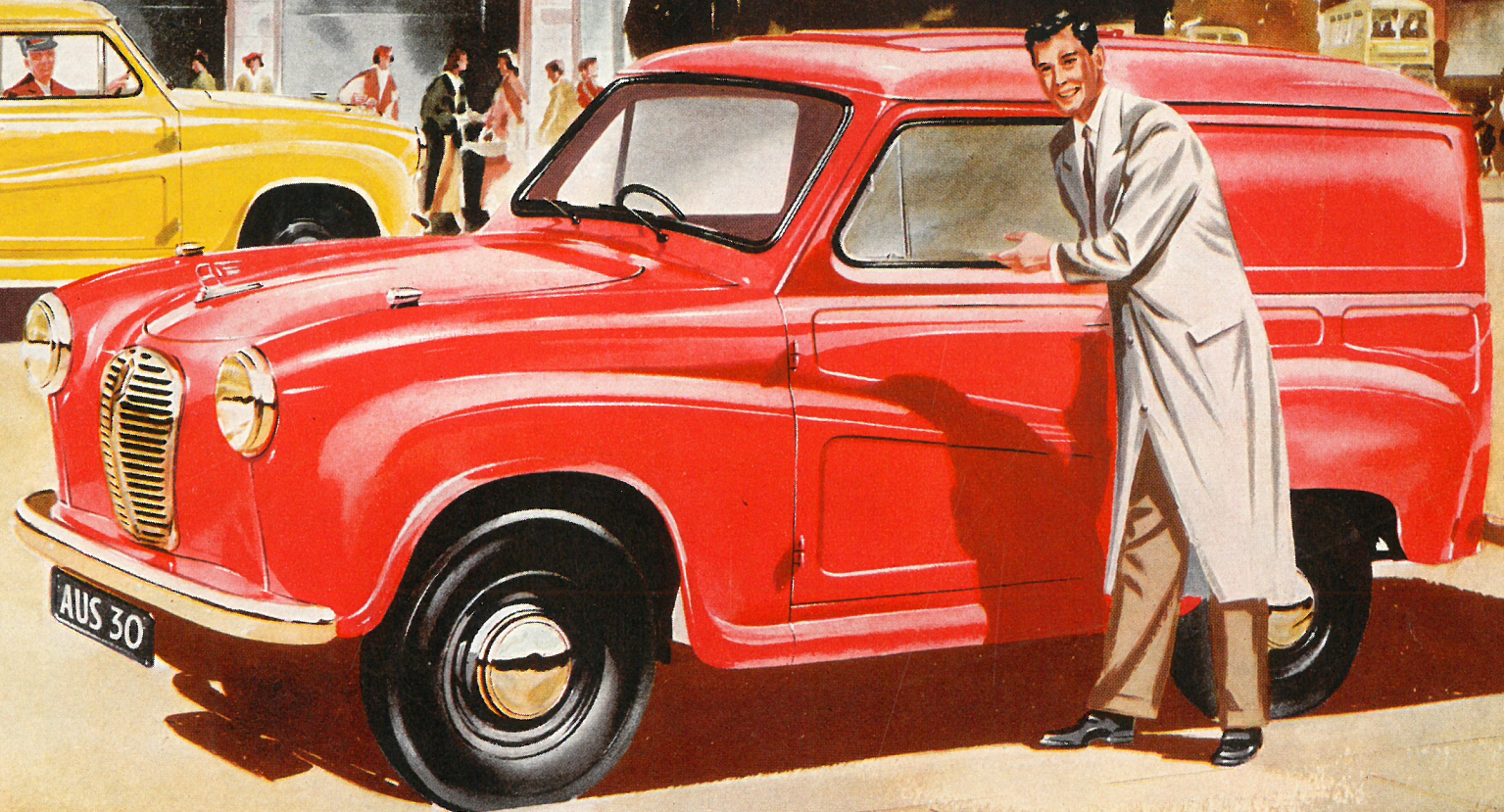


AUSTIN A30

5cwt delivery van



S. BLØDSTRUP

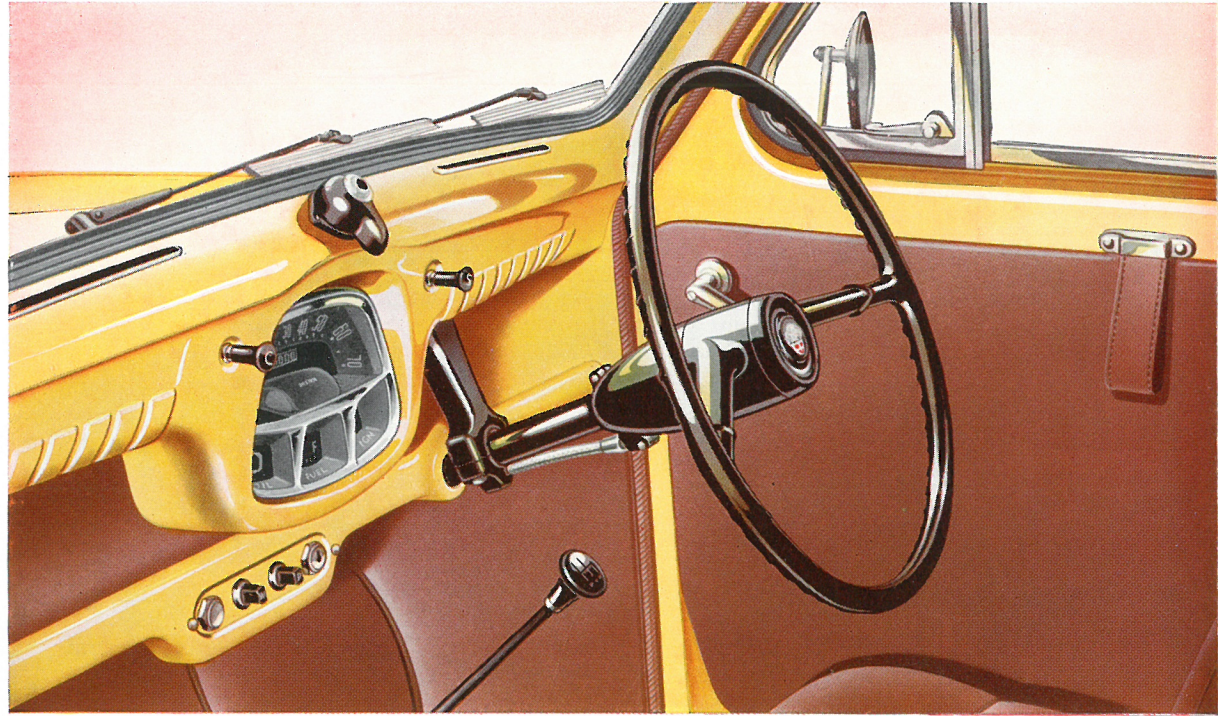
Autorisere *Austin* Forhandler

Vesterbro 44 - Odense

Telefon 8685-876

FASCIA FEATURES

Fascia design of the Austin A30 Van is neat, with instruments and controls positioned for greatest convenience. Very useful space for order books, catalogues and other incidental items is provided by the deep parcel shelf which extends the full width of the van beneath the fascia.



