

*Austin*



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1867  
Austral





No 655

January 1929

# THE AUSTIN MOTOR CO. LTD.

LONGBRIDGE, BIRMINGHAM.

Telegrams : "Speedily, Northfield." Code : Bentley's.  
Telephones : Central 4140 & Priory 2101—2110.

479-483, Oxford Street, London, W. I.

(NEAR MARBLE ARCH)

Telegrams : "Austinette, London."  
Telephone : Mayfair 6230.

And at

HOLLAND PARK HALL.  
HOLLAND PARK AVENUE, LONDON, W. II.



PUBLICATION 655 B.

This Catalogue was issued by the Austin Motor Co. Ltd., January, 1929, and cancels all previous catalogues relating to the products listed herein.

# SCHEDULE OF PRICES

## AUSTIN TWENTY 6 *Cylinder*

PAGE					
5	CHASSIS	-	-	-	£395
15	OPEN ROAD 7-Seater	-	-	-	£495

## AUSTIN TWENTY 4 *Cylinder*

7	CHASSIS	-	-	-	£295
15	OPEN ROAD 7-Seater	-	-	-	£395

## AUSTIN SIXTEEN *Light Six*

9	CHASSIS	-	-	-	£235
20	CLIFTON 5-Seater	-	-	-	£295
21	TWO-SEATER	-	-	-	£315
22	OPEN ROAD 5-Seater	-	-	-	£315

## AUSTIN TWELVE 4 *Cylinder*

11	CHASSIS	-	-	-	£185
20	CLIFTON 5-Seater	-	-	-	£245
21	TWO-SEATER	-	-	-	£265
22	OPEN ROAD 5-Seater	-	-	-	£265

## AUSTIN SEVEN 4 *Cylinder*

13	CHASSIS	-	-	-	£92
26	TOURING CAR	-	-	-	£125

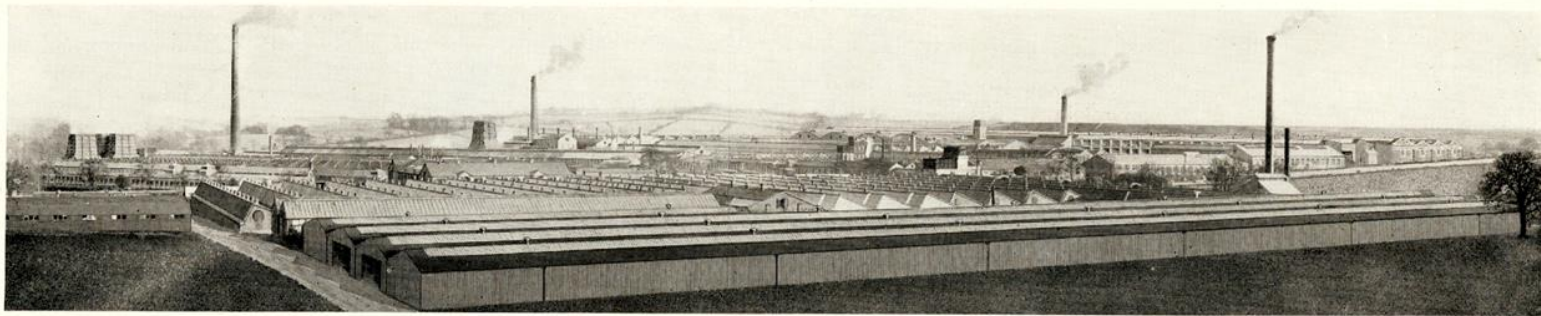
## ADDITIONAL MODELS *(See pages 30 to 34).*

PAGE				DE LUXE MODELS
16	MARLBOROUGH Landaulet	-	£525	£550
17	CARLTON Saloon	-	£525	£550
18	FABRIC Saloon (with division)	-	£595	£625
19	RANELAGH (with division)	-	£595	£625
16	MARLBOROUGH Landaulet	-	£425	£450
17	CARLTON Saloon	-	£425	£450
18	FABRIC Saloon (with division)	-	£495	£525
19	RANELAGH (with division)	-	£495	£525
23	FABRIC Saloon (4-Window)	-	£355	£375
24	BURNHAM Saloon	-	£365	£390
24	IVER Saloon (with division)	-	£375	£400
25	FABRIC Saloon (6-Window)	-	£365	£390
23	FABRIC Saloon (4-Window)	-	£305	£325
24	BURNHAM Saloon	-	£315	£340
24	IVER Saloon (with division)	-	£325	£350
25	FABRIC Saloon (6-Window)	-	£315	£340
27	FABRIC Saloon	-	£135	£146
28	SALOON	-	£135	£146
29	COUPE	-	£135	£146

PRICES ARE AT WORKS.



## FOREWORD



VIEW OF LONGBRIDGE WORKS FROM THE WEST. AREA COVERED 220 ACRES.

**T**HE AUSTIN CAR has been distributed over the markets of the world for 24 years, and during that period, which embraces practically the whole of the modern development of mechanical road transport, it has been regarded as a thoroughly representative British product in which every confidence could be placed.

As a result of this confidence and sense of security our sales are constantly and regularly increasing, enabling us to effect economies in production, which are reflected in the reductions we have made from time to time in our prices.

We have always been pioneers in design, and the improvements which we have introduced have been incorporated only after careful, prolonged and satisfying tests.

Recognising, however, that repeated changes are not only a bar to economical manufacture, but also lead to heavy depreciation and reduction in the value of a used car, we do not slavishly follow fashion or attempt to obtain sales by mere novelty. The best proof of this statement is shown in the comparatively high market value obtained when a client wishes to sell his Austin car.

Although the purchasers of our cars may expect the minimum of trouble and expense in their use, we recognise the necessity of giving prompt and generous service in cases of accident, and therefore complete stocks of spares are carried in our Service Depots, and in the hands of our Agents in all parts of the world; backed up by a highly trained personnel ready to assist at a moment's notice when needed.



# The AUSTIN TWENTY 6 Cylinder

## GENERAL DIMENSIONS.

Wheel Base	- - -	{ 10ft. 10in. (3,302 mm.) 11ft. 4in. (3,454 mm.)
Track	- - -	4ft. 8in. (1,422 mm.)
Full car length (including luggage carrier)	- - -	{ 15ft. 8in. (4,775 mm.) 16ft. 2in. (4,925 mm.)
Full car width	- - -	5ft. 9in. (1,752 mm.)
Ground clearance	- - -	9in. (229 mm.)
Weight of chassis	- - -	25 cwt. (1,270 kilo).

ENGINE.—6-cylinder monobloc; bore  $3\frac{1}{8}$  in. (79.5 mm.); stroke  $4\frac{1}{2}$  in. (114.5 mm.). Total capacity, 3,400 c.c.; R.A.C. rating, 23.5 h.p.; b.h.p. at 2,000 r.p.m., 49. The cylinder head is detachable and the valves are all on the left-hand side. The crankshaft is carried on eight bearings of large diameter. The pistons are of aluminium.

PETROL TANK AND FILLER.—A new and convenient filler is fitted. The tank has a capacity of 16 gallons (72 litres) and can now be filled, and filler closed, without the driver leaving his seat. The supply to the engine is by a vacuum system. A height gauge is included on the instrument board.

IGNITION.—By magneto.

COOLING.—By fan and pump.

LUBRICATION.—A gear pump forces oil to all bearings of crankshaft and camshaft, and the oil is purified by passing through an external oil cleaner and a large gauze filter in the reservoir. Chassis lubrication by grease gun.

TRANSMISSION.—The clutch is of the single-plate type. The gearbox has four speeds forward, and reverse.

The ratios of engine to road wheels are:—1st speed, 20 to 1; 2nd speed, 11.5 to 1; 3rd speed, 7.3 to 1; top speed, 4.67 to 1. Gear changes are effected by a lever mounted centrally on the top of the box. Final drive is by helical bevel gear mounted on ball bearings. The rear axle is of the three-quarter floating type.

BRAKES.—Front wheel brakes are fitted in addition to those on the rear wheels and on the transmission. The pedal applies brakes to all four road wheels, and the hand lever applies shoes directly to a drum behind the gear box. Both sets of brakes can be easily adjusted.

STEERING.—A new patented roller worm wheel is now fitted, which makes the steering remarkably light and easy of manipulation. Over the steering wheel are the throttle and ignition levers. Under the wheel is the sensitive ring-operated horn switch.

SUSPENSION.—Road springs are semi-elliptic; those at the rear are underslung and of exceptional length. All springs are fitted with zinc interleaves. Shock absorbers are fitted to the front and rear of the car.

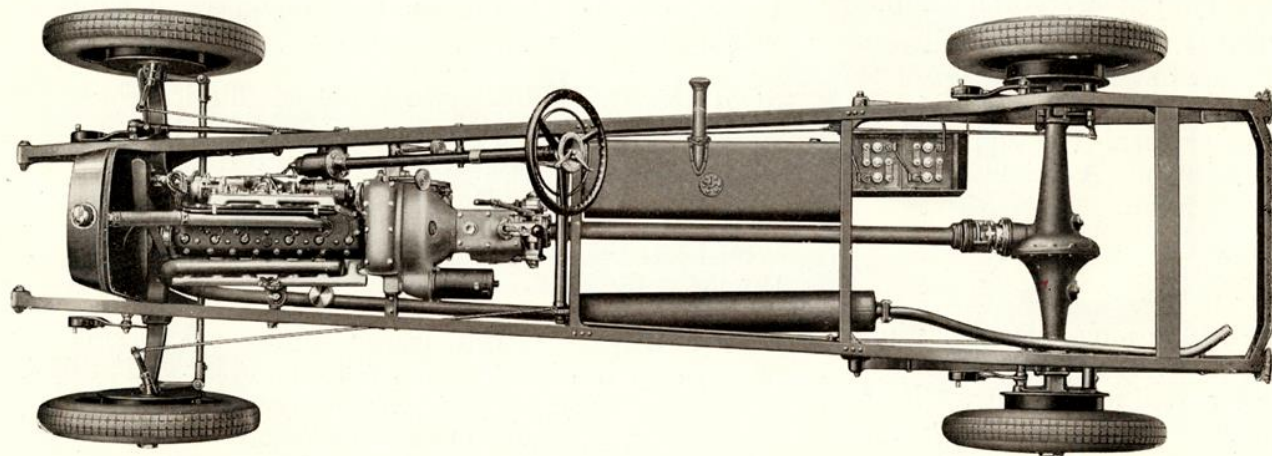
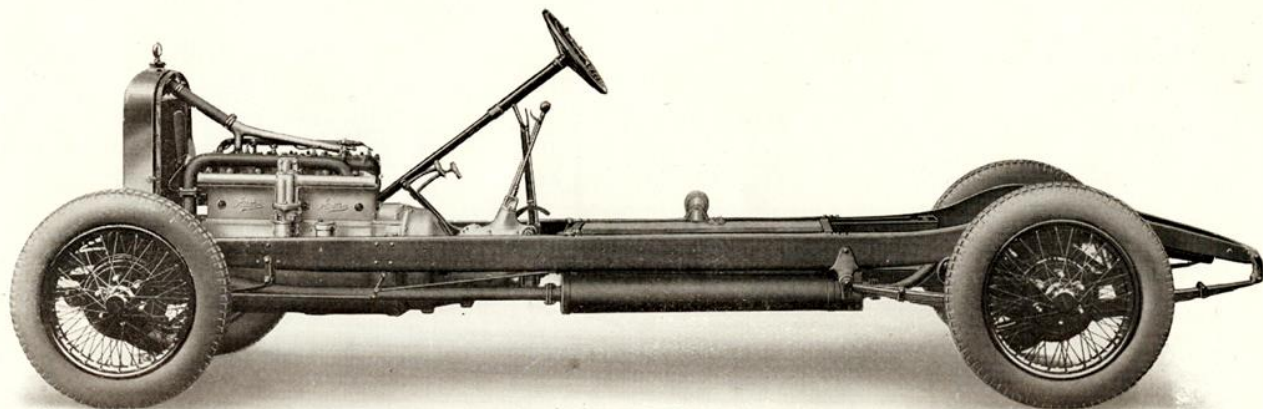
WHEELS AND TYRES.—Wire, or Steel Spoke wheels, with Dunlop cord 32 in.  $\times$  6 in. tyres.

EQUIPMENT.—12 volt electric starting and lighting (the dynamo is driven by a silent chain, totally enclosed in the rear of crankcase); carburetter air strangler, clock, speedometer (positively driven), motometer, spare wheel and tyre and electric horn. The tools are securely and neatly stowed in a special dash compartment.



The chassis when sold alone includes :

Dashboard.  
Dashboard brackets.  
Front fitch plates.  
Top toe plates.  
Bonnet.  
Bonnet handles and fasteners.  
Radiator cowl.  
Radiator motometer.  
Number plates.  
Starter switch.  
Shock absorbers.



Equipment included:—

Fitted to combined dashboard and tool compartment :

Switchboard.  
Cut-out.  
Dash lamps.  
Speedometer.  
Clock.  
Horn.  
Air strangler  
Steering column support  
Oil gauge.  
Petrol gauge.  
Headlight dipping control.  
Tools.

Included, but not fitted:—

Five lamps and adapters.  
Spare wheel and tyre  
Starting handle.

PRICE : **£395** AT WORKS



## The AUSTIN TWENTY 4 Cylinder

### GENERAL DIMENSIONS.

Wheel base - - -	{ 10ft. 10in. (3,302 mm.)
	{ 11ft. 4in. (3,454 mm.)
Track - - - - -	4ft. 8in. (1,422 mm.)
Full car length (including luggage carrier) - -	{ 15ft. 8in. (4,775 mm.)
	{ 16ft. 2in. (4,925 mm.)
Full car width - - -	5ft. 9in. (1,752 mm.)
Ground clearance - - -	8in. (203 mm.)
Weight of chassis - - -	24½ cwt. (1,250 kilo.)

ENGINE.—4-cylinder monobloc; bore 3¼in. (95 mm.); stroke 5in. (127 mm.). Total capacity, 3,610 c.c.; R.A.C. rating, 22.4 h.p.; b.h.p. at 2,000 r.p.m., 45. The cylinder head is detachable and the valves are all on the left-hand side. The crankshaft is carried on five bearings of large diameter. The pistons are of aluminium.

