



The Austin 1300 GT
The one GT
that just had
to be

BRITISH LEYLAND (AUSTIN MORRIS) LIMITED
LONGBRIDGE, BIRMINGHAM, ENGLAND



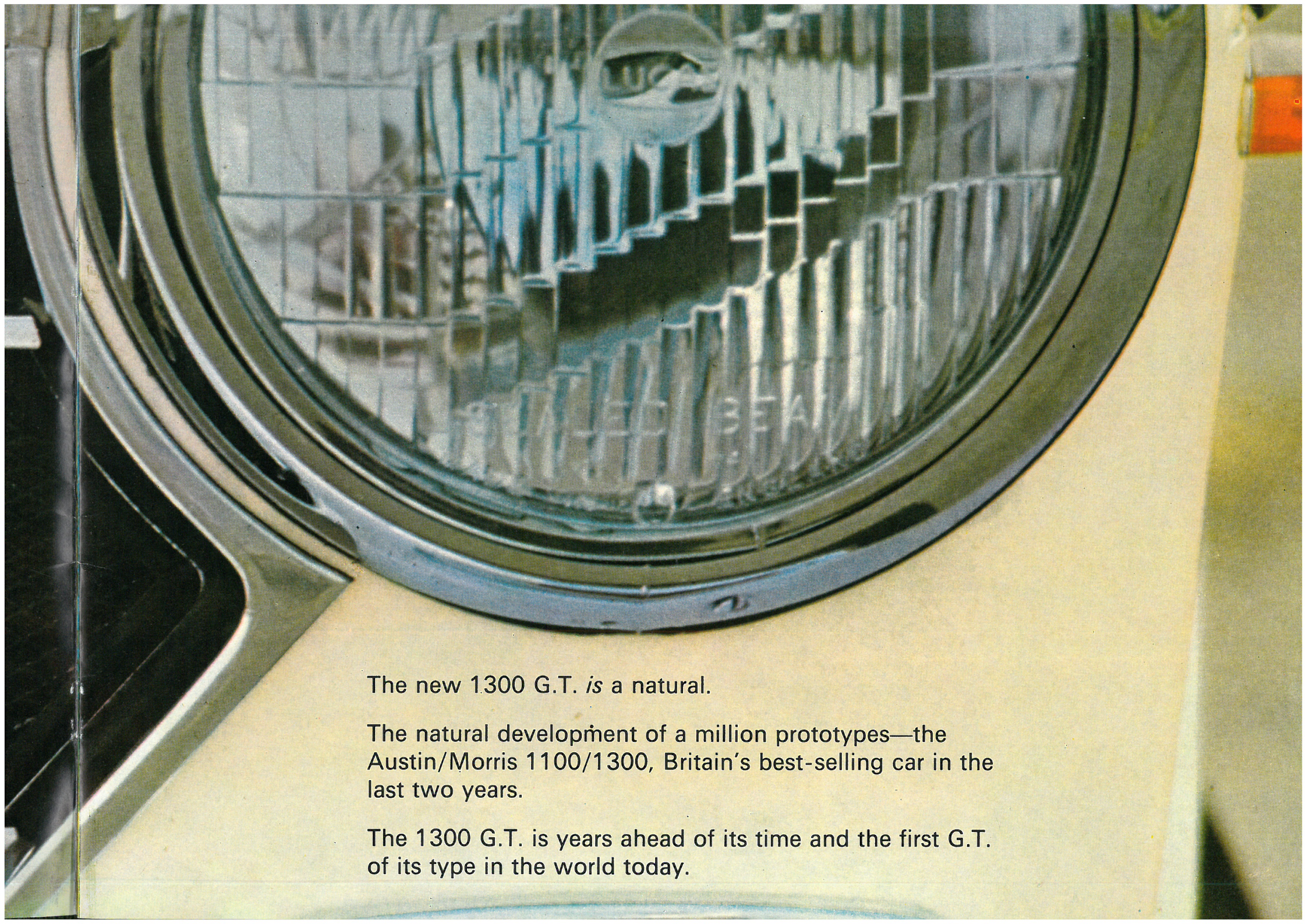
Now you know why it had to be

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The New 1300 GT





The new 1300 G.T. *is* a natural.

The natural development of a million prototypes—the Austin/Morris 1100/1300, Britain's best-selling car in the last two years.

The 1300 G.T. is years ahead of its time and the first G.T. of its type in the world today.

