

AUSTIN

Britains Dependable Car



Austin

"BRITAINS DEPENDABLE CAR"

The Austin Motor Company Ltd.

Longbridge Works

Birmingham

England.

DEPENDABILITY

plus

ADDED VALUE

Famous for dependability, because of consistent high quality materials and workmanship allied to excellence of design, Austin cars have earned the confidence of motorists everywhere.

The current models included in this catalogue represent the best value obtainable, and warrant the closest examination before a new car is chosen.

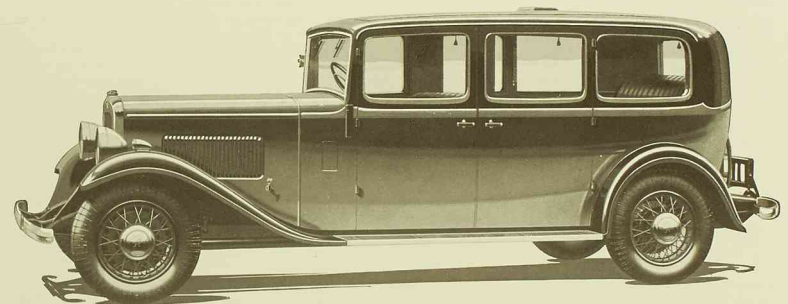
More costly and more efficient synchromesh gearboxes, ensure easy noiseless gear changes and practically silent running. Most models have strengthened cross-braced drop frames.

The carriage work and equipment are of Austin quality—which is another way of saying they maintain the high reputation earned during the past twenty-eight years; and some added refinements are traffic indicators, interior sun visors and spare wheel covers.

The completeness of the range is manifest—there are 50 models to choose from.

The important improvements and additional equipment obviously enhance their value. The progressive increases from the Seven to the Twenty are by such small steps, and the variations of coachwork so embracive, that the requirements of every motorist is catered for; and for those who require speed the latest additions of sports models make a special appeal.

The Twenty RANELAGH Limousine or Landalet



This is the largest of the Austin range. It is a full seven seater and its performance accords with its dignified, elegant, powerful appearance. Its smooth running six-cylinder engine is master of any occasion on the road.

Its synchromesh gearbox ensures smooth, silent gear changes, and its easy control is demonstrated as a top gear car. Full fashioned, high quality upholstery, with side and centre arm rests, long, flexible springs with hydraulic shock absorbers, and smooth, powerful brakes, make travelling a luxurious experience.

When the car is owner-driven, the glass division behind the driver can be lowered, and the occasional seats fold away neatly when not in use.

The car can be finished to choice of Austin colours and upholstered in Vaumol hide, Bedford cord or moquette. Equipment includes an interior visor, side draught deflectors, spare wheel cover, direction indicators, dual windscreen wiper, driving mirror, interior lights, companion set, parcel net, rope pulls, electric telephone, a sheepskin foot rug, and those accessories shown on chassis specification. All fittings chromium plated. Triplex glass throughout.

SPECIFICATION

GENERAL DIMENSIONS.

Wheel base - - -	-	11ft. 4in. (3,454 mm.)
Track - - - - -	-	4ft. 8in. (1,422 mm.)
Road clearance - - -	-	9in. (229 mm.)
Turning circle - - -	-	55ft. (16,763 mm.)

ENGINE.

6-cylinder monobloc; bore, 3 $\frac{1}{2}$ in. (79.5 mm.); stroke, 4 $\frac{1}{2}$ in. (114.5 mm.). Total capacity, 207 cub. in. (3,400 c.c.); R.A.C. rating, 23.5 h.p.; b.h.p. at 2,600 r.p.m., 58. The cylinder head is detachable and the valves are all on the near side. The crankshaft is carried on eight bearings of large diameter. The pistons are of low expansion aluminium alloy.

PETROL TANK AND FILLER.

The tank has a capacity of 16 gallons (72 litres) and is most conveniently placed at the rear of the car. The supply to the engine is by a vacuum system. A contents gauge is included on the instrument board.

IGNITION.

By coil and battery.

COOLING.

By fan. Water circulation by pump, controlled by automatic Thermostat.

LUBRICATION.

A gear pump forces oil to all bearings of crankshaft and camshaft, and the oil is purified by passing through an external oil cleaner and a large gauze filter in the reservoir. Chassis lubrication by grease gun.

TRANSMISSION.

The clutch is of the single-plate type. The synchromesh gearbox has four speeds forward and a reverse; second,

third and top are constant mesh gears for silent running. The ratios of engine to road wheels are: 1st speed, 20.34 to 1; 2nd speed, 11.41 to 1; 3rd speed, 7.34 to 1; top speed, 4.67 to 1. Gear changes are effected by a lever mounted centrally. Final drive is by spiral bevel gear. The rear axle is of the three-quarter floating type, the wheels are carried on ball bearings.

BRAKES.

Large brake drums are fitted to all four road wheels. All brakes are easily adjusted.

STEERING.

A patented roller worm wheel makes the steering remarkably light and easy. Over the steering wheel are the gas and ignition levers and the dip-and-switch control. Under the wheel is the ring-operated horn switch.

SUSPENSION.

The long road springs are semi-elliptic and zinc interleaved. Springs are mounted with the non-lubricated "Silentbloc" shackles. Luvax hydraulic shock absorbers to front and rear of car.

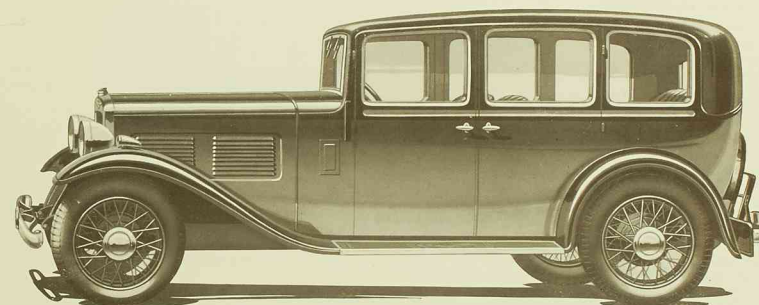
WHEELS AND TYRES.

Magna, Dunlop 6.00—18 tyres.

EQUIPMENT.

12 volt electric lighting and starting with automatic voltage control. Starter hand switch on fascia board. Chromium plated "Biflex" magnetically operated dip-and-switch head lamps; combined "stop" and tail lamp; bumpers at front and rear, carburettor air strangler, air cleaner, clock, petrol gauge, speedometer, electric horn, driving mirror, luggage carrier, number-plates, spare wheel and tyre. Tools are securely stowed in special compartments.

The Twenty WHITEHALL de luxe Saloon



This is a fast saloon car built on a ten foot chassis and designed to provide seating accommodation for five persons.

The shortened chassis, which permits the saving of some weight, is rigid and of great strength. A smooth, silent, six cylinder engine supplies ample power for high cruising speeds and the synchromesh gearbox ensures silent gear changes.

There is a variety of choice for the upholstery. The seats and squabs are of ample depth to give the maximum of comfort.

The Pytchley sliding roof makes it an all-weather car, and the wide windows give unobstructed outlook to driver and passengers alike.

Finished to choice of Austin colours, upholstered in Vaumol hide, Bedford cord or moquette. Equipment includes an interior visor, side draught deflectors, spare wheel cover, direction indicators, occasional tables, foot rests, dual windscreen wiper, driving mirror, interior lights, companion set, parcel net, rope pulls, a sheepskin foot rug and those accessories shown on chassis specification. All fittings are chromium plated. Triplex glass throughout.

THE AUSTIN MOTOR CO. LTD., LONGBRIDGE, BIRMINGHAM

SPECIFICATION

GENERAL DIMENSIONS.

Wheel base	- - -	10ft. 0in. (3,048 mm.)
Track	- - -	4ft. 8in. (1,422 mm.)
Road clearance	- - -	9in. 229 mm.
Turning circle	- - -	44ft. 6in. (13,563 mm.)

ENGINE.

6-cylinder monobloc; bore, 3½ in. (79.5 mm.); stroke, 4½ in. (114.5 mm.). Total capacity, 207 cub. in. (3,400 c.c.); R.A.C. rating, 23.5 h.p.; b.h.p. at 2,600 r.p.m., 58. The cylinder head is detachable and the valves are all on the near side. The crankshaft is carried on eight bearings of large diameter. The pistons are of low expansion aluminium alloy.

PETROL TANK AND FILLER.

The tank has a capacity of 16 gallons (72 litres) and is most conveniently placed at the rear of the car. The supply to the engine is by a vacuum system. A contents gauge is included on the instrument board.

IGNITION.

By coil and battery.

COOLING.

By fan. Water circulation by pump, controlled by automatic Thermostat.

LUBRICATION.

A gear pump forces oil to all bearings of crankshaft and camshaft, and the oil is purified by passing through an external oil cleaner and a large gauze filter in the reservoir. Chassis lubrication by grease gun.

TRANSMISSION.

The clutch is of the single-plate type. The synchromesh gearbox has four speeds forward and a reverse; second,

third and top are constant mesh gears for silent running. The ratios of engine to road wheels are: 1st speed, 17.1 to 1; 2nd speed, 9.56 to 1; 3rd speed, 6.14 to 1; top speed, 3.92 to 1. Gear changes are effected by a lever mounted centrally. Final drive is by spiral bevel. The rear axle is of the three-quarter floating type, the wheels are carried on ball bearings.

BRAKES.

Large brake drums are fitted to all four road wheels. All brakes are easily adjusted.

STEERING.

A patented roller worm wheel makes the steering remarkably light and easy. Over the wheel are the gas and ignition levers and the dip-and-switch control, under it is the sensitive ring-operated horn switch.

SUSPENSION.

The long road springs are semi-elliptic and zinc inter-leaved. All springs are mounted with the non-lubricated "Silentbloc" shackles. Luvax shock absorbers to front and rear of car.

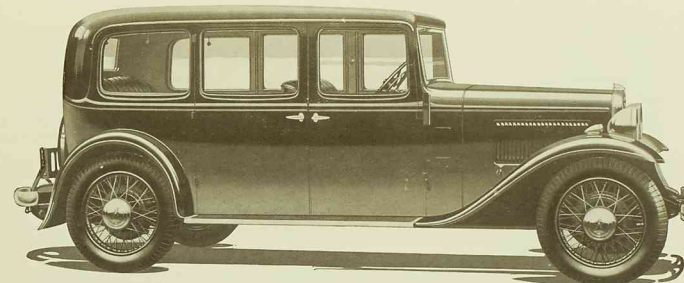
WHEELS AND TYRES.

Magna, Dunlop tyres 5.50—18.

EQUIPMENT.

12 volt electric lighting and starting with automatic voltage control. Starter hand switch on fascia board. Chromium plated "Biflex" magnetically operated dip-and-switch head lamps; combined "stop" and tail lamp; bumpers at front and rear, carburettor air strangler, air cleaner, clock, petrol gauge, speedometer, electric horn, driving mirror, luggage carrier, number-plates, spare wheel and tyre. Tools are securely stowed in special compartments.

The Sixteen CARLTON de luxe Saloon



A handsome de luxe saloon with a very spacious interior, mounted on a stiffened cross-braced drop frame; the floor is low and the head room ample.

The angle of the rear seat is adjustable to individual personal comfort and there is a hinged central arm rest in addition to those at the side.

There is a Pytchley sunshine roof and a slightly sloping windscreen.

Four wide doors with no obstruction and the low floor make entrance or exit easy and comfortable.

The engine has a reputation for that smooth power output which makes it suitable for any type of road—mountain, country or city. The synchromesh gearbox assures silent, easy gear changes.

The large four-wheel brakes will control the car at any speed, the long springs fitted with hydraulic shock absorbers give efficient suspension, and the upholstery and finish are of the first quality.

The IVER saloon has a division behind the driver for use when chauffeur driven.

These models can also be supplied with an 18 h.p. engine.

Items * in equipment are not on the Iver.

The cars can be finished to choice of Austin colours and upholstered in Vaumol hide, Bedford cord or moquette. Equipment includes a rear adjustable seat, interior visor, side draught deflectors, spare wheel cover, direction indicators, *occasional tables, *foot rests, windscreen wiper, interior lights, companion set, parcel net, rope pulls, and those accessories shown on the chassis specification. All fittings chromium plated. Triplex glass throughout.

THE AUSTIN MOTOR CO. LTD., LONGBRIDGE, BIRMINGHAM

SPECIFICATION

GENERAL DIMENSIONS.

Wheel base - - - -	10ft. 0in. (3,048 mm.)
Track - - - - -	4ft. 8in. (1,422 mm.)
Road clearance - - -	7 $\frac{1}{2}$ in. (197 mm.)
On Export models - -	9 $\frac{1}{4}$ in. (235 mm.)
Turning circle - - -	45ft. (13,716 mm.)

ENGINE—16 h.p.

6-cylinder monobloc; bore, 2.58in. (65.5 mm.); stroke, 4.375in. (111 mm.). Total capacity, 137 cub. in. (2,249 c.c.); R.A.C. rating, 15.9 h.p.; b.h.p. at 2,600 r.p.m., 38. The cylinder head is detachable and the valves are all on the near side. The crankshaft is carried on eight bearings of large diameter. Pistons are of low expansion aluminium alloy.

ENGINE—18 h.p.

6-cylinder monobloc; bore, 2.73in. (69.5 mm.); stroke, 4.375 in. (111 mm.). Total capacity, 153.7 cub. in. (2,510 c.c.); R.A.C. rating, 17.9 h.p.; b.h.p. at 2,600 r.p.m., 43. The cylinder head is detachable and the valves are all on the near side. The counter-balanced crankshaft is carried on four bearings of large diameter. Pistons are of low expansion aluminium alloy.

PETROL TANK AND FILLER.

The tank has a capacity of 10 gallons (45 litres) and is most conveniently placed at the rear of the car. The supply to the engine is by petrol pump. A contents gauge is included on the instrument board.

IGNITION.

By coil and battery.

COOLING. By fan. Water circulation by pump, controlled by automatic Thermostat.

LUBRICATION.

A gear pump forces oil to all bearings of crankshaft and camshaft, and the oil is purified by passing through an external oil cleaner and a large gauze filter in the reservoir. Chassis lubrication by grease gun.

TRANSMISSION.

The clutch is of the single plate type. The synchromesh gearbox has four speeds forward and a reverse, second, third and top being constant mesh gears for silent running. The ratios of engine to road wheels are: 1st speed, 19.21 to 1; 2nd speed, 12.37 to 1; 3rd speed 8.18 to 1; top speed, 5.11 to 1. Gear changes are easily effected by a lever mounted centrally. Final drive is by spiral bevel gear. The rear axle is of the three-quarter floating type, the wheels are carried on ball bearings.

CHASSIS.

New cross-braced, dropped frame with new axles.

BRAKES.

Both the hand lever and the pedal apply the improved brakes to all four road wheels. All brakes are easily adjusted.

STEERING.

Steering is of the worm and worm wheel type, with provision for taking up wear. Over the wheel are the gas and ignition levers and the dip-and-switch control. Under it is the sensitive ring-operated horn switch.

SUSPENSION.

The long road springs are semi-elliptic and zinc interleaved. All are mounted with the non-lubricated "Silentbloc" shackles. Luvax shock absorbers to front and rear of car.

