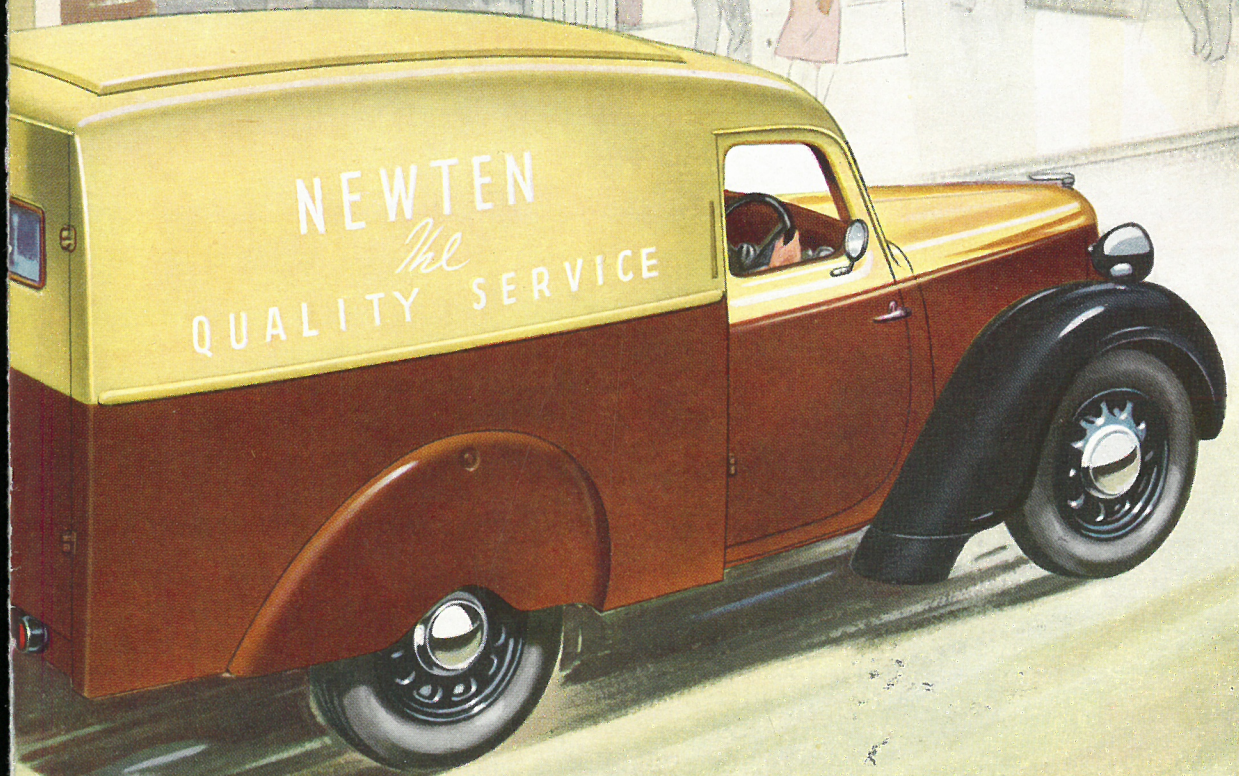


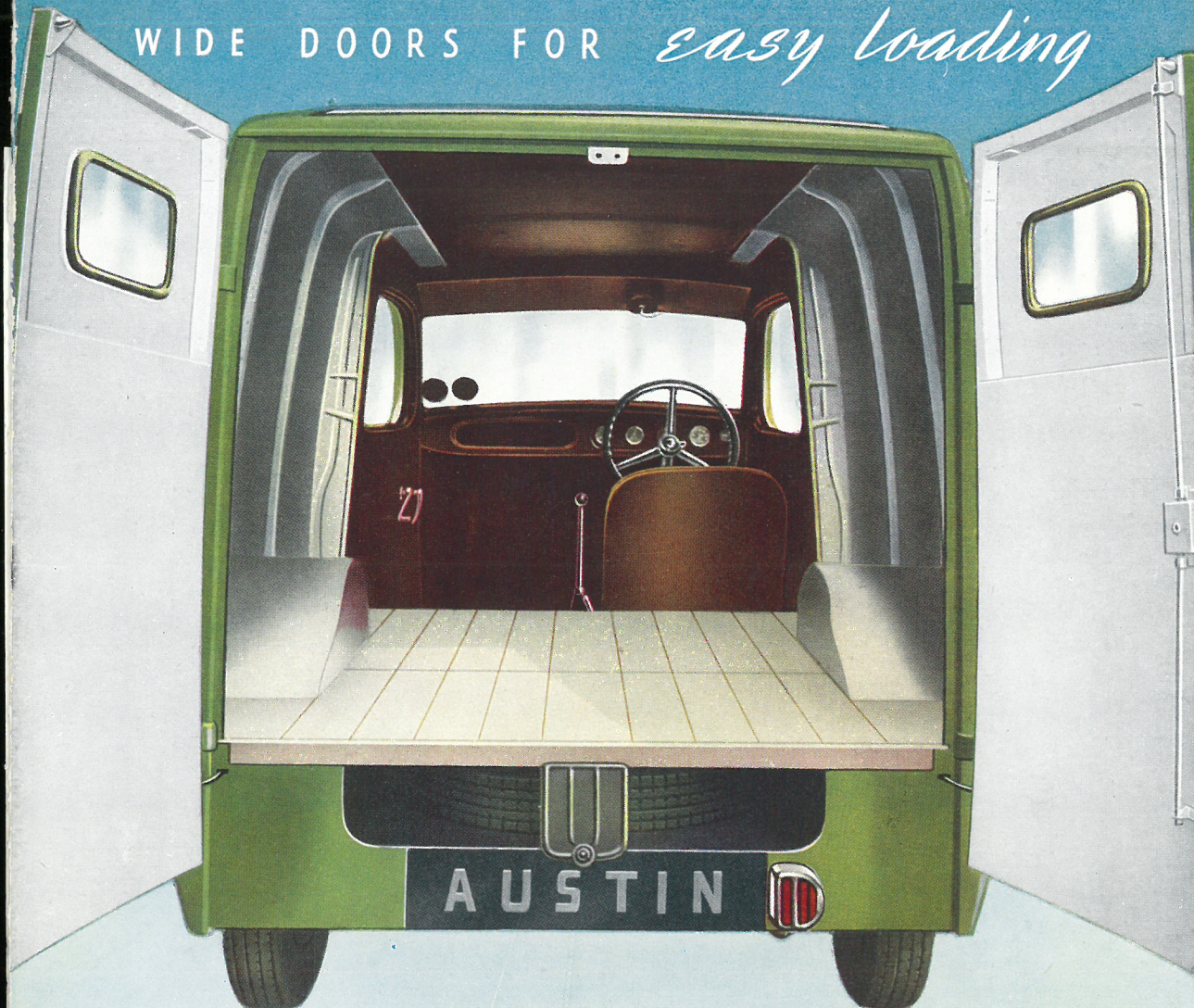
AUSTIN

EIGHT
& TEN **VANS**



AUSTIN - You can depend on it!

WIDE DOORS FOR *easy loading*

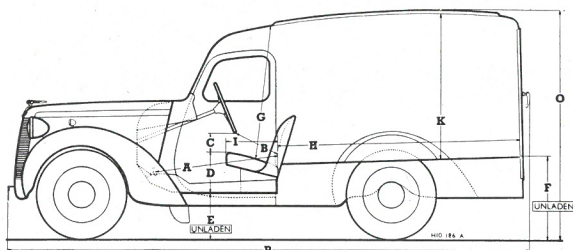


EIGHT

LEADING DIMENSIONS

TEN

	ENGLISH	METRIC
A	3ft. 1in.	94cm.
B	1ft.	36cm.
C	8in.	20cm.
D	1 1/2 in.	30cm.
E	1ft. 2 1/2 in.	37cm.
F	2ft. 2 1/2 in.	67cm.
G	3ft. 4in.	1m. 2cm.
H	5ft. 2in.	1m. 57cm.
I	1ft. 3 1/2 in.	39cm.
J	3ft. 4 1/2 in.	1m. 2cm.
K	5ft. 7in.	1m. 70cm.
L	1ft. 10in.	3m. 61cm.
M	4ft. 9in.	1m. 45cm.
N	4ft. 6in.	1m. 37cm.
O	3ft.	91cm.
