

The New

AUSTIN TEN

1939



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With a sparkling performance and a superb appearance, motoring finds its newest thrill in this masterpiece amongst light cars.

Easy to look at and even easier to ride in, this new Ten provides the roomiest accommodation for four persons and affords wide-angle vision.

For economy and dependability it is every inch an Austin—for all-round satisfaction it stands alone.



AUSTIN MOTOR CO., LTD., LONGBRIDGE, BIRMINGHAM, ENG.

Features

OF THE NEW TEN

Built in luggage compartment, with rear panel forming extra platform; flush fitting steel panel sliding roof; and sound insulated steel panelled body; wide opening windscreen and windows; scuttle mounted screen-wipers; easily raised banner, and detachable sides; floating spring base adjustable front seats, with hinged backrests and mounted on tubular frames; useful pockets in all doors; chromium plated bumpers front and rear, with over-riders; chassis and floor is a welded unit stiffened with a strong girder section; specially raked steering for comfort and easy control,

with flexible spoke steering wheel; Circling brakes; air cooled dynamic with compensated voltage control and 12-volt battery; special engine cam-shaft and large barrel type tappets for silence in operation; large air cleaner; immediately accessible battery, oil and water filters, sparking plugs and carburetter; rear shackles, grease lubricated and adjustable against rattle; rubber bushes for anchor ends of road springs; pressed steel spoked road wheels for easy cleaning; clutch with very light pedal action; four speed gearbox with synchromesh changes on 2nd, 3rd and top gears.



As a tourer or saloon, this New Ten provides an ultra smart and modern car. It is an entirely new production; the pressed steel floor is an integral part of the frame and the mounting of the body completes a full length box section unit of remarkable strength. This construction forms a sound foundation for Dependability.

Rapid acceleration, positive steering and powerful braking are among the outstanding features of this fine new Ten, and, coupled with its ease of control, the car gives every confidence under modern traffic conditions.

COLOURS

SALOONS: Royal Blue, with Blue Upholstery; Maroon, with Maroon Upholstery; Black, with Brown Upholstery, Bluebird Blue, with Bluebird Blue Upholstery.

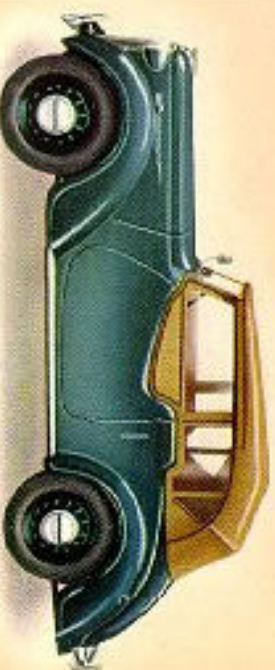
TOURERS: Maroon, with Maroon Upholstery; Black, with Fawn Upholstery; Bluebird Blue, with Bluebird Blue Upholstery.



Black.



Royal Blue.

