

Austin



OPEN MODELS



BRITAIN'S DEPENDABLE CAR



YOU BUY A CAR
BUT

YOU INVEST IN AN



Austin

THE AUSTIN MOTOR COMPANY LTD.

LONGBRIDGE - G.P.O. Box 41. - BIRMINGHAM

Telephones : Priory 2101 (20 lines).

Telegrams : " Speedily, Telex, Northfield."

Cables : " Speedily, Birmingham, England."

Code : Bentley's.

479-483, OXFORD STREET, LONDON, W.I.

(Near Marble Arch)

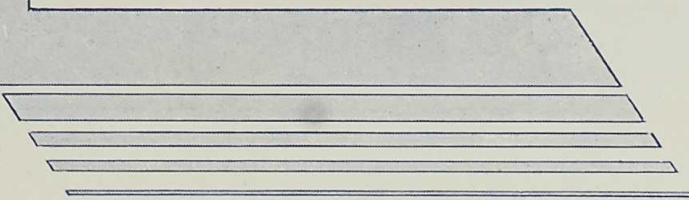
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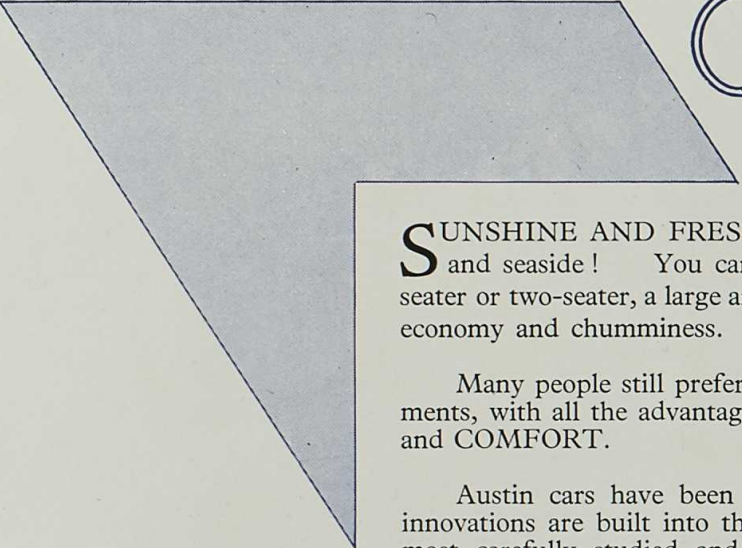




SAFETY

AND

COMFORT!



SUNSHINE AND FRESH AIR, the call of the open road, moorland, mountain and seaside! You can enjoy the charm of the holiday haunts in an open four-seater or two-seater, a large and roomy car for friends and baggage, or a smaller car for economy and chumminess.

Many people still prefer open cars and the Austin range will meet their requirements, with all the advantages of Austin's renowned **DEPENDABILITY, SAFETY** and **COMFORT**.

Austin cars have been proved over many years in all climes and no untried innovations are built into them. The comfort of driver and passengers has been most carefully studied and is enhanced by the adoption of larger section tyres. Thousands of users appreciate the high quality of Austin coachwork, upholstery and fittings, as well as the adequate seating accommodation of all models.

All windscreens are fitted with Triplex toughened glass. Hoods and side screens afford adequate protection against inclement weather and at the same time a wide field of vision is afforded to the driver and all passengers.

The four-speed gearbox, with synchromesh engagement for second, third and top speeds, is a delight to handle, and all controls and instruments are handily placed for the greatest convenience. Front seats are adjustable.

Austin open models range from the most economical "Seven" two-seater to the "Twelve" four-seater with a 15.9 engine. Left-hand steering is available.

FOLLOW THE SUN IN AN AUSTIN

CONCENTRATED PRODUCTION

AUSTIN cars are manufactured at Longbridge, Birmingham, in Great Britain's largest self-contained motor works. The site is seven miles from the centre of the city, on the main Bristol Road, healthily situated amid green fields and spreading suburbs.