P	3ft. 7 1/2 in.	1m. 11cm.
Q	3ft.	91cm.
R	7ft. 4 1/2 in.	2m. 25cm.
S	3ft. 8 1/2 in.	1m. 11cm.
T	3ft. 9in.	1m. 14cm.
U	37ft.	11m. 29cm.
V	6 3/4 in.	17cm.
*	82 cu. ft.	1661 litres†
†	12cwt. 56lb.	634kgs.



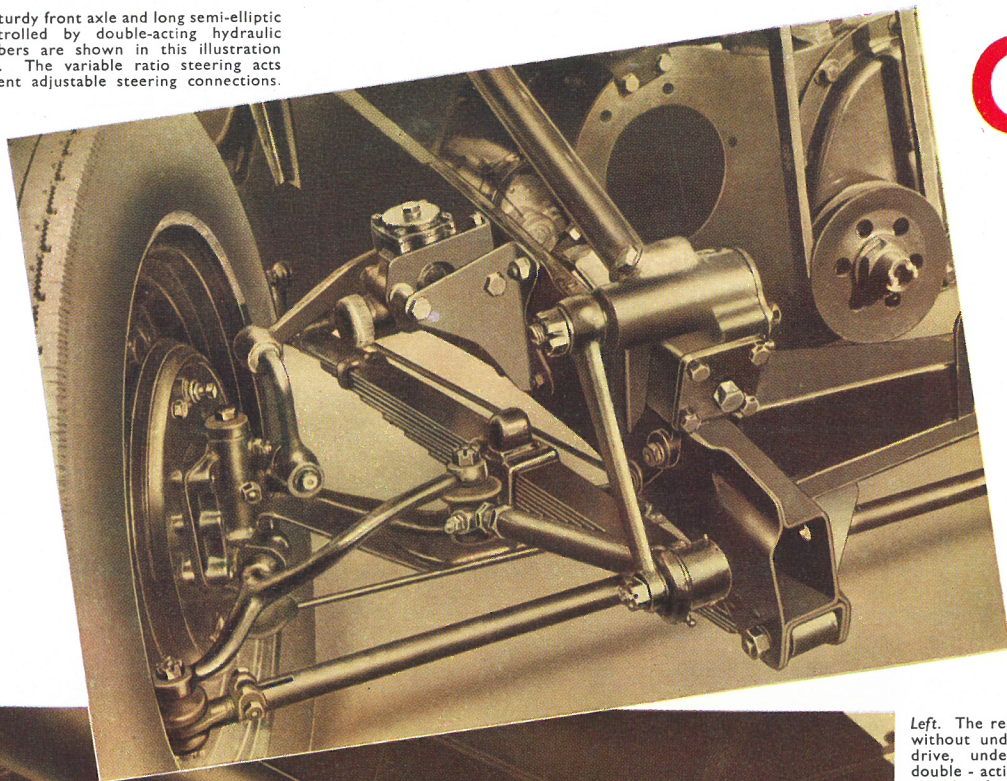
P Overall length.
 Q Overall width.
 R Body interior width.
 S Width between wheel arches.
 T Width of rear doorway opening.
 U Height of rear doorway opening.
 V Wheelbase.

W Track (Front).
 X Track (Rear).
 Y Turning Circle.
 Z Ground clearance.
 * Body capacity.
 † Approx. wt. of van plus oil and water. Less petrol, spare wheel and tools.

