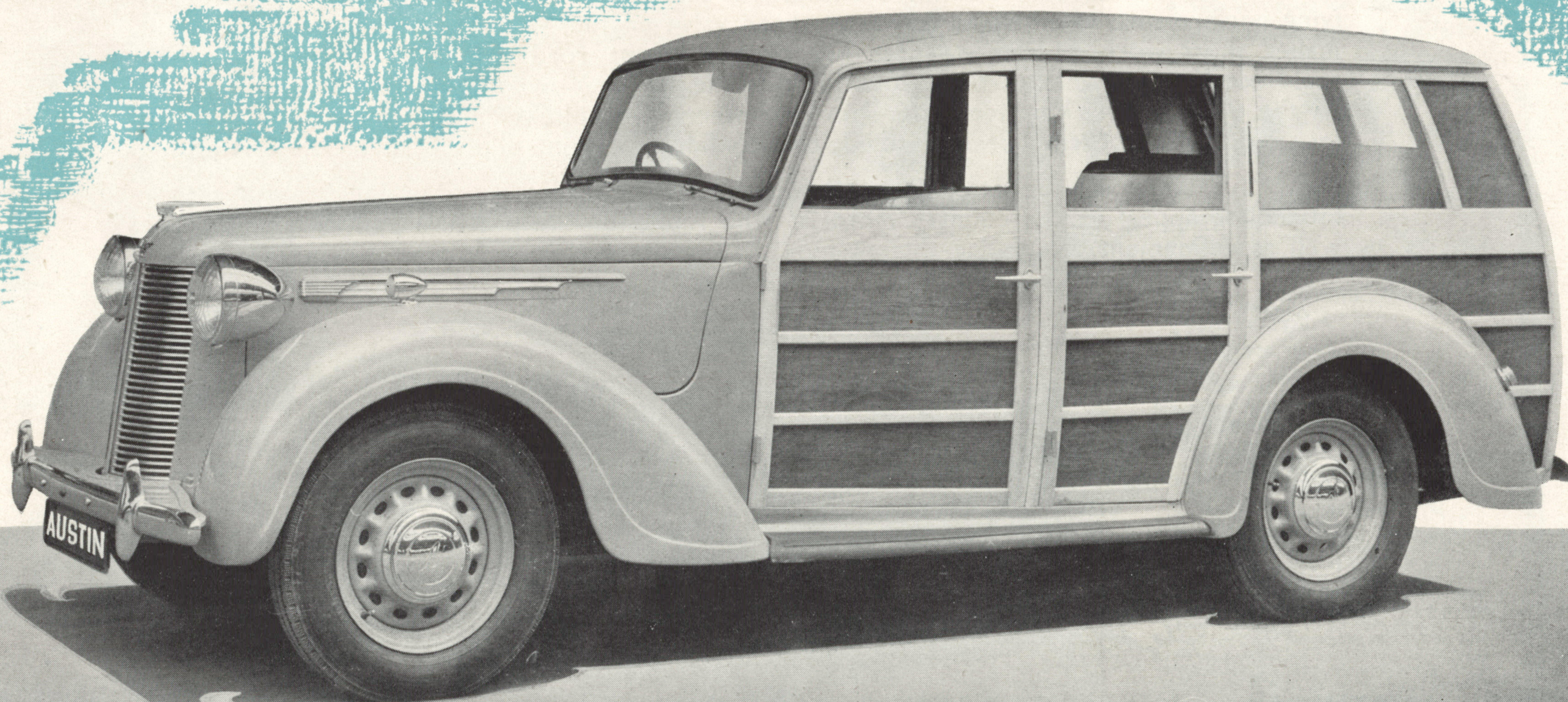


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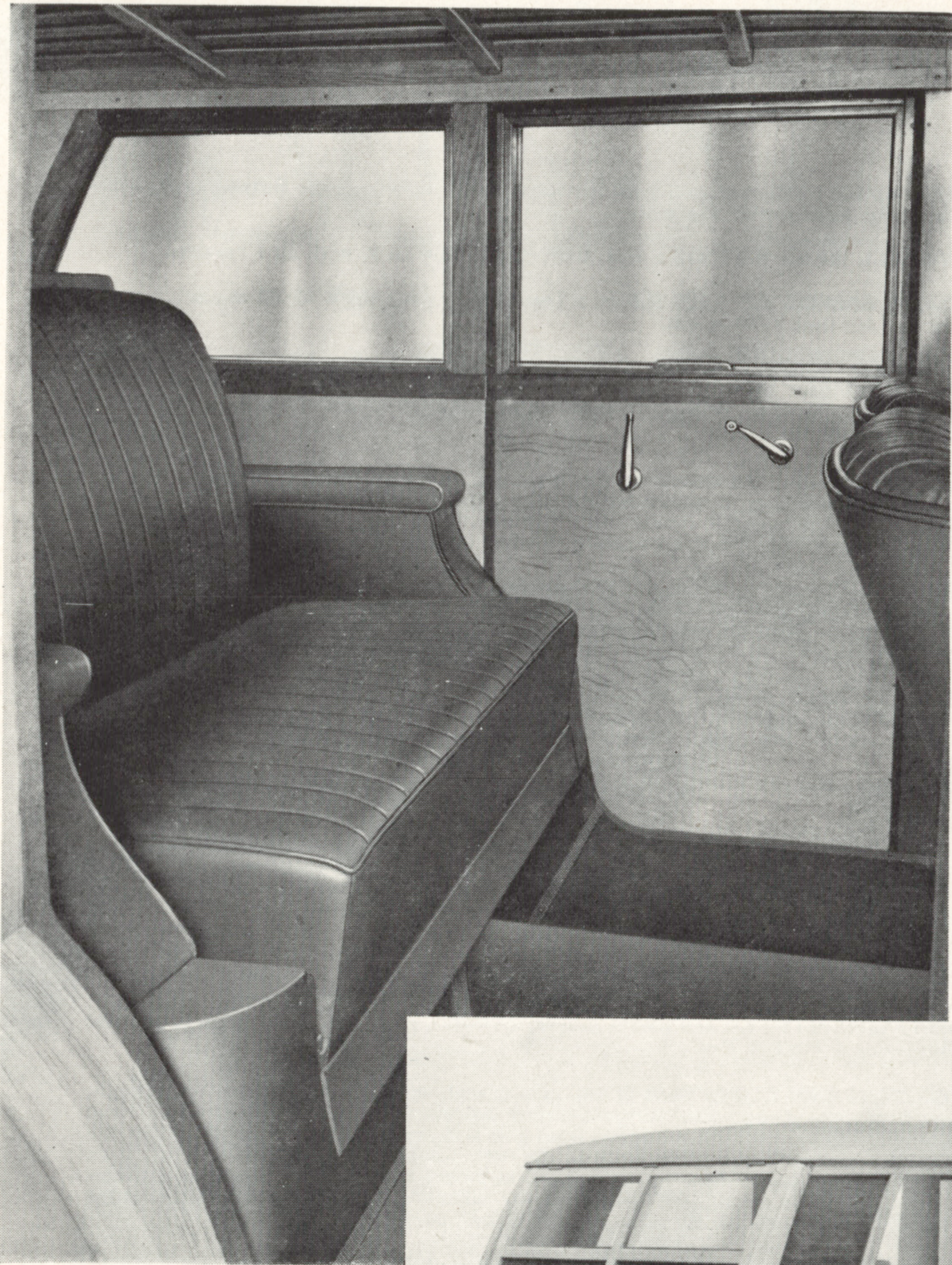
AUSTIN