The factories occupy over 100 acres on a site which extends to nearly 250 acres and includes an aerodrome surrounded by the car test track a mile in circumference. The buildings have a main road frontage of over one mile and within the Works are nearly eight miles of private railway sidings.

Practically the whole of the Austin car is manufactured at Longbridge, from the engine castings and axle forgings to the pressed steel body panels. There are iron, steel and aluminium foundries, stamp shops, heat treatment furnaces, chromium plating plants and radiator shops, to mention but a few of the many branches of production, all on the one site.

This concentration facilitates a close supervision of all phases of design and production and a continuity of output which results in high efficiency and great economy.

The Austin plant involves a capital value of some £4,000,000 and gives employment to nearly 20,000 people. Over £500,000 has been spent in extensions and improvements in the last twelve months and the Works are still expanding in all directions.

More than 10,000 machine tools and mechanised processes are in daily use and many departments work continuously on a 24-hour basis, only resting at week-ends. The capacity of the plant is between 2,000 and 3,000 vehicles weekly.

You are invited to come to these extensive Works and see for yourself the care and attention given to the building of every Austin car. Your local Dealer will be pleased to give you details of visits.

**INVEST IN
AUSTIN SAFETY, COMFORT & DEPENDABILITY**





Austin "Twelve"

with either 15·9 six-cylinder
or 11·9 four-cylinder engine.

UPHOLSTERY is in best quality leather with leather cloth trimmings, and standard colours are Royal Blue, Maroon, and Westminster Green.

Equipment includes flush-fitting automatic-return direction indicators, Triplex toughened glass windscreen with twin-blade wipers, driving mirror, foot-operated dip-and-switch headlamp control, bumpers front and rear, foot rests, door pockets, pile carpets, draught and fume excluders, clutch and brake pedal rubbers, and luggage accommodation.

Head and side lamps and other fittings are chromium plated.

The "Eton" Two-Seater

A VERY handy and smart runabout. The front seats are of the bucket type, separately adjustable, and two passengers can be carried in the large dickey, which can be used alternatively for accommodating under cover a considerable amount of luggage.

The hood is quickly raised or lowered and when not in use it folds into a neat cover. The side screens can be folded in half or detached and stowed in the doors.

The "Open Road" Tourer

A LARGE four-seater. An efficient, easily-operated hood and robust side screens make it thoroughly storm-proof. In fine weather the side screens can be stowed in the doors and the hood neatly folded into a cover.

The bucket front seats are independently adjustable. The door of the spare wheel compartment opens to form a luggage platform.



Specification of the Austin "Twelve"

ENGINE. Two engines are available for both the "Eton" and the "Open Road."

The Six-cylinder Engine, of 15.96 R.A.C. rating, develops 38.7 h.p. at 3,800 r.p.m. It has four-point suspension on rubber and the crankshaft is carried on four bearings. Main dimensions are: Bore 2.58 ins. (65.5 mm.); stroke 3.335 ins. (84.63 mm.); capacity 1,711 c.c.

The Four-cylinder Engine, of 11.9 R.A.C. rating, develops 33.7 h.p. at 3,600 r.p.m. It has three-point suspension on rubber and a three-bearing crankshaft. Main dimensions are: Bore 2.73 ins. (69.35 mm.); stroke 4 ins. (101.6 mm.); capacity 1,535 c.c.

Valves are on the left-hand side and pistons are of aluminium alloy. The cylinder head is detachable and carburation is assisted by a "hot spot."

Fuel System. From the 8 gallons (36 litres) rear tank fuel is fed by mechanical pump to a downdraught carburetter. An electric fuel gauge is provided on the instrument board.

Cooling is by film type radiator, assisted by fan and controlled by an automatic thermostat in the radiator hose. All cylinder barrels are separated by waterways.

Lubrication of the engine is by pressure gear pump to the crankshaft and camshaft bearings and there is a large gauze strainer, easily removed, in the base of the sump.

Ignition is by coil and battery, with automatic advance and retard mechanism incorporated in the distributor.

CHASSIS. Rigidity of the main frame is assured by full-length, deep side members, with cruciform centre bracing.