PETROL TANK AND FILLER.—A new and convenient filler is fitted. The tank has a capacity of 16 gallons (72 litres) and can now be filled, and filler closed, without the driver leaving his seat. The supply to the engine is by a vacuum system. A height gauge is included on the instrument board.

IGNITION.—By magneto.

COOLING.—By fan and pump.

LUBRICATION.—A gear pump forces oil to all bearings of the crankshaft and camshaft. A large gauze filter in the oil reservoir is easily removed for cleaning. Chassis lubrication by grease gun.

TRANSMISSION.—The clutch is of the single-plate type. The gearbox has four speeds forward, and reverse. The ratios of engine to road wheels are:—1st speed, 17

to 1; 2nd speed, 9.7 to 1; 3rd speed, 6 to 1; top speed, 3.93 to 1. Gear changes are effected by a lever mounted centrally on the top of the box. Final drive is by helical bevel gear mounted on ball bearings. The rear axle is of the three-quarter floating type.

BRAKES.—Front wheel brakes are fitted in addition to those on the rear wheels and on the transmission. The pedal applies brakes to all four road wheels, and the hand lever applies shoes directly to a drum behind the gear box. Both sets of brakes can be easily adjusted.

STEERING.—Steering is of the worm and worm wheel type, with provision for taking up wear. Over the steering wheel are the throttle, extra air and ignition levers. Under the wheel is the sensitive ring-operated horn switch.

SUSPENSION.—Road springs are semi-elliptic; those at the rear are underslung and of exceptional length. All springs are fitted with zinc interleaves. Shock absorbers are fitted to the front and rear of the car.

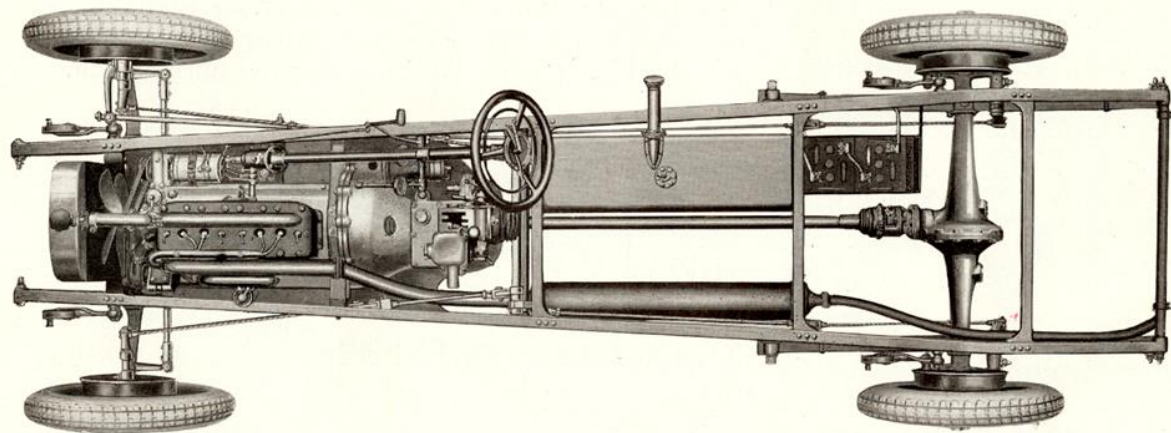
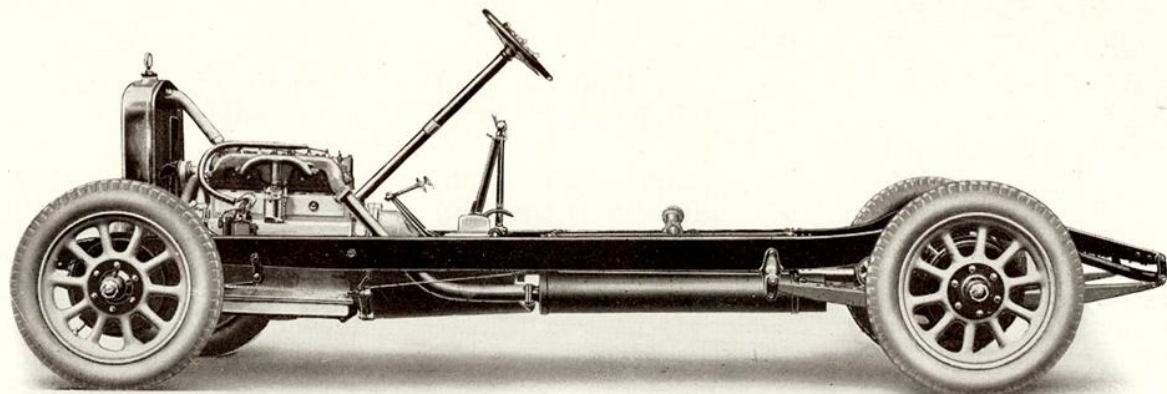
WHEELS AND TYRES.—Steel Spoke wheels, with Dunlop cord 32in. × 6in. tyres.

EQUIPMENT.—12 volt electric starting and lighting (the dynamo is driven by a silent chain, totally enclosed in the crankcase); battery in improved position, carburettor air strangler, clock, speedometer (positively driven), motometer, spare wheel and tyre, and electric horn. The tools are securely and neatly stowed in a special dash compartment.



The chassis when sold alone  
includes :

Dashboard.  
Dashboard brackets.  
Front fitch plates  
Top toe plates.  
Bonnet.  
Bonnet handles and fasteners.  
Radiator cowl.  
Radiator motometer.  
Number plates.  
Starter switch.  
Shock absorbers.



Equipment included :—  
Fitted to combined dashboard  
and tool compartment :

Switchboard.  
Cut-out.  
Dash lamps.  
Speedometer.  
Clock.  
Horn.  
Air strangler  
Steering column support  
Oil gauge.  
Petrol gauge.  
Headlight dipping control  
Tools.

Included, but not fitted :—  
Five lamps and adapters.  
Spare wheel and tyre.  
Starting handle.

PRICE : **£295** AT WORKS.



# The AUSTIN SIXTEEN 6 Cylinder

## GENERAL DIMENSIONS.

Wheel Base - - -	9ft. 4in. (2,844 mm.)
Track - - -	4ft. 8in. (1,422 mm.)
Full car length (including luggage carrier) - -	13ft. 8in. (4,170 mm.)
Full car width - -	5ft. 6½in. (1,690 mm.)
Ground clearance - -	8½in. (216 mm.)
Weight of chassis - -	17½ cwt. (900 kilo.)

ENGINE.—6-cylinder monobloc ; bore 2.58in. (65.5 mm.) ; stroke 4.375in. (111 mm.). Total capacity, 2,249 c.c. ; R.A.C. rating, 15.9 h.p. ; b.h.p. at 2,400 r.p.m., 36. The cylinder head is detachable and the valves are all on the left-hand side. The crankshaft is carried on eight bearings of large diameter. Pistons are of aluminium.

PETROL TANK AND FILLER.—A new and convenient filler is fitted. The tank has a capacity of 10 gallons (45 litres) and can now be filled, and filler closed, without the driver leaving his seat. The supply to the engine is by a vacuum system. A height gauge is included on the instrument board.

IGNITION.—By coil and battery.

COOLING.—By fan and pump.

LUBRICATION.—A gear pump forces oil to all bearings of crankshaft and camshaft, and the oil is purified by passing through an external oil cleaner and a large gauze filter in the reservoir. Chassis lubrication by grease gun.

TRANSMISSION.—The clutch is of the single-plate type. The gearbox has four speeds forward, and reverse.

The ratios of engine to road wheels are :—1st speed, 20 to 1 ; 2nd speed, 12 to 1 ; 3rd speed, 8 to 1 ; top speed, 5.12 to 1. Gear changes are effected by a lever mounted centrally on the top of the box. Final drive is by helical bevel gear mounted on ball bearings. The rear axle is of the three-quarter floating type.

BRAKES.—Front wheel brakes are fitted in addition to those on the rear wheels and on the transmission. The pedal applies brakes to all four road wheels, and the hand lever applies shoes directly to a drum behind the gearbox. Both sets of brakes can be easily adjusted.

STEERING.—Steering is of the worm and worm wheel type, with provision for taking up wear. Over the steering wheel are the throttle and ignition levers. Under the wheel is the sensitive ring-operated horn switch.

SUSPENSION.—Road springs are semi-elliptic ; those at the rear are underslung and of exceptional length. All springs are fitted with zinc interleaves. Shock absorbers are fitted to the front and rear of the car.

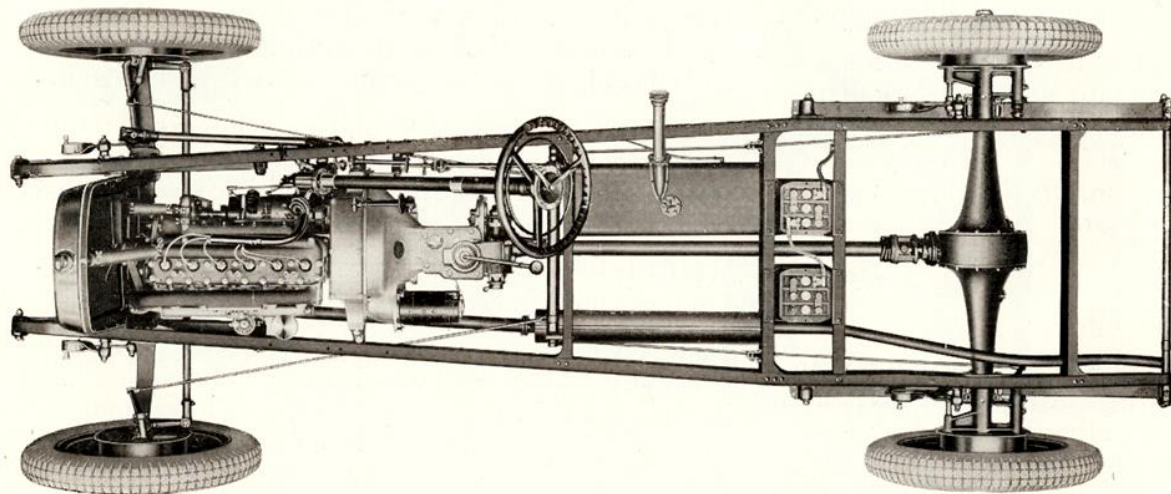
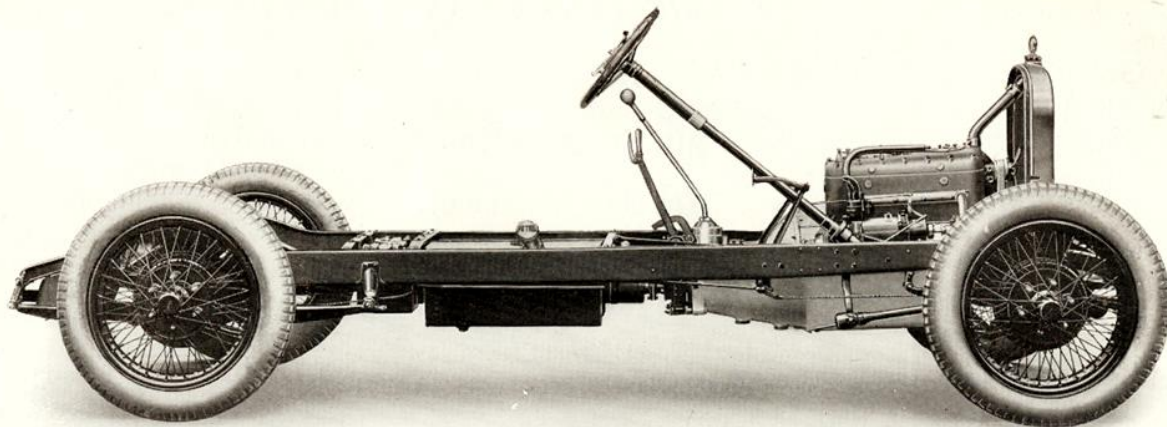
WHEELS AND TYRES.—Wire, or Steel Spoke wheels, with Dunlop cord 30in. × 5in. tyres.

EQUIPMENT.—12 volt electric starting and lighting (the dynamo is driven by a silent chain, totally enclosed in the rear of crankcase) ; battery in improved position ; carburetter air strangler, clock, speedometer (positively driven), motometer, spare wheel and tyre, and electric horn. The tools are securely and neatly stowed in a special dash compartment.



The chassis when sold alone  
includes :

Dashboard.  
Dashboard brackets.  
Front fitch plates.  
Top toe plates.  
Bonnet.  
Bonnet fasteners.  
Radiator cowl.  
Radiator motometer.  
Number plates.  
Starter switch.  
Shock absorbers.



Equipment included :—  
Fitted to combined dashboard  
and tool compartment :

Switchboard.  
Cut-out.  
Dash lamps.  
Speedometer.  
Clock.  
Horn.  
Air strangler.  
Steering column support.  
Oil gauge.  
Petrol gauge.  
Headlight dipping control.  
Tools.

Included, but not fitted :—  
Five lamps and adapters.  
Spare wheel and tyre.  
Starting handle.

PRICE : **£235** AT WORKS



# The AUSTIN TWELVE

## GENERAL DIMENSIONS.

Wheel Base - - -	9ft. 4in. (2,844 mm.)
Track - - -	4ft. 8in. (1,422 mm.)
Full car length (including luggage carrier) - -	13ft. 8in. (4,170 mm.)
Full car width - - -	5ft. 6½in. (1,690 mm.)
Ground clearance - -	8½in. (216 mm.)
Weight of chassis - -	16¼ cwt. (830 kilo.)

ENGINE.—4-cylinder monobloc; bore 2⅜in. (72 mm.); stroke 4½in. (114.5 mm.). Total capacity, 1861 c.c.; R.A.C. rating, 12.8 h.p.; b.h.p. at 2,000 r.p.m., 27. The cylinder head is detachable and the valves are all on the left-hand side. The crankshaft is carried on five bearings of large diameter. Pistons are of aluminium.

PETROL TANK AND FILLER.—A new and convenient filler is fitted. The tank has a capacity of 10 gallons (45 litres) and can now be filled, and filler closed, without the driver leaving his seat. The supply to the engine is by a vacuum system. A height gauge is included on the instrument board.

IGNITION.—By magneto.

COOLING.—By fan and pump.

LUBRICATION.—Lubrication is by means of a gear pump, forcing oil to all bearings of the crankshaft and camshaft. A large gauze filter in the oil reservoir is easily removed for cleaning. Chassis lubrication by grease gun.

