

Austin

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C. F. DINGWALL.

1926

THE AUSTIN MOTOR CO. LTD.

LONGBRIDGE, BIRMINGHAM

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Telegrams : "Austinette, London"

Telephone : Mayfair 6230



INSTITUTE

PUBLICATION 510B

This Catalogue was issued by the Austin Motor Co. Ltd. on March 1st, 1926, and cancels all previous catalogues relating to the products listed herein.



The AUSTIN TWELVE

THE economies resulting from the improved methods in the production which enabled the Austin Motor Company to reduce the prices of its 20 h.p. models in November last, have now been made effective in the case of the 12 h.p. models.

The following prices will operate from Monday, March 1st, 1926 :

	AT WORKS	PRICE AT WORKS
Chassis - - - - -	£245	- - £475
"Clifton" Touring Car - -	£295	- - £595
"Hertford" 2-Seater - -	£315	er Landaulet £595
"Windsor" Saloon - - -	£395	sine - £715
"Iver" Saloon - - - -	£405	
"Gordon" Saloon - - -	£425	ng - £340
"Mulliner" Saloon - - -	£365	- - £455

OWN.

The AUSTIN SEVEN

PAGE	PRICE AT WORKS	PAGE	PRICE AT WORKS
22 Chassis - - - - -	£115	23 Touring Model - - - - -	£149

INSURANCE

Exceptionally favourable insurance rates have been arranged by the Company, as under

	INCLUSIVE PREMIUMS		INCLUSIVE PREMIUMS
Touring Car, 5-7 Seater - - - - -	£17 10 0	" Marlborough " Landaulet - - - - -	£18 5 0
" Open Road " 5-7 Seater - - - - -	£17 17 6	" Mayfair " Landaulet or Limousine - - - - -	£19 7 6
" Carlton " Saloon - - - - -	£18 5 0	" Hertford " and " Clifton " Touring Car - - - - -	£12 18 9
" Ascot " Saloon - - - - -	£18 12 6	" Windsor " Saloon - - - - -	£13 15 0
" AUSTIN SEVEN " - - - - -	£8 10 0		

FOREWORD

THE AUSTIN CAR has now been sold on its merits for twenty-one years. During that period, which embraces nearly the whole of the modern development of mechanical road traction, we have endeavoured to provide a vehicle which would give the purchaser that sense of security and confidence which can only come from a product conscientiously made.

Unsolicited testimonials to the successful running of the cars, to their freedom from breakdown and wear, and to their low maintenance costs, have been received in thousands from all parts of the world.

As a result of this confidence, our sales are constantly increasing, and the output for the season 1925-26 is going to be a record in our history. The increase in output enables us to effect economies that are continually being reflected in the reductions we have made from time to time in our prices, which to-day are remarkably low in comparison with the quality and completeness of our products.

It is our aim to keep the design in the fore-front and to adopt any improvement which careful and prolonged tests prove an advantage. Recognising, however, that constant change is not only a bar to economical manufacture, but also leads to heavy depreciation and reduction in the value of a used car, we do not slavishly follow fashion or attempt to obtain sales by mere novelty. The best proof of this statement is shown in the comparatively high market value obtained when a client wishes to sell his Austin Car.

Reference to the published reports of trial and speed events shows that our cars are unsurpassed, many international records having been obtained as a proof of their quality.

Although the purchasers of our cars may expect the minimum of trouble and expense in their use, we recognise the necessity of giving prompt and generous service in cases of accident, and therefore, we carry a complete stock of spares in our Service Depots, and in the hands of our Agents in all parts of the country, backed up by a highly trained personnel ready to be sent at a moment's notice when needed.



The AUSTIN TWENTY

GENERAL DIMENSIONS

Wheel Base	-	-	-	-	10ft. 10in. (3,302 mm.)
Track	-	-	-	-	4ft. 8in. (1,422 mm.)
Full car length (including luggage carrier),	15ft. 8in. (4,750 mm.)				
Full car width	-	-	-	-	5ft. 9in. (1,752 mm.)
Height of car closed	-	-	-	-	6ft. 10in. (2,080 mm.)
Ground clearance	-	-	-	-	8in. (203 mm.)
Weight of chassis	-	-	-	-	20 cwt. (1,020 kilo).

ENGINE.—4-cylinder monobloc; bore $3\frac{3}{4}$ in. (95 mm.); stroke 5 in. (127 mm.). Total capacity, 3,610 c.c.; R.A.C. rating, 22.4 h.p.; b.h.p. at 2,000 r.p.m., 45. The cylinder head is detachable and the valves are all on the left-hand side. The crankshaft is carried on five bearings of large diameter. The pistons are of aluminium.

FUEL SUPPLY.—Is by a vacuum system. The fuel tank has a capacity of 15 gallons (67 litres), and is provided with a large filler; a dial gauge indicates the amount of fuel in the tank, and is readily observable when replenishing.

IGNITION.—By magneto.

COOLING.—By fan and pump.

LUBRICATION.—Lubrication is by means of a gear pump forcing oil through the drilled crankshaft to all bearings of the crankshaft and camshaft. A large gauze filter in the oil reservoir is easily removed for cleaning. Chassis lubrication by grease gun.

TRANSMISSION.—The clutch is of the single-plate type. The gearbox has four speeds forward, and reverse. The ratios of engine to road wheels are:—1st speed, 17 to 1; 2nd speed, 9.7 to 1; 3rd speed, 6 to 1; top speed, 3.93 to 1. Gear changes are effected by a lever mounted centrally on the top of the box. Final drive is by helical bevel gear mounted on roller bearings. The rear axle is of the three-quarter floating type.

BRAKES.—Front wheel brakes are fitted in addition to those on the rear wheels and on the transmission. The pedal applies brakes to all four road wheels, and the hand lever applies shoes directly to a drum behind the gear box. Both sets of brakes can be adjusted with facility.

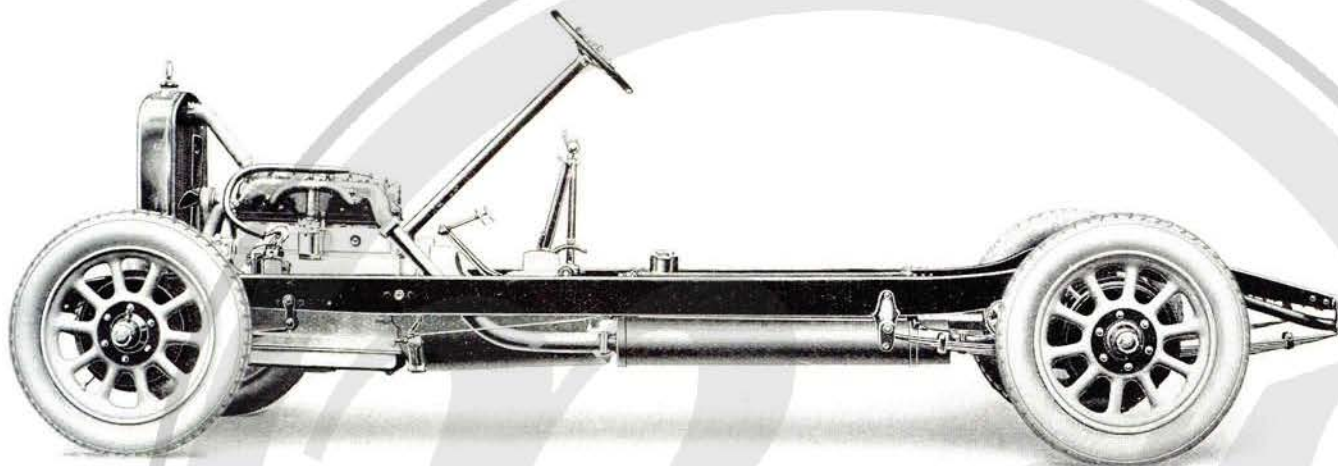
STEERING.—Steering is of the worm and worm wheel type, with provision for taking up wear. Over the steering wheel are the throttle, ignition and extra air levers.

SUSPENSION.—Road springs are semi-elliptic; those at the rear are underslung and of exceptional length. Shock absorbers are fitted to the front and rear of the car.

TYRES.—Dunlop cord.

EQUIPMENT.—Electrical starting and lighting (the dynamo is driven by a silent chain, totally enclosed in the crankcase); carburettor air strangler, speedometer (positively driven from the gear box), spare wheel and tyre, electric horn, and the usual supply of tools. Blank number plates are provided.



