# AMOSINI

A 70 HAMPSHIRE



- ENGINE: Bore 3·125 ins. (79.4 mm.); stroke 4·375 ins. (111 1mm.); capacity 134·1 cu. in. (2,199 c.c.); b.h.p. 68 at 3,800 r.p.m.; max. torque 116 lbs. ft. at 1,700 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 in 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. A full-flow filter is fitted. Oil capacity 10 pints (5-6 litres), plus 2 pints (1-1 litres) for filter.
  - 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 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 additional 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 carburetter with 'L' type air cleaner. The aluminium alloy induction manifold incorporates a stainless steel hot spot. Oil bath filter available for export.
  - 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 mainshaft is extended in a special housing which incorporates a screw type pump to deliver oil under pressure through the hollow mainshaft to the shaft 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 pinon 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 or left hand steering 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 interleaves. 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 on to 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 5.50 × 16 Dunlop tyres.
- 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; headlampshave double filament bulbs for dipping; foot controlled dip-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 and heating with 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 interior ventilation and heating with demisting unit; radio available at extra cost.

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.

The "A.70" Hampshire Saloon is available with fixed or sliding head as required.

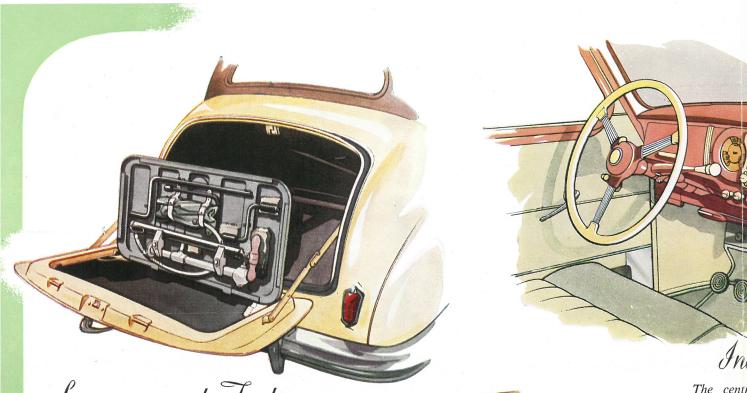
#### THE AUSTIN MOTOR EXPORT CORPORATION LTD.

LONGBRIDGE · BIRMINGHAM

and

479-483 OXFORD STREET, LONDON, W.1, ENGLAND

### A NEW LEADER IN STYLE & PERFORI

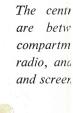


Luggage and Tools

There is plenty of room for luggage, and the rear panel which forms a platform for additional items, encloses a compact built-in tool tray.

## Rear Elegance

The smooth rear lines are enhanced by a sturdy chromium wrap round bumper. Access to the rear wheels is gained by detachable fairings.



# AUSTIN



#### truments

mounted instruments on two closed glove its. The grille is for a ventilating, heating demisting unit is fitted.

