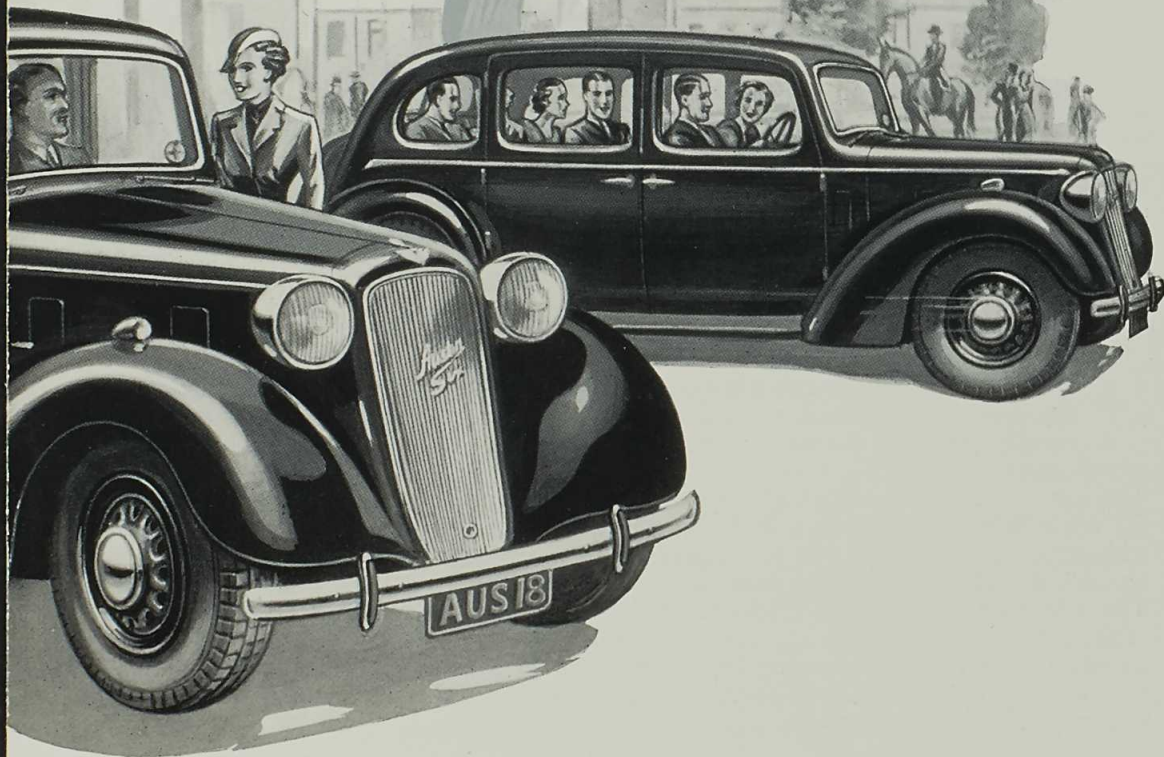


The Austin EIGHTEEN



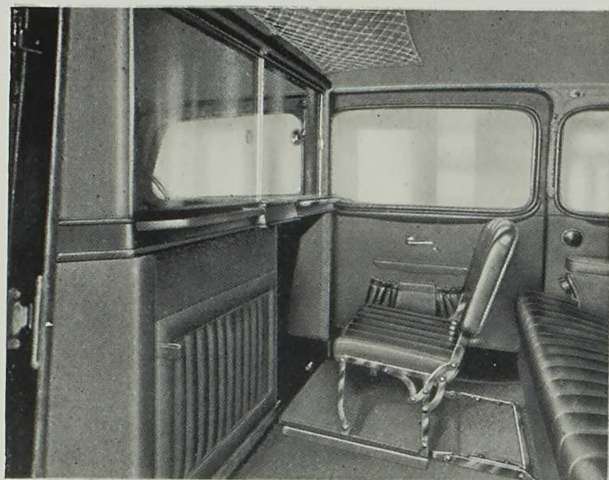
Saloons

“Economical luxury” is, in two words, the most appropriate description for the Austin Eighteen, whether as a short-wheelbase five-seater saloon, or as a long-wheelbase seven-seater saloon with or without division.

