

The Austin **TEN**



SALOON & CABRIOLET

Outstanding amongst medium-sized cars, the Austin Ten can now claim to possess an even better performance combined with more economical running than hitherto. For this, the adoption of an aluminium head engine, with larger inlet valves, high compression ratio and improved induction is responsible.

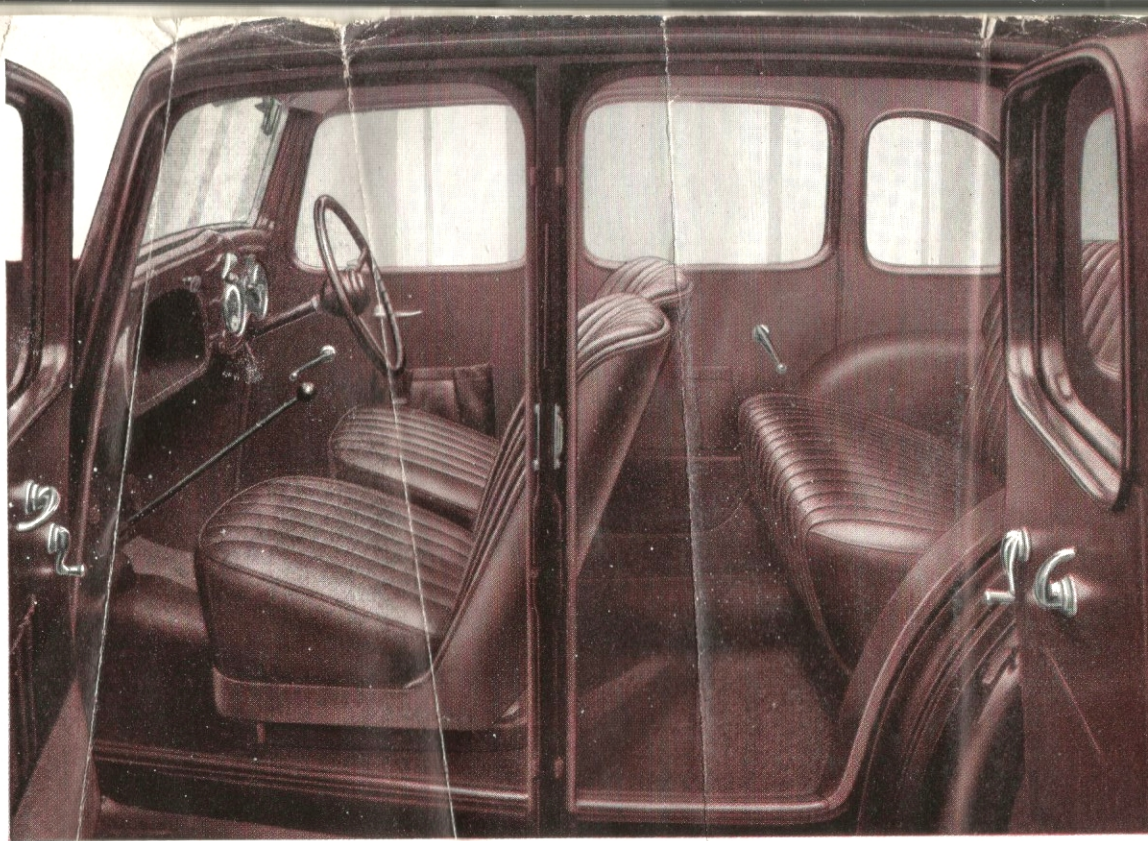
To suit the bigger power output, a high-duty axle, with larger bearings and shafts, as well as a spring drive clutch have been incorporated.

Other Ten improvements are the scuttle-mounted pistol-grip hand-brake, piston-type shock absorbers, quick filling petrol tank, more accessible batteries, and increased luggage accommodation.

The Cambridge saloon and Conway cabriolet provide, at their new prices, unequalled motoring value, lending new significance to the axiom that "You Buy a Car, But You Invest in an Austin".

