

AUSTIN looks years ahead with the new A55 Cambridge





New swift line ... New uncrowded comfort



The eye travels easily over the new swift line of the latest Austin A55 Cambridge! Graceful indeed, and styled to meet every need of to-day's discerning motorist by master artist and technician, Pinin Farina.

Every consideration has been given to the personal comfort and safety of the occupants of this, the third in the line of Cambridge saloons. The body is of all-steel unitary construction, designed to provide maximum strength without excess weight. All doors are dust and draught proof and the wrap-around windscreen and rear and side windows — all of safety glass — are set in stainless surrounds which form an attractive and integral part of the general design.

And take a look at those sturdy chrome bumpers! Closely following the contours of the body, they are brought well round to give maximum protection to the coachwork.

Handsome and stylish, this Austin A55 Cambridge is also available as a De Luxe saloon, additional to its specification being heater (optional

for export), windscreen washer, bumper overrides, rear door arm rests, leather seat contact surfaces, two sun visors, and two matched windtone horns. Several items are available at extra cost for both the basic and De Luxe saloons, including electric clock, radio and heater on basic models—these accessories being specially designed to blend neatly into the cleanly styled fascia. Particular attention has also been given to the requirements of certain Export markets whereby alternative production variations have been made in order to conform with numerous specific regulations.

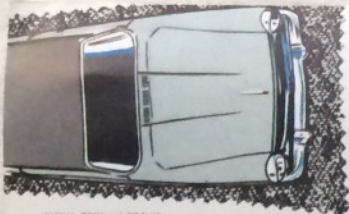
Mechanically, all the well-tried and proved assemblies of its predecessors have been retained, but modifications have been made to improve performance still further, the outstanding 'B' series B.M.C. overhead valve power unit now developing 53 b.h.p. at 4,350 r.p.m.!

It is certain that wherever the new A55 is seen, tribute will be paid to the ingenuity, modern design and vast engineering resources of the mighty British Motor Corporation.

Large, spacious interior

The clean, stylish lines of the exterior have been successfully applied inside this A55 Cambridge saloon. Wind-down windows and swivelling ventilating louvres are fitted in each door, the doors being hung on concealed hinges at their forward edges. All controls have been positioned within easy reach, and from the driving seat all four 'corners' of the car are visible! The deep, side windows, wrap-around windscreen and rear window accentuate the spaciousness of the interior, all frames and supports being as slender as possible to give maximum all-round vision. The entire trim, including headlining, is completed in vinyl treated fabric, although on De Luxe saloons the seat contact surfaces have best quality English hide panels. Each half of the divided bench type front seat is independently adjustable and is cushioned with soft latex foam rubber. The squabs are upholstered with rubberised hair and an ash tray is included in the back of each. Deep, luxurious comfort is completed, for up to five people, by the wide rear seat which has spring cases for cushion and squab, upholstered and moulded to give correct support to the back. Behind is a wide parcel shelf. An interior lamp, positioned above the centre pillar, also acts as a courtesy light, being controlled by the opening and closing of the front doors. In De Luxe saloons, carpets are fitted over the entire floor, but in normal saloons a moulded rubber mat covers the front section of the floor. The whole of the passenger compartment falls well within the wheelbase, ensuring continuous riding comfort over the longest distances.





FARINA GREY and ORCHID
GREY DURACOUR TRIP



Door handle

Push button handles are fitted to all doors, and an additional safety catch in the lock mechanism ensures that little fingers are well out of mischief! Once set in the safety position, the door locks can only be operated by the outside handle.



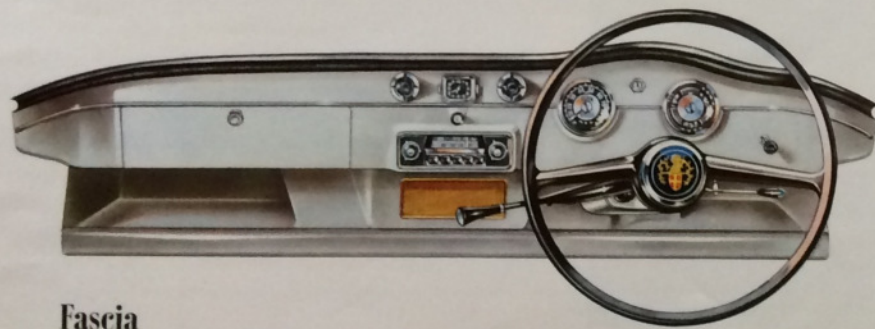
Ash tray

Flush fitting ash trays are provided for the rear passengers in the back of each front seat squab. For front seat occupants an ash tray is included in the centre of the fascia top.