For sheer roominess the Eighteen is something of a revelation. The seats are not only of most generous proportions, but the legroom and headroom, the door widths and elbow widths, are all exceptional. The occasional seating in the long-wheelbase models is really practical.

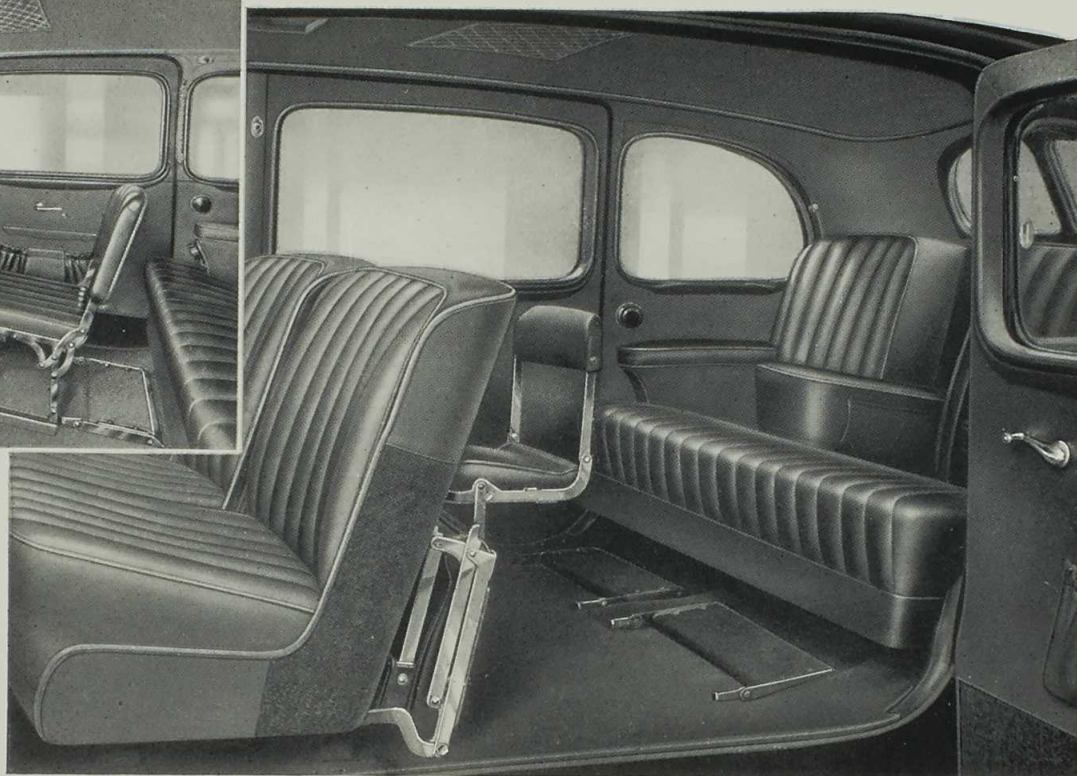
The Eighteen is a delightful car to handle on account of its ready response and a driving position combining comfort, with full control and visibility.

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AUSTIN



THE IVER

With sliding glass partition and blind, and occasional seats which fold flush with the fixed front seat, the Iver is specially built as a chauffeur-driven limousine. There is a fitted telephone for passenger communication with the driver. It has a fixed-head and the interior appointments are similar to the Windsor.



THE INTERIOR OF THE WINDSOR

A worthy introduction to the spacious and luxurious interior is the ample width of the doors. In addition to ease and grace of entry, passenger movement inside is equally free, and the whole floor is flat and not obstructed by transmission tunnel or awkward foot-wells.

The soft and deep upholstery of the seats is at once inviting. The rear seat is adjustable for angle with the back-rest, and will carry three with comfort. With the 9-inches wide armrest in position, two passengers find armchair comfort at once. There are also occasional tables, and folding footrests.

The auxiliary seats provide comfortable riding in keeping with the dignity of the rest of the car.