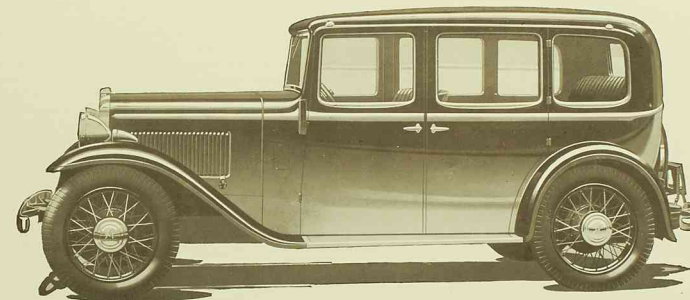
WHEELS AND TYRES.

Magna, Dunlop 5.00—20 tyres.

EQUIPMENT.

12 volt electric lighting and starting with automatic voltage control. Starter hand switch on fascia board. Chromium plated "Biflex" magnetically operated dip-and-switch head lamps; combined "stop" and tail lamp; bumpers at front and rear; carburettor air strainer, air cleaner, clock, petrol gauge, speedometer, electric horn, luggage carrier, number plates, spare wheel and tyre. Tools are securely stowed in special compartments.

The Sixteen BERKELEY de luxe Saloon



An attractive saloon car to accommodate five persons, carried upon a new, strong cross-braced drop frame.

Here is ample seating accommodation, plenty of head room, foot room and elbow room; folding foot-rests and tables. The Pytchley sunshine roof and the windows are of such generous proportions that the whole interior is light and airy. Side draught deflectors are fitted to the front doors.

The synchromesh gearbox which ensures silent, easy gear changes, conveniently placed controls, improved powerful four-wheel brakes and excellent suspension, together with the full visibility assisted by the interior visor, make a combination to please, and establish the confidence of, any driver.

This model can also be supplied with an 18 h.p. engine.

The car can be finished to choice of Austin colours and upholstered in Vaumol hide, Bedford cord or moquette. Equipment includes a rear adjustable seat, interior visor, side draught deflectors, spare wheel cover, direction indicators, occasional tables, foot rests, windscreen wiper, driving mirror, companion set, parcel net, rope pulls, and those accessories shown on chassis specification. All fittings chromium plated. Triplex glass throughout.

THE AUSTIN MOTOR CO. LTD., LONGBRIDGE, BIRMINGHAM

SPECIFICATION

GENERAL DIMENSIONS.

Wheel base	- - -	9ft. 4in. (2,844 mm.)
Track	- - -	4ft. 8in. (1,422 mm.)
Road clearance	- - -	7 $\frac{1}{2}$ in. (197 mm.)
On Export models	- - -	9 $\frac{1}{4}$ in. (235 mm.)
Turning circle	- - -	42ft. (12,801 mm.)

ENGINE—16 h.p.

6-cylinder monobloc; bore, 2.58in. (65.5 mm.); stroke, 4.375in. (111 mm.). Total capacity, 137 cub. in. (2,249 c.c.); R.A.C. rating, 15.9 h.p.; b.h.p. at 2,600 r.p.m., 38. The cylinder head is detachable and the valves are all on the near side. The crankshaft is carried on eight bearings of large diameter. Pistons are of low expansion aluminium alloy.

ENGINE—18 h.p.

6-cylinder monobloc; bore, 2.73in. (69.5 mm.); stroke, 4.375in. (111 mm.). Total capacity, 153.7 cub. in. (2,510 c.c.); R.A.C. rating, 17.9 h.p.; b.h.p. at 2,600 r.p.m., 43. The cylinder head is detachable and the valves are all on the near side. The counter-balanced crankshaft is carried on four bearings of large diameter. Pistons are of low expansion aluminium alloy.

PETROL TANK AND FILLER.

The tank has a capacity of 10 gallons (45 litres) and is most conveniently placed at the rear of the car. The supply to the engine is by petrol pump. A contents gauge is included on the instrument board.

IGNITION.

By coil and battery.

COOLING.

By fan. Water circulation by pump, controlled by automatic Thermostat.

LUBRICATION.

A gear pump forces oil to all bearings of crankshaft and camshaft, and the oil is purified by passing through an external oil cleaner and a large gauze filter in the reservoir. Chassis lubrication by grease gun.

TRANSMISSION.

The clutch is of the single plate type. The synchromesh gearbox has four speeds forward, and a reverse, second, third and top are constant mesh gears for silent running. The ratios of engine to road wheels are: 1st speed, 19.21 to 1; 2nd speed, 12.37 to 1; 3rd speed, 8.18 to 1; top speed, 5.11 to 1. Gear changes are easily effected by a lever mounted centrally. Final drive is by spiral bevel gear. The rear axle is of the three-quarter floating type, the wheels are carried on ball bearings.

CHASSIS.

New cross-braced, dropped frame, with new axles.

BRAKES.

Both the hand lever and the pedal apply the improved brakes to all four road wheels. All brakes are easily adjusted.

STEERING.

Steering is of the worm and worm wheel type, with provision for taking up wear. Over the wheel are the gas and ignition levers and the dip-and-switch control, and under it is the sensitive ring-operated horn switch.

SUSPENSION.

The long road springs are semi-elliptic and zinc interleaved. All springs are mounted with the non-lubricated "Silentbloc" shackles. Luvax shock absorbers to front and rear of car.

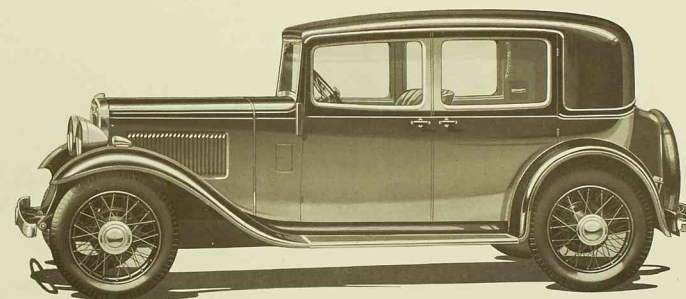
WHEELS AND TYRES.

Magna, Dunlop 5.00—20 tyres.

EQUIPMENT.

12 volt electric lighting and starting with automatic voltage control. Starter hand switch on fascia board. Chromium plated "Biflex" magnetically operated dip-and-switch head lamps; combined "stop" and tail lamp; bumpers at front and rear, carburettor air strangler, air cleaner, clock, petrol gauge, speedometer, electric horn, luggage carrier, number-plates, spare wheel and tyre. Tools are securely stowed in special compartments.

The Sixteen WESTMINSTER de luxe Saloon



This is a five-seater four-window saloon model of elegant and distinctive appearance.

It has a Pytchley sunshine roof, slightly sloping windscreen and wide doors with easily controlled windows. The interior is beautifully upholstered, the cushions and squabs are full and deep, there is a central hinged arm rest as well as side rests to the rear seat, occasional tables and foot rests—the Westminster may be summed up as a typical de luxe model.

A smooth, powerful, six-cylinder engine, synchromesh gearbox, improved powerful brakes and excellent riding qualities demonstrate that it is eminently suitable for town work and an ideal car for ladies' use.

This model can also be supplied with an 18 h.p. engine.

The car can be finished to choice of Austin colours and upholstered in Vaumol hide, Bedford cord or moquette. Equipment includes an interior visor, side draught deflectors, spare wheel cover, direction indicators, occasional tables, foot rests, rear luggage compartment, windscreen wiper, driving mirror, interior lights, companion set, parcel net, rope pulls, and those accessories shown on the chassis specification. All fittings chromium plated. Triplex glass throughout.

THE AUSTIN MOTOR CO. LTD., LONGBRIDGE, BIRMINGHAM

SPECIFICATION

GENERAL DIMENSIONS.

Wheel base - - - -	9ft. 4in. (2,844 mm.)
Track - - - - -	4ft. 8in. (1,422 mm.)
Road clearance - - -	7½ in. (191 mm.)
On Export models - -	8½ in. (216 mm.)
Turning circle - - -	42ft. (12,801 mm.)

ENGINE—16 h.p.

6-cylinder monobloc; bore, 2.58in. (65.5 mm.); stroke, 4.375in. (111 mm.). Total capacity, 137 cub. in. (2,249 c.c.); R.A.C. rating 15.9 h.p.; b.h.p. at 2,600 r.p.m., 38. The cylinder head is detachable and the valves are all on the near side. The crankshaft is carried on eight bearings of large diameter. Pistons are of low expansion aluminium alloy.

ENGINE—18 h.p.

6-cylinder monobloc; bore, 2.73in. (69.5 mm.); stroke, 4.375in. (111 mm.). Total capacity, 153.7 cub. in. (2,510 c.c.); R.A.C. rating, 17.9 h.p.; b.h.p. at 2,600 r.p.m., 43. The cylinder head is detachable and the valves are all on the near side. The counter-balanced crankshaft is carried on four bearings of large diameter. Pistons are of low expansion aluminium alloy.

PETROL TANK AND FILLER.

The tank has a capacity of 10 gallons (45 litres) and is most conveniently placed at the rear of the car. The supply to the engine is by petrol pump. A contents gauge is included on the instrument board.

IGNITION.

By coil and battery.

COOLING.

By fan. Water circulation by pump, controlled by automatic Thermostat.

LUBRICATION.

A gear pump forces oil to all bearings of crankshaft and camshaft, and the oil is purified by passing through an external oil cleaner and a large gauze filter in the reservoir. Chassis lubrication by grease gun.

TRANSMISSION.

The clutch is of the single-plate type. The synchromesh gearbox has four speeds forward and a reverse, second, third and top are constant mesh gears to ensure silent running. The ratios of engine to road wheels are: 1st speed, 19.21 to 1; 2nd speed, 12.37 to 1; 3rd speed, 8.18 to 1; top speed, 5.11 to 1. Gear changes are easily effected by a lever mounted centrally. Final drive is by spiral bevel gear. The rear axle is of the three-quarter floating type, the wheels are carried on ball bearings.

BRAKES.

Both the hand lever and the pedal apply the improved brakes to all four road wheels. All brakes are easily adjusted.

STEERING.

Steering is of the worm and worm wheel type, with provision for taking up wear. Over the wheel are the gas and ignition levers and the dip-and-switch control, under it is the sensitive ring-operated horn switch.

SUSPENSION.

The long road springs are semi-elliptic and zinc inter-leaved. All springs are mounted with the non-lubricated "Silentbloc" shackles. Luvax shock absorbers to front and rear of car.

WHEELS AND TYRES.

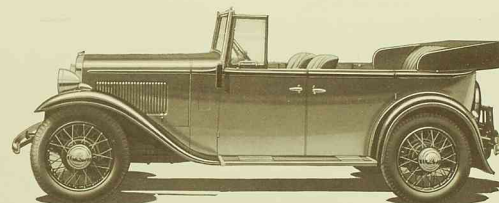
Magna, Dunlop 5.00—20 tyres.

EQUIPMENT.

12 volt electric lighting and starting with automatic voltage control. Starter hand switch on fascia board. Chromium plated "Biflex" magnetically operated dip-and-switch head lamps; combined "stop" and tail lamp, bumpers at front and rear, carburettor air strangler, air cleaner, clock, petrol gauge, speedometer, electric horn, number-plates, spare wheel and tyre. Tools are securely stowed in special compartments.

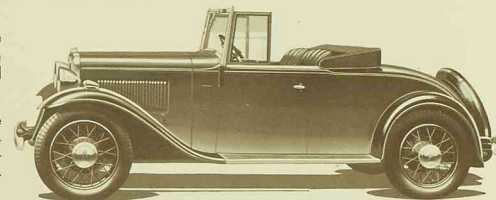
THE AUSTIN MOTOR CO. LTD., LONGBRIDGE, BIRMINGHAM

The Sixteen OPEN MODELS



THE OPEN ROAD TOURER

THE HARROW TWO-SEATER



The "Open Road" is a fine example of a high grade five-seater touring car, with superior upholstery of specially selected wear-resisting leather.

The "Harrow" is an open car of attractive appearance, primarily intended as a two-seater, but with full accommodation for four persons, if necessary, or carrying space for luggage.

In both models the improved hoods are thoroughly weather-proof; they are easily erected or taken down and neatly stowed. The side-screens when not in use are carried in panels in the doors.

The engine gives a smooth, flexible output of power to provide a high cruising speed and it climbs steadily without stress or strain. The synchromesh gearbox ensures silent, easy gear changes, the powerful brakes will control the car at speed, and the suspension is excellent.

These models can also be supplied with an 18 h.p. engine.

The cars can be finished to choice of Austin colours and upholstered in leather. Equipment includes a spare wheel cover, direction indicators, foot rests, windscreen wiper, driving mirror, and those accessories shown on the chassis specification. All fittings chromium plated. Front screens Triplex glass.

SPECIFICATION

GENERAL DIMENSIONS.

Wheel base - - - -	9ft. 4in. (2,844 mm.)
Track - - - - -	4ft. 8in. (1,422 mm.)
Road clearance - - -	7 $\frac{1}{2}$ in. (191 mm.)
On Export models - -	8 $\frac{1}{2}$ in. (216 mm.)
Turning circle - - -	42ft. (12,801 mm.)

ENGINE—16 h.p.

6-cylinder monobloc; bore, 2.58in. (65.5 mm.); stroke, 4.375in. (111 mm.). Total capacity, 137 cub. in. (2,249 c.c.); R.A.C. rating, 15.9 h.p.; b.h.p. at 2,600 r.p.m., 38. The cylinder head is detachable and the valves are all on the near side. The crankshaft is carried on eight bearings of large diameter. Pistons are of low expansion aluminium alloy.

ENGINE—18 h.p.

6-cylinder monobloc; bore, 2.73in. (69.5 mm.); stroke, 4.375in. (111 mm.). Total capacity, 153.7 cub. in. (2,510 c.c.); R.A.C. rating, 17.9 h.p.; b.h.p. at 2,600 r.p.m., 43. The cylinder head is detachable and the valves are all on the near side. The counter-balanced crankshaft is carried on four bearings of large diameter. Pistons are of low expansion aluminium alloy.

PETROL TANK AND FILLER.

The tank has a capacity of 10 gallons (45 litres) and is most conveniently placed at the rear of the car. The supply to the engine is by petrol pump. A contents gauge is included on the instrument board.

IGNITION.

By coil and battery.

COOLING.

By fan. Water circulation by pump, controlled by automatic Thermostat.

LUBRICATION.

A gear pump forces oil to all bearings of crankshaft and camshaft, and the oil is purified by passing through an external oil cleaner and a large gauze filter in the reservoir. Chassis lubrication by grease gun.

TRANSMISSION.

The clutch is of the single-plate type. The synchromesh gearbox has four speeds forward and a reverse, second, third and top are constant mesh gears for silent running. The ratios of engine to road wheels are: 1st speed, 19.21 to 1; 2nd speed, 12.37 to 1; 3rd speed, 8.18 to 1; top speed, 5.11 to 1. Gear changes are easily effected by a lever mounted centrally. Final drive is by spiral bevel gear. The rear axle is of the three-quarter floating type, the wheels are carried on ball bearings.

BRAKES.

Both the hand lever and the pedal apply the brakes to all four road wheels. All brakes are easily adjusted.

STEERING.

Steering is of the worm and worm wheel type, with provision for taking up wear. Over the wheel are the gas and ignition levers and the dip-and-switch control and under it is the sensitive ring-operated horn switch.

SUSPENSION.