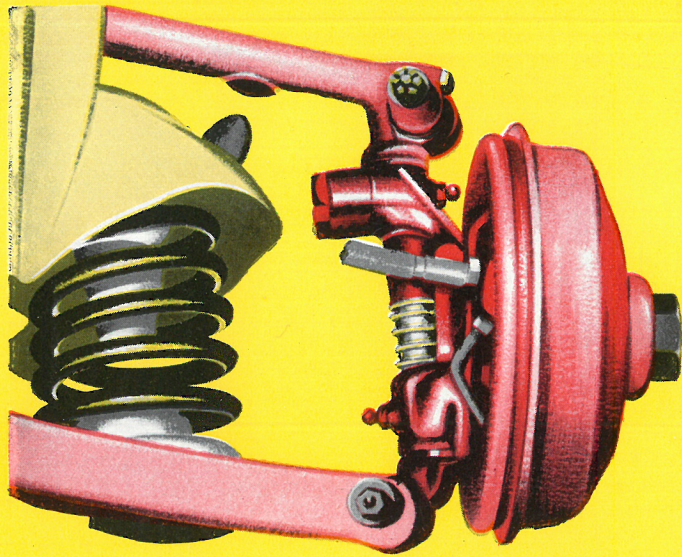
HYDRAULIC BRAKES

Safe, progressive stopping power is afforded by Lockheed brakes with large-area linings. Front brakes, which are of two-leading-shoe design, have direct hydraulic operation while those at the rear are mechanically operated through a remote hydraulic cylinder. The handbrake operates mechanically on rear wheels only.

