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## BIG SALOON COMFORT

*The Closed Six-seated Austin Twenty, Tested in the Cotswolds, Proves an Easily Controlled Go-anywhere Car.*

**M**OTORISTS who have observed Austin Twenty saloons bowling along the roads, but who have never driven one, might expect it to be a fairly heavy car to handle because of its size. The car, however, is a surprise to a driver handling it at a moment's notice, for it is as light to control as the little Austin Seven. Provided that there is room between the banks and some sort of bottom to the surface, the car can be taken with confidence down any country lane; moreover, it will climb the worst kind of hill easily, and is not in the least tiring to drive. The car has a fascination of its own, which begins with an air of sturdy reliability expressed in the view that the driver has of the long bonnet, and is continued by the feeling of steadiness and comfort which it gives to those travelling in it on the road.

### Cosy and Well Ventilated.

Although saloon bodies may look much alike, there is often an immense amount of difference in the comfort which they give. Naturally, the ideals are that the interior should not only be quiet and free from noise or vapour from the engine, but it should be possible to keep the air fresh and well ventilated without suffering from draughts. Not many saloons reach the level of the Austin in this respect; passengers can keep warm on a very cold day; no draught is noticeable, and yet the air keeps fresh, and we found that, after over a hundred miles' driving, we had no trace of the headache which overtakes us in some closed cars. For use in warm weather there are two large ventilators in the scuttle

sides, which considerably enhance the comfort of the occupants of the front seats.

Metal—that is, a steel framework with aluminium panelling—forms the greater part of the construction of this body. We were aware of this feature before we tried the car, but had not been led to attach any special significance to it when we took the vehicle over from the Austin Motor Co., Ltd., Longbridge, Birmingham. Later, when we noted the freedom from drumming, the comfort, the fit of the doors, and the restfulness of the interior when travelling, we connected effect and cause, and concluded that the Austin system of rigid construction is decidedly efficient.

### General Impressiveness.

Spacious, the body is provided with four very wide doors, easy to enter, and with extra locks to prevent the handles from being used from outside. The front seats are separate and adjustable on toothed racks, and to adjust them they are first lifted a trifle. At the back of the car is a most comfortable seat for three persons, whilst in the middle is a separate and movable chair seat, which merits a more complimentary description than an occasional folding seat, for it is almost an armchair for ease.

Throughout the car the seat angles, the degree of resilience in the cushions, and the height and shape of the backs are particularly well chosen; indeed, it would be difficult to better them. Besides a large light in the rear of the car, there are three windows in each side, those over the doors being arranged to rise and fall when actuated by long levers. The rear and quarter lights are

