

The New
AUSTIN
EIGHT



1945



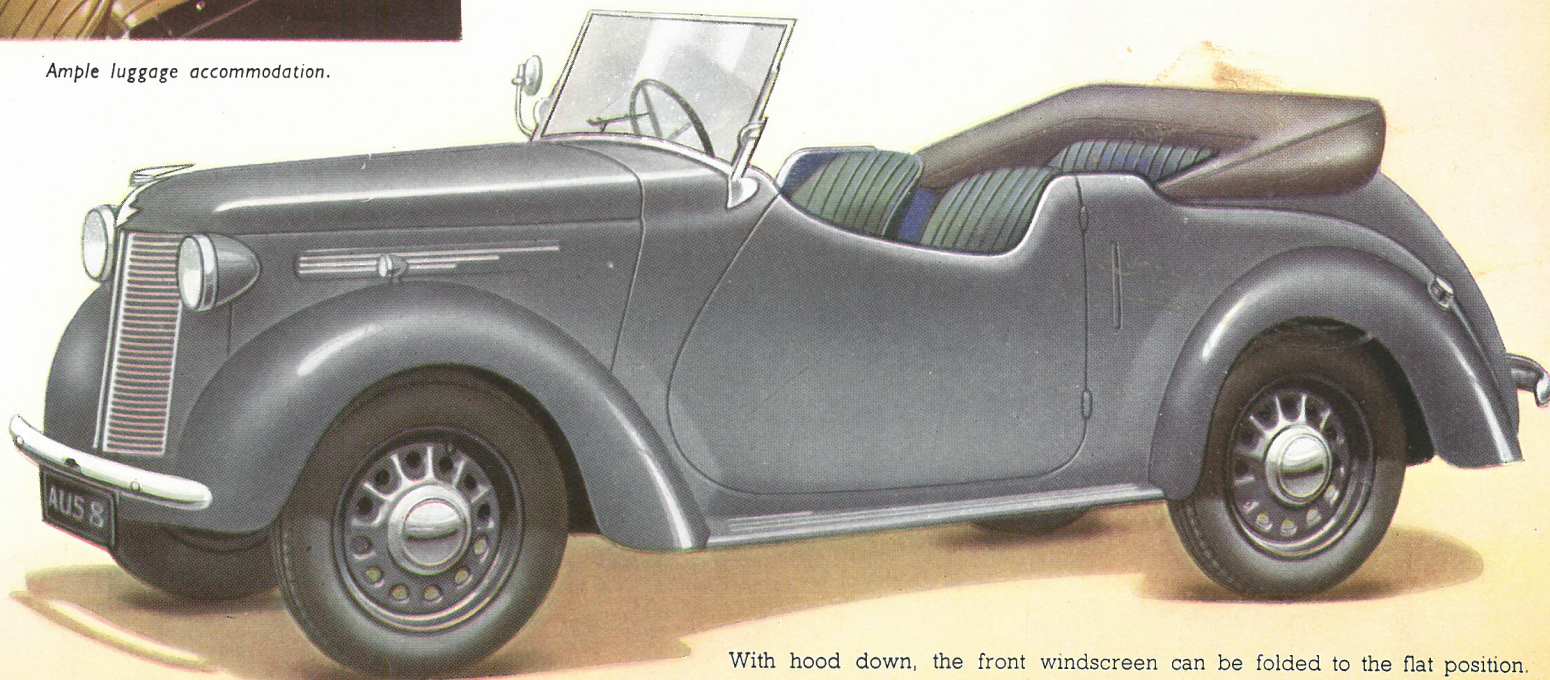
Ample luggage accommodation.

THE OPEN TOURER

A smart looking Tourer, one that will make an instant appeal to a large section of motorists.

This delightful model can, in a few seconds, be converted into a snug closed car in case of inclement weather, the hood and close fitting side screens being easily erected.

In the tail behind the rear seat squab there is ample room for suitcases and other luggage, and there is also a special compartment for stowing away the side screens when these are not needed in position. The spare wheel is carried in a separate compartment accessible by removing a small rear panel which also carries the rear number plate.



PRICE AT WORKS :

