

THE AUSTIN TWELVE

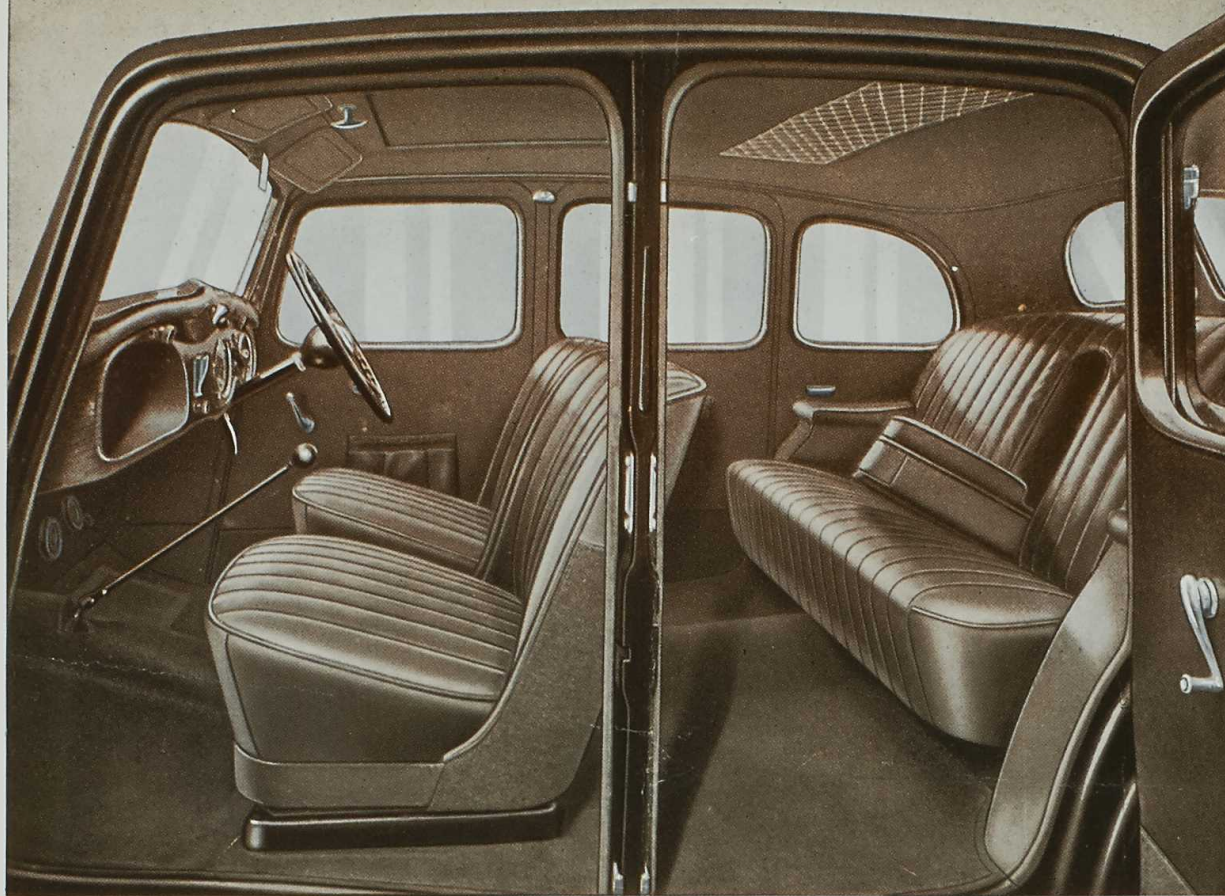


Saloon & Cabriolet

THE Austin Twelve, with its new body, continues to exemplify the ideal family car, combining safety, economy, and appearance, with a highly satisfactory road-response and really generous accommodation.

The engine of the Twelve now has an aluminium cylinder head with higher compression ratio, larger inlet valves, and an improved induction system, to provide a substantial increase in horse-power with a lower fuel consumption. This new engine has special mountings designed to give full power insulation and a high-duty axle is now incorporated to suit the extra horse-power developed.