Sixteen

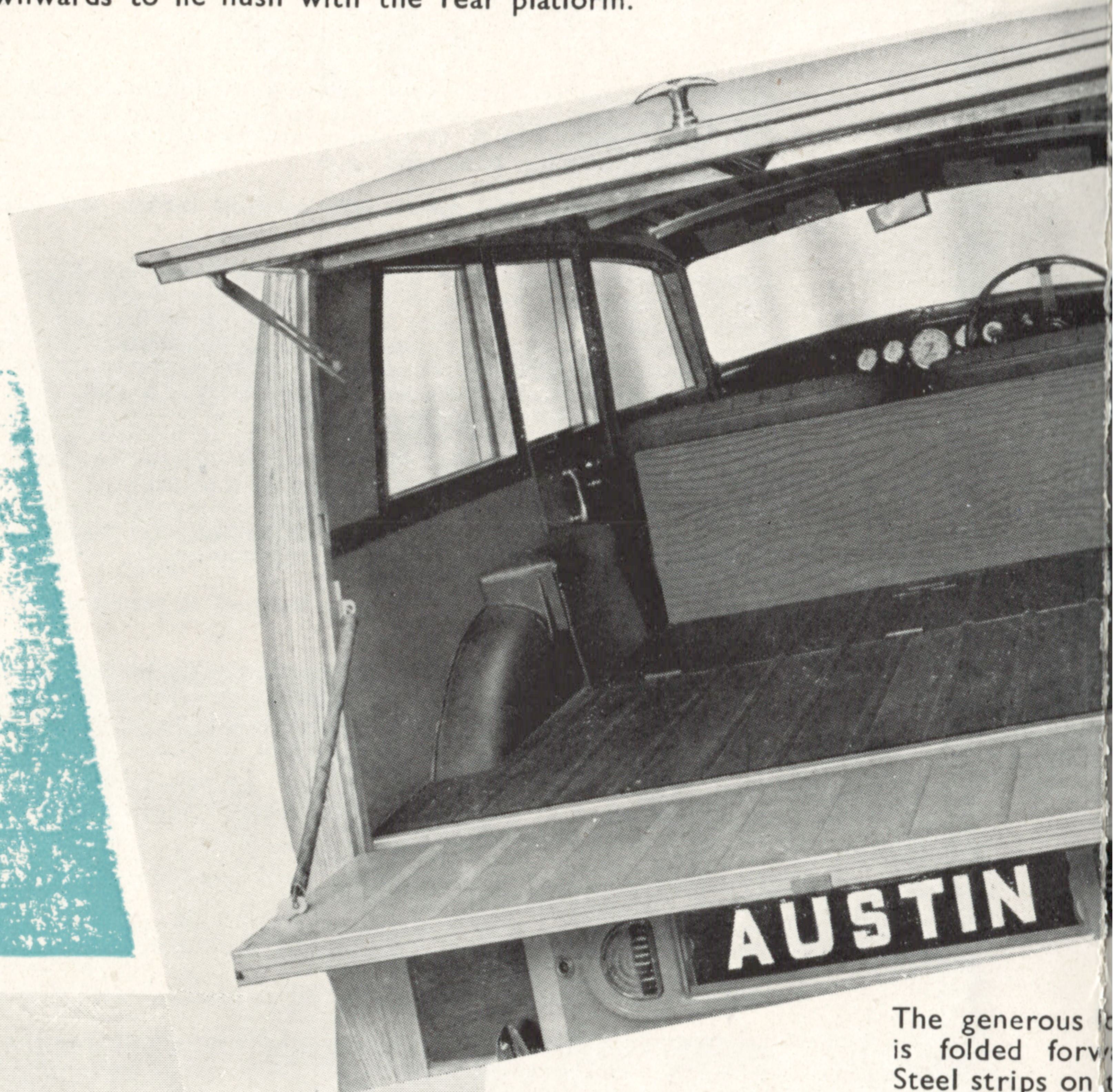
SHOOTING BRAKE



