

THE

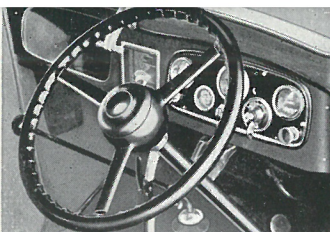
1937

Austin



"Covers
the Country!"

Complete Range of Instruments—Large Parcels Compartment—Big Steering Wheel—Handy Direction Indicator Control.



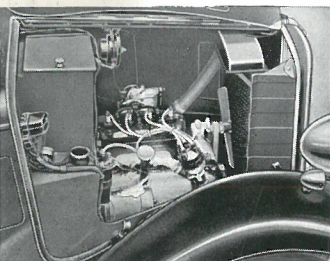
Combined Stop and Tail Lamp—Enclosed Spare Wheel and Tyre—Folding Luggage Carrier (Concealed when not in use).

Wide Doors for Easy Access—Big Windows for Visibility—Sliding and Hinged Seats—Pneumatic Cushions.

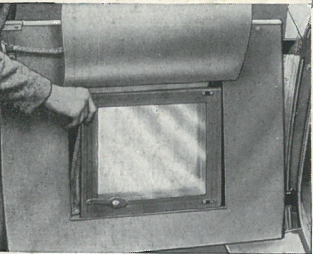


Cabriolet Hood folds neatly—Automatic Return Direction Indicators—Quarter Windows Opening for Ventilation.

Accessible Engine—Battery and Tools under bonnet—Electric Horn—Spacious Radiator—Large Fan.



Open Road and Two Seater Side Screens stow neatly away in special door compartments. When in position they do not rattle.



BRIEF SPECIFICATION

THE ENGINE has a three-bearing crankshaft and three-bearing camshaft.

With aluminium crankcase mounted on rubber, the four cylinders are monobloc, with detachable head. Valves on the left side, pistons aluminium alloy.

Bore 56mm. Stroke 76mm. Cubic capacity 747.5 c.c. B.H.P. 17 at 3,800 R.P.M. R.A.C. rating 7.8.

Fuel feed from 5 gallon rear tank by mechanical pump. Electric contents gauge on dash.

Cooling by film type radiator and fan.

Lubrication by vane pump.

Ignition by coil and battery. Automatic advance and retard.

THE CHASSIS is the well known patented triangle construction on the three-point principle, with semi-elliptic transverse front spring and quarter-elliptic rear springs. Friction Shock Absorbers are fitted.

Clutch. The single flexible clutch plate carries the two friction rings. Very smooth engagement.

Gearbox. Four speeds forward and a reverse. Synchromesh for second, third and top. Ratios: 22.94, 13.85, 8.73 and 5.25 to 1.

Final Drive. Propeller shaft and torque tube.

Three-quarter floating back axle. Spiral bevel drive. Wire Wheels. Dunlop tyres, 4.00-17. Export 4.75-16.

Brakes on all wheels, cam and plunger operated. Individual cone adjustment.

Steering, worm and worm wheel.

EQUIPMENT. Six volt lighting, starting and ignition set. Side, head and stop-tail lamps. Pull-out starter. Combined throttle-strangler control. Ammeter, Fuel and oil gauges. Panel lights, Needle type magnetic speedometer. Ignition warning lamp.

Bumpers front and rear on sliding head saloon and cabriolet. Spare wheel and tyre. Blank number plates. Full tool kit.

DIMENSIONS. Length with bumpers 10ft. 7ins., without bumpers 10ft. 3ins. Width 4ft. 3ins. Height 5ft. 3ins. Wheelbase 6ft. 9ins. Track front 3ft. 4ins., rear 3ft. 7ins. Ground clearance 6 $\frac{3}{8}$ ins. (export 6 $\frac{3}{4}$ ins.). Turning circle 38ft. 2ins.

THE "NIPPY" has a special engine developing 21 h.p. at 4,400 r.p.m., with fin-cooled sump and special silencer. Gear ratios are 21.9, 13.3, 8.38 and 5.6 to 1. Tyres 3.50-19. Export 4.75-16.

