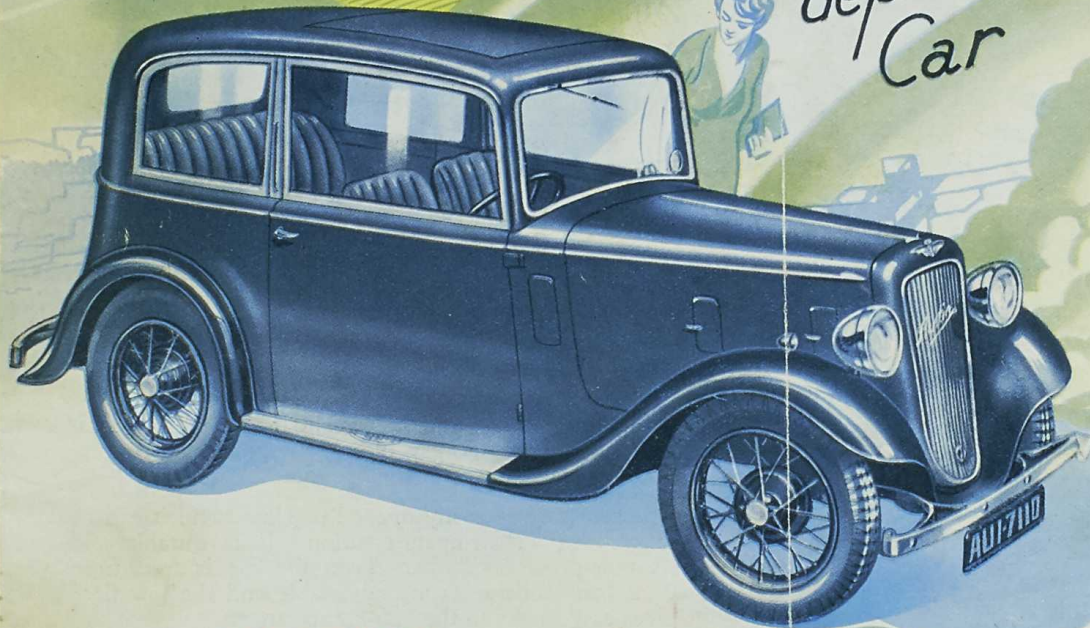


# The Austin Seven

Britain's  
dependable  
Car



FRED DEELEY,  
Limited,  
915 Broadway, W.

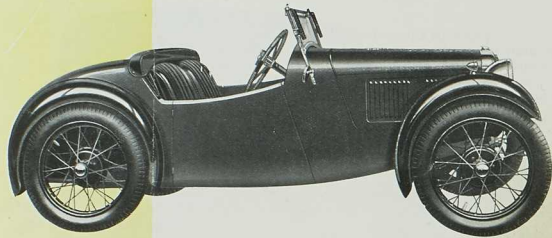
Vancouver  
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EXPORT

# Elegance with Dependability

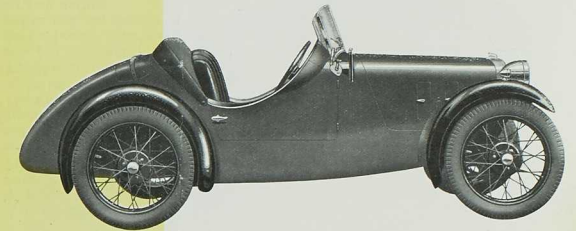
## THE SEVEN H.P. SPORTS Sports Specification



THE "NIPPY" SPORTS  
Two Seater

A low priced two-seater sports car with good performance and road-holding characteristics. This model can be driven at high speeds without discomfort. The pneumatic seats are upholstered in best selected hide and there is a spring steering wheel.

The hood can be rapidly erected and when down is encased in a neat cover. The spare wheel and tyre are mounted in a special compartment in the tail of the car.



THE "SPEEDY" SPORTS  
Two Seater

The streamlined body of this fast sports car can easily be stripped of its touring fittings for racing—the windscreen, hood, lamps, wings, etc., are easily dismantled. The car is suitable for competition work.

There is a 12-gallon tank at the rear with a large bore quick filler-cap. The doors and scuttle are flared to protect the occupants when the car is stripped.

GENERAL DIMENSIONS. Wheelbase, 6 ft. 9 in. (2,057 mm.); Track, 3 ft. 7 in. (1,092 mm.).

ENGINE. Four-cylinder monobloc, water cooled side valve; bore, 2.2 in. (56 mm.); stroke, 3 in. (76 mm.); total capacity, 45.6 cu. in. (747.5 c.c.); R.A.C. rating, 7.8; 21 b.h.p. is developed at 4,400 r.p.m. on the Nippy. The Speedy develops 23 b.h.p. at 4,800 r.p.m. The special cylinder head, giving a high compression ratio, is detachable and the valves are all on the near side. The crankshaft has ball and roller bearings and is both dynamically and statically balanced. The pistons are of low expansion aluminium alloy and a high-lift camshaft is employed. A down-draught carburetter is fitted together with re-designed manifolding.

