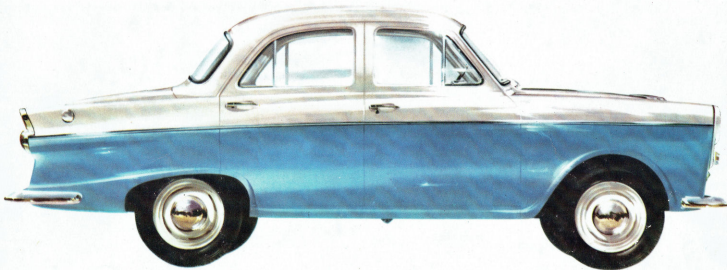
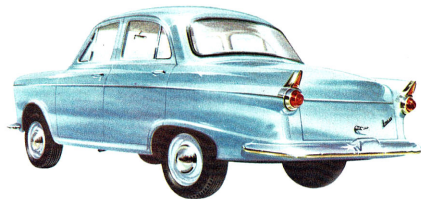
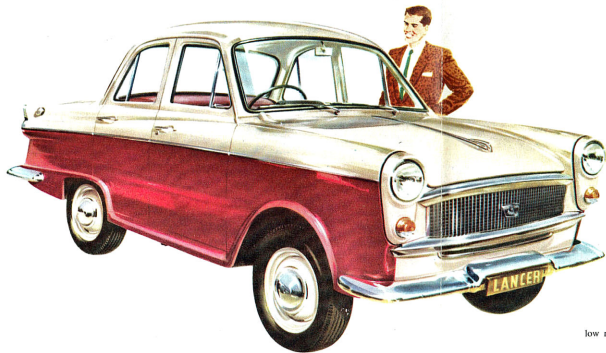


Big car SMALL CAR **Economy**
PERFORMANCE



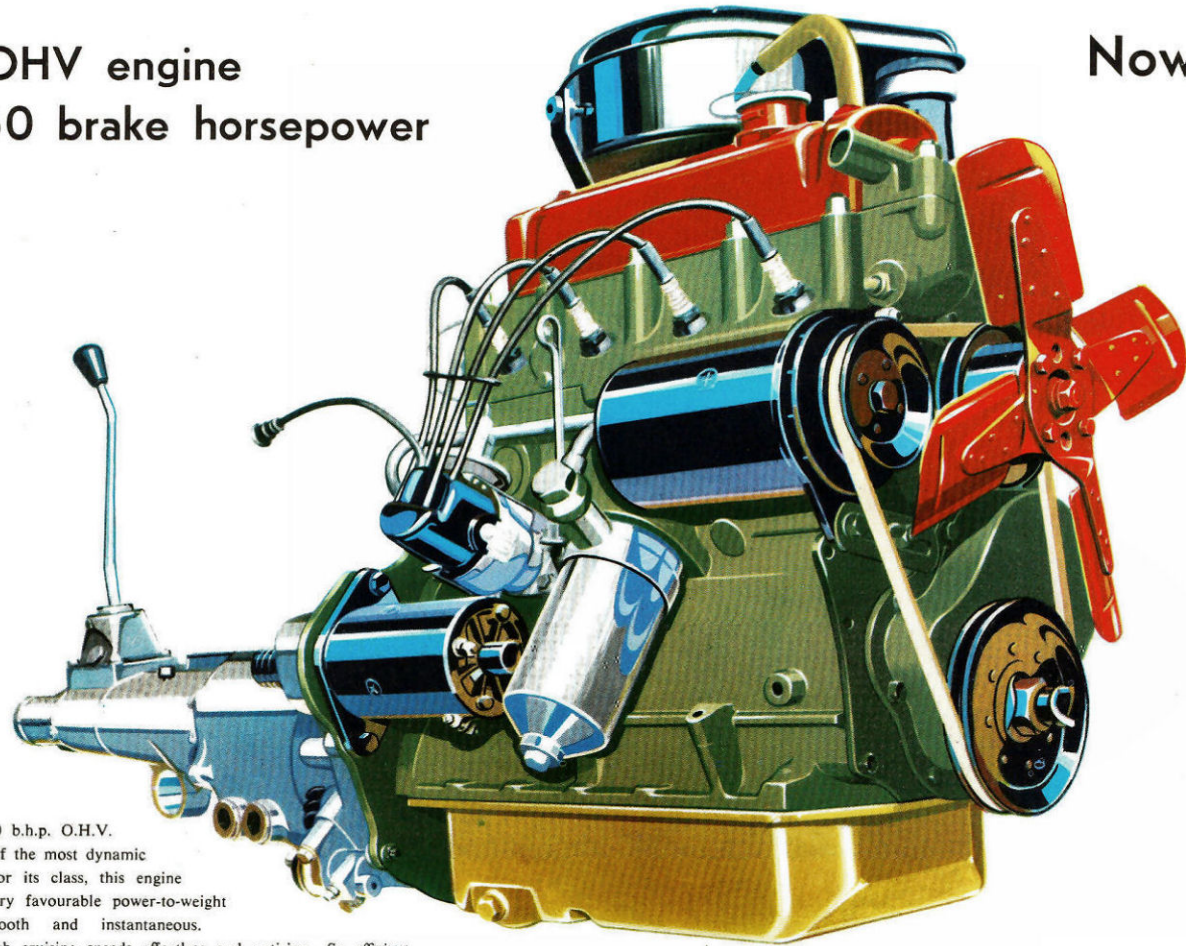
GET THE BEST OF BOTH IN THE NEW **AUSTIN LANCER** (SERIES II)