For Manufacturers' Warranty and Terms of Business see Main Catalogue

THE AUSTIN MOTOR COMPANY LIMITED

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Telephone—MAYFAIR 7620.

Telegrams—"AUSTINETTE, TELEX, LONDON."

LONGBRIDGE G.P.O. Box 41 BIRMINGHAM

Telephone—BIRMGY 2101

Telegrams—"SPEEDY TELE NORTHFIELD"

The Austin Seven

You Buy a car - but

FAMED throughout the world for its handiness, dependability and wonderful economy, the *Austin "Seven"* is now presented with many improvements.

New features have been introduced into the body lines of the saloons.

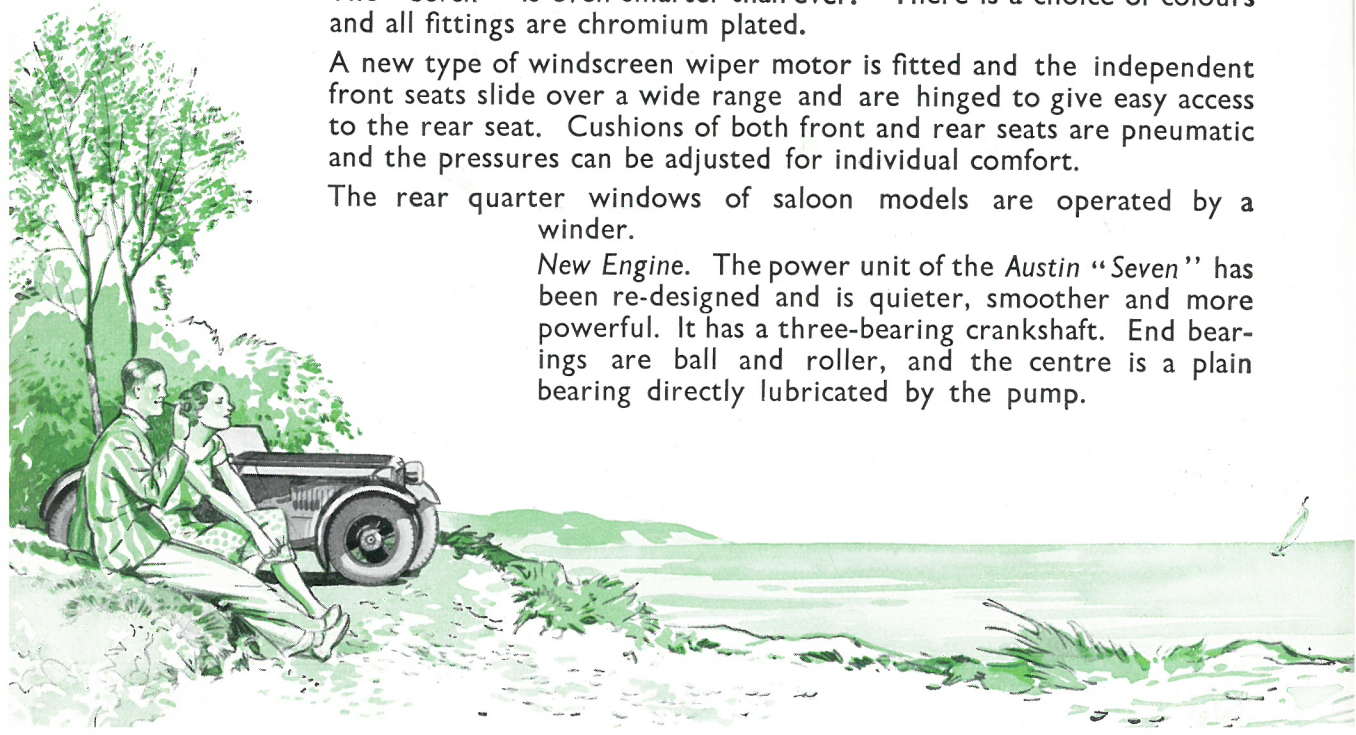
The windscreen has more rake, and doors and quarter windows are in fully moulded panels. The waist line moulding has been improved and the rear panel re-modelled.

