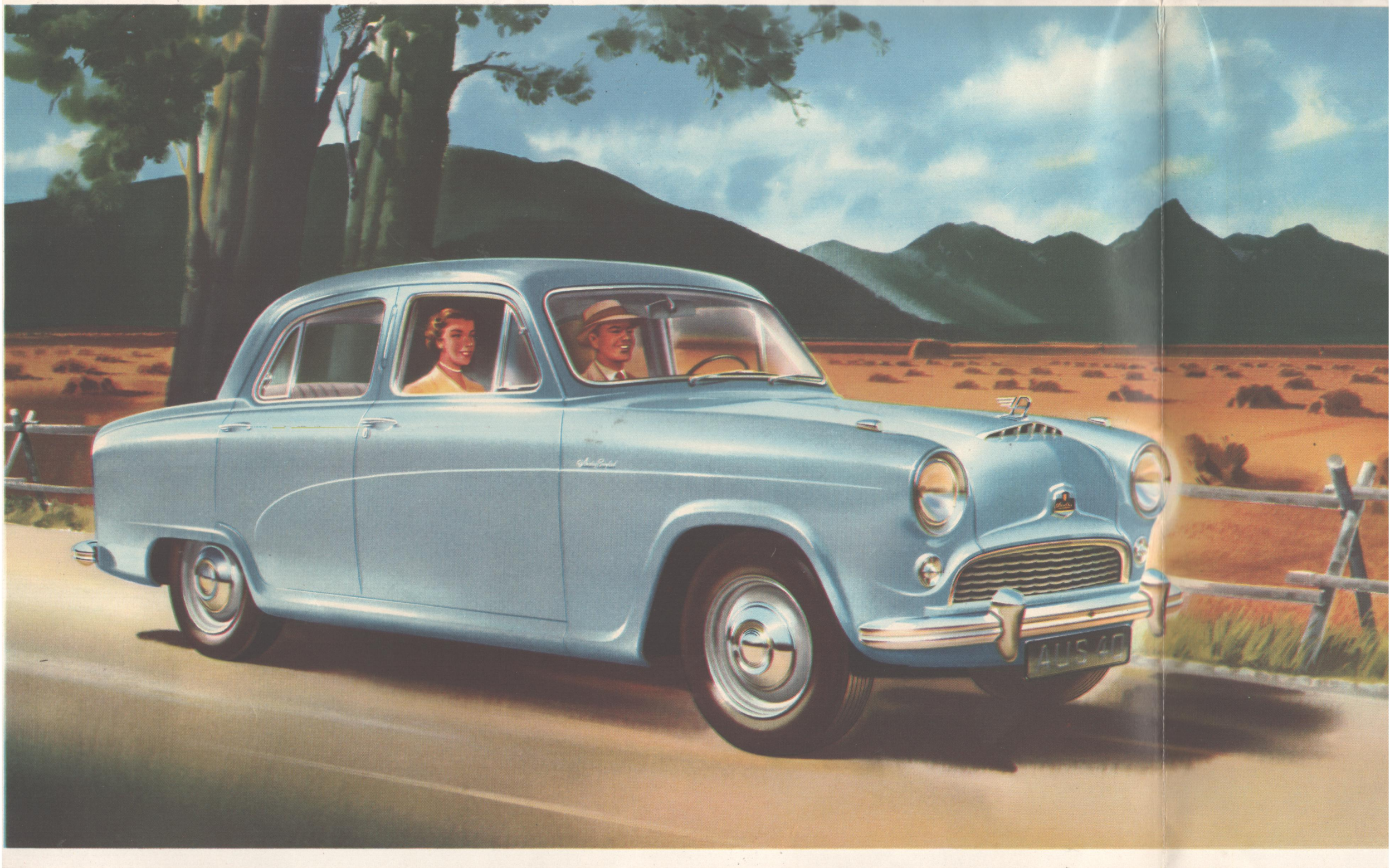
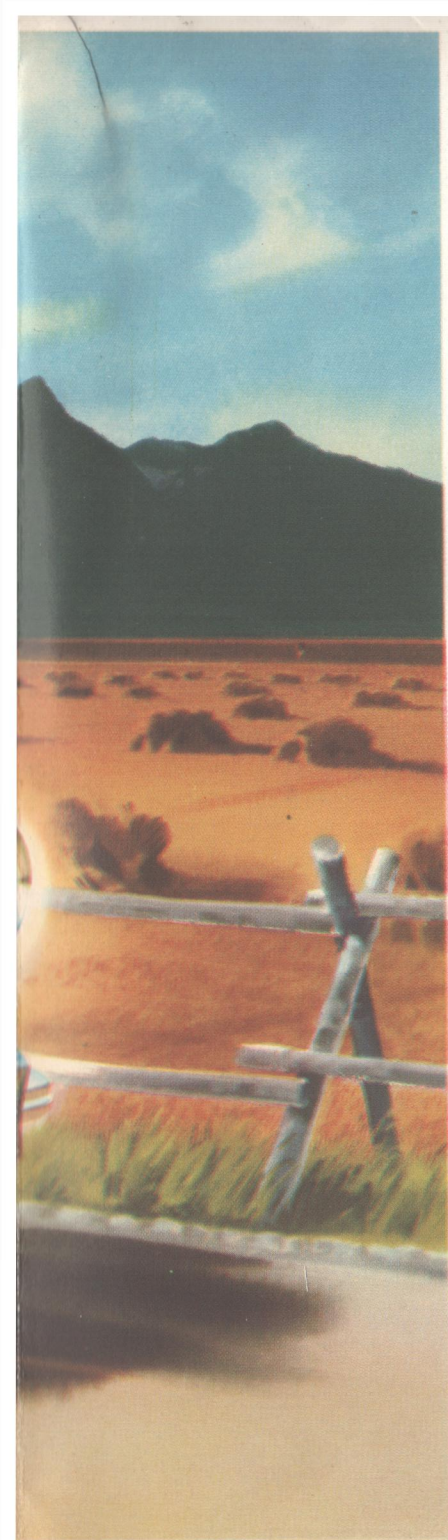