Open Two Seater

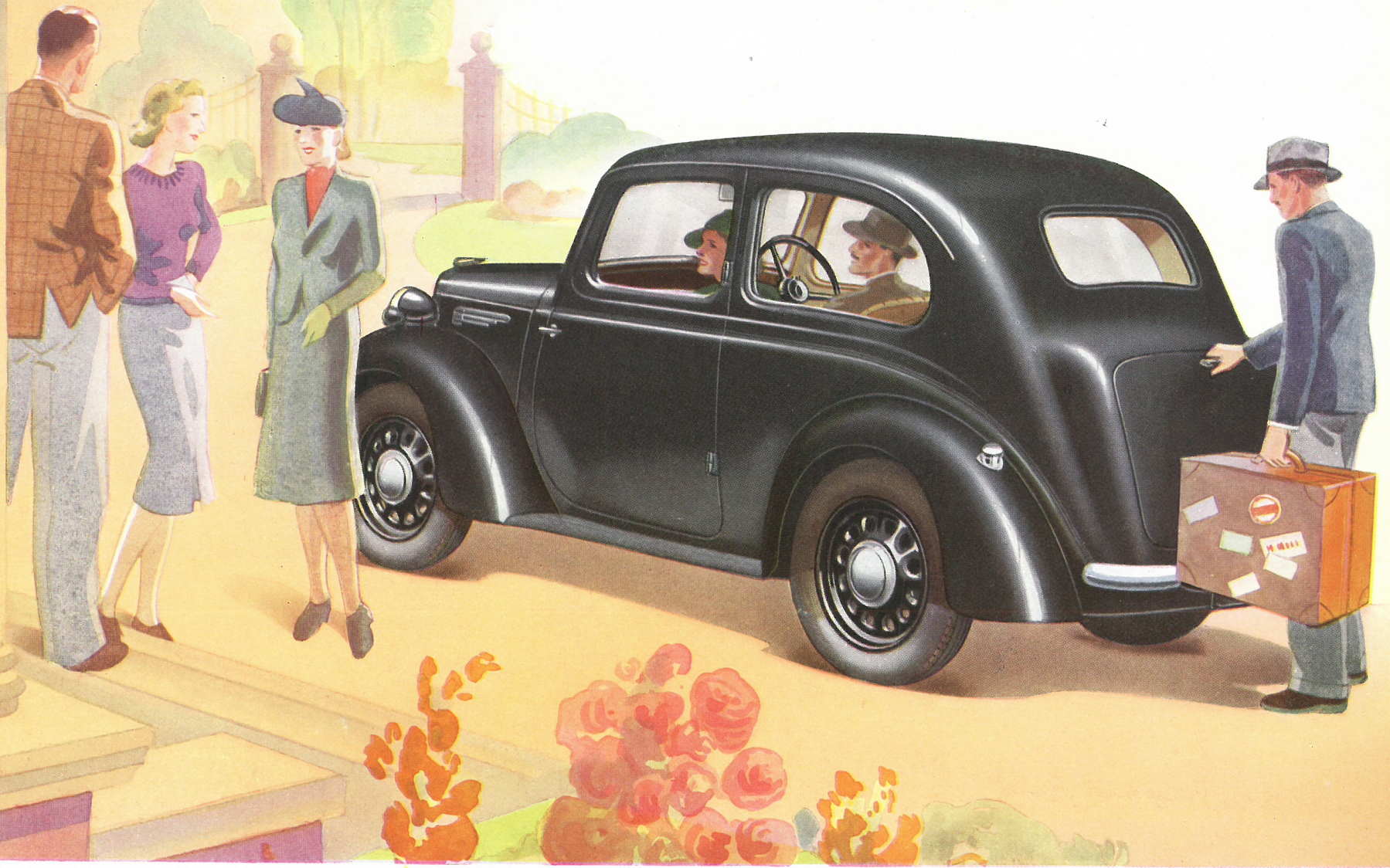
Open Four Seater

With hood down, the front windscreen can be folded to the flat position. There are large pockets in the two doors.

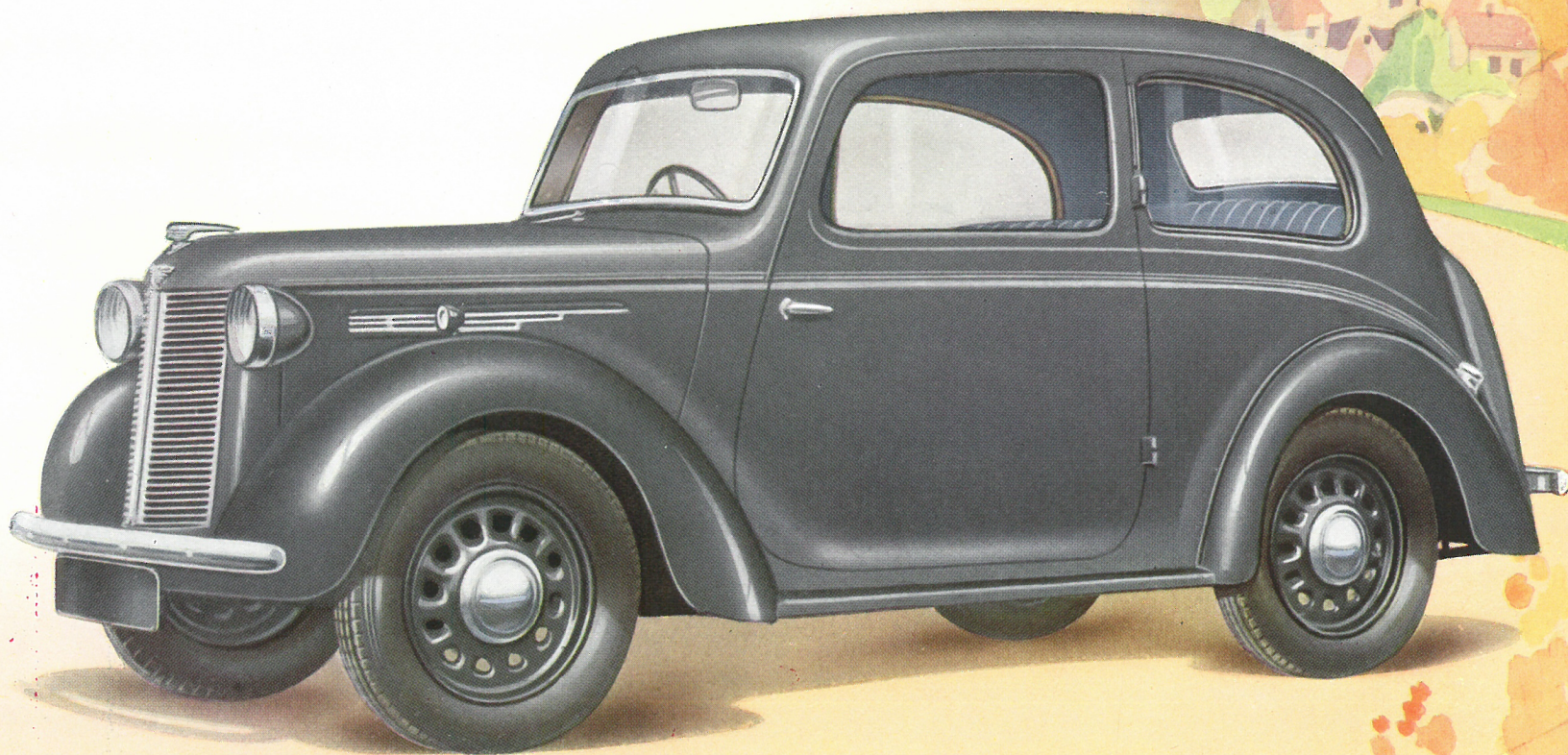
The two seater and the four seater have the same body dimensions and the same close fitting hood and detachable side screens.