Now, it has everything ... the New *Austin Lancer* (Series II)



You choose a big car for roominess and performance . . . you choose a small car for economy. Here, in the new Austin Lancer (Series II), you get the best of both . . . big car performance and small car economy. The Lancer (Series II) is triumphantly in the tradition of all that's famous in Austin engineering. Good looks unite with good sense. Outstanding road behaviour unites with outstandingly low running costs. Space unites with grace. Here indeed is a medium-sized saloon that combines the best features of both larger and smaller cars—high performance and low cost. Now, more than ever, "Austin Lancer is the Answer!"

1489 c.c. OHV engine
develops 50 brake horsepower



A key-turn starter brings the Austin Lancer's mighty 50 b.h.p. O.H.V. engine purring into life. One of the most dynamic power plants ever designed for its class, this engine gives the Austin Lancer a very favourable power-to-weight ratio. Acceleration is smooth and instantaneous. Overtaking safe and sure. High cruising speeds effortless and untiring. So efficient is the Austin Lancer's power plant that you get 30 to 35 m.p.g. petrol economy. The compression ratio has been selected to give high performance with economy, from both standard and super-grade petrols.

Now...more than ever...

Austin Lancer is the Answer

Brilliant in appearance and performance, the Austin Lancer (Series II) is the latest model in the highly successful Lancer series. Nine inches longer overall and six inches longer in wheelbase, the Lancer (Series II) incorporates the best features of modern styling in flowing lines from bonnet to boot . . . and is powered for rocketing performance that sets new concepts for its class.

You'll be thrilled with the Lancer's handling qualities—its rock-steady road holding, impeccable cornering, light and accurate steering. You'll be thrilled, too, with the pace and acceleration that result from its very favourable power-to-weight ratio. Here indeed is a car with all the power you need—and plenty in reserve. For holiday touring and family motoring, the new Lancer has a giant-size boot of 13½ cu. ft. capacity (bigger than you'll require for most purposes, but a wonderful boon when you need it). A fresh-air demisting and ventilating unit is standard equipment. The new bench-type front seat is roomy and comfortable and there is more headroom and legroom in the rear. Make no mistake, now more than ever "Austin Lancer is the Answer."

Made by and for Australians. Austin Lancer is over 96% Australian manufactured—as high a percentage as any make of car built here.