AUSTIN

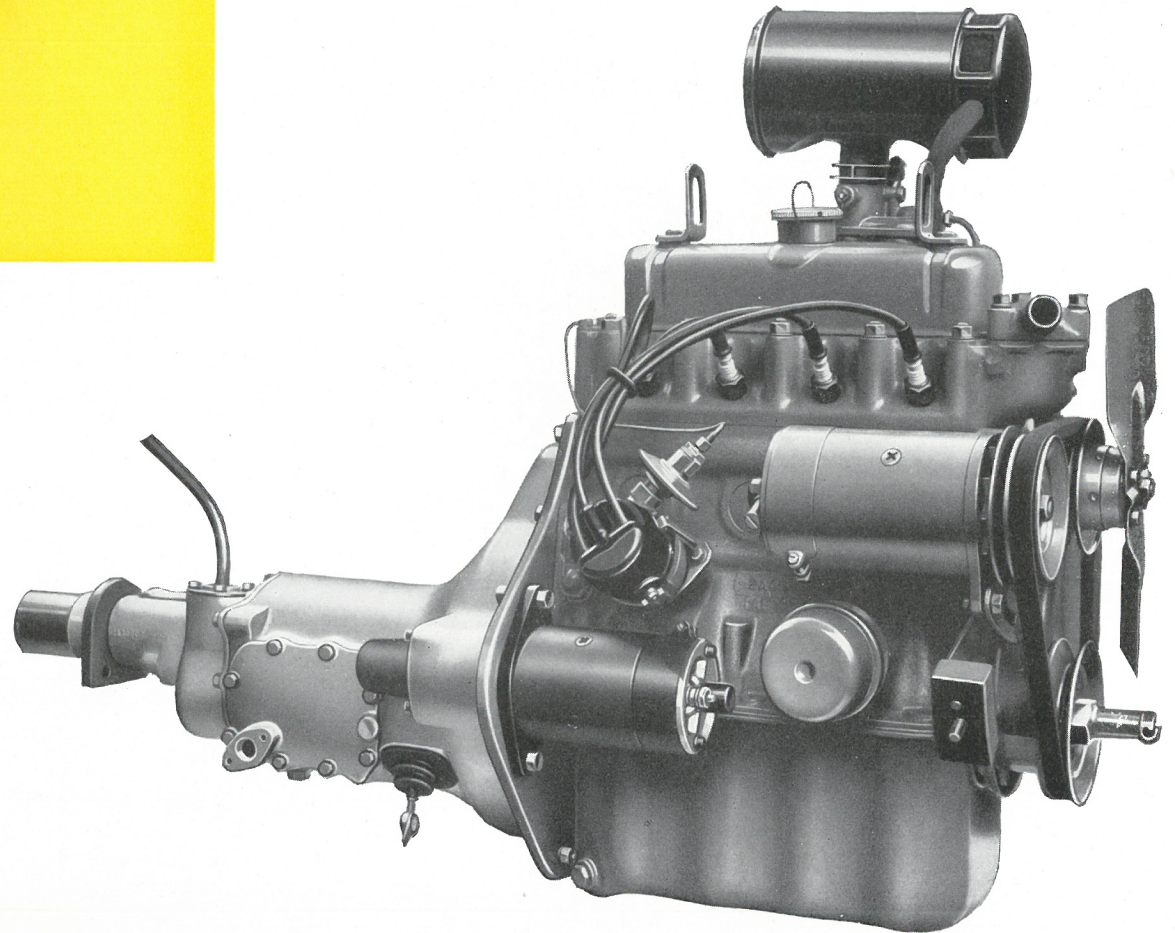
SUSPENSION

Independent coil spring front suspension and long semi-elliptic rear springs, all controlled by double-acting hydraulic shock absorbers, give the A30 Van riding qualities unequalled in a 5-cwt. load-carrying vehicle. Uneven road surfaces are smoothly taken and fragile loads travel safely.