#### DATA FOR THE DRIVER.

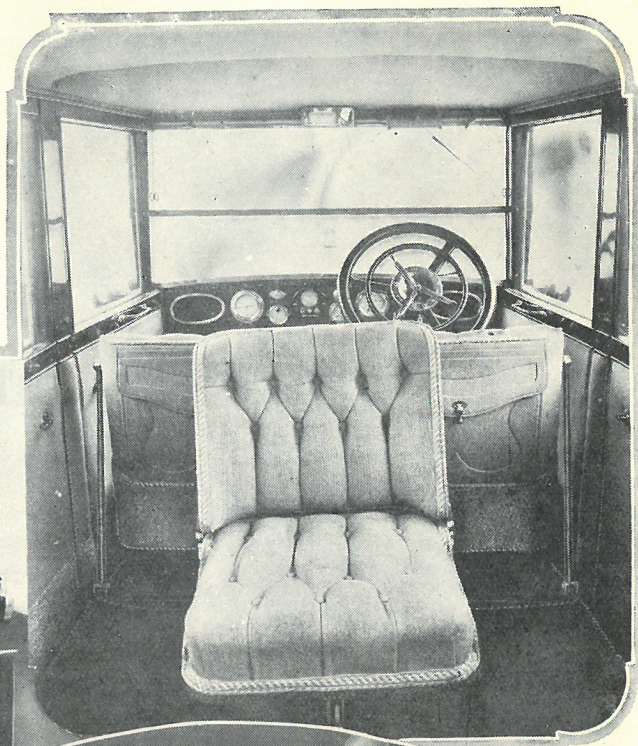
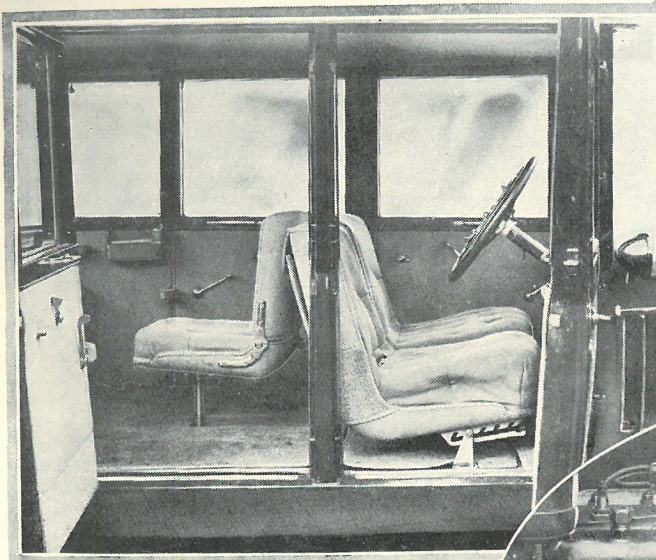
20 h.p., four cylinders, 95 × 127 mm. (3,610 c.c.). Side valves. Tax, £23.  
 Tested weight of complete car, less passengers, 1 ton 16 cwt. Weight per c.c., 1.12 lb.  
 Gear ratios: 17, 9.7, 6 and 3.9 to 1.  
 Spiral bevel final drive.  
 Suspension, semi-elliptic springs.  
 Tyres, 820 × 120 mm., on detachable steel wheels.  
 Brakes on all wheels.  
 Wheelbase, 10ft. 10in. Track, 4ft. 8in.  
 Tank capacity, 15 gallons. Consumption, 17 m.p.g.  
 Price, Saloon, £595.

**Big Saloon Comfort.**

provided with blinds. From the exterior point of view the body is very shapely and does not appear to be aggressively high, though quite high enough inside. The car is fitted with exceptionally large wings, and it was noticeable that the outside kept remarkably clean, even after traversing particularly dirty by-ways.

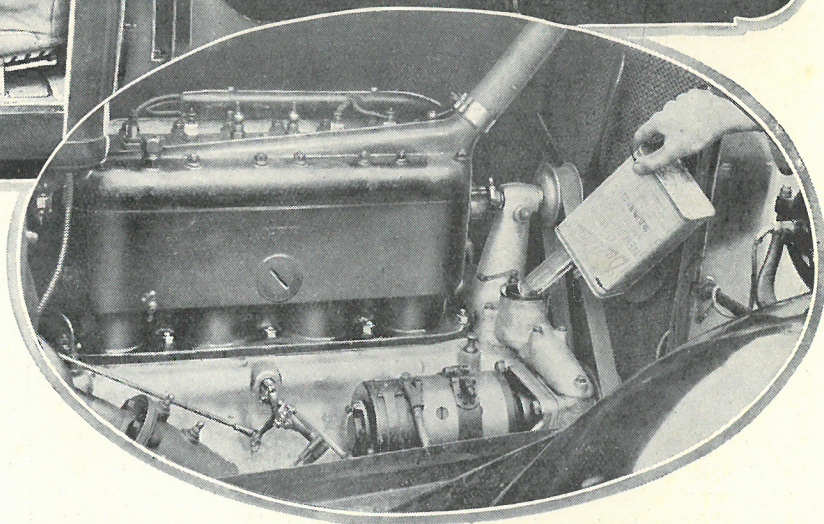
**Perfect Control.**

The car is capable on the level of a trifle over 50 m.p.h. by speedometer, and at normal cruising speeds of 35 m.p.h. or so is quiet and delectable. At slow



(Top and left) Spacious comfort is the keynote of the saloon. The four wide doors give instant access to all the seats, and the single extra folding chair is as spacious as the others. The method of adjusting the front seats is indicated.

(Bottom) Plenty of space is provided under the bonnet, with the result that the accessories are accessible. Refilling the oil sump is a simple matter, and close to the filler is the head of the dip-stick.



speeds it is the kind of car which encourages the occupants to conversation. Because the engine is of relatively large capacity, the vehicle possesses a wide top speed range, and can be driven dead slow on top gear, so that despite its weight, it is easy to handle in traffic. On the level road, to accelerate from 10 to 30 m.p.h. in top gear took, on the average, 17 seconds, and on third gear 13 seconds. It is possible that these figures might be bettered, for our test was made on a very cold day and the carburetter setting did not seem too happy, there being a slight tendency to spit back during acceleration.