The long road springs are semi-elliptic and zinc inter-leaved. All springs are mounted with the non-lubricated "Silentbloc" shackles. Luvax hydraulic shock absorbers to front and rear of car.

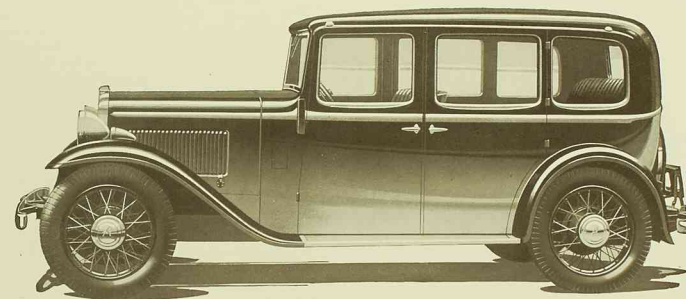
WHEELS AND TYRES.

Magna, Dunlop 5.00—20 tyres.

EQUIPMENT.

12 volt electric lighting and starting with automatic voltage control. Starter hand switch on fascia board. Chromium plated "Biflex" magnetically operated dip-and-switch headlamps, combined "stop" and tail lamp, bumpers at front and rear, carburettor air strangler, air cleaner, clock, petrol gauge, speedometer, electric horn, luggage carrier on the Open Road Tourer, number-plates, spare wheel and tyre. Tools are securely stowed in special compartments.

The Twelve-Four BERKELEY de luxe Saloon



The Twelve-Four is now in the twelfth year of production and its consistent performance and dependable qualities maintain its hold on public esteem.

The flexible four-cylinder engine is mounted on an improved, strengthened, cross-braced, drop frame; the brakes are larger and more powerful and the synchromesh gearbox gives a silent gear change.

The carriage work is similar to that of the Berkeley "Sixteen," with a Pytchley sliding roof, and the same high quality upholstery and equipment includes tables folding into the back of the front seats, and arm rests.

There is a fixed head model, with less expensive furnishings and without those items marked * in equipment list.

The car can be finished to choice of Austin colours and upholstered in Vaumol hide, Bedford cord or moquette. Equipment includes an *interior visor, *side draught deflectors, *spare wheel cover, direction indicators, *occasional tables, foot rests, windscreen wiper, driving mirror, interior lights, companion set, parcel net, rope pulls, and those accessories shown on chassis specification. All fittings chromium plated. Triplex glass throughout.

THE AUSTIN MOTOR CO. LTD., LONGBRIDGE, BIRMINGHAM

SPECIFICATION

GENERAL DIMENSIONS.

Wheel base - - - -	9ft. 4in. (2,844 mm.)
Track - - - - -	4ft. 8in. (1,422 mm.)
Road clearance - - -	7 $\frac{3}{4}$ in. (197 mm.)
On Export models - - -	9 $\frac{1}{2}$ in. (235 mm.)
Turning circle - - - -	42ft. (12,801 mm.)

ENGINE.

4-cylinder monobloc; bore, 2 $\frac{1}{8}$ in. (72 mm.); stroke, 4 $\frac{1}{2}$ in. (114.5 mm.). Total capacity, 113.5 cub. in. (1,861 cc.); R.A.C. rating, 12.8 h.p.; b.h.p. at 2,600 r.p.m., 30. The cylinder head is detachable and the valves are all on the near side. The crankshaft is carried on five bearings of large diameter. Pistons are of low expansion aluminium alloy.

PETROL TANK AND FILLER.

The tank has a capacity of 10 gallons (45 litres) and is most conveniently placed at the rear of the car. The supply to the engine is by a vacuum system. A contents gauge is included on the instrument board.

IGNITION.

By magneto.

COOLING.

By fan. Water circulation by pump, controlled by automatic Thermostat.

LUBRICATION.

Lubrication is by means of a gear pump, forcing oil to all bearings of the crankshaft and camshaft. A large gauze filter in the oil reservoir is easily removed for cleaning. Chassis lubrication by grease gun.

TRANSMISSION.

The clutch is of the single-plate type. The synchromesh gearbox has four speeds forward and a reverse, second, third and top are constant mesh gears to ensure silent

running. The ratios of engine to road wheels are: 1st speed, 19.21 to 1; 2nd speed, 12.37 to 1; 3rd speed, 8.18 to 1; top speed, 5.11 to 1. Gear changes are easily effected by a lever mounted centrally. Final drive is by spiral bevel gear. The rear axle is of the three-quarter floating type, the wheels are carried on ball bearings.

CHASSIS.

New cross-braced, dropped frame with new axles.

BRAKES.

Improved four wheel expanding brakes, operated either by hand or foot. All brakes are easily adjusted.

STEERING.

Steering is of the worm and worm wheel type, with provision for taking up wear. Over the steering wheel are the gas and ignition levers. Under the wheel is the sensitive ring-operated horn switch.

SUSPENSION.

The long road springs are semi-elliptic and zinc interleaved. All springs are mounted with the non-lubricated "Silentbloc" shackles. Luvax hydraulic shock absorbers to front and rear of car.

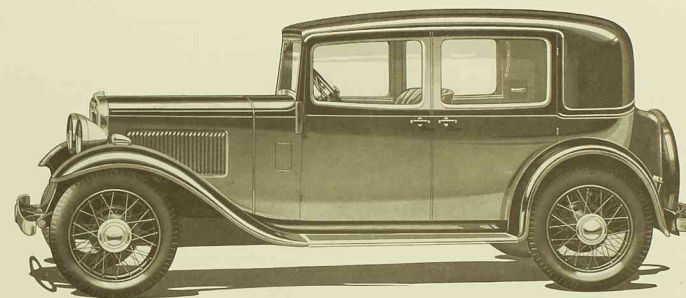
WHEELS AND TYRES.

Magna wheels, with Dunlop 5.00—20 tyres. Wire wheels on Berkeley fixed head Saloon.

EQUIPMENT.

12 volt electric lighting and starting with starter hand switch on fascia board. *Chromium plated dip-and-switch head lamps, combined "stop" and tail lamp, *bumpers at front and rear, carburettor air strangler, air cleaner, clock, petrol gauge, speedometer, electric horn, luggage carrier, number-plates, spare wheel and tyre. Tools are securely stowed in special compartments.

The Twelve-Four WESTMINSTER de luxe Saloon



Symmetry of line and distinctive elegance are the notable features of this handsome five-seater, four-window saloon car, with slightly sloping windscreen and Pytchley sliding roof.

The interior is tastefully upholstered, the cushions and squabs are full and deep, there is a central hinged arm rest as well as side rests to the rear seat, and all materials are of best quality.

The four-cylinder engine gives a smooth output of power, the synchromesh gearbox ensures easy, quiet gear changes, the brakes are powerful and efficient and the riding qualities are very good indeed.

The car can be finished to choice of Austin colours and upholstered in Vaumol hide, Bedford cord or moquette. Equipment includes an interior visor, side draught deflectors, spare wheel cover, direction indicators, occasional tables, foot rests, rear luggage compartment, windscreen wiper, driving mirror, interior lights, companion set, parcel net, rope pulls, and those accessories shown on chassis specification. All fittings chromium plated. Triplex glass throughout.

THE AUSTIN MOTOR CO. LTD., LONGBRIDGE, BIRMINGHAM

SPECIFICATION

GENERAL DIMENSIONS.

Wheel base - - - -	9ft. 4in. (2,844 mm.)
Track - - - - -	4ft. 8in. (1,422 mm.)
Road clearance - - -	7½in. (191 mm.)
On Export models - - -	8½in. (216 mm.)
Turning circle - - - -	42ft. (12,801 mm.)

ENGINE.

4-cylinder monobloc; bore, 2½in. (72 mm.); stroke, 4½in. (114.5 mm.). Total capacity, 113.5 cub. in. (1,861 cc.); R.A.C. rating, 12.8 h.p.; b.h.p. at 2,600 r.p.m., 30. The cylinder head is detachable and the valves are all on the near side. The crankshaft is carried on five bearings of large diameter. Pistons are of low expansion aluminium alloy.

PETROL TANK AND FILLER.

The tank has a capacity of 10 gallons (45 litres) and is most conveniently placed at the rear of the car. The supply to the engine is by a vacuum system. A contents gauge is included on the instrument board.

IGNITION.

By magneto.

COOLING.

By fan. Water circulation by pump, controlled by automatic Thermostat.

LUBRICATION.

Lubrication is by means of a gear pump, forcing oil to all bearings of the crankshaft and camshaft. A large gauze filter in the oil reservoir is easily removed for cleaning. Chassis lubrication by grease gun.

TRANSMISSION.

The clutch is of the single-plate type. The synchromesh

gearbox has four speeds forward and a reverse; second, third and top are constant mesh gears for silent running. The ratios of engine to road wheels are: 1st speed, 19.21 to 1; 2nd speed, 12.37 to 1; 3rd speed, 8.18 to 1; top speed, 5.11 to 1. Gear changes are easily effected by a lever mounted centrally. Final drive is by spiral bevel gear. The rear axle is of the three-quarter floating type, the wheels are carried on ball bearings.

BRAKES.

Improved four-wheel expanding brakes, operated either by hand or foot. All brakes are easily adjusted.

STEERING.

Steering is of the worm and worm wheel type, with provision for taking up wear. Over the wheel are the gas and ignition levers, under it is the sensitive ring-operated horn switch.

SUSPENSION.

The long road springs are semi-elliptic and zinc interleaved. All are mounted with the non-lubricated "Silentbloc" shackles. Luvax hydraulic shock absorbers to front and rear of car.

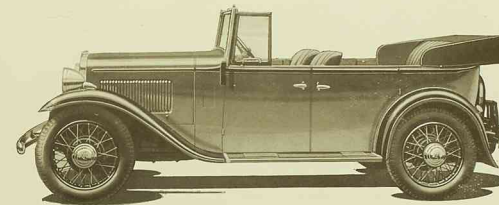
WHEELS AND TYRES.

Magna, Dunlop 5.00—20 tyres.

EQUIPMENT.

12 volt electric lighting and starting with hand starter switch on fascia board. Chromium plated dip-and-switch head lamps, bumpers at front and rear, carburettor air strangler, air cleaner, clock, petrol gauge, speedometer, electric horn, number-plates, spare wheel and tyre. Tools are securely stowed in special compartments.

The Twelve-Four OPEN MODELS



THE OPEN ROAD TOURER

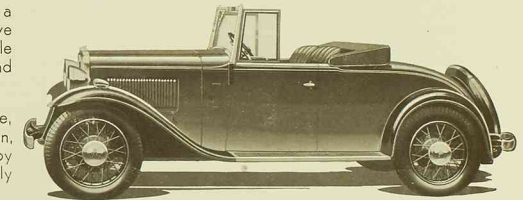
THE HARROW TWO-SEATER

The Open Road is an old favourite; it is a full five-seater touring car of attractive appearance and consistently dependable performance—upholstered in weather- and wear-resisting leather.

The Harrow Two-Seater is a handsome, speedy, handy car that will, on occasion, accommodate four persons. Much used by business men and those who frequently travel alone.

The ease with which the hood and side-screens of either model can be erected or taken down is a salient feature of their adaptability to any weather conditions. Compartments in the doors accommodate the side-screens when not in use.

The famous four-cylinder engine, the synchromesh gearbox ensuring silent, easy changes, excellent suspension and powerful brakes, together form a valuable combination of desirable features.



The cars can be finished to choice of Austin colours and upholstered in leather. Equipment includes a spare wheel cover, direction indicators, foot rests, windscreen wiper, driving mirror, and those accessories shown on chassis specification. All fittings chromium plated. Front screens Triplex glass.

THE AUSTIN MOTOR CO. LTD., LONGBRIDGE, BIRMINGHAM

SPECIFICATION

GENERAL DIMENSIONS.

Wheel base - - - -	9ft. 4in. (2,844 mm.)
Track - - - - -	4ft. 8in. (1,422 mm.)
Road clearance - - - -	8in. (203 mm.)
On Export models - - - -	9in. (229 mm.)
Turning circle - - - -	42ft. (12,801 mm.)

ENGINE.

4-cylinder monobloc; bore, 2 $\frac{1}{8}$ in. (72 mm.); stroke, 4 $\frac{1}{2}$ in. (114.5 mm.). Total capacity, 113.5 cub. in. (1,861 cc.); R.A.C. rating, 12.8 h.p.; b.h.p. at 2,600 r.p.m., 30. The cylinder head is detachable and the valves are all on the near side. The crankshaft is carried on five bearings of large diameter. Pistons are of low expansion aluminium alloy.

PETROL TANK AND FILLER.

The tank has a capacity of 10 gallons (45 litres) and is most conveniently placed at the rear of the car. The supply to the engine is by a vacuum system. A contents gauge is included on the instrument board.

IGNITION.

By magneto.

COOLING.

By fan. Water circulation by pump, controlled by automatic Thermostat.

LUBRICATION.

Lubrication is by means of a gear pump, forcing oil to all bearings of the crankshaft and camshaft. A large gauze filter in the oil reservoir is easily removed for cleaning. Chassis lubrication by grease gun.

TRANSMISSION.

The clutch is of the single-plate type. The synchromesh gearbox has four speeds forward and a reverse, second, third and top are constant mesh gears to ensure silent running. The ratios of engine to road wheels are: 1st

speed, 19.21 to 1; 2nd speed, 12.37 to 1; 3rd speed, 8.18 to 1; top speed, 5.11 to 1. Gear changes are easily effected by a lever mounted centrally. Final drive is by spiral bevel gear. The rear axle is of the three-quarter floating type, the wheels are carried on ball bearings.

BRAKES.

Four wheel expanding brakes, operated either by hand or foot. All brakes are easily adjusted.

STEERING.

Steering is of the worm and worm wheel type, with provision for taking up wear. Over the steering wheel are the gas and ignition levers. Under the wheel is the sensitive ring-operated horn switch.

SUSPENSION.

Road springs are semi-elliptic and zinc interleaved. Rear springs of exceptional length. All springs are mounted with the non-lubricated "Silentbloc" shackles. Luvax shock absorbers to front and rear of car.

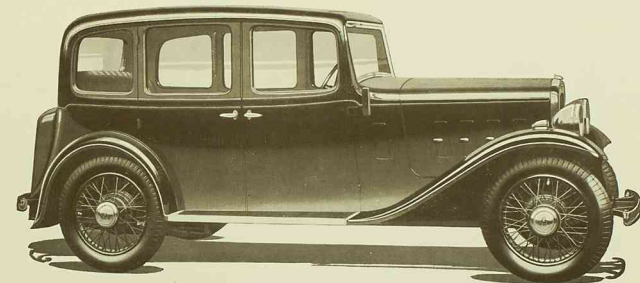
WHEELS AND TYRES.

Magna wheels, with Dunlop 5.00—20 tyres.

EQUIPMENT.

12 volt electric lighting and starting with hand starter switch on fascia board. Chromium plated dip-and-switch head lamps, combined "stop" and tail lamp; bumpers at front and rear, carburettor air strangler, air cleaner, clock, petrol gauge, speedometer, electric horn, luggage carrier on the Open Road tourer, number-plates, spare wheel and tyre. Tools are securely stowed in special compartments.

The Light Twelve-Six ASCOT de luxe Saloon



The carriage work of this model has a number of interesting features. The pleasing profile curves harmonize with the graceful waistline, the front and rear aspects are equally distinctive and pleasing.