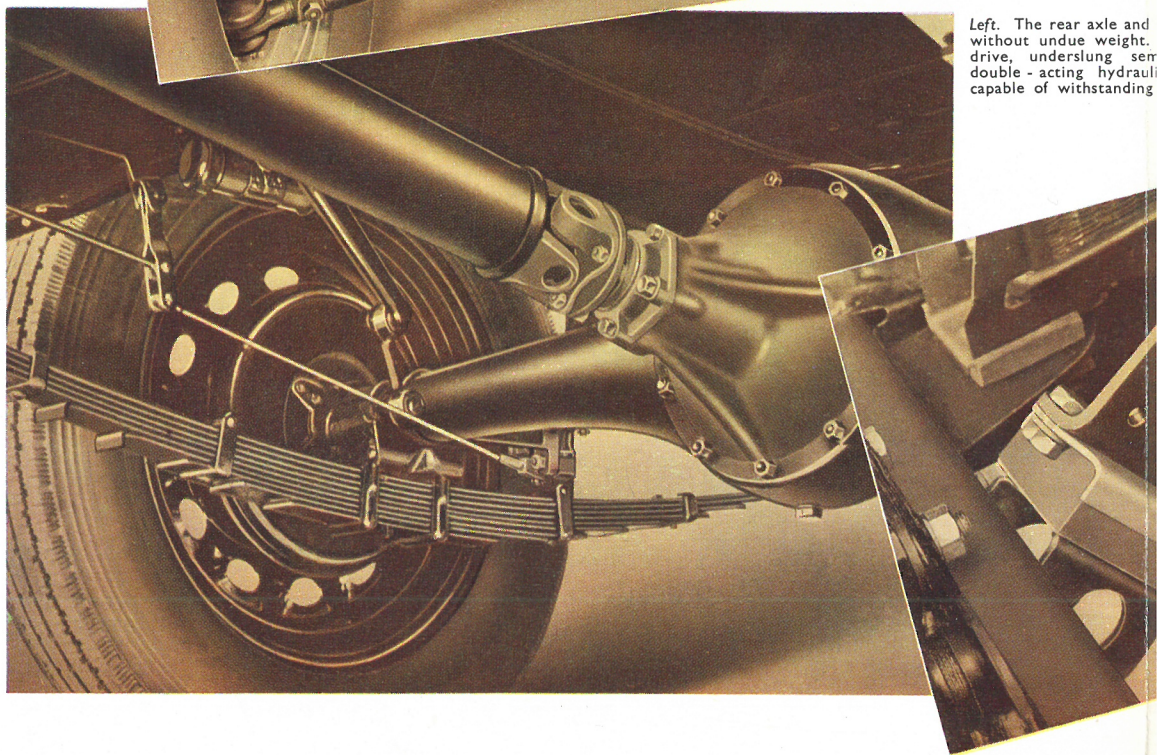
	ENGLISH	METRIC
A	3ft. 3in.	99cm.
B	1ft. 2in.	36cm.
C	6 1/2 in.	17cm.
D	11 1/2 in.	30cm.
E	1ft. 3in.	38cm.
F	2ft. 4 1/2 in.	72cm.
G	3ft. 7 1/2 in.	1m. 11cm.
H	6ft.	1m. 82cm.
I	3 1/2 in.	39cm.
J	3ft. 9in.	1m. 14cm.
K	6ft. 1in.	1m. 85cm.
L	13ft. 2in.	4m. 1cm.
M	5ft. 4in.	1m. 63cm.
N	3ft.	1m. 52cm.
O	4ft. 4in.	1m. 23cm.
P	3ft. 4in.	98cm.
Q	4ft. 1/2 in.	1m. 23cm.
R	3ft. 2 1/2 in.	98cm.
S	7ft. 9 1/2 in.	2m. 38cm.
T	4ft. 2 1/2 in.	1m. 28cm.
U	4ft. 2 1/2 in.	1m. 28cm.
V	38ft.	11m. 58cm.
W	6 3/4 in.	17cm.
X	120 cu. ft.	3401 litres†
Y	6 3/4 in.	17cm.
Z	120 cu. ft.	3401 litres†
*	16cwt. 100lb.	857kgs.
†		

SMART MODERN VAN

Below. The sturdy front axle and long semi-elliptic springs controlled by double-acting hydraulic shock absorbers are shown in this illustration of the TEN. The variable ratio steering acts through patent adjustable steering connections.



Left. The rear axle and without undue weight. drive, underslung semi double - acting hydraulic capable of withstanding