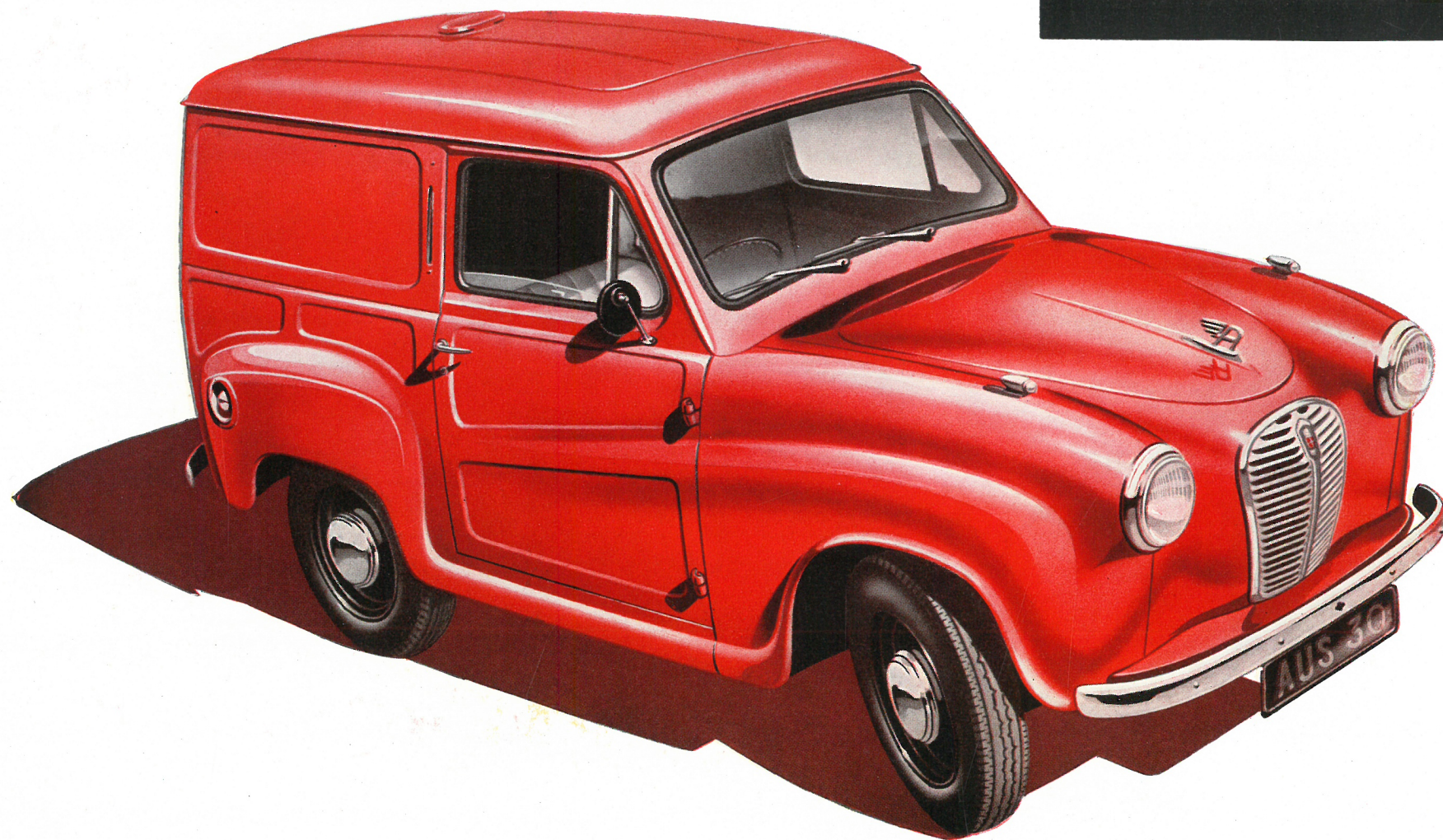
O.H.V. ENGINE

The same power unit that has proved such an outstanding success in the A30 car is used to give the van its very lively performance. It is exceptionally economical on fuel and equally efficient for door-to-door delivery or long periods of continuous running.



60 cubic feet of goods space!