TRANSMISSION.—The clutch is of the single-plate type. The gearbox has four speeds forward, and reverse.

The ratios of engine to road wheels are: 1st speed, 20 to 1; 2nd speed, 12 to 1; 3rd speed, 8 to 1; top speed, 5.12 to 1. Gear changes are effected by a lever mounted centrally on the top of the box. Final drive is by helical bevel gear mounted on ball bearings. The rear axle is of the three-quarter floating type.

BRAKES.—Front wheel brakes are fitted in addition to those on the rear wheels and on the transmission. The pedal applies brakes to all four road wheels, and the hand lever applies shoes directly to a drum behind the gearbox. Both sets of brakes can be easily adjusted.

STEERING.—Steering is of the worm and worm wheel type, with provision for taking up wear. Over the steering wheel are the throttle and ignition levers. Under the wheel is the sensitive ring-operated horn switch.

SUSPENSION.—Road springs are semi-elliptic; those at the rear are underslung and of exceptional length. All springs are fitted with zinc interleaves. Shock absorbers are fitted to the front and rear of the car.

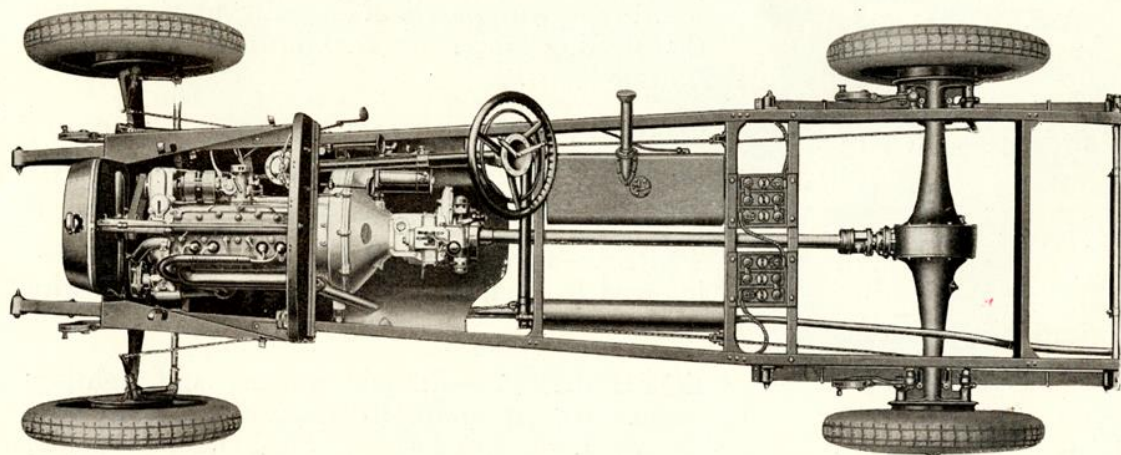
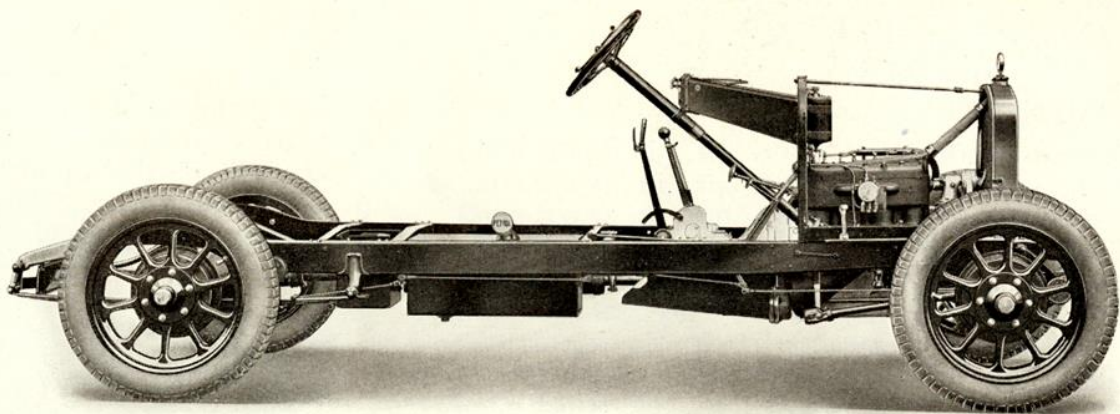
WHEELS AND TYRES.—Steel Spoke wheels, with Dunlop cord 30in. × 5in. tyres.

EQUIPMENT.—12 volt electric starting and lighting (the dynamo is driven by a silent chain, totally enclosed in the crankcase); battery in improved position, carburetter air strangler, clock, speedometer (positively driven), motometer, spare wheel and tyre and electric horn. The tools are securely and neatly stowed in a special dash compartment.



The chassis when sold alone  
includes :—

Dashboard.  
Dashboard brackets.  
Front fitch plates.  
Top toe plates.  
Bonnet.  
Bonnet fasteners.  
Radiator cowl.  
Radiator motometer.  
Number plates.  
Starter switch.  
Shock absorbers.



Equipment included :—

Fitted to combined dashboard  
and tool compartment :

Switchboard.  
Cut-out.  
Dash lamps.  
Speedometer.  
Clock.  
Horn.  
Air strangler.  
Steering column support.  
Oil gauge.  
Petrol gauge.  
Headlight dipping control.  
Tools.

Included, but not fitted :—

Five lamps and adapters.  
Spare wheel and tyre.  
Starting handle.

PRICE : **£185** AT WORKS



# The AUSTIN SEVEN

## DIMENSIONS.

Full car length	-	-	9ft. 3in. (2,821 mm.)
Full car width	-	-	4ft. 2in. (1,270 mm.)
Wheel Base	-	-	6ft. 3in. (1,905 mm.)
Track	-	-	3ft. 4in. (1,016 mm.)
Road clearance	-	-	8 $\frac{3}{4}$ in. (220 mm.)
Weight of touring car	-	-	8 $\frac{1}{2}$ cwt. (430 kilo.)
Height to top of screen	-	-	4ft. 9in. (1,450 mm.)
Height to top of hood when raised	-	-	5ft. 4in. (1,625 mm.)

ENGINE.—4 cylinder, water-cooled, detachable head; bore 2.2in. (56 mm.); stroke, 3in. (76 mm.). Total capacity, 747.5 c.c.; R.A.C. rating, 7.8; b.h.p., 10.5 at 2,400 r.p.m. The crankshaft has roller bearings. Aluminium pistons.

FUEL SUPPLY.—By gravity from 4-gallon tank (18 litres).

IGNITION.—By coil and battery.

COOLING.—Radiator and fan.

LUBRICATION.—Engine lubrication is by means of a gear pump. Chassis lubrication is by grease gun.

TRANSMISSION.—Single-plate clutch. The ratios of engine to road wheels are:—1st speed, 16

to 1; 2nd speed, 9 to 1; top, 4.9 to 1; reverse, 21 to 1. Gear changes are effected by a lever mounted centrally on the top of the box. Final drive is by helical bevel gear. The rear axle is of the three-quarter floating type, with differential and torque tube.

BRAKES.—The pedal-operated brake acts on the drums of the rear wheels, and the hand lever applies brakes to the front wheels. The adjustment of both sets is readily accessible and quickly carried out.

STEERING.—Steering is of the worm and worm wheel type, with provision for taking up wear. Over the steering wheel are the throttle and ignition control levers.

SUSPENSION.—Semi-elliptic cross spring in front; those at the rear are quarter-elliptic. Shock absorbers front and rear.

TYRES.—Tyres are 26 × 3 $\frac{1}{2}$ in. Dunlop Cord Reinforced Balloon, and the wheels are of special wire type.

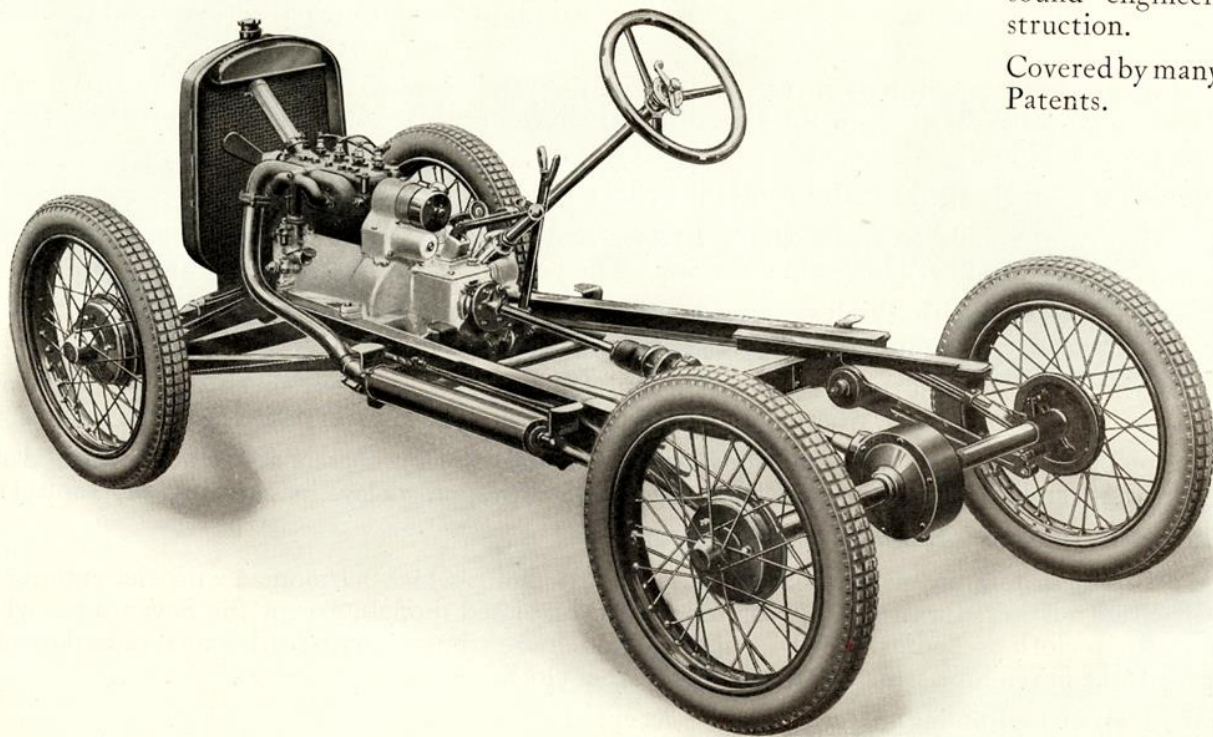
EQUIPMENT.—Electric starting and lighting, carburetter air strangler, spare wheel and tyre, electric horn, speedometer, blank number plates.



THE  
"AUSTIN SEVEN"  
Chassis

Of scientific design and  
sound engineering con-  
struction.

Covered by many valuable  
Patents.



PRICE : **£92** AT WORKS.



# CARRIAGEWORK

ON pages 15-29 will be found illustrations of the standard types of carriage work for 1929. All the models, both metal and fabric, are built with a pressed steel framework, amply strong enough to prevent any distortion or undue movement. This method of construction has been employed by us for several years and cars that have been used for long periods over the roughest of roads show no signs of failure.

The cost of manufacture is naturally increased, but the total weight of the body is less and the dimensions of the pillars supporting the roof on the closed models have been reduced so as to give the least possible obstruction to clear vision.

Aluminium is very largely used for the panels to reduce weight and prevent rusting.

All metal carriage work is finished with cellulose lacquer, and even after years of hard use the polish will remain and even improve with ordinary care and attention. The yearly "varnishing" is now quite unnecessary.

All front screens are fitted with Triplex glass as standard, and the side windows on closed models can also be fitted for very moderate amounts. An ample deflector ventilator is fitted in the scuttle of all models.

A choice of three colours—Royal Blue, Maroon and Dual Brown Grey—is given on all closed models, and of three colours—Royal Blue, Maroon and Battleship Grey—on all open models.

Orders cannot be accepted for coloured mudguards or wheels, and purchasers are strongly advised not to depart from the standard black finish, on account of difficulties and delays in servicing and replacement.

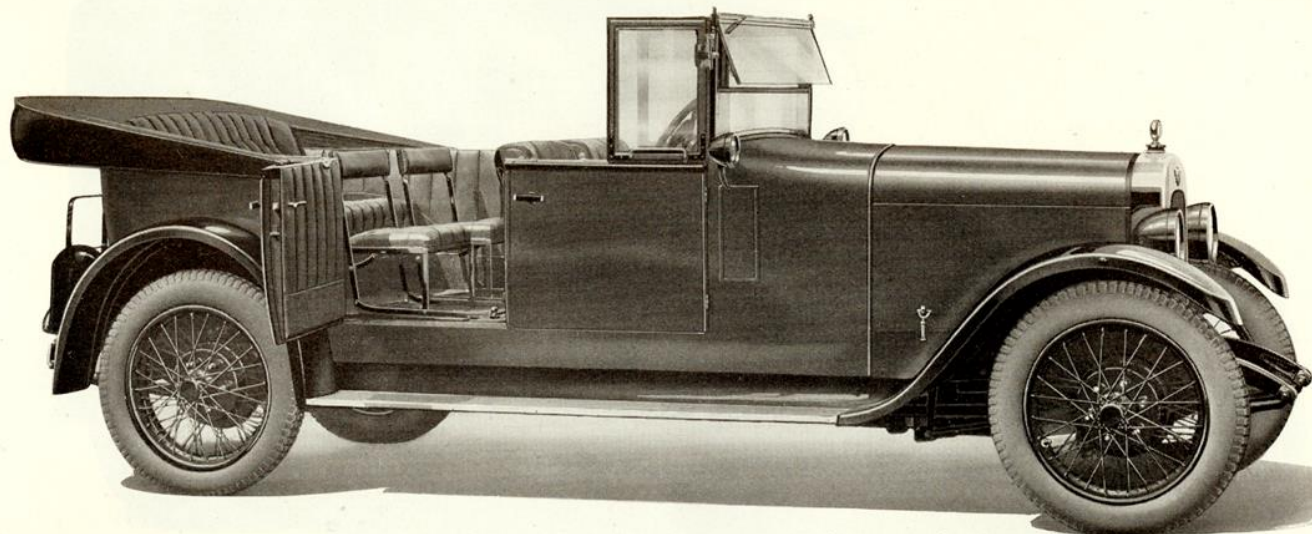
The standard stoved black finish is also more durable.