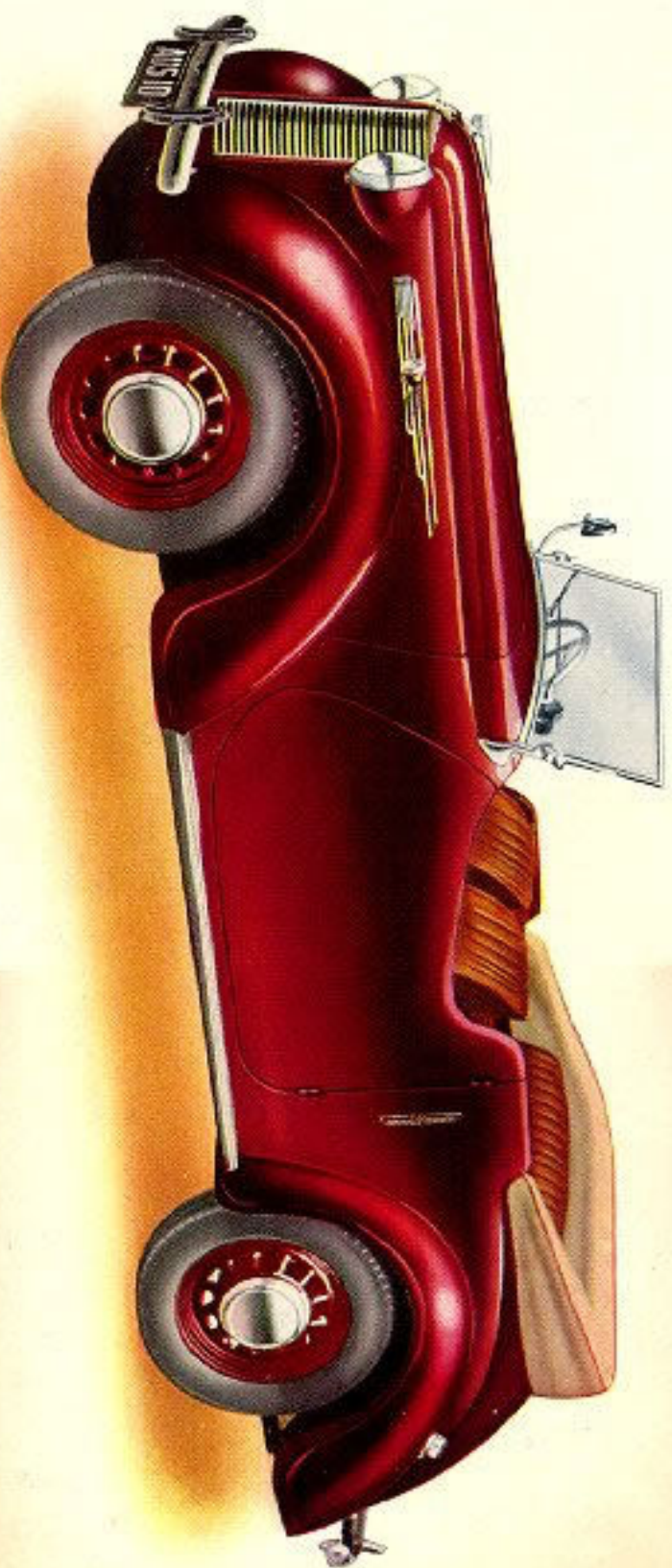


Bluebird Blue.

The Open Tourer

The Austin Ten Tourer caters for those enthusiastic motorists who are seeking an open car of comfortable proportions yet of smart and modern design. With folding front screen and cut-away body sides there is freedom to enjoy all the pleasures of fine weather touring. There is ample luggage accommodation and full equipment.

With the hood raised and the side screens in place, the car affords full protection against the most inclement weather. The spare wheel is carried in a compartment separated from that for luggage, and is instantly accessible.

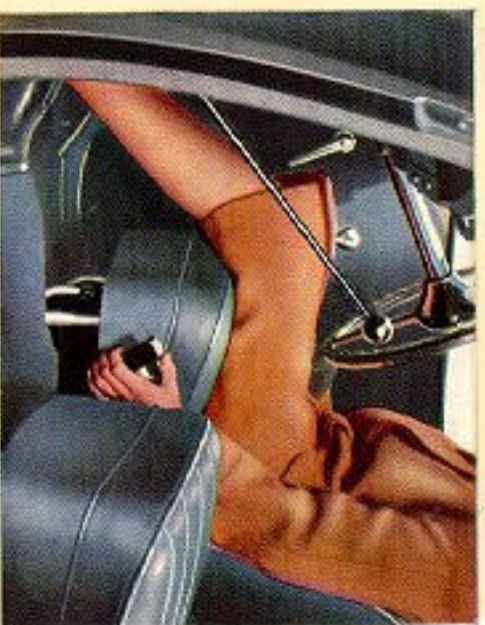


Price: £175

(A.T. WORKS)



Detail Refinements



The convenient hand-brake position.



Jacking.—The simple but easy and efficient jacking system.

The New Ten Strides Ahead of the normal "Ten" class. Note the wide doors, the deeply sprung seating at front and rear, and the obviously ample head, leg and elbow room for all passengers. The rear blind is driver controlled, and there are two sun visors on the sliding head saloon.

Ease of Control.—The driving position is particularly comfortable, and both front seats are adjustable. There is a large flexible spoked steering wheel which reduces driving fatigue and is particularly appreciated on long journeys.