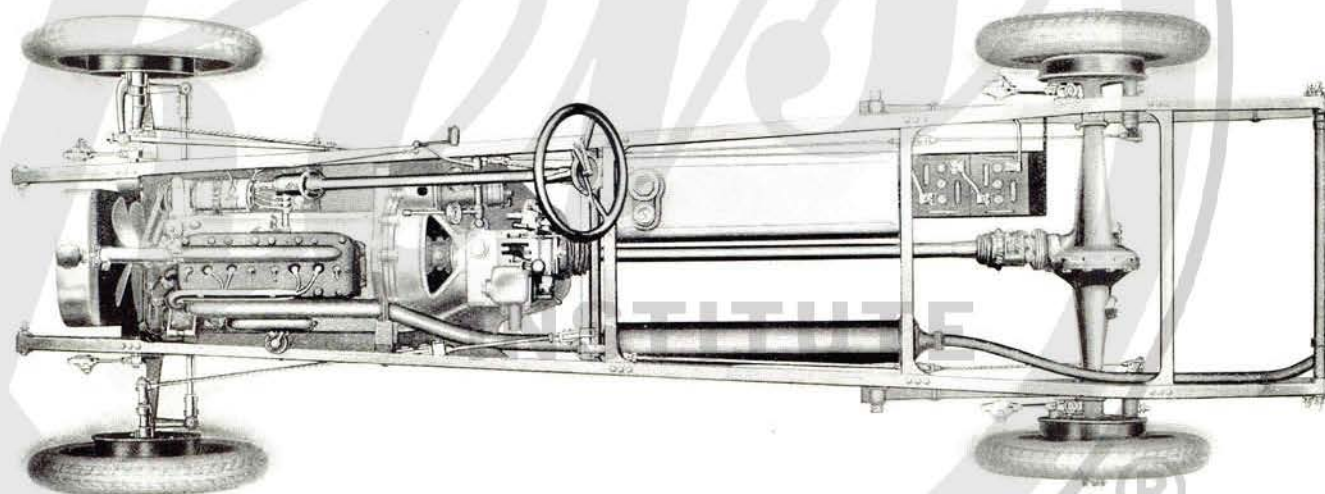


The chassis when sold alone
includes :—

Dashboard.
Dashboard brackets.
Front fitch plates.
Top toe plate.
Bonnet.
Bonnet handles and fasteners.
Radiator cowl.
Radiator calometer.
Number plates.
Oil gauge.
Shock absorbers

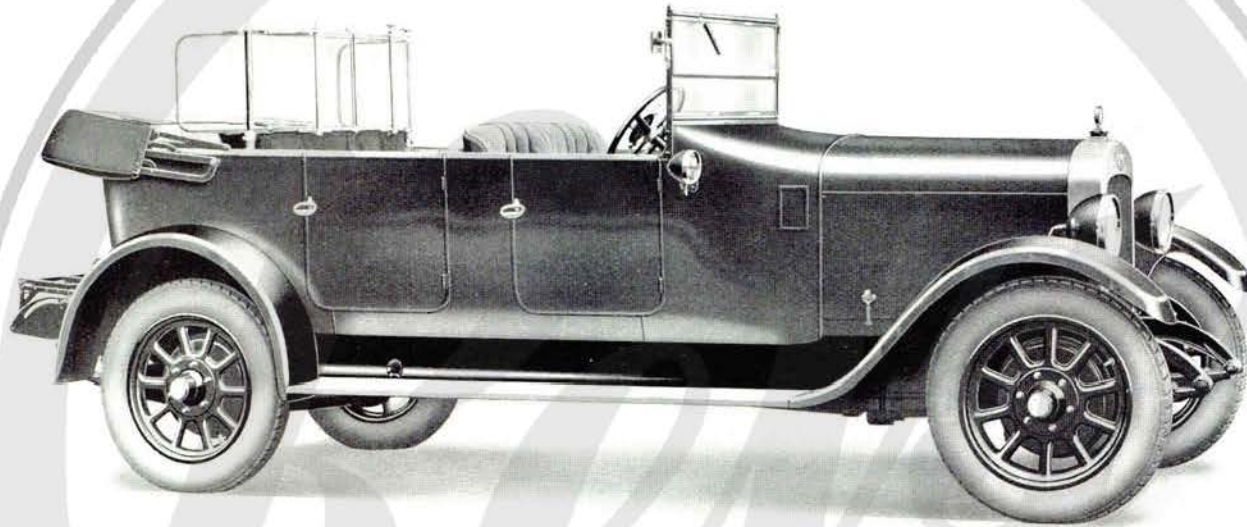
Equipment included, but not
fitted :—

Spare wheel and tyre.
Spring gaiters.
Steering column support.
Five lamps and adapters.
Switchboard.
Cut-out.
Starter switch.
Dash lamp.
Speedometer.
Horn, bracket and switch.
Air strangler.
Magneto switch.
Starting handle.
Tool kit.



PRICE - £395 at Works.

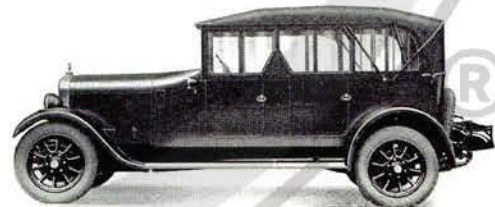
The AUSTIN TWENTY 5-7 Seater Touring Car



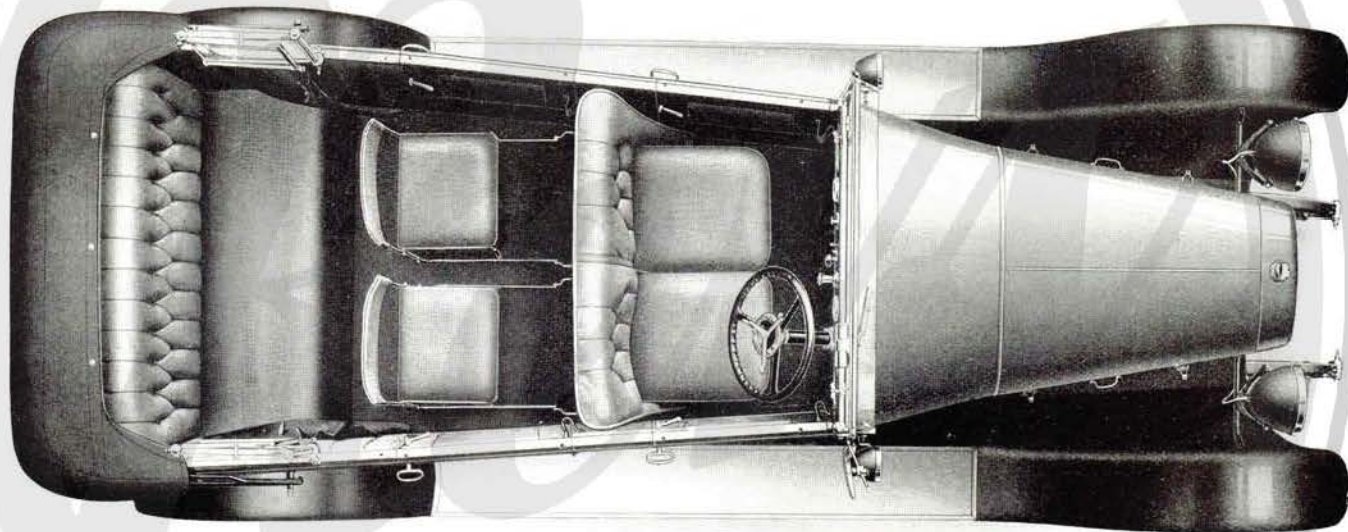
GENERAL ROOMINESS is the characteristic of this thoroughly trustworthy touring car. The two auxiliary seats increase seating accommodation to seven when required. Adjustable front seat and accurately fitted hood and side screens give ample comfort and protection to every passenger in all weathers.

Upholstered in leather. Equipment includes clock, driving mirror, automatic windscreen wiper, Klaxon horn, rear screen, luggage carrier, spring gaiters, shock absorbers, calometer and spare wheel and tyre. Triplex glass, front screen, £5 5 0 extra, rear screen, £5 15 0 extra.

PRICE
£475
Complete
at Works.



The AUSTIN TWENTY 5-7 Seater Touring Car



INSTITUTE

PLAN VIEW SHOWING THE SEATING ACCOMMODATION,



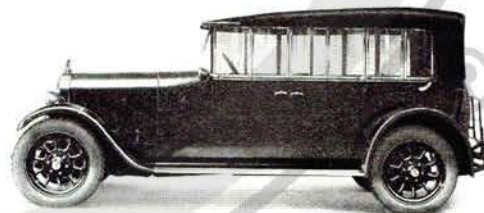
The AUSTIN TWENTY "Open Road" 5-7 Seater Car