There is, by the way, on this car an uncommon fitting which consists of an extra air valve controllable from the centre of the steering wheel. This valve is used when running down hill, and can be opened right up to admit air instead of mixture to the engine. Incidentally, an efficient electric starter is fitted, and we found that by employing the strangler and slightly flooding the carburetter, starting from dead cold was instantaneous.

Gear changing when accomplished by the double clutching method is quite easy at the higher speeds, and no great effort need be used to move the gear lever, whilst the clutch takes up its work in an entirely satisfactory manner. Slow speed changes can be made quietly by single clutching and straight through movements of the control lever. As regards the gears themselves, the ratios are very well suited to the weight and style of the car, and if there is a fault with the gear set it is that the indirect gears, particularly third, are on the noisy side, though it is only fair to add that the car we were testing had some 18,000 miles already to its credit.

**Hill-climbing Powers.**

At hill-climbing the Austin Twenty saloon is particularly good, it will hang on top gear up considerable slopes without any signs of distress, and the performance on steeper Cotswold hills, when the lower gears come into play, is admirable for a big closed car. Saintbury Hill (1 in 6½), near Broadway, was climbed for the



**Twelve.** — 4 Cylindre, 72×115 mm, Cylinderrumfang 1.861 Liter, 27 Bremse-HK., aftageligt Topstykke, sidestillede Ventiler, Aluminiumstempler, 5 Krumtaplejer, Tryksmøring, Køling med Vandpumpe og Ventilator, Zenith Karburator, Vacuumtank, Magnettænding, C. A. V. Lys og Start, Enkeltpladekobling, 4 Gear frem og Backgear,  $\frac{3}{4}$ -flydende Bagaksel, spiralskaarne Kron- og Spidshjul, halvelliptiske Fjedre, Støddempere, aft. Staalhjul, Gummi: 30"×5.00", 4-Hjuls Bremser, Styring ved Snekke og Snekehjul, Akselafstand 2.846 m.

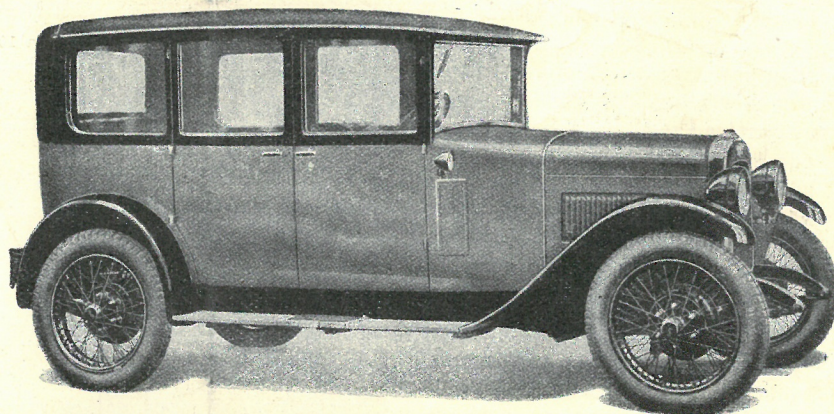
**Sixteen.** — 6 Cylindre, 66×111 mm, Cylinderrumfang 2.249 Liter, 40 Bremse-HK., 8 Krumtaplejer, Batteritænding, Kanalgear med 4 Gear frem og Backgear eller Kuglegear med 4 Gear frem og Backgear, aft. Staal- eller Traadhjul, Gummi: 30"×5.25". Akselafstand 2.846 m. Ellers som for Twelve.

**Twenty.** — 6 Cylindre, 80×115 mm, Cylinderrumfang 3.400 Liter, 49 Bremse-HK., 8 Krumtaplejer, aft. Staal- eller Traadhjul, Gummi: 33"×6.00". Akselafstand 3.302 m. Ellers som for Twelve.

I 24 Aar har „Austin“ Automobilet været fremstillet og forhandlet overalt, og i dette Tidsrum, der praktisk talt omfatter hele den Periode, i hvilken den moderne Vejtrafik har udviklet sig, har „Austin“ været kendt som et virkeligt Kvalitetsprodukt og været betragtet som en værdig Repræsentant for den engelske Industri.