A choice of inside trimming materials in three standard colours which harmonize with the exterior finish is given in either leather, furniture hide or moquette for closed models, except the Seven h.p., which is trimmed in Repp cloth or Bedford cord. All open models are trimmed with leather as standard, in colours to suit, except the Seven h.p., which is trimmed in leather cloth.

No orders for special trimming materials can be accepted.

All orders for any other colour than standard which the Company can from time to time accept will be charged for extra, the price being £5 for 7 h.p. models, and £10 for 12 h.p., 16 h.p., and 20 h.p. models, and in such cases the inside trimming will be made to harmonize. The Company cannot be responsible for any delays that take place in the execution of special orders.





**U**NQUESTIONABLY the most practical and efficient open 7-seater car on the market. The front seats are instantly and independently adjustable and the two auxiliary seats fold up out of the way when not in use. The rear seat easily accommodates three persons. The patented hood and side curtains can be raised or lowered by one person, and the car combines all the advantages of an open with the protection and cosiness of a four-door closed model. The side curtains fold into the doors when not required.

Upholstered in leather. Equipment includes dipping headlights, clock, driving mirror, automatic windscreen wiper, Klaxon horn, licence holder, luggage carrier, and those accessories shown on chassis specification.

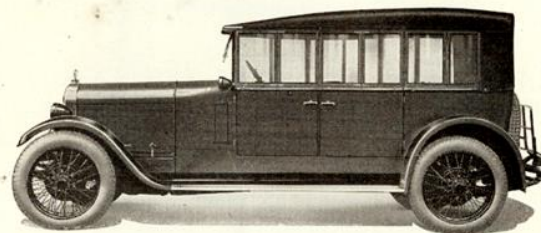
THE  
**TWENTY**  
"OPEN ROAD"

6-CYLINDER  
WIRE WHEELS     **£495**

4-CYLINDER  
STEEL WHEELS     **£395**

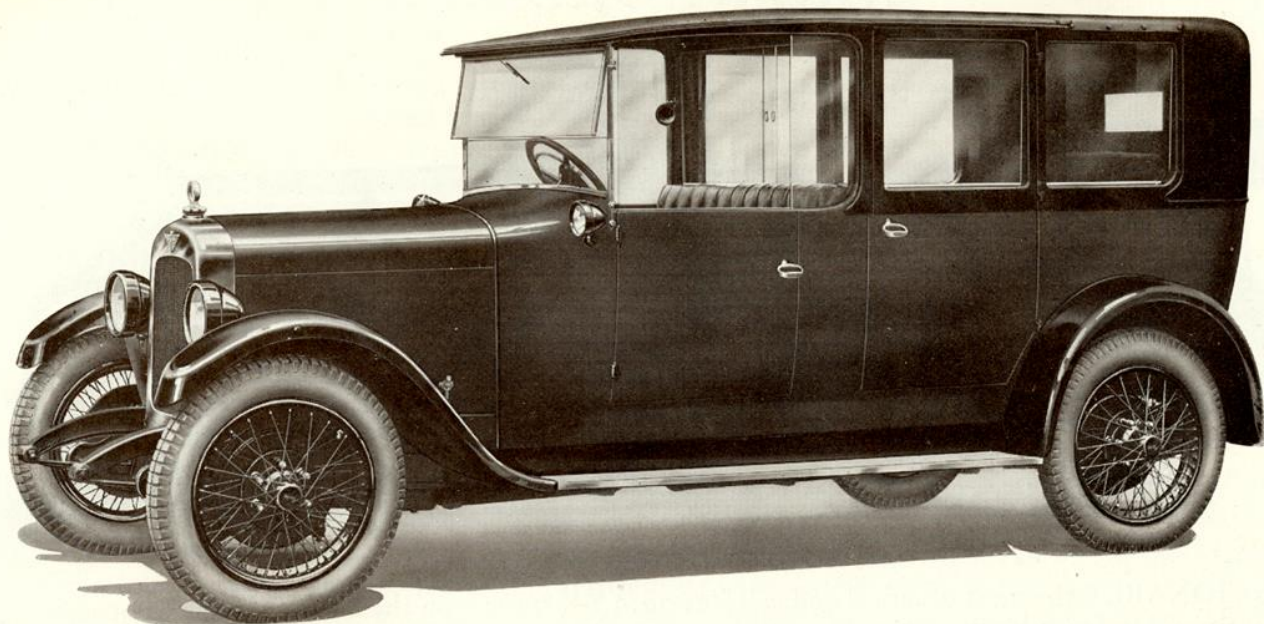
COMPLETE AT WORKS

ALL FRONT SCREENS OF TRIPLEX GLASS.



HOOD AND SIDE SCREENS IN POSITION





**A** SEVEN-SEATER model with very ample accommodation. Ideal for long journeys or station use. Rear portion of head lowers and auxiliary seats face forward. The driver's seat has detachable side curtains. Essentially a chauffeur-driven car.

DE LUXE MODEL—WITH TRIPLEX GLASS TO ALL WINDOWS.

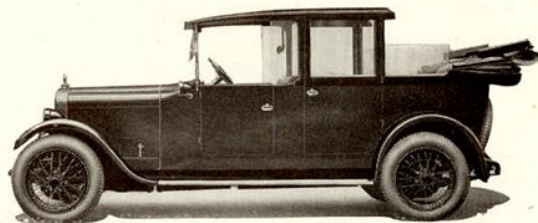
Upholstered in leather, furniture hide or moquette. Driving seat in leather. Equipment includes dipping headlights, clock, driving mirror, automatic windscreen wiper, Klaxon horn, licence holder, luggage carrier, and those accessories shown on chassis specification.

THE  
**"MARLBOROUGH"**  
 Three-Quarter  
 Landulet

6-CYLINDER		DE LUXE
WIRE WHEELS	£525	£550
4-CYLINDER		
STEEL WHEELS	£425	£450

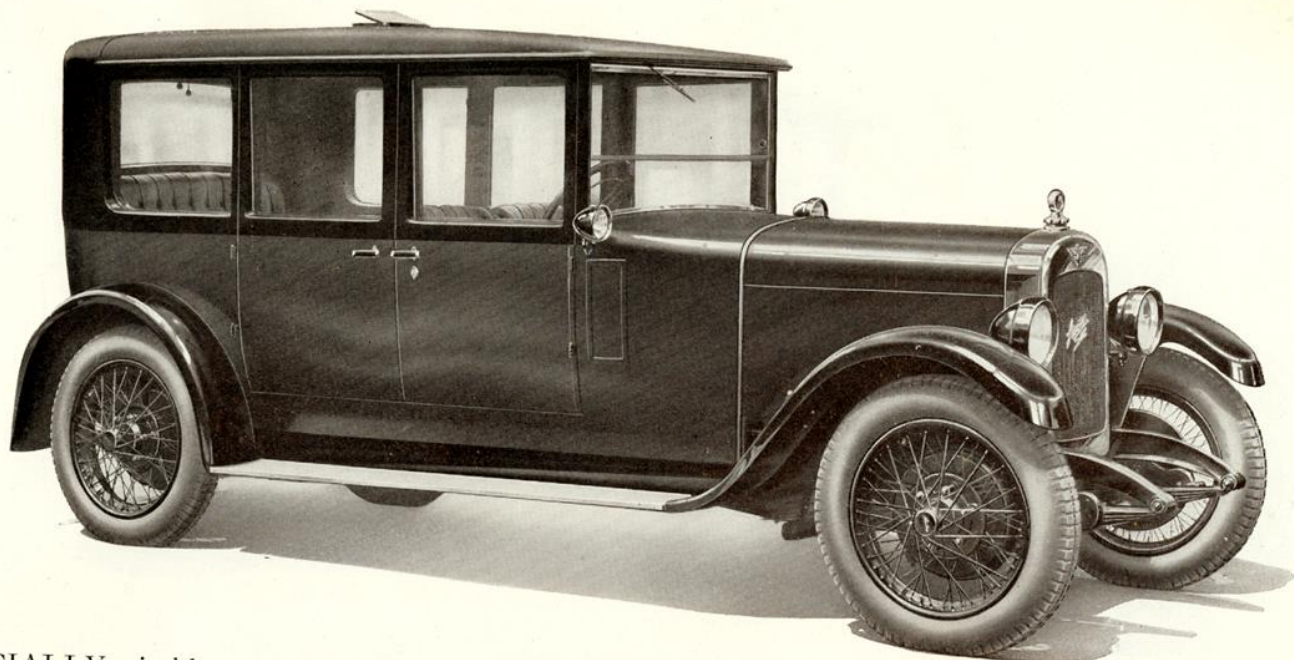
COMPLETE AT WORKS

ALL FRONT SCREENS OF TRIPLEX GLASS.



WITH REAR PORTION OF HEAD LOWERED





**E**SPECIALLY suitable as an owner-driven car, there being no screen behind driver's seat. The front seats are instantly and independently adjustable. The centre revolving seat is of ample dimensions and can be folded up out of the way or removed when not required. There is comfortable accommodation for six persons. The large windows give a particularly wide and clear vision and prevent the cooped-up feeling experienced with some types having small windows and high waist rails.

DE LUXE MODEL—WITH TRIPLEX GLASS TO ALL WINDOWS.

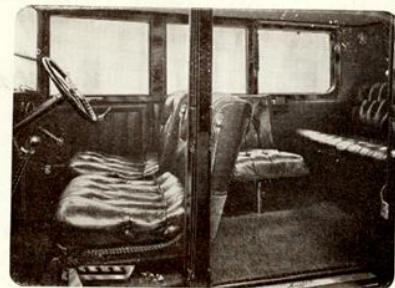
Upholstered in leather, furniture hide or moquette. Equipment includes dipping headlights, clock, driving mirror, automatic windscreen wiper, Klaxon horn, licence holder, luggage carrier, and those accessories shown on chassis specification.

THE  
**"CARLTON"**  
 Saloon

6-CYLINDER		DE LUXE
WIRE WHEELS	£525	£550
4-CYLINDER		
STEEL WHEELS	£425	£450

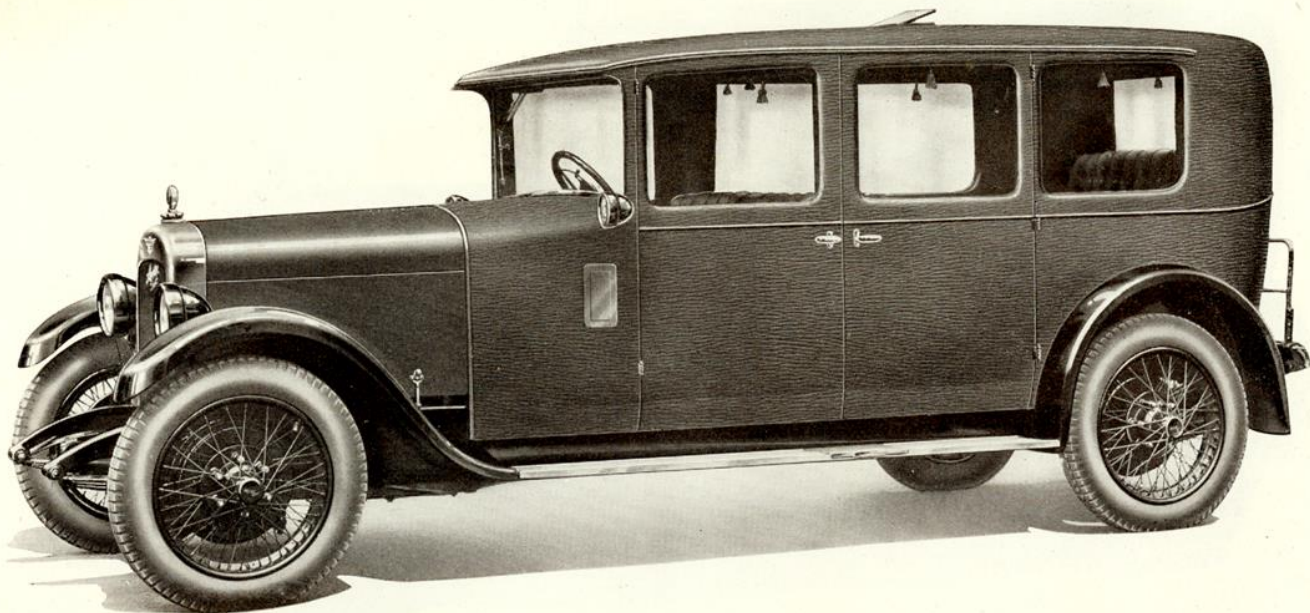
COMPLETE AT WORKS

ALL FRONT SCREENS OF TRIPLEX GLASS.



INTERIOR WITH CENTRE REVOLVING SEAT





A VERY handsome car of ample dimensions for the comfortable conveyance of seven persons. Mounted on the 11ft. 4in. wheel base chassis, which ensures the maximum of ease when travelling. A spacious and luxurious interior, amply illuminated by particularly wide windows. Beautifully upholstered and elaborately furnished. A lady's ideal Town Carriage.

DE LUXE MODEL.—WITH TRIPLEX GLASS TO ALL WINDOWS.

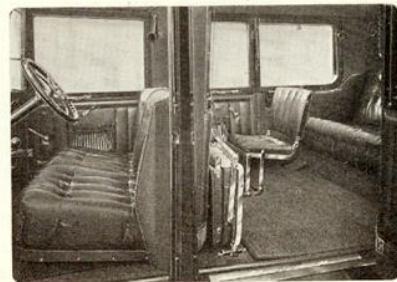
Upholstered in leather, furniture hide or moquette. Driving seat in leather. Equipment includes dipping headlights, clock, driving mirror, automatic windscreen wiper, Klaxon horn, licence holder, luggage carrier, and those accessories shown on chassis specification.