In addition to the wide-opening front screen and door windows, controlled ventilation is provided by the sliding rear-quarter windows and a sliding action of the front door windows when over-wound.

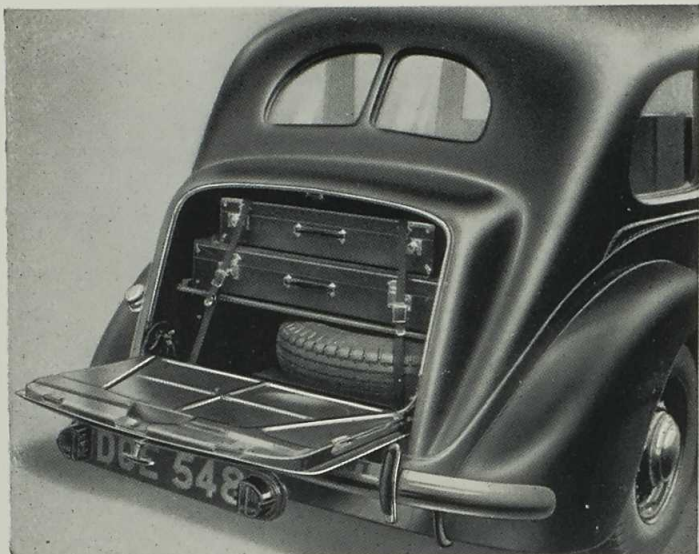


THE EIGHTEEN WINDSOR

The ideal combination of luxury and economy—a seven-seater car designed to meet a specific demand for a real aristocrat in speedy and comfortable travel and at a cost that at once appeals to discriminating owners.

There are some special safety and comfort factors in its construction that will be appreciated. First and foremost is the commendable driving position resulting from the forward mounting of the engine. This gives a clear view over the bonnet and wings. Another interesting feature is the unimpeded exit from either of the front doors. The gear lever is swept forward to give more foot room, allowing the driver to easily alight on the nearside of the car when required, and the pistol-grip handbrake is conveniently mounted under the instrument panel.

This model can be supplied with flush-fitting Pytchley sliding roof, or as a fixed head saloon.



There is generous provision for luggage. In the rear locker, where the spare wheel is housed, there are two suitcases and also room for small parcels. The rear panel itself forms a strong platform when lowered, capable of carrying additional luggage.

A new spring-loaded valve in the radiator top tank to prevent loss of water through overflow, is an important though detail improvement.

The car has been enhanced in appearance by new type bumpers front and rear, and the improved bonnet line due to the new type hinge.

COLOURS.

The following are the standard colours, with upholstery to match :

Royal Blue, with Black wings ; Maroon, Black wings ; Deep Coach Green, Green Wings ; Ash Grey, Grey wings ; Pueblo Brown, Brown wings ; Black, Black wings.

THE EIGHTEEN SALOONS

REFINEMENT of running, results not only from the sweetness of the powerful six-cylinder engine, but also from the effective insulation of the engine and transmission from the body by the intervention of "live" rubber mountings. Sound insulation of the steel-body panelling further ensures silence.

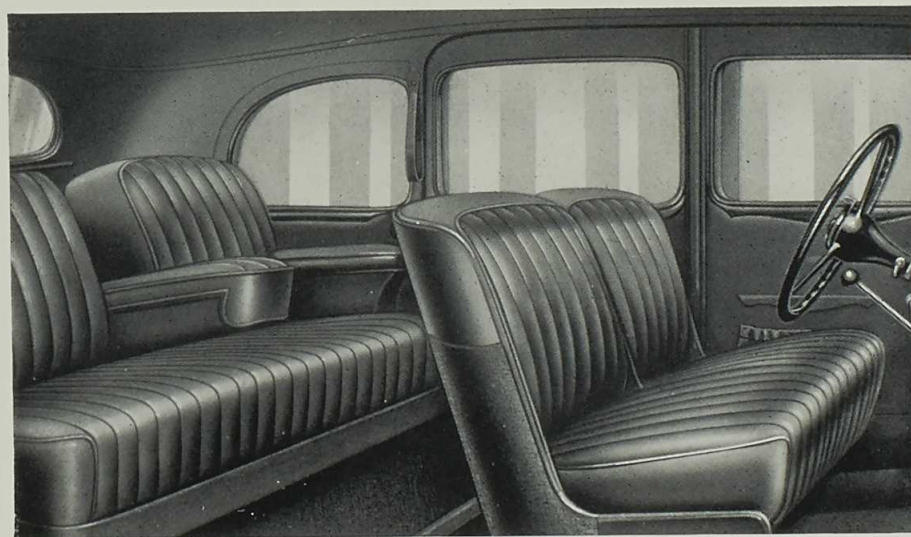
In evolving this car the Austin designers have excelled themselves in the application of a unique practical experience in the not easy task of combining all-round utility with sound construction and beauty of line.