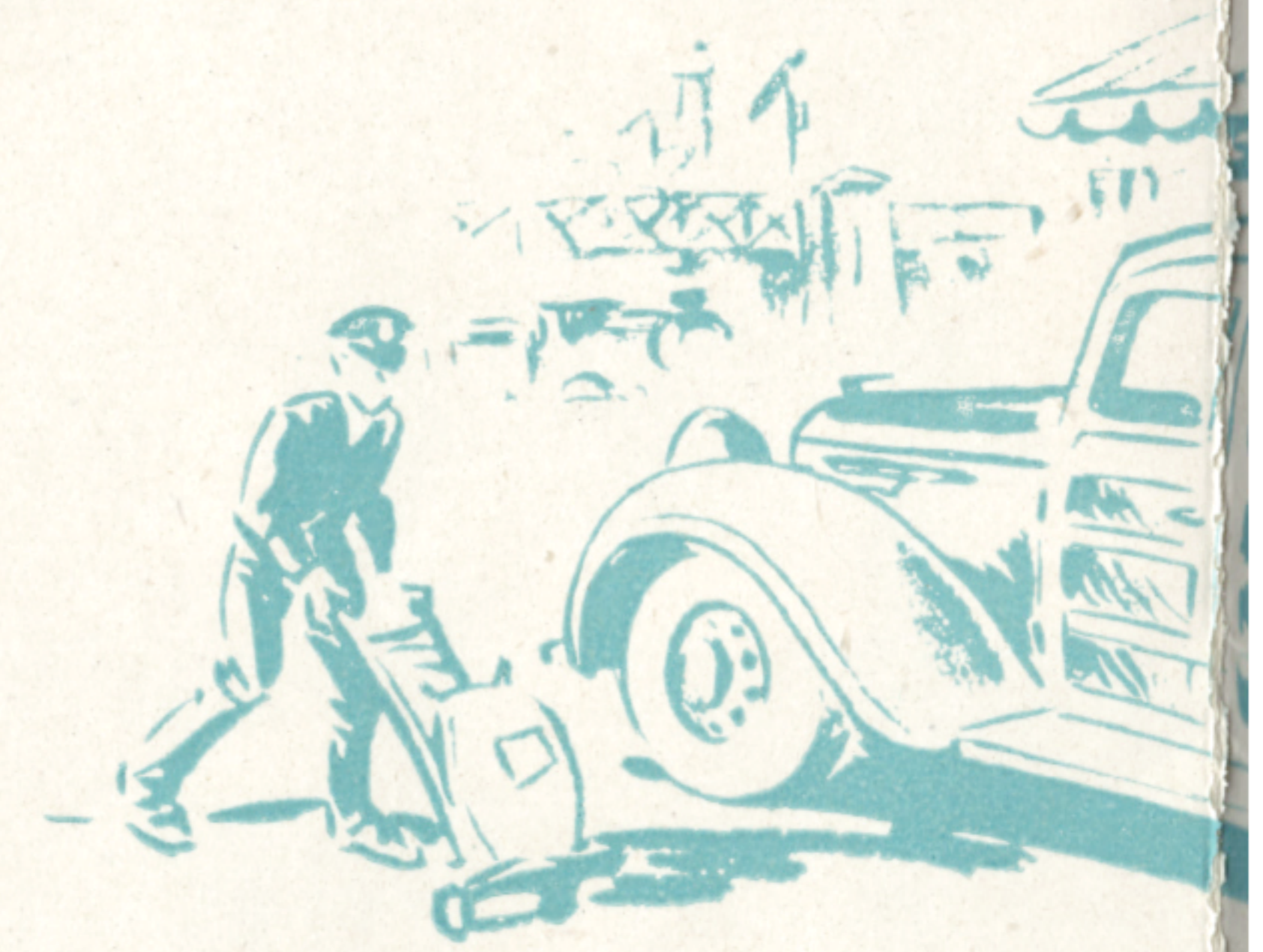
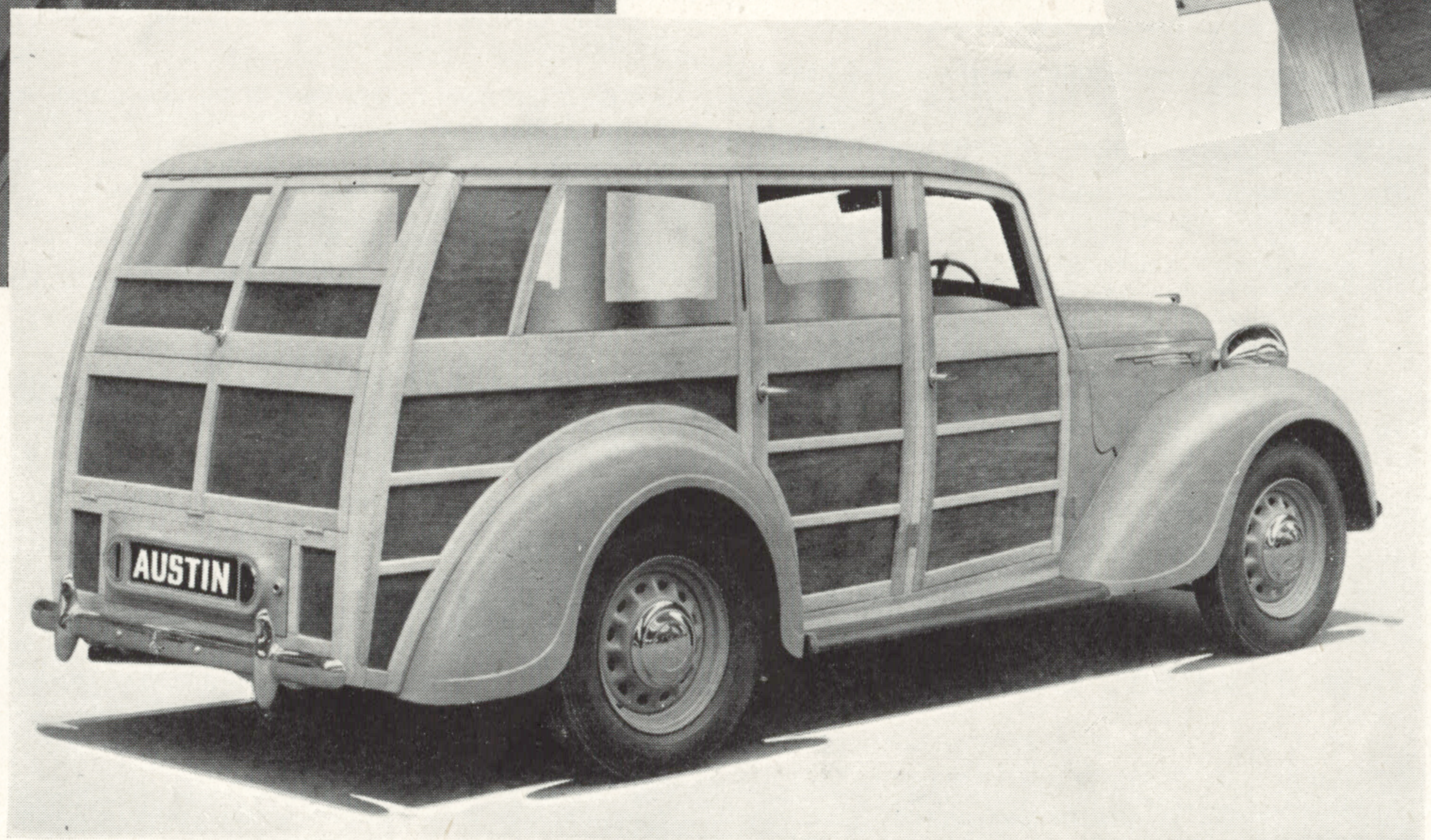
"You can depend on it"