THE  
**TWENTY**  
 "FABRIC"  
 Saloon

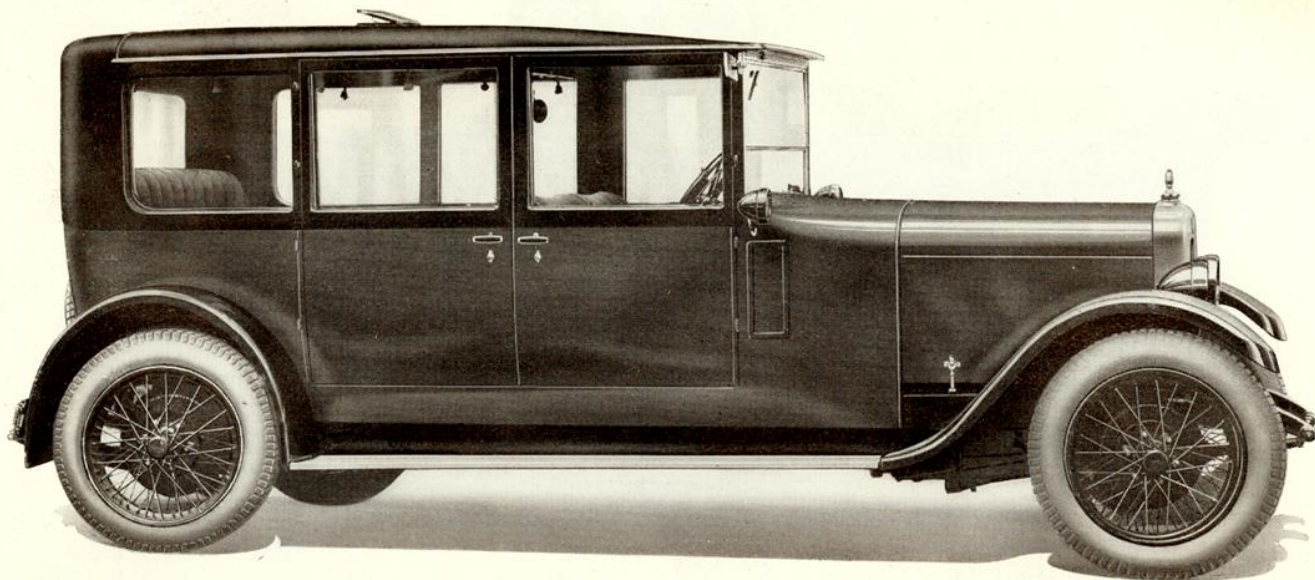
6-CYLINDER		DE LUXE
WIRE WHEELS	<b>£595</b>	<b>£625</b>
4-CYLINDER		
STEEL WHEELS	<b>£495</b>	<b>£525</b>

COMPLETE AT WORKS

ALL FRONT SCREENS OF TRIPLEX GLASS.







**F**ITTED only to the 11ft. 4in. wheelbase, this model has luxurious accommodation for seven persons and, with the adjustable screen behind the driver's seat, it can be adapted to be driven by the owner or a chauffeur. In our opinion there is no more distinguished car produced. This model can be had with either the Limousine fixed head or the Landaulet drop head as shown in the illustrations.

DE LUXE MODELS—WITH TRIPLEX GLASS  
TO ALL WINDOWS.

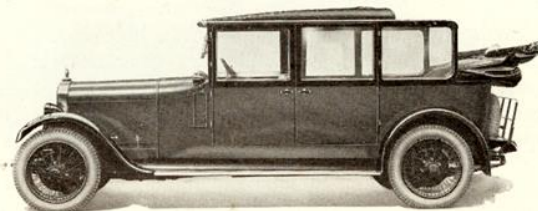
Upholstered in leather, furniture hide or moquette. Driving seat in leather. Equipment includes dipping headlights, clock, driving mirror, automatic wind-screen wiper, Klaxon horn, licence holder, luggage carrier, and those accessories shown on chassis specification.

THE  
"RANELAGH"  
Enclosed Limousine  
or Landaulet

6-CYLINDER		DE LUXE
WIRE WHEELS	£595	£625
4-CYLINDER		
STEEL WHEELS	£495	£525

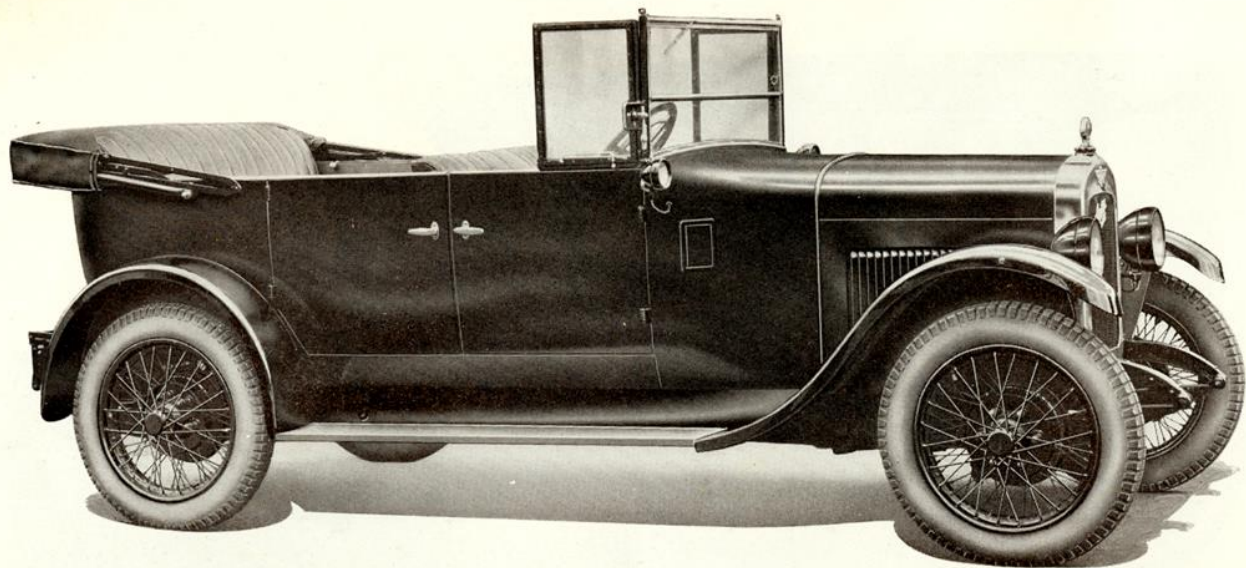
COMPLETE AT WORKS

ALL FRONT SCREENS OF TRIPLEX GLASS.



LANDAULET WITH HEAD OPEN





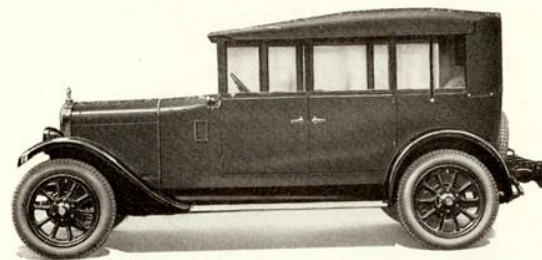
**A**N Austin favourite. A reliable and commodious 5-seater Family Touring Car, with adjustable front seat to suit the requirements of the driver. Hood and side screens give complete protection from all weathers, and are easily and rapidly raised. Wide doors and upholstery of generous proportions contribute to the passengers' comfort.

Upholstered in leather. Equipment includes clock, driving mirror, automatic windscreen wiper, electric horn, dipping headlights, licence holder, luggage carrier, and those accessories shown on chassis specification.

THE  
**"CLIFTON"**  
 5-Seater

6-CYLINDER  
 WIRE WHEELS    **£295**  
 4-CYLINDER  
 STEEL WHEELS    **£245**

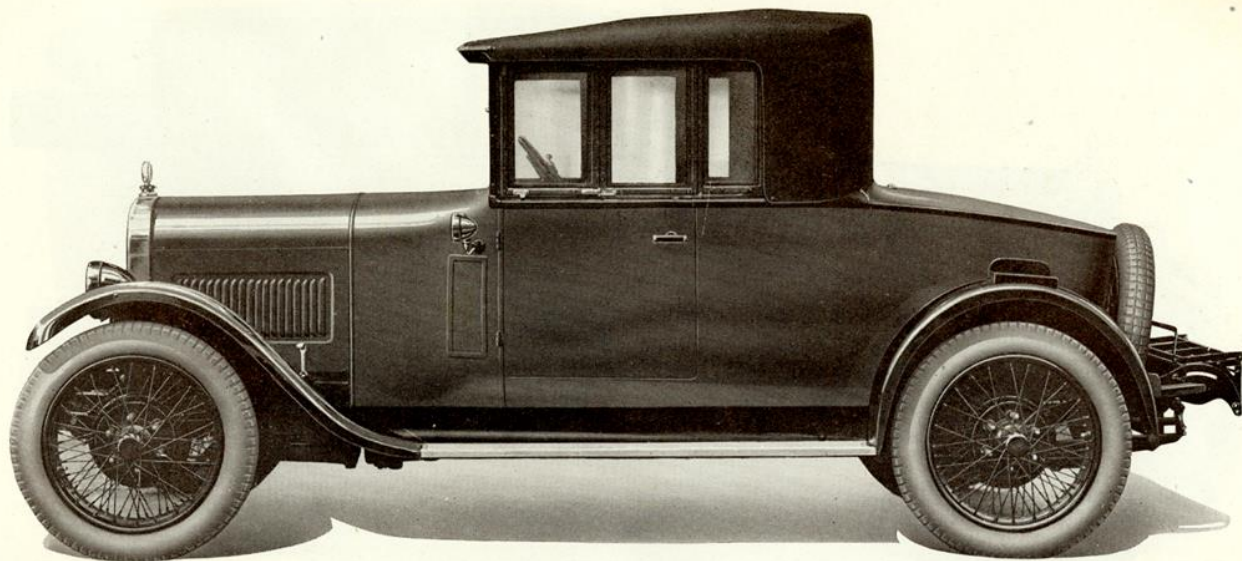
COMPLETE AT WORKS



HOOD AND SIDE SCREENS IN POSITION.

ALL FRONT SCREENS OF TRIPLEX GLASS.





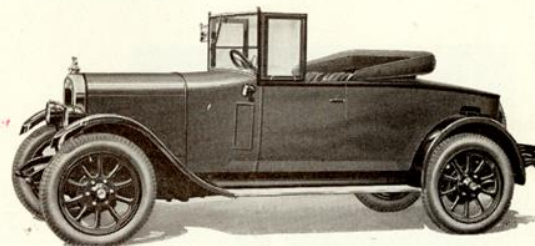
**A** COMFORTABLE two-four seater with separate adjustable bucket seats in front and large dickey seat at the rear. New type hood and side curtains ; the side curtains fold into the doors when not required. The car combines all the advantages of an open touring two-seater with the protection of a two-seater Coupé.

Upholstered in leather. Equipment includes clock, driving mirror, automatic windscreen wiper, electric horn, dipping headlights, licence holder, luggage carrier, and those accessories shown on chassis specification.

THE  
**"SPECIAL"**  
 2-4 Seater

6-CYLINDER  
 WIRE WHEELS **£315**  
 4-CYLINDER  
 STEEL WHEELS **£265**

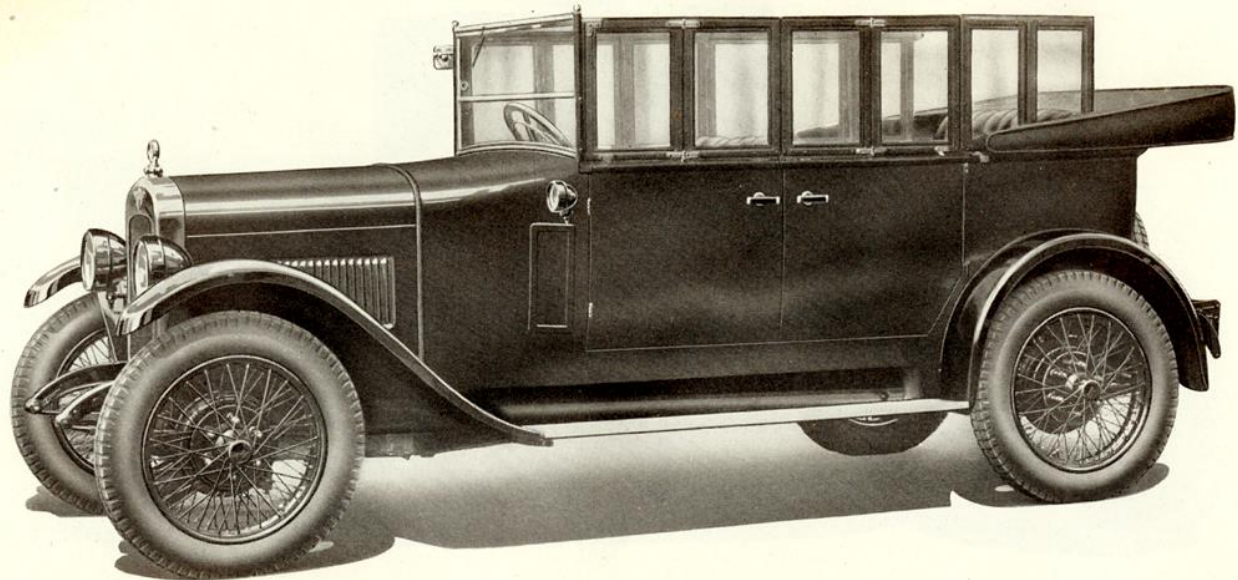
COMPLETE AT WORKS



WITH HOOD LOWERED

ALL FRONT SCREENS OF TRIPLEX GLASS.





**A** REFINED and distinguished touring car with comfortable accommodation for five persons. Separate adjustment of the front seats secures individual ease. The new type hood and side curtains (patented) combine the advantages of an open car with the protection of a closed model. The side curtains fold down into the body. Unquestionably the most successful open car at present produced.

Upholstered in leather. Equipment includes dipping headlights, clock, driving mirror, automatic windscreen wiper, electric horn, licence holder, luggage carrier, and those accessories shown on chassis specification.

