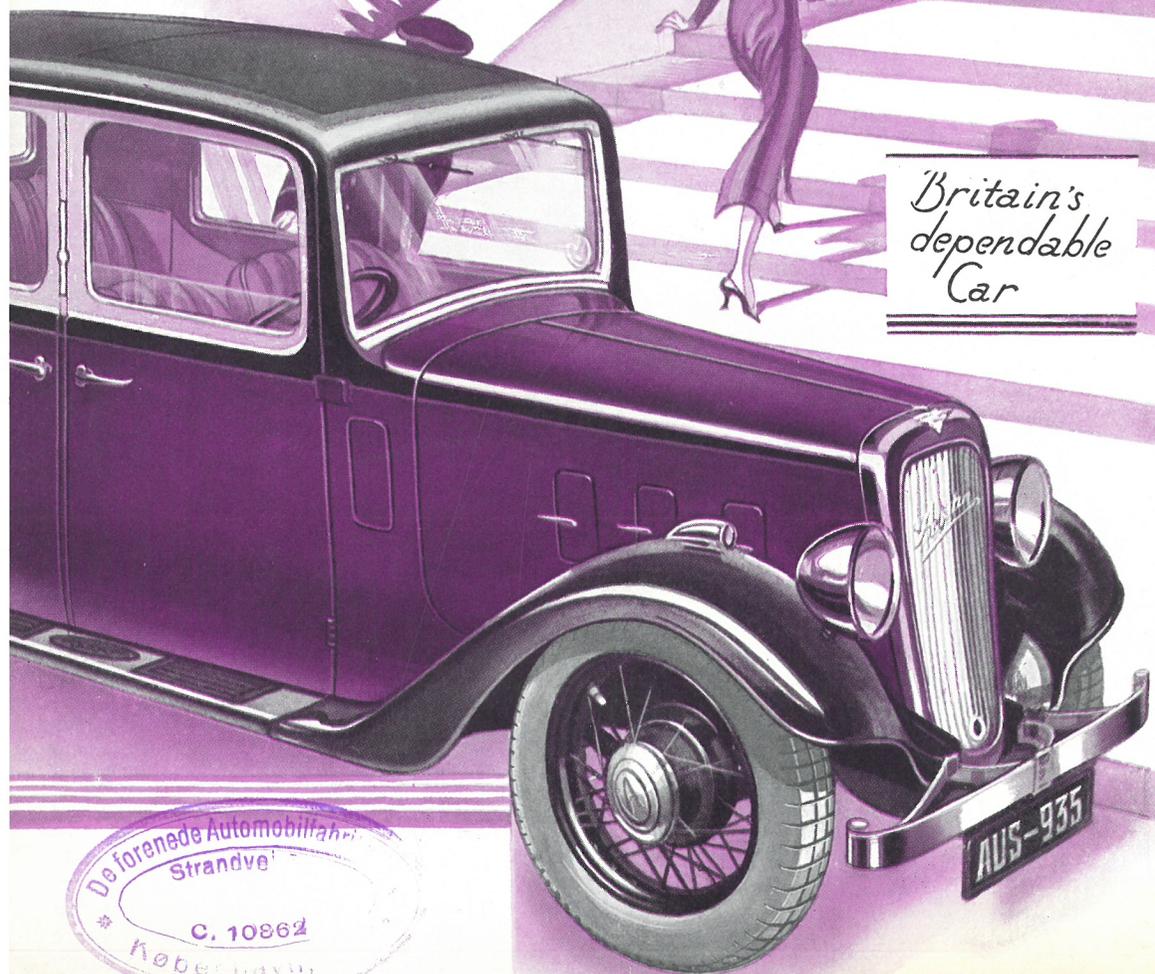


The Austin "Ten"



*Britain's
dependable
Car*

De forenede Automobilfabri
Strandve
C. 10862
København

EXPORT

Specification

ENGINE. 4-Cylinder water cooled, detachable head, 2.4995 in. (63.5 mm.) stroke 3.5 in. (89 mm.). Total capacity 68.7 cu. ins. (1,125 c.c.). R.A.C. rating 9.996 h.p. ; b.h.p. 20 at 2,600 r.p.m. The pistons are of low expansion aluminium alloy, the valves are all on the near side, the induction and exhaust manifolds are cast in one to provide a hot spot. The sturdy crankshaft is carried on three bearings of ample diameter.