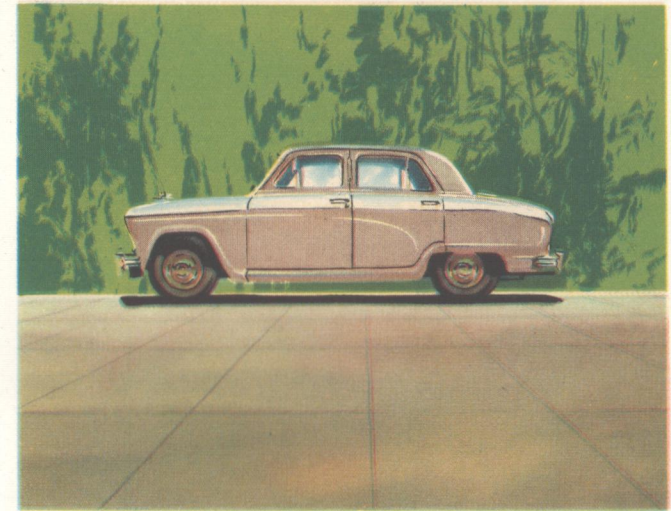
AUSTIN A40-A50 'Cambridge'

1955





A 40-A 50 'Cambridge'



stylish, roomy, impeccable

“Devon,” “Somerset” and now the “Cambridge,” carrying on a breed that has become a household name in motoring. Make no mistake, this new Austin A40 or A50 is even better than ever — the finest of them all.

A choice of two engines, two types of coachwork and a wide selection of color schemes and furnishings provide every motoring requirement in performance, comfort, convenience and style at a cost within the reach of all.

This new Austin is the finest car in its class ever to be produced by any country — you can depend on it.