A high-angle, close-up photograph of the front of a silver car. The car is positioned on a light-colored gravel or dirt surface. The license plate is black with the text '1300 GT' in white. The car's headlight, grille, and bumper are visible. The background shows some green grass and a clear blue sky.

World's first GT with rally and race-winning front wheel drive

Time and again, front-wheel-drive has proved its superb road-holding qualities in some of the toughest races and rallies in the world. Now you can enjoy the advantages of front-wheel-drive in a G.T.



The new 1300 G.T., the first G.T. with front-wheel drive, will take you anywhere. On all types of roads. In all kinds of conditions.



**World's first GT with space-giving
transverse engine**

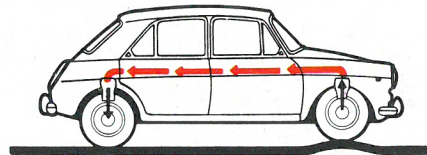


The transverse engine in this new G.T. gives you more space than any other car in its class. On long or short journeys extra space means extra passenger comfort. It's all yours when you drive a 1300 G.T.

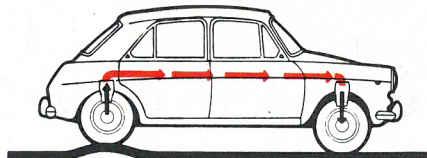
World's first GT with hydrolastic suspension

The outstanding feature of this unique suspension system is its sheer simplicity of operation. The front and rear 'Hydrolastic' displacers on each side of the car are inter-connected by a small bore pipe. The system is hermetically sealed and therefore never needs any further attention during the normal working life of the car. Each displacer incorporates a 'rubber spring' and damping of the system is achieved by rubber valves so that when a road wheel is deflected, fluid is displaced to the corresponding suspension unit. In turn it is raised in anticipation of its wheel encountering the cause of its counterpart's deflection. The rubber springs are only slightly brought into play and the car is freed from any tendency to pitch although full play is given to wheel movement producing a smooth steady ride.

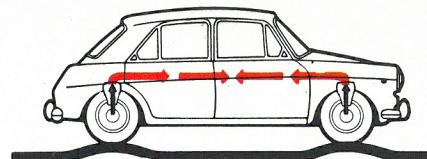
When front and rear wheels encounter a simultaneous deflection the fluid suspension stiffens in response to the upward motion and while acting as a damping medium transfers the load to the rubber springs giving a controlled vertical but level motion to the car. The restriction of the fluid flow, imposed by the small bore piping, rises with the speed of the car. The ride is therefore steadied at high speeds and softened at low speeds.



Tail rises in response to upward motion of front wheels eliminating pitch.



Nose rises in response to upward motion of rear wheels—no pitch!



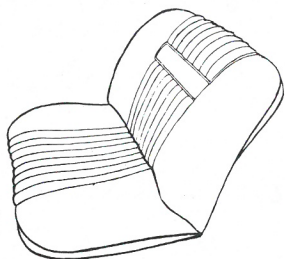
Suspension stiffens in response to upward motion of front and rear wheels, giving controlled, level, vertical movement.





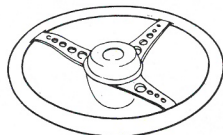
1300 GT

GT

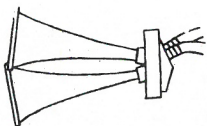


Reclining front seats and rally-style upholstery for passenger comfort and relaxation on long journeys.

A steering-wheel luxuriously covered in simulated black leather and stitching.

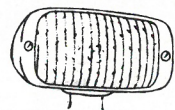
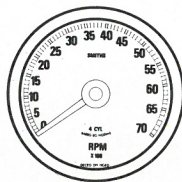


Two-speed wipers to suit weather conditions ranging from the merest drizzle to a tropical thunderstorm.



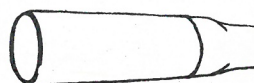
Twin Windtone horns. This spanking new G.T. not only *looks* luxurious. It *sounds* it.

Rally-style rev. counter.



Reversing light for safe night manoeuvring.

Big-bore silencer.