Transmission is through a single-plate clutch to a four-speed gearbox, with synchromesh engagement on second, third and top gears. There is a needle-bearing open propeller shaft to the three-quarter floating rear axle with spiral bevel drive. The road wheels are carried on ball bearings.

Gear Ratios are: Six-cylinder—20.85, 13.59, 8.64 and 5.5 to 1. Four-cylinder—18.53, 12.08, 7.68 and 4.98 to 1.

Suspension is by semi-elliptic springs mounted on "Silentbloc" rubber shackles (or phosphor bronze bushes for certain Export markets). Luvax hydraulic shock absorbers are fitted all round.

Wheels, pressed steel spoke, with large centres, or wire, fitted with Dunlop 5.75—16 Extra Low Pressure tyres.

Brakes are of the expanding type, smooth and powerful, and readily adjustable. Hand and foot brakes operate on all wheels.

Steering is light and responsive, of the "hour-glass" worm and sector type, with provision for taking up wear at all points. The horn button is mounted in the centre of the steering wheel, with the direction indicator control above it.

EQUIPMENT. Standard equipment includes a 12-volt electric lighting, starting and ignition set, with automatically compensated charging control. Starting is assisted by a combined air strangler and throttle control.

Head and side lamps are chromium plated and the headlamp beams are controlled by a foot-operated dip-and-switch mechanism. A combined stop and tail lamp is fitted. Spare wheel and tyre, number plates and a full kit of tools are provided and front and rear bumpers are standard.

The instrument board is fitted with an eight-day clock, oil and petrol gauges, ammeter, lighting and ignition switch box, trip speedometer, ignition warning lamp, concealed lighting, starter button and combined strangler and throttle control.

DIMENSIONS. Length—13 ft. 2 ins. (4,013 mm.).

Width—5 ft. 1½ ins. (1,562 mm.).

Height—5 ft. 7½ ins. (1,715 mm.).

Wheelbase—8 ft. 10 ins. (2,694 mm.).

Track—4 ft. 2 ins. (1,270 mm.).

Turning circle—42 ft. 2 ins. (12,852 mm.).



The "Clifton" Two-Seater

A SMART and economical small runabout, of attractive appearance and good performance.

Front seats are independently adjustable and two passengers or luggage can be carried in the dickey. Covers are provided for the hood and spare wheel. The side screens can be folded into half or entirely removed.

The "Open Road" Tourer

AN economical four-seater. The weather-proof hood can be raised or lowered easily and when not in use it is folded neatly into a cover.

Side screens give adequate protection from wind and rain and afford full visibility. When not in use they are carried behind the rear squab.

Four wide doors and a low floor make for easy access and the front seats are adjustable. The door of the spare wheel compartment opens to form a luggage platform.

Austin "Ten-Four"

UPHOLSTERY is in best quality leather, with leather cloth trimmings, and standard colours are Royal Blue, Maroon or Ash Grey.

Equipment includes flush-fitting automatic - return direction indicators, Triplex toughened glass windscreen with twin-blade wipers, driving mirror, foot-operated dip-and-switch headlamp control, bumpers front and rear, door pockets, pile carpets, draught and fume excluders, clutch and brake pedal rubbers, and luggage accommodation.



Specification of the Austin "Ten-Four"

ENGINE. The four-cylinder engine of 9,996 R.A.C. rating develops 21.1 h.p. at 3,400 r.p.m. The unit has three-point rubber suspension. The head is detachable and carburation is assisted by a "hot spot." Valves are on the left-hand side and pistons are of aluminium alloy. The crankshaft is carried on three bearings.

Main dimensions are: Bore 2.4995 ins. (63.5 mm.); stroke 3.5 ins. (89 mm.); cubic capacity 1,125 c.c.

Fuel System. From a six gallons (27 litres) rear tank, fuel is fed by mechanical pump to the carburetter and an electric fuel gauge is provided on the instrument board.

Cooling is by film type radiator on the thermo-syphon principle, assisted by a large fan and controlled by an automatic thermostat in the radiator hose. All cylinders are separated by waterways.

