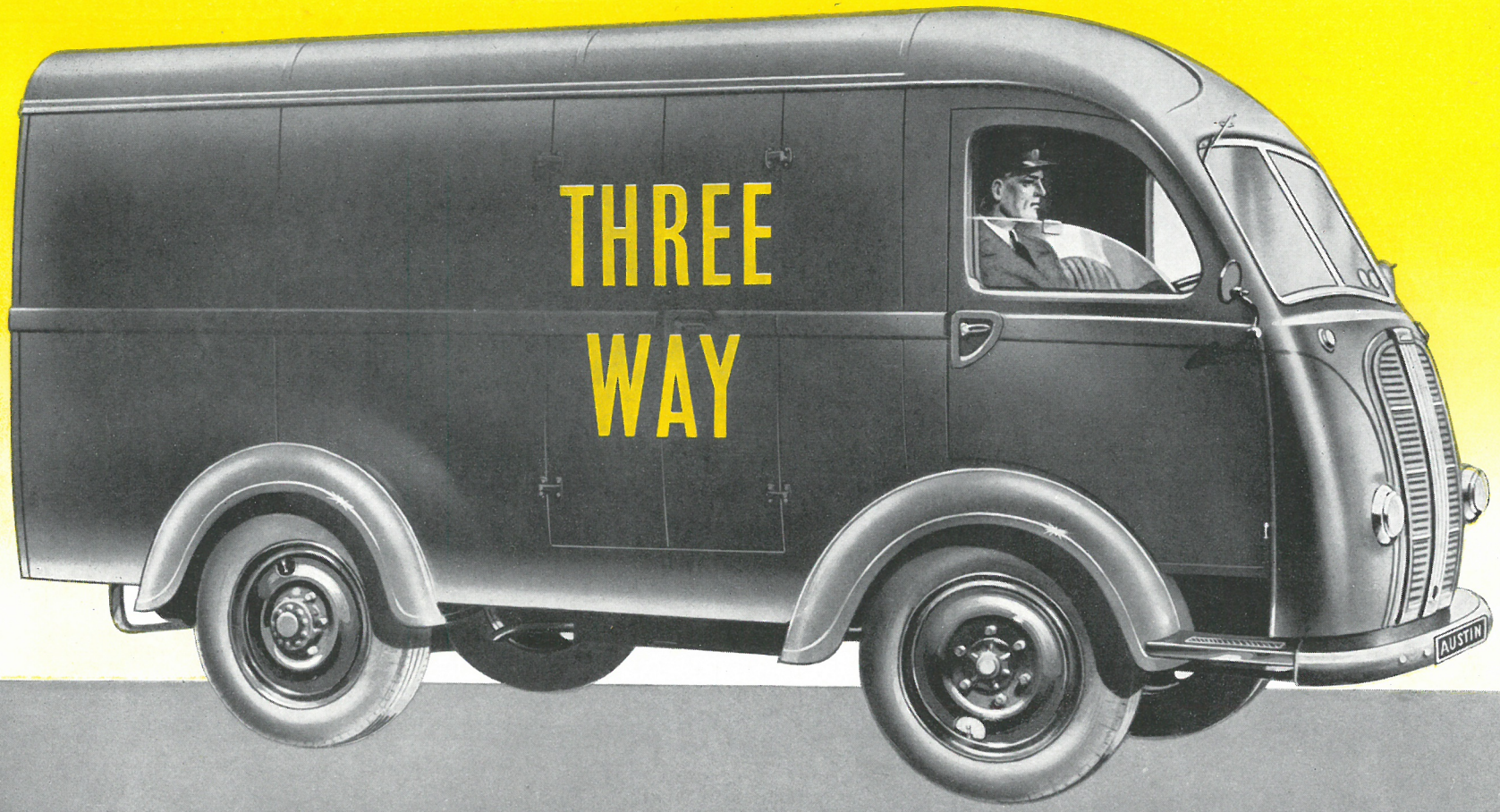
Announcing the...



AUSTIN VAN

25 cwt 16 hp 300 cubic feet

SPECIFICATION

ENGINE: Bore 3⅛ in. (79·4 mm.), Stroke 4⅜in. (111·1 mm.); Capacity 134·1 cu. in. (2,199 c.c.) ; R.A.C. Rating 15·63 H.P. ; b.h.p. 65 at 3,700 r.p.m. ; max. torque 115 lbs. ft. at 1,900 r.p.m. ; compression ratio 6·85 to 1.