*You
buy
a
car
BUT
you
invest
in
an
Austin*



The '12' Interior

The interior of the Austin Twelve is all that can be desired in the way of comfort and convenience. The front seats have been lowered slightly to give a better driving position and the angle of the seat can be altered by the removal of a supporting bar located under the front of the cushion. They are easily adjustable over an adequate range and are so positioned that the maximum visibility can be gained.

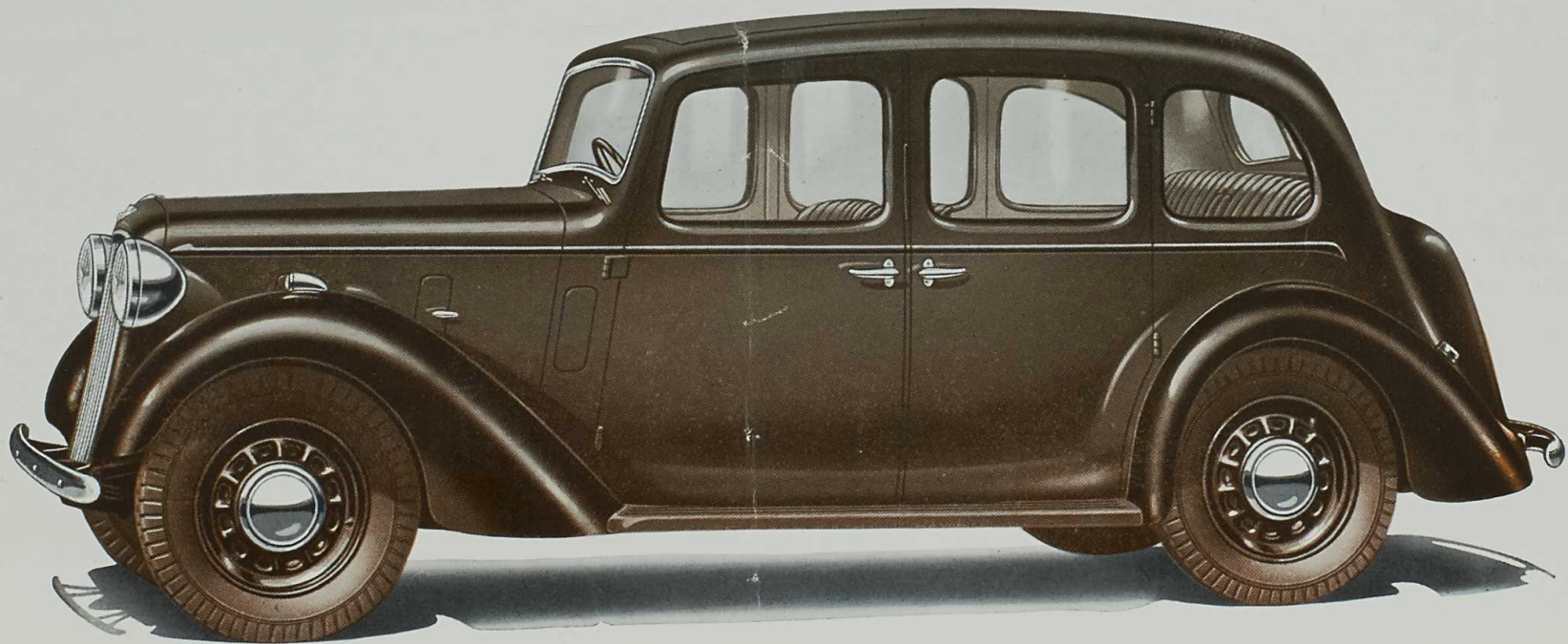
The rear seat is fitted with a folding arm-rest which can be recessed into the squab when this seat is required to accommodate three passengers. All the seats are not only comfortable, but also anatomically correct, so that long journeys can be undertaken without fatigue. A high roof gives ample head-room and the whole interior gives an impression of roominess and comfort.

The Twelve Ascot Saloon

T

HE new body on the Ascot Saloon, with its high and wide doors permit of easy entrance to and exit from the spacious interior. In appearance this car is very pleasing, and its flowing lines and easy contours facilitate the process of washing and polishing, while at the same time it retains those practical necessities for which all Austin cars are noted. It is of all-steel construction and sound-insulated throughout by special material, baffling transmission and engine noises. Riding ease and comfort are assured by the fitting of new type shock absorbers, lubricated road springs and an improved rear axle. Excellent visibility is obtained by six large windows, while the deep, wide windscreen offers a good forward view of the road. The four windows that open, the flush fitting, disappearing Pytchley sliding roof, together with the scuttle ventilators, provide ample ventilation.