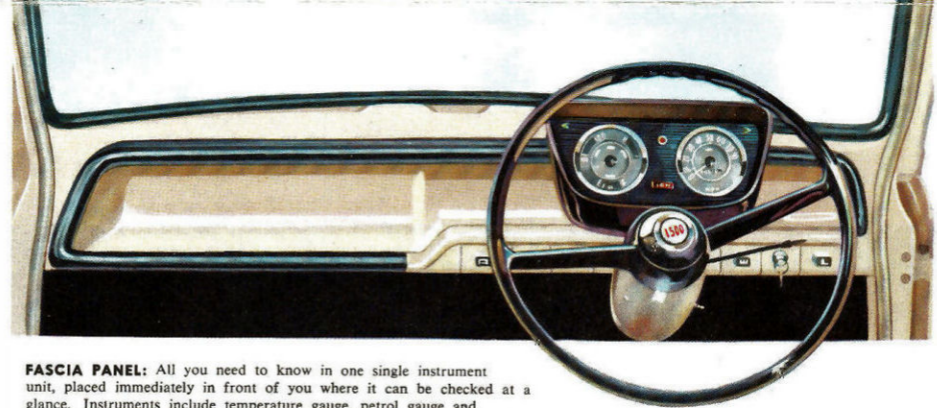
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Bigger front shock absorbers have 56% increased piston area to cushion the roughest roads. Wider wheel rims and increased tyre size (now 5.20 x 14). Spare wheel in separate compartment beneath boot for easy access without moving luggage. Two leading shoe front brakes give safe, sure braking with minimum pedal effort. Rear axle ratio increased to 4.22 for better top-gear

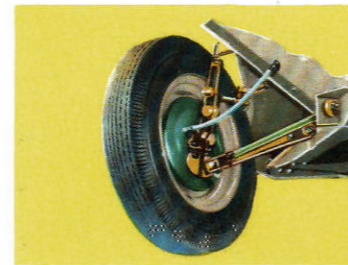
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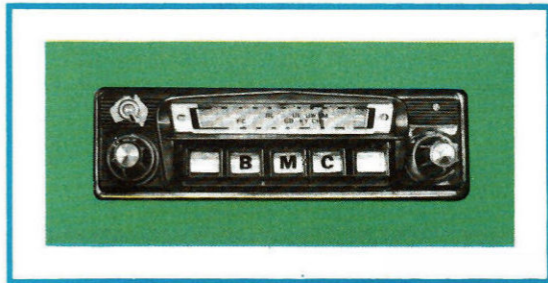
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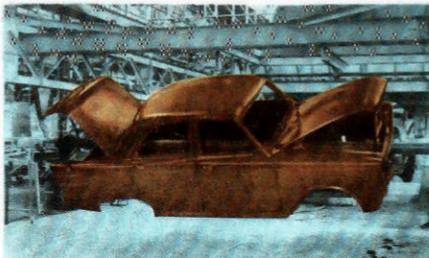
FASCIA PANEL: All you need to know in one single instrument unit, placed immediately in front of you where it can be checked at a glance. Instruments include temperature gauge, petrol gauge and oil pressure gauge. Full-length parcel shelf. Foam crash padding and dished steering wheel are safety features.



SUSPENSION: The independent front suspension is by pre-stressed torsion bars and powerful shock absorbers (56% increased piston area). Rear suspension by semi-elliptic springs with shock absorbers.



ACCESSORIES: Before you drive your new Lancer away, ask to see the range of precision-engineered BMC accessories, expressly built for your car . . . heater, wheel trims, radio, sun visor, weather shield, windscreen washer and other extras, all BMC approved.



"ROTO-DIP" = LASTING BEAUTY: The beauty of the Lancer's paintwork is many skins deep. The unique "roto-dip" process rustproofs the body, sprays it with primer and gives it several coats of enamel. This costly treatment results in lustrous, lasting beauty, good for years and years.

MANEUVRABILITY: As nimble as a polo pony, the Austin Lancer (Series II) is a joy to handle in city traffic. Parking characteristics are excellent. The light and accurate rack-and-pinion steering makes the hardest parking easy.

DEMISTING AND VENTILATING: An important feature in Australian driving conditions is the fresh-air ventilation and demisting unit which is fitted as standard equipment. At your finger tips is the cooling rush of fresh air in summer or the convenience of wind-screen demisting in all weathers.



REAR LIGHTS: Set in attractively angled fins, the rear light fittings include tail lights and self-cancelling flashing turn indicators. These direction indicators are also incorporated with the front parking lights.

