nd 11.715, 3rd 7.264, top 4.875, reverse 25.15:1. Road speeds in m.p.h. at 1,000 r.p.m.—1st 3.715, 2nd 6.097, 3rd 9.834, top 14.651.

**STEERING:** High-efficiency cam and roller ratio 13:1; 2-spoke, 17-in. (0.43 m.) diameter steering-wheel.

**SUSPENSION:** Front—Independent with wishbones, coil springs, and shock absorbers. Rear—semi-elliptic leaf springs with rubber-bushes in spring eyes and shackles. Hydraulic lever-type shock absorbers front and rear.

**BRAKES:** Foot—4-wheel internal expanding hydraulic. Hand—pull-up pistol-grip lever, acting mechanically through compensator on rear wheels only. Dimensions—front 9 in. x 2 1/2 in. (228 mm. x 63.5 mm.), rear 9 in. x 1 1/4 in. (228 mm. x 44.5 mm.).

**ROAD WHEELS:** Pressed-steel disc, 4-stud fixing; 5.90—14 six-ply rated tubeless tyres. (6.40—14 six-ply rated tubeless tyres available for export only). Chromium plated hub caps.

**ELECTRICAL:** 12-volt system; 57-amp-hr. battery at 10-hr. rate, built-in 7 in. (0.18 m.) headlamps with double-filament bulbs and dipping arrangements to suit different countries; foot-operated dip switch; sidelamps combined with flashers; twin red stop and tail lamps in unit with flashers; twin reflectors; rear number-plate lamp; cab interior lamp; self-cancelling flashing direction indicator switch and horn bar on steering wheel; twin electrical windscreen wipers; concealed instrument-illuminating lamps; ignition and starter switches. Single windtone horn.

**INSTRUMENTS:** Speedometer with mileage recorder; thermometer for radiator, ammeter, petrol gauge; warning lamps to indicate flashers working, low oil pressure, dynamo not charging and headlamps high-beam position.

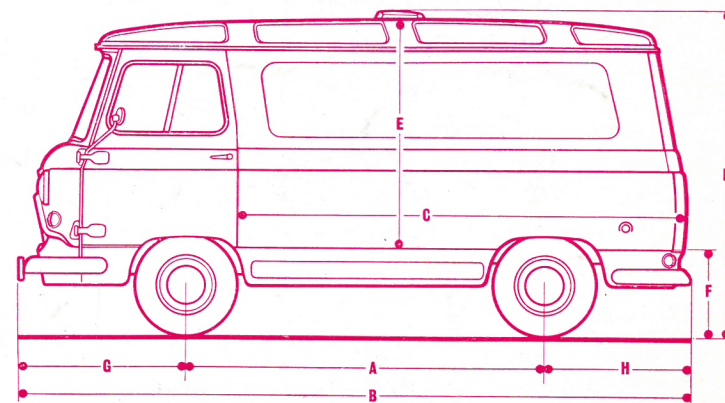
**BODYWORK:** Fully forward control, medium load class delivery van of all-steel integral construction, with a capacity of 160 cu. ft. (4.53 m<sup>3</sup>). A ventilator is fitted in the roof, and the load floor is ribbed to facilitate easy loading. Instrument panel of painted steel in centre of fascia, with an open document compartment on either side. Adjustable seats of foam rubber trimmed with vinyl treated fabric for driver and passenger (Passenger seat optional extra on Home Market, standard for Export). Engine cowling has quick-release panels for easy servicing. Hinged or sliding cab doors are lockable and have two sliding window glasses with spring loaded catches. Sliding doors can be held in the open position by safety catches. Interior panels and trim completed in vinyl treated fabric. Rear doors are lockable and can be retained in the open position, not exceeding the overall width of the van, by metal check straps. Side and back windows, and wide, curved windscreen of toughened glass. Cab floor covered with rubber mats. Two external driving mirrors. Painted steel bumpers. Availability: Complete van with hinged or sliding cab doors.

**OPTIONAL EXTRAS:** Radio; heater and demisters; spare wheel and tyre; sun visor/s (one standard for Export); passenger's seat (standard for Export); chromium plated bumpers.