The Ascot saloon is also obtainable as a fixed head model at a lower price.



Features

One of the notable features of the new Austin Twelve body is the spacious luggage accommodation, so important for touring. This is situated in the enclosed rear compartment which houses the spare wheel and also carries a commodious luggage trunk on de luxe models. The lid of this compartment when folded down forms a firm flat platform on which extra luggage can be strapped.

The driving position of this car has been carefully considered with the result that it is most comfortable and efficient, the visibility from this position being excellent.

The steering provides that directness with lightness of handling so evident on all Austins, and the gear change lever is easily handled without reaching.

Large dial illuminated instruments are grouped in front of the driver and a deep cubby hole is situated to the left of these.

The Girling brakes retard the car with a certain and effective smoothness that gives confidence. The handbrake control is of the pistol-grip type and is mounted in an inconspicuous yet accessible position under the instruments. The traffic indicators return automatically and are operated from the steering wheel, in the centre of which is the horn switch.

Thick carpets with rubberised felt underlays, together with special insulation material fitted to the roof and sides, make for quiet running.

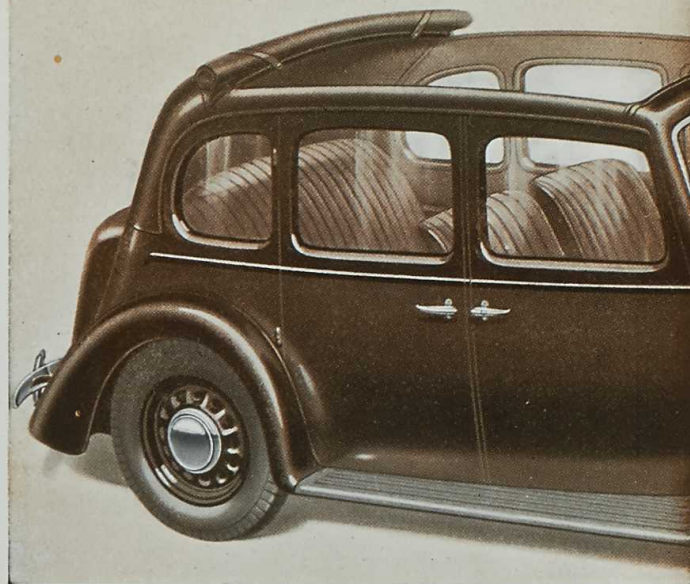
The equipment of the Austin Twelve is very complete, including dual windscreen wipers, *parcel net, *hand slings, †interior light, *sun visors, and nothing that is likely to add to the passengers' comfort and convenience has been omitted.

COLOURS.

*The following are the standard colours with upholstery to match: Royal Blue with Black wings; †Maroon, Black wings; *Princess Blue, Blue wings; †*Bluebird Blue, Blue wings; †*Pueblo Brown, Malay Brown wings; *Ash Grey, Grey wings; Black, Black wings.*

* Not Fixed Head Saloon.

† Not Cabriolet.



The Cabriolet with roof partly opened.