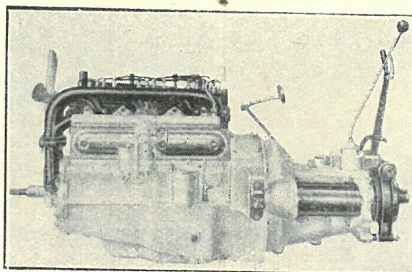
Austin har i dette Tidsrum ikke alene været kendt for den fortrinlige Udførelse og de udsøgte Materialer, der er benyttet ved dens Fremstilling, men ogsaa for sin vel gennemtænkte Konstruktion. Fabriken har paa en heldig Maade forstaaet at følge med Tiden; men paa en saadan Maade, at der i en „Austin“ aldrig blev benyttet en Konstruktion, før den var nøje gennemprøvet, og man havde overbevist sig om dens Hensigtsmæssighed. Austin-Fabriken har vel været en Foregangsmand paa sit Omraade, men Fremskridtet har været parret med en sund Konservatisme, hvorfor man aldrig har indført Fabrikationsforandringer, som ikke var sagligt begrundede, men kun havde Nyhedens Interesse, idet saadanne Forandringer uden at byde virkelige Fordele vilde medføre en Forøgelse i Fremstillingsomkostningerne og derved støde an mod en af Fabriken Principer: At levere en virkelig gennemført Kvalitetsvogn til den billigst mulige Pris.

En Følge af Austins fremragende Kvalitet er dens store Holdbarhed og umaadelige Driftssikkerhed, og skønt



En af de smukke „Austin“-Modeller, Burnham Salon.

Ejeren af en „Austin“ derfor sjældent faar Brug for Reservedele — i Parantes bemærket, skal det f. Eks. anføres, at der i al den Tid, da „Austin“ har

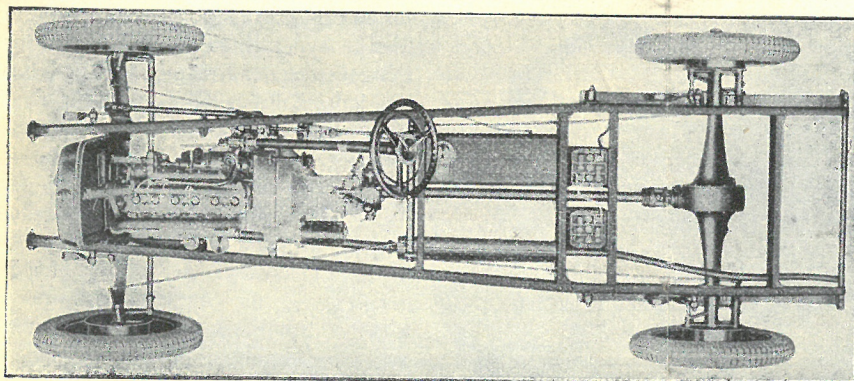


Den linierene „Sixteen“-Motor.

været forhandlet her i Landet, endnu ikke er solgt et eneste Gearhjul fra Reservedelslageret, og det er jo ellers en af de Dele, der slides mest — skønt Reservedele altsaa er næsten overflø-

dige, er det dog en vis Betyggelse, at Austin-Fabriken har arrangeret en verdensomspændende Service, og at alle Forhandlere — for Danmark Akts. K. M. Laursen & Co., Raadhushjulsplads 77, København — ligger med et komplet Lager af Reservedele.

De tiltalende „Austin“-Karosserier, hvis velkendte Linier og smukke Former er saa typiske Repræsentanter for den gode engelske Smag, er selvfølgelig af samme høje Kvalitetsstandard og leveres i forskellige Størrelser; men desuden leveres der paa „Austin“ de saakaldte Tickford „sunshine“-Karosserier, der i et Klima som vort nærmer sig det fuldkomne, idet disse Karosserier i sig forener baade det aabne og det lukkede Karosseris Fordele uden at være behæftet med nogen af deres Mangler. „Naar De har set Danmarks Landeveje i en lukket Vogn, saa prøv at se paa Landskabet i en „Tickford“, siger Austin-Forhandleren og ikke med Urette. Tickford-Karosseriet omskiftes fra aabent til lukket Form i Løbet af 15 Sekunder, og Forandringen kan endda, om man ønsker det, foretages under Kørslen, idet man blot drejer paa et inde i Vognen anbragt Haandsving og derved „slaa Kaleschen op eller ned“. Sidevinduerne bliver staaende paa Plads, medens selve Taget trækkes frem eller tilbage, idet det glider mellem Føringslister paa den stive Ramme, der understøtter Sidevinduerne.