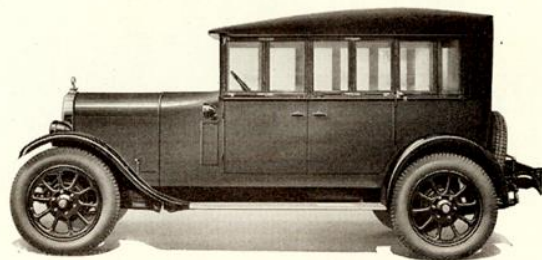
THE  
**“OPEN ROAD”**  
 5-Seater

6-CYLINDER  
 WIRE WHEELS **£315**

4-CYLINDER  
 STEEL WHEELS **£265**

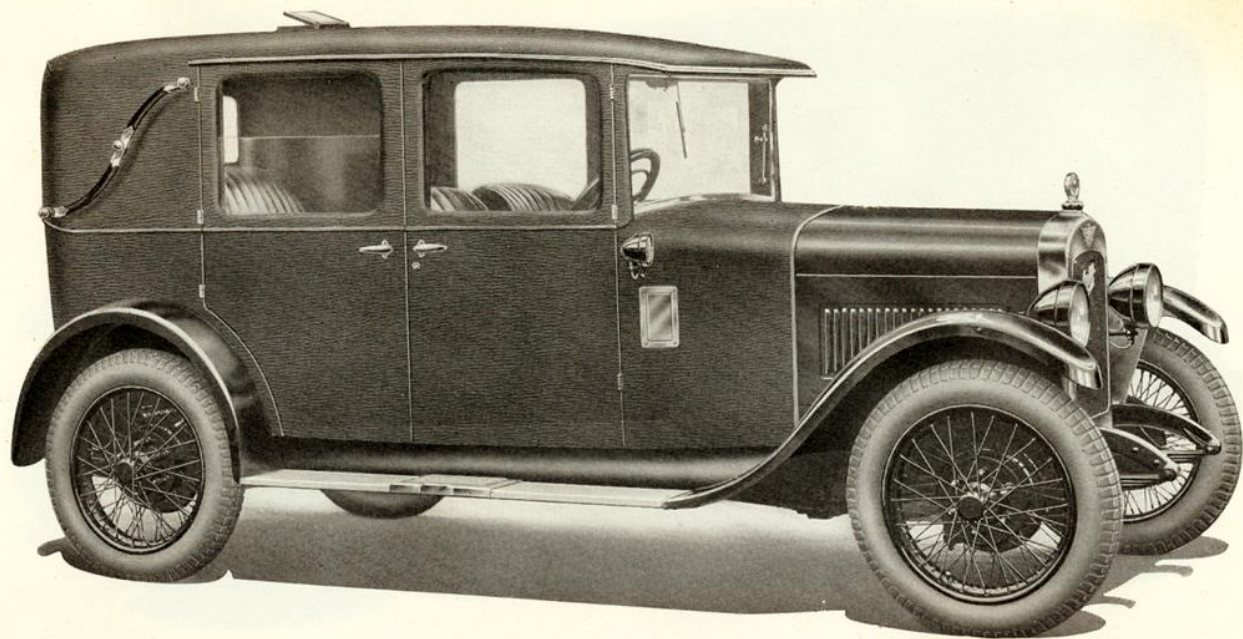
COMPLETE AT WORKS

ALL FRONT SCREENS OF TRIPLEX GLASS.



HOOD AND SIDE SCREENS IN POSITION.





**A**n elegant model, designed to give the maximum of comfort and ease to its passengers. It has very wide doors, and liberal seating accommodation, with full, deep upholstery. The rear quarter is fabric covered, which serves the purpose of giving the occupants of the rear seats more privacy. A real "Comfort Car."

DE LUXE MODEL—WITH TRIPLEX GLASS TO ALL WINDOWS.

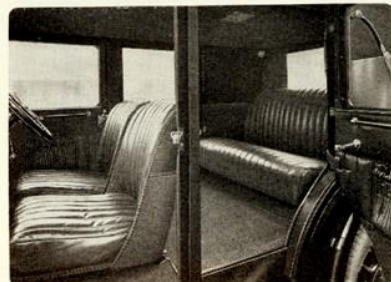
Upholstered in leather, furniture hide or moquette. Equipment includes dipping headlights, roof ventilator, step mats, clock, driving mirror, automatic windscreen wiper, electric horn, licence holder, luggage carrier, and those accessories shown on chassis specification.

THE  
"FOUR WINDOW"  
**FABRIC**  
Saloon

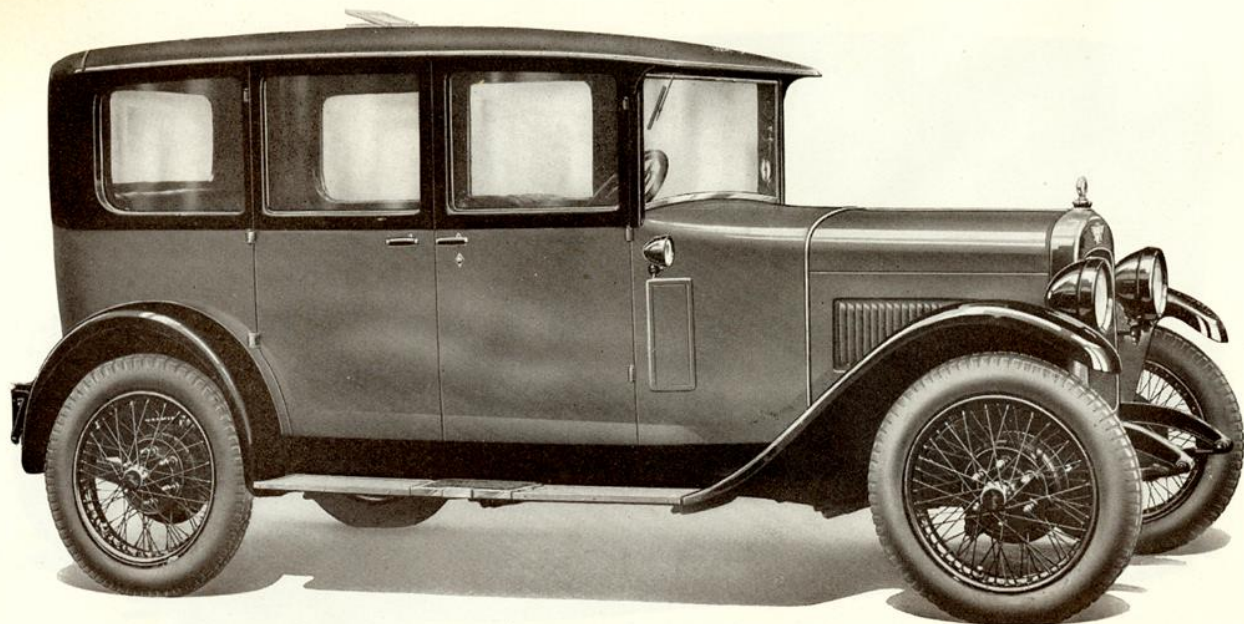
		DE LUXE
6-CYLINDER	£355	£375
WIRE WHEELS		
4-CYLINDER	£305	£325
STEEL WHEELS		

COMPLETE AT WORKS

ALL FRONT SCREENS OF TRIPLEX GLASS.







**T**HIS model is an exceedingly attractive example of the light saloon car, to carry five persons. The large windows give a spacious, bright and cheerful interior. The body panels are of aluminium, and the mouldings are solid; they cannot crack or move.

DE LUXE MODEL—WITH TRIPLEX GLASS TO ALL WINDOWS.

Upholstered in leather, furniture hide or moquette. Equipment includes dipping headlights, roof ventilator, step mats, clock, driving mirror, automatic windscreen wiper, electric horn, licence holder, luggage carrier, and those accessories shown on chassis specification.

THE  
**“BURNHAM”**  
 Saloon

		DE LUXE	
6-CYLINDER			
WIRE WHEELS	£365	£390	
4-CYLINDER			
STEEL WHEELS	£315	£340	

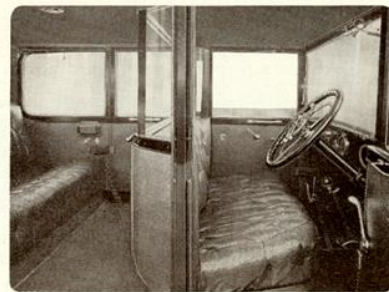
THE  
**“IVER”**  
 Saloon

WITH DIVISION

		DE LUXE	
	£375	£400	
	£325	£350	

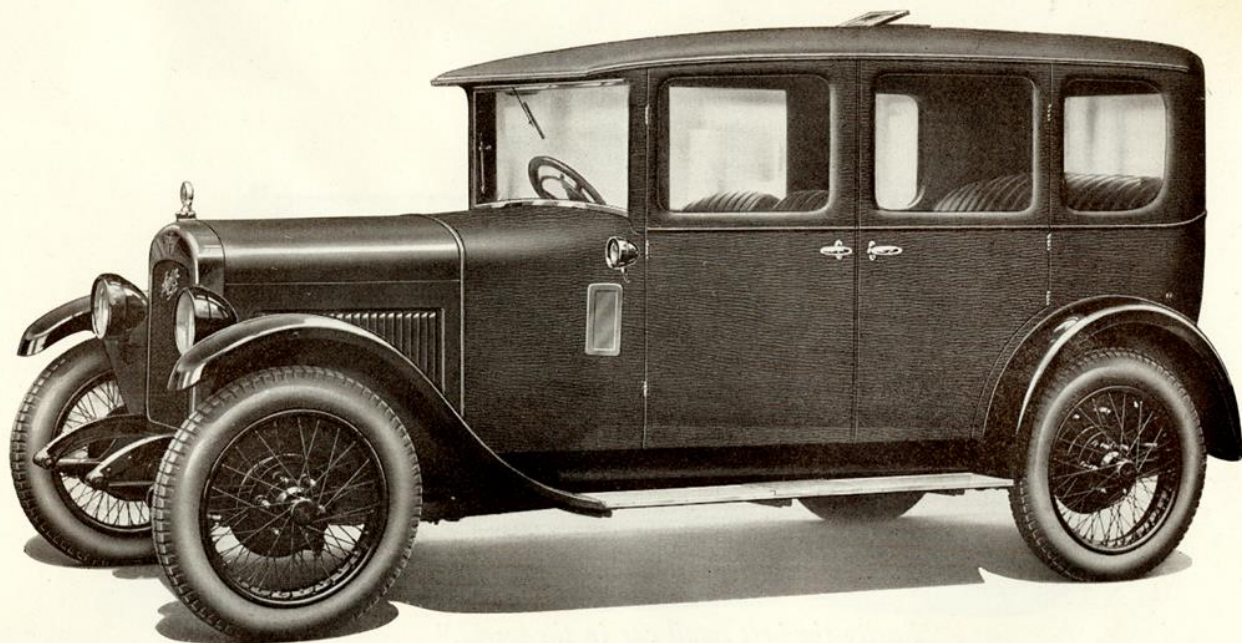
COMPLETE AT WORKS

ALL FRONT SCREENS OF TRIPLEX GLASS.



INTERIOR OF “IVER” WITH DIVISION





**A** SPECIALLY attractive fabric saloon, with six windows, all of which are mechanically raised or lowered. Single panel windscreen, pockets on front and rear doors. Silent running, draught and damp proof. Both front seats are adjustable.

DE LUXE MODEL—WITH TRIPLEX GLASS TO ALL WINDOWS.

Upholstered in leather, furniture hide or moquette. Equipment includes dipping headlights, roof ventilator, step mats, clock, driving mirror, automatic windscreen wiper, electric horn, licence holder, luggage carrier, and those accessories shown on chassis specification.

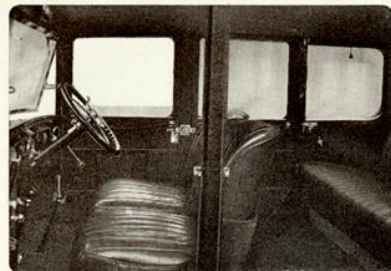
THE  
"SIX WINDOW"  
**FABRIC**  
Saloon

DE LUXE

6-CYLINDER	
WIRE WHEELS	<b>£365 £390</b>
4-CYLINDER	
STEEL WHEELS	<b>£315 £340</b>

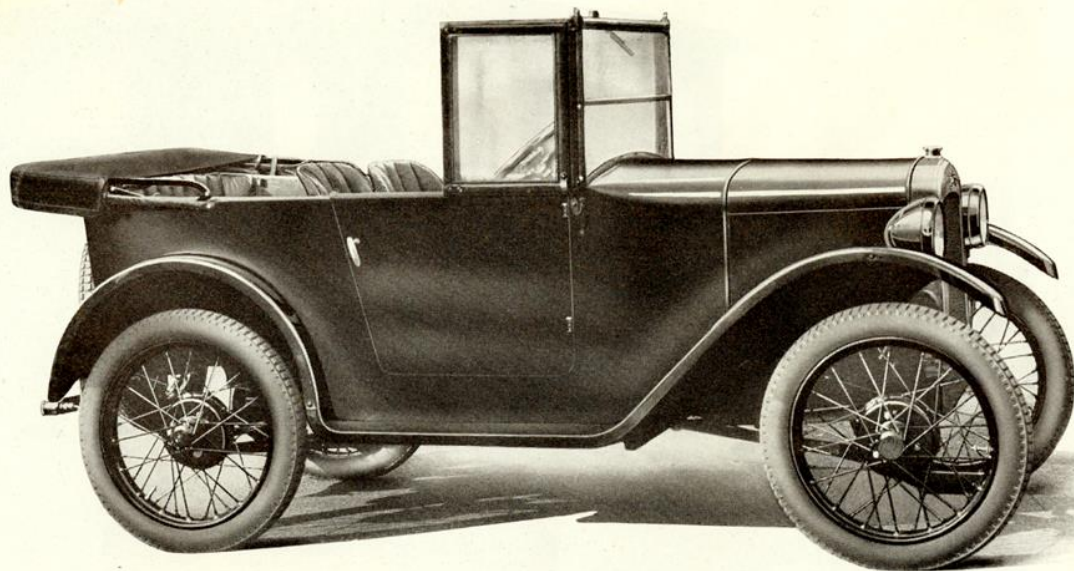
COMPLETE AT WORKS

ALL FRONT SCREENS OF TRIPLEX GLASS.



INTERIOR OF "FABRIC" SALOON





*"Easily the best small car in the world."*

A SMALL TOURING CAR, to seat two adults and two to three children or a third adult, up to a total weight of 30-32 stone. Hood, screen and side curtains afford complete weather protection. Driver's seat is adjustable. It has every quality demanded of a larger car, and will give continuous hard service. Typifies the most economical method of conveyance known. Wonderful efficiency. Perfect performance. Simple control. Holds practically all International Records up to 24 hours in 750 c.c. class, and hundreds of first-class awards for hill climbs and other tests.