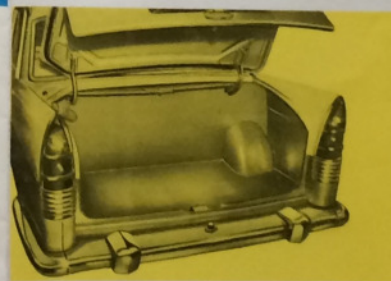
Pendant pedals

Pendant pedals for the hydraulic operation of clutch and brakes, together with the accelerator pedal, are conveniently positioned and ensure freedom from draughts.



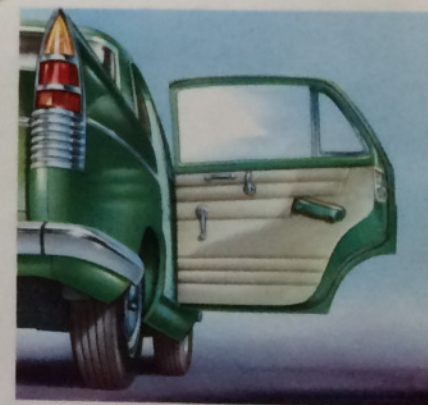
Fascia

Here again, up-to-the-minute styling has produced an extremely pleasant fascia carrying the control switches and instruments which tell you all that is needed when driving the Cambridge. On the passenger's side is an enclosed glove box and beneath is a map or parcel shelf. The top of the fascia is trimmed in black vinyl treated fabric, to reduce windscreen reflections, and a foam rubber roll runs along the entire length of the front edge. Centre floor or steering column gear change can be fitted as required, providing a choice is made when ordering the car.



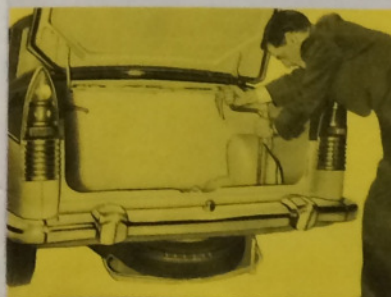
Luggage boot

The massive rear compartment holds 19 cubic feet (0.54 cu. m.) of luggage on its low loading platform. It has a locking counter-balanced lid, which, when open, forms excellent cover for the contents of the boot even in wet weather — the rain falling harmlessly into surrounding water channels. The number plate lamp on the bumper also illuminates the boot interior when open.



Wide opening rear door

All doors open wide for free accessibility into the interior and the locking mechanism of the front doors is such that it is impossible to lock oneself out of the car when the key is left in the ignition switch. The combined rear/stop lamps and direction indicators are right where they are needed, at eye level to following traffic.



Spare wheel carrier

The spare wheel is carried in a separate wind-down tray beneath the luggage compartment. The mechanism in the floor is operated by the starting handle, which also serves to operate the side lifting jack supplied in the tool kit.