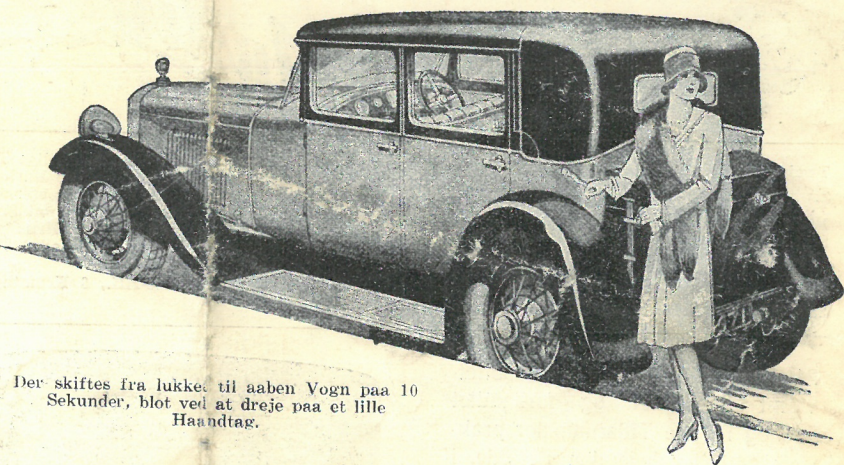
Det velkonstruerede „Sixteen“-Chassis.

I mekanisk Henseende præges „Austin“ selvfølgelig ogsaa af det fremragende Kvalitetsarbejde, der er ofret derpaa, ligesom det sætter sine Spor i Vognens Præstationer.

Tager vi f. Eks. den 6-cylindrede „Sixteen“-Model, hvis Motor, som anført i Specifikationerne har 65 mm Boring og 111 mm Slaglængde, svarende til et Slagvolumen paa 2.249 Liter og udvikler 40 Hestekræfter ved 2400 Omdrejninger pr. Minut, saa er den vibrationsfri i en næsten utrolig Grad og ved alle Hastigheder. Bemærkelsesværdigt er det, at der i Motoren, skønt den er 6-cylindret, dog findes 8 store Bærelser for Krumtapakslen — altsaa et paa hver Side af hver Cylinder og et udenfor Knastakselrevet — og den er derfor positivt forhindret i at vibrere under Gangen. Iøvrigt følger den i Konstruktionen nøje de Linier, som Austin følger, og som har vist sig saa veltrufne. Motoren har sidestillede Ventiler, der alle er placerede paa Motorens venstre Side, aftageligt Topstykke og Aluminiumstempler, medens Smøring af alle Lejer for Krumtapaksel og Knastaksel sker under Tryk fra en i Oliepanden nedsænket Tandhjuls-pumpe.

Benzintilførslen sker efter Vacuum-systemet fra en midt i Chassiset anbragt Benzintank, hvis Paafyldningstid paa de nye Modeller er anbragt saaledes, at det rager ud til Siden for Førersædet, der selvfølgelig er indstilleligt. En Benzinviser er monteret paa Instrumentbrættet.

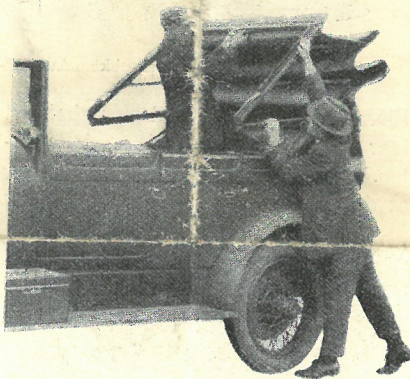
Et Særkende for „Austin“ er det, at det elektriske Anlæg er paa 12 Volt. Tændingen er en Batteritænding, medens Dynamo og Startermotor er af det kendte C. A. V.-Fabrikat, og Lysanlægget er af det lige saa berømte Lucas-Fabrikat. Forlygterne er indrettede saaledes, at Føreren fra Førersædet ved Hjælp af et lille Haandtag, der sætter en Luftpumpe i Bevægelse, kan



Der skiftes fra lukket til aaben Vogn paa 10 Sekunder, blot ved at dreje paa et lille Haandtag.

dreje Lygternes Reflektorer og derved ændre Lyskeglens Retning saaledes, at Blending af modgaaende Kørere absolut er udelukket.