FUEL SUPPLY. The petrol tank at the rear of the Nippy has a capacity of 5 gallons (22 litres). The large capacity tank on the Speedy holds 12 gallons (55 litres). The supply to the engine is by petrol pump.

LUBRICATION. Engine lubrication is by a special oiling system. The Speedy has a full pressure oiling system to the camshaft and big-end bearings through the drilled crankshaft. The deep finned sump holds one gallon of lubricant. Chassis lubrication is by grease gun.

TRANSMISSION. The power is transmitted by a single-plate clutch which is very light in operation. Syncromesh engagement for second, third and top speeds; 2nd, 3rd and top speed gears also being in constant mesh to ensure silent running. The gear ratios are: 21.9, 13.3, 8.38 and 5.6 to 1 on the Nippy. On the Speedy the ratios are: 20.48, 12.39, 7.82 and 5.25 to 1. Final drive is by spiral bevel gear.

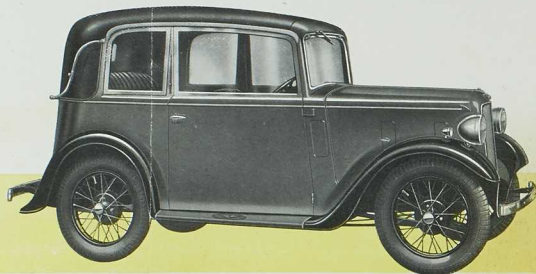
STEERING. The steering is of the worm and worm wheel type with a spring steering wheel.

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.



# Elegance with Dependability



**THE "PEARL" CABRIOLET**

The new sloping radiator cowl and long bonnet give this new cabriolet a very pleasing appearance. It combines the advantages of the open and closed car.

The roof can be easily opened or closed and it can be secured in a half-open position. It is durable and weather-proof and when down the car is free from draughts. The seats are adjustable and the low floor gives easy access to the rear compartment.

There are bumpers front and rear and a five lamp lighting set.

The direction indicators are of the concealed self-returning type and the rear windows are adjustable for interior ventilation.

## The Austin "Seven"



The low floor, wide doors and tip-up front seats give easy access to the rear compartment. The pneumatic seats of the de luxe models are upholstered with best selected hide to match the colour scheme.

### EQUIPMENT

The equipment is good and complete—no essential auxiliary is omitted. It includes a six-volt electric lighting and starting system with a hand starter switch on the flood-lit fascia board. The battery is mounted in a special compartment on the scuttle forward of the dash. †Chromium plated dip-and-switch headlamps with a foot control switch on the toe board, separate side lamps and a combined stop and tail lamp. There are direction indicators with an automatic return switch, an electric windscreen wiper, \*interior sun visor, driving mirror, floor draught and fume excluders, †pedal rubbers, †disappearing luggage carrier and door locks, \*single-bar bumpers front and rear, combined air-strangler and throttle control, electric petrol gauge, magnetic speedometer (five inch combined speedometer and revolution counter on the Speedy Sports Model), oil pressure gauge, ammeter, electric horn, spare wheel and tyre and number plates. A full set of tools is stowed in a special compartment under the bonnet.

All fittings are chromium plated, the road wheel centres are of stainless steel. Triple glass in Front Screen and Side Windows.

The Coachwork can be finished to choice of Austin colours. For particulars see "Colour and Upholstery" Folder, Publication No. 1255.

\*On Ruby Saloon de luxe and Pearl Cabriolet.

†Black with chromium rims on the Ruby Fixed Head Saloon.

‡Closed models only.

**YOU BUY A CAR — BUT  
YOU INVEST IN AN AUSTIN**



**THE "RUBY" SALOON**

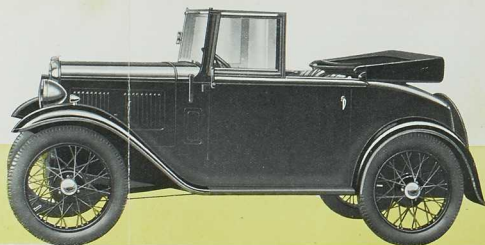
The well sprung chassis, pneumatic upholstery and adjustable seats of this new saloon enable four adults to undertake long journeys in comfort. The strong steel-panelled body has pleasing modern lines and the spare wheel and folding luggage grid are concealed in the graceful tail.

The sloping windscreen can be opened, and the sliding Pytchley sunshine roof, winding door windows and hinged rear-quarter lights provide adequate ventilation. All controls are easy to operate, the instruments are grouped in front of the driver and the low floor and wide doors give easy access to the rear seats.

There is a fixed head saloon with less expensive furnishings.

DE LUXE

FIXED HEAD

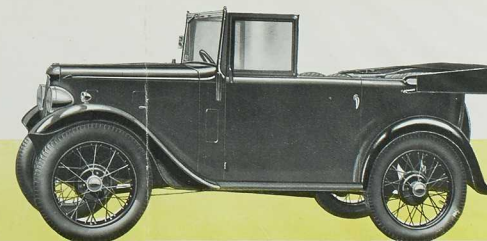


**THE 7 H.P. TWO-SEATER**

An attractive dependable small two-seater that represents excellent value for money.