In the two seater, a full width platform takes the place of the rear seats in addition to the luggage space already mentioned, and makes the car a very attractive vehicle for touring.

FOURLIGHT



SALOON



PRICE AT WORKS:

Fixed Head Saloon

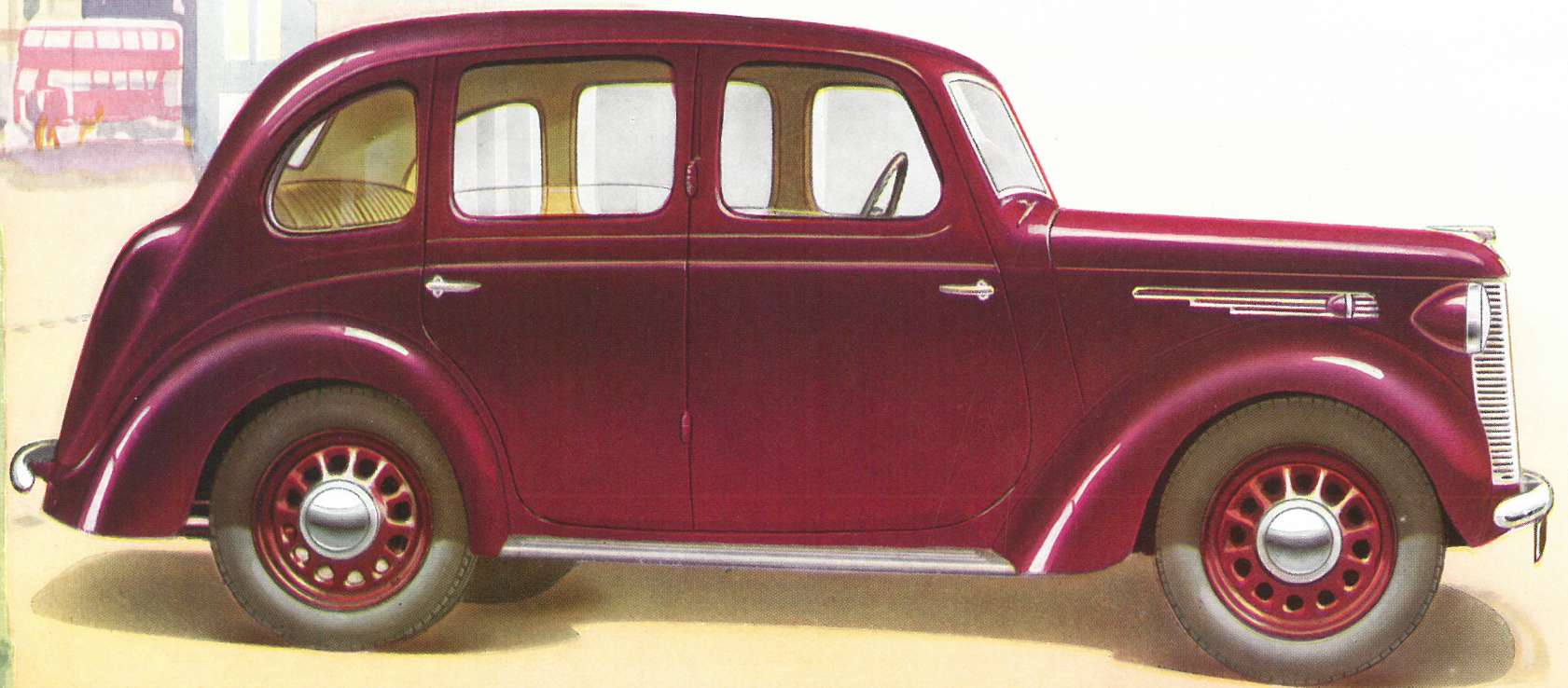
Sliding Head Saloon

This very attractive Fourlight two-door saloon has a spacious interior permitting of ample leg, head and elbow room and the wide doors give easy access to the interior.

The positive steering is set at a comfortable driving angle, and the flexible steering wheel—not usually fitted to cars in this class—will be at once appreciated.

The car is finished to a choice of colours.