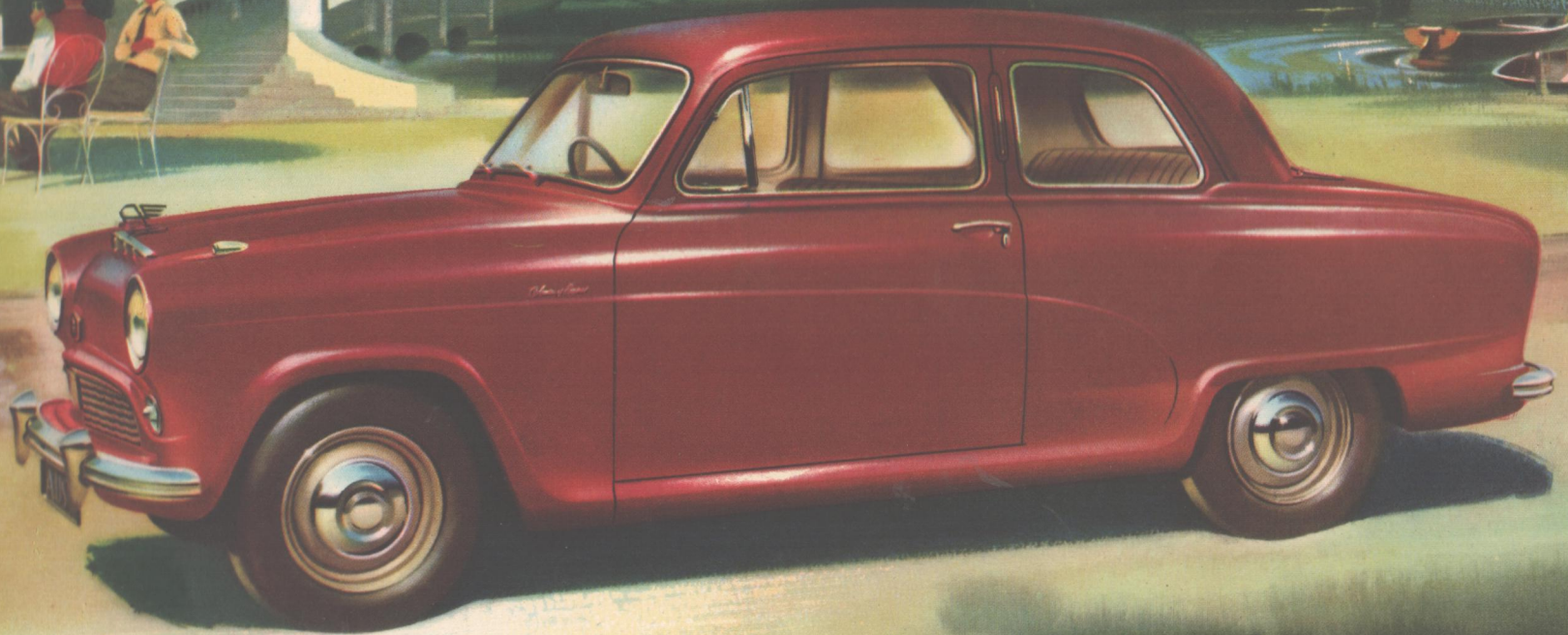
spacious trunk

Suitcases, grips and sporting gear can be conveniently stowed in the enclosed rear luggage compartment. At the back is a shelf on which can be conveniently placed, tools, tire pump, washing sponge and similar oddments which might otherwise occupy floor space. The wheelbrace/starting handle and jack are held in special clips at the sides of the trunk.



engine accessibility

The hood is hinged at the rear and is held open by a prop rod. An air duct running along the hood conveys fresh air either direct to the car interior or through the heater. Engine and 12-volt battery are conveniently accessible for inspection and maintenance.