**EXPORT AVAILABILITY:** Alternative at no extra cost—right- or left-hand steering; m.p.h. or km.p.h. speedometer; lighting and flasher equipment to suit any regulations; C.K.D. if required. Optional equipment at extra cost—Laminated windscreen; radio; heater and demisters; spare wheel and tyre; chromium plated bumpers; passenger's sun visor. 6.40—14 six-ply tubeless tyres.

A	Wheel Base	77 2"	2.18m.
B	Overall length	137 3"	4.04m.
C	Interior length at floor level	77 1 1/2"	2.41m.
D	Overall height—laden	67 5 1/2"	1.97m.
	unladen	67 8"	2.03m.
E	Interior height	47 5 1/2"	1.36m.
F	Floor loading height—laden	17 9"	0.53m.
	unladen	17 1 1/2"	0.60m.
G	Centre front axle to front bumper	37 3 1/2"	1.00m.
H	Centre rear axle to rear bumper	27 9 1/2"	0.86m.
	Ground clearance	57 7 1/2"	0.18m.
	Back of bulkhead to centre of rear axle	57 5 1/2"	1.66m.
	Track—front	47 2 1/2"	1.28m.
	rear	47 5"	1.35m.
	Turning circle (approx.)	33 0"	10.06m.
	Interior width floor level	57 0"	1.52m.
	Overall width	57 9 1/2"	1.77m.
<b>MAXIMUM PERMISSIBLE WEIGHTS</b>			
	Max. gross weight	4,000 lbs.	1,814 kgs.
	Licensing weight	2,406 lbs.	1,091 kgs.
	Kerb weights—front axle	1,515 lbs.	687 kgs.
	"    rear axle	918 lbs.	416 kgs.
	Total	2,433 lbs.	1,103 kgs.
	Spare wheel and tyre add	33 lbs.	14.97 kgs.
	Heater and de-mister add	24 lbs.	10.89 kgs.
	Passenger seat add	20 lbs.	9.07 kgs.

LEADING  
DIMENSIONS



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THE AUSTIN MOTOR COMPANY LIMITED

LONGBRIDGE . . . . . BIRMINGHAM

AUSTIN MOTOR EXPORT CORPORATION LIMITED

LONGBRIDGE . . . . . BIRMINGHAM . . . . . ENGLAND

Here's a new concept in the design and construction of a light van! While being essentially a commercial vehicle, designed specifically for delivery work, this new 10-12 cwt. Austin possesses many of the refined engineering features to be found in the modern family saloon car!

The amazingly versatile four-cylinder, 1489 c.c. overhead valve "B" series engine, four-speed synchromesh gearbox with remote central gear-level control, independent front suspension, hydraulic brakes, and hypoid rear axle, combine with exceptional driver comfort in the forward control cab, to make this latest addition to the Austin Commercial range the best of its class. Modern stylish lines conceal a cavernous interior of 160 cu. ft. (4.53m<sup>3</sup>)—and all this on a wheelbase of only 7 ft 2 in. (2.185m). Compact, practical and ingenious design, in fact . . .