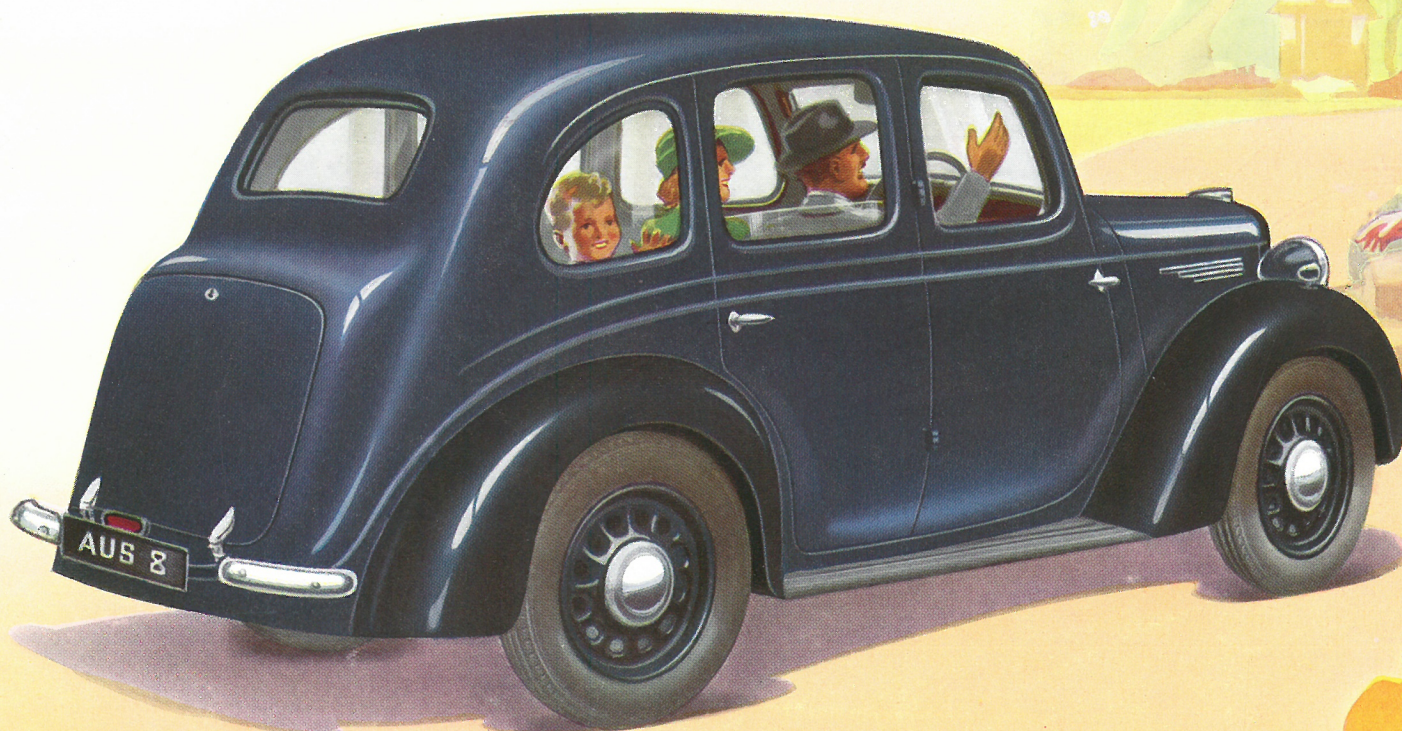
SIXLIGHT



PRICE AT WORKS: Fixed Head Saloon

Sliding Head Saloon

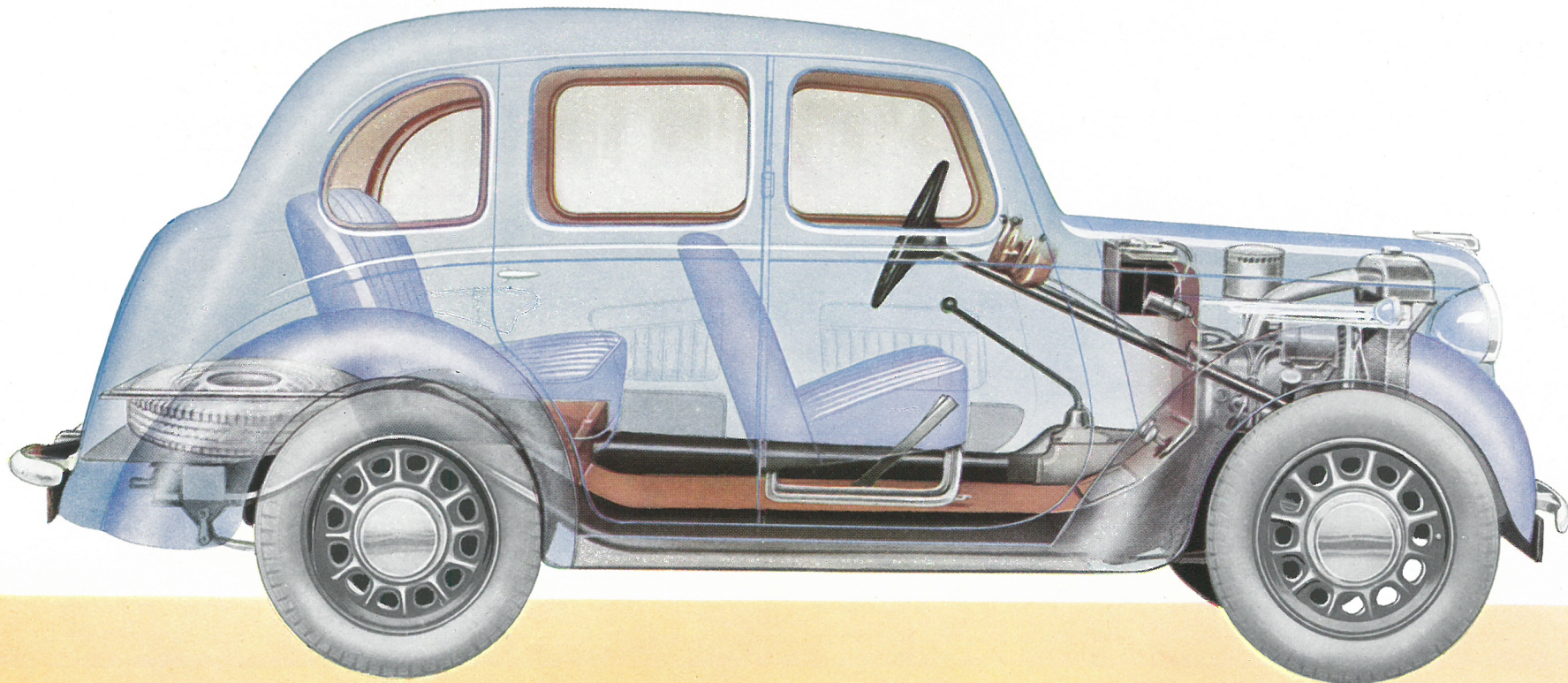
SALOON



This graceful Sixlight four-door saloon is considered to be the ideal and most economical car for the family man, and the same spacious interior and ease of control as with the Fourlight are to be found in this model.

All four doors are high and wide and their opening is controlled by steel checks. The car is finished to a choice of colours.