Specifications:

ENGINE:

Four cylinders; bore, 2.875 ins.; stroke, 3.5 ins.; cubic capacity, 1.489 c.c. (90.88 cu. ins.). Compression ratio, 7.2:1, developing 50 brake horsepower at 4,200 r.p.m. Overhead valves operated by push-rods from three-bearing camshaft driven by Duplex roller chain; three-bearing crankshaft; renewable steel-backed white-metal main bearing liners and copper lead connecting rod liners; aluminium alloy pistons; renewable element external full-flow oil filter.

COOLING:

By pressurised system assisted by impeller pump and fan; circulation thermostatically controlled.

IGNITION:

Battery and coil; automatic advance and retard with centrifugal and vacuum control.

CARBURATION:

S.U. automatic semi-down-draught carburettor fed from rear tank by rear-mounted S.U. electric fuel pump; oil-bath air cleaner; tank capacity 9 gallons.

TRANSMISSION:

Borg and Beck single-plate dry clutch with hydraulic actuation; four-speed gearbox with synchromesh engagement on second, third and top gears, giving overall ratios of: first 15.34; second, 9.34; third, 5.8; top, 4.22 and reverse 20.07; central remote-control gear-change lever; final drive by Hardy-Spicer propeller shaft with needle-bearing universal joints and reverse spline-type sliding joint. Three-quarter floating back axle with hypoid final reduction gears; the pinion is mounted on taper roller bearings.

BRAKES:

Lockheed hydraulic fully compensated brakes; operated on all four wheels by pendant-type foot pedal; simple shoe adjustment which simultaneously adjusts front

brakes. Front brakes, two leading shoe 9 in. x 1 1/2 in., rear brakes 8 in. x 1 1/2 in. leading and trailing shoe type. The hand brake lever operates the rear shoes through a compensating system employing cables.

BODY AND CHASSIS UNIT:

The mono-construction body incorporates the body shell, floor, bulkhead, frame members and wing valances. Full width bumpers front and rear. Deep, well-sprung upholstery with Hairlock seat cushion overlays on spring cases; P.V.C. trimmed. Parcel shelf in fascia; wide one-piece curved windscreen and large curved rear window. Large luggage boot with counter balanced lid.

SUSPENSION:

Independent front suspension by long torsion bars with vernier adjustment, long king pins and hydraulic piston-type shock absorbers with arms forming upper suspension link. Rear suspension by semi-elliptic rubber-mounted springs and piston-type hydraulic shock absorbers.

WHEELS AND TYRES:

Ventilated disc-type wheels with four-stud fixing, equipped with 5.20 x 14 tubeless tyres. Spare wheel carried in separate compartment in boot.

STEERING:

Rack-and-pinion steering gearbox with deep-sunk centre two spoke safety-type steering wheel.

ELECTRICAL EQUIPMENT:

High-output generator with compensated voltage control; 12-volt 38 amp./hr. battery; double-dipping head-lamps with pre-focused bulbs; ignition warning light and flashing signal warning light and high beam warning light; foot dipping switch; separate sidelights; twin stop and tail-lights incorporating reflectors; number-plate lamp; non-glare instrument lighting; dual arm self-parking windscreen wipers; electric horn; self cancelling flashing signal direction indicators; roof lamp with independent and automatic switches operated by the front doors.

INSTRUMENTS:

Speedometer with total distance recorder; fuel gauge, engine temperature indicator. Oil pressure gauge.

CONTROL PANEL:

Panel light switch; windscreen wiper switch; two-position light switch; mixture control; air control; combined starter and ignition switch.

VENTILATION:

Winding windows to all doors; hinged ventilating panels to front doors; fresh air ventilation and demisting equipment.

GENERAL EQUIPMENT:

Safety glass all round; ashtray in each front door with central ashtray for rear compartment; tinted anti-glare driving mirror; door locks with fixed exterior handles and push-button lock release; all doors except driver's door lockable from inside; both front doors lockable from outside; rubber mat in front and rear; door pulls on doors; front seat adjustable; two sun visors; side-jacking point. Provision for fitting B.M.C. car radio and heater.

OPTIONAL EQUIPMENT:

Windscreen Washer, B.M.C. Radio, Heater, External Sun Visor, Wheel Trims.