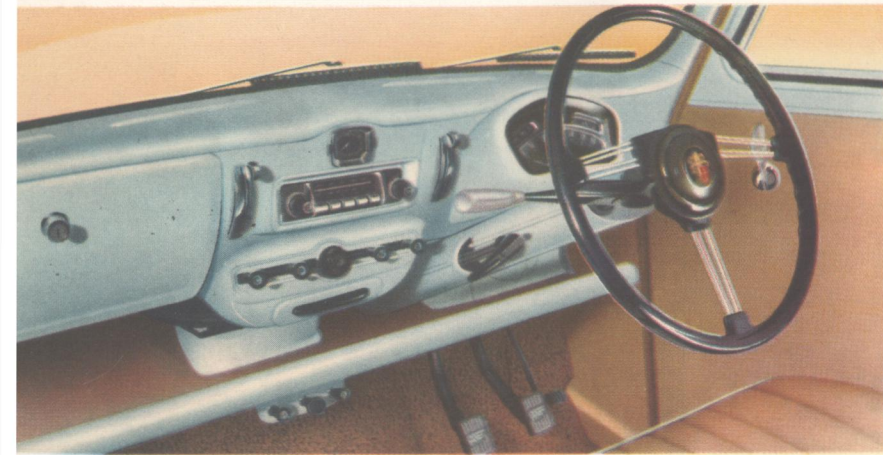
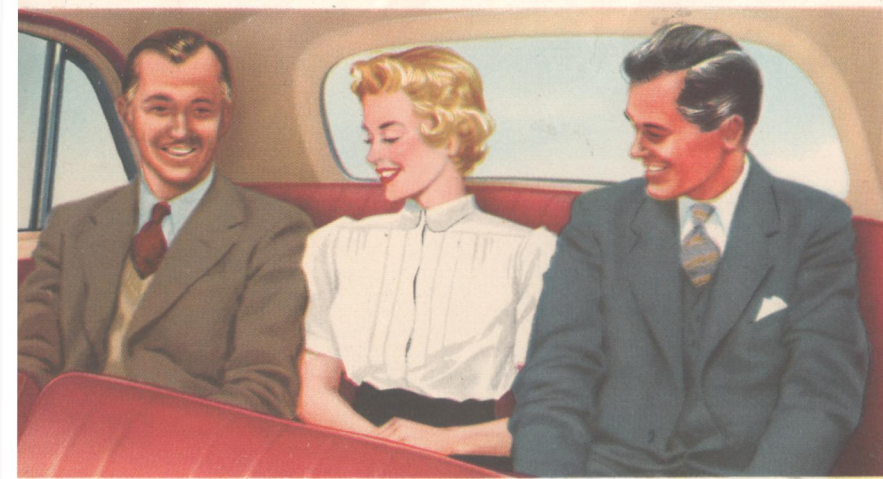


up - to - the - minute design

Although primarily intended for two passengers with ample room to spare, the design of the rear seat permits three people to sit in very reasonable comfort — an extremely useful feature.

Distinctive dash styling is one of the delightful features of the "Cambridge" interior. Instruments and tell - tale lights immediately in front of the driver are always visible, while centrally placed controls are within easy reach. There is also an enclosed glove compartment on the passenger side and a full - width parcel shelf beneath.

The spare wheel is carried unobtrusively beneath the luggage compartment on a separate tray. This is lowered close to the ground by means of the starting handle and raised again just as easily by the same method.

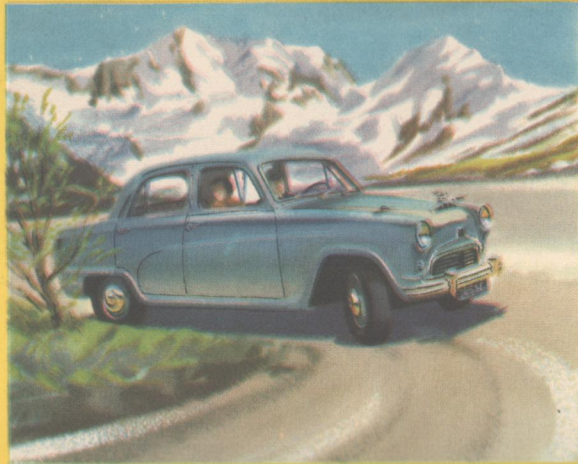






economy!

For a car with such outstanding performance, the "Cambridge" is exceptionally economical to run. Driven at normal speeds and under reasonable conditions it will cover some 270 miles on a tankful of fuel.



power to spare!

Difficult motoring conditions do not deter the "Cambridge," for it has already undergone the most rigorous trials. And, whether driven by the A40 or A50 engine it has power to spare for every eventuality.

the
A40-A50 'Ca



easy parking!

Large enough to carry four or five passengers with luggage, powerful enough to provide a thrilling performance, yet small enough to be extremely maneuverable in traffic and easy to park in limited spaces.