The "Seven" is even smarter than ever. There is a choice of colours and all fittings are chromium plated.

A new type of windscreen wiper motor is fitted and the independent front seats slide over a wide range and are hinged to give easy access to the rear seat. Cushions of both front and rear seats are pneumatic and the pressures can be adjusted for individual comfort.

The rear quarter windows of saloon models are operated by a winder.

New Engine. The power unit of the *Austin "Seven"* has been re-designed and is quieter, smoother and more powerful. It has a three-bearing crankshaft. End bearings are ball and roller, and the centre is a plain bearing directly lubricated by the pump.



Famous
all over the
world!

you *INVEST* in an *AUSTIN*

New Brakes. An improved type of braking system is employed, with individual cone adjustment at each wheel. Operation is by cam and plunger and is smooth and powerful.

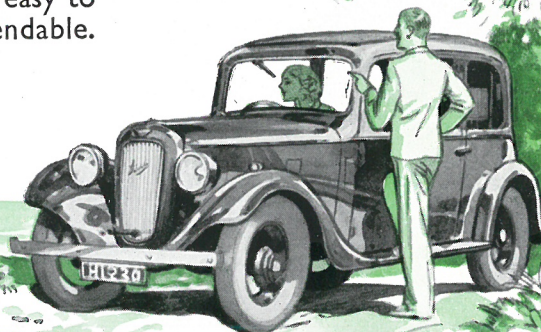
New Clutch. A new type of clutch is fitted. The single centre plate carries the two friction rings, which are held apart by leaf springs so that power take-up is exceptionally smooth. Pedal operation is lighter.

For Safety. The new engine gives better performance, the new clutch easier engagement, and the new brakes more positive deceleration.

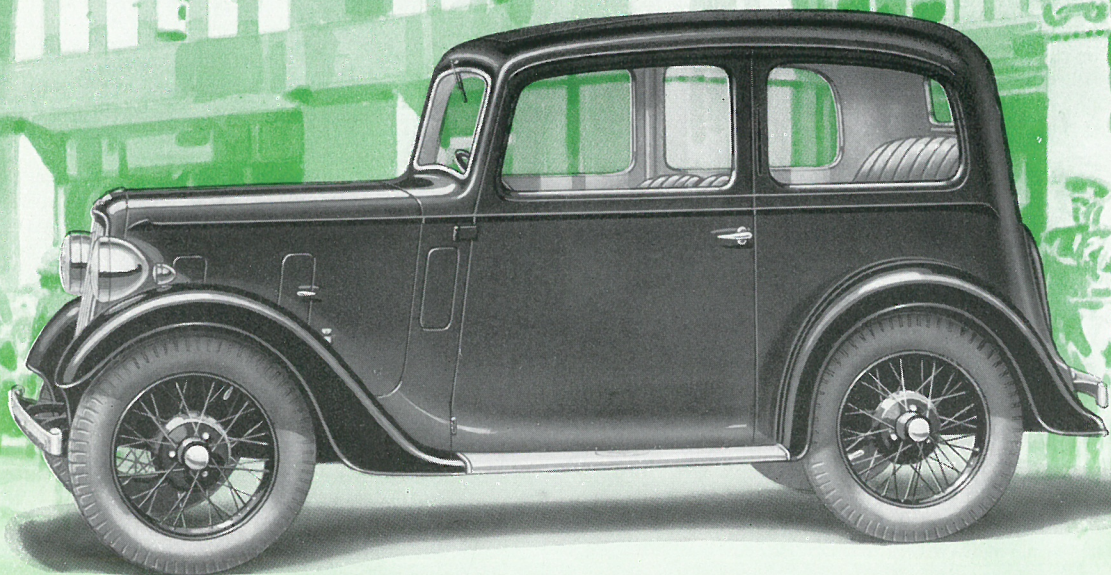
Other safety features are synchromesh engagement for second, third and top gears, automatic return direction indicators, Triplex toughened glass in windscreen, side and rear windows (except the Cabriolet rear window), *sun visor, remote control for the rear blind, dip-and-switch headlamp control, driving mirror, draught and fume excluders and ventilators.

