

# *The Austin* **FOURTEEN**



## **Saloon and Cabriolet**

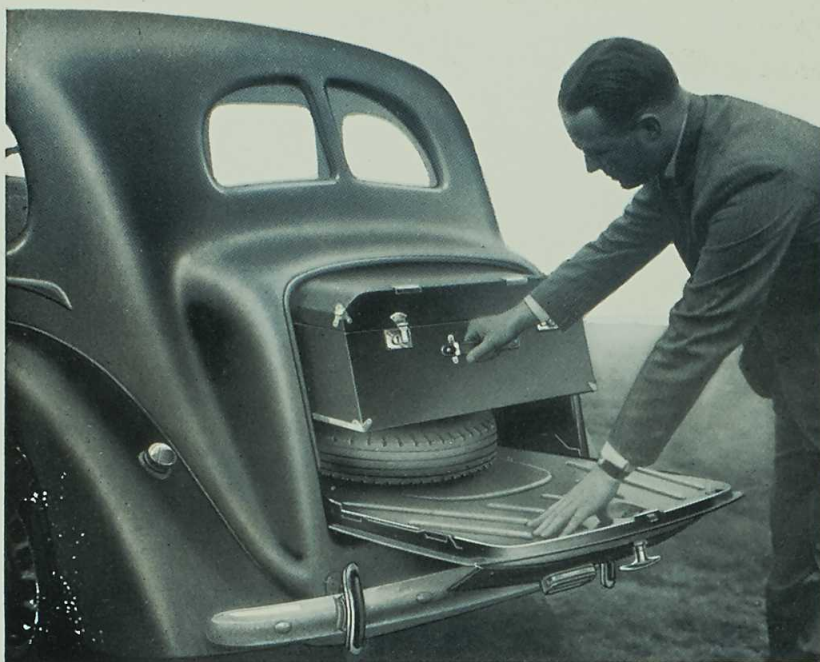
For those who desire superlative performance combined with smoothness and dependability, the Austin Fourteen is without equal where medium powered cars are concerned.

The aluminium-head engine on the Fourteen has set the fashion for the rest of the Austin range. It has given a considerably enhanced performance, with lower fuel consumption. To-day the Fourteen Goodwood with its new saloon body is as fast and as lively as anyone can wish for.

It is perhaps significant that for two years in succession this type of body has won the coachwork competition in the Scottish Rally, and for business or pleasure motoring where performance and refinement are desired, but costs must be considered, the Austin Fourteen is the surest investment.

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time  
to

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**AUSTIN**



## **A**MPLE LUGGAGE ACCOMMODATION

The Austin "Fourteen" has very commodious luggage accommodation. The enclosed compartment at the rear of the car contains a large luggage trunk and underneath this, in the same compartment is housed the spare wheel, which can be removed in a very short time when occasion arises. Luggage can also be placed in or taken out of this compartment without the slightest fuss or difficulty. This roomy accommodation in no way detracts from the appearance of the car but rather adds to its well proportioned contours. Extra luggage which may have to be carried when touring or holiday-making can easily be strapped on to the platform formed by the rear panel of the compartment when folded down.

**A**DJUSTABLE STEERING The controllability of a car depends largely on the ease of steering, and in the Austin "Fourteen" this is greatly assisted by an adjustable column.

Another feature of this new body is that the front seats have been lowered, and there is also adjustment for altering the angle of the seat by the removal of a supporting bar located under the front of the cushion. Both adjustments can be made easily and quickly. The steering itself, as in all Austins, is light and direct, encouraging confidence even when the car is negotiating traffic-congested streets or at speed on the open road.