Lubrication of the engine is by gear pump to all crankshaft and camshaft bearings and there is an accessible gauze strainer in the sump.

Ignition is by coil and battery, with automatic advance and retard mechanism incorporated in the distributor.

CHASSIS. Rigidity of the main frame is assured by full-length deep side members and cruciform centre bracing.

Transmission is through a single plate dry clutch. Power take-up is very smooth and pedal operation is light.

There is a four-speed gearbox, with synchromesh engagement for second, third and top speeds. Final drive is by a needle bearing propeller shaft to a three-quarter floating axle with spiral bevel gear. The road wheels are carried on ball bearings.

Gear Ratios are: 21.1, 12.78, 8.04, and 5.25 to 1. The gearbox is in unit with the engine.

Suspension is by semi-elliptic springs mounted on "Silentbloc" rubber shackles (except for certain Export models which have special phosphor bronze bushes). Luvax shock absorbers are fitted all round.

Wheels are of the pressed steel spoke or wire type, with large centres, and are fitted with Dunlop 5.25-16 Extra Low Pressure tyres.

Brakes are of the expanding type, smooth and powerful and readily adjustable. The footbrake and the handbrake operate on all wheels.

Steering is light and positive, of the "hour-glass" worm and sector type, with provision for taking up wear at all points. The horn button is mounted at the centre of the steering wheel, with the direction indicator control immediately above it.

EQUIPMENT. Standard equipment includes a 12-volt electric lighting, starting and ignition set, and automatically compensated charging control. The batteries are readily accessible. Starting is assisted by a combined air strangler and throttle control.

Head and side lamps are chromium plated and headlamps are controlled by a foot-operated dip-and-switch mechanism. A combined stop and tail lamp is fitted.

The instrument board has an eight-day clock, starter button, petrol and oil gauges, lighting and ignition switch box, ignition warning lamp, trip speedometer, ammeter, combined strangler and throttle control and concealed lighting.

Bumpers are fitted front and rear, there is a spare wheel, with tyre, and number plates and a full kit of tools are provided.

DIMENSIONS. Length—"Open Road," 11 ft. 7 ins. (3,530 mm.). "Clifton" 11 ft. 9 ins. (3,581 mm.).

Width—4 ft. 7 ins. (1,396 mm.).

Height—5 ft. 5 ins. (1,652 mm.).

Wheelbase—7 ft. 9 ins. (2,361 mm.).

Track—3 ft. 9 ins. (1,143 mm.).

Turning Circle—37 ft. 9 ins. (11,506 mm.).



Austin "Seven"

COLOURS available are Royal Blue, Ash Grey and Auto Brown.

Upholstery is in durable leather cloth and all seats have pneumatic cushions. The windscreen is of Triplex toughened glass, with an electric wiper and external driving mirror, and automatic-return direction indicators are fitted.

Head and side lamps and other fittings are chromium plated and the tail light incorporates a stop light.

Two-Seater

THIS small car has many attractions for those who want a very compact, handy and nippy runabout. It has pneumatic seats.

A considerable amount of luggage can be stowed in the boot, protected from all weather conditions, and the hood can be raised or lowered in an instant.

The side screens are secured by screws and they can be folded into half or safely stowed in the doors. A spare wheel cover is supplied.

The "Open Road"

A TOURER which accommodates four persons. All seats have pneumatic cushions.

The hood and side screens afford adequate storm protection and when not in use the side screens can be stowed in the doors.

The cover of the spare wheel compartment conceals a folding luggage carrier and there are pockets on each door.



Specification of the Austin "Seven"

ENGINE. The engine has been re-designed and now incorporates a three-bearing crankshaft and three-bearing camshaft. The new crankshaft improves the performance of the engine, which gives smoother and greater power output.

With four-point rubber mounting, the crankcase is of aluminium and the four cylinders are cast in one block, with detachable head. Valves are on the left-hand side and pistons are of low expansion aluminium alloy. Induction and exhaust manifolds are in one piece to ensure complete carburation.