Cylinders: Special cast iron. Four cylinders cast integral with crankcase. Full length water jackets. Detachable cast iron cylinder head, carrying valve gear.

Crankshaft: Forged steel counterbalanced crankshaft supported by three detachable "Thinwall" bearings.

Connecting Rods : Forged steel with detachable "Thinwall" big-end bearings.

Pistons: Aluminium alloy with anodised surface. Split skirt type with two compression rings and one scraper.

Camshaft: Forged steel camshaft supported by three "Thinwall" bearings and driven by a duplex roller chain with a synthetic rubber tensioner ring to give quiet operation.

Valves: Overhead valves push rod operated. Silicon chrome steel inlet valves with exhaust valves of heat and corrosion resisting steel.

Lubrication: Pressure gear pump forces oil to all main, big-end and camshaft bearings. Each main bearing oil feed is supplied from a circular channel cut in the bearing housing which provides a uniform feed of oil between the bearing surfaces. Big-end bearing lubrication, from a special oil feed in the crankshaft, also provides for jet lubrication of the cylinder walls. Oil from the camshaft front bearing on to the timing chain, is guided by deflectors fitted to the camshaft gear. Oil capacity 12 pints (6·8 litres), plus 2 pints (1·14 litres) for the full-flow Tecalemit filter.

Cooling: Water pump and fan with thermostat control. A four blade fan draws air through a patent radiator which prevents the loss of cooling water and anti-freeze either by splash or expansion. Cooling system capacity 21 pints (11·9 litres).

Ignition: Coil with automatic advance and retard, assisted by vacuum control.

Dynamo: 12-volt fan ventilated with compensated voltage control.

Starter: Lucas starter with manual operated control.

Fuel System: Fuel from a 10 gallon (45 litres) tank on the left hand side of the chassis as fed by an AC mechanical pump to a Zenith downdraught carburetter. A "T" type oil wetted gauze air intake filter is fitted.

Mountings: The engine and gearbox unit is flexibly mounted on live rubber mountings.

CLUTCH: Borg and Beck 9 in. diameter dry single plate with spring cushion drive and light pedal action. Total frictional area 66·2 sq. in. (427 sq. cm.).

GEARBOX: Four speeds forward and reverse with centre lever control. Straight tooth gears with constant mesh third gear and layshaft mounted on ball and roller bearings. Oil capacity 5½ pints (3·1 litres).

TRANSMISSION: Open propeller shaft with Hardy Spicer needle roller bearing universal joints.

REAR AXLE: Fully floating rear axle with straddle mounted pinion and spiral bevel final drive gears. Taper roller bearings are used for the hubs and differential unit and pre-loaded taper roller bearings for the pinion. Oil capacity 7 pints (4·0 litres.)

OVERALL GEAR RATIOS : 6·57, 10·91, 19·13, 31·3 to 1 with 31·15 reverse.

ROAD SPEEDS AT 1000 R.P.M.: Top 14·85 m.p.h. ; third 8·93 m.p.h. ; second 5·09 m.p.h. ; first 3·11 m.p.h.

FRONT AXLE AND STEERING: The front axle is a toughened steel drop forging of I section changing to rectangular section from the spring pads to the steering swivels. Taper roller bearings are used for the front hubs and the steering is Bishop cam gear with a ratio of 16 to 1. Steering wheel of 17¼ in. diameter with a cellulose acetate covering. Patent Thompson tie rod steering connections.

SUSPENSION: Semi-elliptic springs front and rear mounted above the axles. Double-acting hydraulic shock absorbers front and rear. Auxiliary leaves on rear springs.

BRAKES: Girling hydraulic with two leading shoe brakes front and rear. The pedal operates all four brakes, the handbrake operating mechanically on rear wheels only. Total brake shoe lining area 184 sq. in. (1,187 sq. cm.).

WHEELS AND TYRES: Pressed steel wheels with ventilation holes. Spare wheel carried at rear. Dunlop 32×6 in. tyres, single front and rear.