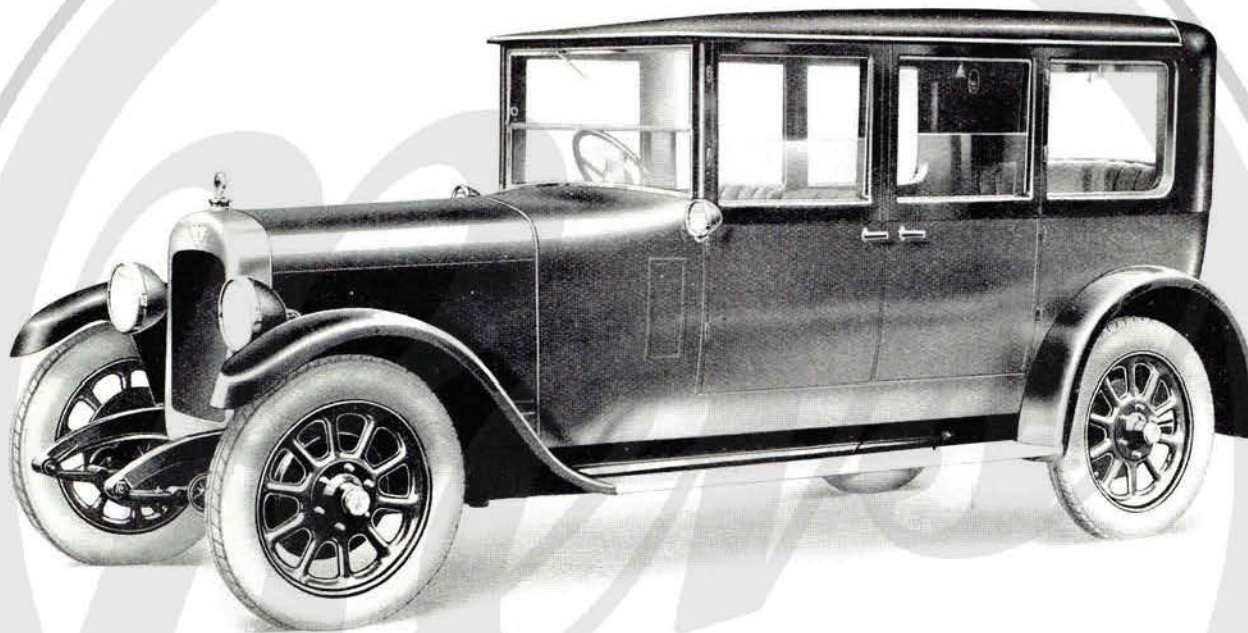
ACCOMMODATING with ease seven persons, it fulfils all the requirements of a powerful and comfortable touring car. The front seats are independently adjustable, and the two auxiliary seats fold up when not in use. An entirely new patented hood and side screens combine all the advantages of an open with the protection and cosiness of a four-door closed model. The side screens fold into the doors when not in use. As will be seen from the photograph, there is almost the same all-round clear vision as in the "Carlton" Saloon. The last word in open car design.

Upholstered in leather. Equipment includes clock, driving mirror, automatic windscreen wiper, Klaxon horn, rear screen, luggage carrier, spring gaiters, shock absorbers, calometer, and spare wheel and tyre. Triplex glass, front screen, £5 5 0 extra.

PRICE
£495
Complete
at Works.



The AUSTIN TWENTY "Carlton" Saloon



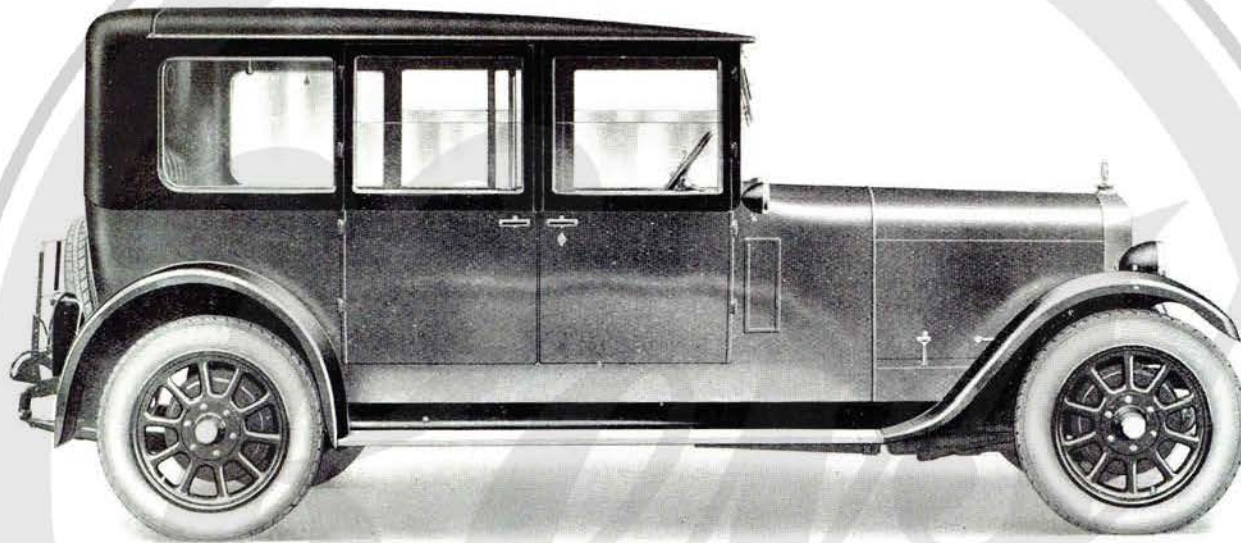
AMPLE window space renders the interior of this saloon particularly bright and gives clear vision almost all round. There is comfortable accommodation for six persons, and the four wide doors afford easy entrance and exit. The front seats are adjustable, and a revolving centre seat can be folded away when not required.

Upholstered in leather or Bedford cord. Equipment includes clock, driving mirror, automatic windscreen wiper, Klaxon horn, luggage carrier, spring gaiters, shock absorbers, calometer, and spare wheel and tyre. Triplex glass, £35 10 0 extra.

PRICE - £595
Complete at Works.



The AUSTIN TWENTY "Ascot" Saloon (with Division)



THIS model is an alternative to the "Carlton" Saloon. The adjustable front seats are replaced by a fixed seat, and glazed partition behind the driver with central window to lower. At the rear of the partition are two folding emergency seats.

Upholstered in leather or Bedford cord. Equipment includes clock, driving mirror, automatic windscreen wiper, Klaxon horn, luggage carrier, spring gaiters, shock absorbers, calometer, and spare wheel and tyre. Triplex glass, £40 0 0 extra.

PRICE - £620
Complete at Works.



The AUSTIN TWENTY "Marlborough" Three-Quarter Landaulet

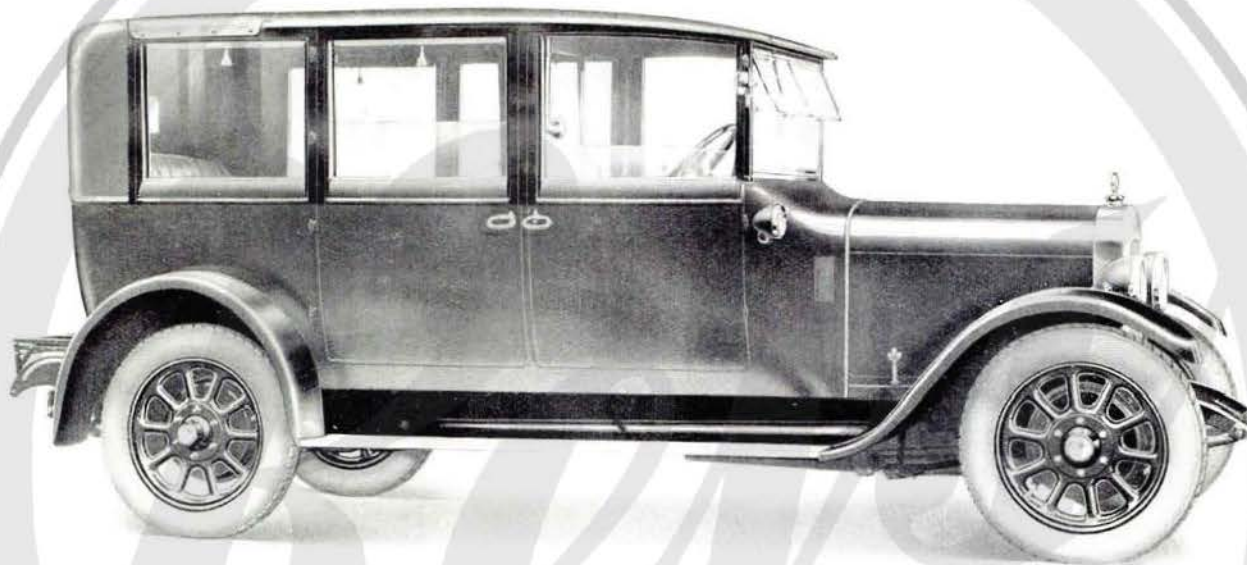


A SEVEN-SEATER MODEL which can be used with the rear part of the head open. The two auxiliary seats face forward and fold up snugly when not in use. Weather protection is afforded the driver by readily detachable side screens. Many thousands of this model have been sold and they have given complete satisfaction.

Interior upholstered in leather or Bedford cord, and driving seat in leather. Equipment includes clock, driving mirror, automatic windscreen wiper, Klaxon horn, luggage carrier, spring gaiters, shock absorbers, calometer, and spare wheel and tyre. Triplex glass, £30 0 0 extra.

PRICE - £595
Complete at Works.