Main dimensions are :—Bore 2.2 ins. (56 mm.); stroke 3 ins. (76 mm.); and cubic capacity 747.5 c.c. R.A.C. rating is 7.8 and brake h.p. is 16 at 3,400 r.p.m.

Fuel System. From a five gallons (22 litres) rear tank fuel is fed by mechanical pump to the carburetter. An electric fuel gauge is provided.

Cooling is by film type radiator, on the thermo-syphon principle, assisted by a fan and all cylinders are separated by waterways.

Lubrication of the engine is by vane pump and the sump carries a large gauze oil filter.

Ignition is by coil and battery, with automatic advance and retard mechanism incorporated in the distributor.

CHASSIS. The well-known patented Austin "Seven" triangular chassis is retained and suspension is on the three-point principle, with a transverse semi-elliptic spring at the front and quarter-elliptic springs at the rear. Friction shock absorbers are fitted.

Transmission is through a new type of flexible clutch in which the single plate carries the two friction discs. Power take-up is very smooth and pedal operation is light.

The Gearbox has four speeds, with synchromesh engagement for second, third and top to ensure smooth, noiseless and positive gear changes. The low first gear is particularly useful in starting up a hill or with a load, or in manœuvring the car.

Gear Ratios are 22.94, 13.85, 8.73 and 5.25 to 1. The gearbox and engine form one unit.

Final Drive is by open propeller shaft and torque tube, with a universal joint mounted on the frame cross member. The three-quarter floating back axle has a spiral bevel drive. The road wheels are carried on ball bearings.

Wheels are of special wire-spoke type, detachable, with stainless steel centres and Dunlop 4.00—17 tyres. For Export, Dunlop 4.75—16 Extra Low Pressure tyres are fitted.

Brakes have been re-designed and improved and are smooth and powerful. Individual adjustment is provided at each wheel.

Steering is of the worm and worm wheel type, with provision for taking up wear.

The horn button is mounted at the centre of the steering wheel, with the direction indicator control immediately above it.

EQUIPMENT. Standard equipment includes a 6-volt electric lighting, starting and ignition set. The dynamo is the three brush type and charging is controlled from the switch box. Starting is assisted by a combined air strangler and throttle control.

Head and side lamps are chromium plated and the headlamps are controlled by a foot-operated dip-and-switch mechanism. A combined stop and tail lamp is fitted and the cover of the spare wheel locker conceals a folding luggage grid to carry up to 56 lbs. (25 kgms.)

The instrument board is fitted with a pull-out starter knob, combined throttle and strangler control, petrol and oil gauges, lighting and ignition switches, ignition warning lamp, speedometer, ammeter, and concealed lighting.

DIMENSIONS. Length—10 ft. 3 ins. (3,123 mm.).

Width—4 ft. 3 ins. (1,295 mm.).

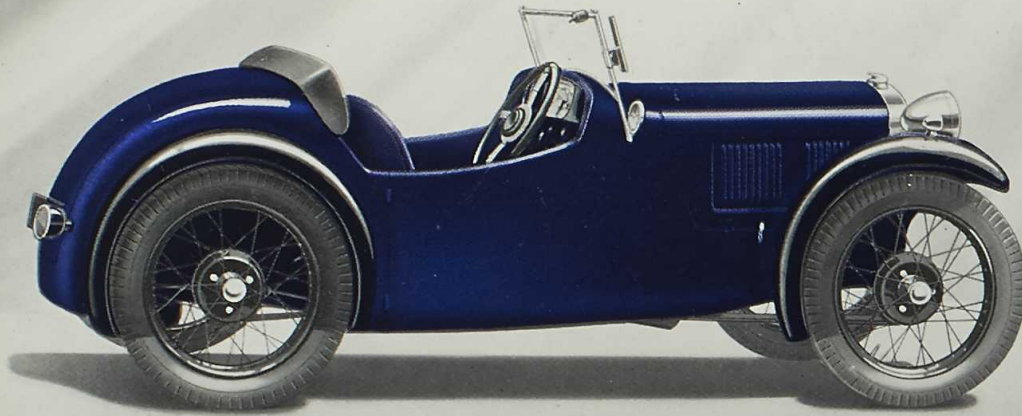
Height—5 ft. 1 ins. (1,549 mm.).