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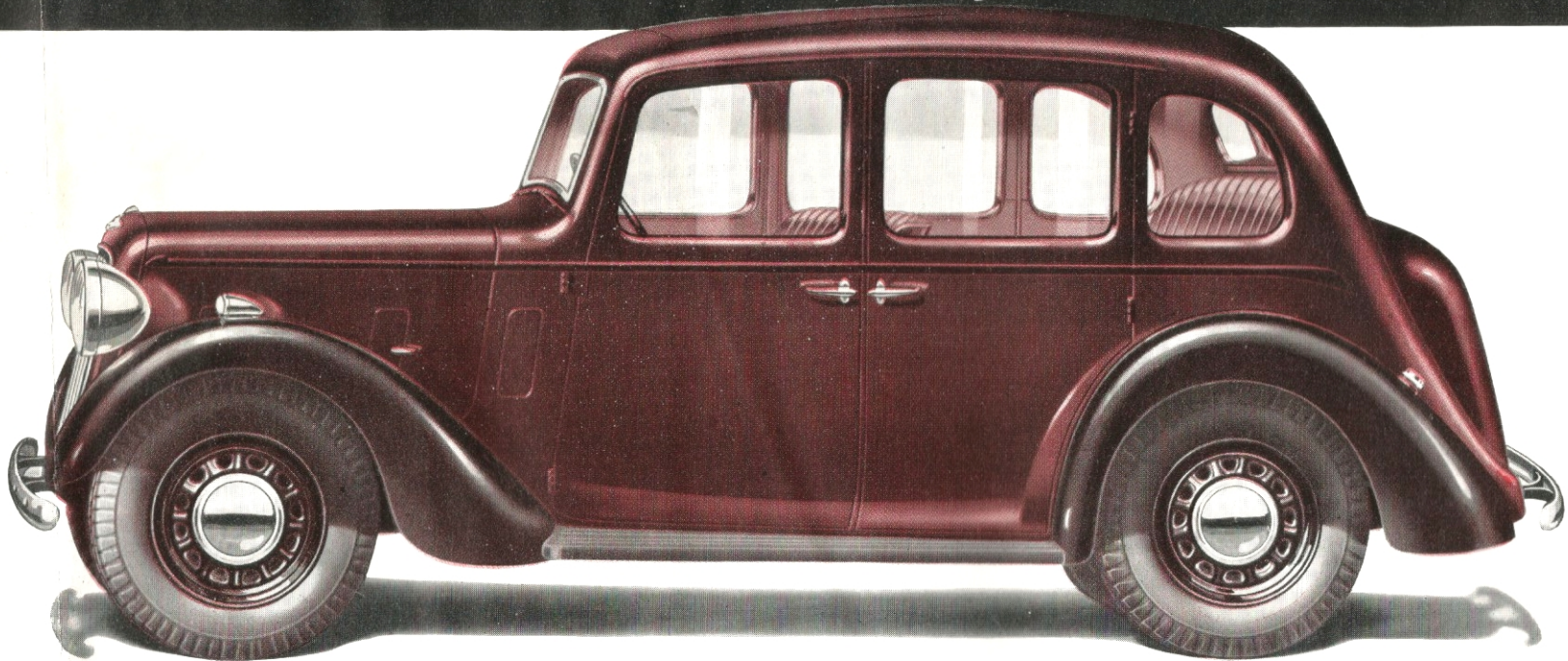
The
Comfortable
Modern
Interior
OF THE
Austin
Ten



The driving position is worthy of particular note, due to the conveniently placed steering wheel and the low rake of the steering column. The fascia board controls, the long gear lever, and the pistol-grip handbrake, are all readily to hand, and the driver can now leave by the near side door without meeting foot obstruction. The height and angle of the front seat can also be altered by the removal of a detachable bar, located under the cushion.

There is a wide-opening front screen, and dual screen wipers. The front seats are individually adjustable, and when slid back they give immediate access to the batteries. There are hinged back-rests to the front seats, so allowing more room for entering or leaving the car by the rear doors.

The Ten Cambridge Saloon



CAREFULLY PLANNED.