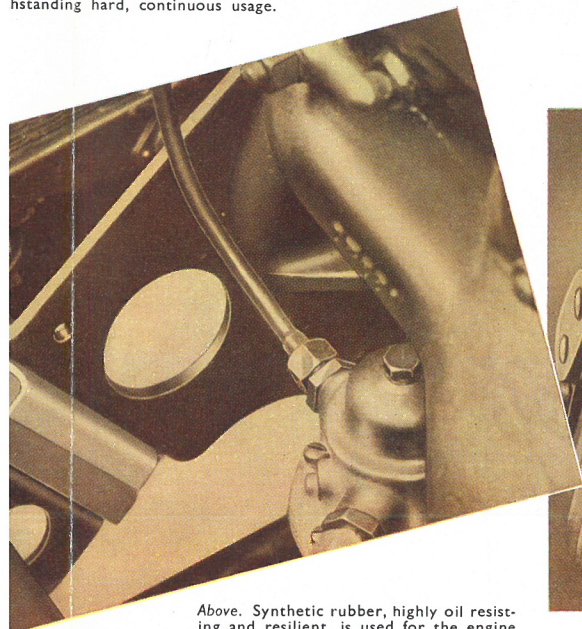


ANS WHICH PROVE AN EXC

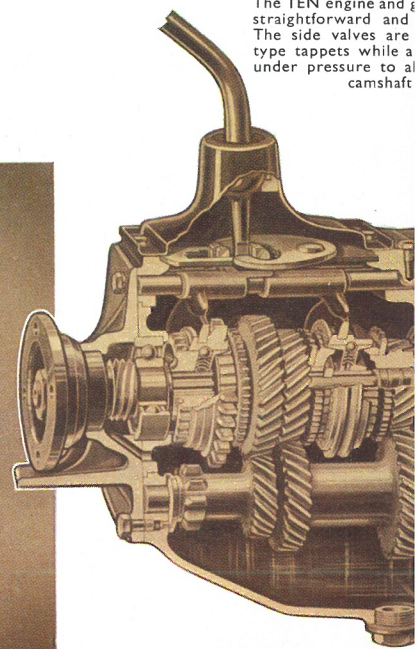
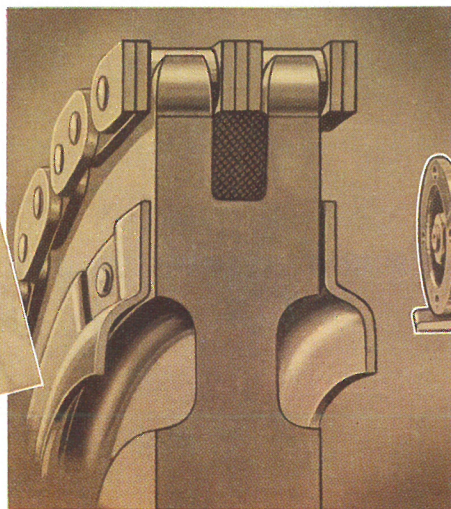
CHASSIS FEATURES

NOTABLE chassis features on the EIGHT and TEN Vans include ★ improved lubrication for the main and big-end bearings giving longer journal life ★ increased oil feed to the timing chain from the camshaft front bearing guided by deflectors fitted on the camshaft gear ★ synthetic rubber tensioner ring for timing chain ★ aluminium alloy pistons with anodised surface ★ exhaust valves of heat- and corrosion-resisting steel ★ exhaust valve guide shroud to protect valve stem from excessive heat ★ barrel-type tappets for quiet operation and long life ★ mechanical petrol pump and downdraught carburetter ★ manifold incorporating induction hot spot ★ live synthetic rubber engine and gearbox mountings ★ fan-ventilated dynamo with compensated voltage control ★ patent radiator to prevent loss of cooling water and anti-freeze ★ dry single-plate Borg and Beck clutch ★ four-speed synchromesh gearbox of sturdy construction with improved lubrication for layshaft ★ three-quarter floating spiral bevel rear axle with pinion supported by pre-loaded taper roller bearings ★ special galleries and deflectors feeding oil on to the rear axle crown wheel and pinion in advance of the point of mesh ★ Girling brakes with individual adjustment for each wheel ★ variable ratio Cam gear steering for easy manoeuvrability ★ patent adjustable steering connections ★ Girling or Armstrong hydraulic shock absorbers front and rear ★ long semi-elliptic springs front and rear anchored on Silentbloc bushes ★ exceptionally strong yet light unit-construction frame sprayed on the underside with asphalt emulsion for sound insulation and weather protection ★ foot-controlled dip-switch for headlamps ★ combined stop- and tail-lamp ★ barrel-type ignition and door lock key. **Additional chassis features on the TEN** ★ counterbalanced crankshaft for smooth running ★ additional vacuum control for ignition timing ★ direction indicators ★ separate head- and side-lamps.

axle and suspension have strength
weight. The spiral-bevel final
lung semi-elliptic springs and
hydraulic shock absorbers are
withstanding hard, continuous usage.



Above. Synthetic rubber, highly oil resisting and resilient, is used for the engine and gearbox unit mountings to reduce engine vibration to a minimum.



The TEN engine and gearbox are straightforward and simple. The side valves are type tappets while a vacuum control is used to adjust the camshaft.

Left. The synthetic rubber tensioner ring fitted between the sprockets of the camshaft gear cushions the timing chain as it engages with the camshaft gear, so eliminating timing gear noise.