For Economy. Over forty miles to the gallon of fuel is the normal average of the *Austin "Seven."* Tax and insurance are correspondingly light and other expenses are also on a strict economy basis. At less than a penny a mile for running costs, the *Austin "Seven"* remains the world's most economical motor car. It is easy to buy, easy to maintain, safe to drive, comfortable and dependable.

* Not on Fixed Head Saloon.

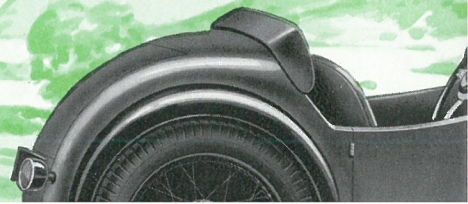


The Austin Seven

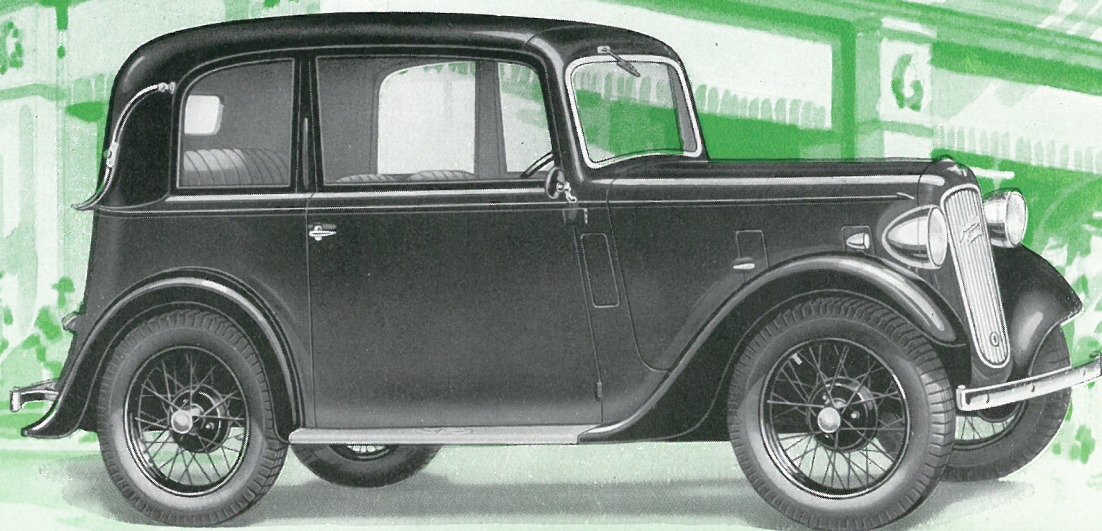


THE NEW RUBY *Saloon*

Smarter than ever, the "New Ruby" saloon, with Pytchley sliding roof or fixed head, appeals to all who wish for deluxe travel with maximum economy. With attractive new body lines and improved mechanical features, it will make a still wider appeal. With accommodation for four, upholstery is in best quality leather with pneumatic seats for each person. The quarter windows wind open and direction indicators have automatic re-



*Famous
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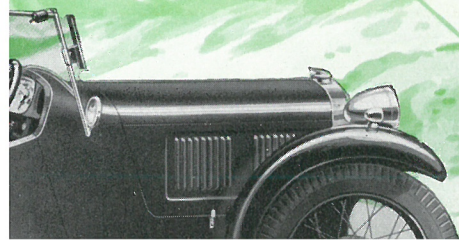


THE PEARL *Cabriolet*

Elegant and adaptable, the "Pearl" Cabriolet combines the protection and comfort of a saloon for inclement weather with the airiness and freedom of an open car for sunny days.

The storm-proof hood is easily operated, and it can be used in three positions; fully closed, as illustrated, half open and fully open.

Extra wide doors afford easy access to front and rear seats, cushions are pneumatic. Equipment is comprehensive.