The rear panelling encloses the spare wheel, and the hinged portion, when lowered, becomes the luggage carrier.

The body is very roomy—the floor is low, there is ample elbow room and head room. There is a special type of flush fitting sliding roof.

The Twelve-Six engine is powerful, smooth and quickly responsive. The synchromesh gearbox provides silent, easy gear changes, the four-wheel brakes are powerfully effective, and the springs with hydraulic shock absorbers make smooth travelling over rough roads.

This model can also be supplied with a 15.9 h.p. engine.

The car can be finished to choice of Austin colours and upholstered in Vaumol hide, Bedford cord or moquette. Equipment includes an interior visor, direction indicators, foot rests, hinged platform for carrying luggage, windscreen wiper, driving mirror, interior lights, companion set, rope pulls, and those accessories shown on the chassis specification. All fittings chromium plated. Triplex glass throughout.

THE AUSTIN MOTOR CO. LTD., LONGBRIDGE, BIRMINGHAM

SPECIFICATION

GENERAL DIMENSIONS.

Wheel base - - - -	8ft. 10in. (2,694 mm.)
Track - - - - -	4ft. 2in. (1,270 mm.)
Road clearance - - -	7½in. (190 mm.)
Turning circle - - -	42ft. (12,801 mm.)

ENGINE—13.9 h.p.

6-cylinder monobloc; bore, 2.410in. (61.25 mm.); stroke, 3.335in. (84.63 mm.). Total capacity, 91.2 cub. in. (1,496 c.c.); R.A.C. rating, 13.956 h.p.; b.h.p. at 2,600 r.p.m., 26.

ENGINE—15.9 h.p.

6-cylinder monobloc; bore, 2.579in. (65.5 mm.); stroke, 3.335in. (84.63 mm.). Total capacity, 104.4 cub. in. (1,711 c.c.); R.A.C. rating, 15.96 h.p.; b.h.p. at 2,600 r.p.m., 30.

The cylinder heads are detachable and the valves are all on the near side. Induction and exhaust manifolds are mounted to provide hot-spots. The crankshafts are carried on four bearings of ample diameter. Pistons are of special aluminium alloy.

PETROL TANK AND FILLER.

The tank has a capacity of 8 gallons (36 litres) and is most conveniently placed at the rear of the car. The supply to the engine is by a petrol pump. A contents gauge is included on the instrument board.

IGNITION.

By battery and coil, the distributor is easily accessible, and incorporates an automatic advance and retard mechanism.

COOLING.

By Thermo-Syphon and fan, circulation controlled by automatic Thermostat.

LUBRICATION.

Lubrication is by means of a gear wheel pump, in accordance with Austin practice, forcing oil to all bearings of the crankshaft and camshaft and connecting rod big ends. A large gauze filter in the oil reservoir is easily removed for cleaning. Chassis lubrication by grease gun. The number of greasers is reduced to a minimum.

CHASSIS. New cross-braced, dropped frame.

TRANSMISSION.

The clutch is of the single-plate type. The synchromesh gearbox has four speeds forward and a reverse; second, third and top are constant mesh gears for silent running. The ratios of engine to road wheels are 20.85, 13.59, 8.64 and 5.5 to 1.

The gearbox forms one unit with the engine and the whole is suspended at four points. Gear changes are easily effected by a lever mounted centrally. Final drive is by spiral bevel gear. The rear axle is of the three-quarter floating type, the wheels are carried on ball bearings.

BRAKES.

Four wheel expanding brakes operated either by hand or foot. All brakes are easily adjusted.

STEERING.

Steering is of the worm and worm wheel type, with provision for taking up wear. Over the steering wheel are the electric horn button and the finger control lever of the dip-and-switch mechanism for the head lamps.

SUSPENSION.

Road springs are semi-elliptic and zinc interleaved. All springs are mounted with non-lubricated "Silentbloc" shackles. Luvax hydraulic shock absorbers to front and rear of car.

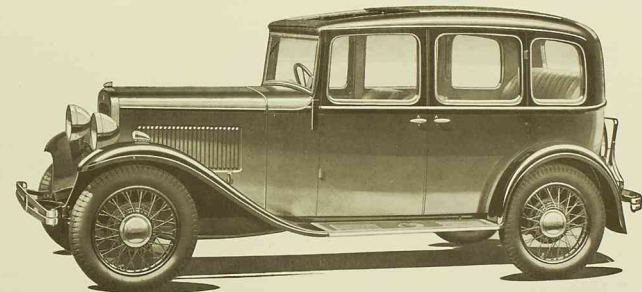
WHEELS AND TYRES.

Magna wheels, with Dunlop 4.75—19 tyres.

EQUIPMENT.

12 volt electric lighting and starting with hand starter switch on fascia board, chromium plated dip-and-switch head lamps; combined "stop" and tail lamp; bumpers at front and rear, carburettor air strangler, air cleaner, clock, petrol gauge, speedometer, electric horn, number-plates, spare wheel and tyre. Tools are securely stowed in special compartments.

The Light Twelve-Six HARLEY de luxe Saloon



A handsome, capacious five-seater saloon car with four wide doors, six windows, light airy interior, and a Pytchley sliding roof.

The upholstery from best selected materials is deep and comfortable, with arm and foot rests.

The engine is lively, with an ample reserve of power for hills, and maintains an excellent cruising speed. The synchromesh gearbox ensures simple and silent gear changing, and the cross-braced frame adds strength to the chassis. The brakes are powerful and efficient and the long springs and hydraulic shock absorbers minimise the roughness of the roads.

There is a fixed head model, with less expensive furnishings and without those items marked * in equipment list.

These models can also be supplied with a 15.9 h.p. engine.

The cars can be finished to choice of Austin colours and upholstered in Vaumol hide, Bedford cord or moquette. Equipment includes an *interior visor, *spare wheel cover, direction indicators, foot rests, windscreen wiper, driving mirror, interior lights, companion set, rope pulls, and those accessories shown on the chassis specification. All fittings chromium plated. Triplex glass throughout.

THE AUSTIN MOTOR CO. LTD., LONGBRIDGE, BIRMINGHAM

SPECIFICATION

GENERAL DIMENSIONS.

Wheel base	8ft. 10in. (2,694 mm.)
Track	4ft. 2in. (1,270 mm.)
Road clearance	7½in. (190 mm.)
Turning circle	42ft. (12,801 mm.)

ENGINE—13.9 h.p.

6-cylinder monobloc; bore, 2.410in. (61.25 mm.); stroke, 3.335in. (84.63 mm.). Total capacity, 91.2 cub. in. (1,496 c.c.); R.A.C. rating, 13.956 h.p.; b.h.p. at 2,600 r.p.m., 26.

ENGINE—15.9 h.p.

6-cylinder monobloc; bore, 2.579in. (65.5 mm.); stroke, 3.335in. (84.63 mm.). Total capacity, 104.4 cub. in. (1,711 c.c.); R.A.C. rating, 15.96 h.p.; b.h.p. at 2,600 r.p.m., 30.

The cylinder heads are detachable and the valves are all on the near side. Induction and exhaust manifolds are mounted to provide hot-spots. The crankshafts are carried on four bearings of ample diameter. Pistons are of special aluminium alloy.

PETROL TANK AND FILLER.

The tank has a capacity of 8 gallons (36 litres) and is most conveniently placed at the rear of the car. The supply to the engine is by a petrol pump. A contents gauge is included on the instrument board.

IGNITION.

By battery and coil, the accessible distributor has an automatic advance and retard mechanism.

COOLING. By Thermo-Syphon and fan, circulation controlled by automatic Thermostat.

LUBRICATION.

Lubrication is by means of a gear wheel pump, in accordance with Austin practice, forcing oil to all bearings of the crankshaft and camshaft and connecting rod big ends. A large gauze filter in the oil reservoir is easily removed for cleaning. Chassis lubrication by grease gun. The number of greasers is reduced to a minimum.

CHASSIS. New cross-braced frame.

TRANSMISSION.

The clutch is of the single-plate type. The synchromesh gearbox has four speeds forward and a reverse; second, third and top are constant mesh gears for silent running. The ratios of engine to road wheels are 20.85, 13.59, 8.64 and 5.5 to 1.

The gearbox forms one unit with the engine and the whole is suspended at four points. Gear changes are easily effected by a lever mounted centrally. Final drive is by spiral bevel. The rear axle is of three-quarter floating type, the wheels are carried on ball bearings.

BRAKES.

Four wheel expanding brakes operated either by hand or foot. All brakes are easily adjusted.

STEERING.

Steering is of the worm and worm wheel type, with provision for taking up wear. Over the wheel are the electric horn button and the finger control lever of the dip-and-switch mechanism for the head lamps.

SUSPENSION.

The long road springs are semi-elliptic and zinc interleaved. All springs are mounted with non-lubricated "Silentbloc" shackles. Luvax hydraulic shock absorbers front and rear.

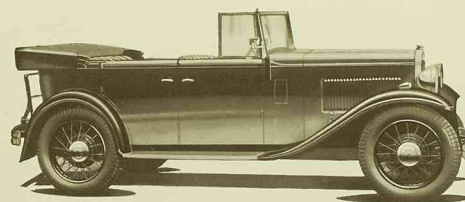
WHEELS AND TYRES.

Magna wheels, with Dunlop 4.75—19 tyres. Wire wheels on Harley fixed head saloon.

EQUIPMENT.

12 volt electric lighting and starting with hand starter switch on fascia board. *Chromium plated dip-and-switch head lamps; combined "stop" and tail lamp, *bumpers—front and rear, carburettor air strangler, air cleaner, clock, petrol gauge, speedometer, electric horn, luggage carrier, number plates, spare wheel and tyre. Tools are securely stowed in special compartments.

The Light Twelve-Six OPEN MODELS



THE OPEN ROAD TOURER

THE ETON TWO-SEATER

An admirable four-seater touring car is the "Open Road." Of attractive appearance and excellent performance it is a favourite with those who prefer the open type.

The Eton Two-Seater is neat, light and easy to handle, and equally responsive in traffic as on the open road. The dickey will provide two extra seats if required.

On each model the carefully designed well fitting hood is easily manipulated and really weatherproof, and the sidescreens are carried in the doors when not in use.

The six-cylinder engine is lively and flexible, the synchromesh gearbox ensures silent gear changes, the frame is cross-braced and strengthened, the brakes are smooth and powerful, and the suspension resilient and comfortable. These models can also be supplied with a 15.9 h.p. engine.

The cars can be finished to choice of Austin colours and upholstered in leather. Equipment includes a spare wheel cover, direction indicators, foot rests, windscreen wiper, driving mirror, and those accessories shown on chassis specification. All fittings chromium plated. Front screens Triplex glass.

THE AUSTIN MOTOR CO. LTD., LONGBRIDGE, BIRMINGHAM

SPECIFICATION

GENERAL DIMENSIONS.

Wheel base - - - -	8ft. 10in. (2,694 mm.)
Track - - - - -	4ft. 2in. (1,270 mm.)
Road clearance - - -	7½in. (190 mm.)
Turning circle - - -	42ft. (12,801 mm.)

ENGINE—13.9 h.p.

6-cylinder monobloc; bore, 2.410in. (61.25 mm.); stroke, 3.335in. (84.63 mm.). Total capacity, 91.2 cub. in. (1,496 c.c.); R.A.C. rating, 13.596 h.p.; b.h.p. at 2,600 r.p.m., 26.

ENGINE—15.9 h.p.

6-cylinder monobloc; bore, 2.579in. (65.5 mm.); stroke, 3.335in. (84.63 mm.). Total capacity, 104.4 cub. in. (1,711 c.c.); R.A.C. rating, 15.96 h.p.; b.h.p. at 2,600 r.p.m., 30. The cylinder heads are detachable and the valves are all on the near side. Induction and exhaust manifolds are mounted to provide hot-spots. The crankshafts are carried on four bearings of ample diameter. Pistons are of special aluminium alloy.

PETROL TANK AND FILLER.

The tank has a capacity of 8 gallons (36 litres) and is most conveniently placed at the rear of the car. The supply to the engine is by a petrol pump. A contents gauge is included on the instrument board.

IGNITION.

By battery and coil, the distributor is easily accessible, and incorporates an automatic advance and retard mechanism.

COOLING.

By Thermo-Syphon and fan, circulation controlled by automatic Thermostat.

LUBRICATION.

Lubrication is by means of a gear wheel pump, in accordance with Austin practice, forcing oil to all bearings of the crankshaft and camshaft and connecting rod big ends. A large gauze filter in the oil reservoir is easily removed for cleaning. Chassis lubrication by grease gun. The number of greasers is reduced to a minimum.

TRANSMISSION.

The clutch is of the single-plate type. The synchromesh gearbox has four speeds forward and a reverse, second, third and top are constant mesh gears for silent running. The ratios of engine to road wheels are 20.85, 13.59, 8.64 and 5.5 to 1.

The gearbox forms one unit with the engine and the whole is suspended at four points. Gear changes are easily effected by a lever mounted centrally. Final drive is by spiral bevel gear. The rear axle is of the three-quarter floating type, the wheels are carried on ball bearings.

BRAKES.

Four wheel expanding brakes operated either by hand or foot. All brakes are easily adjusted.

STEERING.

Steering is of the worm and worm wheel type, with provision for taking up wear. Over the steering wheel are the electric horn button and the finger control lever of the dip-and-switch mechanism for the head lamps.

SUSPENSION.

Road springs are semi-elliptic and zinc interleaved. All springs are mounted with non-lubricated "Silentbloc" shackles. Luvax hydraulic shock absorbers to front and rear of car.

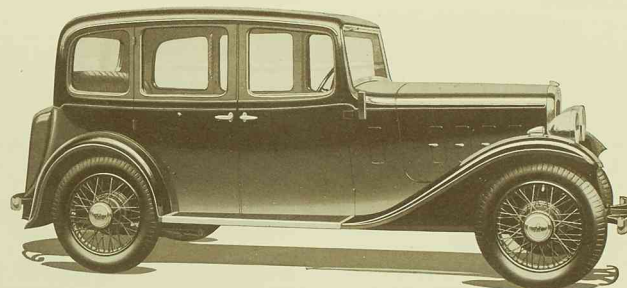
WHEELS AND TYRES.

Magna with Dunlop 4.75—19 tyres.

EQUIPMENT.

12 volt electric lighting and starting with hand starter switch on fascia board. Chromium plated dip-and-switch head lamps, combined "stop" and tail lamp, bumpers front and rear, carburettor air strainer, clock, petrol gauge, speedometer, electric horn, luggage carrier on the Open Road Tourer, number-plates, spare wheel and tyre. Tools are securely stowed in special compartments.

The Light Twelve-Four ASCOT de luxe Saloon



The distinctive features of this attractive model are the graceful lines of the car's profile, which harmonize with the shapely waistline.

The front and rear contours are equally symmetrical and pleasing.

The rear panelling encloses the spare wheel, and the hinged portion, when lowered, becomes the luggage carrier.

The low floor and wide doors make entrance easy, the interior is spacious and gives ample head, elbow and foot room. The sliding roof is of a special flush fitting type.

A smooth running, four-cylinder engine with quick pick-up and flexible power, a synchromesh gearbox providing easy, silent gear changes, powerful four-wheel brakes and springs fitted with hydraulic shock absorbers, are some of the notable features of this very pleasing model.