The AUSTIN TWENTY "Mayfair" Enclosed Landaulet



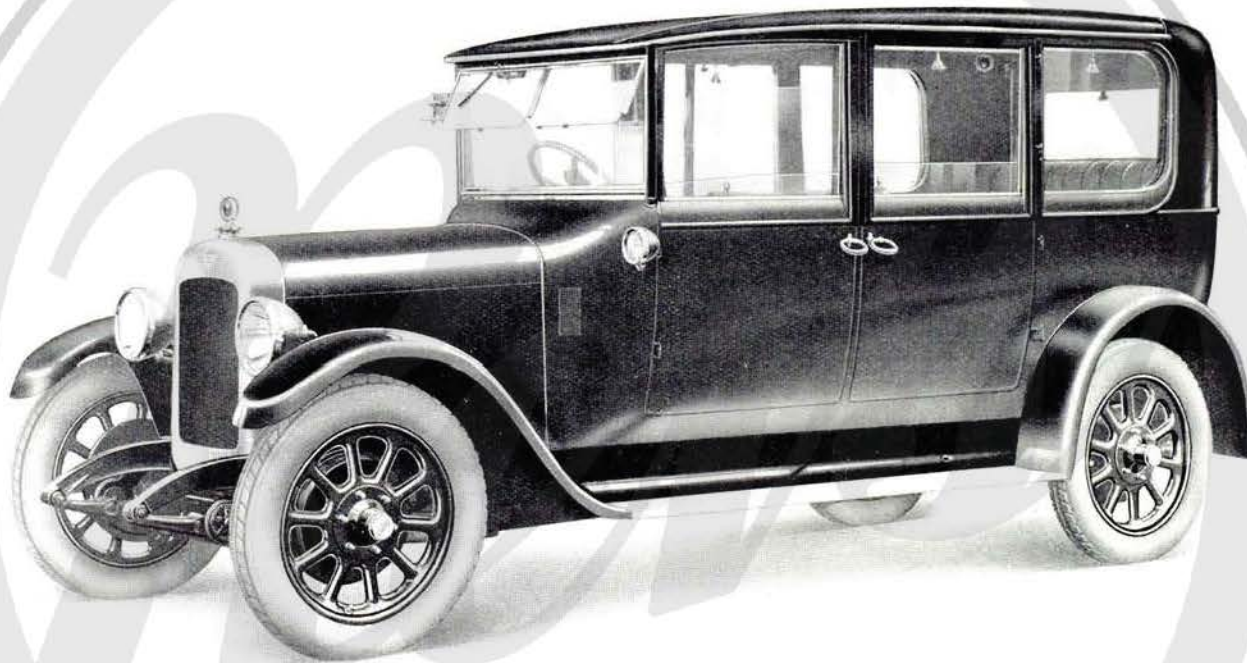
DISTINGUISHED in appearance, and with comfortable accommodation for seven persons, this closed carriage is designed to be driven either by owner or chauffeur. The front compartment can be separated from the rear by raising the centre section of a transverse glazed partition. The rear portion of the head may be opened if desired. Unequalled in value and unsurpassed in quality.

Interior upholstered in leather or Bedford cord, and driving seat in leather. Equipment includes clock, driving mirror, automatic windscreen wiper, Klaxon horn, luggage carrier, spring gaiters, shock absorbers, calometer, and spare wheel and tyre. Triplex glass, £45 0 0 extra.

PRICE - £715
Complete at Works.



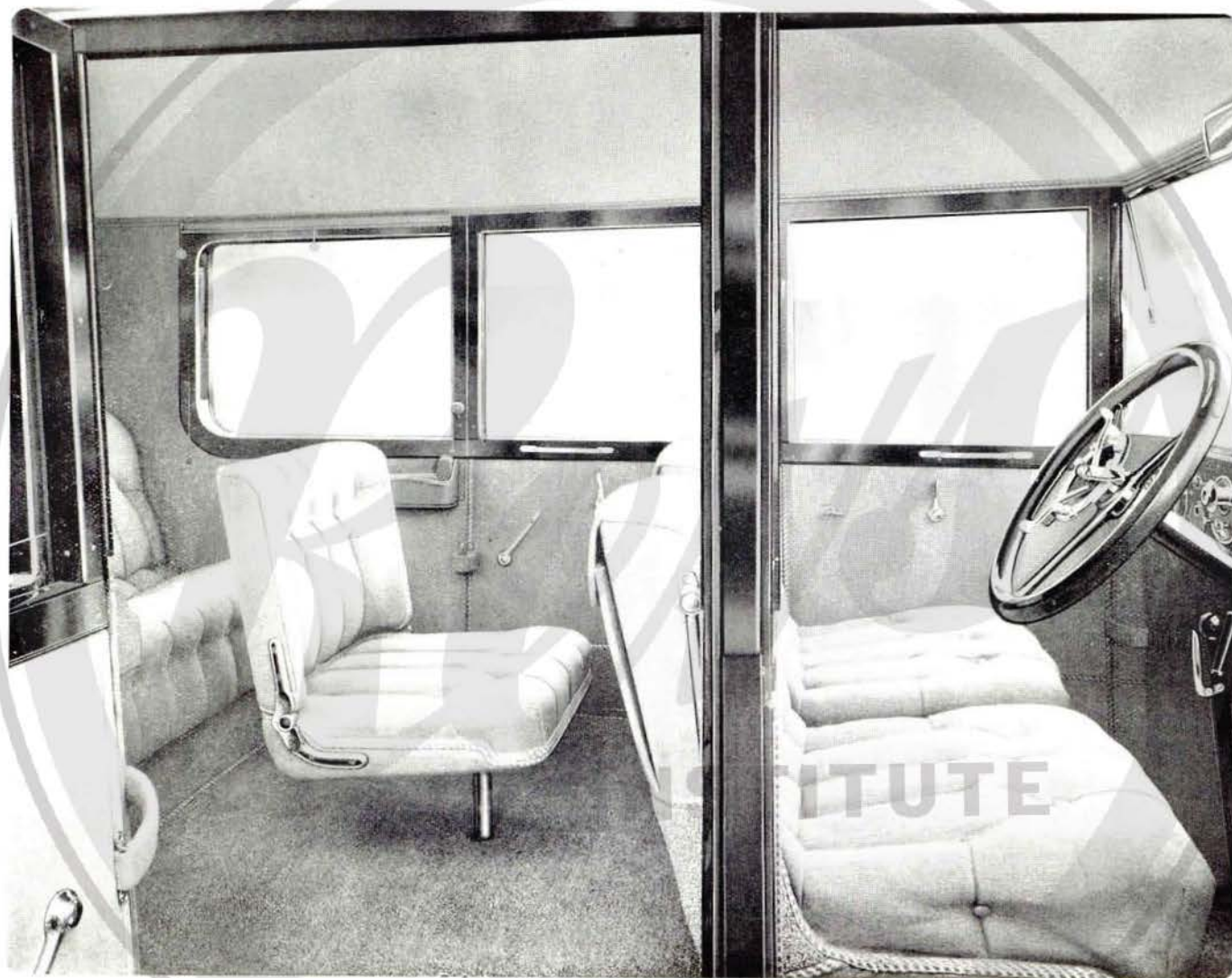
The AUSTIN TWENTY "Mayfair" Enclosed Limousine



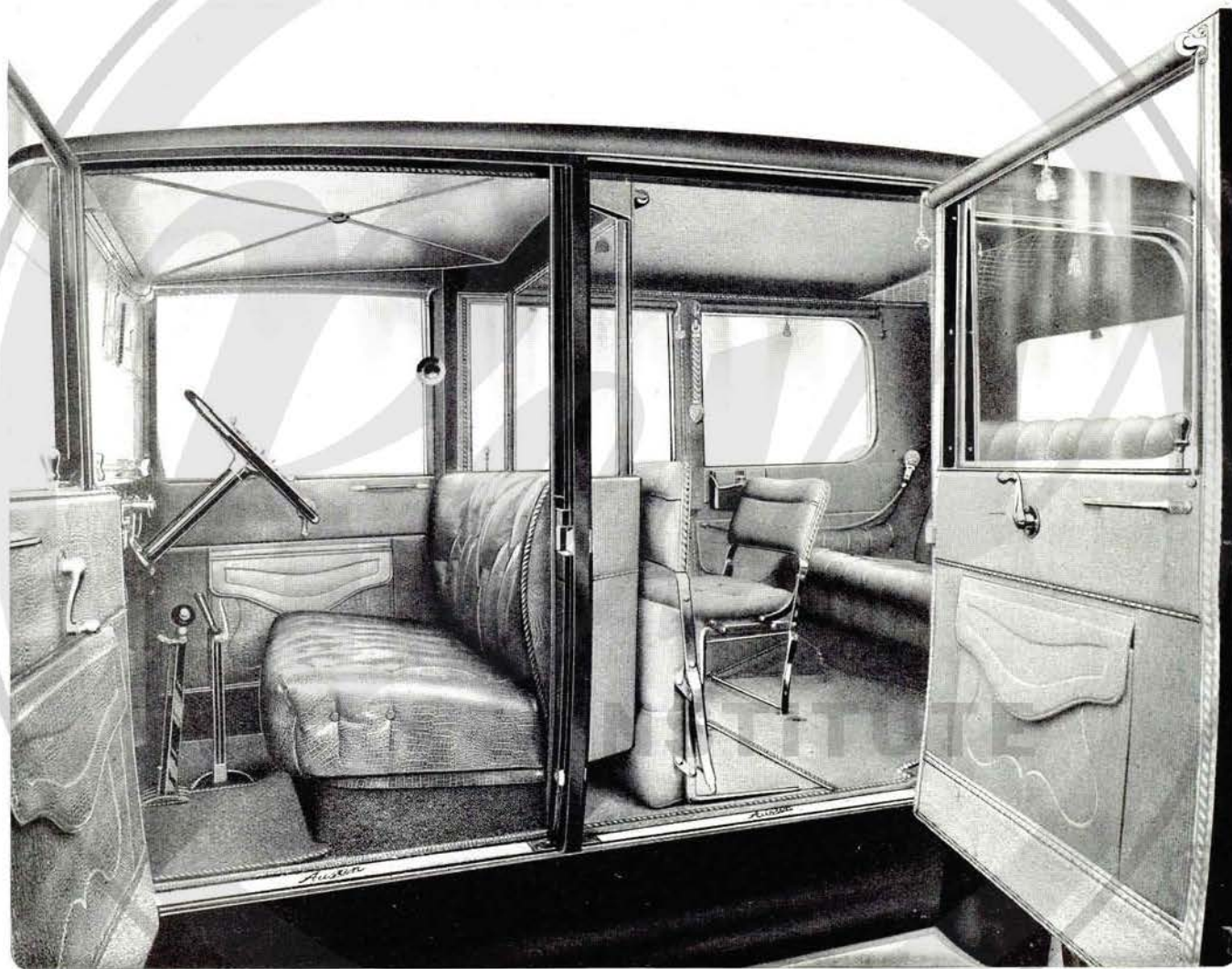
REFINED in design, this handsome Limousine combines generous and comfortable seating accommodation for seven persons. The four doors are exceptionally wide, and the lowering of a transverse window in the glazed partition behind the front seats converts the interior into a saloon, which also admits of the owner driving when necessary.