A Saloon with graceful and pleasing lines, carefully planned to meet all the requirements of the family party of four adults. Upholstery is of high quality, with wide, deep and well sprung seats.

The wide front screen and side windows afford full vision and create a light and pleasant interior. Riding comfort is assured by the extra long and supple springs, piston-type hydraulic shock absorbers and extra low pressure tyres and sound insulated body.

There is a flush fitting Pytchley sliding roof on the de luxe saloon.



FINE PERFORMANCE WITH SAFE CONTROL.

Fine road performance, with easy and safe control, are features of the Ten with the new and still more economical engine.

Driving is truly a pleasure with this more lively power unit, having high compression aluminium cylinder head and new valves.

The live rubber mountings at three points insulate the power unit from the chassis to minimise any transmission or power vibration.

This smooth flow of power is taken up by an improved clutch which has a flexible plate and spring drive. The greater power output and lively acceleration is taken to a rear axle which has been considerably stiffened and strengthened.

Control is almost effortless with the four-speed synchromesh gearbox, the Girling brakes, and the light and positive steering.

Among the many improved details are the new petrol tank air vent designed to minimise splash, and the spring loaded relief valve in the radiator to prevent overflow.

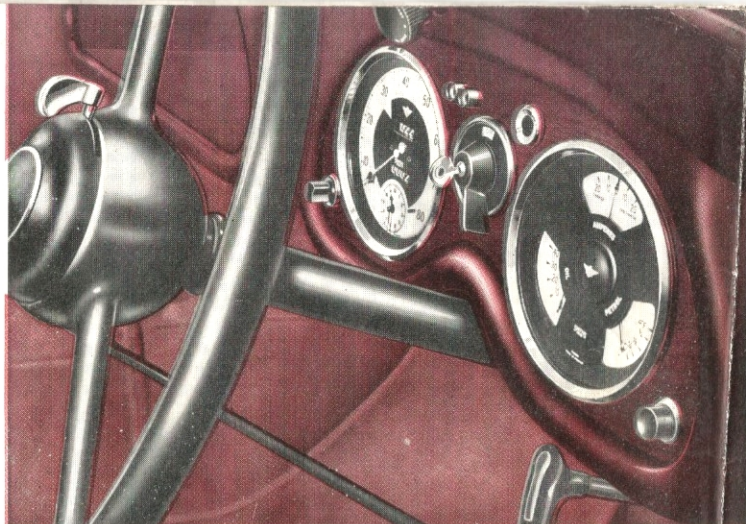
The luggage locker has been increased in size, whilst with the rear panel lowered additional suitcases and other luggage can be carried.

COLOURS.

The following are the standard colours with upholstery to match :
Royal Blue, with Black wings ; †Maroon, Black wings ; *Ash Grey, Grey wings ; *†Pueblo Brown, Brown wings ; Black, Black wings ; *Princess Blue, Blue wings ; *†Bluebird Blue, Blue wings.

*Not on Fixed Head Saloon.