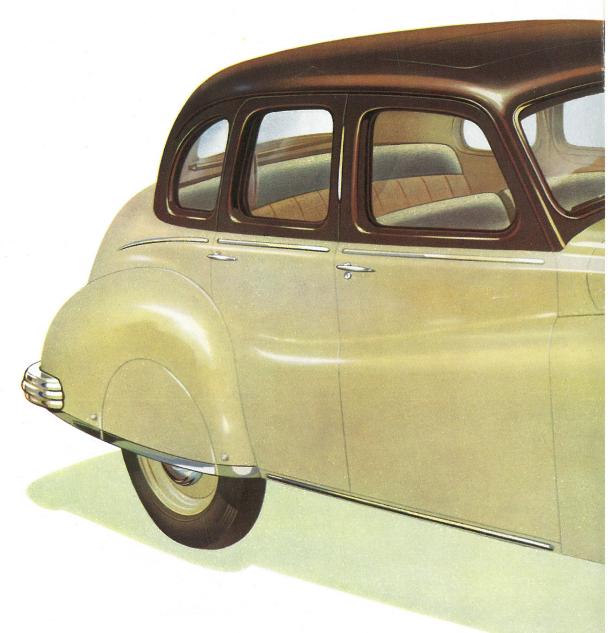


## Interior Comfort

COACHWORK appointments in the Hampshire saloon will give special pleasure. The seating, upholstered in leather or leather and cloth, is wide, deep and comfortable and the adjustable front seats, though individual, are close mounted to give seating for three if required. Other most useful refinements are the very generous front door pockets, the sliding roof, dual sun visors and thick carpets. In every detail this is a car of taste and quality.

you can depend on it

## A NEW LEADER IN STYLE & PERFOR.



The "Hampshire Saloon

available with left or right hand steering.

## MANCE from

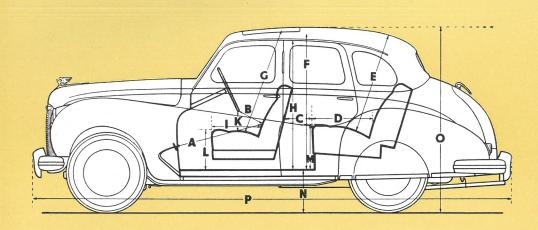


## AUSTIN

You'll like this new Austin. You'll like it for its modern, compact and purposeful styling. You'll like to drive it for its refreshing acceleration, smooth suspension and complete ease of steering and control. Your passengers too will appreciate the quiet tasteful interior with its comfortable seating and excellent all-round visibility.

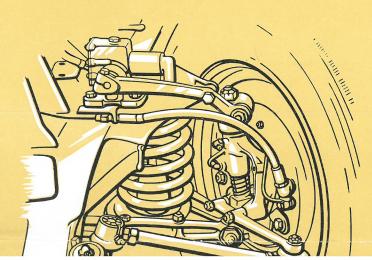
For this new Austin has many superb refinements that will appeal to every motorist—smooth four-cylinder overhead-valve engine developing 68 b.h.p.—steering column control for synchromesh gears—independent front suspension—powerful two-leading shoe Girling hydraulic brakes at the front with Girling mechanical rear brakes, and pistol grip handbrake.