Interior upholstered in leather or Bedford cord, and driving seat in leather. Equipment includes clock, driving mirror, automatic windscreen wiper, Klaxon horn, luggage carrier, spring gaiters, shock absorbers, calometer, and spare wheel and tyre. Triplex glass, £46 5 0 extra.

PRICE - £715
Complete at Works.



INTERIOR OF THE "CARLTON" SALOON.



INTERIOR OF THE "MAYFAIR."

The AUSTIN TWELVE

GENERAL DIMENSIONS

Wheel Base	- - - - -	9ft. 4in. (2,846 mm.)
Track	- - - - -	4ft. 4in. (1,321 mm.)
Full car length (including luggage carrier),	13ft. 6in. (4,116 mm.)	
Full car width	- - - - -	5ft. 3in. (1,600 mm.)
Height of car enclosed	- - - - -	6ft. 4in. (1,930 mm.)
Ground clearance	- - - - -	8½ in. (216 mm.)
Weight of chassis	- - - - -	12½ cwt. (640 kilo.)

ENGINE.—4-cylinder monobloc; bore 2½ in. (72 mm.); stroke 4in. (102 mm.) Total capacity, 1,660 c.c.; R.A.C. rating, 12.8 h.p.; b.h.p. at 2,000 r.p.m., 20. The cylinder head is detachable and the valves are all on the left-hand side. The crankshaft is carried on five bearings of large diameter. Pistons are of aluminium.

FUEL SUPPLY.—Is by a vacuum system. The fuel tank has a capacity of 8 gallons (36 litres), and is provided with a large filler; a dial gauge indicates the amount of fuel in the tank, and is readily observable when replenishing.

IGNITION.—By magneto.

COOLING.—By fan and pump.

LUBRICATION.—Lubrication is by means of a gear pump, forcing oil through the drilled crankshaft to all bearings of the crankshaft and camshaft. A large gauze filter in the oil reservoir is easily removed for cleaning. Chassis lubrication by grease gun.

TRANSMISSION.—The clutch is of the single-plate type. The gearbox has four speeds forward, and reverse. The ratios of engine to road wheels are:—1st speed, 20 to 1; 2nd speed, 12 to 1; 3rd speed, 8 to 1; top speed, 5.18 to 1. Gear changes are effected by a lever mounted centrally on the top of the box. Final drive is by helical bevel gear mounted on roller bearings. The rear axle is of the three-quarter floating type.

BRAKES.—Front wheel brakes are fitted in addition to those on the rear wheels and on the transmission. The pedal applies brakes to all four road wheels, and the hand lever applies shoes directly to a drum behind the gearbox. Both sets of brakes can be adjusted with facility.

STEERING.—Steering is of the worm and worm wheel type, with provision for taking up wear. Over the steering wheel are the throttle and ignition levers.

SUSPENSION.—Road springs are semi-elliptic; those at the rear are underslung and of exceptional length. Shock absorbers are fitted to the front and rear of the car.

TYRES.—Dunlop cord.

EQUIPMENT.—Electric starting and lighting (the dynamo is driven by a silent chain, totally enclosed in the crankcase), carburettor air strangler, speedometer (positively driven from the gearbox), spare wheel and tyre, electric horn, and the usual supply of tools. Blank number plates are provided.



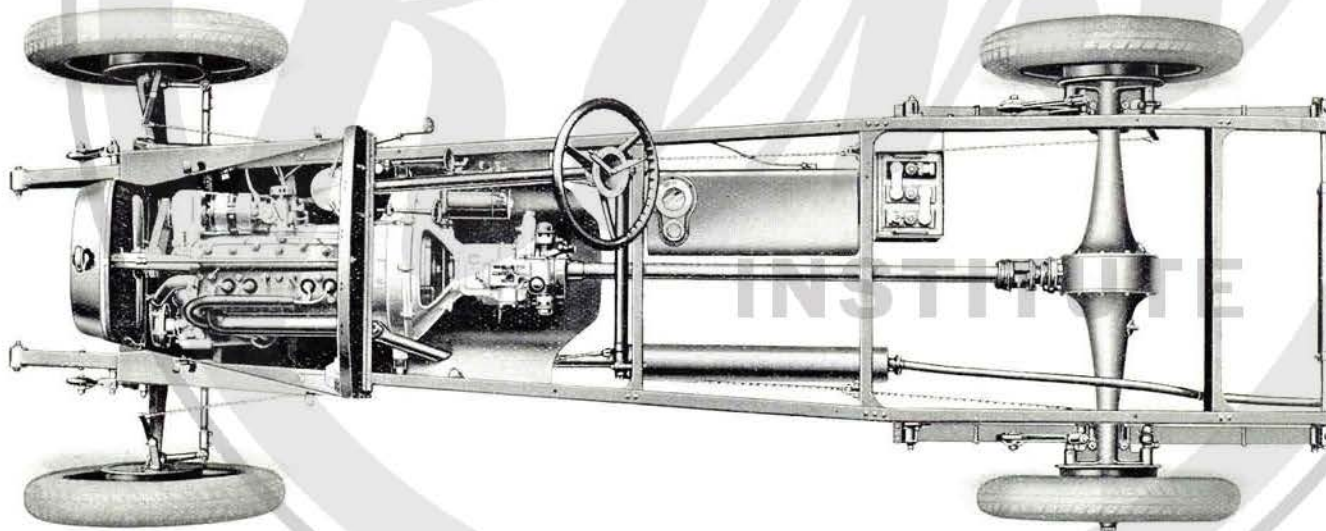
The chassis when sold alone
includes :—

Dashboard.
Dashboard brackets.
Front flitch plates.
Top toe plate.
Bonnet.
Bonnet handles and fasteners.
Radiator cowl.
Radiator calometer.
Number plates.
Oil gauge.
Shock absorbers.



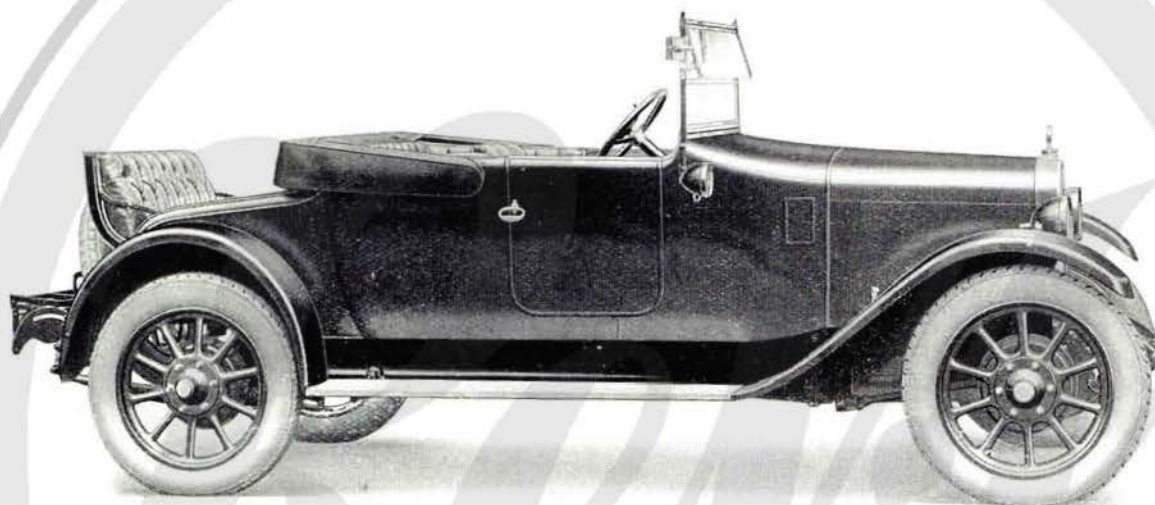
Equipment included, but not
fitted :—

Spare wheel and tyre.
Spring gaiters.
Steering column support.
Five lamps and adapters.
Switchboard.
Cut-out.
Starter switch.
Dash lamp.
Speedometer.
Horn, bracket and switch.
Air strangler.
Magnetto switch.
Starting handle.
Tool kit.



PRICE - £270 Complete at Works.