INTERESTING FEATURES



Built-in luggage compartment, with rear panel forming strong extra luggage platform when open.

Rear petrol tank with large filler.

Girling brakes, foot operated and with convenient central handbrake lever between seats.

Wide rear window with driver-controlled blind.

Flat well-less floor, with central tunnel only.

Useful pockets in all doors.

Chromium plated bumpers front and rear.

Chassis and floor is a welded unit stiffened with a strong girder section.

Rubber bushes for anchor ends of road springs to eliminate "kick" in suspension.

Rear shackles, grease lubricated and adjustable against rattle.

Pressed steel spoked road wheels for easy cleaning.

Door windows with light and quick winding action.

Wide opening windscreen controlled by central winder.

Self-cancelling trafficators in centre door pillar.

Flush fitting steel panel sliding roof with interior drainage channels.

Steel panelled body, sound insulated. Rubber sealed windscreen, and draught proof doors.

Detachable bonnet sides for detailed engine inspection.

Immediately accessible battery, oil and water fillers, sparking plugs and carburetter.

Scuttle mounted screenwiper, silent in action.

Specially raked steering for comfort and easy control.

Air cooled dynamo with compensated voltage control.

Floating spring-base front seats, with hinged backrests and mounted on tubular frames. Both seats are adjustable.

Deeply sprung rear seat, 42 inches (1067 mm) wide at front and 48 inches (1219 mm) wide at elbow level.

Special engine camshaft and large barrel type tappets for silence in operation.

Oil wetted air cleaner.

Four speed gearbox with synchromesh changes on 2nd, 3rd and top gears.

Clutch with very light pedal action.

THE ROOMY INTERIOR

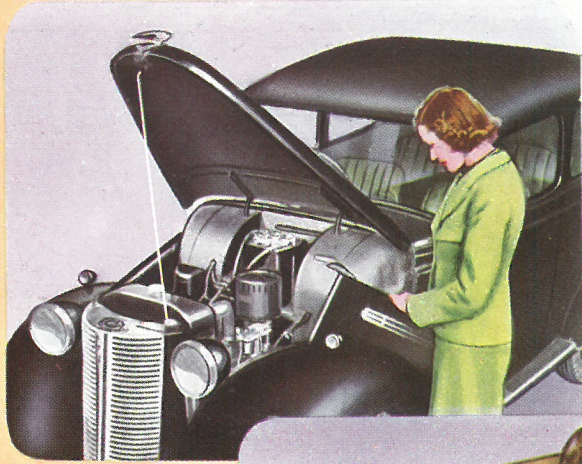


The gracefully flowing lines of this coachwork have not in any degree restricted the design of a comfortable interior.

The front seats with hinged backrests, are mounted on tubular frames, leaving a clear floor space which can be used for small parcels. Both seats are adjustable, the driver's being mounted on runners.

The rear seat is wide and deeply sprung, with softly upholstered backrest, set at a comfortable angle. The side armrests are particularly useful.

FURTHER



The open bonnet, with one side detached.

THE BONNET OPENING.—The bonnet is locked in position by the chromium-plated motif over the radiator; this acts as a lifting handle, and is fitted with a safety catch. With the bonnet raised there is access to the engine for normal inspection. The bonnet sides may easily be removed for further access.

ELECTRICAL EQUIPMENT.—Six-volt electric lighting, starting and ignition set with readily accessible battery under the bonnet. The dynamo is fan ventilated and has automatically compensated charging control. The head lamp beams are controlled by a foot operated mechanism, and the electric horn switch, together with traffic indicator control, is mounted on the steering wheel centre. There is a combined stop and tail light.

INSTRUMENTS.—The instrument board has two large dials containing needle type speedometer, oil and petrol gauges and ammeter, and there is also the lighting and ignition switch box, ignition warning lamp, starter knob, combined choke and throttle control, and indirect lighting.

SCREEN OPENING.—The saloon screen can be opened almost to the flat position.

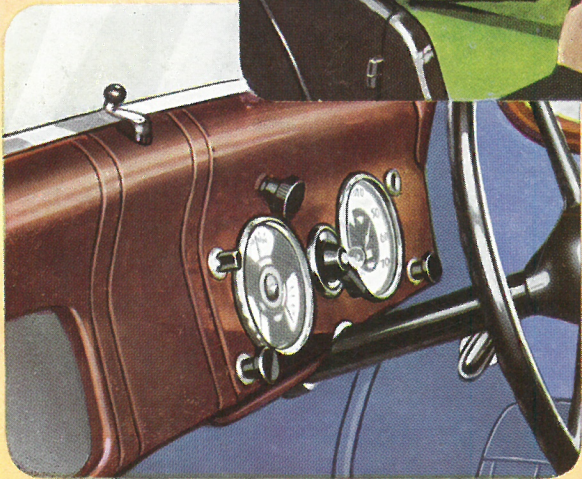


Sidescreen compartment in the Tourer.

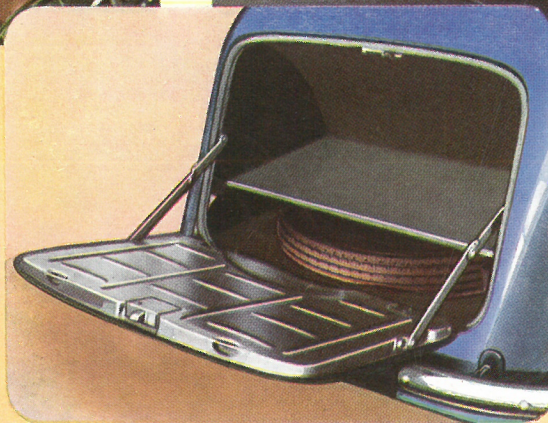
STEEL SLIDING ROOF.—The Pytchley roof can be unlocked and slid back with one hand by either the driver or front seat passenger. The panel gives a large opening—15¼ inches (387 mm.) by 28 inches (711 mm.)—and is flush fitting when closed.