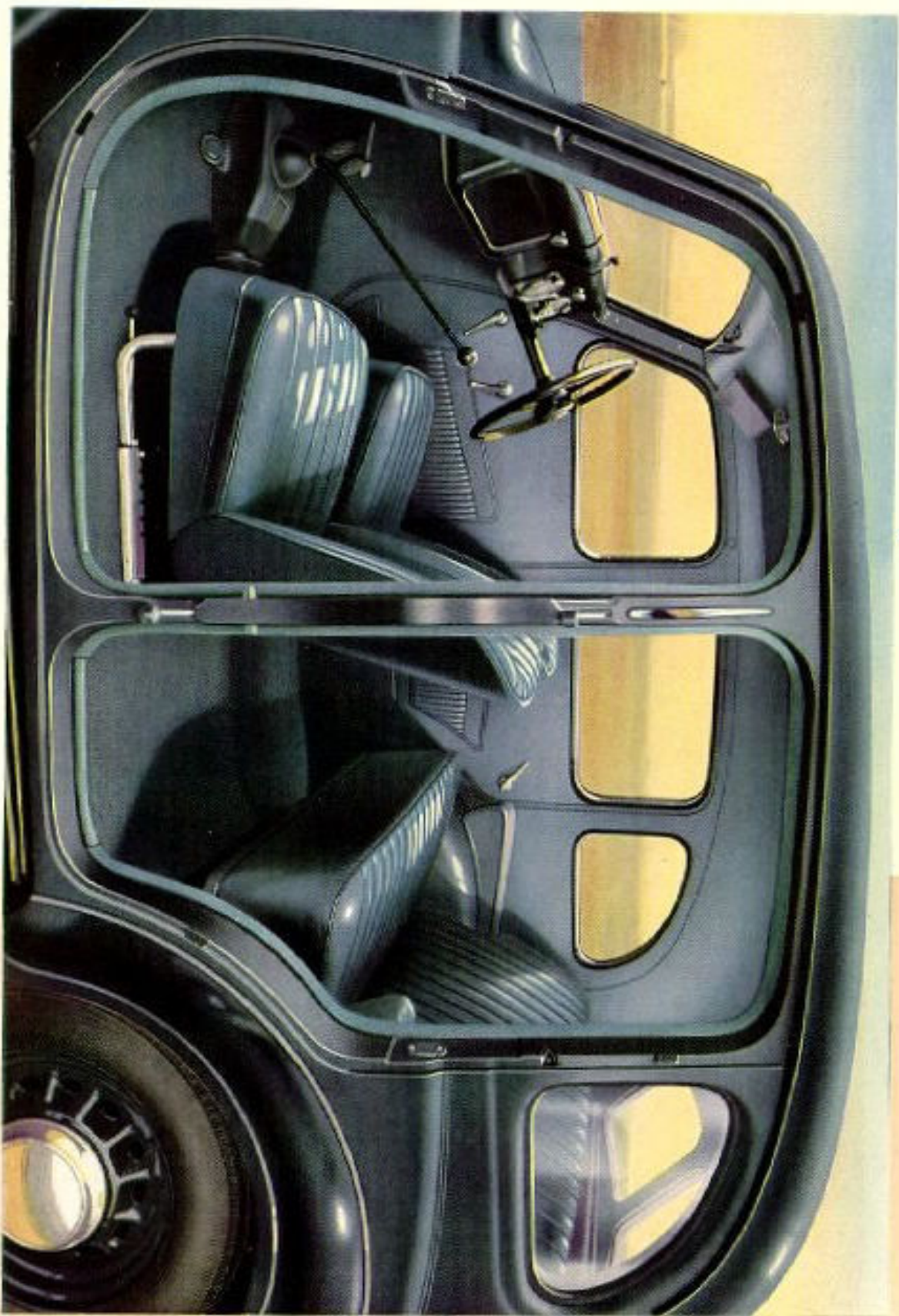
Electrical Equipment.—Twelve-volt electric lighting, starting and ignition set with readily accessible battery under the bonnet. The dynamo is fan ventilated and has automatically compensated charging control. The head lamp beams are controlled by a foot operated mechanism, and the electric horn switch, together with traffic indicator control, is mounted on the steering wheel centre. There is a combined stop and tail light, and, on saloon models, a roof light.