**AUSTIN** at its functional best....



## ... from any angle

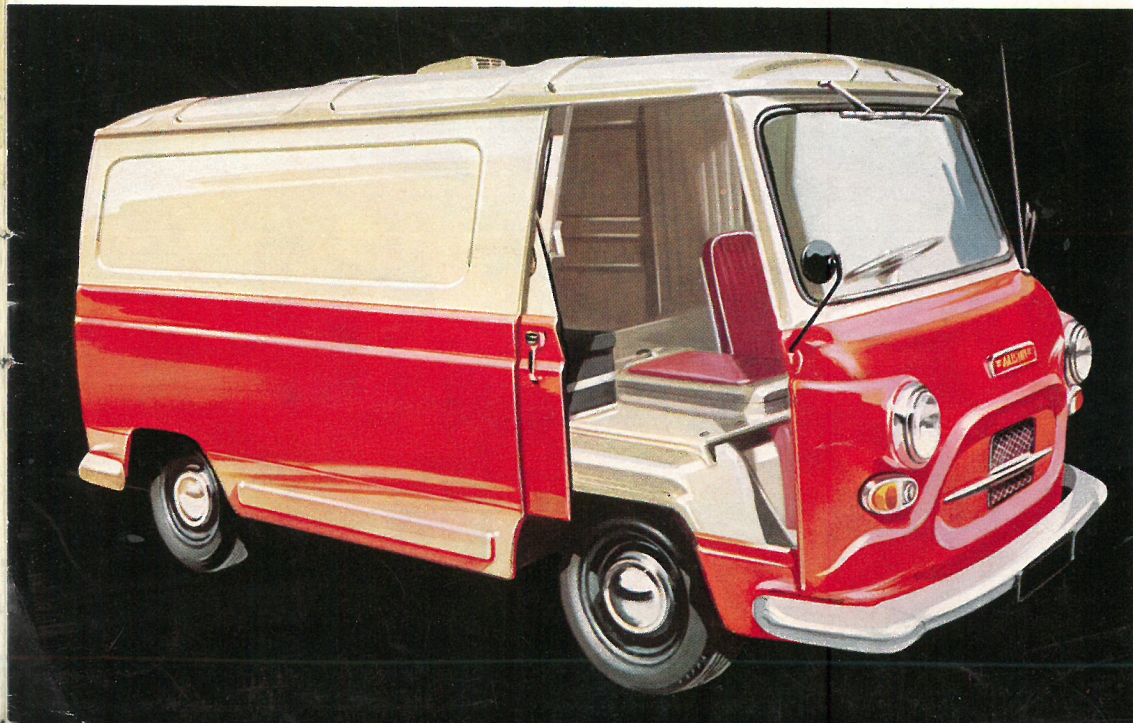
Excellent visibility for the driver is assured through the deep curved windscreen. Being a fully forward control cab, the driving seat is well positioned so that the road ahead is visible to within a foot or so of the front bumper. And these bumpers—front and rear—are really built to withstand the buffeting of every-day service.

Easy entrance is a marked feature of this new Austin light commercial. With hinged or sliding cab doors, access is exceptionally good, and the floor height is low enough to prevent fatigue when continually getting in and out, such as on door-to-door-delivery work.

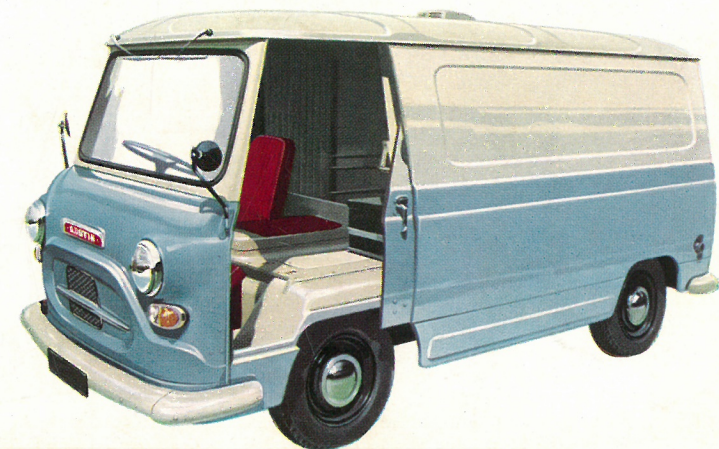


All weather driving equipment is virtually complete.

Double-dipping headlamps are neatly blended into the front panel, and flashing direction indicators are installed in units with sidelamps at the front and stop/tail lamps at the rear. Twin wipers are fitted to the windscreen and a driving mirror on each side of the cab provides an adequate view of road conditions at the rear.