Med Hensyn til Gearet skal det anføres, at „Austin“ kan efter Ønske kan le-



Den gamle, upraktiske Maade.

veres enten med Kuglegear eller med Kanalgear, i begge Tilfælde med 4 Gear frem og Backgear, som er beskyttet ved Laas. I sidste Tilfælde er Udvekslingen 20:1—12:1—8:1 og 5.18:1 for henholdsvis 1ste, 2det, 3die og 4de Gear.

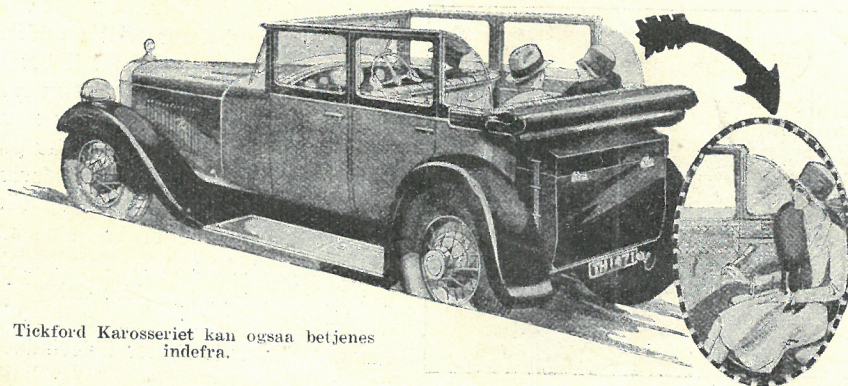
Fodbremsen virker paa alle 4 Hjul og er indkapslede, medens Haandbremsen virker paa Kardanakslen.

Styringen sker ved Snekke og Snekekejhjul med Anordning for let Efter-spænding. Paa Rattet findes Regulering af saavel Benzintilførsel som af Tænding, medens der under Rattet er anbragt en ringformet Hornkontakt.

En Ting, som særlig udmærker enhver „Austin“ er den Omhu og Omtanke, der præger Konstruktionen lige til de mindste Detailler. Nævnes skal det saaledes, at der i Fjedrene mellem de enkelte Fjederlag er indskudt Zinkmellemlægsstrimler, som modvirker Knirken og andre Lyde.

Selvfølgelig er enhver Austin yderst komplet udstyret, ligesom det skal anføres, at Betrækket efter Ønske kan være af Læder eller Velour. Selve Karosserierne er af Aluminium og er Standardudstyr leveres Frontglas af Triplexglas, som ikke kan splintre.

Om end billig i Forhold til Kvaliteten saa har „Austin“ dog tidligere hørt til de ikke helt billige Vogne; men ved en mere rationel Fabrikation og en gennemført Standardisering er det i Aar lykkedes at fremstille „Austin“ i samme fortrinlige Kvalitet som før til en lavere Pris, og man vil — takket være Fabrikens sunde Konservatisme — altid kunne opnaa en ret høj Pris for en brugt „Austin“, saaledes at dette Mærke byder en særlig stor Værdi for Pengene, medens man samtidig har den indre Tilfredshed, som følger med, naar man kører i en absolut Kvalitetsvogn — en Kvalitetsvogn, der ikke er forældet og umoderne i Løbet af et Aar eller to, men som gennem Aarene formaar at holde sin Værdi og bibeholde de Egenskaber, der gjorde Udslaget dengang, da Vognen blev købt — Kvalitet, Holdbarhed og en fremragende Driftsøkonomi i Forbindelse med forbløffende Præstationer.



Tickford Karosseriet kan ogsaa betjenes indefra.

initial part on third gear at 30 m.p.h., a change being made on the steepest section into second gear, which was carried at 15 m.p.h. After the steep section a return was made to third gear, and the climb was finished at 25 m.p.h. The surface was wet, and a certain amount of wheel spin was experienced. Running down Willersey Hill, we found on the steep section that the four wheel brakes would pull the car to a dead stop from coasting at 20 m.p.h. without locking any of the wheels. The hand brake, which operates powerfully on the transmission, would not pull the car up owing to the slippery surface of the road causing the back wheels to slide when locked. It was rather interesting to put the car, which, by the way, contained three people, into a skid with the hand brake, and then to pull it out again with the four wheel brakes. As regards the latter, it might be mentioned that no very great pressure is necessary to exert a moderate braking effect for ordinary driving, but considerable pressure has to be applied to make a full stop. Willersey Hill (1 in 6) was afterwards climbed on third gear till just beyond the sharp turn, and then on second at 17 m.p.h. up the steep portion.