Instruments.—The instrument board has two large dials containing needle type speedometer, oil and petrol gauges and ammeter, and there is also the lighting and ignition switch box, ignition warning lamp, starter knob, combined choke and throttle control, and indirect lighting. To the left of the instruments there is an electric clock and an ash tray.



Luggage.—The large built-in luggage compartment with spare wheel. The hinged panel accommodates extra suitcases.

The Comfortable Interior



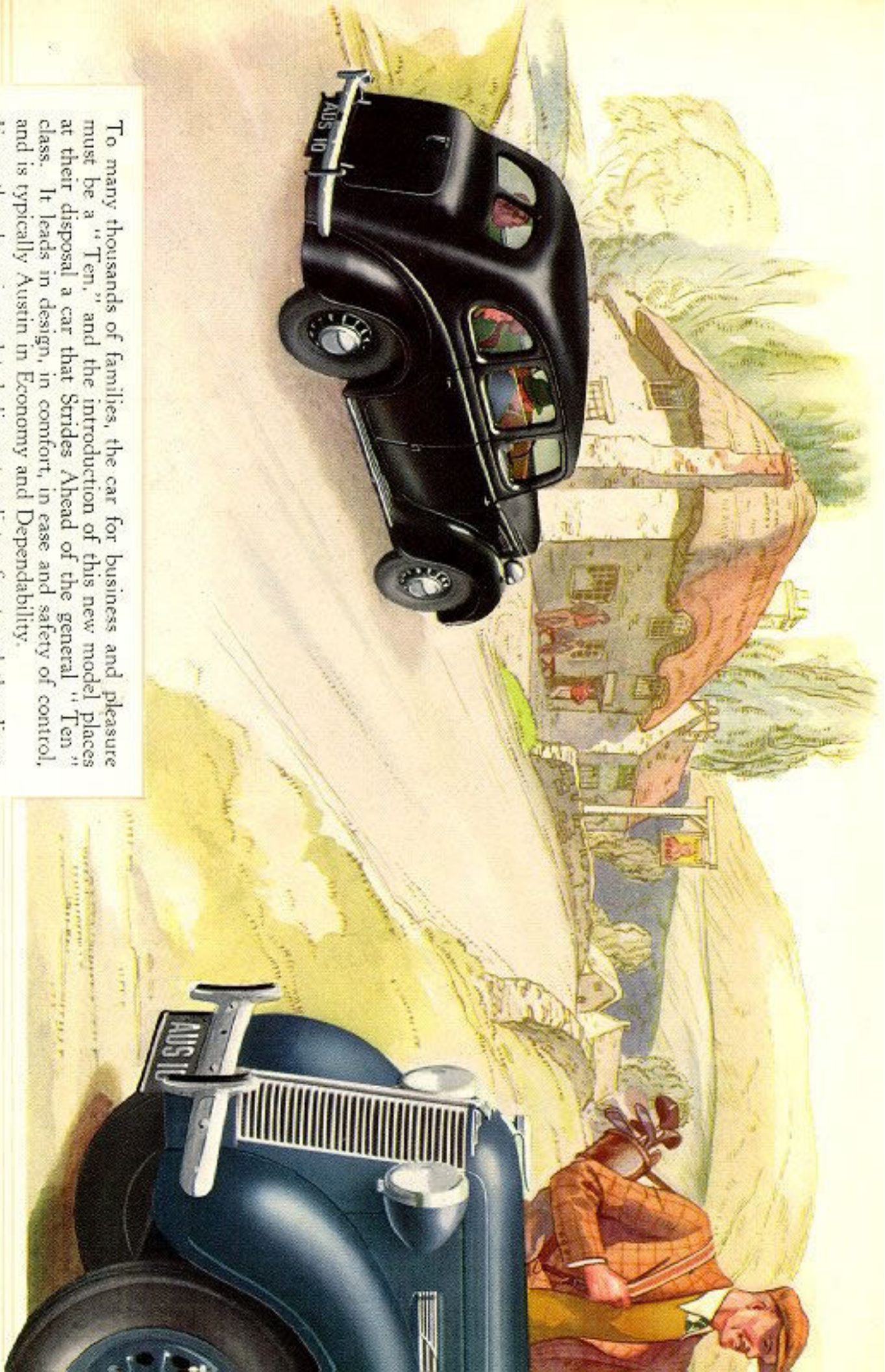


Price: FIXED HEAD SALOON £175
(AT WINNERS)

SLIDING HEAD SALOON £185

To many thousands of families, the car for business and pleasure must be a "Ten," and the introduction of this new model places at their disposal a car that Strides Ahead of the general "Ten" class. It leads in design, in comfort, in ease and safety of control, and is typically Austin in Economy and Dependability.