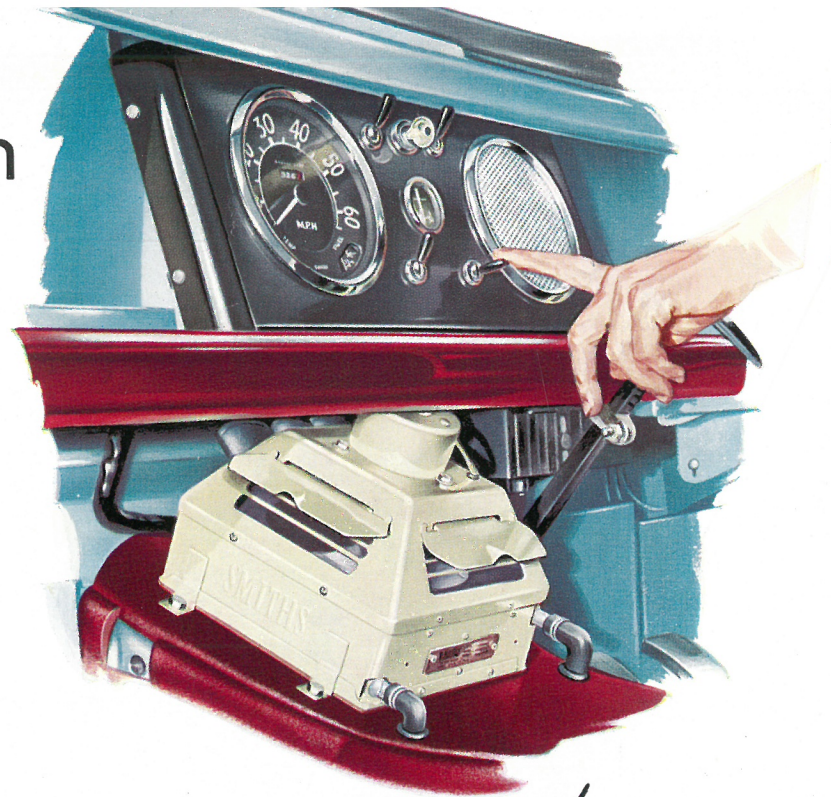


The sliding cab doors can be secured in the open position by a simple safety catch, which obviates the need to continually open and close the doors on stop-and-start delivery service.



# AUSTIN 10-12 cwt. van

To equip this latest Austin commercial for the markets of the world, numerous production variations are available. Hinged or sliding cab doors, and left or right-hand steering, together with laminated windscreen and lighting accessories to suit special requirements are alternatively available, to make the 10-12 cwt. van universally acceptable.