semi-elliptic rear springs

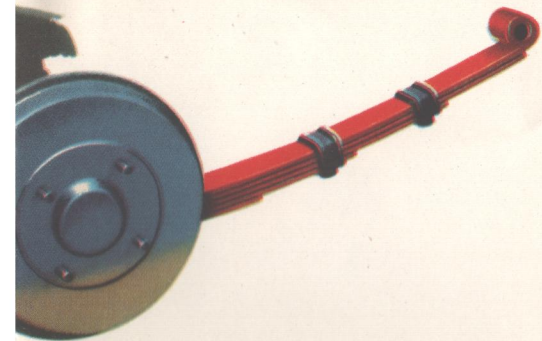
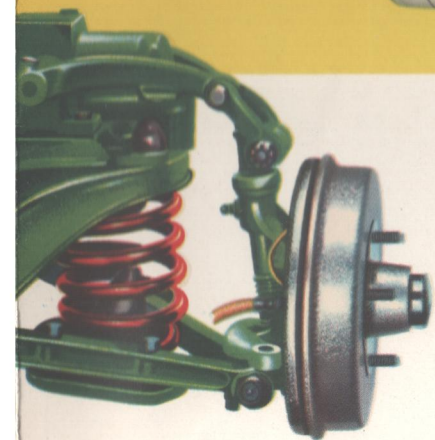
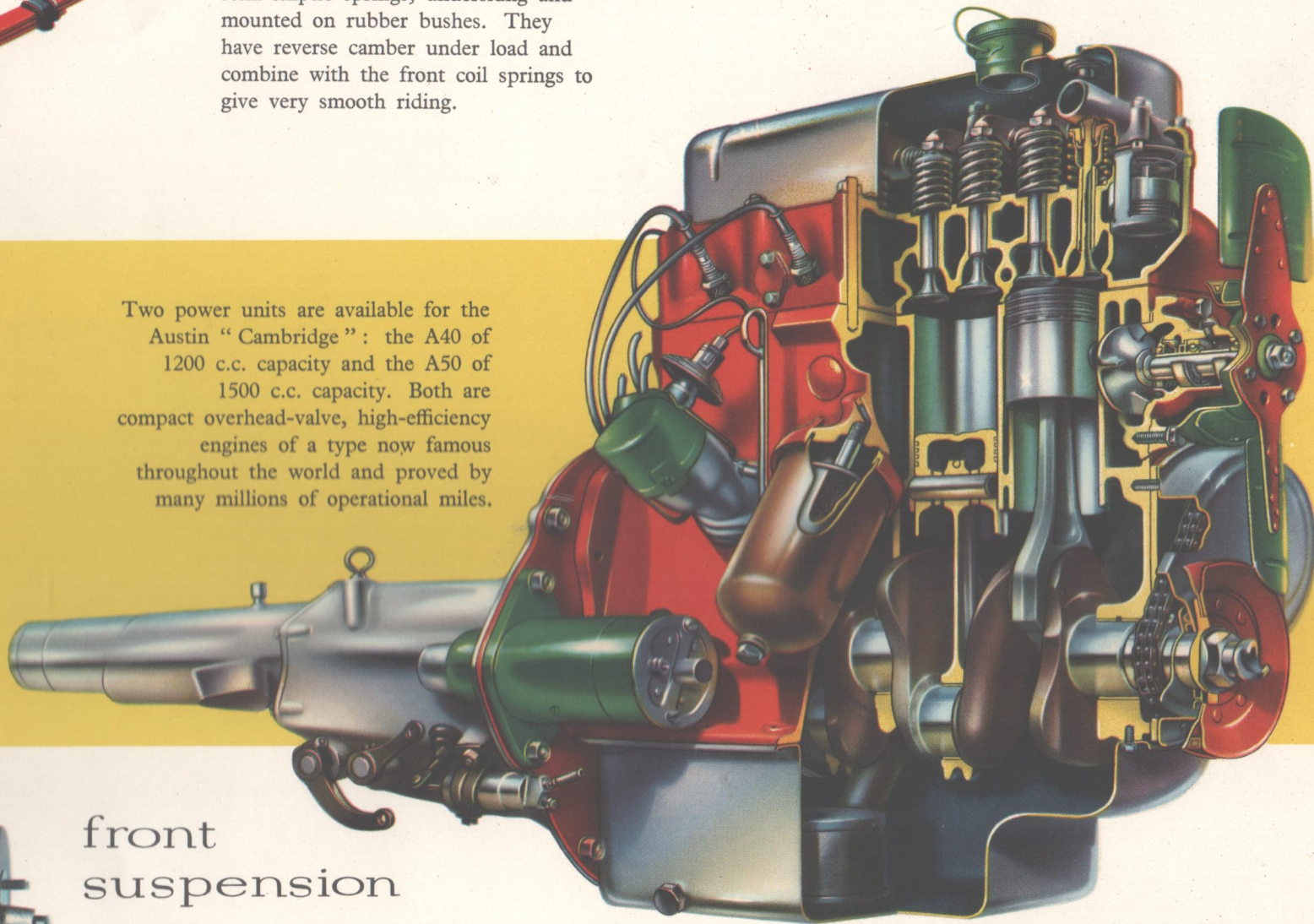
Rear suspension is provided by long semi-elliptic springs, underslung and mounted on rubber bushes. They have reverse camber under load and combine with the front coil springs to give very smooth riding.