The hood and side curtains afford ample protection for the occupants in bad weather and can be quickly erected. A dust cover keeps the hood clean when folded. Ample luggage space is provided at the rear of the front seats, which are separately adjustable.

The direction indicators are of the automatic return type with finger-tip control on the steering wheel. The headlights are dipped by a foot switch. Separate side as well as head-lamps are now fitted to the front wings and the ignition is automatically advanced.



**THE "OPEN ROAD" TOURER**

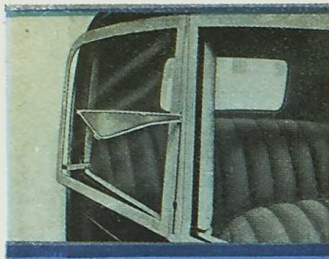
A four-seater tourer that will accommodate four adults in comfort. It has the new sloping radiator cowl, wings and long bonnet.

The hood and side curtains can be quickly erected, and render the car completely weatherproof. Both front seats are adjustable to suit individual requirements and together with the rear seats have pneumatic upholstery.

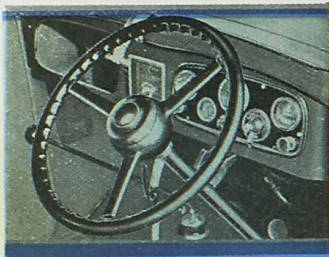
The wide doors and tip-up front seats allow easy access to the rear compartment.

The direction indicators are of the automatic return type and the headlights are dipped by a foot switch on the toe-board. The ignition is now automatically controlled and the throttle is connected to the strangler for easy starting.

# Features



A feature of the new Ruby Saloon is the large amount of window area, giving an improved view from the car. The rear-quarter windows can be hinged open, providing adequate ventilation without draught, and the opening handles are of special design to prevent rattle. The new type of flush fitting illuminated direction indicator is also shown in the illustration.



The horn button and the finger-tip control for the direction indicators are the only controls mounted on the new steering wheel. The centre of the wheel contains the switch that automatically returns the direction indicators.

All the instruments are mounted on an illuminated instrument panel immediately in front of the driver.

There is ample provision on the fascia board for parcels, etc.



The sloping rear panel and new wings add to the pleasing appearance of the new Austin Seven saloons and cabriolet. The spare wheel and tyre are concealed by a lockable cover which also conceals the luggage carrier when not in use. The smooth contours of these new bodies render cleaning an easy matter.



# Specification

## Note.

All Seven and Ten-Four Austin cars sold in Canada equipped with left hand steering.

**ENGINE.** Mounted on rubber buffers which absorb vibration. The Austin Seven engine has earned a world wide reputation for efficiency, economy and dependability. It has proved successful in every kind of test in almost every part of the world. 4-cylinder, water cooled, detachable head, bore 2.2 in. (56 mm.), stroke 3 in. (76 mm.), total capacity 45.6 cu. ins. (747.5 c.c.). R.A.C. rating 7.8; b.h.p. 12, at 2,600 r.p.m. The strong crankshaft has roller bearings. The pistons are of low expansion aluminium alloy. The valves are all on the near side, the induction and exhaust manifold cast in one to provide a hot spot.

**PETROL TANK AND FILLER.** The tank has a capacity of 5 gallons (22 litres) and is conveniently placed at the rear of the car, and there is a contents gauge included on the instrument board. The fuel supply to the carburetter is by a petrol pump.

**IGNITION.** By coil and battery. The distributor incorporates an automatic advance and retard mechanism.

**COOLING.** By thermo-syphon and fan.

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

**TRANSMISSION.** The clutch is of the single plate type light in operation, and takes up the drive very smoothly. The top, third and second gears have synchromesh engagement, which ensures smooth, noiseless gear changes to suit varying speeds. First gear is a low one to be used in starting with a full load, up an incline or manœuvring the car in an awkward place. The ratios of engine to road wheels are: top, 5.25 to 1; 3rd, 8.73 to 1; 2nd, 13.85 to 1; 1st, 22.94 to 1. The gear change lever is mounted centrally, and convenient to the driver's hand. The 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 of the expanding type and act smoothly and powerfully. The hand lever and the pedal both apply the brakes to each of the four road wheels simultaneously. All the brakes are easily accessible for adjustment purposes.

**CHASSIS.** Exceptionally strong, light and of patented triangular design.

**STEERING.** The steering, which is light and responsive, is of the worm and worm wheel type with provision for taking up wear. The horn button is in the centre of the wheel. Forward of the button is the lever controlling the direction indicators, which have automatic return operation.

**SUSPENSION.** Semi-elliptic transverse spring in front, those at the rear are quarter-elliptic. Shock absorbers front and rear to damp out road shocks.

**WHEELS AND TYRES.** The wheels are of special wire type with stainless steel centres. Tyres on "RUBY" Saloon and "PEARL" Cabriolet, 4.00—17 in.; on other models, 3.50—19 Dunlop.

For Manufacturers' Warranty and Terms of Business see Main Catalogue.

**THE AUSTIN MOTOR Co. Ltd., LONGBRIDGE, BIRMINGHAM**

**479-483 OXFORD ST. LONDON W.1. (near Marble Arch)**