The AUSTIN TWELVE "Hertford" 2-4 Seater



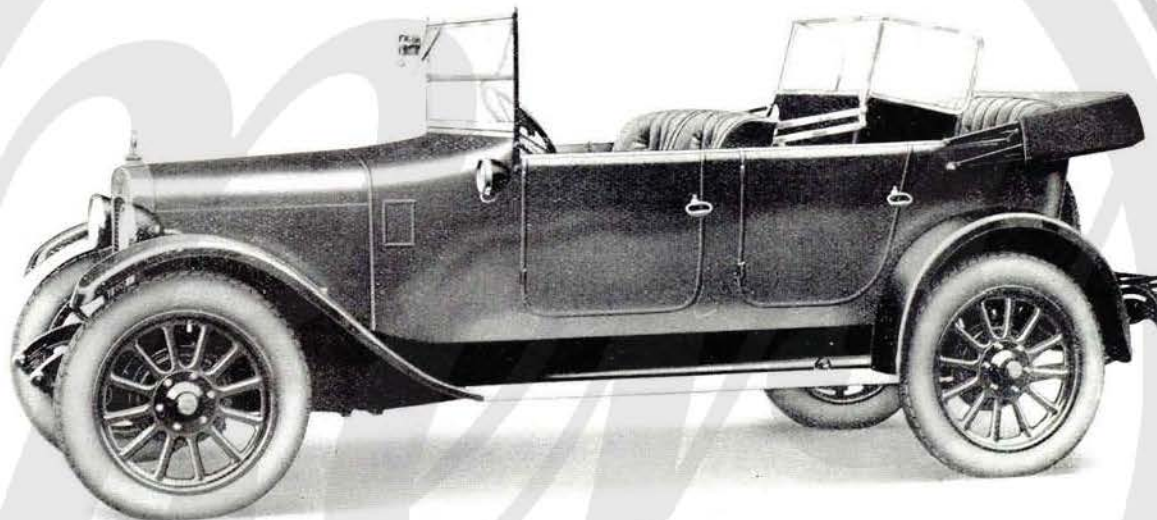
THE seating arrangements of this model are particularly convenient and useful. Behind the two adjustable front seats are two detachable auxiliaries which are completely covered when the hood is raised, or the space occupied by these may alternatively be used for luggage. There is also a comfortable double dickey of roomy proportions.

Upholstered in leather. Equipment includes clock, driving mirror, automatic windscreen wiper, electric horn, luggage carrier, spring gaiters, shock absorbers, calometer, and spare wheel and tyre. Triplex glass, £5 5 0 extra.

PRICE - £340
Complete at Works.



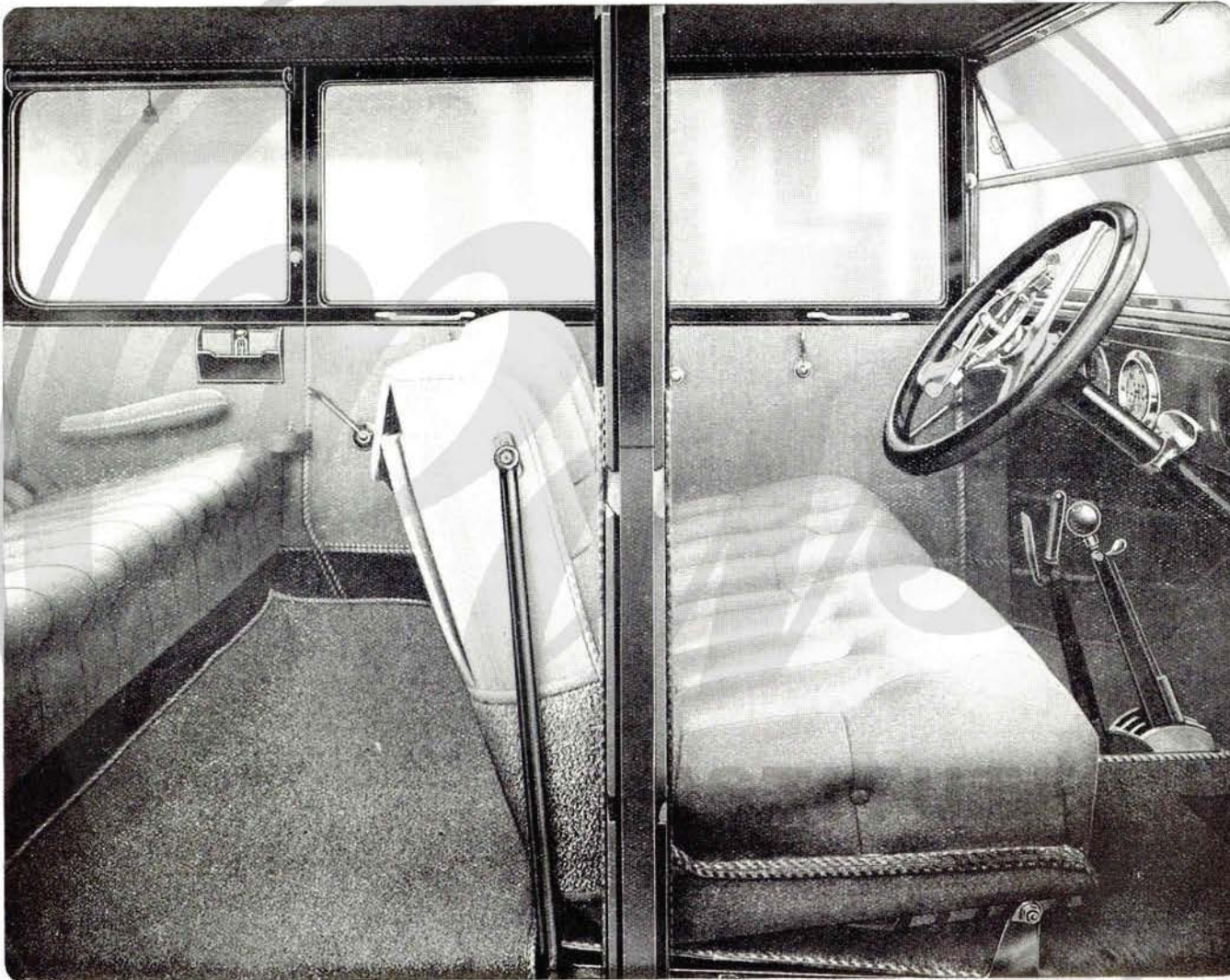
The AUSTIN TWELVE "Clifton" 5-Seater



AN economical and reliable 5-Seater Family Touring Car. The front seat is adjustable to suit the requirements of the individual driver, and with the hood and side screens in position, complete protection from all weathers is obtained. Its low maintenance costs have been continuously demonstrated in all parts of the world.

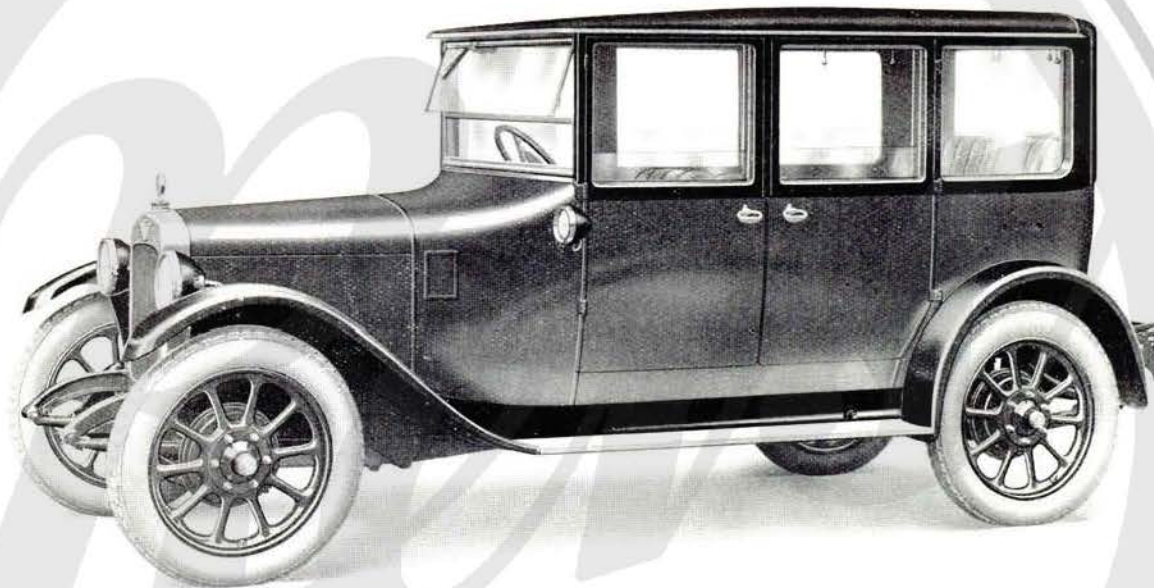
Upholstered in leather. Equipment includes clock, driving mirror, automatic windscreen wiper, electric horn, rear screen, luggage carrier, spring gaiters, shock absorbers, calometer, and spare wheel and tyre. Triplex glass, £5 5 0 each screen, extra.

PRICE - £340
Complete at Works.



INTERIOR OF THE "WINDSOR" SALOON.

The AUSTIN TWELVE "Windsor" Saloon



AN exceedingly attractive light saloon, with ample accommodation for five persons. Independently adjustable front seats are a convenience and added comfort; four wide doors give easy access to all seats. The large windows make the interior bright, airy and cheerful. Well finished in every detail.