Wheelbase—6 ft. 9 ins. (2,057 mm.).

Track, Front—3 ft. 4 ins. (1,016 mm.).

Track, Rear—3 ft. 7 ins. (1,092 mm.).

Turning Circle—38 ft. 2 ins. (11,633 mm.).



Sports Two-Seater

THE Austin Seven "Nippy" Sports two-seater has a specially tuned high speed engine and a light, low-built and comfortable body.

The seats are adjustable and have pneumatic cushions and the steering wheel has spring spokes. Plenty of room is allowed for driver and passenger and luggage can be carried in the boot.

PRIMROSE, TURQUOISE BLUE, CHERRY RED, and BLACK are the standard colours and the seats are upholstered in best quality leather.

The windscreen is Triplex toughened glass, with an electric wiper, and there are automatic-return direction indicators, driving mirror, enclosed spare wheel and tyre, and chromium plated headlamps, side lamps and other accessories.

Specification

ENGINE. The "Nippy" sports model has a special engine with a high compression cylinder head, a high lift camshaft, and a special downdraught carburetter.

It develops 21 h.p. at 4,400 r.p.m. A fin-cooled sump holds a gallon of lubricating oil and the pump is of the positive gear type forcing oil under pressure to all bearings. A special silencer is fitted.

Main dimensions are : Bore 2.2 ins. (56 mm.); stroke 3 ins. (76 mm.); cubic capacity 747.5 c.c. R.A.C. rating is 7.8.

Fuel System. From a five gallons (22 litres) rear tank fuel is fed by mechanical pump to a downdraught carburetter.

Cooling is by a film type radiator on the thermo-syphon principle, assisted by a fan.

Ignition is by coil and battery, with automatic advance and retard mechanism.

CHASSIS. Suspension is on the three-point principle, with a transverse semi-elliptic spring at the front and quarter-elliptic springs at the rear. The springs are specially bound to ensure stability and friction shock absorbers are fitted.

Transmission is through a single plate clutch and pedal operation is light. The gearbox has four speeds, with synchromesh engagement for second, third and top. Ratios are 21.9, 13.3, 8.38 and 5.6 to 1.

Final Drive is by open propeller shaft and torque tube and the three-quarter floating back axle has a spiral bevel differential.

Wheels are wire-spoke, detachable and with stainless steel centres. Tyres are Dunlop 3.50—19. (Export 4.75—16).

EQUIPMENT. Standard equipment includes a 6-volt electric lighting, starting and ignition set. Starting is assisted by a combined air strangler and throttle control.

Head and side lamps are chromium plated and the headlamps are controlled by a foot-operated dip-and-switch mechanism. A combined stop and tail lamp is fitted and the spare wheel is enclosed.

The instrument board is fitted with a pull-out starter knob, combined throttle and strangler control, petrol and oil gauges, lighting and ignition switches, ignition warning lamp, speedometer, ammeter and concealed lighting.

Austin Open Models and Prices

(Standard Colours, ex works)

AUSTIN "TWELVE-SIX."

"ETON" TWO-SEATER	-	-	£215
"OPEN ROAD" TOURER	-	-	£215

AUSTIN "LIGHT TWELVE-FOUR."

"ETON" TWO-SEATER	-	-	£190
"OPEN ROAD" TOURER	-	-	£190

AUSTIN "TEN-FOUR."

"CLIFTON" TWO-SEATER	-	-	£160
"OPEN ROAD" TOURER	-	-	£160

AUSTIN "SEVEN."

TWO-SEATER	-	-	-£102 - 10
"OPEN ROAD" TOURER	-	-	£112
"NIPPY" SPORTS TWO-SEATER	-	-	£142

See separate catalogue for closed models.