AUSTIN A30

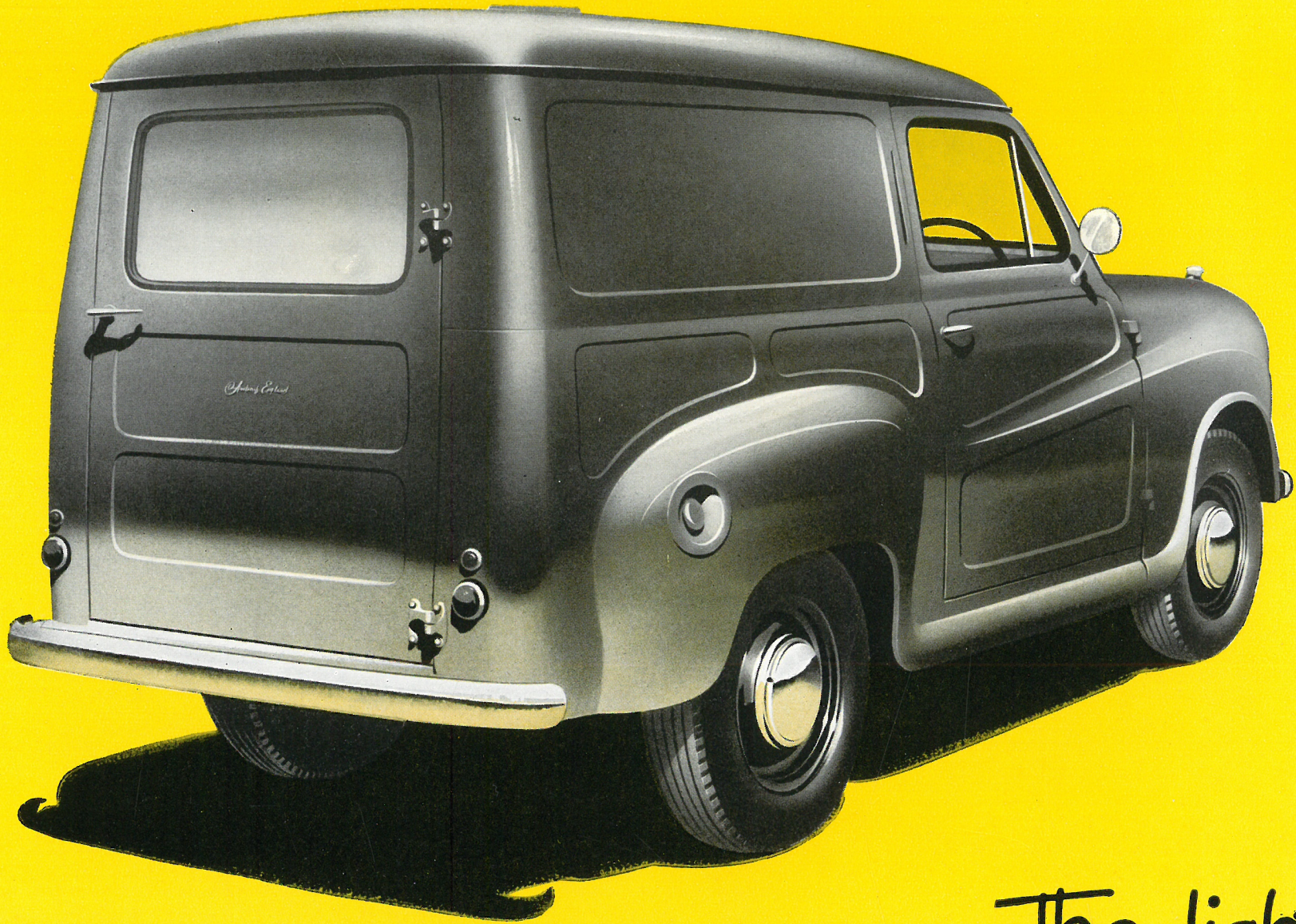


5cwt delivery van



A fine-looking job!

You can depend on it!



The light van



The wide rear door opening affords easy access to the load space. The opening of the door is restricted to prevent it projecting beyond the width of the van.

THE AUSTIN A30 VAN can take it —anywhere, any time, more cheaply, more easily and more quickly than any other fully equipped light van there is. It is completely unhindered by narrow streets and side turnings, undeterred by small kerbside parking spaces and almost uncanny in its ability to weave in and out of slowly moving traffic. But its usefulness is by no means confined to the town for it will cover many a country mile without fuss or effort, a happy, highly mobile advertisement for the business it represents.

The bodywork of this sturdy 5-cwt. van is of all-steel unitary construction having a 60 cubic feet load capacity, while mechanically it possesses the same fine qualities as the Austin A30 Saloon which has become so outstandingly popular with motorists everywhere.

with a large load capacity

S P E C I F I C A T I O N

ENGINE: Bore 2.28 in. (58 mm.); stroke 3 in. (76 mm.); capacity 48.8 cu. in. (800 c.c.); maximum b.h.p. 28 at 4,800 r.p.m.; maximum torque 40 lb. ft. at 2,200 r.p.m.; compression ratio 7.2 to 1.