DIMENSIONS:

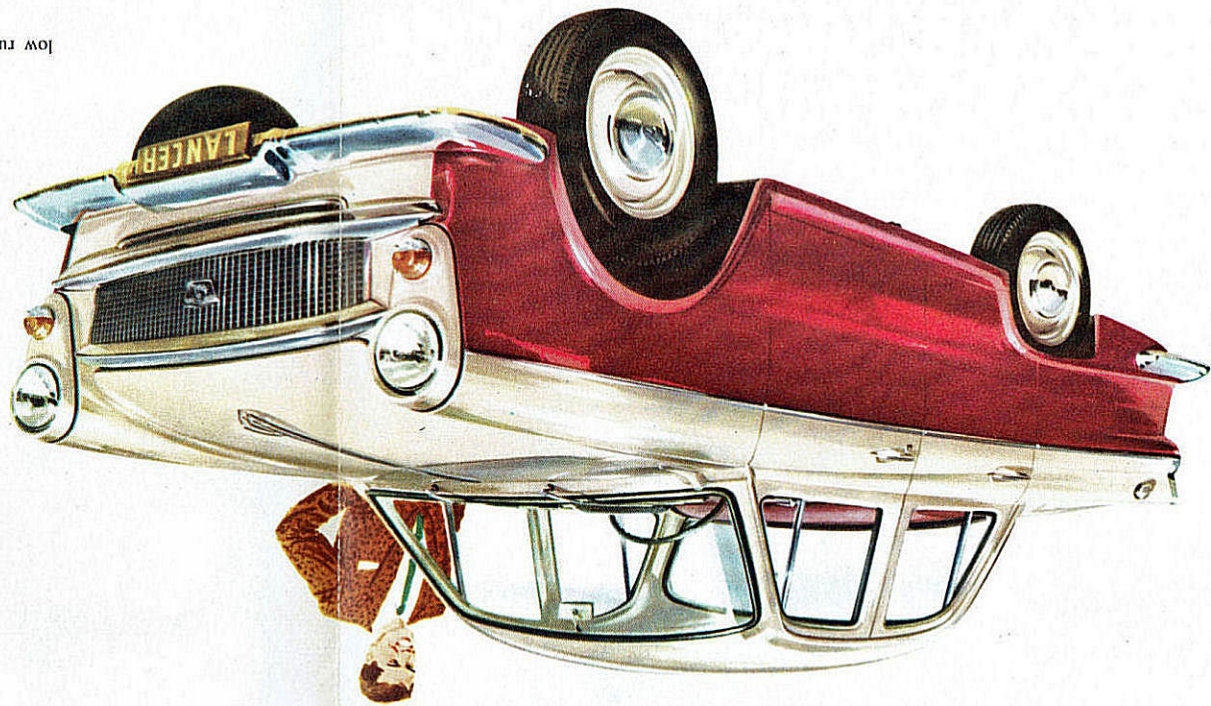
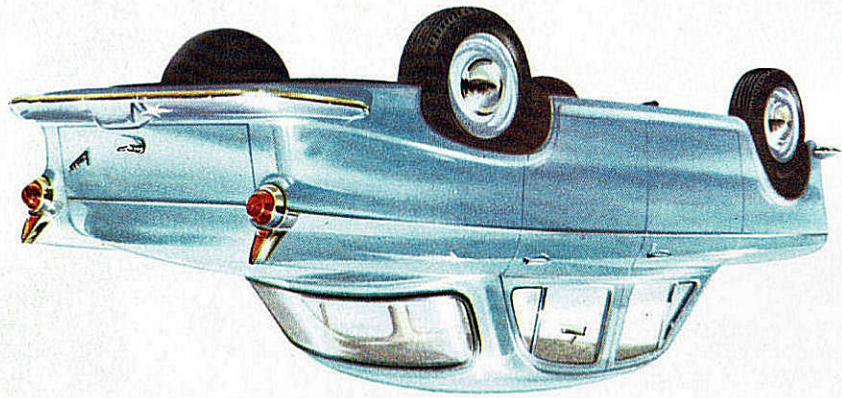
Overall Length	161 ins.
Overall Width	61 ins.
Overall Height	59 ins.
Turning Circle	35' 11"
Ground Clearance	63 ins.
Kerb Weight (approx.)	2,130 lbs.