Two power units are available for the Austin "Cambridge": the A40 of 1200 c.c. capacity and the A50 of 1500 c.c. capacity. Both are compact overhead-valve, high-efficiency engines of a type now famous throughout the world and proved by many millions of operational miles.

front suspension

Independent coil spring suspension is employed for the front wheels. The springs are controlled by double-acting hydraulic shock absorbers and the complete units are firmly mounted on a separate cross-member of great strength.

AUSTIN
Cambridge'



A 40-A50 'Cambridge'.....the fi



est of them all!



Clever design and careful attention to the smallest detail have provided for the "Cambridge" an interior which would do credit to cars of larger dimensions and greater cost. There is ease of entry for passengers of all ages and riding comfort that lasts during long non-stop journeys. Being positioned forward of the rear wheels, the rear seat is unrestricted by wheelarches, and three passengers may be accommodated when occasion demands. At the front two individual seats are provided. All seats have latex foam cushions which maintain their original shape indefinitely.

The "Cambridge" has an exceptionally large window area which affords excellent visibility and ensures ample ventilation in hot climates. Air conditioning is also supplied with heating and windshield defrosting available as optional extras.

There are two-door and four-door models, each with a range of equipment that leaves nothing to be desired.

AUSTIN – you can depend on it!

0040

specifications

ENGINE: A40 1200 c.c. (73.17 cu. in.); bore 2.578 in.; stroke 3.5 in.; horse-power 42 at 4,500 r.p.m.; maximum torque 58 lb./ft. at 2,400 r.p.m.; compression ratio 7.2 to 1.

A50 1500 c.c. (91.46 cu. in.); bore 2.875 in.; stroke 3.5 in.; horse-power 50 at 4,400 r.p.m.; maximum torque 74 lb./ft. at 2,100 r.p.m.; compression ratio 7.2 to 1.

Cylinders: Four cylinders cast integral with crankcase. Detachable cast-iron head carrying valve gear.

Crankshaft: Forged steel supported by three steel-backed white metal bearings.

Connecting Rods: Forged steel with steel-backed white metal bearings.

Pistons: Split-skirt, concave top pistons in aluminum alloy with alumilite finish. Three compression rings and one slotted scraper ring fitted.

Camshaft: Forged steel in three steel-backed white metal bearings. Cams of patented design to give efficient and quiet operation. The camshaft gear has special oil catchers and a tensioner ring to maintain chain lubrication and tightness respectively.

Valves: Overhead, operated by push rods and designed for silent operation. Valve oil seals are fitted.

Lubrication: Oil is forced under pressure to all main, connecting rod and camshaft bearings and to each tappet. It is also fed to the timing chain and overhead valve rocker gear. The connecting rods have jet holes to provide oil for cylinder walls when starting up. Both main and connecting rod oil feeds are of patented design to ensure longer crankshaft life. A by-pass oil filter is fitted. Oil capacity approximately 7 Imp. pints (8½ U.S. pints).

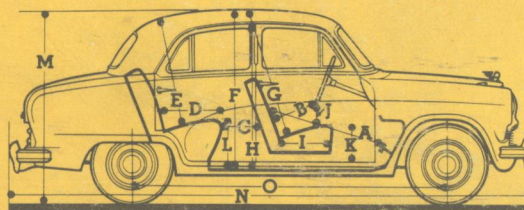
Cooling: Circulation by centrifugal pump with thermostat control. Water is delivered to the cylinder block and thence to ample passages surrounding valve pockets and spark plugs. Cooling system capacity approximately 12 Imp. pints (14½ U.S. pints).

Ignition: Coil and 12-volt battery ignition with automatic advance and retard and built-in vacuum control.

Fuel System: Fuel from a rear tank is fed by mechanical pump to the Zenith downdraught carburetor fitted with an oil bath air cleaner. A stop-tap is provided in the fuel line. Tank capacity 8½ Imp. gallons (10½ U.S. gallons).