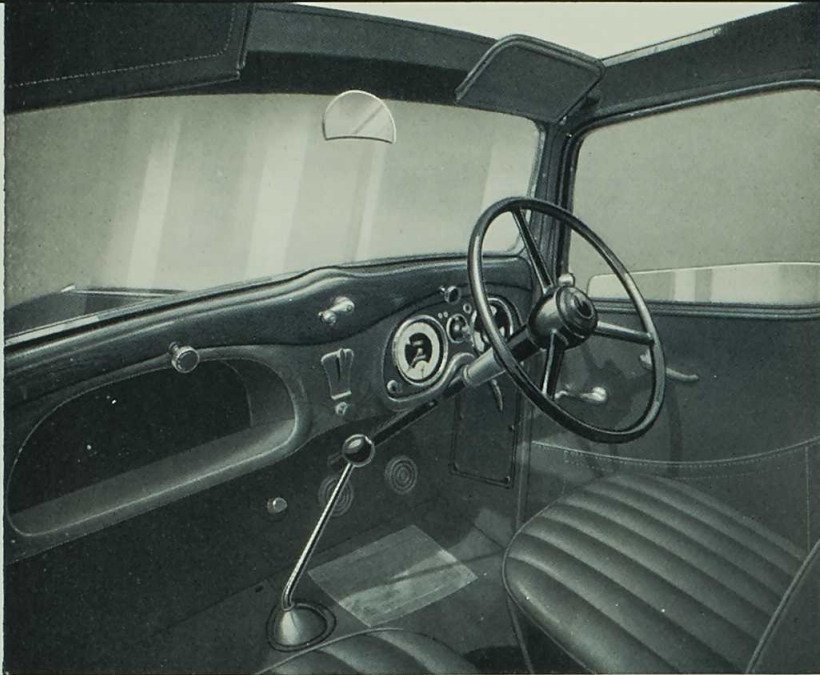
# THE GOODWOOD SALOON



**T**HE Goodwood Saloon with its new body having higher and wider doors and increased luggage accommodation, possesses just that air of distinction associated with really first-class design. Sound-insulated throughout and well upholstered this car provides excellent riding comfort for four or five passengers who can enter or leave with the utmost ease. The wide front screen and the six large windows give a wide range of vision to both driver and passengers. Ventilation is afforded by the four windows that open, the flush-fitting Pytchley sliding roof and the scuttle ventilators.

Some practical features recently incorporated in the Goodwood saloon are :—New type shock absorbers, lubricated road springs and an improved rear axle, giving even greater riding comfort; improved clutch ensuring easy and noiseless gear changes; more accessible batteries and an improved petrol tank vent.

A fixed-head model is available at a slightly reduced price.



**ACCESSIBLE CONTROLS** A very noticeable feature when driving the Austin Fourteen is the accessibility of the controls. The gear lever is just the right length and the pistol-grip handbrake is mounted in an inconspicuous position under the dash on the right hand side and can easily be reached when required. The large-dial instruments on the facia panel are grouped in front of the driver and can be read at a glance. The traffic indicator and horn controls are very conveniently placed on the steering wheel ready for instant use, while the dip and switch mechanism for the powerful head-lamps is foot-operated enabling the driver to keep both hands on the steering wheel. All the other various controls such as those for the windscreen wipers, the opening of the windscreen and the seat slide are also readily accessible giving the maximum of facility and the minimum of trouble.

## WIDE AND COMFORTABLE SEATING

The "Fourteen" is a four or five seater and is extremely comfortable. The rear seat is wide, deep and softly sprung and fitted with a folding arm-rest which gives ideally comfortable accommodation for two passengers and can be folded back into the squab when this seat is required to take three. A high roof and ample leg-room prevent cramping, while hand-slings are added conveniences. Both the front seats are adjustable.

### COLOURS.

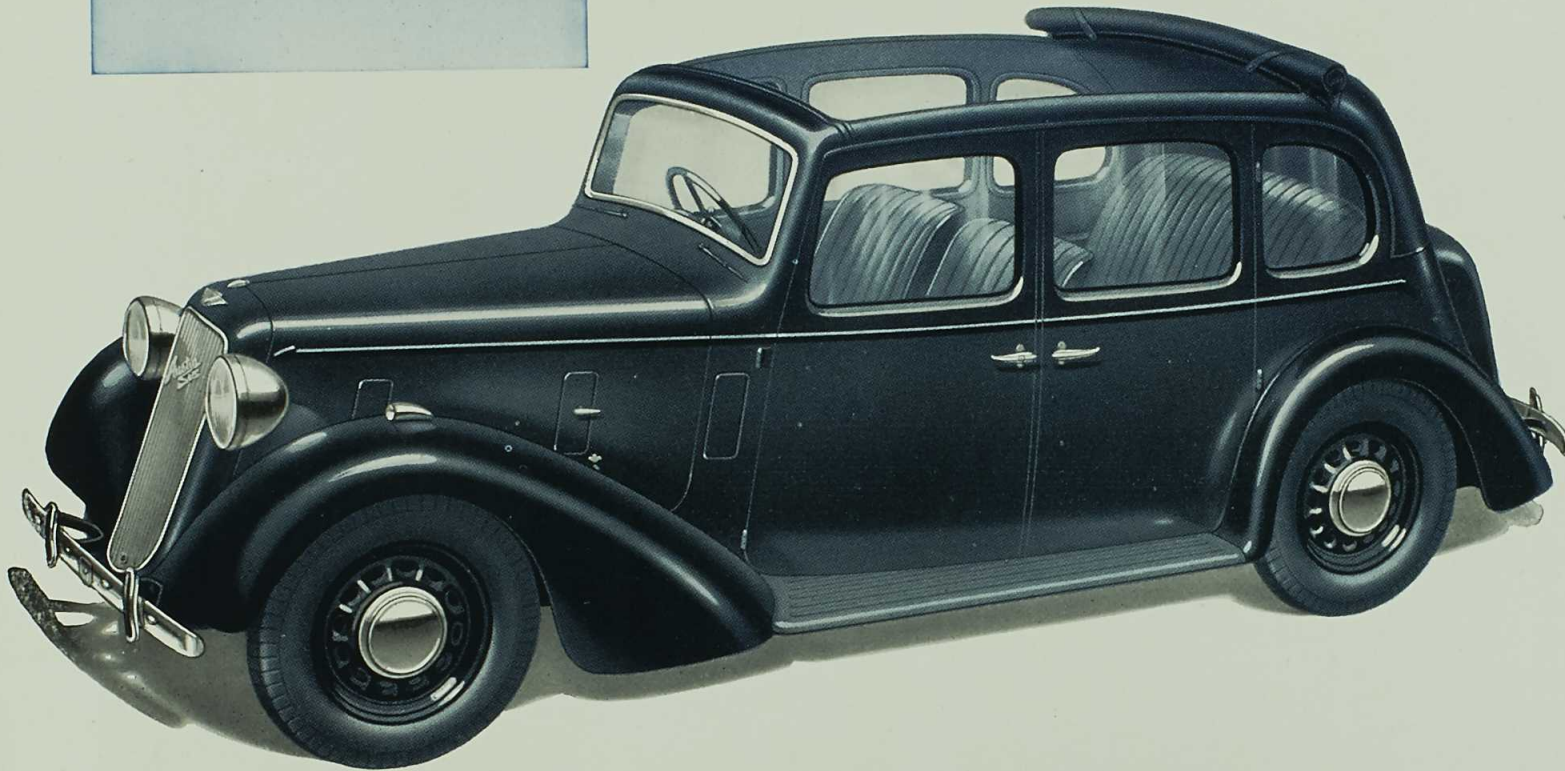
*The following are the standard colours with upholstery to match: Royal blue with Black wings; †Maroon, Black wings; \*Princess Blue, Blue wings; †\*Bluebird Blue, Blue wings; †\*Pueblo Brown, Malay Brown wings; \*Ash grey, Grey wings; Black, Black wings.*