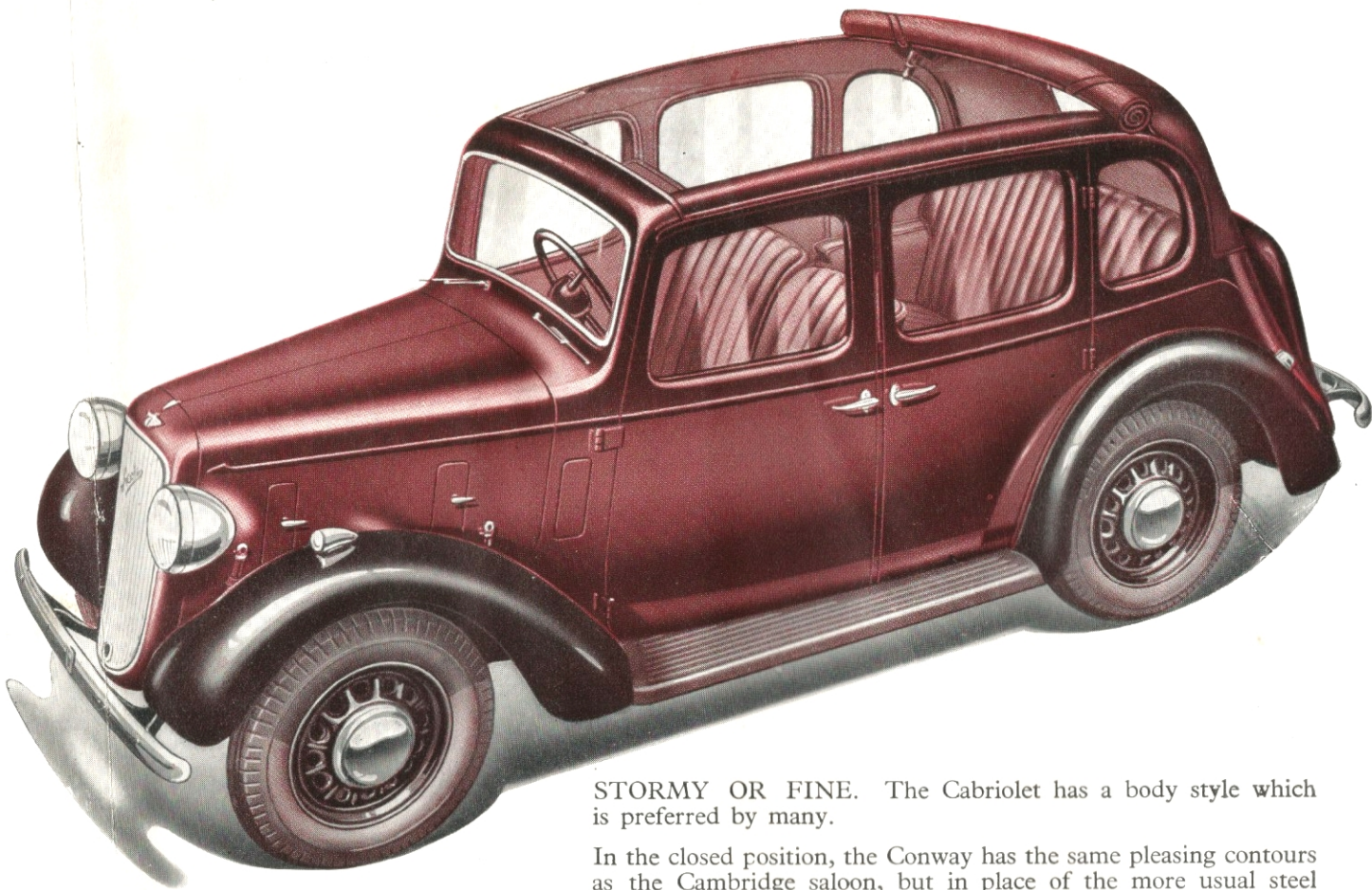
†Not on Cabriolet.



The low rake of the steering column and the large dial instruments.



The Ten Conway Cabriolet



STORMY OR FINE. The Cabriolet has a body style which is preferred by many.

In the closed position, the Conway has the same pleasing contours as the Cambridge saloon, but in place of the more usual steel sliding head, the fabric roofing can be rolled back to the half or fully-opened position, thus providing a car with many of the attractive features of an open touring model.

The front windscreen provides wide angle vision for the driver and the opening is controlled by means of a centrally placed winder. Each door window can be lowered, and in other respects the car has equipment similar to the Cambridge.

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Specification

POWER UNIT.

Cylinders	4	B.H.P.	32 at 4,000 r.p.m.
Bore	2.4995 ins.	R.A.C. Rating	9.996
			63.5 mm.	Tax	....	£7 10s. 0d.
Stroke	....	....	3.5 ins.	Gear Ratios	....	5.375, 8.23, 13.08
			89 mm.			and 21.6 to 1.
Capacity	....	....	1,125 c.c.	Fuel Capacity	....	6 gals.
Main Bearings	....	....	3	Oil Capacity (sump)	....	¾ gal.
				Cooling Capacity	....	2¼ gals. (approx.)