FRAME: Pressed steel frame with four cross members. Front cross member detachable to facilitate removal of power unit.

ELECTRICAL: 12-volt battery of 63 amp. hour capacity at 10 hour rate, accessible through trap in body floor. Positive earth. Flush fitting headlamps with dip switch control. Flush fitting side lamps. Combined stop-and tail-lamp Electric horn and windscreen wiper.

INSTRUMENTS: Ignition warning lamp, oil and petrol gauges, ammeter and speedometer with total readings. Concealed illumination for instruments.

BODY: Full forward control with integral body and cab. Steel construction with composite doors. Toughened glass in windows and screen. Partition, with window, between cab and body. Comfortable seats for driver and mate. Metal wearing plates for body floor. Wide opening rear doors. Body side doors, behind cab partition, on both sides of vehicle. Combined barrel type ignition and door key for use on body doors and driver's door. The cab left hand door is locked from the interior. Recessed door handles. Full kit of tools.

LEADING DIMENSIONS: Overall Length 15 ft. 6 in. (4 m. 72 cm.) ; Overall Width 6 ft. 5 in. (1 m. 95 cm.) ; Overall Height 8 ft. 1½ in. (2 m. 47 cm.) ; Track, front and rear 5 ft. 1 in. (1 m. 55 cm.); Wheelbase 7 ft. 9 in. (2 m. 36 cm.); Turning Circle 39 ft. (11m. 89 cm.) ; Body Capacity 300 cu. ft. (8,524 litres) ; Length of Body Floor 10 ft. 4 in. (3 m. 6 cm.) ; Width of Side Door Openings 2 ft. 6 in. (76 cm.) ; Height of Side Door Openings 4 ft. 7½ in. (1 m. 41 cm.) ; Width of Rear Door Opening 5 ft. 2 in. (1 m. 57 cm.) ; Height of Rear Door Opening 4 ft. 10½ in. (1 m. 48 cm.).

Also available as a 25 cwt. chassis with or without cab.

THREE WAY AUSTIN VAN

—you can depend on it!

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 and all goods are invoiced at the prices current on day of delivery. 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.

THE AUSTIN MOTOR CO. LTD. · LONGBRIDGE · BIRMINGHAM

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THE AUSTIN "THREE-WAY" VAN

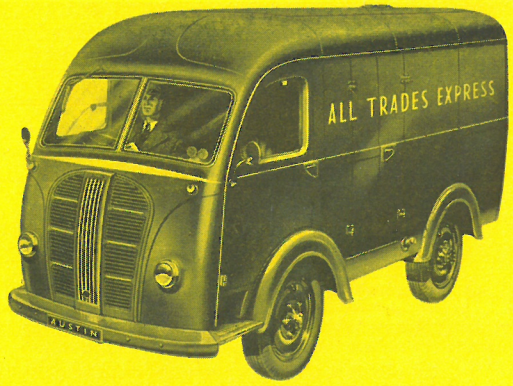
The Austin 25 cwt. ''Three-Way'' Van is essentially a practical vehicle evolved to provide rapid and efficient transport of medium-weight loads, and without doubt it offers the most effective solution yet to the short range constant delivery problem.

Loading and unloading times are reduced by the ingenious 'three-way' system, whereby the 300 cubic feet body is reached from wide opening doors at the rear, or by either of two side doors at the forward end. This system proves very convenient for deliveries and it is extremely useful when empty containers have to be collected to replace full containers unloaded at intervals during a journey. In addition to three-way loading, the van body has many other practical features, including a forward mounted cab which provides excellent visibility for the driver.