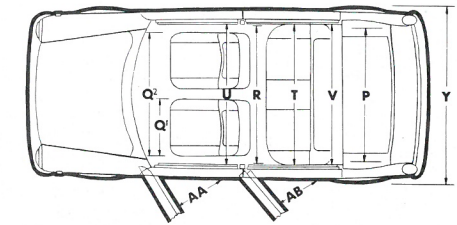
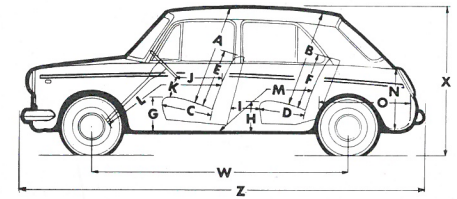
Touches that make a luxurious difference

*On most cars, these luxury features are extras
On the new 1300 G.T., they're all standard
equipment.*

A black and white photograph showing the interior of a classic car from the driver's side. The car's door is open, revealing a dark leather seat with horizontal stitching. A steering wheel is visible in the center, and the dashboard with several round gauges is on the left. The car's body is light-colored, possibly white or silver. The text "Look at all the space you've got" is overlaid in white on the left side of the image.

**Look at all
the space
you've got**

DIMENSIONS



		in.	cm.
*Front seat head room	A	37 $\frac{1}{2}$	95.3
*Rear seat head room	B	35	88.9
*Front seat cushion depth	C	17 $\frac{1}{2}$	44.4
*Rear seat cushion depth	D	17 $\frac{1}{2}$	44.4
*Front seat squab height above cushion	E	19	48.3
*Rear seat squab height above cushion	F	22	55.8
*Front seat cushion height above floor	G	13	33.0
*Rear seat cushion height above floor	H	13	33.0
*Distance between seats—maximum	I	14	35.6
*Distance between seats—minimum	I	10	25.4
*Steering-wheel to squab—maximum	J	15 $\frac{1}{2}$	39.3
*Steering-wheel to squab—minimum	J	11	27.9
*Steering-wheel to cushion	K	8 $\frac{1}{2}$	20.3
*Front seat leg reach—maximum	L	44	111.7
*Front seat leg reach—minimum	L	39 $\frac{1}{2}$	101.3
*Rear seat leg reach—maximum	M	46	116.8
*Rear seat leg reach—minimum	M	41	104.1
Luggage boot height	N	22	55.8
Luggage boot depth	O	33	83.8
Luggage boot width	P	47 $\frac{1}{2}$	120.6
*Front seat cushion width—individual	Q1	21 $\frac{1}{2}$	54.6
*Front seat cushion overall width	Q2	47	119.3
*Rear seat cushion overall width	R	50	127.0
Width across rear—maximum	T	52	132.1
Shoulder width over front seat	U	50	127.0
Shoulder width over rear seat	V	51	129.5
Wheelbase	W	93 $\frac{1}{2}$	237.5
Overall height	X	53 $\frac{1}{2}$	135.9
Overall width	Y	60 $\frac{3}{8}$	153.4
Overall length	Z	146 $\frac{3}{4}$	372.7
Front door entry width	AA	28	71.1
Rear door entry width	AB	26	66.0
Track at front		51 $\frac{1}{2}$	130.8
Track at rear		50 $\frac{3}{8}$	129.2
Ground clearance		6 $\frac{1}{2}$	15.6
Kerbside weight (approx.)		1,900 lb.	862 kg.

* Approximate measurements



Profile of the new GT

ENGINE: Four cylinders, overhead valves with push-rod operation. Bore 70.61 mm. (2.78 in.), stroke 81.28 mm. (3.2 in.), cubic capacity 1275 c.c. (77.8 cu. in.). B.H.P. 70 at 6,000 r.p.m.; maximum torque 74 lb. ft. at 3,250 r.p.m. Compression ratio 9.75 : 1.

FUEL SYSTEM: Twin S.U. HS2-type semi-downdraught carburettors. Twin paper element air cleaner. Rear-mounted S.U. electrical fuel pump. Filters contained in fuel tank and fuel pump. Tank is fitted under luggage boot and has capacity of 8 Imperial gallons (36.4 litres).

LUBRICATION SYSTEM: Sump forms oil bath for gearbox and final drive. External full-flow oil filter with renewable element.

IGNITION SYSTEM: 12 volt, coil and distributor with automatic and vacuum controlled advance and retard.

COOLING SYSTEM: Water-cooled, pressurized system with separate expansion chamber. Circulation thermostatically controlled, assisted by impeller pump and fan. Coolant capacity 5½ pints (3.3 litres), plus 1 pint (0.57 litre) for heater.

CLUTCH: Diaphragm-spring single dry plate, 7½ in. (0.18 m.) diameter, with hydraulic operation.

GEARBOX: Four-speed all-synchromesh. Remote control central-floor gear-change lever. Combined transmission casing and oil sump below engine crankcase. Drive transmitted through helical spur gears by universally jointed shafts to the front road wheels.