The car can be finished to choice of Austin colours and upholstered in Vaumol hide, Bedford cord or moquette. Equipment includes an interior visor, direction indicators, foot rests, hinged platform for carrying luggage, windscreen wiper, driving mirror, interior lights, companion set, rope pulls, and those accessories shown on the chassis specification. All fittings chromium plated. Triplex glass throughout.

THE AUSTIN MOTOR CO. LTD., LONGBRIDGE, BIRMINGHAM

SPECIFICATION

GENERAL DIMENSIONS.

Wheel base - - - -	8ft. 10in. (2,694 mm.)
Track - - - -	4ft. 2in. (1,270 mm.)
Road clearance - - -	7½in. (190 mm.)
Turning circle - - -	42ft. (12,801 mm.)

ENGINE.

4-cylinder monobloc; bore, 2.73in. (69.3 mm.); stroke, 4in. (101.6 mm.). Total capacity, 93.6 cub. in. (1,535 c.c.); R.A.C. rating, 11.9 h.p.; b.h.p. at 2,600 r.p.m., 26. The cylinder head is detachable and the valves are all on the near side. Induction and exhaust manifolds are mounted to provide a hot-spot. The crankshaft is carried on three bearings of ample diameter. Pistons are of special aluminium alloy.

PETROL TANK AND FILLER.

The tank has a capacity of 8 gallons (36 litres) and is most conveniently placed at the rear of the car. The supply to the engine is by a petrol pump. A contents gauge is included on the instrument board.

IGNITION.

By battery and coil, the distributor is easily accessible, and incorporates an automatic advance and retard mechanism.

COOLING.

By Thermo-Syphon and fan.

LUBRICATION.

Lubrication is by means of a gear wheel pump, in accordance with Austin practice, forcing oil to all bearings of the crankshaft and camshaft and connecting rod big ends. A large gauze filter in the oil reservoir is easily removed for cleaning. Chassis lubrication by grease gun. The number of greasers is reduced to a minimum.

CHASSIS.

New cross-braced, dropped frame.

TRANSMISSION.

The clutch is of the single-plate type. The synchromesh gearbox has four speeds forward and a reverse; second, third and top are constant mesh gears for silent running. The ratios of engine to road wheels are: 18.95, 12.35, 7.85 and 5.0 to 1. The gearbox forms one unit with the engine, and the whole is suspended at three points. Gear changes are easily effected by a lever mounted centrally. Final drive is by spiral bevel. The rear axle is of the three-quarter floating type. The wheels are carried on ball bearings.

BRAKES.

Large and powerful four-wheel expanding brakes operated either by hand or foot. All brakes are easily adjusted.

STEERING.

Steering is of the worm and worm wheel type, with provision for taking up wear. Over the steering wheel are the electric horn button and the finger control lever of the dip-and-switch mechanism for the headlamps.

SUSPENSION.

Road springs are semi-elliptic and zinc interleaved. All springs are mounted with non-lubricated "Silentbloc" shackles. Luvax hydraulic shock absorbers to front and rear of car.

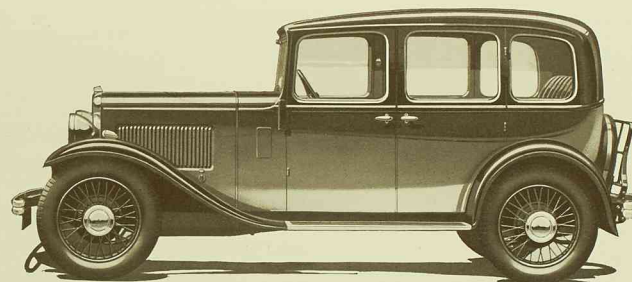
WHEELS AND TYRES.

Magna wheels, with Dunlop 4.75—19 tyres.

EQUIPMENT.

12 volt electric lighting and starting with hand starter switch on fascia board. Chromium plated dip-and-switch head lamps, combined "stop" and tail lamp, bumpers front and rear, carburettor air strangler, clock, petrol gauge, speedometer, electric horn, number-plates, spare wheel and tyre. Tools are securely stowed in special compartments.

The Light Twelve-Four HARLEY de luxe Saloon



This is a truly economic, good-looking, well-finished five-seater saloon, with a particularly lively and willing four-cylinder engine; and, designed for the owner driver, its "servicing" has been made as simple as possible.

Special features of the four-door body are the comfortable arm- and foot-rests for the rear passengers; interior anti-glare visor; and illuminated external direction indicators.

The synchromesh gearbox simplifies gear changes and ensures silent engagement.

The brakes are strong and progressive in action; the suspension is excellent; the carriage work careful; the upholstery is in best selected materials; there is a Pytchley sliding roof. The car is fully equipped and is an excellent example of Austin quality and value.

There is also a fixed head Saloon with less expensive furnishings and without those items marked * on equipment list.

The car can be finished to choice of Austin colours and upholstered in Vaumol hide, Bedford cord or moquette. Equipment includes an *interior visor, *spare wheel cover, direction indicators, foot rests, windscreen wiper, driving mirror, interior lights, companion set, rope pulls, and those accessories shown on the chassis specification. All fittings chromium plated. Triplex glass throughout.

THE AUSTIN MOTOR CO. LTD., LONGBRIDGE, BIRMINGHAM

SPECIFICATION

GENERAL DIMENSIONS.

Wheel base - - - -	8ft. 10in. (2,694 mm.)
Track - - - - -	4ft. 2in. (1,270 mm.)
Road clearance - - -	7½in. (190 mm.)
Turning circle - - -	42ft. (12,801 mm.)

ENGINE.

4-cylinder monobloc; bore, 2.73in. (69.3 mm.); stroke, 4in. (101.6 mm.). Total capacity, 93.6 cub. in. (1,535 c.c.); R.A.C. rating, 11.9 h.p.; b.h.p. at 2,600 r.p.m., 26. The cylinder head is detachable and the valves are all on the near side. Induction and exhaust manifolds are mounted to provide a hot-spot. The crankshaft is carried on three bearings of ample diameter. Pistons are of special aluminium alloy.

PETROL TANK AND FILLER.

The tank has a capacity of 8 gallons (36 litres) and is most conveniently placed at the rear of the car. The supply to the engine is by a petrol pump. A contents gauge is included on the instrument board.

IGNITION.

By battery and coil, the distributor is easily accessible, and incorporates an automatic advance and retard mechanism.

COOLING.

By Thermo-Syphon and fan.

LUBRICATION.

Lubrication is by means of a gear wheel pump, in accordance with Austin practice, forcing oil to all bearings of the crankshaft and camshaft and connecting rod big ends. A large gauze filter in the oil reservoir is easily removed for cleaning. Chassis lubrication by grease gun. The number of greasers is reduced to a minimum.

CHASSIS.

New cross-braced frame.

TRANSMISSION.

The clutch is of the single-plate type. The synchromesh gearbox has four speeds forward and a reverse, second, third and top are constant mesh gears, for silent running. The ratios of engine to road wheels are: 18.95, 12.35, 7.85 and 5.0 to 1. The gearbox forms one unit with the engine, and the whole is suspended at three points. Gear changes are easily effected by a lever mounted centrally. Final drive is by spiral bevel. The rear axle is of the three-quarter floating type. The wheels are carried on ball bearings.

BRAKES.

Large and powerful four-wheel expanding brakes operated either by hand or foot. All brakes are easily adjusted.

STEERING.

Steering is of the worm and worm wheel type, with provision for taking up wear. Over the wheel are the electric horn button and the finger control lever of the dip-and-switch mechanism for the headlamps.

SUSPENSION.

Road springs are semi-elliptic and zinc interleaved. All springs are mounted with non-lubricated "Silentbloc" shackles. Luvax hydraulic shock absorbers to front and rear of car.

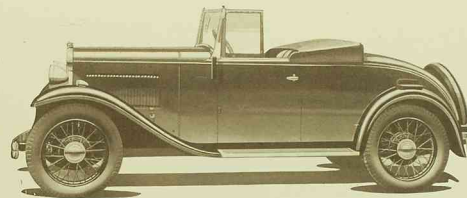
WHEELS AND TYRES.

Magna wheels, with Dunlop 4.75—19 tyres. Wire wheels on Harley fixed head Saloon.

EQUIPMENT.

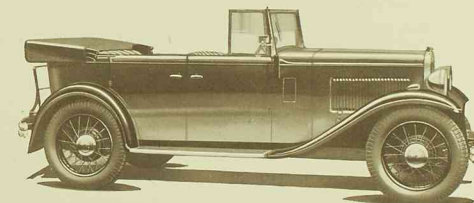
12 volt electric lighting and starting with hand starter switch on fascia board. *Chromium plated dip-and-switch head lamps; combined "stop" and tail lamp, *bumpers—front and rear, carburettor air strangler, clock, petrol gauge, speedometer, electric horn, luggage carrier, number-plates, spare wheel and tyre. Tools are securely stowed in special compartments.

The Light Twelve-Four OPEN MODELS



THE ETON TWO-SEATER

THE OPEN ROAD TOURER



The Two-Seater has neat, speedy lines; the front seats are deep and comfortable and are separately adjustable. The dickey provides two emergency seats. The hoods are easily put up or lowered, they are thoroughly weatherproof; the side-screens stow away in the doors.

The Open Road Tourer carries four persons in spacious comfort. Four wide doors make entrance easy, and the full, well-padded upholstery is in good quality, hard-wearing leather.

The four-cylinder engine is mounted on rubber buffers to minimise vibration; it has good "pick-up," speed, and hill-climbing power.

The synchromesh gearbox gives silent, easy gear changes, and the cross-braced frame and powerful brakes are salient features of recommendation.

The cars can be finished to choice of Austin colours and upholstered in leather. Equipment includes a spare wheel cover, direction indicators, foot rests, windscreen wiper, driving mirror, and those accessories shown on chassis specification. All fittings chromium plated. Front screen Triplex glass.

THE AUSTIN MOTOR CO. LTD., LONGBRIDGE, BIRMINGHAM

SPECIFICATION

GENERAL DIMENSIONS.

Wheel base - - - -	8ft. 10in. (2,694 mm.)
Track - - - - -	4ft. 2in. (1,270 mm.)
Road clearance - - -	7½in. (190 mm.)
Turning circle - - -	42ft. (12,801 mm.)

ENGINE.

4-cylinder monobloc; bore, 2.73in. (69.3 mm.); stroke, 4in. (101.6 mm.). Total capacity, 93.6 cub. in. (1,535 c.c.); R.A.C. rating, 11.9 h.p.; b.h.p. at 2,600 r.p.m., 26. The cylinder head is detachable and the valves are all on the near side. Induction and exhaust manifolds are mounted to provide a hot-spot. The crankshaft is carried on three bearings of ample diameter. Pistons are of special aluminium alloy.

PETROL TANK AND FILLER.

The tank has a capacity of 8 gallons (36 litres) and is most conveniently placed at the rear of the car. The supply to the engine is by a petrol pump. A contents gauge is included on the instrument board.

IGNITION.

By battery and coil, the distributor is easily accessible, and incorporates an automatic advance and retard mechanism.

COOLING.

By Thermo-Syphon and fan.

LUBRICATION.

Lubrication is by means of a gear wheel pump, in accordance with Austin practice, forcing oil to all bearings of the crankshaft and camshaft and connecting rod big ends. A large gauze filter in the oil reservoir is easily removed for cleaning. Chassis lubrication by grease gun. The number of greasers is reduced to a minimum.

CHASSIS.

New cross-braced frame.

TRANSMISSION.

The clutch is of the single-plate type. The synchromesh gearbox has four speeds forward and a reverse; second, third and top are constant mesh gears for silent running. The ratios of engine to road wheels are: 18.95, 12.35, 7.85 and 5.0 to 1. The gearbox forms one unit with the engine, and the whole is suspended at three points. Gear changes are easily effected by a lever mounted centrally. Final drive is by spiral bevel. The rear axle is of the three-quarter floating type. The wheels are carried on ball bearings.

BRAKES.

Large and powerful four-wheel expanding brakes operated either by hand or foot. All brakes are easily adjusted.

STEERING.

Steering is of the worm and worm wheel type, with provision for taking up wear. Over the wheel are the electric horn button and the finger control lever of the dip-and-switch mechanism for the headlamps.

SUSPENSION.

The long road springs are semi-elliptic and zinc interleaved. All springs are mounted with non-lubricated "Silentbloc" shackles. Luvax hydraulic shock absorbers to front and rear of car.

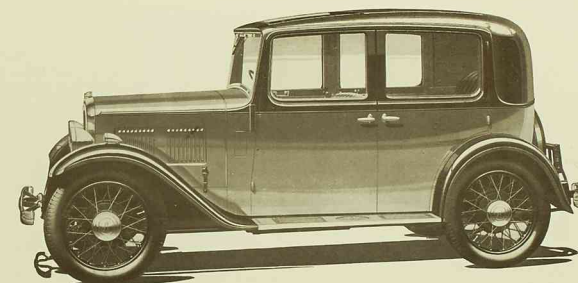
WHEELS AND TYRES.

Magna wheels, with Dunlop 4.75—19 tyres.

EQUIPMENT.

12 volt electric lighting and starting with hand starter switch on fascia board, chromium plated dip-and-switch head lamps; combined "stop" and tail lamp, bumpers at front and rear, carburettor air strangler, clock, petrol gauge, speedometer, electric horn, luggage carrier on the four-seater Tourer, number-plates, spare wheel and tyre. Tools are securely stowed in special compartments.

The Ten-Four de luxe SALOON



This model, on its introduction in April last year became an immediate favourite.

Its smart, neat appearance, quickly responsive, sturdy four-cylinder engine, excellent suspension, roomy, comfortable carriage work, with Pytchley Sunshine roof and full accommodation for four persons, and its economic running, have confirmed the first good opinion.

Over twenty-two thousand Ten-Fours have gone on to the roads, and the stern test of time and use has only served to make this handy little car every day more popular.

The new gearbox has synchromesh gears which ensure silent easy gear changes, and a strengthened cross-braced frame, an interior sun visor, direction indicators, and other refinements still further enhance the splendid value of this extremely attractive four-seater de luxe saloon.

There is also a fixed head model upholstered in leather, cloth or wool rep, with less expensive furnishings and without those items marked * in equipment list.

The car can be finished to choice of Austin colours and upholstered in Bedford cord, moquette or best selected hide. Equipment includes an *interior visor, *spare wheel cover, direction indicators, windscreen wiper, driving mirror, and those accessories shown on chassis specification. All fittings chromium plated. Triplex glass throughout.

THE AUSTIN MOTOR CO. LTD., LONGBRIDGE, BIRMINGHAM

SPECIFICATION

GENERAL DIMENSIONS.

Wheel base - - -	-	7ft. 9in. (2,361 mm.)
Track - - - - -	-	3ft. 9in. (1,143 mm.)
Road clearance - - -	-	7½in. (190 mm.)
Turning circle - - -	-	37ft. (11.30 metres)

ENGINE.

4-cylinder, water-cooled, detachable head. Bore, 2.4995in. (63.5 mm.). Stroke, 3.5in. (89 mm.). Cubic capacity, 68.7 cub. in. (1,125 c.c.). R.A.C. rating, 9.996 h.p.; b.h.p. at 2,600 r.p.m., 20. The pistons are of aluminium alloy, the valves are all on the near side, the induction and exhaust manifold are cast in one piece to provide a hot-spot. The crankshaft is carried on three bearings of ample diameter.

PETROL TANK AND FILLER.