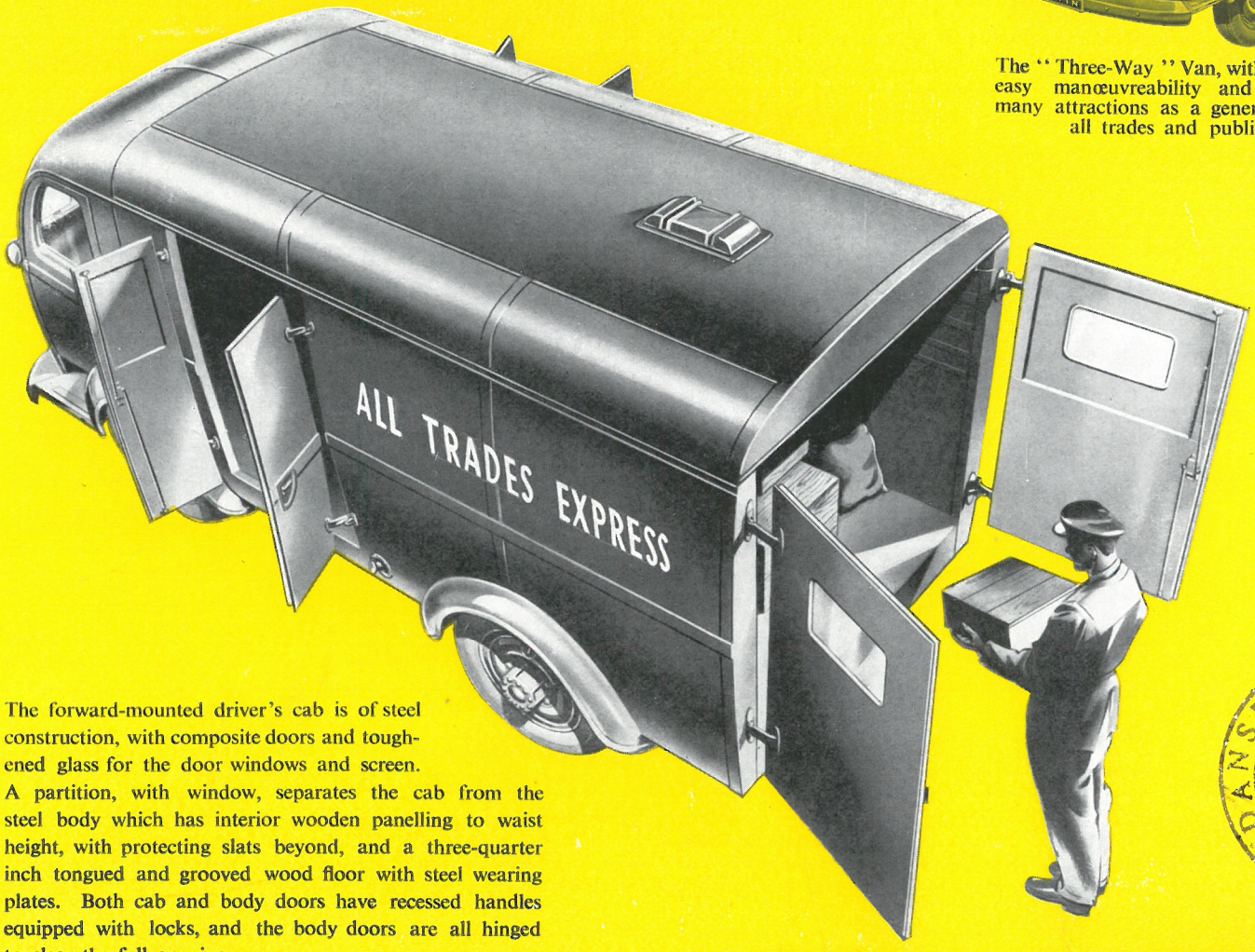
On the road the van has a lively response, with easy control assured by the short wheelbase, wide lock steering and powerful Girling hydraulic brakes. The engine is a four-cylinder overhead valve unit, developing 64 b.h.p., and the four-speed gearbox, fully floating rear axle and sturdy chassis frame are all designed and constructed to give the maximum of dependable service with long life.

These, and many other qualities, establish the new ''Three-Way'' Austin 25 cwt. as the leading medium-weight van of the times—*you can depend on it.*

—FOR SOLVING THE PROBLEM OF—



The " Three-Way " Van, with its large body capacity, easy manœuvreability and powerful engine has many attractions as a general purpose vehicle for all trades and public corporations.



The forward-mounted driver's cab is of steel construction, with composite doors and toughened glass for the door windows and screen.
A partition, with window, separates the cab from the steel body which has interior wooden panelling to waist height, with protecting slats beyond, and a three-quarter inch tongued and grooved wood floor with steel wearing plates. Both cab and body doors have recessed handles equipped with locks, and the body doors are all hinged to clear the full opening.

—SHORT RANGE CONSTANT DELIVERIES