The car is delightfully easy to control, with synchromesh gear changes for second, third and top in the four-speed gearbox.

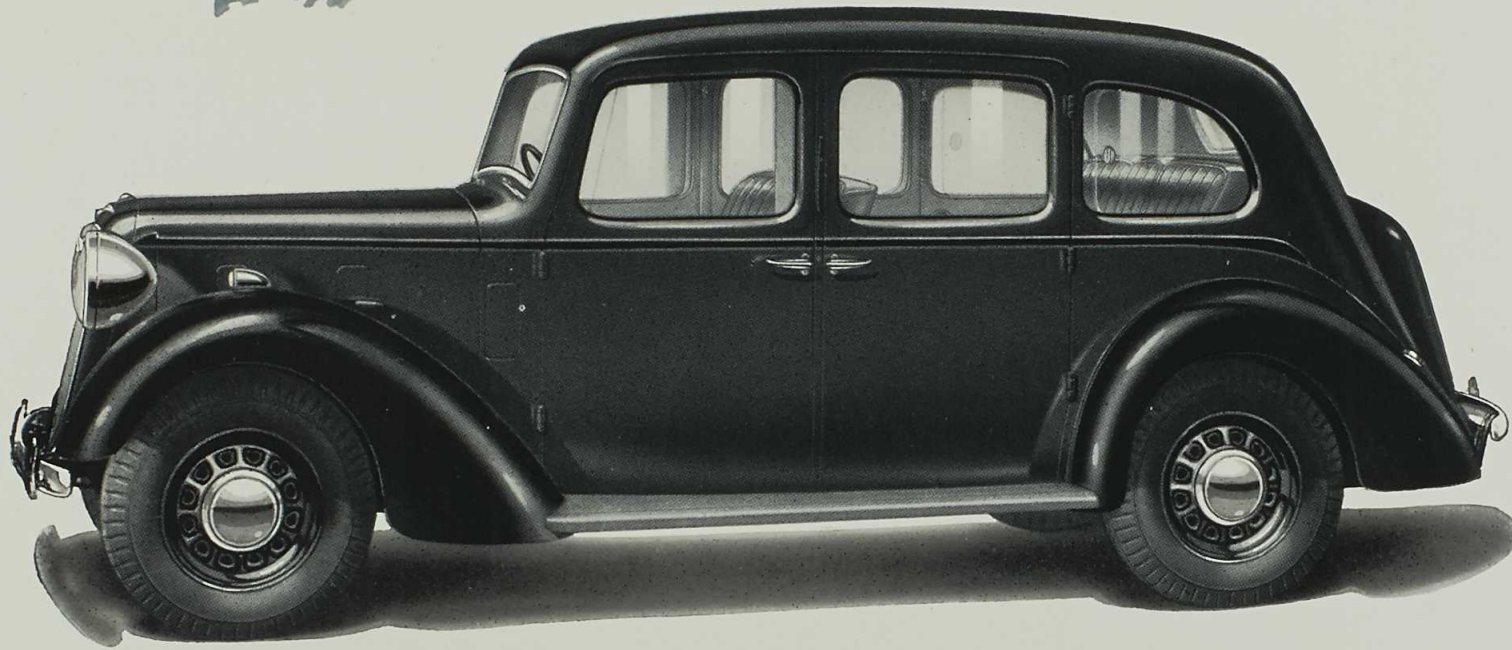
All instruments are easily read from the driving seat and all controls are reached without moving one's position. There are twin tail lamps, one combines the stop-light and the other a reversing light.