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A PRODUCT OF THE BRITISH MOTOR CORPORATION OF AUSTRALIA

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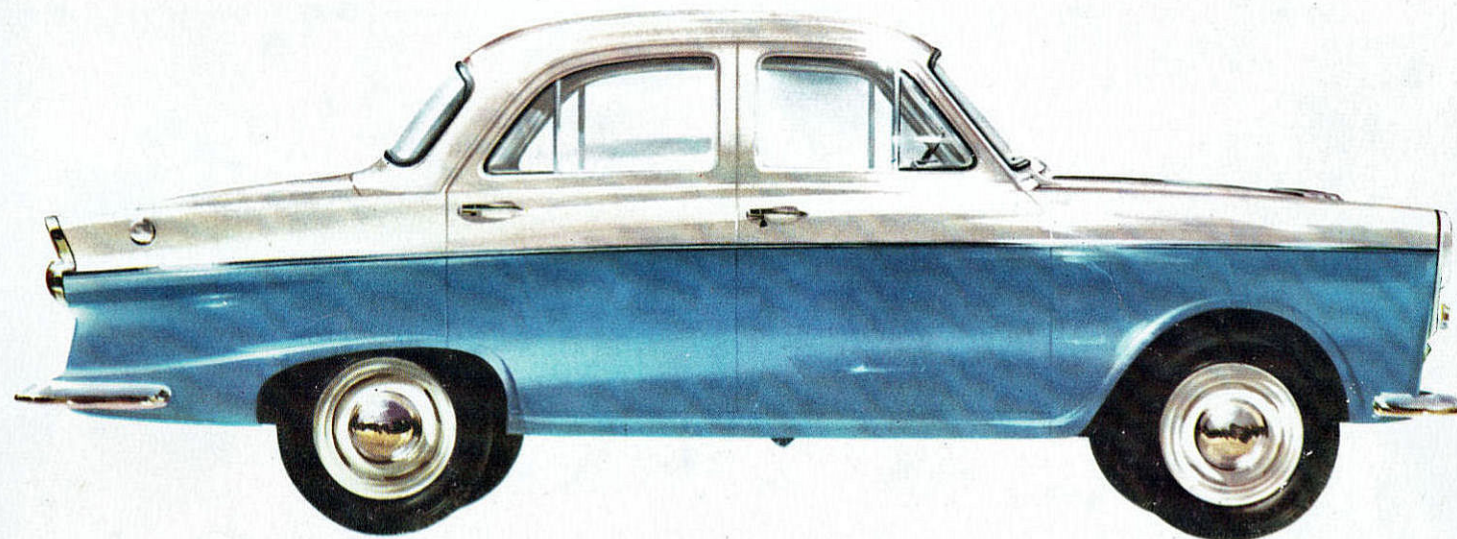
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