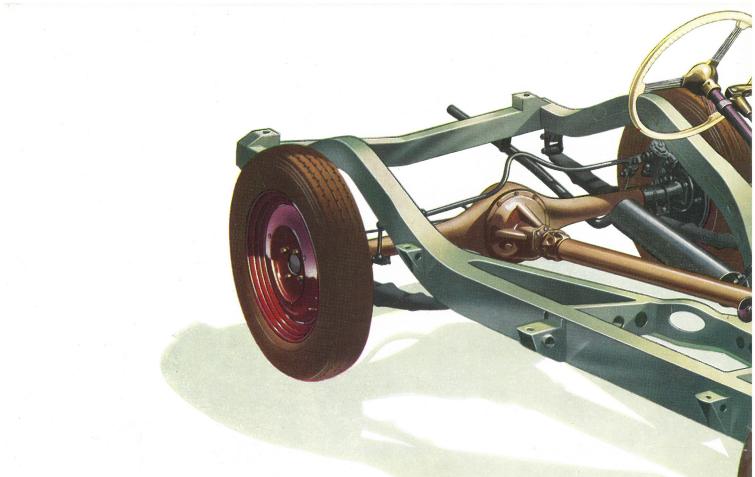


#### Dimensions

		-		
Pedal to Seat Squab—Max		A	3' 34" 2' 81" 1' 51"	1·01 m. 0·82 m.
Min	•••	В	1' 5\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	0.43 m.
Steering Wheel to Seat Squab—Max.	•••	В	10"	0.43 m. 0.25 m.
Min.	•••		113"	0·23 m. 0·29 m.
Distance between Seats—Max	•••	C	1' 81"	0·52 m.
Rear Seat Cushion Depth	•••	D		
Height over Rear Seat	•••	E	2' 10½" 3' 10" 2' 11½" 3' 7" 1' 6½" 2' 0"	0.87 m.
Maximum Interior Height	•••	F	3 10	1·17 m.
Height over Front Seat	•••	G	2' 11½" 3' 7"	0.90 m.
Maximum Height Door Opening	•••	H	3 /	1·09 m.
Front Seat Cushion Depth	•••	I	1' 6½" 2' 0"	0·47 m.
Front Seat Cushion Width	•••		2 0"	0.61 m.
Steering Wheel to Cushion		K	1' 2"	0·13 m.
Front Cushion above Floor	•••	L	1 2"	0·35 m.
Rear Cushion above Floor		M	1' 21"	0·36 m.
Minimum Height—Floor to Ground		N	1' 2" 1' 2½" 1' 3¾" 5' 5"	0·40 m.
Overall Height		0	5' 5"	1.65 m.
Overall Length		P	13' 7½" 5' 6¾"	4·15 m.
Overall Width			5' 68" 3' 94" 4' 55" 3' 75" 4' 48"	1·69 m.
Scuttle Width			3' 9\\\\"	1·15 m.
Body Width between Centre Pillars			4' 51"	1·36 m.
Width between Rear Seat Arm Rests			3' 7½"	1·10 m.
Body Width between Rear Pillars			4' 4\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	1·33 m.
Rear Seat Maximum Width			4' 2½" 8' 0"	1·28 m.
Wheelbase			8′ 0″	2·43 m.
Track (Front)			4' 51"	1·35 m.
Track (Rear)			4' 7½"	1·40 m.
Ground Clearance			$6\frac{1}{2}$ "	16·5 cm.
Turning Circle			39′ 0″	11·88 m.
Luggage Compartment:				
Height of Opening			1' 4"	0·40 m.
Width of Opening			3′ 0″	0.91 m.
Depth of Platform			2' 5"	0·73 m.
Capacity			9.5 cu. ft.	0.27 cu.m.
Carrier Load			1 cwt.	50 kgs.
Weight, less tools, spare wheel and fue	el		25 cwt.	1270 kgs.



The independent front suspension is controlled by coil springs and double-acting hydraulic shock absorbers, ensuring full road stability, especially on corners, and smooth riding.



## The "A70" Chassis

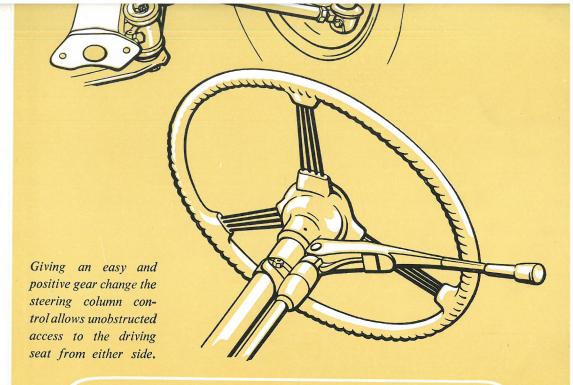
sturdy, dependable, built for a fine performance.



and pistol grip handbrake.

The handsome body incorporates built-in interior ventilation with heating and demisting-provision for built-in Ekco radio—sliding roof—close mounted adjustable front seats to seat three if required—built-in luggage compartment with rear panel to form a platform for additional luggage—safe rear opening doors with built-in running boards dual windscreen wipers and windtone horns—interior controlled lock for spring assisted bonnet. These are but a few of the attractions of the A70 Hampshire—new today and to be famous tomorrow.

## YOU CAN DEPEND ON IT



## Colours

THE A70 Hampshire is available in attractive colours with interior furnishings to match. For the exterior, synthetic enamel is used to give a weatherproof finish of high and lasting lustre.

COACHWORK UPHO	OLSTERY CARPETS
Black Brown	Leather Brown
Elfin Green Beige	Leather Fawn
Seal Grey Grey	Leather Fawn