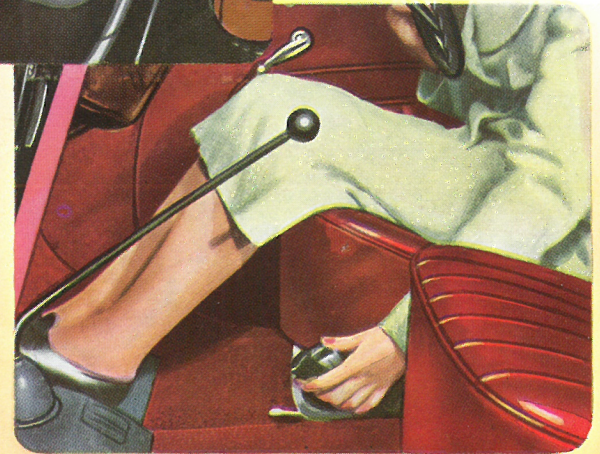
Extra wide screen opening.



The saloon instrument panel.



Large luggage compartment, with fold-down panel.



Convenient hand-brake position.

REFINEMENTS

LUGGAGE.—There is a large built-in and easily accessible luggage compartment on the saloon, and the rear panel, which hinges down, will accommodate a considerable quantity of extra luggage. The spare wheel is partitioned off with a shelf. The large luggage space in the Tourer is accessible upon removing the rear seat squab. There is also a compartment for storing the sidescreens. In the two seater, an additional luggage platform is arranged in place of the rear seating.

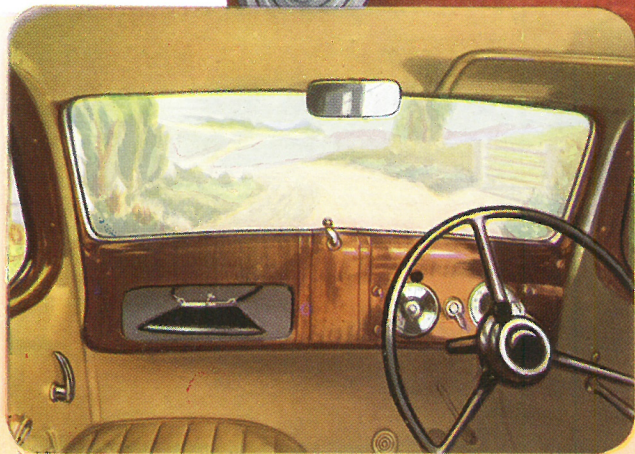
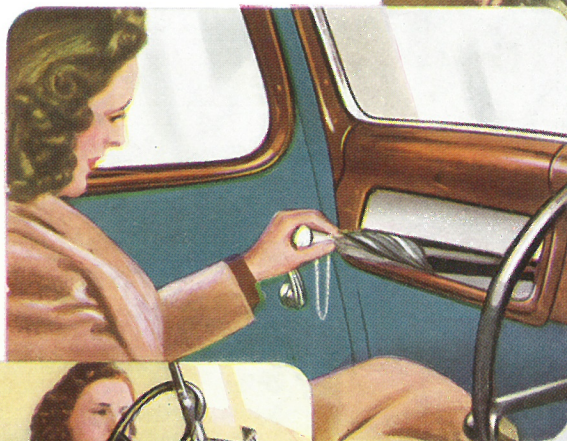
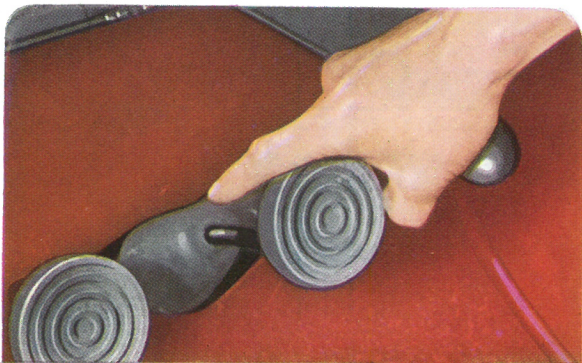
FRONT SEATS.—Both front seats have hinged back rests and are mounted on tubular frames. The driver's seat is instantly adjustable. The front passenger seat position can be altered by slackening clips on floor. These seats are built up with a system of coil springs with softly upholstered floating bases.

REAR SEATING AND INTERIOR.—The rear seat is also deeply sprung, and the side-arm-rests are particularly useful and comfortable. A sun visor is provided on sliding head models.

GLOVE BOX.—A large glove box is incorporated, and on the saloon it is even deep enough to accommodate a lady's umbrella.

JACKING.—There is a special jacking system, utilising bumper bracket locations. The jack is operated by a ratchet handle, and without stooping.

Flexible draught excluders for pedals.



Visibility is excellent.



Driver's seat adjustment.