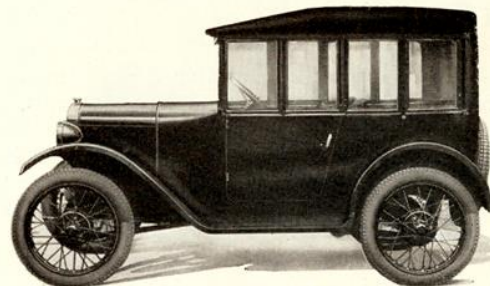
Full equipment, including electric starting and lighting, air strangler, electric horn, speedometer, automatic windscreen wiper, licence holder, shock absorbers, spare wheel and tyre and blank number plates.

THE  
**SEVEN TOURER**

**£125**

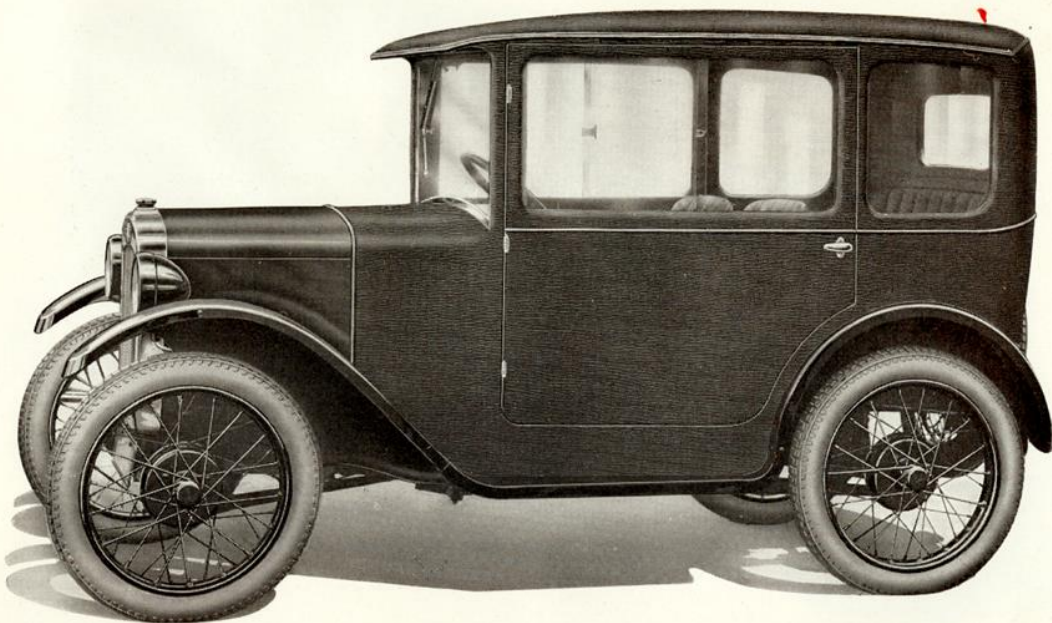
COMPLETE AT WORKS

ALL FRONT SCREENS OF TRIPLEX GLASS.



HOOD AND SIDE SCREENS IN POSITION.





**T**HIS model has a fabric body. Is light, silent and non-drumming. Single-piece windscreen opens at bottom to any angle. Very wide doors give easy and convenient access to all seats. One glass in door slides, the other is raised or lowered mechanically to any position. The driver has ample facilities for vision, signalling or ventilation. The driver's seat is adjustable.

Superior upholstery and fittings. Dainty and inviting interior.

DE LUXE MODEL—WITH TRIPLEX GLASS TO ALL WINDOWS.

Completely equipped, including electric starting and lighting, air strangler, electric horn, speedometer, automatic windscreen wiper, licence holder, shock absorbers, spare wheel and tyre, and blank number plates.

THE  
**SEVEN "FABRIC"**  
Saloon

**£135**      **£146**

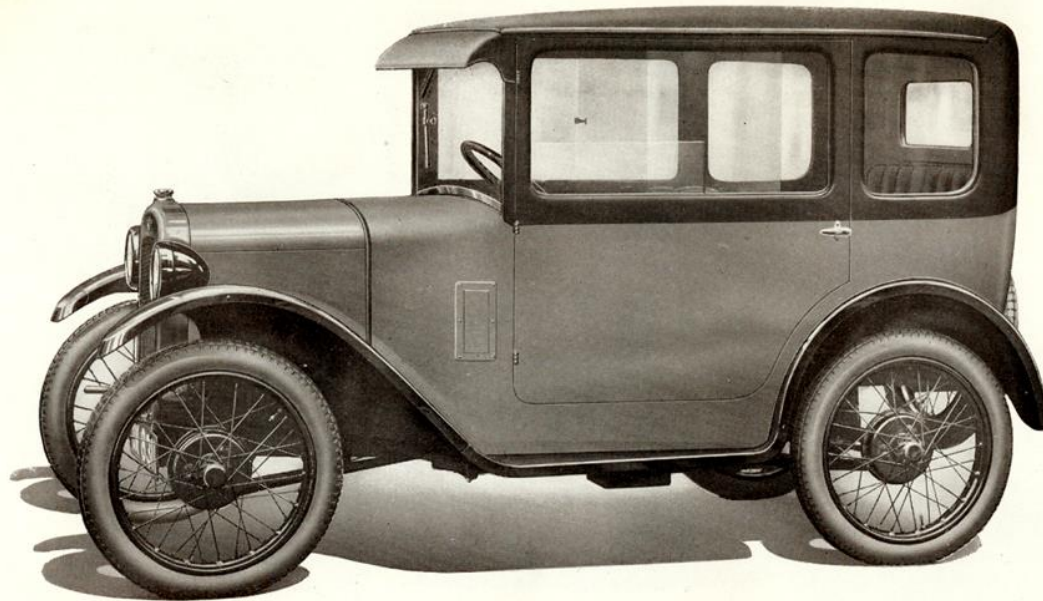
COMPLETE AT WORKS

ALL FRONT SCREENS OF TRIPLEX GLASS.



INTERIOR.





**T**HE front screen and windows have the same controls as the Austin Fabric Saloon. The driver's seat is adjustable. Particularly suitable for the business or professional man, as well as a pleasure vehicle. An all-metal saloon of improved design, exceptionally strong, light and capable of standing up to continuous hard town and country work. The wider doors give greater accessibility.

DE LUXE MODEL—WITH TRIPLEX GLASS  
TO ALL WINDOWS.

Completely equipped, including electric starting and lighting, air strangler, electric horn, speedometer, automatic windscreen wiper, licence holder, shock absorbers, spare wheel and tyre, and blank number plates.

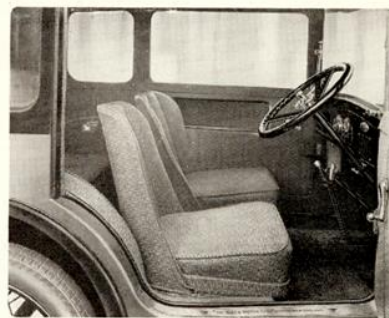
THE  
**"AUSTIN SEVEN"**  
Saloon

**£135**

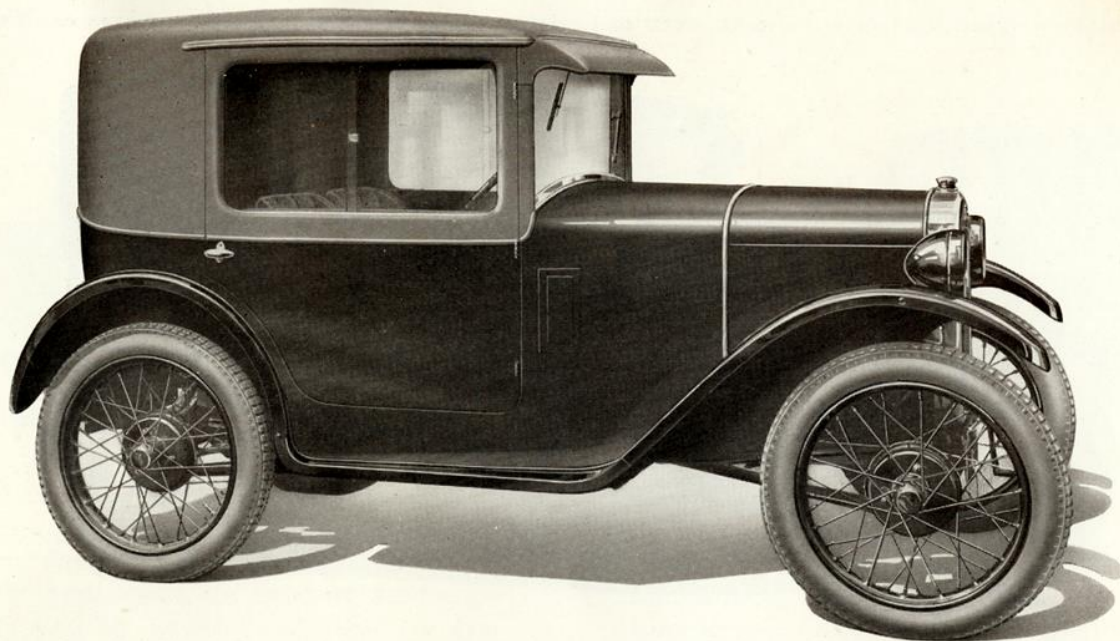
DE LUXE  
**£146**

COMPLETE AT WORKS

ALL FRONT SCREENS OF TRIPLEX GLASS.







**T**HIS dainty saloon car with such pleasing lines represents the last word in appeal to those of discriminating taste. It is a charming miniature car with ample seating for two persons. The head is fabric covered, which conduces to silent running. Its delicate elegance makes it specially attractive to lady drivers.

DE LUXE MODEL—WITH TRIPLEX GLASS  
TO ALL WINDOWS.

Completely equipped, including electric starting and lighting, air strangler, electric horn, speedometer, automatic windscreen wiper, licence holder, shock absorbers, spare wheel and tyre, and blank number plates.

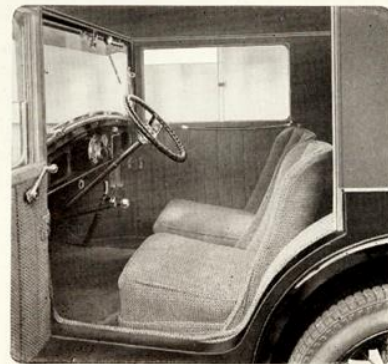
THE  
"AUSTIN SEVEN"  
Coupé

£135

DE LUXE  
£146

COMPLETE AT WORKS

ALL FRONT SCREENS OF TRIPLEX GLASS.





THE FOLLOWING PAGES ILLUSTRATE ADDITIONAL TYPES OF CARRIAGEWORK THAT CAN BE FITTED TO OUR STANDARD CHASSIS.



**E**QUALLY efficient as an open or closed car, the rear portion opening, this coach-built owner-driver model, which will seat five comfortably, has an adjustable one-panel windscreen, with patent vizor, windows with winding lifters. Hood covered best enamelled hide. Both front seats adjustable.

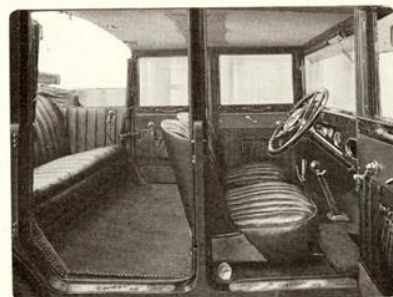
DE LUXE MODEL—WITH TRIPLEX GLASS TO ALL WINDOWS.

Upholstered in furniture hide or Bedford cord. Equipment includes dipping headlights, clock, driving mirror, automatic windscreen wiper, electric horn, luggage carrier, and those accessories shown on chassis specification.

THE  
**“GORDON”**  
**Saloon Landaulet**  
 (Coachbuilt)

		DE LUXE
6-CYLINDER	<b>£395</b>	<b>£420</b>
WIRE WHEELS		
4-CYLINDER	<b>£345</b>	<b>£370</b>
STEEL WHEELS		

COMPLETE AT WORKS



ALL FRONT SCREENS OF TRIPLEX GLASS.

FOR FULLER PARTICULARS SEE LISTS ISSUED BY MESSRS. GORDON & COMPANY, BIRMINGHAM, WHO TAKE ALL RESPONSIBILITY FOR COACHWORK.





**T**HIS four-door fabric covered model, which provides generous seating accommodation for five, has four large windows and several attractive features. The rear portion of the head opens, the windows are frameless and are operated by winders; curtains to rear windows and back light. One panel windscreen with patent vizor.

THE  
**“GORDON” Fabric  
 Saloon Landaulet**

6-CYLINDER  
 WIRE WHEELS

**£395**

DE LUXE

**£415**

4-CYLINDER  
 STEEL WHEELS

**£345**

**£365**

COMPLETE AT WORKS

DE LUXE MODEL—WITH TRIPLEX GLASS  
 TO ALL WINDOWS.

Upholstered in furniture hide or Bedford cord. Equipment includes dipping headlights, clock, driving mirror, automatic windscreen wiper, electric horn, luggage carrier, and those accessories shown on chassis specification.

ALL FRONT SCREENS OF TRIPLEX GLASS.



**T**HIS fabric covered model has large seat in front, which is adjustable, two compartments at back of front seat for taking parcels, etc., and a large dickey, well upholstered, capable of seating two passengers or a considerable amount of luggage. Door windows operated by winders. Folding head made of best cross grained enamelled hide.