Upholstered in leather or Bedford cord. Equipment includes clock, driving mirror, automatic windscreen wiper, electric horn, luggage carrier, spring gaiters, shock absorbers, calometer, and spare wheel and tyre. Triplex glass, £31 0 0 extra.

PRICE - £455
Complete at Works.



The AUSTIN SEVEN

DIMENSIONS

Full car length	-	-	-	-	9ft. 2in. (2,796 mm.)
Full car width	-	-	-	-	3ft. 10in. (1,169 mm.)
Wheel base	-	-	-	-	6ft. 3in. (1,905 mm.)
Track	-	-	-	-	3ft. 4in. (1,016 mm.)
Road clearance	-	-	-	-	8 $\frac{3}{4}$ in. (220 mm.)
Weight (approx.)	-	-	-	-	8 $\frac{1}{2}$ cwt. (425 kilo.)
Height to top of screen	-	-	-	-	4ft. 9in. (1,450 mm.)
Height to top of hood when raised	-	-	-	-	5ft. 4in. (1,625 mm.)

ENGINE.—4-cylinder, water-cooled, detachable head; bore 2.2in. (56 mm.); stroke, 3in. (76 mm.) Total capacity, 747.5 c.c.;

R.A.C. rating, 7.8; b.h.p. 10.5 at 2,400 r.p.m. The crankshaft has roller bearings. Aluminium pistons.

FUEL SUPPLY.—By gravity from 4-gallon tank (18 litres).

IGNITION.—By magneto.

COOLING.—Radiator and fan.

LUBRICATION.—Engine lubrication is by means of a gear pump. Chassis lubrication is by grease gun.

TRANSMISSION.—Single-plate clutch. The ratios of engine to road wheels are:—1st speed, 16 to 1; 2nd speed, 9 to 1; top, 4.9 to 1; reverse, 21 to 1. Gear changes are effected by a lever mounted centrally on the top of the box. Final drive is by helical bevel gear. The rear axle is of the three-quarter floating type, with differential and torque tube.

BRAKES.—The pedal-operated brake acts on the drums of the rear wheels, and the hand lever applies brakes to the front wheels. The adjustment of both sets is extremely accessible and quickly carried out.

STEERING.—Steering is of the worm and worm wheel type, with provision for taking up wear. Over the steering wheel are the throttle and ignition control levers.

SUSPENSION.—Semi-elliptic cross spring in front; those at the rear are quarter elliptic. Shock absorbers, front and rear.

TYRES.—Tyres are 26 \times 3 $\frac{1}{2}$ in. (Dunlop Balloon), and the wheels are of special wire type.

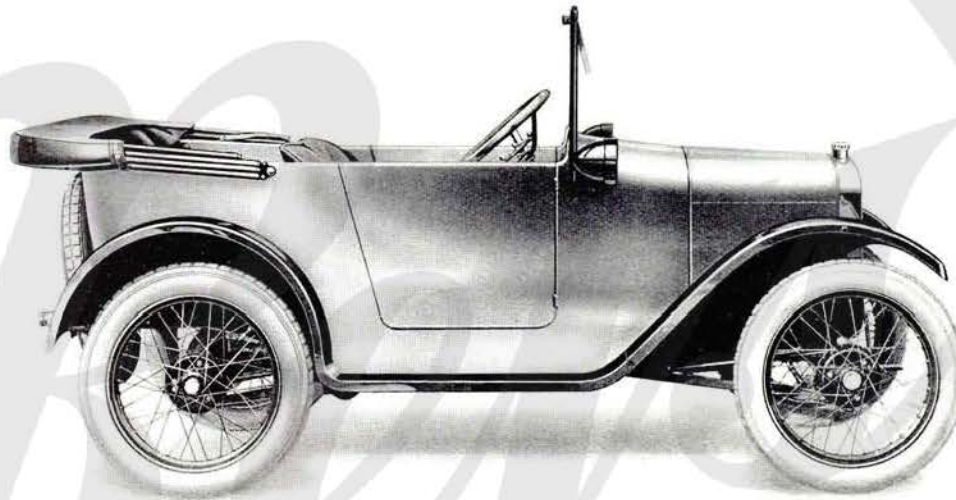
EQUIPMENT.—Electric starting and lighting, carburetter air strangler, spare wheel and tyre, electric horn, speedometer, blank number plates.

INSTITUTE

Ask or write for "Seven" Booklet 508.



The AUSTIN SEVEN



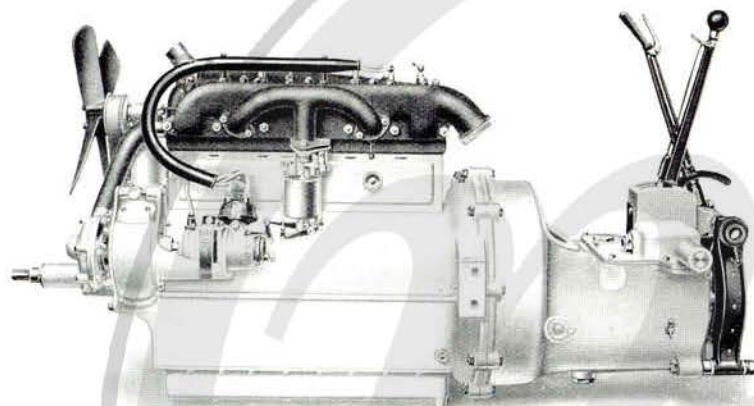
A Small Touring Car, to seat two adults and two to three children or a third adult, up to a total weight of 30-32 stone. It has every quality demanded of a larger car, is thoroughly reliable, and will give continuous hard service. Hood, screen and side curtains afford complete weather protection for all occupants.

Easily the best small car in the world.

PRICE - £149 complete at Works.
Triplex Glass, £4 0 0 extra.



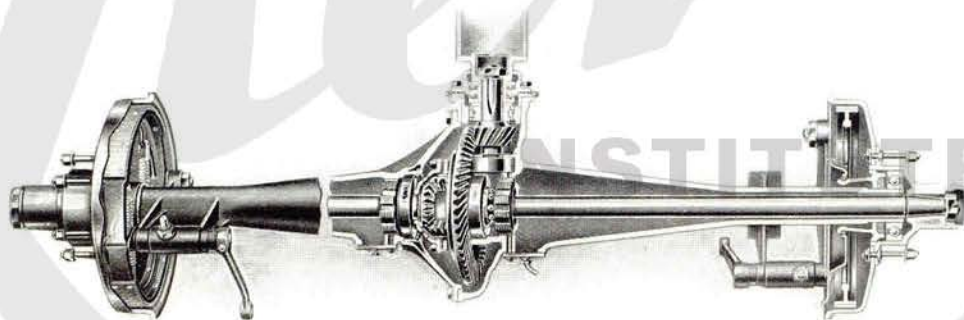
COMPONENTS OF THE AUSTIN



The power unit of the Austin Twenty, which resembles that of the Austin Twelve. Each has five crankshaft bearings with forced lubrication also to connecting rod and camshaft bearings. There are four speeds forward, with central gate change giving direct operation. Note direct application of hand brake and its ease of adjustment.



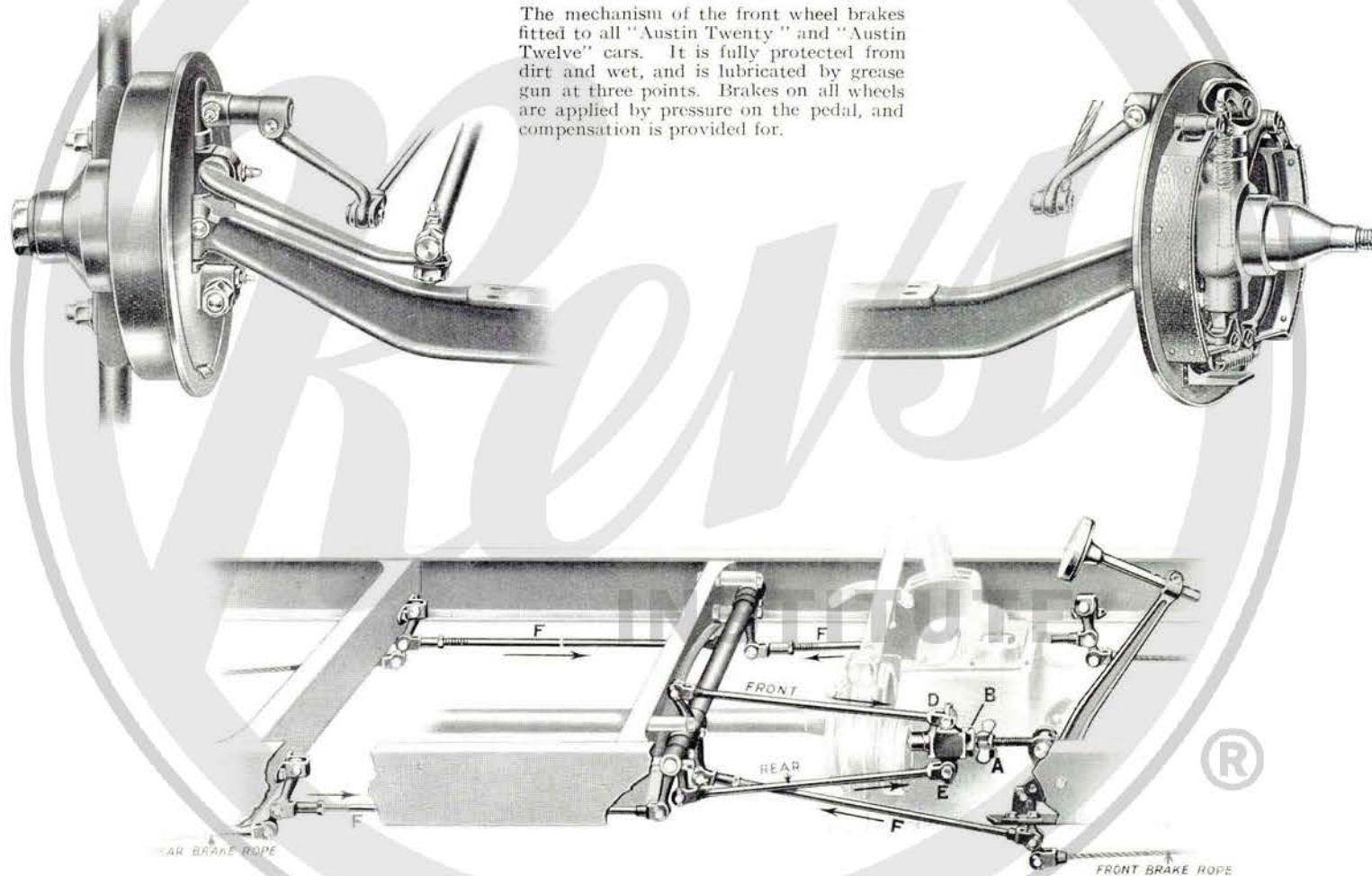
The single plate clutch, working dry. Clutch and brake pedals are easily adjusted to individual requirements.