From the chromium plated die-cast radiator front and the direct opening bonnet, the car follows sweeping lines right to the tail; it is a pleasure to look at, delightful to drive, and easy to keep clean.



Specification

ENGINE.

Cylinders : 4.
Bore : 2.4995 ins. (63.5 mm.).
Stroke : 3.5 ins. (89 mm.).
Capacity : 1.125 c.c.
Main Bearings : 3.
B.H.P. : 32 at 4,000 r.p.m.
R.A.C. Rating : 9.996.

Tax : £7-10-0.
Gear Ratios : 5.375, 8.23,
13.08 and 21.6 to 1.
Fuel Capacity : 6 galls.
Oil Capacity (sump) : 7 pints.
Cooling Capacity : 20½ pints
(approx.).

The side valves are on the near side, and pistons are of special aluminium alloy with anodised surface.

Barrel type tappets, with "quieting" ramps on the camshaft, give silent operation.

The engine is in unit with the gearbox.



The Chassis.—Strength scientifically achieved without undue weight.

CLUTCH.—An improved flexible clutch is employed, giving smooth power take-up, and a special type of connecting link provides a light pedal action.

CHASSIS.—The special chassis and floor is a complete welded unit, giving diagonal stiffness, and the body sill is bolted to the frame at numerous points, forming a box section. This frame is entirely of welded pressed steel construction. The front portion of the frame and the cross members are completely boxed and the front portion is also diagonally braced. Its lateral and diagonal rigidity and great strength play an important part in providing good road-holding; the centre of gravity is low, and yet there is good ground clearance.

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

SMOOTH POWER.—The power unit is mounted in "live" rubber at three points, and, together with skillful balancing of reciprocating parts, reduces vibration; in addition the careful positioning of the rubber reduces engine "flutter."

COOLING.—Thermo-syphon and fan, with thermostat and spring loaded valve in radiator to prevent overflow by splash. The radiator is rubber mounted at three points, and is of large capacity.

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

IGNITION.—Coil and battery ignition with automatic advance and retard, and vacuum assisted control.

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, ensuring easy and quiet changes.

EXHAUST.—The exhaust system is rubber-mounted to the chassis, eliminating leaky joints and rattles.

TRANSMISSION.—An open propeller shaft with Hardy Spicer needle roller bearing universal joints.

REAR AXLE.—The rear axle is of the three-quarter floating type, and of "banjo" pattern with splined detachable axle shafts. The crown wheel and differential are mounted complete in a carrier and fitted as a unit into the housing.

STEERING.—Hour-glass worm and sector, with provision for taking up wear. There is a flexible spoke steering wheel. The steering box is mounted at the front of the chassis, well forward of the front axle, giving light and true steering. The track rod is in front of the axle, and, together with the side rod, has ball joints of the Thompson self-adjusting type, automatically taking up any possible wear.

SUSPENSION.—The suspension is in orthodox style, with semi-elliptic springs all round, and provided with long and wide spring leaves. There are double acting piston type hydraulic shock absorbers front and rear; those at the front are set transversely and act in some measure as anti-roll devices.