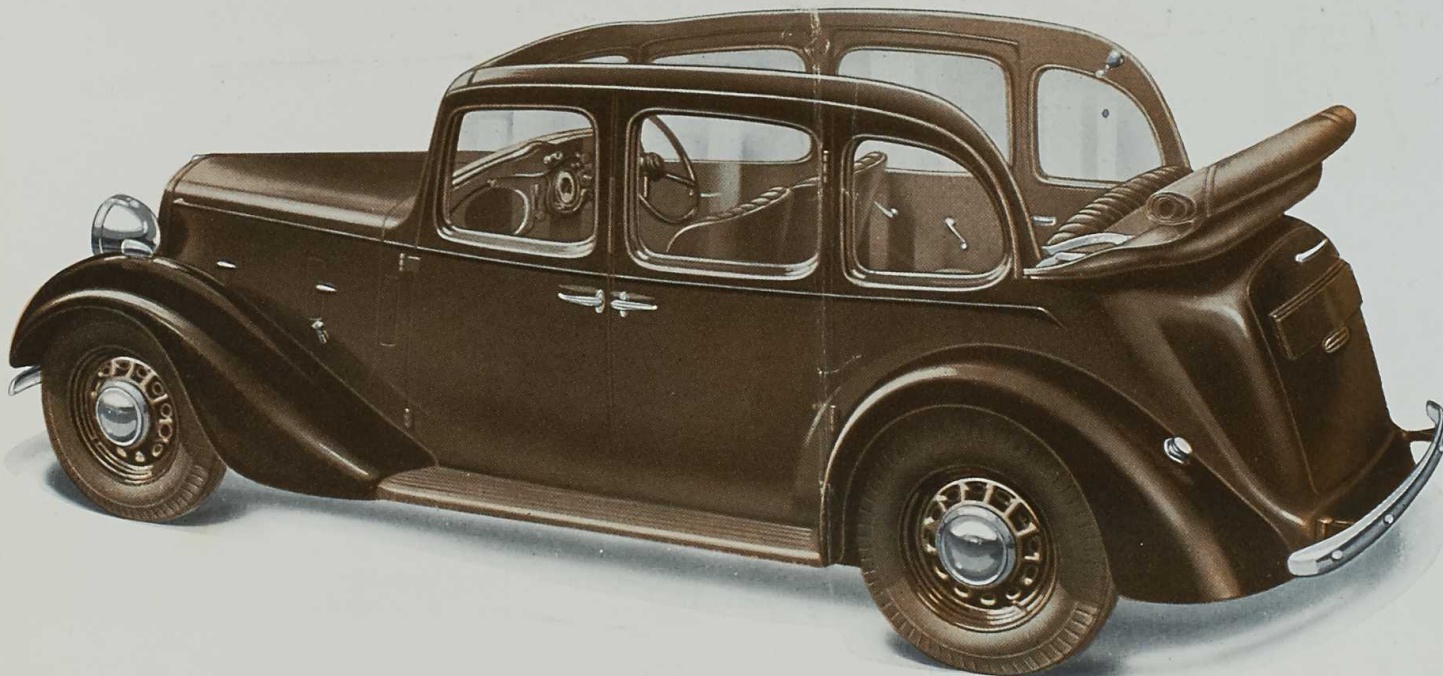


Instruments and Dual Wipers.

The Twelve Ascot Cabriolet

M

OTORISTS who prefer open-air touring, but find a full tourer a little too open, will appreciate the advantages of the Ascot Cabriolet. This distinguished looking car is similar to the Ascot Saloon in most respects, the chief difference being in the roof. The weather-proof roof material of the Cabriolet can be adjusted and secured in three positions according to the passengers' requirements. Bodywork is of all-steel construction and sound-insulated, ensuring silence in running. Visibility from this car covers a wide range and the four windows that open, together with the scuttle ventilators, provide excellent ventilation even when the roof is closed. Softly upholstered seats and adequate head- and leg-room ensure comfort, and the wide, high doors provide means of easy entrance.



You
buy
a
car
BUT
you
invest
in
an
Austin

The 'Twelve' Specification

POWER UNIT.

Cylinders	....	4	B.H.P.	....	42 at 4,000 r.p.m.
Bore	....	2.73 ins.	R.A.C. Rating	....	11.9
		69.35 mm.	Tax	....	£9
Stroke	....	4 ins.	Gear Ratios	....	4.89, 7.68, 12.08
		101.6 mm.			and 18.53 to 1
Capacity	....	1,535 c.c.	Fuel Capacity	....	8 gals.
Main Bearings	....	3	Oil Capacity (sump)	....	1 gal.
			Cooling Capacity	....	2½ gals. (approx.)

The engine is in unit with the gearbox and is flexibly mounted to the chassis at three points.

The side valves are on the nearside and the inlet are larger than the exhaust valves, and allow of higher velocity induction, while the high compression detachable cylinder head is of aluminium for greater efficiency. Pistons are of special aluminium alloy with anodised surface and connecting rods are specially drilled to provide cylinder bore lubrication. The silencer and exhaust system are also insulated from the chassis.