PETROL TANK AND FILLER. The tank has a capacity of 6 gallons (27 litres) and is most conveniently placed at the rear of the car. The supply to the carburetter is by a petrol pump. A contents gauge is included on the instrument board.

IGNITION. By coil and battery. The distributor is easily accessible and incorporates an automatic advance and retard mechanism.

LUBRICATION. Lubrication is by a gear pump, forcing oil to all bearings of the crankshaft and camshaft and connecting rod big ends.

A large gauze filter in the oil reservoir is easily removed for cleaning. Chassis lubrication by grease gun.

COOLING. By thermo-syphon and fan, water circulation controlled by automatic thermostat.

TRANSMISSION. The clutch is of the single plate type. The top, third and second gears have synchromesh engagement which ensures noiseless, easy gear changes. The ratios of engine to road wheels are 5.25, 8, 12.8 and 21.1 to 1. The gearbox forms one unit with the engine, and the whole is suspended at three points on rubber bushes to absorb vibration. The final drive is by spiral bevel gear. The rear axle is of the three-quarter floating type. The wheels are carried on ball bearings.

BRAKES. The brakes are of the expanding type, smooth and powerful. All the brakes are easily accessible for adjustment purposes.

CHASSIS. The chassis frame is strong and cross braced.

STEERING. The steering is light and responsive. It is of the worm and worm wheel type with provision for taking up wear. The electric horn button is in the centre of the wheel hub. Forward of the button is the trigger controlling the direction indicators which have automatic cancelling operation.

SUSPENSION. The road springs are semi-elliptic. They are mounted with non-lubricated "Silentbloc" shackles and there are shock absorbers to front and rear of the car.

WHEELS AND TYRES. Magna wheels with 4.50—18 Dunlop tyres. The fixed head Saloon has wire wheels with 4.00—19 Dunlop tyres.

GENERAL DIMENSIONS. Wheelbase 7 ft. 9 in. (2,361 mm.). Track 3 ft. 9 in. (1,162 mm.). Turning Circle 37 ft. 9 in. (11,506 mm.).

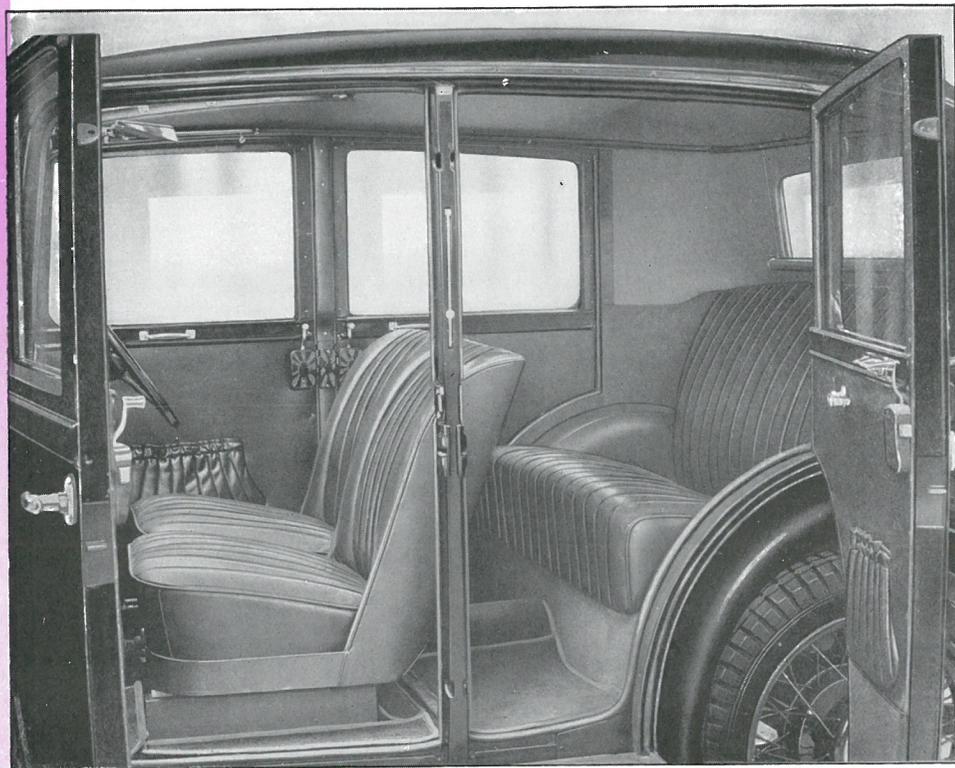


For Manufacturers' Warranty and Terms of Business see Main Catalogue.