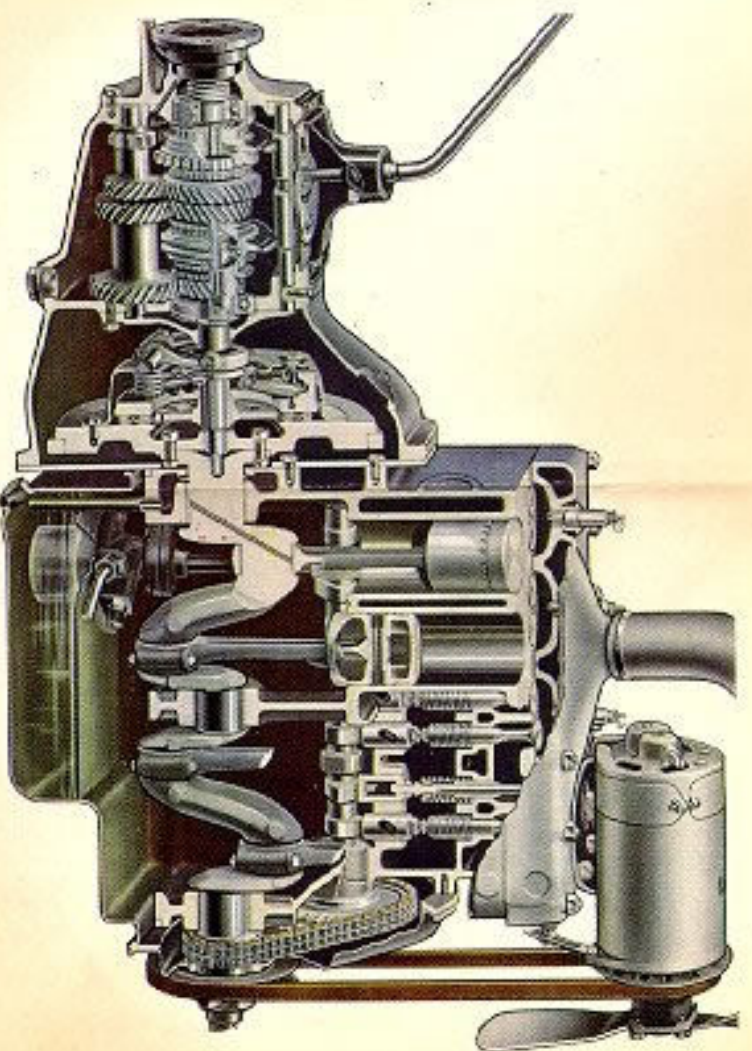
There is an "I" beam front axle, and under slung springs at the rear, giving a low centre of gravity.

All road springs are long and supple, and are almost flat under load, giving maximum stability; they are mounted with silentbloc bushes in anchor ends, and at shackle ends the hardened pins are grease lubricated, run in bronze bushes and are adjustable to take up side play.

BRAKES.—The Girling roller and wedge brakes are light in application, but smooth, progressive and powerful. There is individual adjustment at each wheel.

Both foot- and hand-brake controls operate on all wheels, the rear brake pressure being regulated by a compensating spring. All brake drums are of 9 inch diameter.

WHEELS.—Easy clean pressed steel spoke wheels with large chromium centres, are fitted. Extra low pressure tyres, size 5.00—16, provide extra stability and comfort.



Sturdy but lively: a power unit of advanced design.



Hood opening—The chromium plated lock-motif over the radiator acts as a useful lifting handle. There is also a safety catch.

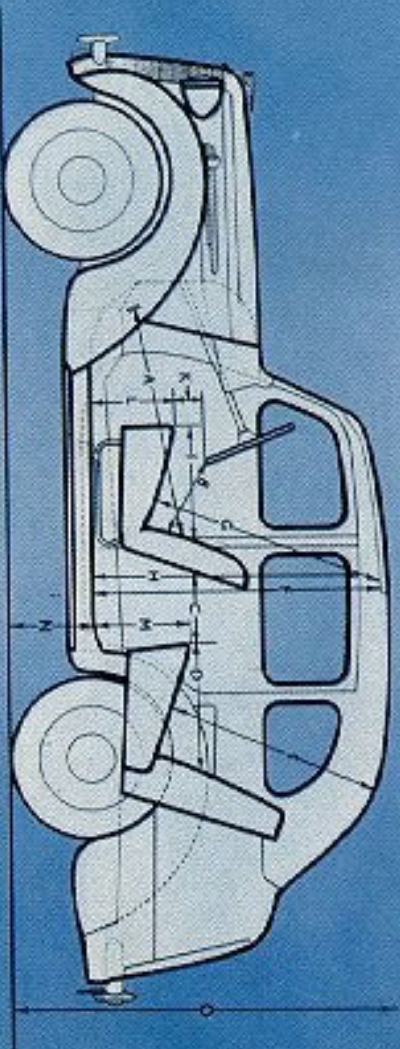
Leading Dimensions,

INDEX TO DIMENSIONS

	Tourers	Saloons
A	36½"–41½"	36½"–41½"
B	12"–17" ..	12"–17"
C	7"–12" ..	7½"–12½"
D	19"	19½"
E	34½"	35½"
F	46"	46"
G	36"	36½"
H	—	43"
I	17½"	17½"
J	17"	17"
K	6"	6"
L	13"	13"
M	11½"	15½"
N	14"	14"
O	63"	64"
P	158"	158"
Q	58½"	58½"
R	42"	40½"
S	41½"	41½"
T	41"	42½"
U	47"	51"
V	45½"	43½"

