

SPORTS CARS

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*Austin*



## AUSTIN SPORTS MODELS

*These*  
MODELS COMBINE  
THE AUSTIN QUALITY OF  
DEPENDABILITY WITH ATTRACTIVE,  
SPORTY APPEARANCE, SPEEDY PERFORMANCE,  
AND EASY CONTROL.  
THEY WILL SATISFY THE DESIRES OF  
THOSE WHO WISH FOR  
ECONOMICAL FAST  
TOURING



## THE AUSTIN 12-6 SPORTS SALOON

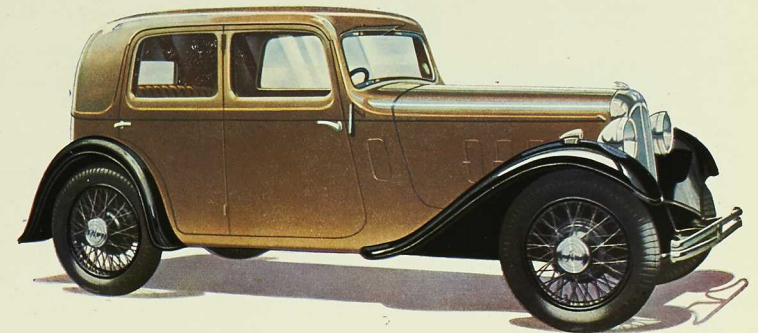
*(with a choice of 13.9 or 15.9 h.p. engine £305 at works)*

A modern, graceful, swift sports saloon with a Pytchley sliding sunshine roof.

The seating accommodation is roomy and comfortable, the upholstery "de luxe," with a choice of materials. Front seats independently adjustable.

It is mounted on a special frame with flat springs, and the centre of gravity is low—thus "cornering" and speed have a wide safety margin.

A noticeable feature is the remarkable smoothness of the engine when the car is driven at a fast pace. It is essentially a top gear car, with a flexible output of power. The synchromesh gears ensure silent, easy changes, and practically noiseless running.





## SPECIFICATION 12 - 6 SPORTS

**GENERAL DIMENSIONS.**—Wheelbase, 8ft. 10in. (2,694 mm.); Track, 4ft. 2in. (1,270 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.  
**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 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 at the rear has a capacity of 8 gallons (36 litres). The supply to the engine is by a petrol pump. Contents gauge on instrument board.

**IGNITION.**—By battery and coil; the distributor has an automatic advance and retard mechanism, combined with a manual control.

**COOLING.**—By thermo-syphon and fan; circulation controlled by automatic Thermostat.

**LUBRICATION.**—Lubrication is by means of a gear-wheel pump, forcing oil to all bearings of the crankshaft and camshaft and connecting rod big-ends.

**TRANSMISSION.**—The clutch is of the single-plate type. Synchronmesh engagement for third and top speeds. Second, third and top speed gears being in constant mesh ensure 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 by a lever mounted centrally. Final drive is by spiral bevel gear.

**BRAKES.**—Powerful and efficient 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 spring steering wheel and the usual controls.

**SUSPENSION.**—Road springs are semi-elliptic, interleaved, and 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.

**FURNISHING and EQUIPMENT.**—Finished to choice of Austin colours, upholstered in Vaumol hide, Bedford cord or moquette. Equipped with interior visor on Saloon, direction indicators, dual windscreen wiper, driving mirror, interior lights, 12-volt dip-and-switch headlamps; combined "stop" and tail lamp; hand starter on fascia board; carburetter air strangler, clock, speedometer, electric horn, spare wheel and tyre with cover. All fittings chromium plated. Triplex glass throughout. Triplex Toughened for export cars.

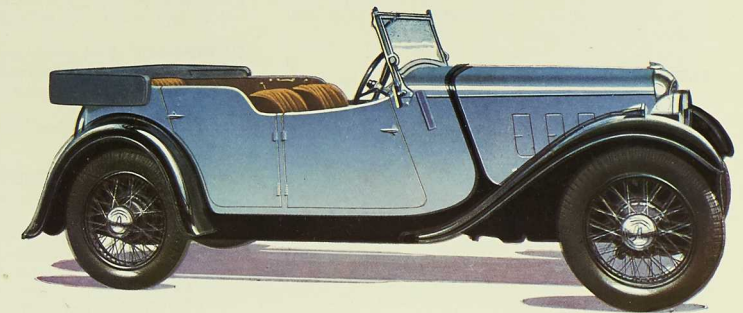


## THE 12 - 6 SPORTS TOURER

*With a choice of 13.9 or 15.9 h.p. engine £275 at works.*

Sporting motorists will appreciate the sleek, sweeping lines and low build of this new model. The special drop frame and rear springs provide a low centre of gravity. The adjustable seats are low, but roomy and very comfortable. The hood and side curtains ensure protection in all weathers. The hinged sloping windscreen will fold on the scuttle if required.

The engine operates with surprising smoothness at all speeds, is very flexible and will retain its good performance over a long period. The synchronmesh gears ensure silent, easy gear changes and silent running.