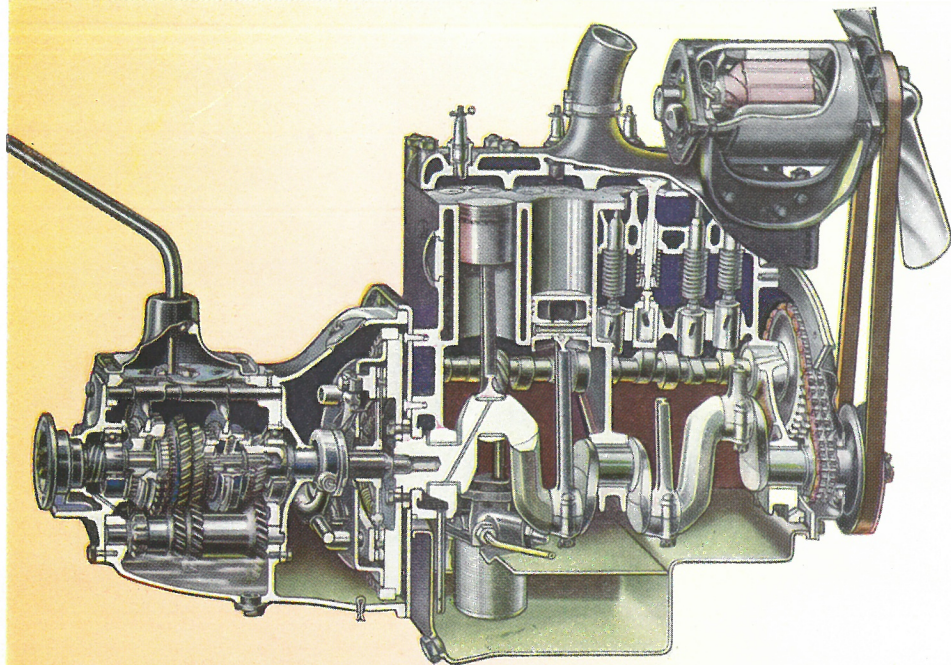
Flush fitting sliding roof.

Large glove compartment—on the saloon it is 18½ inches (469 mm.) deep.

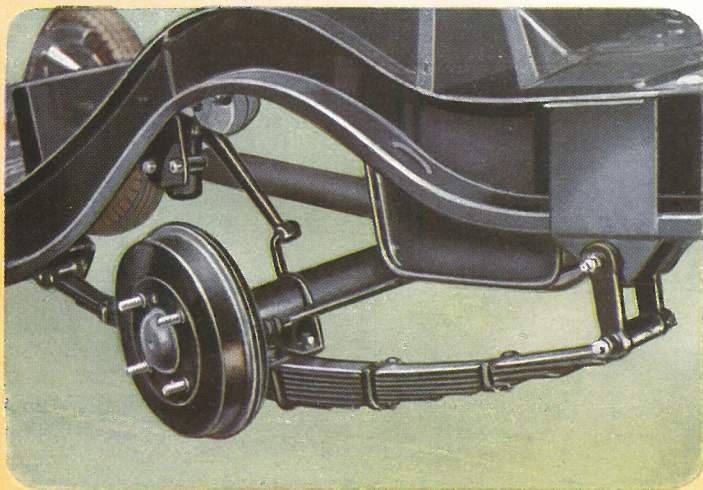


Easy jacking system.

S P E C I F I



ENGINE—The 900 c.c. power unit that gives the car its fine performance, developing 27 b.h.p. at 4,400 r.p.m.



SPRINGS—The long and flexible springs ensure a smooth ride.

Cylinders. 4.

Bore. 2.235 ins. (56.77 mm.).

Stroke: 3.5 ins. (88.9 mm.).

Capacity: 900 c.c.

Main Bearings: 3.

B.H.P.: 27 at 4,400 r.p.m.

R.A.C. Rating: 7.99.

Gear Ratios: 5.375, 8.23,
13.08 and 21.6 to 1.

Fuel Capacity: 27.2 ltr.

Oil Capacity (sump): 2.84 ltr.

Cooling Capacity: 7.85 ltr.
(approx.).

ENGINE.—The inclined side valves are on the near side, and pistons are of special aluminium alloy with anodised surface.

Barrel type tappets, with "quieting" ramps on the camshaft, give silent operation.

The engine is in unit with the gearbox, and is mounted in the chassis with "live" rubber.

CLUTCH.—An improved flexible clutch is employed, giving smooth power take-up, and a special type of connecting link provides a light pedal action.

CHASSIS.—The special chassis and floor is a complete welded unit, giving diagonal stiffness, and the body sill is bolted to the frame at numerous points, forming a box section. This frame is entirely of welded pressed steel construction. The front portion of the frame and the cross members are completely boxed and the front portion is also diagonally braced. Its lateral and diagonal rigidity and great strength play an important part in providing good road-holding; the centre of gravity is low, and yet there is good ground clearance.

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.

COOLING.—Thermo-syphon and fan, and spring loaded valve in radiator to prevent overflow by splash. The radiator is rubber mounted at three points.

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

IGNITION.—Coil and battery ignition with automatic advance and retard.

CATION

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.

EXHAUST.—The exhaust system is rubber-mounted to the chassis.

TRANSMISSION.—An open propeller shaft with Hardy Spicer needle roller bearing universal joints.

REAR AXLE.—The rear axle is of the three-quarter floating type, and of "banjo" pattern with splined detachable axle shafts. The crown wheel and differential are mounted complete in a carrier and fitted as a unit into the housing.

STEERING.—Hour-glass worm and sector, with provision for taking up wear. There is a flexible spoke steering wheel on saloon models. The steering box is mounted at the front of the chassis, well forward of the front axle, giving true steering geometry. The track rod is in front of the axle, and, together with the side rod, has ball joints of the Thompson self-adjusting type.

SUSPENSION.—The suspension is in orthodox style, with semi-elliptic springs all round, and provided with long and wide spring leaves. There are piston type hydraulic shock absorbers front and rear; those at the front are set transversely and act in some measure as anti-roll devices.

There is an "I" beam front axle, and under slung springs at the rear.

All road springs are long and supple, with rear springs of reverse camber; they are mounted with silentbloc bushes in anchor ends, and at shackle ends the hardened pins are grease lubricated, run in bronze bushes and are adjustable to take up side play.