Doorway widths (at waist):

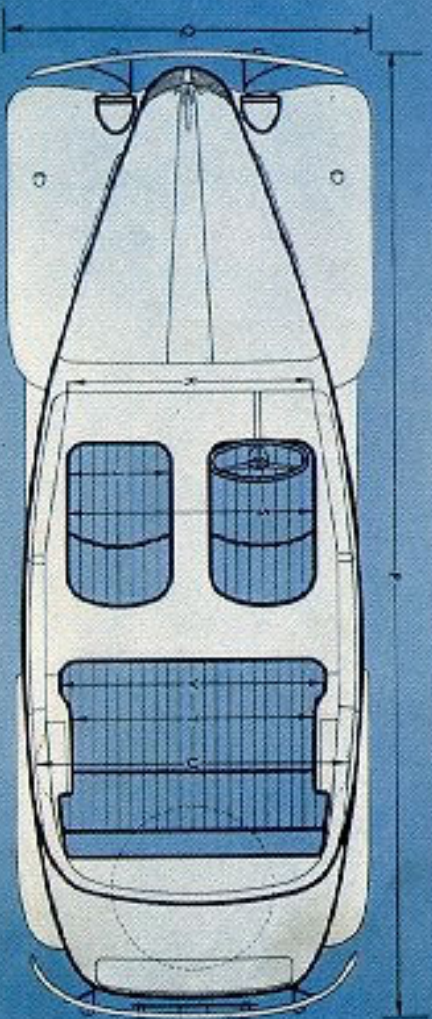
- 22" front.
- 20½" rear.
- 26" tourer



Track—Front, 3' 11"; Rear, 4.

Wheelbase—7' 9½"

Ground Clearance—6½" (Silencer).



TERMS OF BUSINESS

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. Should the price be increased prior to delivery the Purchaser has the option of cancelling the order within seven days after being notified of such increase and of calling for the return of his deposit which shall be accepted in satisfaction of all claims.

DEPOSIT.—A deposit of £25 is to accompany the order for each vehicle.

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 catalogue.

DELIVERY.—At the Company's Works, Longbridge, Birmingham. The Company is not responsible for damage occurring after delivery. The cost of transport (if any) thence to destination is payable by the Purchaser. The Company shall not be liable in any way for delay in delivery from any cause whatsoever.

COUNTERFEIT PARTS.—All goods manufactured by the Company are sold with the express warranty printed in the current catalogue which excludes all warranties conditions and liabilities implied by the Common Law Statute or otherwise. The use on any vehicle of the Company's manufacture of replacement parts not made by or for the Company will invalidate the Warranty.

AFTER SALES SERVICE

Every Austin Dealer is under agreement to provide "After Sales Service" to Austin Cars purchased from him. During the period of the first thousand miles running of such cars he will, without charge, inspect and if necessary:

Change engine oil and check oil levels in rearbox, steering box, and rear axle
Oil and grease all points.
Check tightness of cylinder head and manifold nuts.
Tighten fan belt if necessary.
Clean out carburettor float chamber and check slow running adjustment.

Examine, adjust if necessary, sparking plug and distributor points
Check working of automatic ignition control.
Check front wheel alignment and steering connections.
Check clutch pedal clearance.
Examine and adjust braking system.

(All materials will be charged for.)

Check tightness of all nuts and bolts, body, bonnet, cow! to chassis, spring clips, etc.
Lubricate door lock bolts, doorbells, hinge pins, and seat runners.
Test lamps, check charging rate, and all wiring and terminals.
Examine battery and bring up to proper level with distilled water or diluted acid.
Test tyres for correct pressure.

THE AUSTIN MOTOR COMPANY LTD.

LONGBRIDGE

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BIRMINGHAM

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