The tank has a capacity of 6 gallons (27 litres), and is most conveniently placed at the rear of the car. The supply to the engine is by a petrol pump. A contents gauge is included on the instrument board.

IGNITION.

By coil and battery. The distributor is easily accessible and incorporates an automatic advance and retard mechanism.

COOLING.

By Thermo-Syphon and fan.

LUBRICATION.

Lubrication is by means of a gear wheel pump, in accordance with Austin practice, forcing oil to all bearings of the crankshaft and camshaft and connecting rod big ends. A large gauze filter in the oil reservoir is easily removed for cleaning. Chassis lubrication by grease gun. The number of greasers is reduced to a minimum.

CHASSIS.

New cross-braced frame.

TRANSMISSION.

The synchromesh gearbox has four speeds forward and a reverse; second, third and top are constant mesh gears, to ensure silent running. The gear ratios are: 5.25, 8, 12.8 and 20.7 to 1. The rear axle is of live three-quarter floating design, driven through spiral bevel gear; the outer casing carries the rear wheels, which run on ball bearings.

BRAKES.

Both foot and hand brakes operate on all four wheels. These brakes are of the expanding type, and have simple single point adjustment.

STEERING.

The light and responsive steering is of the worm and worm wheel type, with provision for taking up wear. On the centre of the wheel is the electric horn button, and above this is the dip-and-switch control for the head lamps.

SUSPENSION.

Road springs are semi-elliptic. All springs are mounted with the new non-lubricated "Silentbloc" shackles. Shock absorbers to front and rear of car.

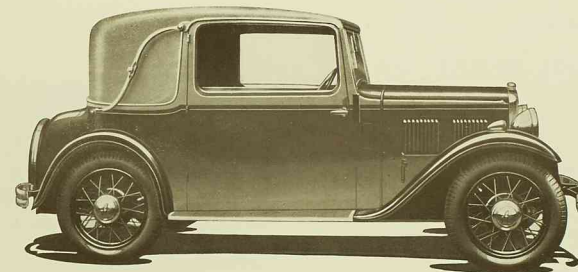
WHEELS AND TYRES.

Magna wheels, with 4.50—18 Dunlop tyres. The Fixed Head Saloon has wire wheels, with 4.00—19 Dunlop tyres.

EQUIPMENT.

12 volt electric lighting and starting with hand starter switch on fascia board. *Chromium plated dip-and-switch head lamps, combined "stop" and tail lamp, "bumpers"—front and rear, carburettor air strangler, clock, petrol gauge, speedometer, electric horn, luggage carrier, number-plates, spare wheel and tyre. Tools are securely stowed in special compartments.

The Ten-Four CABRIOLET



An elegant, modern car which provides accommodation for four persons. The wide doors afford easy entrance and exit, the front seats tip forward, and are separately adjustable. There is a commodious built-in box for luggage at the rear, the shapely contour of which harmonizes with the attractive lines of the carriage work. The easily operated hood is designed to be used in three positions:—fully closed; half open; and fully open — and is thus adaptable for all weather conditions.

The upholstery is in the best quality materials. Bumpers, Magna wheels, an interior visor, and direction indicators are part of the very complete equipment.

The four-cylinder engine is flexible, speedy and quickly responsive. The synchromesh gearbox ensures silent gear changes; the frame is strongly cross-braced and the suspension noticeably good.

The car can be finished to choice of Austin colours and upholstered in Bedford cord, moquette or best selected hide. Equipment includes an interior visor, spare wheel cover, direction indicators, a rear luggage compartment, windscreen wiper, driving mirror, and those accessories shown on chassis specification. All fittings chromium plated. Triplex glass throughout.

THE AUSTIN MOTOR CO. LTD., LONGBRIDGE, BIRMINGHAM

SPECIFICATION

GENERAL DIMENSIONS.

Wheel base - - - -	7ft. 9in. (2,361 mm.)
Track - - - - -	3ft. 9in. (1,143 mm.)
Road clearance - - -	7½in. (190 mm.)
Turning circle - - -	37ft. (11,30 metres)

ENGINE.

4-cylinder, water-cooled, detachable head. Bore, 2.4995in. (63.5 mm.). Stroke, 3.5in. (89 mm.). Cubic capacity, 68.7 cub. in. (1,125 c.c.). R.A.C. rating, 9.996 h.p.; b.h.p. at 2,600 r.p.m., 20. The pistons are of aluminium alloy, the valves are all on the near side, the induction and exhaust manifold are cast in one piece to provide a hot-spot. The crankshaft is carried on three bearings of ample diameter.

PETROL TANK AND FILLER.

The tank has a capacity of 6 gallons (27 litres), and is most conveniently placed at the rear of the car. The supply to the engine is by a petrol pump. A contents gauge is included on the instrument board.

IGNITION.

By coil and battery. The distributor is easily accessible and incorporates an automatic advance and retard mechanism.

COOLING.

By Thermo-Syphon and fan.

LUBRICATION.

Lubrication is by means of a gear wheel pump, in accordance with Austin practice, forcing oil to all bearings of the crankshaft and camshaft and connecting rod big ends. A large gauze filter in the oil reservoir is easily removed for cleaning. Chassis lubrication by grease gun. The number of greasers is reduced to a minimum.

CHASSIS.

New cross-braced frame.

TRANSMISSION.

The synchromesh gearbox has four speeds forward and a reverse; second, third and top are constant mesh gears for silent running. The gear ratios are: 21.1, 12.78, 8.04 and 5.25 to 1. The rear axle is of live three-quarter floating design, driven through spiral bevel gear; the outer casing carries the rear wheels, which run on ball bearings.

BRAKES.

Both foot and hand brakes operate on all four wheels. These brakes are of the expanding type, and have simple single point adjustment.

STEERING.

The light and responsive steering is of the worm and worm wheel type, with provision for taking up wear. On the centre of the wheel is the electric horn button, and above this is the dip-and-switch control for the head lamps.

SUSPENSION.

Road springs are semi-elliptic. All springs are mounted with the new non-lubricated "Silentbloc" shackles. Shock absorbers to front and rear of car.

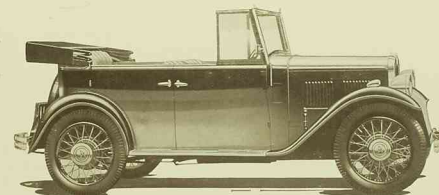
WHEELS AND TYRES.

Magna wheels, with 4.50—18 Dunlop tyres.

EQUIPMENT.

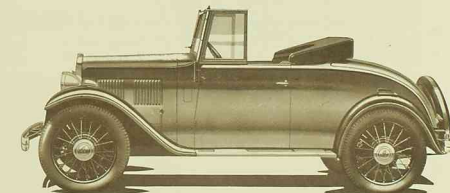
12 volt electric lighting and starting with hand starter switch on fascia board. Chromium plated dip-and-switch head lamps, combined "stop" and tail lamp, bumpers front and rear, carburettor air strangler, clock, petrol gauge, speedometer, electric horn, number plates, spare wheel and tyre. Tools are securely stowed in special compartments.

The Ten-Four OPEN MODELS



THE TEN-FOUR TOURER

THE TEN-FOUR TWO-SEATER



The Four-Seater touring car is of convenient proportions and outstanding performance. There are four wide doors, side curtains that do not rattle, a well designed, easy manipulated hood that is impervious to weather, and best leather upholstery and trimmings that ensure good service.

The Two-Seater combines elegance and smartness in appearance, and includes comfort and performance as attributes. The dickey, which is safely secured by a spring bolt operated from behind the driver's seat, contains two very comfortable seats.

Both models are upholstered in superior leather and the equipment is a very comprehensive one. The four-cylinder engine is a sturdy, flexible, responsive power unit, and a good climber. The synchromesh gearbox gives silent, easy gear changes, the suspension and riding qualities are particularly good and the brakes thoroughly efficient.

The cars can be finished to choice of Austin colours and are upholstered in best selected hide. Equipment includes direction indicators, windscreen wiper, driving mirror, and those accessories shown on chassis specification. All fittings chromium plated. Front screens Triplex glass.

THE AUSTIN MOTOR CO. LTD., LONGBRIDGE, BIRMINGHAM

SPECIFICATION

GENERAL DIMENSIONS.

Wheel base	- - -	7ft. 9in. (2,361 mm.)
Track	- - -	3ft. 9in. (1,143 mm.)
Road clearance	- - -	7½in. (190 mm.)
Turning circle	- - -	37ft. (11.30 metres)

ENGINE.

4-cylinder, water-cooled, detachable head. Bore, 2.4995in. (63.5 mm.). Stroke, 3.5in. (89 mm.). Cubic capacity, 68.7 cub. in. (1,125 c.c.). R.A.C. rating, 9.996 h.p.; b.h.p. at 2,600 r.p.m., 20. The pistons are of aluminium alloy, the valves are all on the rear side, the induction and exhaust manifold are cast in one piece to provide a hot-spot. The crankshaft is carried on three bearings of ample diameter.

PETROL TANK AND FILLER.

The tank has a capacity of 6 gallons (27 litres), and is most conveniently placed at the rear of the car. The supply to the engine is by a petrol pump. A contents gauge is included on the instrument board.

IGNITION.

By coil and battery. The distributor is easily accessible and incorporates an automatic advance and retard mechanism.

COOLING.

By Thermo-Syphon and fan.

LUBRICATION.

Lubrication is by means of a gear wheel pump, in accordance with Austin practice, forcing oil to all bearings of the crankshaft and camshaft and connecting rod big ends. A large gauze filter in the oil reservoir is easily removed for cleaning. Chassis lubrication by grease gun. The number of greasers is reduced to a minimum.

CHASSIS.

New cross-braced frame.

TRANSMISSION.

The synchromesh gearbox has four speeds forward and a reverse; second, third and top are constant mesh gears for silent running. The gear ratios are: 21.1, 12.78, 8.04 and 5.25 to 1. The rear axle is of live three-quarter floating design, driven through spiral bevel gear; the outer casing carries the rear wheels, which run on ball bearings.

BRAKES.

Both foot and hand brakes operate on all four wheels. These brakes are of the expanding type, and have simple single point adjustment.

STEERING.

The light and responsive steering is of the worm and worm wheel type, with provision for taking up wear. On the centre of the wheel is the electric horn button, and above this is the dip-and-switch control for the head lamps.

SUSPENSION.

Road springs are semi-elliptic. All springs are mounted with the new non-lubricated "Silentbloc" shackles. Shock absorbers to front and rear of car.

WHEELS AND TYRES.

Magna wheels, with 4.50—18 Dunlop tyres. The Fixed Head Saloon has wire wheels, with 4.00—19 Dunlop tyres.

EQUIPMENT.

12 volt electric lighting and starting with hand starter switch on fascia board. Chromium plated dip-and-switch head lamps, combined "stop" and tail lamp, bumpers—front and rear, carburettor air strangler, clock, petrol gauge, speedometer, electric horn, luggage carrier on four-seater Tourer, number-plates, spare wheel and tyre. Tools are securely stowed in special compartments.

The Seven de luxe SALOON



A genuine four-seater with ample accommodation for that number of adults.

It has many "refinements": a Pytchley sliding roof, pneumatic seats upholstered in best selected hide, an interior sun visor, direction indicators, dip-and-switch headlamps and rear stop light, deep domed wings, a new synchromesh gearbox that ensures silent gear changes, rear petrol tank and pump feed for fuel.

Efficient brakes, excellent springs and good riding qualities conduce to the comfort of driver and passengers.

Every essential accessory is provided with the car—there are no extras to be bought.

There is also a fixed head model with less expensive furnishings and without those items marked * in equipment list.

The car can be finished to choice of Austin colours and upholstered in best selected hide. Equipment includes an *interior visor, direction indicators, windscreen wiper, driving mirror, and those accessories shown on chassis specification. All fittings chromium plated. Triplex glass throughout.

THE AUSTIN MOTOR CO. LTD., LONGBRIDGE, BIRMINGHAM

SPECIFICATION

GENERAL DIMENSIONS.

Wheel base - - - -	6ft. 9in. (2,057 mm.)
Track - - - - -	3ft. 4in. (1,016 mm.)
Road clearance - - -	8½in. (222 mm.)
Turning circle - - -	33ft. (10,058 mm.)

ENGINE.

4-cylinder, water-cooled, detachable head. Bore, 2.2in. (56 mm.); stroke, 3in. (76 mm.). Total capacity, 45.6 cub. in. (747.5 c.c.); R.A.C. rating, 7.8; b.h.p. 12 at 2,600 r.p.m. The larger and stronger crankshaft has roller bearings. The pistons are of low expansion aluminium alloy.

FUEL SUPPLY.

The tank has a capacity of 5 gallons (22 litres) and is most conveniently placed at the rear of the car. The supply to the engine is by petrol pump. A contents gauge is included on the instrument board.

IGNITION.

By coil and battery.

COOLING.

By Thermo-Syphon and fan.

LUBRICATION.

Engine lubrication is by means of a vane pump. Chassis lubrication is by grease gun.

TRANSMISSION.

Power is transmitted by means of a single plate clutch which is very light in operation. The synchromesh gearbox has four speeds forward and a reverse; second, third and top are constant mesh gears for silent running. The ratios of engine to road wheels are: 1st speed, 22.94 to

1; 2nd, 13.85 to 1; 3rd, 8.73 to 1; top, 5.25 to 1. Gear changes are easily effected by a lever mounted centrally and convenient to the driver's hand. Final drive is by spiral bevel gear. The rear axle is of the three-quarter floating type, with differential and torque tube.

BRAKES.

The brakes are applied to all four wheels by either the hand lever or pedal. Adjustments are readily carried out and all parts are accessible.

STEERING.

The light and responsive steering is of the worm and worm wheel type, with provision for taking up wear. Over the steering wheel are the gas and ignition control levers and horn switch. Dip-and-switch control for head lights on steering column.

SUSPENSION.

Semi-elliptic transverse spring in front; those at the rear are quarter-elliptic. Shock absorbers front and rear.

WHEELS AND TYRES.

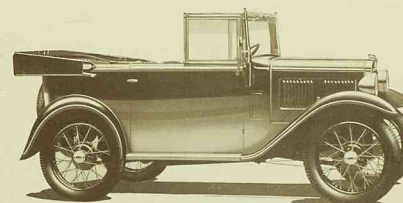
Tyres are 3.50—19 Dunlop Balloon, and the wheels are of special wire type. On exported cars 4.00—19 Dunlop tyres are fitted. The wheel centres are of stainless steel.

EQUIPMENT.

6 volt electric lighting and starting with hand starter switch. *Chromium plated dip-and-switch head lamps, combined "stop" and tail lamp, carburettor air strangler electric petrol gauge, speedometer, electric horn, number plates, spare wheel and tyre. Tools are securely stowed in special compartments.

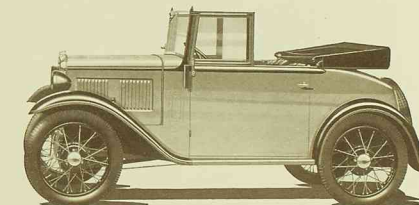
THE AUSTIN MOTOR CO. LTD., LONGBRIDGE, BIRMINGHAM

The Seven OPEN MODELS



THE SEVEN TOURER

THE SEVEN TWO-SEATER



With full and free seating accommodation for four persons this family touring car retains its unquestioned popularity. Its broad, comfortable bodywork, wide doors, easy control and general handiness make it a permanent favourite.