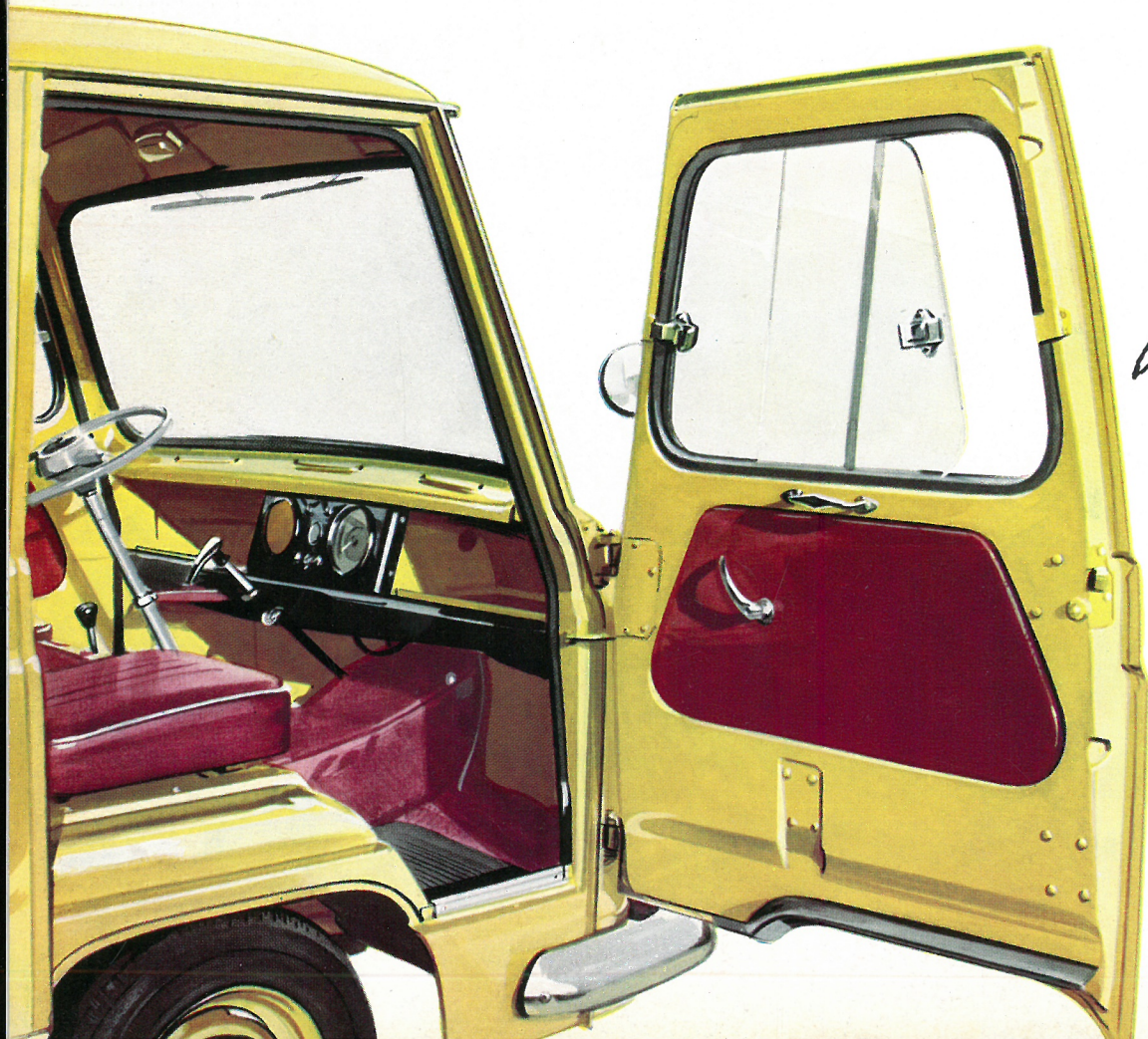
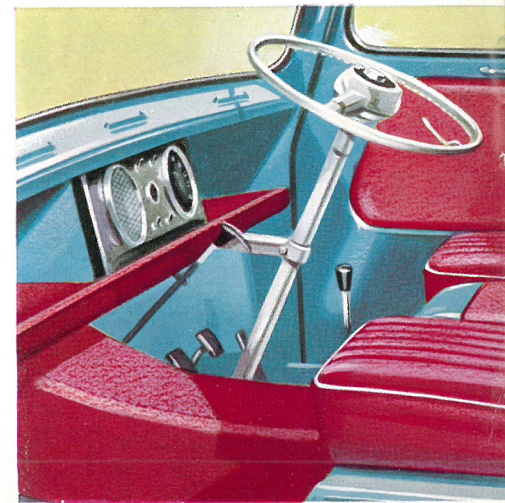
Easy-to-read 'flick' switches provide adequate correct working further aid to demisters, and extra cost, if

No steering door handle and sliding handle

*all these features*

See how wide is the entrance—even with hinged cab doors! And notice, too, the simplicity of the cab layout. Uncomplicated design makes the drivers' lot a happier one, and indeed, much more efficient.

Ventilation in the driving compartment is merely a matter of adjusting the sliding glasses in each door. These are fitted with spring loaded catches to secure them when the vehicle is locked and left unattended.



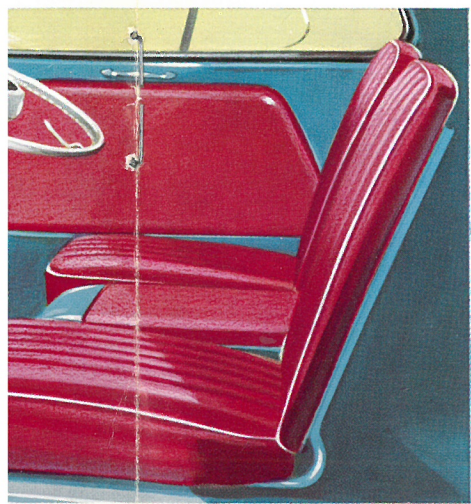
Easy-to-read instruments, and 'quick-  
click' switches help concentration, yet  
provide adequate information for the  
correct working of the vehicle. As a  
further aid to comfort, a heater and  
seemesters, and radio can be installed, at  
extra cost, if desired.