Gearbox	Ratios in box	Final Drive	Overall Ratios	Road speeds at 1,000 r.p.m.
Synchromesh	1st 3.30 : 1	—	12.04 : 1	5.19 m.p.h.
	2nd 2.07 : 1	—	7.57 : 1	8.25 m.p.h.
	3rd 1.35 : 1	—	4.93 : 1	12.67 m.p.h.
	Top 1.00 : 1	3.65 : 1 (62/17)	3.65 : 1	17.12 m.p.h.
	Rev. 3.35 : 1	—	12.22 : 1	—

STEERING: Rack-and-pinion, 3¼ turns lock to lock. 15 in. (0.38 m.) diameter, three-spoke steering-wheel. Turning circle 34 ft. 9 in. (10.59 m).

SUSPENSION: **Front:** independent suspension with Hydrolastic* displacers (interconnected front to rear). **Rear:** independent: trailing arms with Hydrolastic* displacers.

BRAKES: Hydraulic brakes. Pendent-type pedal. 8.39 in. (0.21 m.) diameter self-adjusting, single caliper disc brakes front and 8 in.

(0.20 m.) diameter brake-drums at rear with leading and trailing shoes. Simple shoe adjustment on rear brakes which simultaneously adjusts the hand brake. Central pull-up lever operates the hand brake on rear drums. A pressure-limiting valve is situated between the master cylinder and the rear drum brakes to more accurately apportion braking between front and rear wheels for both wet and dry road conditions.

WHEELS AND TYRES: 5.50—12 radial-ply tubeless tyres on 12 in. x 4 in. pressed-steel disc wheels having four-stud fixing. Simulated light alloy wheel trims in black and chrome with ventilating holes. Spare wheel housed in luggage compartment.

ELECTRICAL: High-output dynamo with current-voltage control; 12-volt, 40 amp.-hour battery (at 20-hour rate) located in engine compartment; double-dipping sealed-beam headlamps; sidelamps; twin stop/tail lamps; rear reflectors; twin number-plate lamps; flashing direction indicators with repeater flashers on wings; reversing lamp; single lever on steering-column actuates horn, headlamp flasher, high/low beam, and self-cancelling direction flashers; instrument lamps; two-speed, self switching, dual-arm windscreen wipers; twin Windtone horns; interior lamp with integral and courtesy switches; warning lamps for 'no' dynamo charge, headlamp high-beam, and direction indicators; fascia ashtray lamp.

INSTRUMENTS AND CONTROLS: Speedometer calibrated in m.p.h. and km.p.h. with total mileage recorder; revolution counter; water temperature, oil pressure, and fuel gauges. Ignition/starter switch; mixture control; rocker switches for head/sidelamps and screen wipers; windscreen washer. Fresh-air heater/demister unit with illuminated controls.

COACHWORK: Four-seater, four-light, four-door saloon of all-steel unitary construction with exterior roof covering of black grained vinyl. Full-width fascia panel is in black finish with instruments and warning lamps in front of driver, and a glovebox on passenger's side. The upper surface is trimmed in black to eliminate glare and two padded crash rolls run top and bottom across the fascia. Under the fascia there is a full-width parcel shelf. Single interior anti-glare mirror. Twin, padded, collapsible safety-type interior sun visors. Separate, reclining front seats are adjustable fore and aft, and upholstered with polyether foam cushions trimmed in vinyl. Full-width rear seat has cushion and squab upholstered with polyether foam trimmed in vinyl. Folding centre arm-rest in rear seat squab. All seat contact surfaces trimmed in knit-backed expanded vinyl. Doors hung on forward edges have wind-down windows and arm-rests. Both front doors have rucked pockets. Push-button handles fitted to exterior with private locks in both front doors. All doors are lockable from inside and have children's safety catches. Ashtray for front compartment is mounted in fascia and illuminated when open; central floor mounted ashtray for rear compartment. Luggage boot at rear of car. Boot lid is fitted with push-button handle and held in open position by torsion bar assistance. Bonnet is hinged at rear edge and held in open position by telescopic stay. Bonnet lock reached through grille bars; separate safety catch. Floor covered with carpet throughout. Curved safety glass windscreen and rear window. Provision for fitting seat belts. Chromium bumpers front and rear.

OPTIONAL EXTRAS: Vacuum servo unit; bumper over-riders; electrically heated rear window.

* 'Hydrolastic' is a registered Trade Mark.