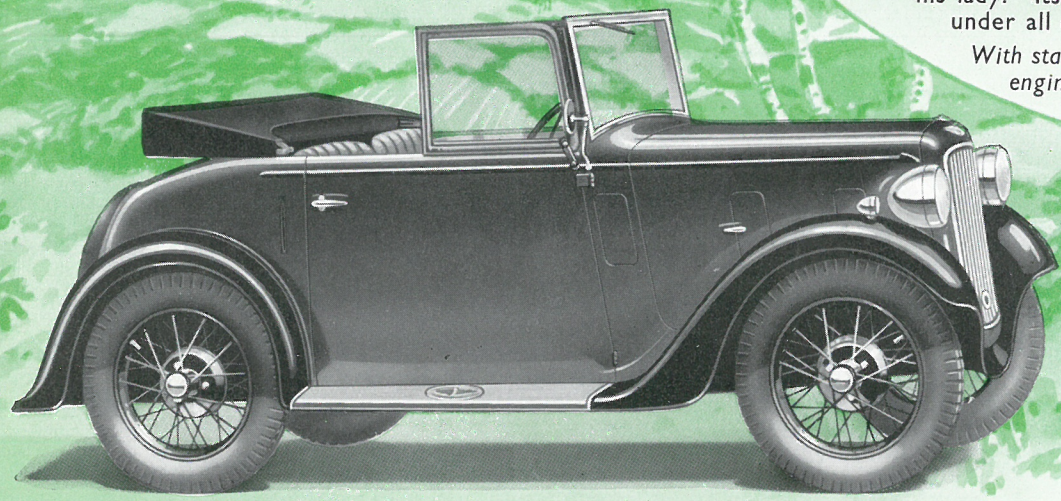
THE FINEST HEAD LAMP WORKS



THE NIPPY

The "Nippy" is just the car for his lady. Its light and low-build under all conditions, and luggage

With standard engine



THE TWO-SEATER

The Two-Seater is a handy little runabout with enclosed luggage accommodation, and an easily operated hood.

Side screens can be folded or carried in the thickness of the doors. A cover is provided for the spare wheel, and the independent front seats are adjustable.

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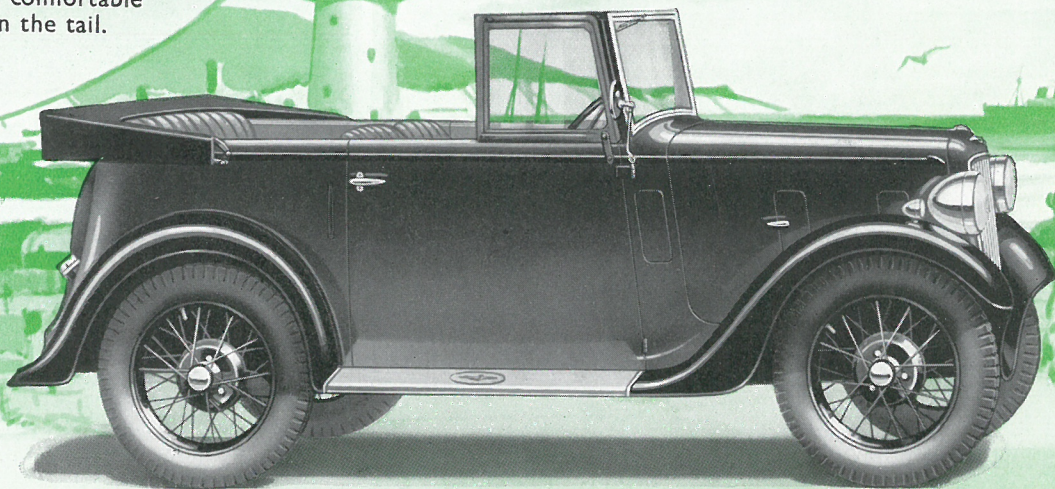


luggage carrier.

Y Sports

the modern youth and
body is extremely comfortable
ge can be stowed in the tail.

ith specially
ined engine



THE OPEN ROAD *Tourer*

Four persons can be carried in the Open Road Tourer, and a folding carrier, concealed when not in use, is available for luggage. The spare wheel and tyre are also enclosed.

All seats have pneumatic cushions. Sidescreens can be stowed in the doors when desired, and the hood folds into a neat cover.

TIN

Country!"