No struggling with sticking  
door handles here! A deft one-  
handed movement releases the lock  
and slides back the door with the  
handle firmly fixed to the door panel!



A look inside reveals just how big the  
interior of this van really is! Its ribbed  
floor is a convenient loading height from  
the ground, and the rear doors are  
checked in the open position at no more  
than the vehicle width. A cab interior  
lamp is provided and one or two sun  
visors together with a passenger's seat  
can be provided at extra cost, although  
for Export vehicles a passenger's seat and  
driver's sun visor are standard equipment.

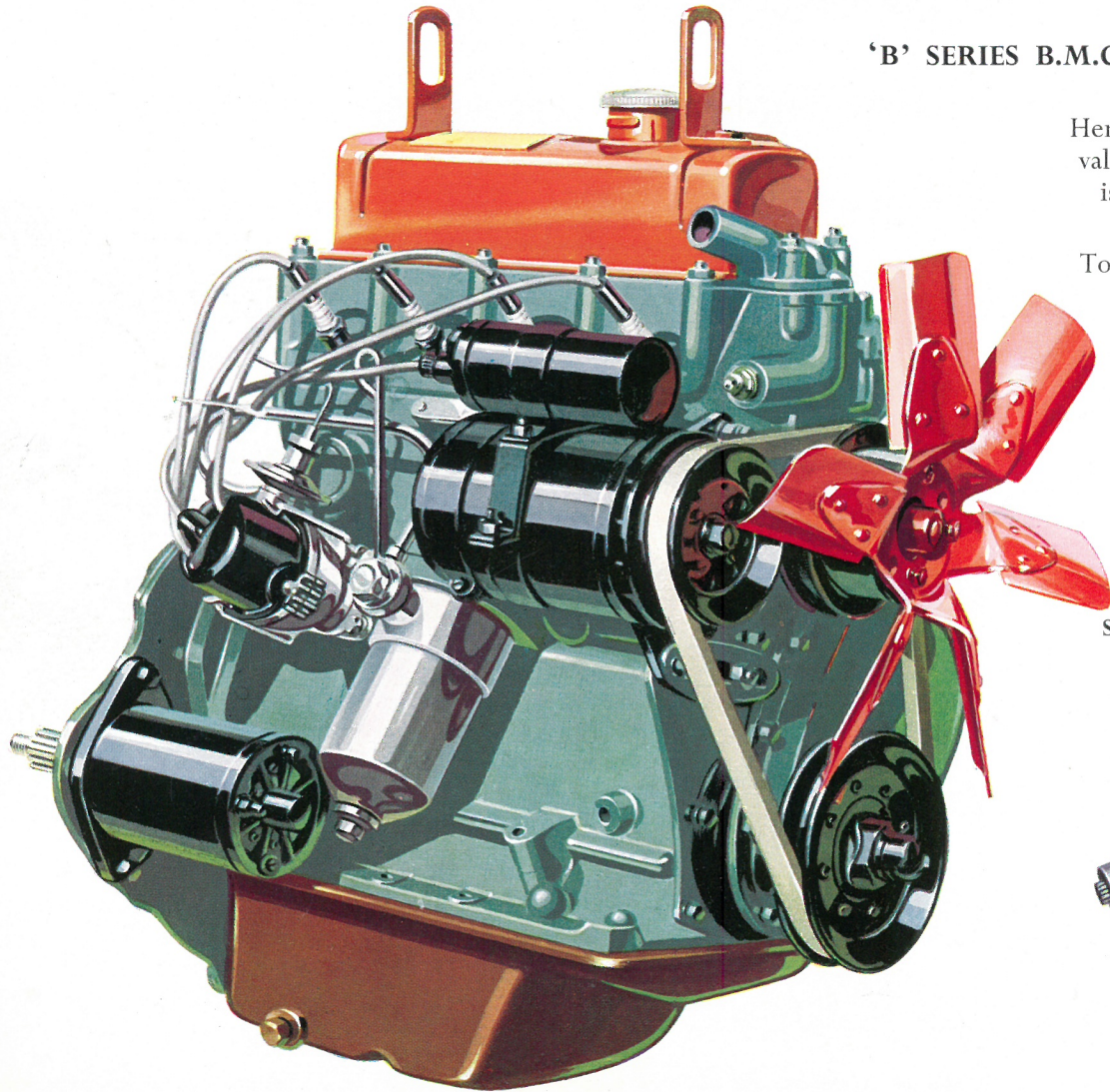
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# AUSTIN