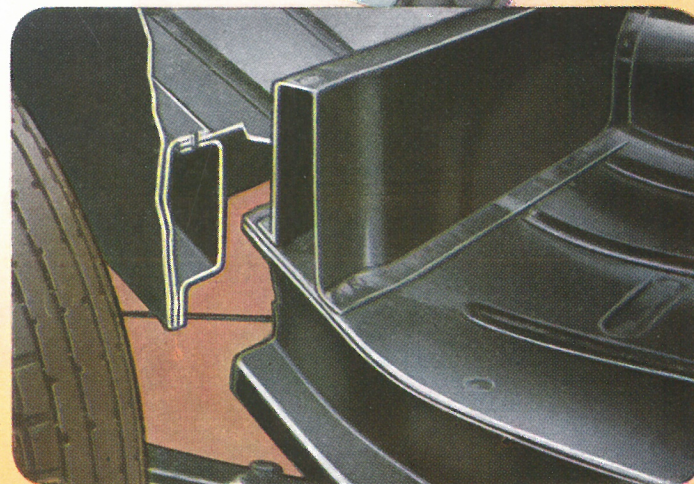
BRAKES.—The Girling roller and wedge brakes are light in application, but smooth, progressive and powerful. There is individual adjustment at each wheel.

Both foot and handbrake controls operate on all wheels, the rear brake pressure being regulated by a compensating spring. All brake drums are of 8 inch (203 mm.) diameter.

WHEELS.—Easy clean pressed steel spoke wheels with large chromium centres, are fitted. Medium pressure tyres, size 4.50—17.

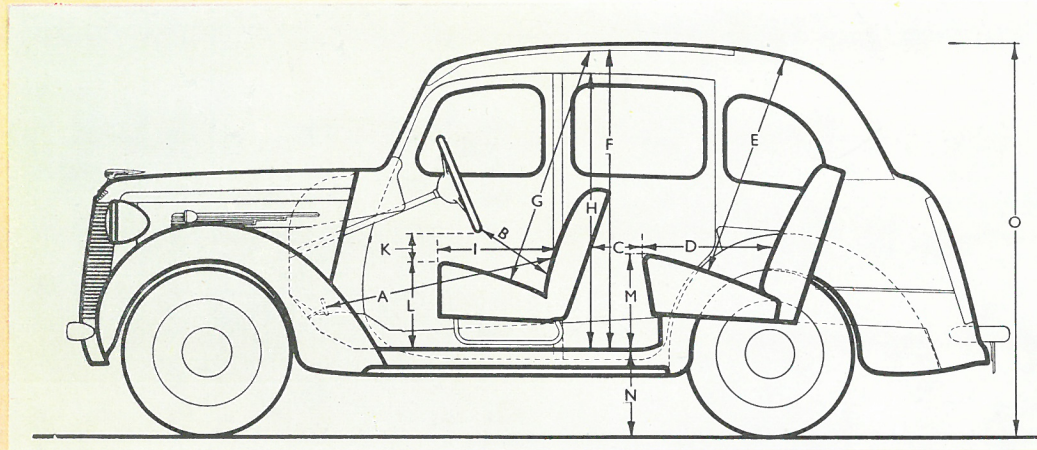


SAFETY AND STABILITY.
The forward mounting of the steering box gives light and accurate steering.

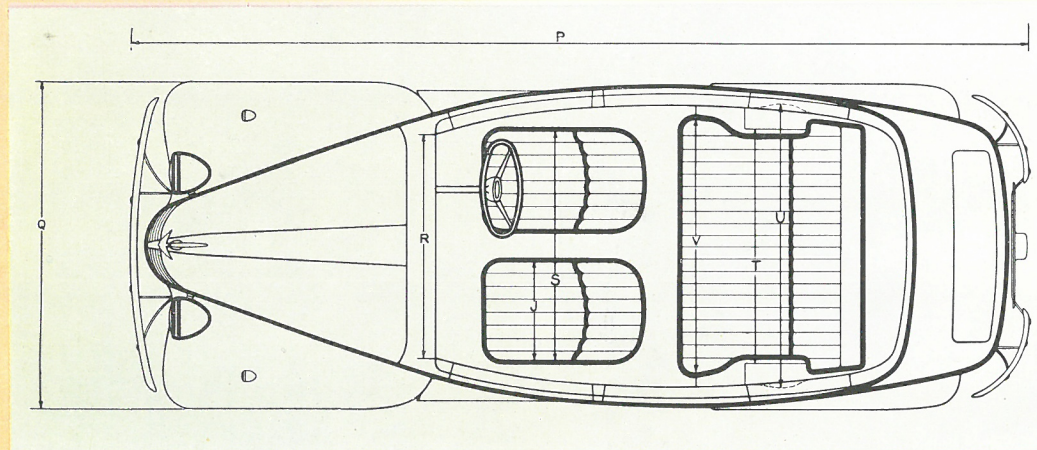


CHASSIS.—This close-up shows the sturdy box section formed by the body and chassis unit, the whole making for great durability and strength.

LEADING DIMENSIONS



Doorway Widths (at waist) Front 22" (559 mm.) Rear 20½" (520 mm.)
 Doorway Width (at waist) (2 door) 30½" (774 mm.)



INDEX TO DIMENSIONS

SALOONS		SALOONS	
ins.	mm.	ins.	mm.
A 36½—41½	(927—1054)	L 13	(330)
B 12—17	(305—432)	M 14½	(368)
C 4—9	(102—229)	N 14	(356)
D 19	(483)	O 63	(1600)
E 35½	(902)	P 149	(3785)
F 46	(1168)	Q 56	(1422)
G 36½	(927)	R 37½	(952)
H 43	(1092)	S 40	(1016)
I 17½	(444)	T 39½	(1003)
J 17	(432)	U 48	(1219)
K 6	(152)	V 42	(1067)

Track—Front, 3' 8" (1118 mm.); Rear, 3' 9" (1143 mm.).

Wheelbase—7' 4½" (2248 mm.).

Ground Clearance—6¼" (172 mm.) (Silencer).

General Dimensions for Tourer are similar

COLOURS

SALOONS—Blue, Black, Maroon, Grey.

TOURERS—Maroon, Black, Grey