The deep comfortable rear seat has upholstered side arm rests. When it is desired to increase the rear loading space, the seat cushion hinges forward to the vertical position and the seat squab hinges downwards to lie flush with the rear platform.



The generous load capacity is folded forward. Steel strips on the hinged tailboard.



The shooting brake has a neat and pleasing appearance. This three-quarter rear view shows the tail panel, tailboard and the built-in number plate. The tail-and reversing-lamps, behind which is the...

STATE TRANSPORT

For the Countryman

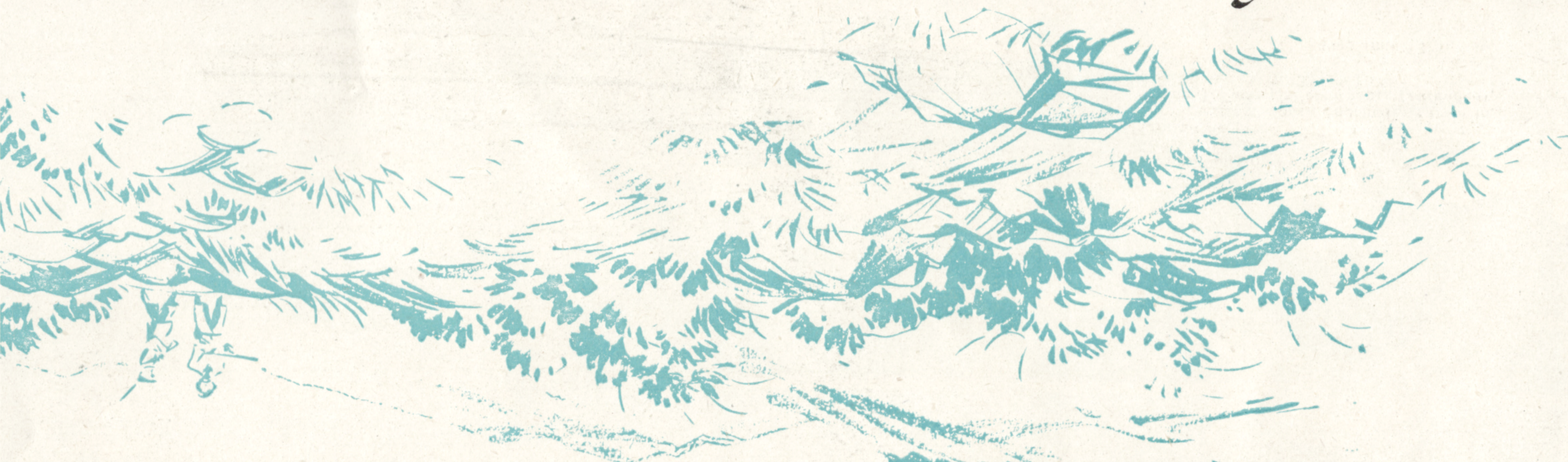


THE Austin Sixteen Shooting Brake may well be considered the ideal vehicle for the countryman. It provides really comfortable travelling for four adults with generous platform space behind the rear seat for luggage or sporting equipment and, when occasion demands, the rear seat can be quickly folded down to provide an exceptionally large rear platform for goods carrying.

The body, of ash framed construction, is smart and serviceable in appearance and the four forward hinged doors permit quick access to the large, deep and adjustable front seats and deeply cushioned rear seat. Toughened glass is used in all windows and both driving and passenger visibility is remarkably good.

On the road the Sixteen Shooting Brake proves that it is fully capable of giving a highly satisfying performance at all times. The overhead valve engine, which has a high power output, makes short work of the steepest hill or the worst road conditions and provides that rapid acceleration which proves so useful in traffic, or when overtaking a slow moving vehicle on the open road. Variable ratio Cam gear steering simplifies difficult manoeuvring on full lock and powerful Girling brakes provide that confidence of control essential for safe driving.

For convenience and for dependable all round service the Sixteen Shooting Brake makes an immediate appeal to the country motorist who looks for the practical points, and utility, as well as refinement.



THE AUSTIN Sixteen SHOOTING BRAKE IS THE IDEAL VEHICLE FOR

Body Features

- Body constructed of stout ash framing with wooden panelling and fabric roof.
- Toughened glass throughout.
- Wide opening front screen and winding windows in all doors.
- Large deep front seats adjustable for position.
- Leather upholstery.
- Side arm rests for rear seat.
- Pile carpets with felt underlay.
- Rear seat may be folded forward to increase length of rear platform.
- Steel wearing plates on rear platform and tailboard.
- Rear window panel can be supported in the open position by securing brackets.
- Locks on all doors and rear tailboard assembly.
- Driver controlled rear blind.
- Interior light.
- Dual sun visors.
- Interior rear view mirror.
- Spare wheel housed behind rear number plate panel.
- Full width bumpers with overriders front and rear.