*engineering for*

## 'B' SERIES B.M.C. ENGINE

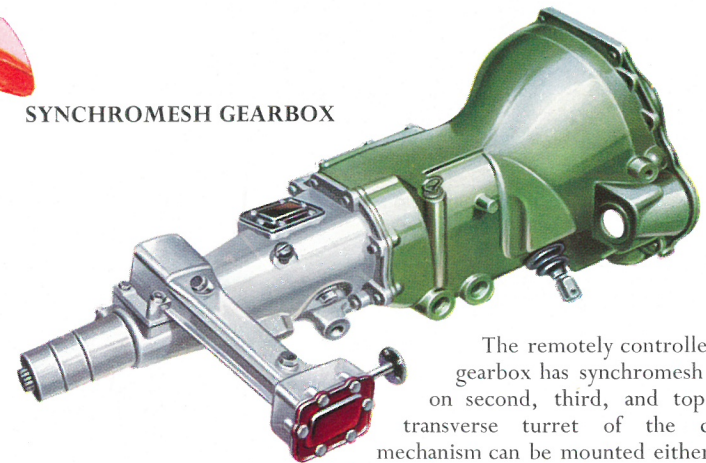


Here's yet another application for this widely acclaimed overhead valve power unit. To keep its overall height as low as possible it is fitted with a horizontal type carburettor which is completely enveloped by an air cleaner having a paper element filter.

To ensure an adequate stream of air through its cooling system a six-blade fan is fitted and a thermostat in the cylinder head enables a rapid, fuel-saving warm-up to the correct working temperature.

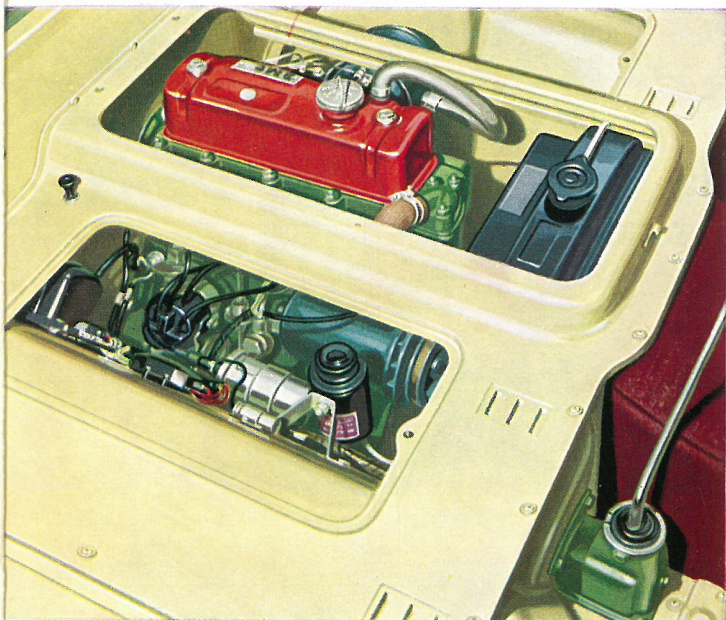
It produces 42 b.h.p. at 4000 r.p.m. and gives the extremely smooth, yet flexible performance for which this engine has become so well known.