*\* Not Fixed Head Saloon.*

*† Not Cabriolet.*



# THE GOODWOOD CABRIOLET



**T**HE cabriolet style of body is becoming increasingly popular and of this type it would be difficult to find one with so many good features as the Goodwood. The roof is quite weather-proof when closed and can be quickly and easily folded back when required. The construction of this car is very similar to the Saloon and conforms to the usual Austin standard of high quality. The equipment which is very complete includes such refinements as self-cancelling traffic indicators, adjustable steering column, eight-day clock, sun visors, arm rests, ash tray, hand slings, door pockets and thick carpets with rubberised felt underlays. It is typical of the Austin product that attention has been given to these seemingly insignificant yet highly important details.

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# SPECIFICATION of the '14' GOODWOOD

## POWER UNIT.

Cylinders	....	6	B.H.P.	... 52 at 4,200 r.p.m.
Bore	....	2.58 ins.	R.A.C. Rating	.... 15.96
		65.5 mm.	Tax	.... £12
Stroke	....	3.335 ins.	Gear Ratios	.... 5.444, 8.54, 13.45
		84.63 mm.		and 20.63 to 1.
Capacity	....	1,711 cc.	Fuel Capacity	.... 8 gals.
Main Bearings	....	4	Oil Capacity (sump)	.... 1 gal.
			Cooling Capacity	.... 3 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. A vibration damper is fitted. The silencer and exhaust system are also insulated from the chassis.

**FUEL FEED.** Fuel from the rear tank is fed to the carburetter by 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, controlled by thermostat. There is a spring-loaded valve in the top tank of the 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 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.** Improved spiral bevel drive, three-quarter floating.

**CHASSIS.** 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.** New pistol-grip hand control to the Girling wedge-and-roller brakes, which 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. Extra Low Pressure tyres, size 5.75—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. Telescopic steering column, adjustable over a range of three inches.

## 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 indicator switch, is mounted on the steering wheel centre. There is a combined stop and tail light. Starting is assisted by a combined strangler and throttle control.

The instrument board carries two large dials, 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 interior 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.

New type \*bumpers are fitted front and rear. Blank number plates, spare wheel and tyre and a comprehensive set of tools are provided.

**DIMENSIONS.** Length, with bumpers 14 ft. 6 ins. (4,420 mm.); Width, 5 ft. 3½ ins. (1,613 mm.); Height, 5 ft. 5½ ins. (1,664 mm.); Wheelbase, 9 ft. 4 ins. (2,845 mm.); Track-Front, 4 ft. 2⅞ ins. (1,276 mm.); Rear, 4 ft. 5½ ins. (1,359 mm.).

\* Not Fixed Head Saloon.

† Not Cabriolet.

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