THE AUSTIN MOTOR CO. LTD.,
Longbridge - - - Birmingham

479-483 Oxford St., London W.1. (near Marble Arch)

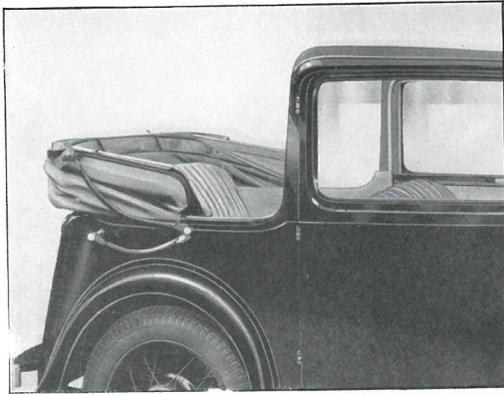
Elegance



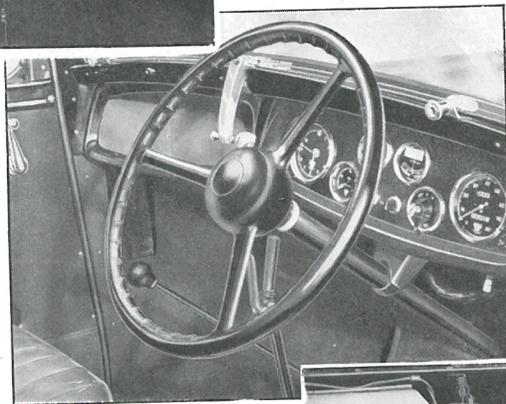
Four wide doors and the low floor give easy entrance. The front seats are separately adjustable and the rear wide and deep. The upholstery is of best selected hide. There is ample head and leg room to ensure comfortable travel for the four passengers. Those at the rear sit well within the wheel-base for easy riding.

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ATTRACTIVE FEATURES

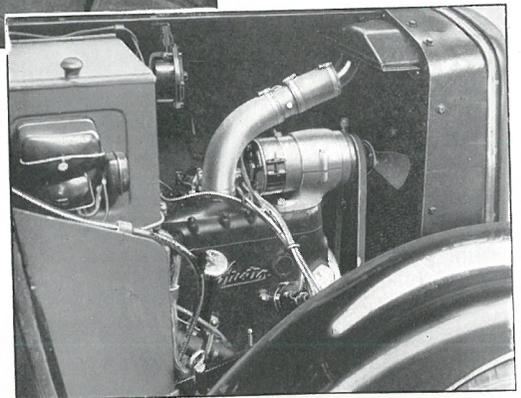


The hood of the Cabriolet can be quickly raised or lowered and can be fixed in the half-open position if required. It is durable and weatherproof and when down the car is free from back draughts.