## SPECIFICATION IO-4 SPORTS

**GENERAL DIMENSIONS.**—Wheelbase, 7ft. 9in. (2,361 mm); Track, 3ft. 9in. (1,143 mm).

**ENGINE.**—Four-cylinder monobloc, water cooled, detachable head. Bore, 2.5in. (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., 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 down-draught 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 at the rear has a capacity of 6 gallons (27 litres). The supply to the engine is by a petrol pump.

**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, forcing oil to all bearings of the crankshaft and camshaft and connecting rod big ends.

**TRANSMISSION.**—The clutch is of the single-plate type. Synchromesh engagement for third and top speeds; 2nd, 3rd and top speed gears being in constant mesh ensure 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 by a lever mounted centrally. Final drive by spiral bevel gear.

**BRAKES.**—Powerful and efficient four-wheel brakes, operated either by hand or foot.

**STEERING.**—Steering is of the worm and worm wheel type, with the usual controls over the steering wheel.

**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.

**FURNISHING and EQUIPMENT.**—Finished to choice of Austin colours, upholstered in best selected hide. Equipped with direction indicators, windscreen wiper, driving mirror, 12-volt dip-and-switch headlamps, combined "stop" and tail lamp, hand starter on fascia board, carburetter air strangler, clock, petrol gauge, speedometer, electric horn, spare wheel and tyre with cover. All fittings chromium plated. Front screen Triplex glass. Triplex Toughened for export cars.

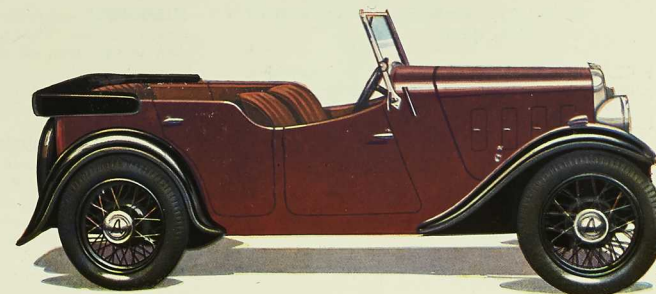


## THE IO-4 SPORTS FOUR SEATER

*Price £215 at works.*

This new model has those "sporty" lines that typify the fast cruising open tourer. The light body has four doors, provides four ample seats—the front are independently adjustable. The hood and side curtains are really weatherproof, and easily erected or lowered.

The engine is very willing, fast on the open road, flexible and responsive in traffic and a good hill climber. The synchromesh gears provide silent, certain gear changes; the low frame and special springing contribute to that low centre of gravity which assists good cornering, and the four wheel brakes effectively control the car at any speed.





## SPECIFICATION SEVEN "65" SPORTS

**GENERAL DIMENSIONS.**—Wheelbase, 6ft. 9in. (2,057 mm.); Track, 3ft. 4in. (1,016 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 carburettor is fitted together with re-designed manifold. A Burgess silencer is employed in the exhaust system.

**FUEL SUPPLY.**—The tank at the rear has a capacity of 5 gallons (22 litres). The supply to the engine is by petrol pump.

**IGNITION.** By coil and battery.

**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. Synchromesh

engagement for third and top speeds; 2nd, 3rd and top speed gears being in constant mesh ensure silent running. The gear ratios are: 22.91, 13.28, 8.38 and 5.6 to 1. Final drive is by spiral bevel gear.

**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 steering is of the worm and worm wheel type, with the usual controls over the Bluemel spring steering wheel.

**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.

**FURNISHING and EQUIPMENT.**—Finished in choice of Austin colours, upholstered in best selected hide. Equipped with direction indicators, windscreen wiper, driving mirror, 6-volt dip-and-switch headlamps, combined "stop" and tail lamp, hand starter on fascia board, carburettor air strangler, electric petrol gauge, speedometer, electric horn, spare wheel and tyre. All fittings chromium plated. Triplex glass throughout. Triplex Toughened for export cars.



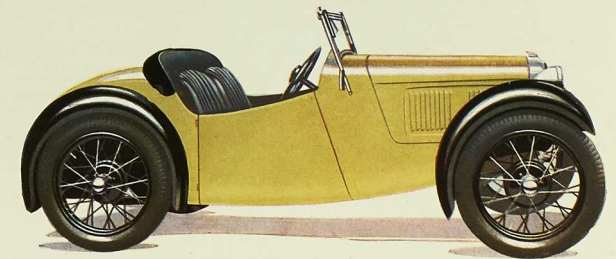
## THE SEVEN "65" SPORTS MODEL

Price **£152** at works.

The body of this new model is a fine example of low-level compactness—the two adjustable, comfortable, pneumatic seats are only fourteen inches above the ground.

The long louvred bonnet, the sloping windscreen, and special wings enhance its appearance. Behind the seats, which tilt forward, there is ample space to accommodate a considerable amount of luggage. There is a stoneguard fitted to the radiator, and the spare tyre is carried in a compartment at the rear.

The hood folds away very compactly and is rapidly and easily erected. The engine will pull smoothly, accelerate quickly and reach a maximum of 65 m.p.h. The synchromesh gears ensure easy, silent gear changes and practically noiseless running.



## 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 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, lock-outs 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.

## 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 CO. LTD.

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