THE  
**“GORDON”  
 Fabric Drop-Head  
 Coupé**

6-CYLINDER  
 WIRE WHEELS

**£365**

DE LUXE

**£375**

4-CYLINDER  
 STEEL WHEELS

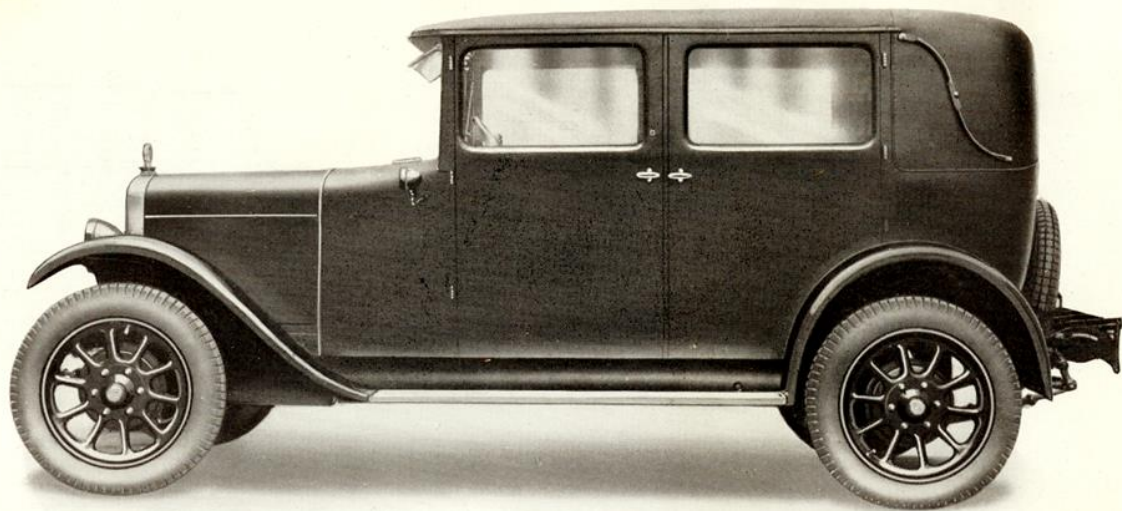
**£315**

**£325**

COMPLETE AT WORKS

FOR FULLER PARTICULARS SEE LISTS ISSUED BY MESSRS. GORDON & COMPANY, BIRMINGHAM, WHO TAKE ALL RESPONSIBILITY FOR COACHWORK.





**A** LIGHT saloon of attractive appearance, with seating capacity for five persons—having all the advantages claimed for fabric bodies. Silent, light and easy to clean. The front seats are of the folding bucket type.

MULLINER COACHWORK 100% WEYMANN CONSTRUCTION.

DE LUXE MODEL—WITH TRIPLEX GLASS TO ALL WINDOWS.

Upholstered in leather, furniture hide or French Repp. With standard equipment, which includes dipping headlights, clock, driving mirror, automatic windscreen wiper, electric horn, licence holder, luggage carrier, and those details shown on chassis specification.

**“MULLINER”  
Saloon**

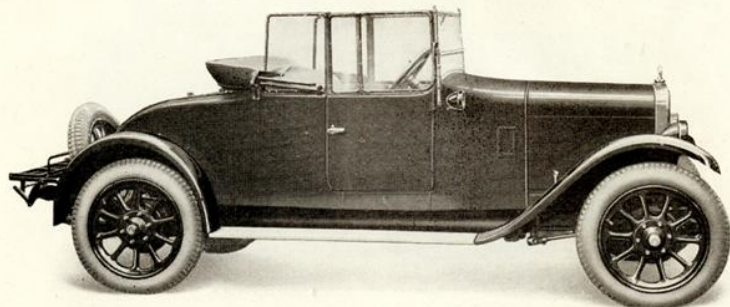
		DE LUXE
6-CYLINDER WIRE WHEELS	<b>£355</b>	<b>£375</b>
4-CYLINDER STEEL WHEELS	<b>£305</b>	<b>£325</b>

COMPLETE AT WORKS

**ALL FRONT SCREENS OF TRIPLEX GLASS.**

FOR FULLER PARTICULARS SEE LISTS ISSUED BY MESSRS MULLINER LTD., BIRMINGHAM, WHO TAKE ALL RESPONSIBILITY FOR COACHWORK.



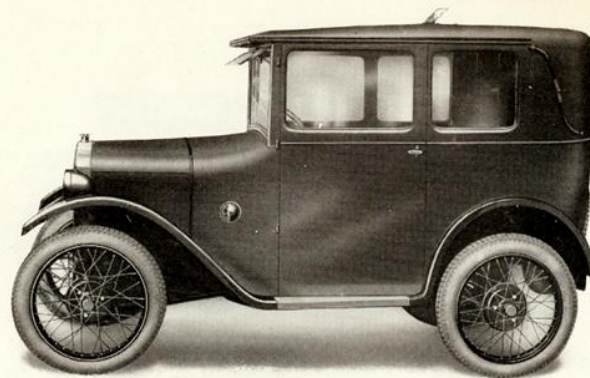


A VERY commodious two-four seater touring car, with adjustable front seats of generous proportions. There is provision for luggage in addition to two comfortable dickey seats. Two wide doors, metal framed hood and all-weather side curtains.

Upholstered in leather, furniture hide or moquette. Equipment includes dipping headlights, clock, driving mirror, automatic windscreen wiper, electric horn, licence holder, luggage carrier, and those accessories shown on chassis specification.

THE  
**“MULLINER”**  
 2-4 Seater

6-CYLINDER WIRE WHEELS	<b>£295</b>
4-CYLINDER STEEL WHEELS	<b>£245</b>



A SMALL Fabric Saloon, neat appearance, light running, low in cost and maintenance. Framework of well-seasoned timber. Each door fitted with window winding gear. Rear quarter lights slide. Upholstered in moquette or leatherette. Interior electric light. Roller blind to rear window.

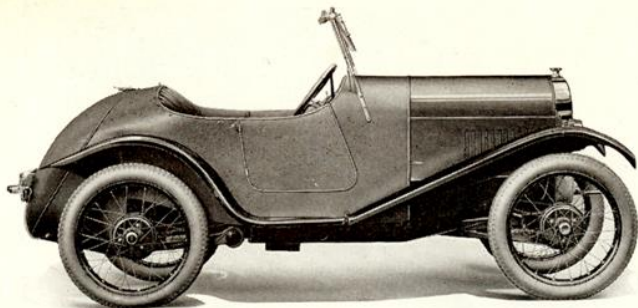
DE LUXE MODEL—WITH TRIPLEX  
 GLASS TO ALL WINDOWS.

Standard equipment includes electric starting and lighting, air strangler, electric horn, speedometer, automatic windscreen wiper, licence holder, shock absorbers, spare wheel and tyre, and blank number plates.

THE  
 SEVEN  
**“MULLINER”**  
 Fabric Saloon  
 DE LUXE  
**£135      £146**

ALL FRONT SCREENS OF TRIPLEX GLASS.

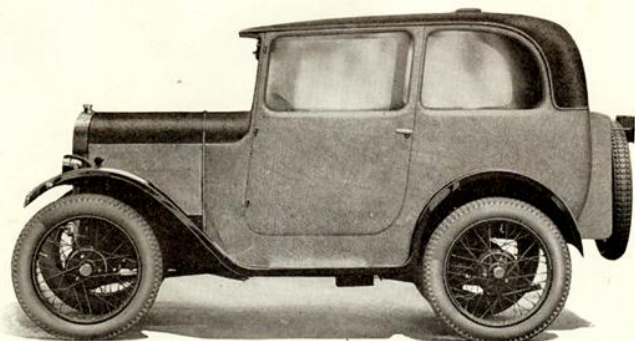
FOR FULLER PARTICULARS SEE LISTS ISSUED BY MESSRS. MULLINER LTD., BIRMINGHAM, WHO TAKE ALL RESPONSIBILITY FOR COACHWORK.



THE SEVEN  
"GORDON ENGLAND"  
Cup Model

**A** WELL-KNOWN two-seater high-speed touring car. Light, silent, smart, durable and easy to clean. In addition to the standard Austin equipment, special features are : Unsplinterable safety glass in single-panel sloping windscreen. Pneumatic upholstery throughout, covered in real antique leather. Rigid side curtains, opening with doors. Detachable hood. Five lamps. Spare wheel and tools carried in the boot, which will also accommodate luggage.

**£135**  
AT LONDON



THE SEVEN  
"WEMBLEY"  
Saloon

**A** DE LUXE model fabric covered saloon body, built under Gordon England patents, light and silent, comfortable and durable. Special to this model are : deep wells in the floor, which add to the passengers' comfort, unsplinterable glass throughout, luggage trunk, pneumatic seats covered with real leather, 8-day clock and ash tray, dial petrol gauge and battery indicator, five lamps and roof ventilator, winding windows, step mats and electric screen wiper. One shot lubrication to the whole of the chassis. Two colour scheme.

**£155**  
AT LONDON

FOR FULLER PARTICULARS SEE LISTS ISSUED BY MESSRS. GORDON ENGLAND, LTD., WEMBLEY, WHO TAKE ALL RESPONSIBILITY FOR COACHWORK.



## MANUFACTURERS' WARRANTY

**T**HE goods manufactured by the Company and specified in this catalogue shall be accepted by the purchaser subject to the conditions hereinafter mentioned and subject to the following express warranty, which excludes all warranties, conditions and liabilities whatsoever, whether statutory or otherwise, which might exist against the Company but for this provision, viz. :—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 twelve months after delivery, the Company undertakes to examine same, and should any fault, due to defective material 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.

The Company's responsibility is limited to the terms of this guarantee, and it shall not be answerable for any contingent or resulting liability, or loss arising through any defects. This guarantee does not relate to defects caused by motor racing, wear and tear, misuse or neglect, or to the defects in any motor, motor vehicle, or goods which have been altered after leaving 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. The Company accepts no responsibility for tyres, speedometers or the electrical equipment or other goods (including coachwork) not of its own manufacture.

The Austin Motor Co. Ltd. issues no warranty of the goods except as stated herein, but desires and expects that customers shall make a thorough examination before purchasing. This warranty is limited to the despatch to the purchaser without charge except for transportation of the part or

parts, whether new or repaired, in exchange for those acknowledged by the Company to be defective.

The purchaser shall, if required at the time of purchase, personally sign the form supplied by the Company, and register his name, address, date of purchase, number of car 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 Manufacturers' 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 owner, and with the number 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 Austin Motor Co. Ltd. in all cases of claims shall be final and conclusive, and 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.

## TERMS OF BUSINESS

**TERMS OF BUSINESS.**—The Company reserves the right to vary the list prices at any time for any reason whatsoever. Should the price be increased prior to delivery, the client 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.

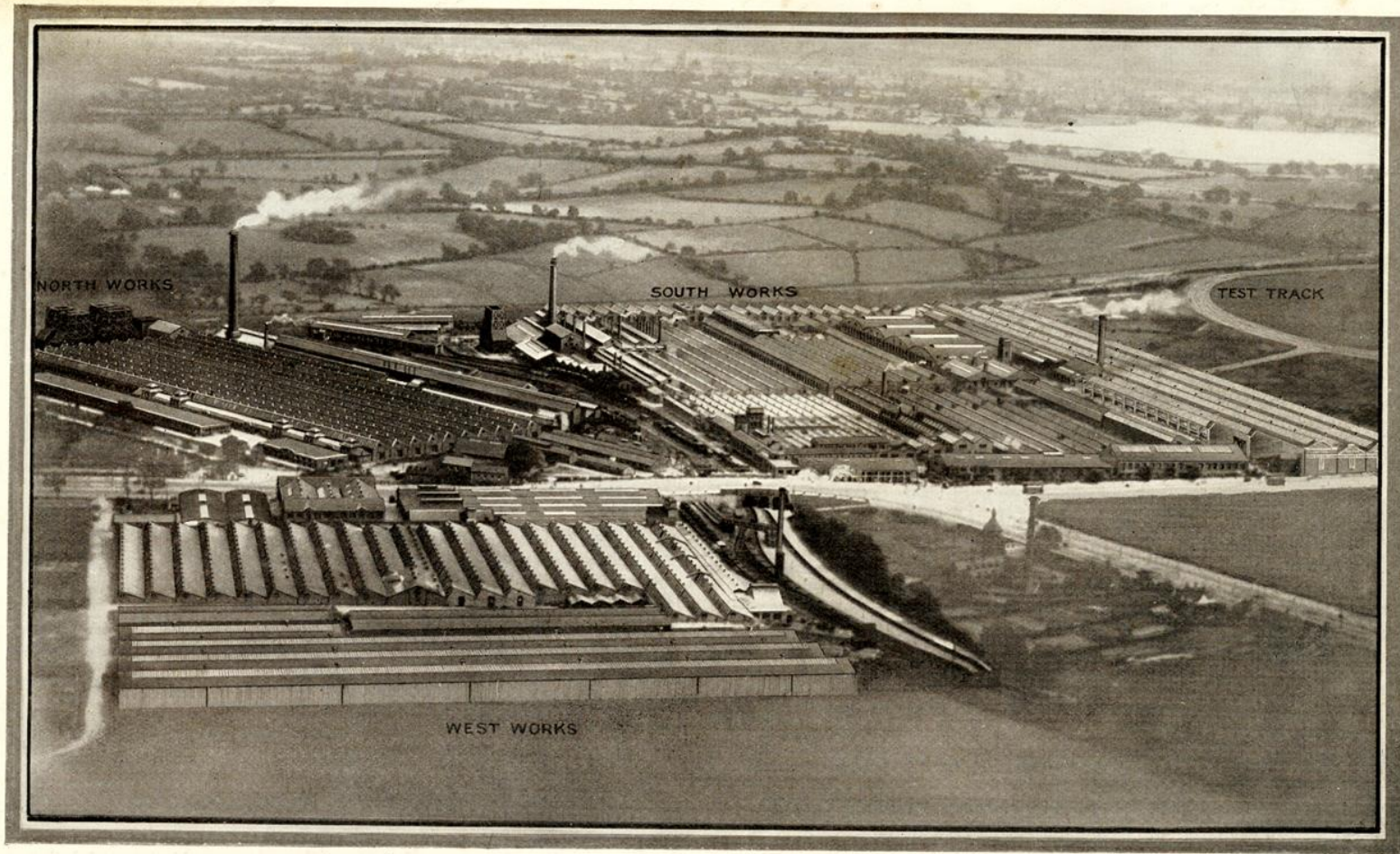
**DELIVERY.**—At the Company's Works, Longbridge, Birmingham. The Company will not be responsible for any delays in connection with the manufacture or delivery of any products listed herein, if such delays

are caused by scarcity of labour or material, strikes, lockouts or any cause over which the Company has no control.

**ALTERATIONS IN DESIGNS AND EQUIPMENT.**—The Company reserves the right on the sale of any car to make, before delivery, without notice, any alteration to, or departure from, the specification of designs or equipment detailed in this catalogue.

**DEPOSIT.**—A deposit of £25 to accompany the order for each car or chassis, and the balance of the purchase money becomes payable on delivery of goods.





AERIAL VIEW OF LONGBRIDGE WORKS. AREA COVERED 220 ACRES.