Cylinders: Four cylinders cast integral with crankcase in special cast iron. Full-length water jackets. Detachable cylinder head carrying overhead valve rocker gear and provision for heater connections.

Crankshaft: Forged steel, supported in three steel-backed white-metal bearings of large diameter with micro-finish.

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

Pistons: Split-skirt type, of LO.EX aluminium alloy, with alumilite finish. Three compression rings, one of which is a taper ring, and one slotted scraper ring.

Camshaft: Forged steel, supported in three bearings—one steel-backed white-metal bearing, two bearings direct in crankcase. Cams of patented design for quiet operation. Drive by roller chain from crankshaft with twin tensioner rings of synthetic rubber to ensure quiet chain operation.

Valves: Overhead valves operated by push-rods. Oil seals are fitted and all valve gear is designed for quiet operation.

Lubrication: Oil is drawn by a co-axial non-draining-type pump and is delivered to the main, big-end and camshaft bearings by way of drilled passages in an oil gallery on the right-hand side of the crankcase. The connecting rods have jet holes to provide oil quickly to the cylinder walls when starting up. The camshaft front bearing feeds oil at a reduced pressure to the overhead valve rocker gear and to the timing chain. There is a gauze strainer in the reservoir and a by-pass oil filter is fitted. Oil capacity approximately 6 pints (3.41 litres).

Cooling: Circulation by centrifugal-type pump with thermostat control and pressurised radiator. Cooling system capacity 8½ pints (4.83 litres).

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

Dynamo: Fan-ventilated unit with compensated voltage control.

Starter: Lucas type operated by a pull switch on the instrument board.

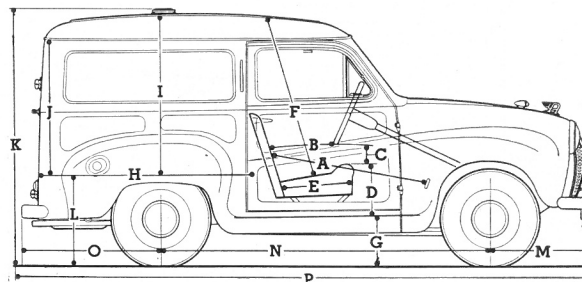
Fuel System: Fuel from a rear tank of 5½ gallons (26.14 litres) is fed by an A.C. mechanical pump to a Zenith downdraught carburettor with "T" type air cleaner. (An oil bath air cleaner is fitted to some Export models.) The rocker cover vent pipe is connected to the air cleaner and the aluminium induction pipe incorporates a stainless steel hot-spot.

CLUTCH: Borg and Beck single dry plate with diameter of 6½ in. (0.16 m.). Pressure required to operate the clutch is very light.

GEARBOX: Four forward speeds and reverse, with synchromesh engagement for 2nd, 3rd and top speeds. A centrally mounted gear lever is employed. The third motion shaft is extended and splined to receive the splined end of the propeller shaft. Oil capacity 2½ pints (1.33 litres).

TRANSMISSION: Open propeller shaft with Hardy Spicer needle roller bearing universal joints. The sliding sleeve is supported by a plain bearing in the gearbox rear cover and on the splines of the third motion shaft; both are lubricated from the gearbox.

REAR AXLE: Three-quarter floating with hypoid crown wheel and pinion in a "banjo" type casing. The pinion is carried in pre-loaded taper roller bearings. Oil capacity 1½ pints (0.99 litre).