LEADING DIMENSIONS

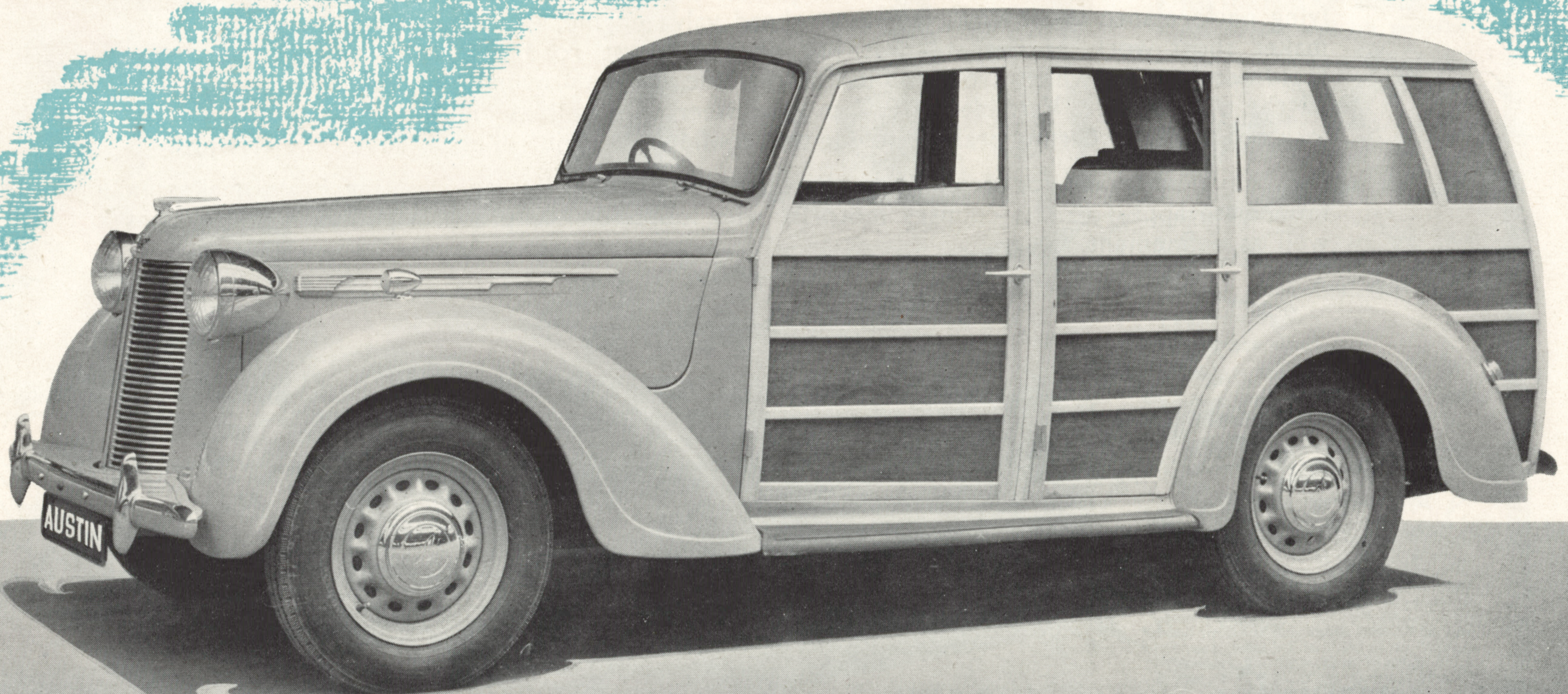
Overall length, 14 ft. 3 in. (4 m. 34 cm.); Overall width, 5 ft. 8 in. (1 m. 73 cm.); Overall height, 5 ft. 5½ in. (1 m. 66 cm.); Rear platform depth (normal), 2 ft. 7 in. (79 cm.); Rear platform depth (extended), 4 ft. 4½ in. (1 m. 33 cm.); Rear platform opening height 2 ft. 5 in. (74 cm.); Clutch pedal to front seat squab (min.) 3 ft. 1 in. (94 cm.); (max.) 3 ft. 7 in. (1 m. 9 cm.); Wheelbase, 8 ft. 8½ in. (2 m. 65 cm.); Track at rear, 4 ft. 8 in. (1 m. 42 cm.); Ground clearance 6½ in. (17 cm.)