Specifications

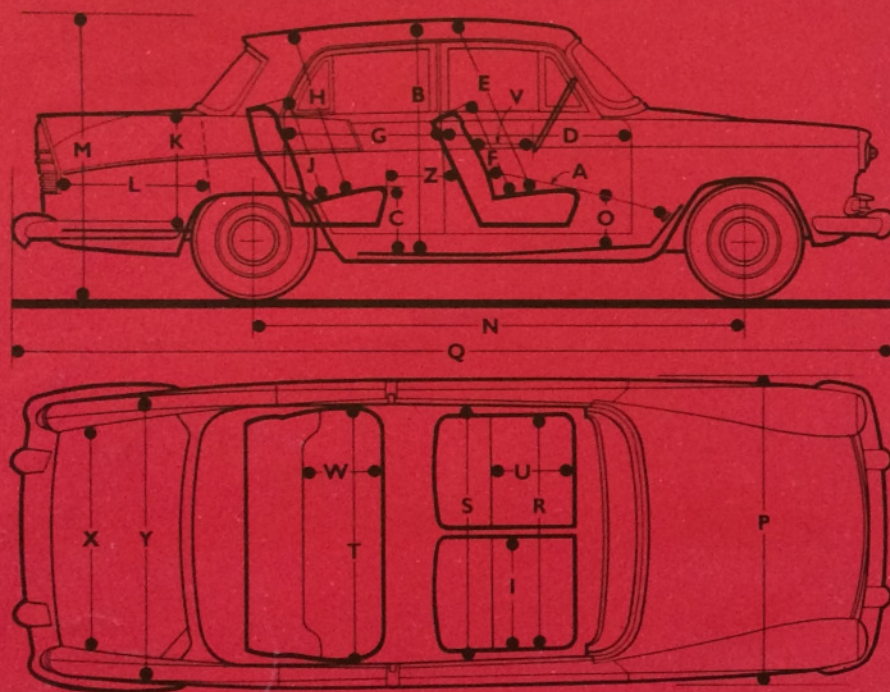
ENGINE: In-line; water cooled; O.H.V.; 4-cylinders; 3-bearing counterbalanced crankshaft; bore, 2.875 in. (73.025 mm.); stroke, 3.5 in. (89.0 mm.); maximum b.h.p., 53 at 4,350 r.p.m.; maximum torque, 82.5 lb. ft. at 2,100 r.p.m.; compression ratio, 8.3:1 (7.2:1 available if required).

Fuel System: S.U. carburettor; S.U. electrical fuel pump; paper element air cleaner (oil bath for export); petrol tank capacity, 10 gallons (45.46 litres).

Lubrication System: Full pressure with wet sump; internal gear type pump forces oil to all working parts; full flow external oil filter; gauze in sump; sump capacity, approximately 7 pints (3.98 litres) plus 1½ pints (0.71 litre) for filter.

Ignition System: 12 volt coil and distributor with automatic and vacuum control.

LEADING DIMENSIONS



A max. 3 ft. 2 in. 0.97 m.	A min. 2 ft. 9 in. 0.84 m.	B 3 ft. 11½ in. 1.21 m.	C 1 ft. 1½ in. 0.34 m.	D 3 ft. 1 in. 0.94 m.	E 3 ft. 0½ in. 0.93 m.	F 1 ft. 8 in. 0.51 m.	G 2 ft. 8 in. 0.81 m.	H 2 ft. 10 in. 0.86 m.	I 2 ft. 0 in. 0.61 m.
J 1 ft. 10 in. 0.56 m.	K 1 ft. 8½ in. 0.52 m.	L 2 ft. 6 in. 0.76 m.	M 4 ft. 11½ in. 1.52 m.	N 8 ft. 3½ in. 2.52 m.	O 1 ft. 2½ in. 0.37 m.	P 5 ft. 3½ in. 1.61 m.	Q 14 ft. 10½ in. 4.52 m.	R 4 ft. 1 in. 1.25 m.	S 4 ft. 4½ in. 1.33 m.
T 4 ft. 7½ in. 1.41 m.	U 1 ft. 6 in. 0.46 m.	V max. 1 ft. 4½ in. 0.42 m.	V min. 0 ft. 11½ in. 0.29 m.	W 1 ft. 7 in. 0.48 m.	X 3 ft. 7 in. 1.09 m.	Y 5 ft. 0 in. 1.52 m.	Z max. 1 ft. 2½ in. 0.37 m.	Z min. 0 ft. 9½ in. 0.24 m.	Boot Cap'ty 19 cu. ft. 0.54 cu. m.

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.

Cooling System: Pressurised radiator with pump, fan and thermostat; capacity, approximately 11½ pints (6.53 litres) plus 1 pint (0.57 litre) for heater.

CHASSIS. Transmission: Clutch, single dry plate, 8 in. (0.20 m.) diameter, hydraulic operation; change speed lever, central on floor or optional on steering column. Gearbox ratios — 1st, 3.637; 2nd, 2.215; 3rd, 1.373; top, 1.00; rev., 4.755. Single piece open propeller shaft with needle roller universal joints. Rear axle, ¼ floating, hypoid bevel crown wheel and pinion; rear axle ratio, 4.55:1; oil capacity, approximately 2 pints (1.136 litres). Overall gear ratios; 1st, 16.55; 2nd, 10.08; 3rd, 6.25; top 4.55; rev., 21.64. Road speeds at 1,000 r.p.m.; 1st, 4.30; 2nd, 7.06; 3rd, 11.38; top, 15.63 m.p.h.