LEADING DIMENSIONS		English	Metric
Pedal to Seat Squab	A	max. 3' 2½" min. 2' 11½"	0.98 m. 0.90 m.
Steering Wheel to Squab	B	max. 1' 2½" min. 10½"	0.37 m. 0.27 m.
Steering Wheel to Seat	C	5"	0.13 m.
Floor to Seat	D	1' 2"	0.36 m.
Seat Cushion Depth	E	1' 6½"	0.47 m.
Height over Seat	F	3' 2"	0.96 m.
Cab Floor to Ground	G	1' 0"	0.30 m.
Length of Body Floor	H	4' 5½"	1.36 m.
Body Interior Height	I	3' 1"	0.94 m.
Height of Rear Door Opening	J	2' 7½"	0.80 m.
Overall Height	K	5' 4"	1.63 m.
Body Floor to Ground	L	2' 1½"	0.65 m.
Centre Front Wheel to Bumper	M	2' 0⅝"	0.62 m.
Wheelbase	N	6' 7½"	2.02 m.
Centre Rear Wheel to Bumper	O	2' 10⅝"	0.87 m.
Overall Length	P	11' 5⅞"	3.50 m.
Overall Width		4' 8"	1.42 m.
Body Interior Width (maximum)		3' 11"	1.19 m.
Width between Wheel Arches		2' 10½"	0.88 m.
Width of Rear Door Opening		2' 7⅞"	0.80 m.
Track, Front		3' 9½"	1.15 m.
Track, Rear		3' 8½"	1.14 m.
Turning Circle		35' 0"	10.67 m.
Ground Clearance		7"	0.18 m.
Body Capacity		60 cu. ft.	5.57 cu. m.
Approximate Weight		13½ cwt.	686 kg.

OVERALL GEAR RATIOS: 5.375, 9.03, 13.921, and 21.984 to 1; reverse 27.843 to 1.

ROAD SPEEDS AT 1,000 R.P.M.: Top 12.67 m.p.h.; third 7.54 m.p.h.; second 4.89 m.p.h.; first 3.10 m.p.h.

STEERING: Cam gear with ratio of 12 to 1 and provision for taking up wear. Steering wheel of 17 in. (0.43 m.) diameter with two spokes and central heraldic design. The tubular cross-rod and forged side-rods have ball joints with large hardened bearing surfaces and oil seals. Right- or left-hand steering is available as required.

SUSPENSION: Front. Of Austin design. Independent coil springs, and wishbones mounted on rubber bushes with shoulders to take thrust loads. Control by double-acting hydraulic shock absorbers. **Rear.** Long semi-elliptic reverse camber springs, underslung and mounted on rubber bushes. Control by double-acting hydraulic shock absorbers interconnected by an anti-roll torsion bar.

BRAKES: Lockheed hydraulic, the rear brakes being mechanically operated by a remote hydraulic cylinder. Front brakes are of two-leading-shoe design. A pull-up type handbrake lever is situated between the driver's seat and door, and operates mechanically on the rear wheels. All lever bearings are oil lubricated and sealed against the entry of dust.

WHEELS AND TYRES: Pressed-steel disc wheels with slots for ventilation and the fitting of non-skid chains. Large chromium wheel caps. Dunlop 5.90—13, 4-ply tyres; 5.90—13, 6-ply tyres can be supplied to special order.

ELECTRICAL: 12-volt battery of 32 amp.-hour capacity (38 amp.-hour when heater and radio are fitted); built-in headlamps with double-filament bulbs for dipping; separate sidelamps mounted on top of wings, visible to driver; twin stop-tail lamps; rear number-plate lamp; combined switch for lights and headlamp dipping mounted on steering column; courtesy light operated by the opening and closing of the front doors; direction indicators; horn; dual windscreen wipers.

INSTRUMENTS: Large speedometer and total mileage recorder; fuel gauge; warning lights to indicate no dynamo charge, low oil pressure, headlamp beam and direction indicator position.

COACHWORK: A van for loads, in addition to driver, up to 5-cwt., with all-steel unitary construction of body and cab. The load floor is of steel and timber. Spare wheel carried beneath the load floor and enclosed by the lower portion of the rear door. An extraction ventilator is fitted in the roof.

One bucket seat is fitted and is adjustable to one of three set positions. The cushion has a latex foam foundation and is covered in P.V.C. coated fabric. A full-width parcel shelf is provided below the attractive pressed-steel fascia.

Doors fitted with locks and friction-controlled ventilating louvres. The single rear door opens outwards but does not project beyond the width of the vehicle.

Windscreen and all windows are of toughened glass. Front door windows have balanced regulators for raising or lowering. They are automatically secured in the raised position when the doors are locked although a small gap may be left at the top for ventilation purposes. The rear door window is fixed by special glazing rubber to facilitate replacement in the event of breakage.

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.

THE AUSTIN MOTOR COMPANY LIMITED
 LONGBRIDGE - - - BIRMINGHAM



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 LONGBRIDGE - - - BIRMINGHAM - - - ENGLAND