**Good Behaviour on Slippery Surfaces.**

Fish Hill, Broadway, proved to be an easy third speed climb at an average speed of 30 m.p.h., dropping to about 25 round the two sharp bends. Sudeley Hill (1 in 5½), near Winchcombe, was in a slippery state, which necessitated the use of second gear on the steepest portion, which was climbed at 15 m.p.h. Nevertheless, a legal limit average up the whole distance of the hill, 1 1/10th mile, was easily achieved.

We were so pleased with the general performance of the car on hills and its ease of handling that we paid it the compliment of driving it up Old Stanway Hill, which is an exceedingly narrow track between high banks and with a decidedly severe gradient, an appallingly slippery and deeply rutted surface. It was, perhaps, hardly fair to take a large saloon car into such a spot, but, despite the treacherous state of the track, a perfectly clean climb was made with no difficulty whatever, saving a trace of wheel spin, which necessitated the use of bottom gear in order to keep the car well under control. Old Stanway is a hill which is used more for reliability trials of small cars and motor cycles than anything else, and we do not suppose that many large saloons have been taken up it. A successful climb was also made of Gambles Lane, the steep and slippery ascent, terminating

in a stretch of 1 in 5, which joins the top of Cleve Hill near Cheltenham. The climb was made with plenty in hand, using bottom gear for the final steep stretch. This again is hardly a proper playground for big closed cars,

but the Austin coped with it quite easily. A noticeable thing about the behaviour on these two last hills was that the car rode easily over the bad patches, and the driver did not have to use much strength to keep the car straight.

As regards the suspension of the car, the hold of the road is excellent, there is no tendency to dither on pot-holes, and round curves there is no rolling. Steadiness is the outstanding feature. Due to the shock absorbers being adjusted a trifle on the tight side, there was a slight tremble to be noticed when traversing shallow ruts slowly, but when travelling fast over bad surfaces the insulation from the inequalities of the road is good.

**Engine Power.**

The four-cylinder engine being large seldom gives the idea that it is working hard; in other words, it is well up to its work. At normal speeds it is smooth running—the crankshaft is carried on five

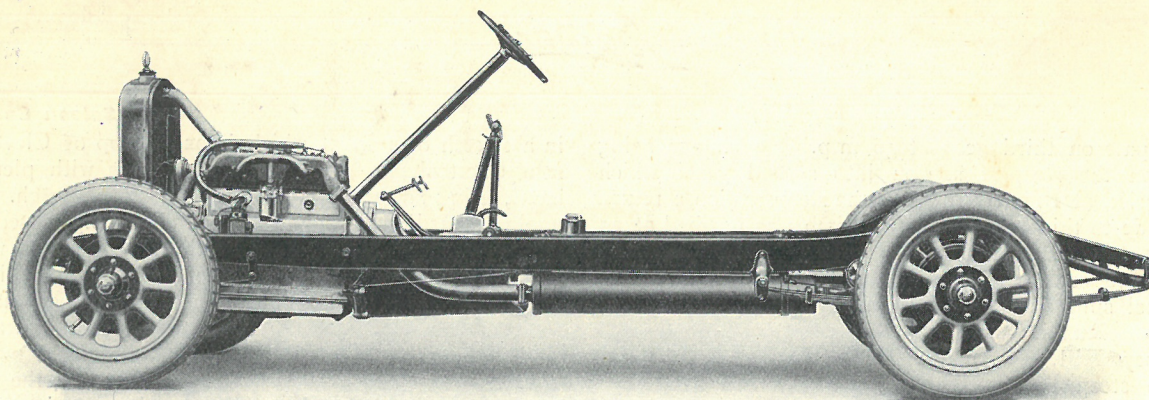
large bearings—and hills do not cause it to overheat. The side valves operate quietly. Under the bonnet there is plenty of space, the oil filler is accessible, and oil level dipper rod close to it. The brushes of the positively driven dynamo are easy to reach, and on the other side of the engine the magneto and the carburetter are accessible. Under the front floorboards are adjustments for the countershaft brake and one for the four wheel brakes close up to the pedal. The fuel tank is placed amidships in the frame, side-by-side with the starter battery. The tank is filled through an orifice under the front seat, a somewhat awkward arrangement. Close to the filler is a fuel gauge.