## SYNCHROMESH GEARBOX



The remotely controlled four-speed gearbox has synchromesh engagement on second, third, and top gears. The transverse turret of the change-speed mechanism can be mounted either side to suit left-or right-hand steering, so that the floor-mounted gear lever can be kept as conveniently close to the driver as possible. The clutch has a single dry-plate, and is hydraulically operated.

or dependability



#### ENGINE ACCESSIBILITY

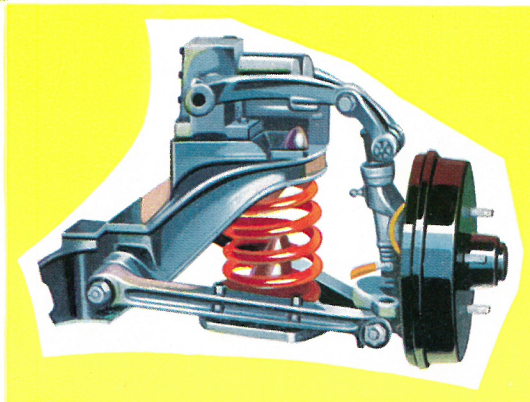
Of primary importance in the overhead operating costs of any commercial vehicle, is the time spent on routine maintenance. To enable the 10-12 cwt. van to be serviced with minimum time loss, the engine cowl-ing has three quickly removeable panels to facilitate easy access to such items as distributor, dipstick, sparking plugs, and radiator.

Being positioned well within the wheel-base, the weight of the engine is favourably distributed between the front and rear axles. Because of this, the Austin 10-12 cwt. van rides and handles equally well in light or heavily laden conditions.

#### SUSPENSION

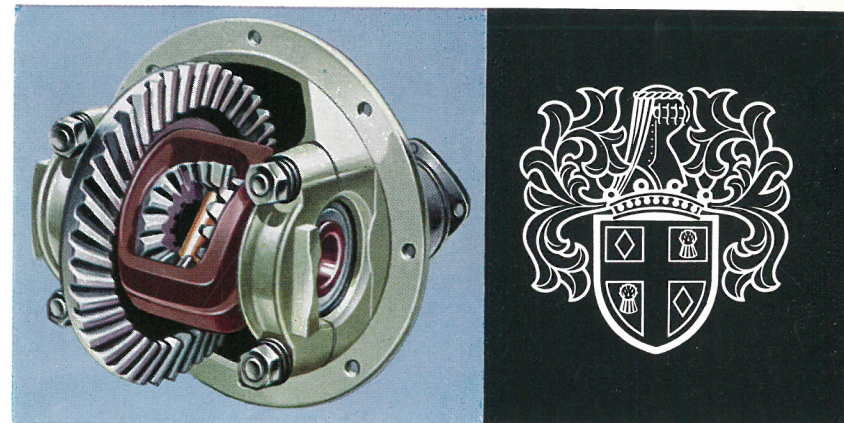
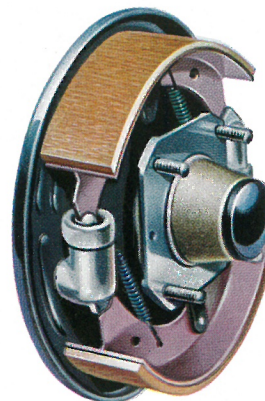
A distinct advantage, so far as road holding and general performance is concerned, is the inclusion of coil-spring independent front suspension. Semi-elliptic, leaf springs are fitted at the rear and to ensure perfect stability under laden conditions, the whole suspension system is controlled by hydraulic lever type shock absorbers.

Here again, numerous standardised components are already in use in other B.M.C. vehicles, and are therefore already available as spare parts through normal service channels.



#### HYDRAULIC BRAKES

A sturdy, rubber-capped pedal operates the four-wheel internal expanding hydraulic brakes. Front and rear brakes are the same diameter but in order to put the balance of braking effort where it is most needed—on the front wheels—the front brake shoes are  $\frac{3}{4}$  in. (0.02m) wider than those at the rear. For parking purposes, the pistol-grip handbrake is mechanically connected to the rear brakes, so that the vehicle is not dependent upon hydraulic actuation while being left un-attended.



#### REAR AXLE

The three-quarter floating rear axle has a banjo type, pressed-steel casing, and a hypoid bevel drive. Being mounted as a complete unit in a separate gear carrier, the crown wheel and pinion, and differential assembly can be quickly removed for servicing. Here again, the standardisation policy of the British Motor Corporation pays dividends—for these components, also, have been proven in service by millions of operational miles in many countries of the world.