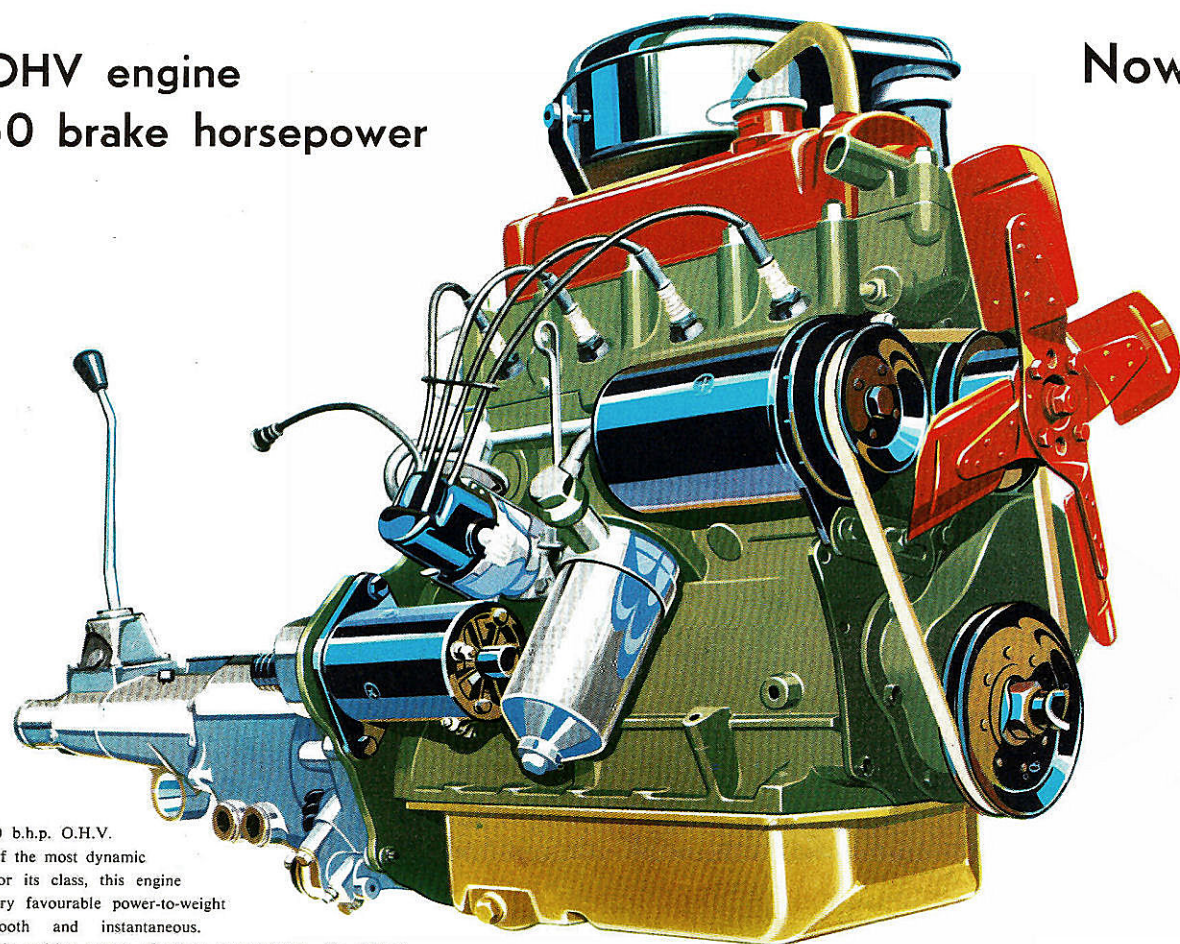
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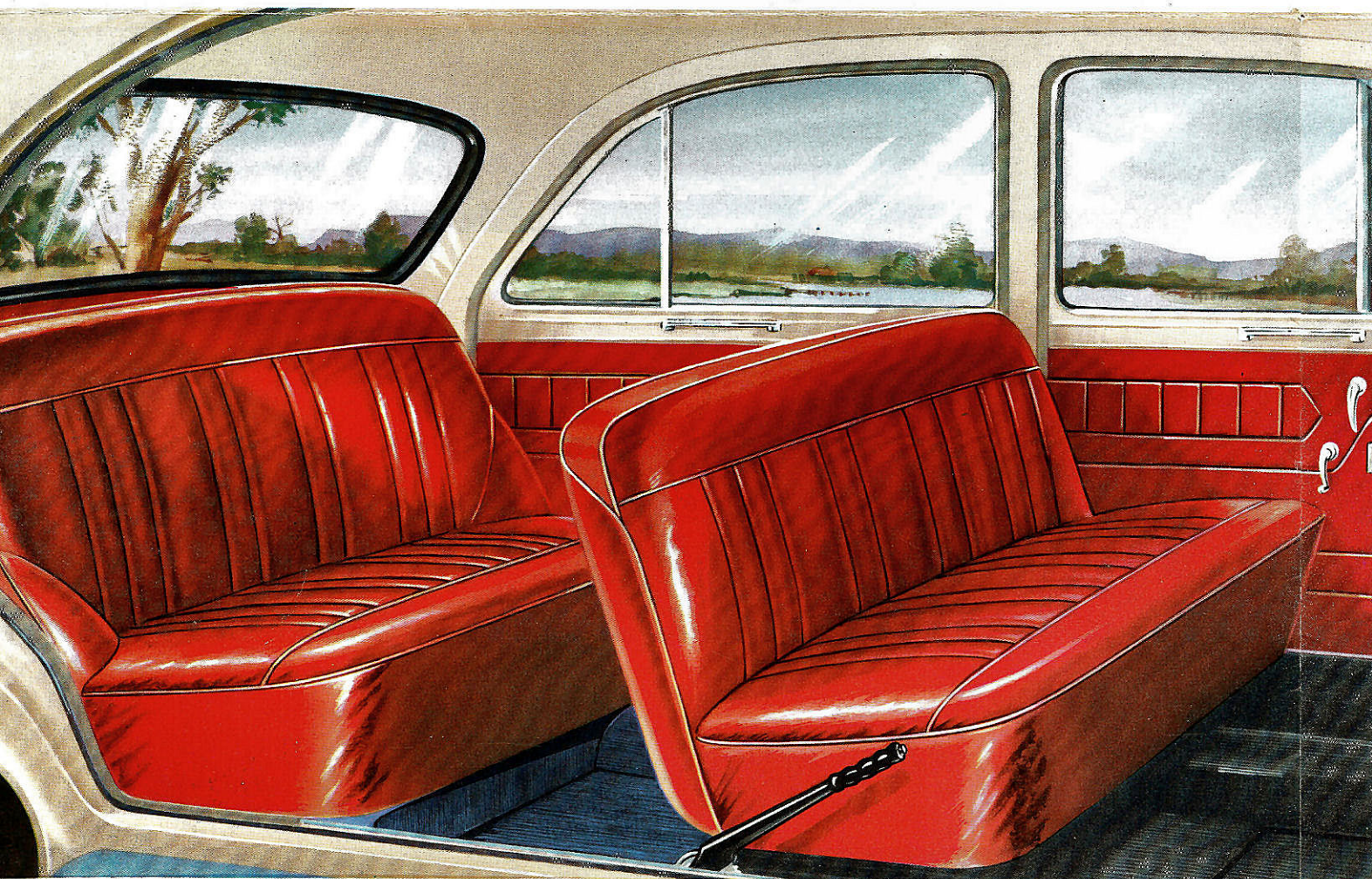
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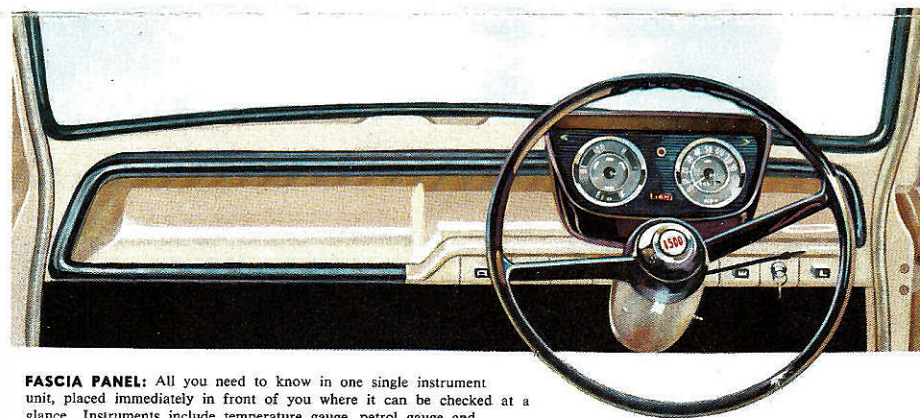
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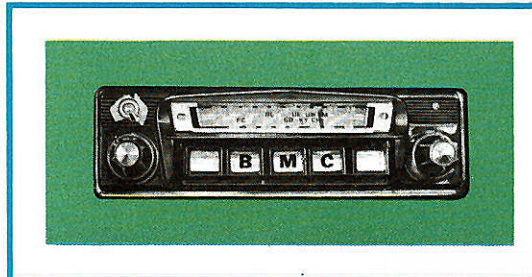


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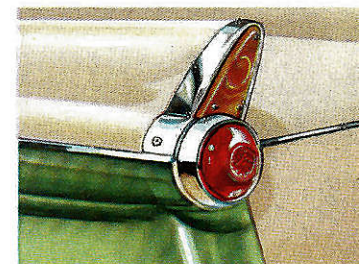
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