The Austin Two-Seater has neat, clean lines and two seats of ample dimensions which ensure ease and comfort for travel. Behind the seats is space for considerable luggage. In both models the hoods are very easily erected or lowered and each stows away in a neat cover. With the side-screens in position, the worst weather can be defied.

The Seven four-cylinder engine is known everywhere for its efficient, economic performance, either on the flat or as a climber.

The synchromesh gearbox makes easy, silent gear changes, the brakes control the car at any speed, and the road holding qualities and cornering are very good indeed.

The cars can be finished to choice of Austin colours and upholstered in leather cloth. Equipment includes direction indicators, windscreen wiper, driving mirror, and those accessories shown on chassis specification. All fittings chromium plated. Front screens Triplex glass.

SPECIFICATION

GENERAL DIMENSIONS.

Wheel base	- - - -	6ft. 9in. (2,057 mm.)
Track	- - - -	3ft. 4in. (1,016 mm.)
Road clearance	- - - -	8 $\frac{1}{2}$ in. (222 mm.)
Turning circle	- - - -	33ft. (10,058 mm.)

ENGINE.

4-cylinder, water-cooled, detachable head. Bore, 2.2in. (56 mm.); stroke, 3in. (76 mm.). Total capacity, 45.6 cub. in. (747.5 c.c.); R.A.C. rating, 7.8; b.h.p. 12 at 2,600 r.p.m. The larger and stronger crankshaft has roller bearings. The pistons are of low expansion aluminium alloy.

FUEL SUPPLY.

The tank has a capacity of 5 gallons (22 litres) and is most conveniently placed at the rear of the car. The supply to the engine is by petrol pump. A contents gauge is included on the instrument board.

IGNITION.

By coil and battery.

COOLING.

By Thermo-Syphon and fan.

LUBRICATION.

Engine lubrication is by means of a vane pump. Chassis lubrication is by grease gun.

TRANSMISSION.

Power is transmitted by means of a single plate clutch which is very light in operation. The synchromesh gearbox has four speeds forward and a reverse, second, third and top are constant mesh gears, for silent running. The

ratios of engine to road wheels are: 1st speed, 22.94 to 1; 2nd, 13.85 to 1; 3rd, 8.73 to 1; top, 5.25 to 1. Gear changes are easily effected by a lever mounted centrally and convenient to the driver's hand. Final drive is by spiral bevel gear. The rear axle is of the three-quarter floating type, with differential and torque tube.

BRAKES.

The brakes are applied to all four wheels by either the hand lever or pedal. Adjustments are readily carried out and all parts are accessible.

STEERING.

The light and responsive steering is of the worm and worm wheel type, with provision for taking up wear. Over the steering wheel are the gas and ignition control levers and horn switch. Dip-and-switch control for head lights on steering column.

SUSPENSION.

Semi-elliptic transverse spring in front; those at the rear are quarter-elliptic. Shock absorbers front and rear.

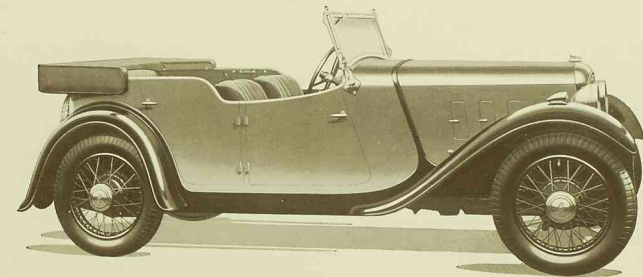
WHEELS AND TYRES.

Tyres are 3.50—19 Dunlop, and the wheels are of special wire type. On exported cars 4.00—19 Dunlop tyres are fitted. The wheel centres are of stainless steel.

EQUIPMENT.

6 volt electric lighting and starting with hand starter switch. Dip-and-switch head lamps, combined "stop" and tail lamp, carburettor air strangler, electric petrol gauge, speedometer, electric horn, number-plates, spare wheel and tyre. Tools are securely stowed in special compartments.

The Twelve-Six SPORTS TOURER



A new four-seater model whose clean sweeping lines and low build will appeal to sporting motorists. It is capable of high cruising speeds and is exceptionally good in hilly country.

The drop frame and special rear springs provide a low centre of gravity and stability in cornering. A stoneguard protects the radiator which has a new and distinctive cowl.

The synchromesh gearbox gives smooth, silent gear changes, the steering column is raked to a very convenient angle and all controls are "handy." There are four doors to the lightweight body, the windscreen slopes and is hinged to lie in a horizontal position on the scuttle if required.

The front seats are independently adjustable, the rear seats have arm rests and the upholstery is in best selected hide. The weatherproof hood and side curtains ensure protection in all weathers; the side curtains are safely accommodated when not in use.

The car can be finished to choice of Austin colours and upholstered in best selected hide. Equipment includes a spare wheel cover, direction indicators, windscreen wiper, driving mirror and those accessories shown on chassis specification. All fittings chromium plated. Front screen Triplex glass.

THE AUSTIN MOTOR CO. LTD., LONGBRIDGE, BIRMINGHAM

SPECIFICATION

GENERAL DIMENSIONS.

Wheelbase - - - - - 8ft. 10ins. (2,694 mm.)
Track - - - - - 4ft. 2ins. (1,270 mm.)
Turning Circle - - - - - 42ft. (12,801 mm.)

ENGINE—13.9 h.p.

Six-cylinder monobloc; bore, 2.410in. (61.25 mm.); stroke, 3.335in. (84.63 mm.); total capacity, 91.2 cub. in. (1,496 c.c.); R.A.C. rating, 13.956 h.p.; b.h.p., 40 at 4,000 r.p.m.

ENGINE—15.9 h.p.

Six-cylinder monobloc; bore, 2.579in. (65.5 mm.); stroke, 3.335in. (84.63 mm.). Total capacity, 104.4 cub. in. (1,711 c.c.); R.A.C. rating, 15.96 h.p. The special cylinder head, giving a high compression ratio, is detachable and the valves are all on the near side. Special thermal-flow induction and exhaust manifold, and Zenith down-draught carburettor. A high-lift camshaft and low expansion pistons of special alloy are fitted. The crankshaft is carried in four bearings of ample proportions.

PETROL TANK.

The tank has a capacity of 8 gallons (36 litres) and is most conveniently placed at the rear of the car. The supply to the engine is by a petrol pump. A contents gauge is included on the instrument board.

IGNITION.

By battery and coil; the distributor is easily accessible and incorporates an automatic advance and retard mechanism combined with a manual control. The batteries are accessibly located under the bonnet.

COOLING.

By thermo-syphon and fan, circulation controlled by automatic Thermostat.

LUBRICATION.

Lubrication is by means of a gear-wheel pump, in accordance with Austin practice, forcing oil to all bearings of the crankshaft and camshaft and connecting rod big ends. A large gauze filter in the oil reservoir is easily

removed for cleaning. Chassis lubrication by grease gun. The number of greasers is reduced to a minimum.

TRANSMISSION.

The clutch is of the single-plate type. The synchromesh gearbox has four speeds forward and a reverse; second, third and top are constant mesh gears for silent running. The ratios of engine to road wheels are 18.26, 11.88, 7.59 and 5.5 to 1. The gearbox forms one unit with the engine, and the whole is suspended at four points. Gear changes are easily effected by a lever mounted centrally. Final drive is by spiral bevel gear. The rear axle is of the three-quarter floating type, the wheels being carried on ball bearings.

BRAKES.

Four wheel expanding brakes, operated either by hand or foot. All brakes are easily adjusted.

STEERING.

Steering is of the worm and worm-wheel type, with provision for taking up wear. Over the spring steering wheel are the electric horn button and the finger control lever of the dip-and-switch mechanism for the headlamps, while immediately under it, on the near side of the column, is mounted the manual ignition control.

SUSPENSION.

Road springs are semi-elliptic and zinc interleaved. All springs are mounted with non-lubricated "Silentbloc" shackles. Luvax hydraulic shock absorbers are fitted at the front and Hartford friction type at the rear of the car.

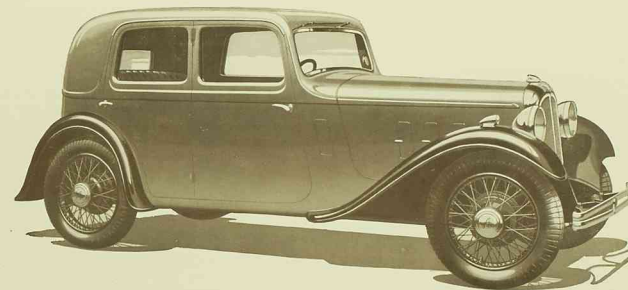
WHEELS AND TYRES.

Magna wheels, with Dunlop 4.75—19 tyres.

EQUIPMENT.

12-volt electric lighting and starting with hand starter switch on fascia board. Chromium plated dip-and-switch headlamps; combined "stop" and tail lamp; carburettor air strangler; clock, petrol gauge, speedometer, electric horn, number plates, spare wheel and tyre. Tools are securely stowed in special compartments.

The Twelve-Six GREYHOUND SPORTS SALOON



Undoubtedly modern in line and charming in appearance, this model happily combines a suggestion of strength, speed and comeliness in a manner that will appeal successfully to those who desire a fast saloon car.

Mounted on a special low frame with flat springs, the seating position of the occupants assists the low centre of gravity, which ensures safety at speed and good "cornering."

The shapely windscreen has a "swept" top, hinged to assist ventilation, and is fitted with a double windscreen wiper.

It is painted and trimmed in selected colour schemes and the upholstery is of first quality hide or moquette.

The engine, which is of the sports type, will keep its "tune," accelerate rapidly and maintain a high cruising speed. The synchromesh gearbox ensures silent, easy gear changes and almost noiseless running, the suspension gives road comfort at any speed and the brakes are powerful.

The car can be finished to choice of Austin colours and upholstered in Vaumol hide, Bedford cord or moquette. Equipment includes an interior visor, spare wheel cover, direction indicators, dual windscreen wiper, driving mirror, interior lights, companion set, rope pulls, and those accessories shown on chassis specification. All fittings chromium plated. Triplex glass throughout.

THE AUSTIN MOTOR CO. LTD., LONGBRIDGE, BIRMINGHAM

SPECIFICATION

GENERAL DIMENSIONS.

Wheelbase - - - - 8ft. 10ins. (2,694 mm.)
Track - - - - 4ft. 2ins. (1,270 mm.)
Turning Circle - - - - 42ft. (12,801 mm.)

ENGINE—13.9 h.p.

Six-cylinder monobloc; bore, 2.410in. (61.25 mm.); stroke, 3.335in. (84.63 mm.); total capacity, 91.2 cub. in. (1,496 c.c.); R.A.C. rating, 13.956 h.p., b.h.p., 40 at 4,000 revs.

ENGINE—15.9 h.p.

Six-cylinder monobloc; bore, 2.579in. (65.5 mm.); stroke, 3.335in. (84.63 mm.). Total capacity, 104.4 cu. ins. (1,711 c.c.); R.A.C. rating, 15.96 h.p. The special cylinder head is detachable and the valves are all on the near side. Special thermal-flow induction and exhaust manifold, and Zenith down-draught carburetter. A high-lift camshaft and low expansion pistons of special alloy are fitted. The crankshaft is carried in four bearings of ample proportions.

PETROL TANK.

The tank has a capacity of 8 gallons (36 litres) and is most conveniently placed at the rear of the car. The supply to the engine is by a petrol pump. A contents gauge is included on the instrument board.

IGNITION.

By battery and coil; the distributor is easily accessible and incorporates an automatic advance and retard mechanism combined with a manual control. The batteries are accessibly located under the bonnet.

COOLING.

By thermo-syphon and fan, circulation controlled by automatic Thermostat.

LUBRICATION.

Lubrication is by means of a gear-wheel pump, in accordance with Austin practice, forcing oil to all bearings of the crankshaft and camshaft and connecting rod big-ends. A large gauze filter in the oil reservoir is easily removed for cleaning. Chassis lubrication by grease gun. The

number of greasers is reduced to a minimum.

TRANSMISSION.

The clutch is of the single-plate type. The synchromesh gearbox has four speeds forward and a reverse; second, third and top are constant mesh gears for silent running. The ratios of engine to road wheels are 18.26, 11.88, 7.59 and 5.5 to 1. The gearbox forms one unit with the engine and the whole is suspended at four points. Gear changes are easily effected by a lever mounted centrally. Final drive is by spiral bevel gear. The rear axle is of the three-quarter floating type, the wheels being carried on ball bearings.

BRAKES.

Four wheel expanding brakes, operated either by hand or foot. All brakes are easily adjusted.

STEERING.

Steering is of the worm and worm-wheel type, with provision for taking up wear. Over the spring steering wheel are the electric horn button and the finger control lever of the dip-and-switch mechanism for the headlamps, while immediately under it, on the near side of the column is mounted the manual ignition control.

SUSPENSION.

Road springs are semi-elliptic and zinc interleaved. All springs are mounted with non-lubricated "Silentbloc" shackles. Luvax hydraulic shock absorbers are fitted at the front, and Hartford friction type at the rear of the car.

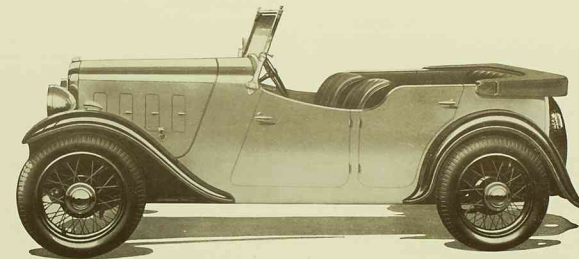
WHEELS AND TYRES.

Magna, with Dunlop 4.75—19 tyres.

EQUIPMENT.

12-volt electric lighting and starting with hand starter switch on fascia board. Chromium plated dip and switch head lamps; combined "stop" and tail lamp; carburetter air strangler, clock, petrol gauge, speedometer, electric horn, number plates, spare wheel and tyre. Tools are securely stowed in special compartments.

The Ten-Four SPORTS TOURER



The new Ten-Four Sports Tourer has the attractive appearance that typifies that style of car. There is no running board, and the suggestion of speed is confirmed by performance.

It is fast on the road, good on hills, quickly responsive to acceleration, and has a low centre of gravity ensuring good cornering. The powerful brakes provide effective control and the petrol consumption is economical.

The synchromesh gearbox gives smooth, silent gear changes, the spring steering wheel is raked, the driving position ensures good visibility, and the controls are most conveniently placed.

The light body has four doors and seats four persons comfortably, it is upholstered in best selected hide. The hood and side curtains effectively protect the occupants in bad weather.

The car can be finished to choice of Austin colours and upholstered in best selected hide. Equipment includes direction indicators, windscreen wiper, driving mirror and those accessories shown on chassis specification. All fittings chromium plated. Front screen Triplex glass.

THE AUSTIN MOTOR CO. LTD., LONGBRIDGE, BIRMINGHAM

SPECIFICATION

GENERAL DIMENSIONS.

Wheelbase	-	-	-	7ft. 9in. (2,361 mm.)
Track	-	-	-	3ft. 9in. (1,143 mm.)
Turning Circle	-	-	-	37ft. (11,300 mm.)

ENGINE.