THE

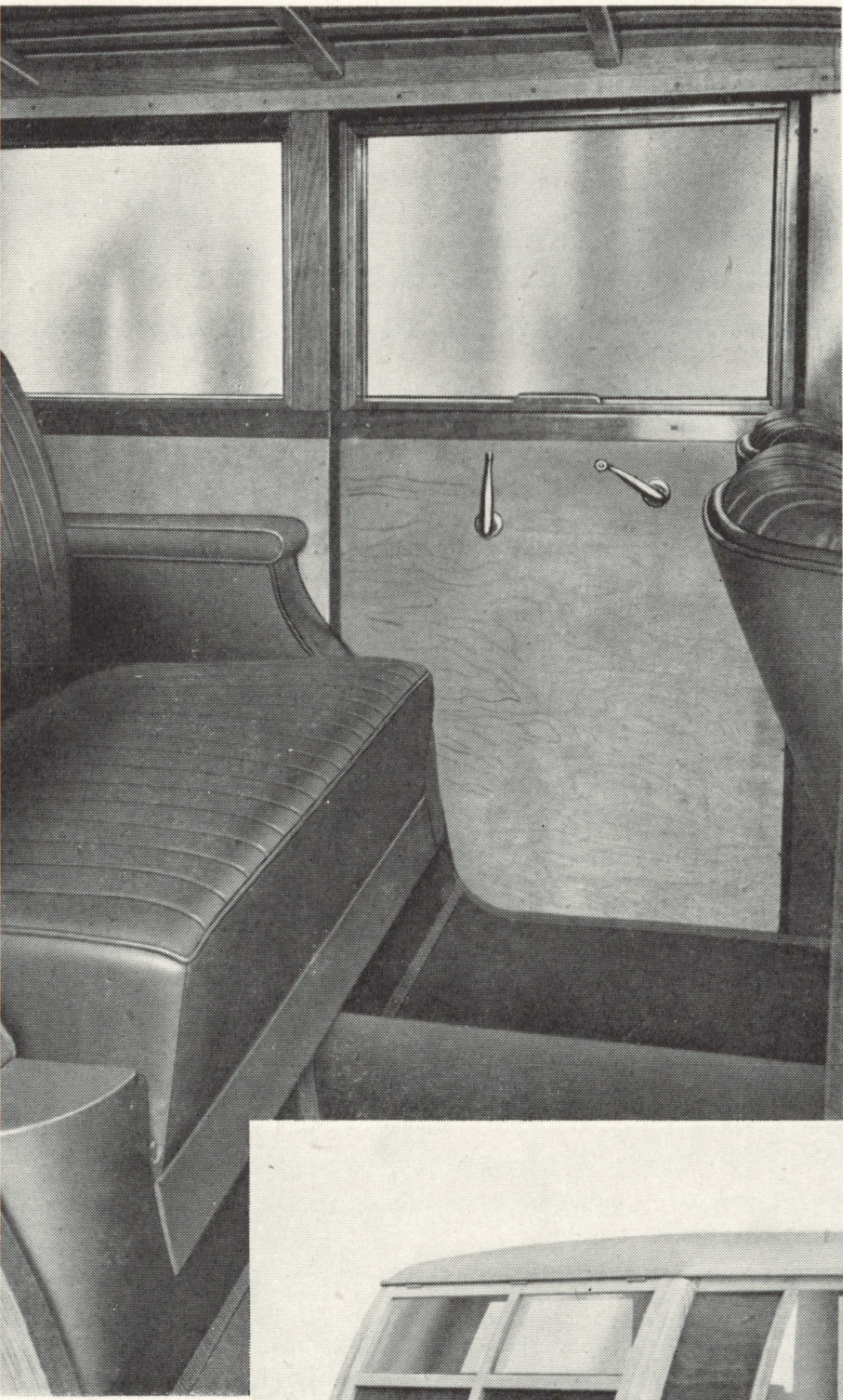
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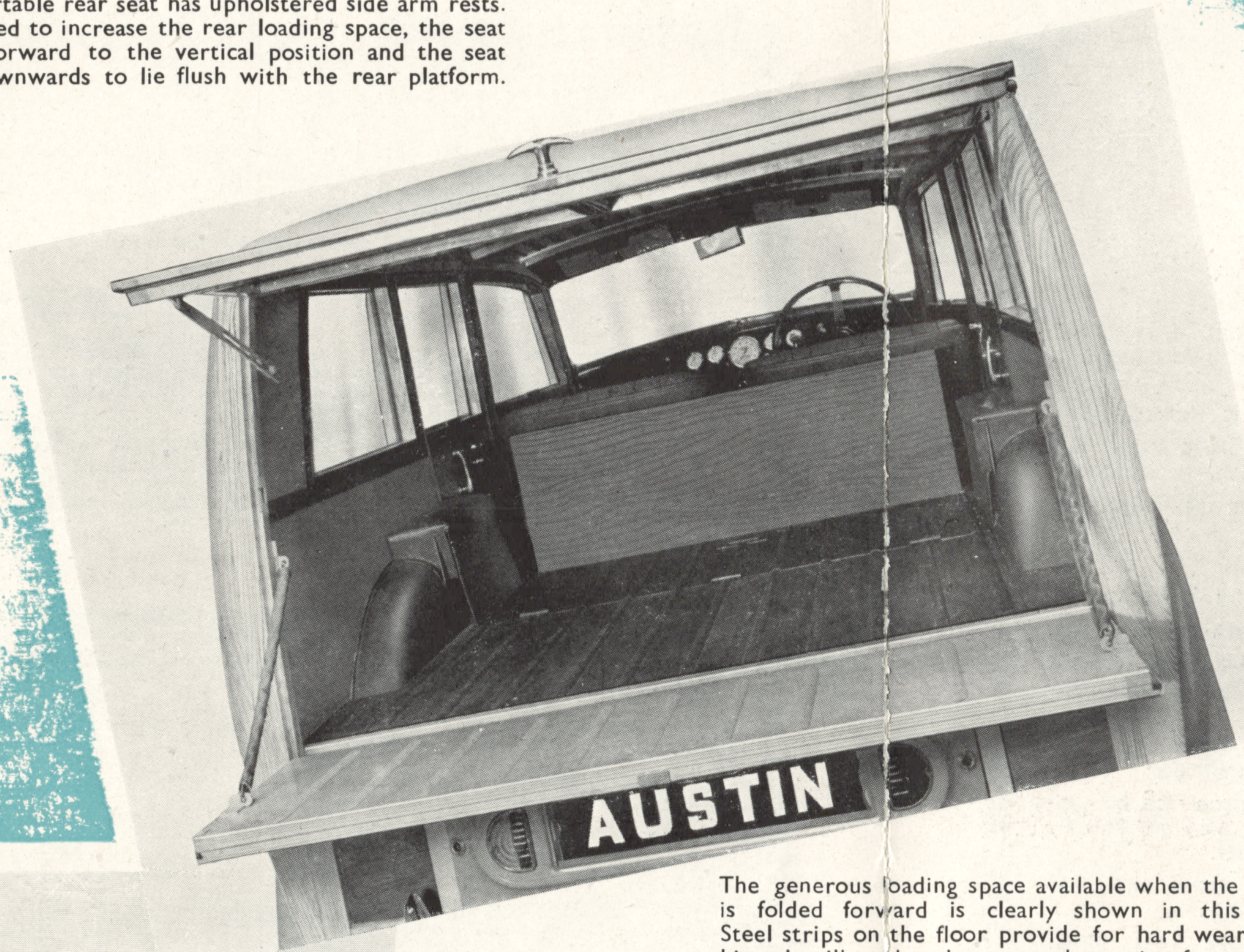
SHOOTING BRAKE