CLUTCH: Borg and Beck single dry plate, 7½ in. diameter for A40, 8 in. diameter for A50. The clutch is operated hydraulically by pendant pedal.

TRANSMISSION: Four-speed transmission, with synchromesh engagement for all gears except low and reverse. The change speed lever is mounted on the steering column. Oil capacity approximately 4½ Imp. pints (5½ U.S. pints).



LEADING DIMENSIONS

Inches

Pedal to Seat Back	A	36½
Steering Wheel to Seat Back	B	32½
Distance between Seats	C	12½
		8½
Rear Seat Cushion Depth	D	18
Height over Rear Seat	E	35
Maximum Interior Height	F	48½
Height over Front Seat	G	37
Minimum Height of Door Opening	H	39½
Front Seat Cushion Depth	I	17½
Steering Wheel to Seat Cushion	J	7
Front Seat Cushion above Floor	K	13
Rear Seat Cushion above Floor	L	15
Overall Height (unladen)	M	61½
Overall Length	N	162½
Wheelbase	O	99½
Overall Width		61½
Body Width between Centre Pillars (at waist)		49½
Front Seat Cushion Width (maximum)		24
Rear Seat Cushion Width (maximum)		52
Maximum Width over Rear Seat		52
Tread, front, at ground level		48½
Tread, rear		49
Ground Clearance		7
Turning Circle		36 feet
Luggage Compartment—Height of Opening		23
Luggage Compartment—Width of Opening		46½
Luggage Compartment—Maximum Depth		26½
Luggage Compartment—Approx. Capacity		14 cu. ft.
Approximate Weight, less fuel		2,240 lb.

REAR AXLE: Hypoid bevel drive in pressed steel 'banjo' type casing. Ratio: A40, 5.125 to 1; A50, 4.875 to 1. Oil capacity approximately 2 Imp. pints (2½ U.S. pints).

STEERING: Special high efficiency cam type. Spring spoke 17 in. diameter steering wheel with central horn button.

SUSPENSION: Front — Independent coil springs controlled by double-acting hydraulic shock absorbers. **Rear** — Long semi-elliptic reverse camber springs, under-slung and mounted on rubber bushes. Control by double-acting hydraulic shock absorbers inter-connected by stabilising bar.

BRAKES: Girling hydraulic on all wheels, applied by pendant pedal. Front brakes are of two-leading-shoe design. A pistol-grip parking brake housed in the steering column cover operates mechanically on the rear wheels.

WHEELS and TIRES: Pressed steel disc wheels with slots for ventilation and the fitting of non-skid chains. Large chromium plated discs. Dunlop 5.60 — 15 cushion tires.

ELECTRICAL: 12-volt, 38 ampere hour capacity battery (51 ampere hour capacity to special order); built-in headlights with block lenses, and dipping equipment to suit regulations of different countries; separate side lights on top of fenders, visible to driver; twin, combined stop-tail lights with built-in reflectors; rear license plate light; interior roof light operated manually, and automatically by the opening and closing of the front doors; flashing direction indicator lights are fitted, operated by self-cancelling finger lever on steering column, with built-in warning light; dual windshield wipers.

INSTRUMENTS: Trip and total mileage speedometer which also incorporates the fuel gauge and water temperature indicator, and indicator lights to show low oil pressure, no generator charge and headlight beam position.

COACHWORK: Four/five-seater, sound-insulated sedan of all-steel unitary construction with fully-stressed skin and no soldered joints. Rear-opening doors with toughened glass windows and friction-controlled ventilating louvers. Rear doors have additional safety catch to prevent their inadvertent opening by children. Windshield of laminated, curved glass. Individually adjustable front seats; all seats have latex foam moulded foundations. Large capacity luggage compartment with separate spare wheel carrier beneath; spare wheel is lowered by means of starting handle. Attractive dash with glove box on passenger side and full width parcel shelf. Hood lock controlled from inside car. Air conditioning provided for interior.

A40 2-door Cambridge Model: Heater; bumper guards; twin horns; twin sun visors; flasher turn indicators; chrome strip around windows; P.V.C. upholstery; rubber front floor mat.

A50 4-door Cambridge Model: Heater; bumper guards; twin horns; twin sun visors; flasher turn indicators; chrome strip around windows; P.V.C. upholstery; rubber front floor mat.

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. **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 supply difficulties such alterations are likely to occur at any time.

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