Four cylinder monobloc, water cooled, detachable head. Bore 2.5in. (63.5 mm.); stroke 3.5in. (89 mm.); cubic capacity 68.7 cu. in. (1,125 c.c.); R.A.C. rating, 9.996 h.p.; b.h.p., 30 at 3,800 r.p.m. The special cylinder head is detachable and the valves are all on the near side. Special thermal-flow induction and exhaust manifold, and Zenith downdraught carburetter. A high-lift camshaft and low expansion pistons of special alloy are fitted. The crankshaft is carried in three bearings of ample proportions.

PETROL TANK AND FILLER.

The tank has a capacity of 6 gallons (27 litres) and is most conveniently placed at the rear of the car. The supply to the engine is by a petrol pump. A contents gauge is included on the instrument board.

IGNITION.

By coil and battery. The batteries are accessibly located forward of the dash.

COOLING.

By thermo-syphon and fan.

LUBRICATION.

Lubrication is by means of a gear wheel pump, in accordance with Austin practice, forcing oil to all bearings of the crankshaft and camshaft and connecting rod big ends. A large gauze filter in the oil reservoir is easily removed for cleaning. Chassis lubrication is by grease gun. The number of greasers is reduced to a minimum.

TRANSMISSION.

The clutch is of the single plate type. The synchromesh gearbox has four speeds forward and a reverse; second, third and top are constant mesh gears for silent running. The gear ratios are: 18.9 to 1, 11.39 to 1, 7.19 to 1, and 5.25 to 1. The gearbox forms one unit with the engine, and the whole is suspended at three points. Gear changes are easily effected by a lever mounted centrally. The rear axle is of live three-quarter floating design, driven through spiral bevel gear; the outer casing carries the rear wheels, which run on ball bearings.

BRAKES.

Both foot and hand brakes operate on all four wheels. These brakes are of the expanding type, and have simple single point adjustment.

STEERING.

The light and responsive steering is of the worm and worm wheel type, with provision for taking up wear. On the centre of the wheel is the dip-and-switch control for the headlamps.

SUSPENSION.

Road springs are semi-elliptic. All springs are mounted with the new non-lubricated "Silentbloc" shackles. Shock absorbers to front and rear of car.

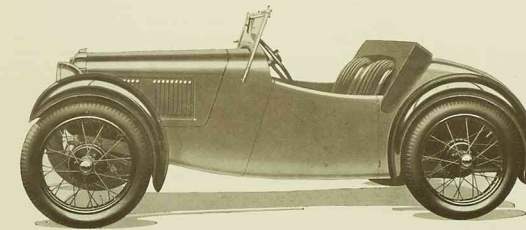
WHEELS AND TYRES.

Magna wheels, with 4.50—18 Dunlop tyres.

EQUIPMENT.

12-volt electric lighting and starting with hand starter switch on fascia board. Chromium plated dip-and-switch head lamps, combined "stop" and tail lamp, carburetter air strangler, clock, petrol gauge, speedometer, electric horn, number plates, spare wheel and tyre. Tools are securely stowed in special compartments.

The Seven "65" SPORTS MODEL



This new sports model embodies many features approved by the experience gained in numerous important road and track racing events of the past ten years.

The low compact body was designed for speed and permits of low seats for the occupants, its appearance is enhanced by the long louvred bonnet, sloping windscreen, and special wings. The radiator is protected by a stone guard.

Comfort and easy control are secured by a Bluemel spring steering wheel, bound sports road springs and pneumatic upholstery.

The synchromesh gearbox ensures easy, silent gear changes and practically noiseless running.

The engine will pull smoothly, accelerate quickly and reach a maximum speed of 65 m.p.h.

The car can be finished to choice of Austin colours and upholstered in best selected hide. Equipment includes direction indicators, windscreen wiper, driving mirror, and those accessories shown on chassis specification. All fittings chromium plated. Front screen Triplex glass.

THE AUSTIN MOTOR CO. LTD., LONGBRIDGE, BIRMINGHAM

SPECIFICATION

GENERAL DIMENSIONS.

Wheelbase	- - - -	6ft. 9in. (2,057 mm.)
Track	- - - -	3ft. 4in. (1,016 mm.)
Turning Circle	- - - -	33ft. (10,058 mm.)

ENGINE.

Four-cylinder monobloc, water cooled, side valve; bore, 2.2in. [56 mm.]; stroke, 3in. (76 mm.), total capacity, 45.6 cub. in. [747.5 c.c.]; R.A.C. rating, 7.8; 21 b.h.p. is developed at 4,400 r.p.m. The special cylinder head, giving a high compression ratio, is detachable and the valves are all on the near side. A high-lift camshaft is employed. The larger and stronger crankshaft has roller bearings and is both dynamically and statically balanced. The pistons are of low expansion aluminium alloy. A down-draught carburetter is fitted together with re-designed manifolding. A Burgess silencer is employed in the exhaust system.

FUEL SUPPLY.

The tank has a capacity of 5 gallons (22 litres) and is most conveniently placed at the rear of the car. The supply to the engine is by petrol pump. A contents gauge is included on the instrument board.

IGNITION.

By coil and battery. The battery is accessibly located forward of the dash.

COOLING.

By thermo-syphon and fan.

LUBRICATION.

Engine lubrication is by a special oiling system. The deep sump holds one gallon of lubricant. Chassis lubrication is by grease gun.

TRANSMISSION.

The power is transmitted by means of a single-plate clutch,

which is very light in operation. The synchromesh gearbox has four speeds forward and a reverse; second, third and top are constant mesh gears for silent running. Gear changes are easily effected by a lever mounted centrally and convenient to the driver's hand. The gear ratios are 22.91, 13.28, 8.38 and 5.6 to 1. Final drive is by spiral bevel gear. The rear axle is of the three-quarter floating type with differential and torque tube, the wheels being carried on ball bearings.

BRAKES.

The brake drums are of increased dimensions, and the brakes are applied to all four wheels by either the hand lever or pedal. Adjustments are readily carried out and all parts are accessible.

STEERING.

The light and responsive steering is of the worm and worm-wheel type, with provision for taking up wear. Over the Bluemel spring steering wheel are the gas and ignition control levers and horn switch.

SUSPENSION.

Specially bound road springs, semi-elliptic transverse in front. Those at the rear are quarter-elliptic, friction shock absorbers front and rear.

TYRES.

Tyres are 3.50—19 Dunlop, and the wheels are of special wire type, with stainless steel wheel centres.

EQUIPMENT.

6-volt electric lighting and starting with hand starter switch. Dip-and-switch head lamps, combined "stop" and tail lamp, carburetter air strangler, electric petrol gauge, speedometer, electric horn, number plates, spare wheel and tyre. Tools are securely stowed in special compartments.

THE AUSTIN MODELS

FOUR-CYLINDER MODELS.

AUSTIN SEVEN.

SALOON De Luxe	- - -	£128 - 0 - 0
SALOON Fixed Head	- - -	£118 - 0 - 0
TOURER	- - -	£112 - 10 - 0
TWO-SEATER	- - -	£105 - 0 - 0
SPORTS Two-seater	- - -	£152 - 0 - 0

AUSTIN TEN-FOUR.

SALOON De Luxe	- - -	£172 - 10 - 0
SALOON Fixed Head	- - -	£158 - 0 - 0
CABRIOLET	- - -	£178 - 0 - 0
TOURER	- - -	£152 - 0 - 0
TWO-SEATER	- - -	£152 - 0 - 0
SPORTS TOURER	- - -	£215 - 0 - 0

AUSTIN LIGHT TWELVE-FOUR.

ASCOT Saloon	- - -	£218 - 0 - 0
HARLEY Saloon	- - -	£208 - 0 - 0
SALOON Fixed Head	- - -	£188 - 0 - 0
OPEN ROAD Tourer	- - -	£172 - 10 - 0
ETON Two-seater	- - -	£172 - 10 - 0

AUSTIN TWELVE.

BERKELEY Saloon	- - -	£295 - 0 - 0
SALOON Fixed Head	- - -	£275 - 0 - 0
WESTMINSTER Saloon	- - -	£325 - 0 - 0
OPEN ROAD Tourer	- - -	£265 - 0 - 0
HARROW Two-seater	- - -	£265 - 0 - 0

SIX-CYLINDER MODELS.

AUSTIN LIGHT TWELVE-SIX.

(With 13.9 or 15.9 engine)

ASCOT Saloon	- - -	£235 - 0 - 0
HARLEY Saloon	- - -	£225 - 0 - 0
SALOON Fixed Head	- - -	£205 - 0 - 0
OPEN ROAD Tourer	- - -	£200 - 0 - 0
ETON Two-seater	- - -	£200 - 0 - 0
SPORTS Tourer	- - -	£275 - 0 - 0
GREYHOUND Sports Saloon	- - -	£305 - 0 - 0

AUSTIN SIXTEEN.

(With 16 or 18 h.p. engine).

CARLTON Saloon	- - -	£328 - 0 - 0
WESTMINSTER Saloon	- - -	£348 - 0 - 0
IVER Saloon (with division)	- - -	£338 - 0 - 0
BERKELEY Saloon	- - -	£318 - 0 - 0
OPEN ROAD Tourer	- - -	£295 - 0 - 0
HARROW Two-seater	- - -	£295 - 0 - 0

AUSTIN TWENTY.

	(11ft. 4in. Wheelbase)	
RANELAGH Limousine	- - -	£595 - 0 - 0
RANELAGH Landaulette	- - -	£595 - 0 - 0
	(10ft. Wheelbase)	
WHITEHALL Saloon	- - -	£515 - 0 - 0

THE AUSTIN MOTOR CO. LTD., LONGBRIDGE, BIRMINGHAM

PRICES ARE AT WORKS AND REFER TO STANDARD COLOURS ONLY.

MANUFACTURERS' WARRANTY

THE goods manufactured by the Company shall be accepted by the purchaser subject to the conditions hereinafter mentioned and subject to the following express warranty, which excludes all warranties, conditions and liabilities, whatsoever, whether statutory or otherwise, which might exist against the Company, but for this provision, viz.—In the event of any defect being disclosed in any part or parts of the goods and if the part or parts alleged to be defective are returned, carriage paid, to the Company's works, which in any case must be within six calendar months of the first delivery of the goods to the retail purchaser, the Company undertakes to examine same, and should any fault, due to defective material or workmanship, be found on examination by the Company, it will repair the defective part or supply, free of charge, a new part in place thereof.

The Company's responsibility is limited to the terms of this guarantee, and it shall not be answerable for any contingent or resulting liability, or loss arising through any defect. This guarantee does not relate to defects caused by motor racing, wear and tear, misuse or neglect, or to the defects in any motor, motor vehicle, or goods which have been altered after leaving the Company's works, or which have been let out on hire, or the identification numbers or marks on which have been altered or removed. The Company accepts no responsibility for tyres, speedometers, electrical equipment or other goods (including coachwork) not of its own manufacture. The Austin Motor Co. Ltd., issues no warranty of the goods except as stated herein, but desires and expects that customers shall make a thorough examination before purchasing. This warranty is limited to the delivery to the purchaser free at the Company's works of the part or parts, whether new or repaired in exchange for those acknowledged by the Company to be defective.

The purchaser shall, if required at the time of purchase, personally sign the form supplied by the Company, and register his name, address, date of purchase, number of car and name and address of Seller with the Company, and shall obtain from the Company a signed copy of this warranty, and shall, if required, produce same to the Company's representative for inspection in case of any claim being made. This warranty shall not be assigned or transferred to anyone unless the Company's consent in writing has first been obtained.

THE AUSTIN MOTOR CO. LTD. LONGBRIDGE, BIRMINGHAM

Telegrams: "Speedily, Northfield." Code: Bentley's. Telephones: Central 4140 & Priory 2101/2116.

479-483 OXFORD STREET, LONDON, W.1

Telegrams: "Austinette, London." (Near MARBLE ARCH) Telephone: Mayfair 7620-7639.

and at HOLLAND PARK HALL, W.11

The purchaser shall send to the Company's works such part or parts as are alleged or claimed to be defective promptly on the discovery of the claimed defect. Transportation is to be prepaid by the purchaser, and said part or parts to be properly packed for transit and clearly marked for identification with the name and full address of the purchaser, and with the car and chassis numbers of the vehicle from which the said part or parts were taken.

The purchaser shall post to the Company at its works on or before despatch of such part or parts alleged to be defective, a full and complete description of the claim and the reasons therefor.

The judgment of the Austin Motor Co. Ltd., in all cases of claims shall be final and conclusive, and the purchaser agrees to accept its decision on all questions as to defects and to exchange of part or parts. After the expiration of six days from the despatch of notification of the Company's decision, the part or parts submitted may be scrapped or returned carriage forward by the Company.

TERMS OF BUSINESS.

TERMS OF BUSINESS. The Company reserves the right to vary the list prices at any time for any reason whatsoever. Should the price be increased prior to delivery, the client 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.

DELIVERY. At the Company's Works, Longbridge, Birmingham. The Company will not be responsible for any delays in connection with the manufacture or delivery of any products listed herein, if such delays are caused by scarcity of labour or material, strikes, lockouts or any cause over which the Company has no control.

ALTERATIONS IN DESIGNS AND EQUIPMENT. The Company reserves the right on the sale of any car to make, before delivery, without notice, any alteration to, or departure from, the specification, designs or equipment detailed in this catalogue. Triplex glass will be generally fitted, but the Company, if supplies are not available, will substitute other approved laminated glass. Cars for export have Triplex toughened glass.

DEPOSIT. A deposit of £25 to accompany the order for each car or chassis, and the balance of the purchase money becomes payable on delivery of goods.

AFTER SALES SERVICE

EVERY AUSTIN DEALER IS UNDER AGREEMENT TO GIVE "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:—

Adjust brakes.	Examine battery and bring up to proper level with distilled water or diluted acid as may be required.
Oil and grease all points of the car.	Examine all wires and terminals.
Check and correct carburettor mixture.	Tighten all nuts and bolts on the body, steering, and springs, etc.
Check and correct ignition timing and tappet clearances.	Adjust clutch and brake pedals.
Drain crankcase, gearbox and back axle and refill.	Adjust fan belt.
Reset slow running adjustment.	Adjust timing chain on larger models.
Tighten cylinder head nuts.	Test the tyres for correct pressure.
Check front wheel alignment.	Clean dynamo commutator.

All materials will be charged for.

CAUTION.

Parts of genuine Austin manufacture only should be used when replacement is made, to ensure that the service given by the original high quality of the car parts shall be maintained by the replacement. Imitations cannot be relied upon to do this.

If imitations are used, the Company's guarantee is infringed and becomes null and void.

Always get your replacements from authorized Austin Dealers, as they stock only genuine Austin Spare Parts.

Should repairs be made by other than an authorized Austin Dealer, for safety's sake, always obtain a guarantee that genuine Austin Spare Parts are used.



The Austin Motor Company Limited

Longbridge, Birmingham

Telephones: CENTRAL 4140-4143 AND PRIORY 2101-2116.

Telegrams: "SPEEDILY, NORTHFIELD."

Code: BENTLEY'S.

479-483, Oxford Street, London, W.1

(NEAR MARBLE ARCH)

Telegrams: "AUSTINETTE, WESDO, LONDON."

Telephone: MAYFAIR 7620-7637.

AND AT

Holland Park Hall, Holland Park Avenue, London, W.11

This Catalogue was issued by the Austin Motor Co. Ltd., September 18th, 1933, and
cancels all previous Catalogues.