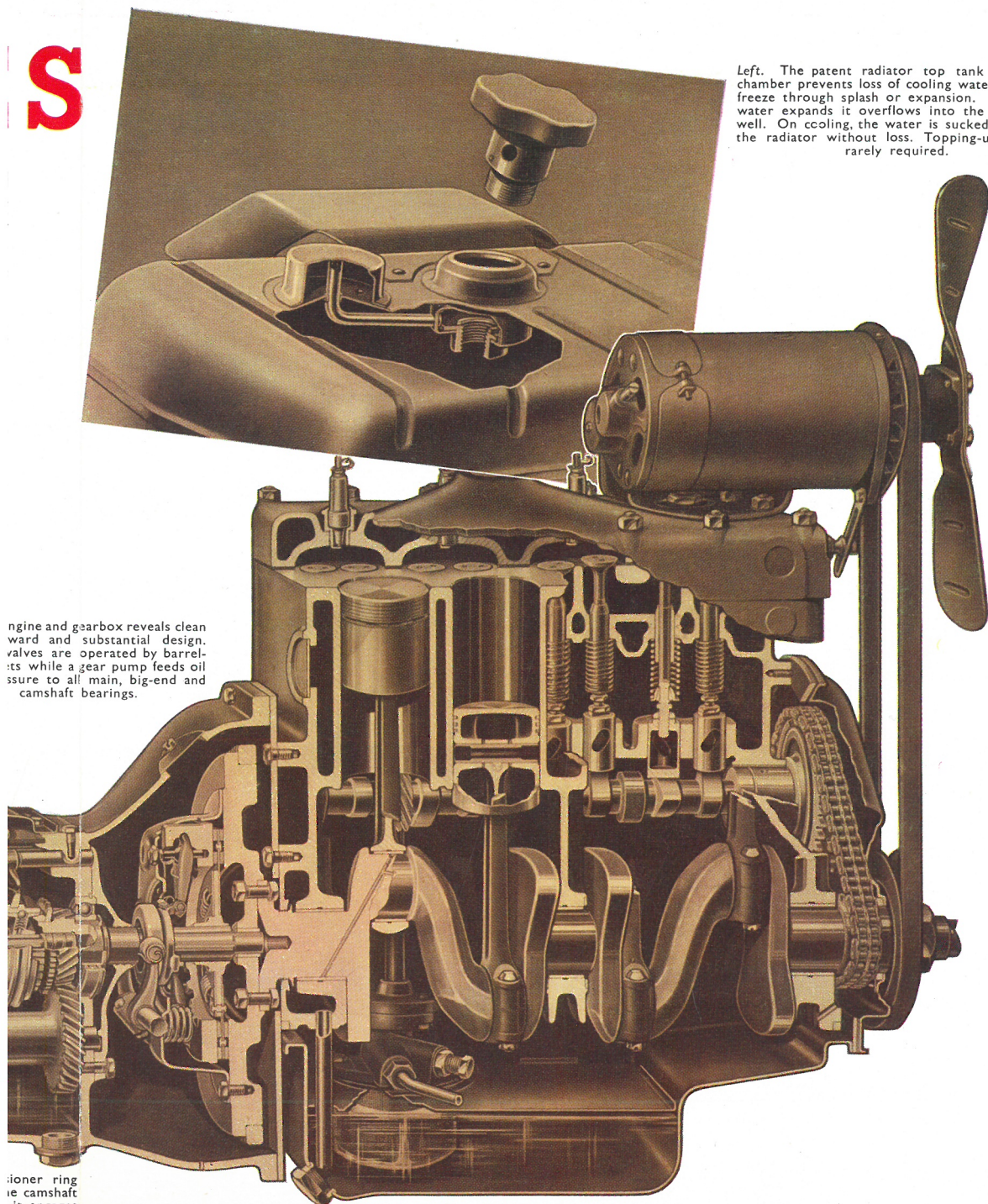
EXCELLENT INVESTMENT

S

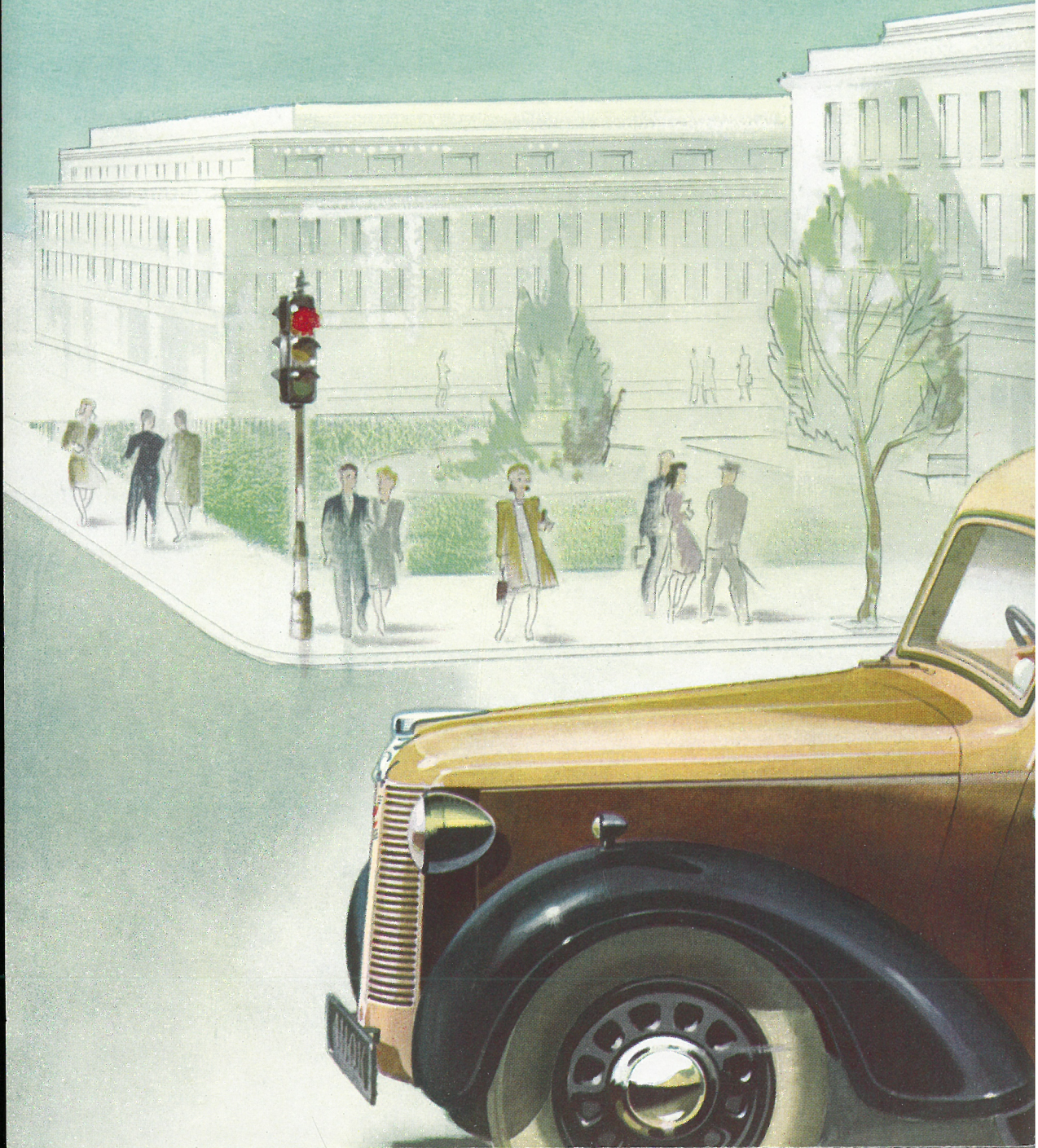
Left. The patent radiator top tank expansion chamber prevents loss of cooling water and anti-freeze through splash or expansion. When the water expands it overflows into the filler plug well. On cooling, the water is sucked back into the radiator without loss. Topping-up is thus rarely required.

Engine and gearbox reveals clean and substantial design. Valves are operated by barrels while a gear pump feeds oil to all main, big-end and camshaft bearings.