The light and positive steering is specially adjustable over a range of 3 inches.

Braking is by the Girling system—recognised as the best brakes in which one can invest.



The roomy and comfortable interior of the Norfolk Saloon.



THE EIGHTEEN NORFOLK

The Norfolk saloon is built on the short chassis. It has a light and roomy interior for five passengers and similar interior furnishings to the Windsor saloon. The forward-driving position gives an unobstructed view of the road.

Seated well within the wheelbase, comfortable riding is assured for all passengers. The suspension is by long springs of low periodicity, positively lubricated, controlled by hydraulic shock absorbers. Low pressure tyres are fitted.

This model can be supplied with flush-fitting Pytchley sliding roof, or as a fixed head saloon.

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GENERAL SPECIFICATION

POWER UNIT.

Cylinders	6	B.H.P.	65 at 3,400 r.p.m.
Bore	2.73 in.	R.A.C. Rating	17.9
		69.35 mm.	Tax	....	£13 10s. 0d.
Stroke	....	4.375 ins.	Gear Ratios	....	5.11, 8.18, 12.37
		111 mm.			and 18.85 to 1
Capacity	....	2,510 c.c.	Fuel Capacity	....	13 gals.
Main Bearings	....	4	Oil Capacity (sump)	....	14 pts.
			Cooling Capacity	....	28 pts. (approx.)

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

The side valves are on the nearside and the high compression detachable cylinder head is of aluminium for greater efficiency. Pistons are of special aluminium alloy with anodised surface. A vibration damper is fitted. The silencer and exhaust system are insulated from the chassis.

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

COOLING. By pump and fan, controlled by automatic 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. A 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.

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

TRANSMISSION. By two-piece propeller shaft to spiral bevel drive rear axle of three-quarter floating type.

SUSPENSION. The long and supple semi-elliptic springs are arranged for lubrication by grease gun and are mounted on Silentbloc rubber bushes, which

do not require lubrication. The springs are controlled by double-acting Luvax hydraulic shock absorbers. Export springs are stronger and have special screw type shackles.

BRAKES. The Girling wedge-and-roller brakes with pistol grip hand control are light in application, but smooth, progressive and powerful.

WHEELS. Easy-clean pressed steel spoke wheels, with large centres. Extra Low Pressure tyres, size 6.50—16.

JACKING. Built in hydraulic jacks.

STEERING. Cam type gear, light, responsive and definite. Full adjustment is provided. Telescopic steering wheel adjustable over a range of three inches.

EQUIPMENT.

Twelve-volt electric lighting, starting and ignition set with accessible batteries under front seats. 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. The electric horn is rubber mounted and the control, together with direction indicator switch, is mounted on steering wheel centre. There are two combined stop-tail-reverse lights. The starter motor has a solenoid switch and there is a combined strangler and throttle control.

The instrument board carries two large dials, with an eight-day clock, magnetic type needle speedometer, oil and petrol gauges, ammeter. There is a lighting and ignition switch-box, ignition warning lamp, starter button, 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 and foot-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 are two enclosed luggage trunks and also exterior accommodation.

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

DIMENSIONS. Length, "Windsor" and "Iver" 15 ft. 9 in. (4801 mm.); "Norfolk" 14 ft. 11 in. (4547 mm.); Width, 5 ft. 10 in. (1,778 mm.); Height, 5 ft. 7½ in.; Wheelbase—long, 10 ft. 3 in. (3,124 mm.); Short, 9 ft. 4½ in. (2,858 mm.); Track—front, 4 ft. 9 in. (1,448 mm.); rear, 4 ft. 10½ in. (1,476 mm.).

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

THE AUSTIN MOTOR COMPANY LIMITED - LONGBRIDGE - BIRMINGHAM

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

479-483, OXFORD STREET, LONDON, W.1 (NEAR MARBLE ARCH)
Telephone: Mayfair 7620 (18 lines).
Telegrams: "Austinette, Telex, London."

G.P.O. Box 41.

and at

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

HOLLAND PARK AVENUE, LONDON, W.11