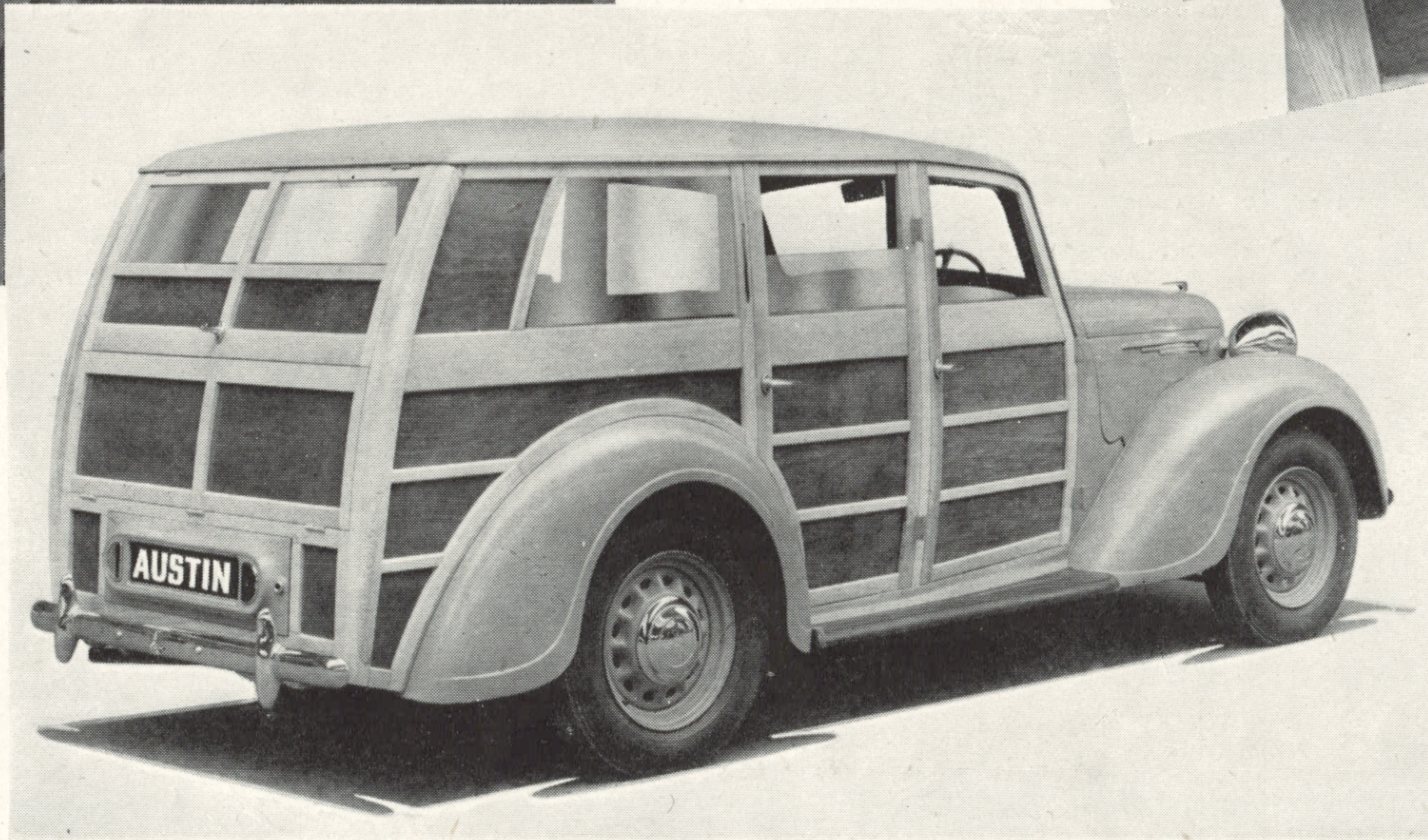
"You can depend on it"



The deep comfortable rear seat has upholstered side arm rests. When it is desired to increase the rear loading space, the seat cushion hinges forward to the vertical position and the seat squab hinges downwards to lie flush with the rear platform.



The generous loading space available when the rear seat is folded forward is clearly shown in this picture. Steel strips on the floor provide for hard wear and the hinged tailboard and top panel permit of easy loading.



The shooting brake has a neat and pleasing appearance. This three-quarter rear view shows the rear window panel, tailboard and the built-in number plate, with stop-tail- and reversing-lamps, behind which is the spare wheel.

General Specification

ENGINE : Four cylinders, water cooled with detachable head; overhead valves operated by push rods; three-bearing counter-balanced crankshaft. Bore 3.12 in. (79.3 mm.); stroke 4.37 in. (111 mm.); capacity 134.1 cu. ins. (2,199 c.c.); R.A.C. rating 15.63 h.p.; b.h.p. 64 at 3,800 r.p.m.

Pistons : Aluminium alloy pistons with anodised surface, and scraper ring slotted for oil return.

Lubrication : Pressure gear pump forces oil to all main, big-end and camshaft bearings. Each main bearing oil feed is supplied from a circular channel cut in the bearing housing, which provides a uniform feed of oil between the bearing surfaces. Big-end bearing lubrication is improved by an additional oil feed in the crankshaft. An increased flow of oil from the camshaft front bearing on to the timing chain is guided by deflectors fitted to the camshaft gear. Oil capacity 10 pints (5.6 litres) plus 2 pints (1.13 litres) for full-flow Tecalemit filter.

Timing Chain : Duplex roller. Quiet operation ensured by a patented tensioner ring of synthetic rubber fitted to the camshaft chain sprocket.

Valves : Exhaust valves made of heat and corrosion resisting steel. Inlet valves are larger than exhaust to give high volumetric efficiency.

Mountings : Flexible engine mountings designed to permit smooth top gear running down to lowest speeds.

Cooling : Water pump and fan with thermostat control. Patented radiator to prevent loss of cooling water and anti-freeze, either by splash or expansion. A gallery cast in the block feeds cooling water direct from the pump to valve seat and plug areas. Cooling system capacity 24 pints (13.6 litres).

Fuel System : Rear tank, of 14 gallons (63 litres) capacity. Feed is by an AC mechanical pump to the Zenith downdraught carburetter provided with an intake silencer and air cleaner.

Ignition : Coil and battery ignition with automatic advance and retard, plus vacuum assisted control.

Dynamo : 12-volt fan ventilated, with automatic compensated voltage control.

Starter : Lucas starter, with push button solenoid operated switch.

CLUTCH : A flexible single-plate Borg and Beck clutch is employed giving smooth power take-up with a light pedal action.

GEARBOX : The gearbox has four forward speeds and a reverse. The mainshaft is extended in a special housing beyond the gearbox, which provides additional bearings for propeller shaft thrust. The gear lever is centrally mounted. There is synchromesh engagement for second, third and top, giving easy and quiet changes.

TRANSMISSION : By open propeller shaft and Hardy-Spicer needle-roller-bearing universals with lubricating nipple to each joint.

REAR AXLE : The rear axle is of the spiral bevel, three-quarter floating type, with taper roller bearings for the pinion.