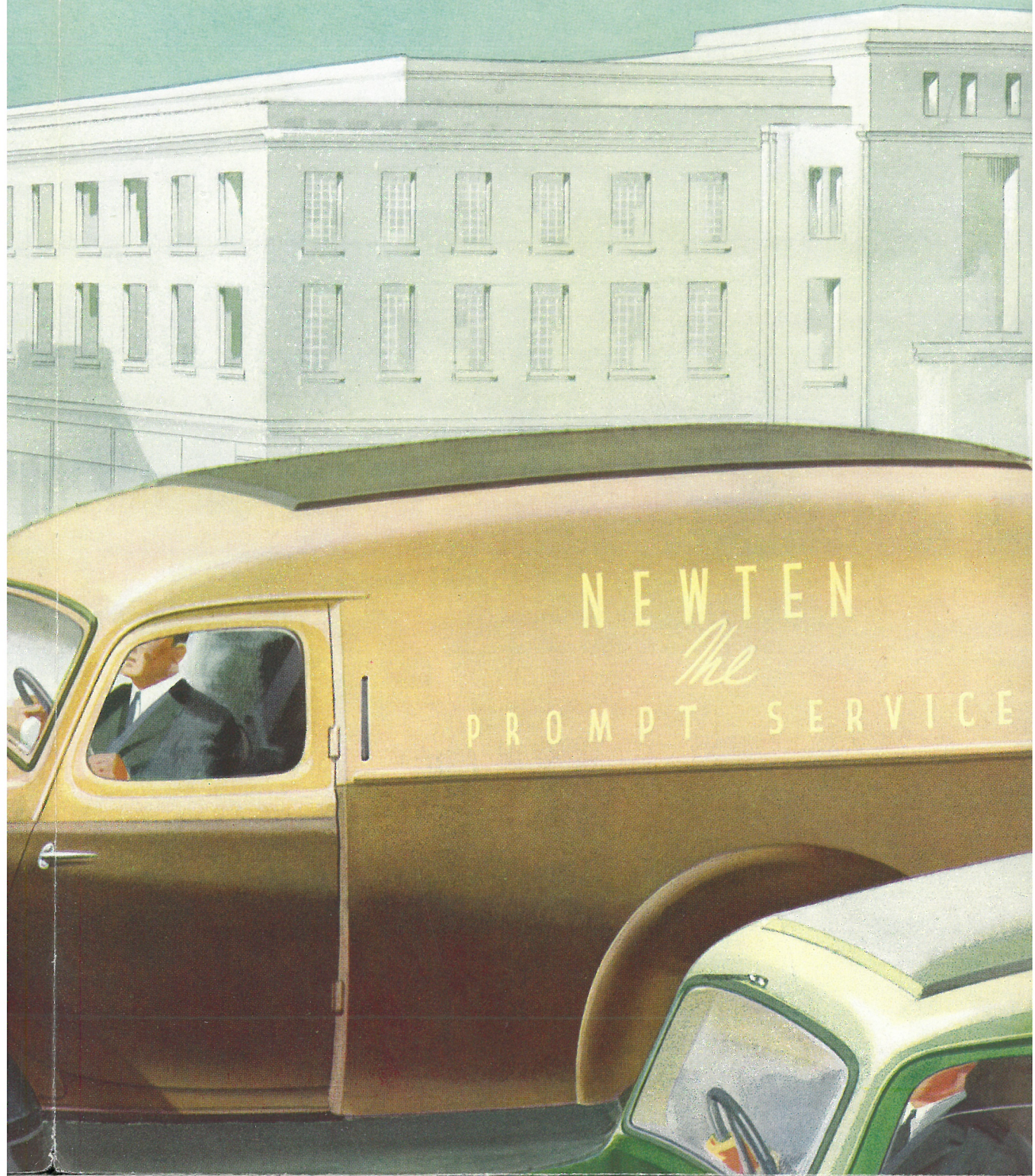
Oil sump
The camshaft
it engages
timing



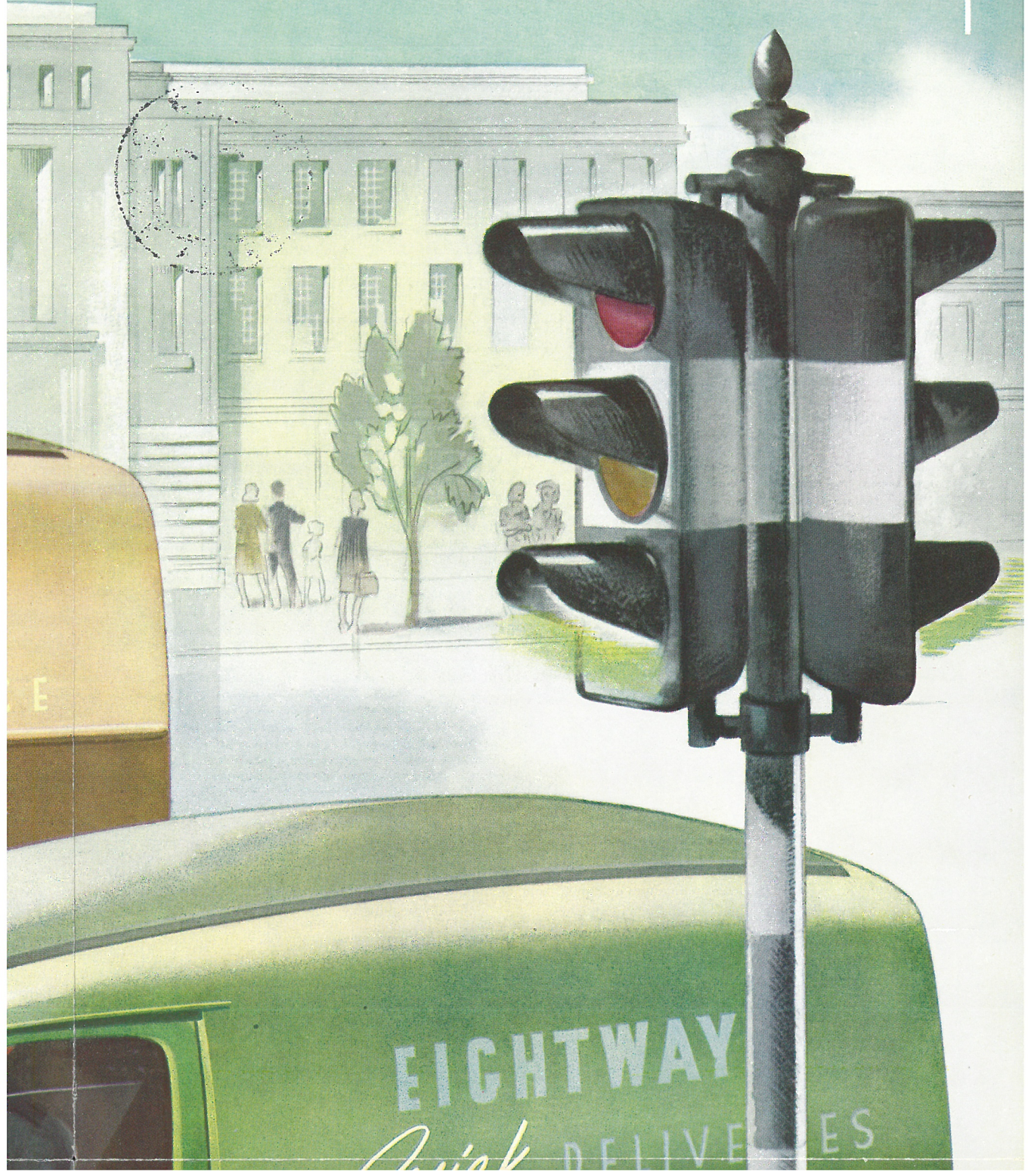
SMART MODERN VAL



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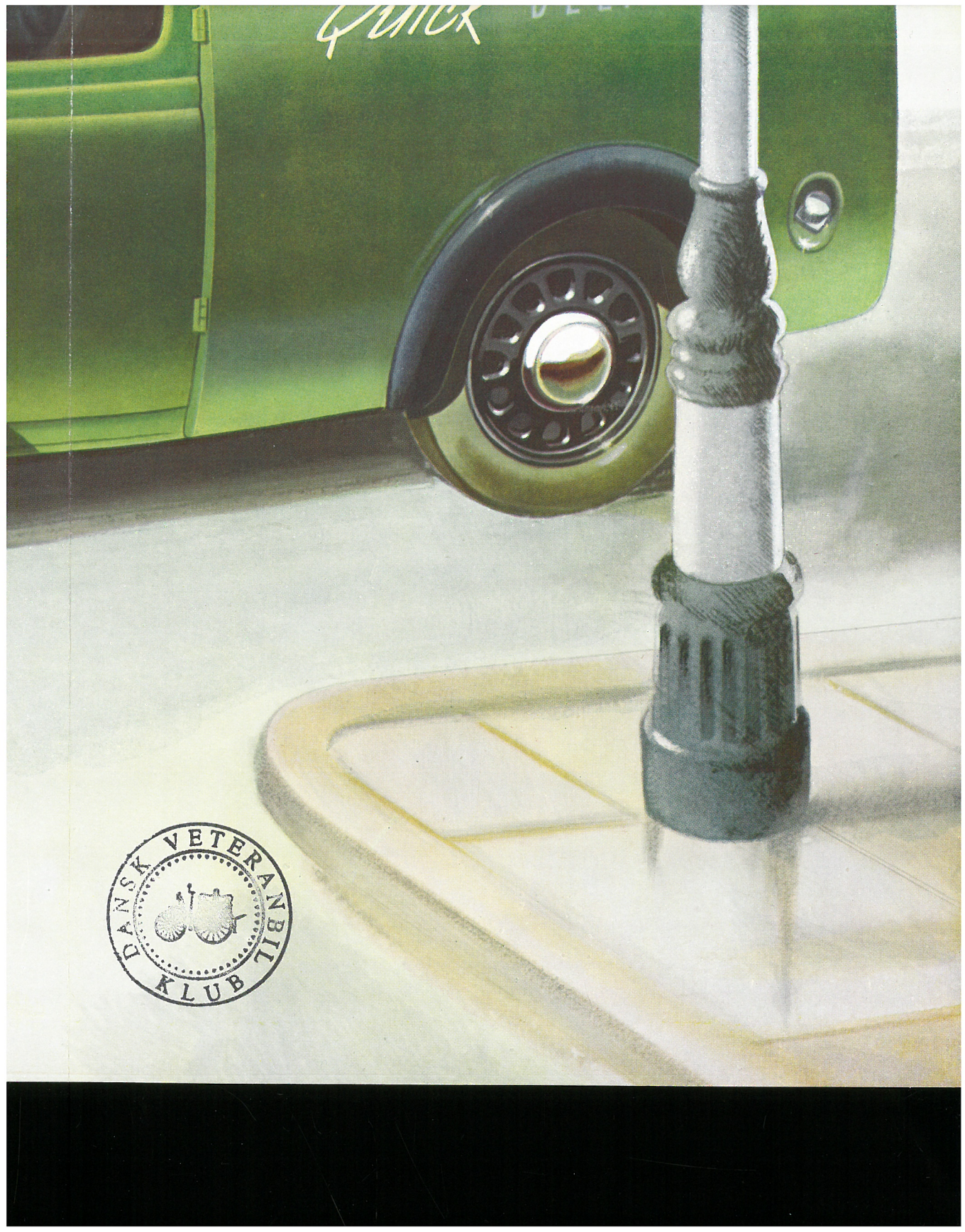
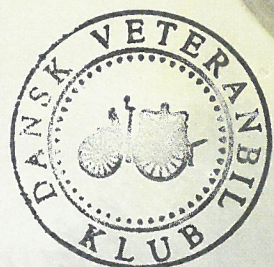
EXCELLENT INVESTMENT



EIGHTWAY

Quick DELIVER ES

QUICK





ONOMY

Other chassis features of note include the synchromesh gearbox, three-quarter floating rear axle, Girling brakes and variable ratio Cam gear steering, giving easy manoeuvrability on full lock—a feature of special importance for a delivery van.