Taking it all the way round, the Austin Twenty saloon is a very fine car, particularly in view of the relatively low price. It is unusually comfortable, well turned out, replete with every necessary fitting and accessory, a pleasure to ride in or to drive, and the finish inside and out is good.



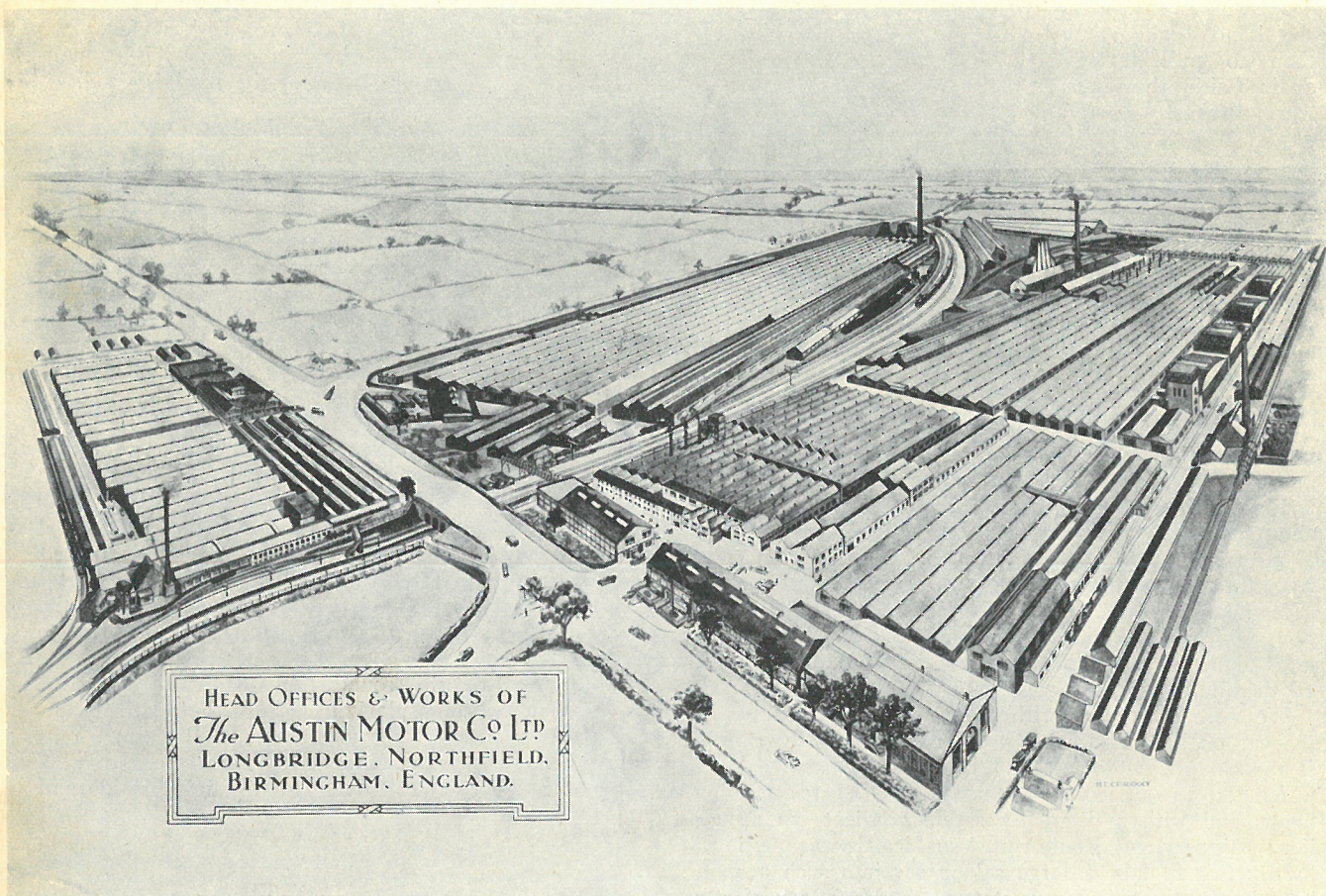
*Capacious coachwork and ample width of body are distinguishing features of the car.*





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