Steering: High efficiency cam and peg; ratio, 15:1; two spoke, 17 in. (0.43 m.) diameter dished safety steering wheel.

Suspension: Front, independent with wishbones, coil springs and shock absorbers. Rear, semi-elliptic leaf springs with plastic separators, rubber mounted to axle. Front and rear hydraulic lever type shock absorbers. Track at front 4 ft. 0½ in. (1.24 m.), track at rear 4 ft. 1½ in. (1.27 m.).

Brakes: Foot; 4-wheel hydraulic with 2 leading shoes operated by pendant pedal. Hand; pull-up lever on driver's side, acting mechanically through compensator on rear wheels only. Dimensions; front, 9 in. x 2½ in. (228 mm. x 63.5 mm.); rear, 9 in. x 1½ in. (228 mm. x 44.5 mm.).

Road Wheels: Pressed steel disc, four stud fixing; 5.90 — 14 in. tubeless tyres.

ELECTRICAL: 12-volt system; 38 amp. hr. battery at 10 hr. rate (43 amp. hr. at 20 hr. rate); built-in 7 in. (0.18 m.) cowl head-lamps, with double filament bulbs and dipping arrangements to suit different countries; foot operated dip switch; sidelamps mounted in front grille; twin red stop and tail lamps in unit with reflectors; rear lamp on bumper below number plate illuminates boot interior when open; interior lamp on door pillar operated either manually or by courtesy switches on both front doors; self-cancelling amber flashing direction indicators, switch on steering column with warning light. Flashers at front separate from side lamps, at rear in stop/tail unit; twin electrical self-parking windscreen wipers; concealed instrument illuminating lamps with switch; ignition and starter switch combined.

INSTRUMENTS: Group comprising, speedometer, with trip and mileage recorder, thermometer for radiator, oil pressure gauge and petrol gauge; warning lamps to indicate no dynamo charge and headlamps high beam position.

COACHWORK: 4/5 seater, 4-door, 4-light saloon of unitary construction, with fully stressed skin and no soldered joints. The fascia panel is of painted steel with trimmed vinyl treated fabric top surface and crash pad. Ashtray recessed in top surface. Instruments placed in front of driver. Glove box in passenger's side and parcel tray underneath. Front seats of split bench type, adjustable; foam rubber foundations for cushions, squabs of rubberised hair, ashtrays fitted to rear of both front seats. Rear seats have spring case and rubberised hair foundations, with parcel tray behind. Doors and panels trimmed in vinyl treated fabric. Four winding windows with ventilating louvres, all of toughened glass, with stainless surrounds. Doors have concealed hinges at leading edge, push button outside handles; both front doors lockable from outside but arrangement is such that it is impossible to lock the car should the key be left inside; children's safety locks fitted to all doors. Curved, wrap-around windscreen and rear light of toughened glass with stainless surrounds over rubber moulding. Luggage boot of large capacity with spring-balanced lid and locking handle, floor covered in vinyl treated felt. Spare wheel carried in tray below boot, lowered by means of starting handle. Bonnet is locked from inside car, safety catch and telescopic stay fitted. All floor covering has felt underlay. Interior rear view tinted mirror. Fresh air circulating system when no heater is fitted. Chromium-plated bumpers, front and rear. Approximate weight 2½ cwt. (1067 kg.).

Basic Model: Single sun visor; rubber mat on floor in front, carpet in rear; seats trimmed with vinyl treated fabric; single low note windtone horn.

Optional Extras: Radio, heater and demisters, windscreen washer, electric clock and duotone paintwork.

De Luxe Model: Heater and demisters (optional for Export); two sun visors; fitted carpet on floor (or rubber in front if preferred); contact surfaces of seats trimmed in good quality real hide; twin windtone horns, windscreen washer; bumper overrides.

Optional Extras: Radio; electric clock and duotone paintwork.

EXPORT AVAILABILITY: Right or left-hand steering; laminated windscreen as required by regulations of different countries; headlamp dipping arrangements as required; single piece bench seat if required; oil bath air cleaner; 57 amp. hr. battery (at 20 hr. rate) if required to meet climatic conditions; white flashers at front and red at rear to suit regulations of different countries.

The Austin Motor Company Limited, Longbridge, Birmingham

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