OVERALL GEAR RATIOS : 4.33, 6.00, 10.68, 16.4 to 1, with 20.4 reverse.

ROADS SPEEDS AT 1,000 R.P.M. : Top 18.1 m.p.h.; third 13.04 m.p.h.; second 7.28 m.p.h.; first 4.78 m.p.h.

STEERING : Cam gear variable ratio (13 to 1 straight ahead and 16 to 1 on full lock), with provision for taking up wear and patent adjustable steering connections. The steering box mounting gives a comfortable angle for driving and the steering wheel has spring spokes.

SUSPENSION : Semi-elliptic springs front and rear mounted on phosphor bronze bushes, controlled by pressure-recuperation type hydraulic shock-absorbers and a special system of anti-roll torsion bars. In addition all springs have zinc interleaves and are arranged for direct lubrication through nipples.

BRAKES : The Girling roller and wedge brakes are light in application, but smooth, progressive and powerful. There is individual adjustment at each wheel. Both foot- and hand-brake controls operate on all wheels and the front brakes are of the two-leading-shoe type.

WHEELS AND TYRES : Easy-clean pressed steel wheels with large chromium plated centres. Spare wheel with tyre is housed in a separate compartment at the rear. Extra low pressure, 5.75—16 tyres.

JACKING : Built-in four-wheel hydraulic jacks with operating control under bonnet.

FRAME : A specially strong cross-braced chassis frame, with full-length deep box section side members and front cross member. The centre of gravity is low, yet there is adequate ground clearance.

ELECTRICAL : 12-volt battery under bonnet; positive earth; separate head- and side-lamps; enclosed twin tail- and stop-lamps; reversing lamp; foot controlled headlamp dip switch; interior roof lamp; direction indicators; dual windscreen wipers; dual wind tone horns.

INSTRUMENTS : Oil and petrol gauges, ammeter, speedometer with trip and total readings, and electric clock.

COACHWORK : Body made of ash framing with wood panels. Fabric roof. Toughened glass throughout. Four forward hinged doors with winding windows. Individual adjustable front seats. Rear seat has fixed side arm rests and folds forward to provide large platform for light goods loads at the rear. The tailboard hinges downwards to extend platform area. Rear window above tailboard is secured in the open position by side supporting arms. All doors and rear tailboard may be locked. Spare wheel housed behind rear number plate panel. Driver controlled rear blind.

WEIGHT : 26 cwt. 2 qr. 14 lbs. (plus oil and water, less spare wheel, petrol and tools)

The goods manufactured by the Austin Motor Company Limited, are supplied with an express Warranty which excludes all warranties, conditions and liabilities whatsoever implied by Common Law, Statute or otherwise. 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.

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 publication.

THE AUSTIN MOTOR EXPORT CORPORATION LIMITED
479-483 OXFORD STREET, LONDON, W.1. and LONGBRIDGE, BIRMINGHAM, ENGLAND

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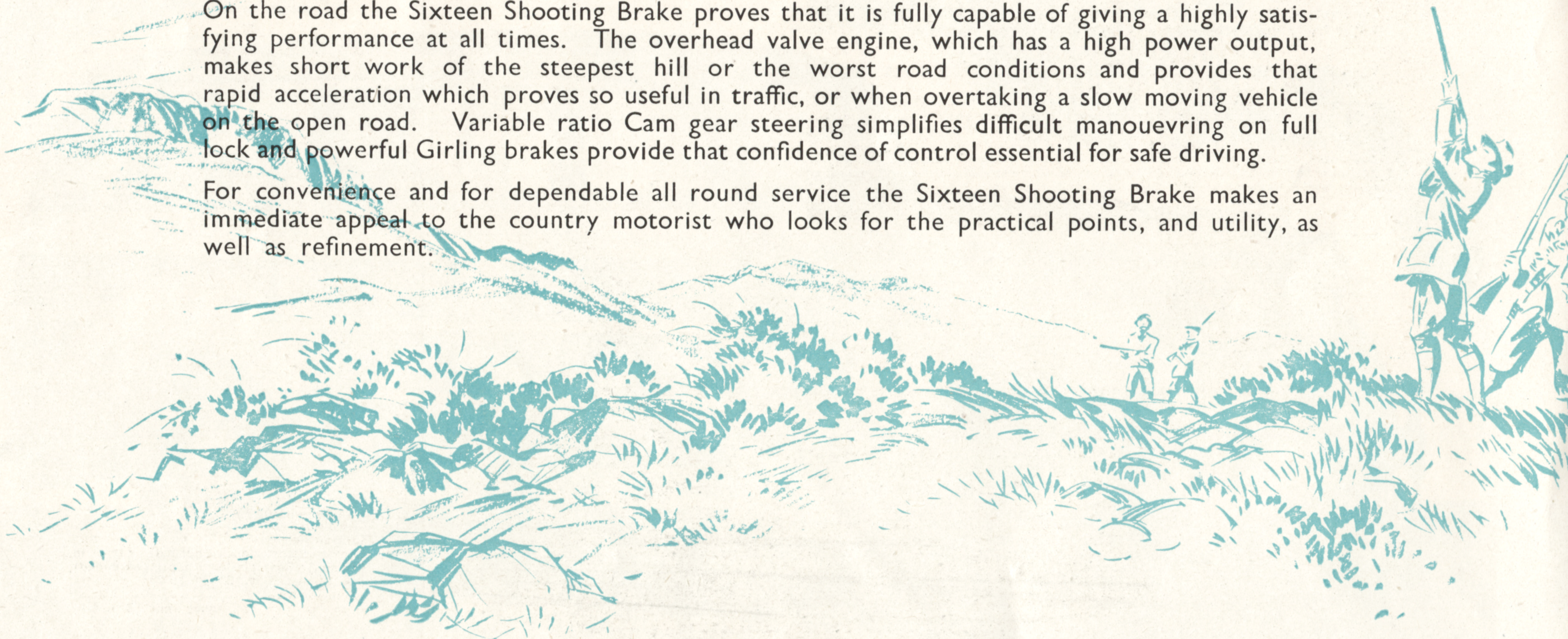
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THE AUSTIN *Sixteen* SHOOTING BRAKE IS THE IDEAL VEHICLE FOR FARM AND