Easy-reach controls and excellent driving visibility ensure safe handling, while wide opening rear doors give immediate and unrestricted access to the van interior. In addition, both vans have a distinctive appearance, making them a valuable running advertisement for any up-to-date business.



AUSTIN

FOR DEPENDABILITY AND ECONOMY

An efficient delivery service is an integral part of a successful trade or business and delivery efficiency demands speed, dependability and economy.

The Austin Eight and Ten delivery vans, with 6 and 10 cwt. pay-loads respectively, fulfil these exacting requirements. Dependability and economy are assured by sound design and production and the use of best quality materials.

Each van is powered with a four-cylinder side-valve engine combining ample power with easy starting and smooth running.

GENERAL SPECIFICATION

EIGHT : 6 cwt. goods load

TEN : 10 cwt. goods load

ENGINE: Four cylinders, water cooled, with side valves, detachable head and three-bearing crankshaft—counterbalanced on the TEN. EIGHT: Bore 2.235 in. (56.77 mm.); stroke 3.5 in. (89 mm.); capacity 54.926 cu. in. (900 c.c.); R.A.C. rating 7.99 h.p.; b.h.p. 24 at 4,400 r.p.m. TEN: Bore 2.62 in. (66.65 mm.); stroke 3.5 in. (89 mm.); capacity 75.488 cu. in. (1,237 c.c.); R.A.C. rating 10.98 h.p.; b.h.p. 28 at 3,650 r.p.m.

Pistons. Of special low expansion aluminium alloy, with an anodised surface to maintain efficient lubrication, 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. Accessible engine oil filler and dipper rod. Oil capacity: EIGHT, 5 pints (2.8 litres); TEN, 7 pints (3.9 litres).

Timing Chain. Duplex roller. Quiet operation ensured by a patented tensioner ring of synthetic rubber fitted to the camshaft chain sprocket. An increased flow of oil from the camshaft front bearing on to the timing chain is guided by deflectors fitted to the camshaft gear.

Valves. Exhaust valves made of heat- and corrosion-resisting steel. Shrouded guides protect the valve stems from excessive heat.

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

Cooling. Thermo-syphon and fan, with patent radiator to prevent loss of cooling water and anti-freeze either by splash or expansion. Cooling system capacity: EIGHT, 16 pints (8.9 litres), TEN, 20 pints (11.2 litres).

Fuel. Fuel from a 6-gallon (27 litres) rear tank is fed by an AC mechanical pump to the Zenith downdraught carburetter that is provided with an intake silencer and air cleaner.

Ignition. Coil and battery ignition with automatic advance and retard. Vacuum-assisted control additional on the TEN.

Dynamo. EIGHT: 6-volt; TEN: 12-volt; fan-ventilated, with automatic compensated voltage control.

Starter. Inboard starter with manual control.

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, and embodies new design features, including improved lubrication. 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.

REAR AXLE. The rear axle is of the spiral bevel three-quarter floating type, and of "banjo" construction, with splined detachable axle shafts. The pinion is carried in taper roller bearings.

OVERALL GEAR RATIOS. EIGHT: 5.43, 8.31, 13.22, 21.82 to 1 with 28-1 reverse. TEN: 6.14, 9.4, 14.95, 24.7 to 1 with 31.7 reverse.

STEERING. Cam gear variable ratio (EIGHT: 11 to 1 straight ahead, 13 to 1 on full lock; TEN: 10 to 1 straight ahead, 14 to 1 on full lock), with provision for taking up wear and patent adjustable steering cones.

SUSPENSION. Semi-elliptic springs all round, with long and wide spring leaves and underslung at rear, and double acting hydraulic shock absorbers front and rear. All road springs are almost flat under load giving maximum cornering stability; they are anchored with Silentbloc bushes, and are shackled on adjustable hardened steel pins, lubricated 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.

WHEELS AND TYRES. Easy-clean pressed-steel disc wheels with 4.50 x 17 medium-pressure tyres on the EIGHT and 5.00 x 17 tyres—standard at front, Dunlop Fort at rear—on the TEN. Spare wheel is carried in a separate compartment under the floor at the rear of the body and is accessible only when the van doors are opened.

FRAME. The special chassis frame 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. The front portion of the frame and the cross members are completely boxed and diagonally braced, giving lateral and diagonal rigidity. The centre of gravity is low, yet there is good ground clearance. The floor is heavily sprayed to provide good weather protection and soundproofing.

ELECTRICAL. Battery under bonnet for accessibility. EIGHT: 6 volts, 63 ampere hour capacity at 10-hour rate. TEN: 12 volts, 51 ampere hour capacity at 10-hour rate. EIGHT: combined head- and side-lamps with foot-operated dip-switch for headlamps; combined stop- and tail-lamp; windscreen wiper; horn controlled from steering wheel centre; TEN: Separate head- and side-lamps with foot-controlled dip-switch for headlamp; combined stop- and tail-lamp; windscreen wiper; horn and direction indicators controlled from steering wheel centre.

INSTRUMENTS. Oil and petrol gauge and speedometer with total readings on EIGHT. Oil, petrol and ammeter gauges and speedometer with trip and total readings on TEN.

COACHWORK. Steel body with boarded floor and fabric roof. Toughened glass for front door windows and windscreen. Wide opening rear doors giving easy access to the pay-load. Combined barrel-type ignition and door lock key for use on rear doors and driver's door. The nearside front door is locked from inside the van. Driver's seat upholstered in best quality leather-cloth, while cab floor on driver's side is covered with rubber matting. Rear view mirror. Instruments placed directly in front of driver. Dash compartment on nearside of panel.

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. Under present supply difficulties such alterations are likely to occur at any time.

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