FUEL FEED. Fuel from rear tank is fed to the carburetter by a mechanical pump. A downdraught carburetter is provided with intake silencer and air cleaner. There is an improved Petrol tank air vent.

COOLING. Thermo-syphon and fan, and spring loaded valve in the top tank of radiator to prevent water overflow.

LUBRICATION. Pressure gear pump forces oil to all main, big-end and camshaft bearings.

IGNITION. Coil and 12-volt battery ignition, with automatic advance and retard.

CLUTCH. An improved flexible clutch is employed, to assist changing and give smooth power take-up.

GEARBOX. The gearbox has four forward speeds and a reverse. The gear lever is centrally mounted and there is synchromesh engagement for second, third and top.

CHASSIS.

REAR AXLE. Spiral bevel drive, three-quarter floating, of improved type.

Welded chassis of full-length deep side members, with adequate cross members and cruciform centre members.

SUSPENSION. Long and supple semi-elliptic springs are arranged for positive lubrication by grease gun, and are mounted on Silentbloc rubber bushes, which do not require lubrication. The springs are controlled by new double-

acting piston type Luvax hydraulic shock absorbers. Export springs are stronger and have special screw type shackles.

BRAKES. Girling wedge-and-roller brakes with new pistol grip hand control are light in application, but smooth, progressive and powerful, with automatic compensation between front and rear.

WHEELS. Easy-clean pressed steel spoke wheels, with large centres, are fitted. Extra Low Pressure tyres, size 5.50—16.

JACKING. Special jacking pads are provided on the rear springs.

STEERING. "Hour-glass" worm and sector type, light, responsive and definite. Full adjustment is provided.

EQUIPMENT.

Twelve-volt electric lighting, starting and ignition set, with readily accessible batteries under front seats. The dynamo is fan ventilated and has automatically compensated charging control.

Screen frame and all fittings are chromium plated, except head and side lamps on special models, and the head lamp beams are controlled by a foot-operated dip-switch mechanism. The electric horn is rubber mounted and the control, together with direction indicator switch, is mounted on steering wheel centre. There is a combined stop and tail light. Starting is assisted by a combined strangler and throttle control.

The instrument board has two large dials, carrying an eight-day clock, magnetic type needle speedometer with trip and total readings, oil and petrol gauges, ammeter. There is a lighting and ignition switch box, ignition warning lamp, starter button, sockets for an inspection lamp plug, and indirect lighting.

A large cubby hole is next to the instrument panel and the equipment includes side and *centre arm-rests for the rear passengers, two *sun visors, dual electric windscreen wipers operating from the scuttle, driving mirror, †roof lamp, ash trays, †remote control rear blind, *parcel net in the roof, *hand slings, clutch and brake pedal rubbers, bonnet and scuttle ventilators, door pockets, carpets and felt underlays.

There is an enclosed fitted *luggage trunk in an improved compartment and exterior luggage accommodation.

Chromium plated bumpers are fitted front and rear (except on the Fixed Head Saloons). Blank number plates, spare wheel and tyre in rear compartment and a comprehensive set of tools are provided.

DIMENSIONS. Length, with bumpers, 14 ft. (4,267 mm.); Width, 5 ft. 3½ ins. (1,613 mm.); Height, 5 ft. 5½ ins. (1,664 mm.); F.H.S., 5 ft. 6½ ins. (1,689 mm.); Wheelbase, 8 ft. 10¼ ins. (2,699 mm.); Track, front, 4 ft. 2½ ins. (1,276 mm.); Rear, 4 ft. 5¾ ins. (1,355 mm.).

* Not Fixed Head Saloon.

† Not on Cabriolet.

(Issued July 27th, 1938, and cancels all previous lists).

THE AUSTIN MOTOR COMPANY LIMITED
LONG BRIDGE **BIRMINGHAM**

G.P.O. Box 41.

Telephone : Priory 2101 (20 lines). Telegrams : "Speedily, Telex, Northfield."

Cables : "Speedily, Birmingham, England." Code : Bentley's.

479 - 483, OXFORD STREET, W.I. (NEAR MARBLE ARCH) and at

HOLLAND PARK AVENUE, LONDON, W.II

Telephone : Mayfair 7620 (18 lines). Telegrams : "Austinette, Telex, London."