The engine is in unit with the gearbox and is flexibly mounted to the chassis at three points.

The side valves are on the nearside and the inlet are larger than the exhaust valves, allowing higher velocity induction, while the high compression detachable cylinder head is of aluminium for greater efficiency. Pistons are of special aluminium alloy with anodised surface and connecting rods are drilled to provide cylinder bore lubrication. The silencer and exhaust system are also insulated from the chassis.

FUEL FEED. Fuel from the rear tank is fed to the carburetter by a mechanical pump. A downdraught carburetter is provided with intake silencer and air cleaner. There is an improved petrol tank air vent.

COOLING. Thermo-syphon and fan, with spring-loaded valve in top tank of radiator to prevent water overflow.

LUBRICATION. Pressure gear pump forces oil to all main, big-end and camshaft bearings.

IGNITION. Coil and 12-volt battery ignition with automatic advance and retard.

CLUTCH. An improved flexible clutch is employed, to assist changing and give smoother power take-up.

GEARBOX. The gearbox has four forward speeds and a reverse. The gear lever is centrally mounted and there is synchromesh engagement for second, third and top.

CHASSIS.

REAR AXLE. Spiral bevel drive, three-quarter floating, of improved type.

CHASSIS. Welded chassis of full-length deep side members, with adequate cross members and cruciform centre members.

SUSPENSION. Long and supple semi-elliptic springs are mounted on Silent-bloc rubber bushes, which do not require lubrication. The springs are controlled

by new double-acting piston type Luvax hydraulic shock absorbers. Export springs are stronger and have special screw type shackles.

BRAKES. Girling wedge-and-roller brakes, with new pistol-grip hand control, are light in application, but smooth, progressive and powerful with automatic compensation between front and rear.

WHEELS. Easy clean pressed steel spoke wheels, with large centres, are fitted. Extra Low Pressure tyres, size 5.25—16.

JACKING. Special jacking pads are provided on the rear springs.

STEERING. "Hour-glass" worm and sector type, light, responsive and definite. Full adjustment is provided.

EQUIPMENT.

Twelve-volt electric lighting, starting and ignition set with readily accessible batteries under front seats. The dynamo is fan ventilated and has automatically-compensated charging control.

Screen frame and all fittings are chromium plated, except head and side lamps on special models, and the head lamp beams are controlled by a foot-operated dip-switch mechanism. The electric horn is rubber mounted, and controlled, together with direction indicator switch, from the steering wheel centre. There is a combined stop and tail light. Starting is assisted by a combined strangler and throttle control.

The instrument board carries two large dials with an eight-day clock, magnetic type needle speedometer, oil and petrol gauges, ammeter. There is a lighting and ignition switch box, ignition warning lamp, starter button, inspection lamp plug, and indirect lighting.

Equipment includes parcels compartment next to instrument panel, driving mirror, side arm-rests, *sun visor, dual electric windscreen wipers operating from the scuttle, †roof lamp, ash tray, †remote control rear blind, clutch and brake pedal rubbers, bonnet and scuttle ventilators, door pockets, carpets and felt underlays.

There is improved luggage accommodation. A fitted trunk is supplied at small extra cost.

The Cabriolet has the same equipment as the saloon, but is without roof light and rear blind. Straps secure the hood in the semi-open or open positions.

Chromium plated bumpers are fitted front and rear (except on the Fixed Head Saloons). Blank number plates, spare wheel and tyre and a comprehensive set of tools are provided.

DIMENSIONS. Length, with bumpers, 12 ft. 10 ins.; Width, 4 ft. 9 ins.; Height, 5 ft. 4 ins.; Wheelbase, 7 ft. 9 $\frac{11}{16}$ ins. Track, front, 3 ft. 9 $\frac{1}{2}$ ins.; rear, 3 ft. 10 $\frac{1}{16}$ ins. † Not Cabriolet. * Not Fixed Head Saloon.

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