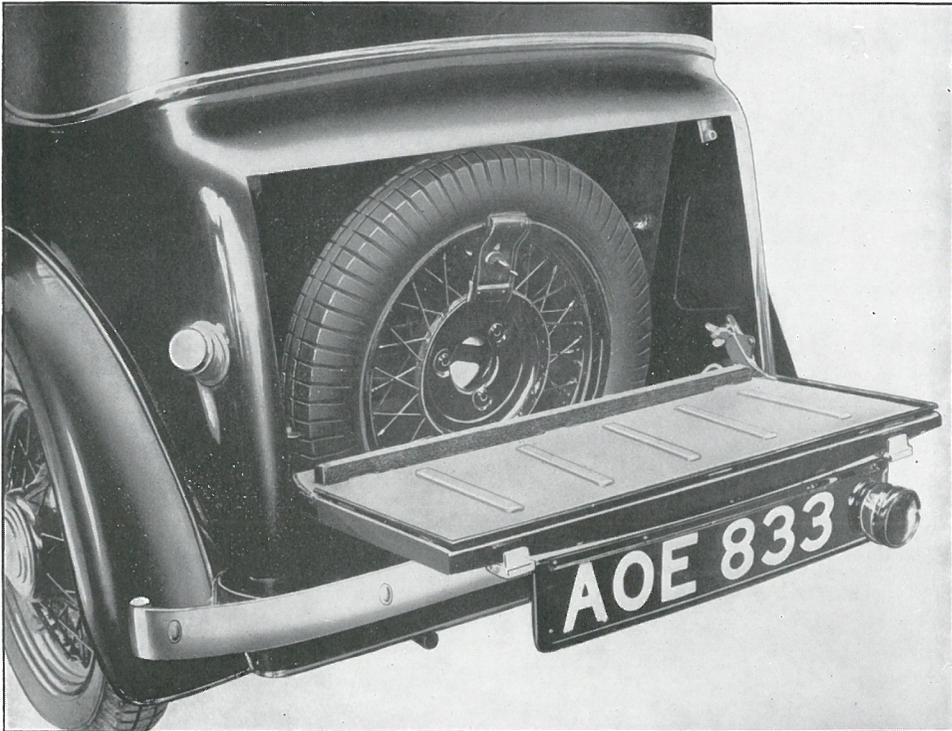


All the controls are easy to operate and the instruments are grouped in front of the driver. The dual windscreen wiper ensures clear vision for driver and passenger alike.

All points requiring oiling and greasing or other attentions can be easily reached. The tool kit is conveniently placed in a special compartment under the bonnet on the off-side, and the batteries on the near side.

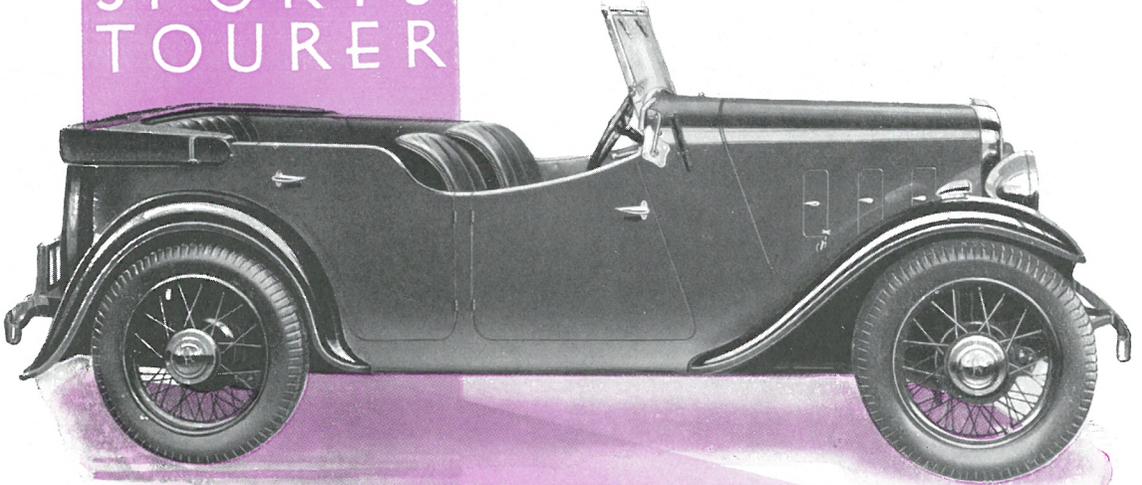


endability



The smooth contours of these attractive Ten-Four closed models make servicing and cleaning a very easy matter. The spare wheel and tyre is concealed, and the cover of the compartment, when down, forms a luggage carrier. The rear number plate, with combined stop and tail lamp, is hinged and is clearly visible when luggage is carried.

The 10-4 RIPLEY SPORTS TOURER



This fast sports tourer has a good performance. It holds the road and corners well at high speeds. With the special sports engine high point-to-point averages can be readily obtained with full use of the new gearbox which now has synchromesh engagement for second, third and top gears. The chassis is low, strong and cross-braced and the brakes are smooth and powerful.

The hood can be rapidly erected, and the side curtains, when not required, can be safely stowed away. The windscreen will fold flat over the scuttle and when up, affords plenty of protection for the occupants. The upholstery is in best leather and the front seats are separately adjustable. The equipment is complete and all the controls are easy to operate.

ENGINE. The brake horse power developed by the sports engine is 30 at 3,800 r.p.m. The special cylinder head gives a high compression ratio, there is a high lift camshaft, a Zenith down-draught carburetter, and a suitable silencer.

TRANSMISSION. The gear ratios are 5.25, 7.19, 11.39 and 18.9 to 1 with synchromesh and constant mesh gears for second, third and top.

STEERING. Spring steering wheel.