After Sales Service

EVERY AUSTIN DEALER IS UNDER AGREEMENT TO PROVIDE AT HIS OWN SERVICE STATION OR ELSEWHERE "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.
OIL AND GREASE ALL POINTS OF THE CAR.
CHECK AND CORRECT CARBURETTOR MIXTURE.
CHECK AND CORRECT IGNITION TIMING AND TAPPET CLEARANCES.
DRAIN CRANKCASE, GEARBOX AND BACK AXLE, AND REFILL.
RESET SLOW RUNNING ADJUSTMENT.
TIGHTEN CYLINDER HEAD NUTS.
CHECK FRONT WHEEL ALIGNMENT.

EXAMINE BATTERY AND BRING UP TO PROPER LEVEL WITH DISTILLED WATER OR DILUTED ACID, AS MAY BE REQUIRED.
EXAMINE ALL WIRES AND TERMINALS.
TIGHTEN ALL NUTS AND BOLTS ON THE BODY, STEERING, SPRINGS, ETC.
ADJUST CLUTCH AND BRAKE PEDALS.
ADJUST FAN BELT.
TEST THE TYRES FOR CORRECT PRESSURE.
CLEAN DYNAMO COMMUTATOR.

All Materials will be charged for.

Terms of Business

PRICES: The Company reserves the right to vary the list prices at any time and all goods are invoiced at the prices current on day of delivery. Should the price be increased prior to delivery the Purchaser 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.

DEPOSIT: A deposit of £25 is to accompany the order for each vehicle.

SPECIFICATION: The Company reserves the right on the sale of any vehicle to make before delivery without notice any alteration to or departure from the specification design or equipment detailed in this catalogue. Triplex toughened glass will be generally fitted, but the Company will if supplies are not available substitute another make of glass approved by them.

DELIVERY: At the Company's Works, Longbridge, Birmingham. The Company is not responsible for damage occurring after delivery. The cost of transport (if any) thence to destination is payable by the Purchaser. The Company shall not be liable in any way for delay in delivery from any cause whatsoever.

COUNTERFEIT PARTS: All goods manufactured by the Company are sold with the express warranty printed in the current catalogue which excludes all warranties conditions and liabilities implied by the Common Law Statute or otherwise. The use on any vehicle of the Company's manufacture of replacement parts not made by or for the Company will invalidate the Warranty.

Manufacturer's Warranty

THE goods manufactured by the Austin Motor Company Limited (hereinafter called "the Company") are supplied with the following express Warranty which excludes all warranties conditions and liabilities whatsoever implied by Common Law Statute or otherwise that is to say:—

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 to the Company's Works carriage paid within six months from the date when the goods are delivered new to the retail customer the Company undertakes to examine same and should any fault due to defective materials 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. 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 Company gives no warranty of the goods except as herein stated but desires and expects that customers shall make a thorough examination before purchasing. Persons dealing in the Company's goods are in no way the legal Agents of the Company and have no right or authority to assume any obligation on its behalf express or implied or to bind it in any way.

For the purpose of this Warranty the term "goods" means and includes new cars or vans or chassis or parts thereof including replacement parts manufactured by the Company. It does not include tyres speedometers or electrical equipment or other proprietary articles or goods (including coach work) not of the Company's own manufacture although supplied by the Company. Proprietary articles are covered by the warranty (if any) given by the separate manufacturers. On second-hand goods no warranty is given by the Company or is to be implied.

The Company's responsibility is limited to the terms of this Warranty and it shall not be answerable for personal injuries or consequential or resulting liability damage or loss arising from any defects. This Warranty shall not apply to defects caused by motor racing wear and tear misuse or neglect or to the defects in any goods which have been altered outside 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. This Warranty is dependent upon the strict observance by the Purchaser of the following provisions:—

The Purchaser shall at the time of purchase personally sign the form supplied by the Company and register his name address date of purchase price paid and car and chassis numbers and name and address of Seller with the Company and shall obtain from the Company a signed copy of this Warranty and shall 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 Company 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 the 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.

Austin

RENOWNED THE WORLD OVER