The final drive to the three-quarter floating back axle. Note the helical teeth, giving perfectly silent transmission of power, and the full provision for meeting all thrusts, and mode of adjusting bearings.

AUSTIN FRONT WHEEL BRAKES

The mechanism of the front wheel brakes fitted to all "Austin Twenty" and "Austin Twelve" cars. It is fully protected from dirt and wet, and is lubricated by grease gun at three points. Brakes on all wheels are applied by pressure on the pedal, and compensation is provided for.



APPRECIATIONS OF THE AUSTIN

EQUALLY SATISFACTORY IN EGYPT OR THE ALPS.

"I took delivery of this car in London in July 1920. It was shipped to Egypt in the following October, and back to England, via France, in 1922—and has since remained in Europe.

The mileage, up to date, is only 16,000, which is probably low for the period, but I doubt if many of your cars have been put to the same tests; it goes equally satisfactorily in hot or cold climates, at high or low elevations. It runs flexibly and easily under all conditions, and it is difficult to imagine a more pleasant car to drive. In France, Switzerland and Italy, we have taken it over the highest passes and the roughest roads. Its hill climbing capacity is extraordinarily good; it makes as light work of the Pyrenees and the Alps as it does of the hills of the Auvergne, of Wales and Cumberland.

The gears and bearings appear to be as new.

If some of the French and Italian roads had smashed the machine, it would not have been surprising, but it did not shed a nut."

Mr. T. F. Stevens, 15, Rue Emad El Dine, Cairo.

FOR THE DOCTOR.

"My 'Austin Twenty' touring car has toured the Welsh and South Coasts and Devon, and during the run from Minehead to Ilfracombe climbed Porlock and Parracombe hills quite easily. The tour extended over 1,300 miles, during which the tool-kit was required only once—to adjust the foot brake and electric horn. The 'Marlborough' landaulet which I purchased last October has completed 10,000 miles this month. I recently toured the Midlands and East Coast, covering a distance of 650 miles—no repairs or adjustments were necessary except for a single puncture. She has not been overhauled nor does she require overhauling. She does 21 miles to the gallon, is very light on oil, and has completed the 10,000 miles on the original four Dunlop Cord tyres. I think this speaks for itself."—Dr. J. M. S., Manchester.

A TRAVELLING ADVERTISEMENT.

"She ('Austin Twenty' landaulet) has covered about 40,000 miles, over which she has given every satisfaction, and we cannot speak too highly of her. She will do 23 m.p.g. and over 50 m.p.h. with a load up, and is indeed a travelling advertisement of your products."—C. C. D., Norwich.

I AM VERY SATISFIED.

"I am the owner of an 'Austin Twelve,' purchased seven months ago. On the Saturday before August Bank Holiday, I left Sheffield at 5 a.m. for Alythe, Perthshire, 330 miles, and arrived 8-30 p.m. the same day, feeling no worse for my run.

I had no trouble whatever, nor have I had since I had the car, and am very satisfied.

It's a good job all through."

Mr. W. Richardson, Cavendish Works, Brookhill, Sheffield.

RELIABLE FOR BUSINESS.

"You will no doubt be interested to know that this 'Austin Twenty' touring car has now done over 39,000 miles, and has given me every satisfaction. As I use it principally for business, its reliability for week in and week out has been remarkable."—F. W. G., Leicester.

FOR CONTINENTAL TOURING.

"Having just returned from a 4,000 mile tour on the Continent with our 'Austin Twelve,' I must express my appreciation of the splendid way the car came through the ordeal.

When one considers the fearful surfaces traversed in parts of Germany, Austria and Italy, and the fact that one could not nurse the car, as the distance was covered within a month, it is astonishing that we did not have to touch a single nut throughout the entire journey. High pressure tyres were used, and no shock absorbers, and it is a wonder to us that the car stuck together at all under such rough treatment.

All the famous passes (including the Stelvio), were crossed with ease, without overheating or need of reversing on the hairpins. After such an experience we can thoroughly recommend the 'Austin Twelve' to anyone requiring a car that will withstand the worst of conditions."

Mr. E. Bumstead, 134, Oxtou Road, Birkenhead.

DEFYING THE WEATHER.

"I have great pleasure in stating that the 'Austin' brought me North during the recent gales and snowstorms to my entire satisfaction, and with very much greater ease than I ever expected.

The engine was never more than warm, even when climbing hills four or five inches deep in snow."—Mr. R. J. Craig, Belmont, Comrie, Perthshire.

11,000 MILES AND NO TROUBLE.

"At the beginning of April 1924, I purchased an 'Austin Seven,' and since then have driven 11,800 miles in all weathers and on all kinds of roads from Kent to Cornwall, always with two, and very often with three adults up, besides luggage.

I reckon to average 20 to 22 miles per hour on a long run, and always get at least 45 miles to a gallon of petrol.

I have never had a mechanical breakdown on the road, and the engine is running like a charm.

We have just returned from a three weeks' holiday, during which we have covered 1,800 miles on a petrol consumption of 42 gallons."

Mr. W. E. Prowse, Commander R.N., T.S. Arethusa, Greenhithe, Kent.

10,000 AT .88 PENCE PER MILE.

"I am glad to say that my 'Austin Seven' has completed 10,000 miles since 1st March, 1924. Has never let me down. I have calculated the average petrol consumption over the whole 10,000 miles to come out at .88d. per mile—which is well within 'tram-fare' rate."

Mr. H. Horne, No. 3 Store Depot R.A.F., Milton Steventon, Berks.

MANUFACTURERS' WARRANTY

SUBJECT to the conditions hereinafter mentioned the goods manufactured by the Company and specified below shall be accepted by the purchaser subject to the following express warranty, which excludes all warranties, conditions and liabilities whatsoever, whether statutory or otherwise, which might exist against the Company but for this provision, viz. :—In the event of any defect being disclosed in any part or parts of the goods and if the part or parts alleged to be defective are returned to the Company's works, carriage paid, within twelve months after delivery, the Company undertakes to examine same, and should any fault, due to defective material or workmanship, be found on examination by the Company, it will repair the defective part or supply, free of charge, a new part in place thereof.

The Company's responsibility is limited to the terms of this guarantee, and it shall not be answerable for any contingent or resulting liability, or loss arising through any defects. This guarantee does not relate to defects caused by motor racing, wear and tear, misuse or neglect, or to the defects in any motor, motor vehicle, or goods which have been altered after leaving the Company's works, or which have been let out on hire, or the identification numbers or marks on which have been altered or removed. The Company accepts no responsibility for tyres, speedometers or the electrical equipment or other goods (including coachwork) not of its own manufacture.

The Austin Motor Co. Ltd., issues no warranty of the goods except as stated herein, but desires and expects that customers shall make a thorough examination before purchasing. This warranty is limited to the despatch to the purchaser without charge except for transportation, of the part or parts, whether new or repaired, in exchange for those acknowledged by the Company to be defective, and is dependent upon the strict observance of the following clauses :—

- (a) The purchaser shall at time of purchase personally sign the form supplied by the Company, and register his name, address, date of purchase, number of car and name and address of Seller with the Company, and shall obtain from the Company a signed copy of this warranty and shall produce same to the Company's representative for inspection in case of any claim being made. This warranty shall not be assigned or transferred to anyone unless the Manufacturer's consent in writing has been first obtained.
- (b) The purchaser shall send to the Company's works such part or parts as are alleged or claimed to be defective promptly on the discovery of the claimed defect. Transportation is to be prepaid by the purchaser, and said part or parts to be properly packed for transit and clearly marked for identification with the name and full address of the owner, and with the number of the vehicle from which the said part or parts were taken.
- (c) The purchaser shall post to the Company at its works, on or before despatch of such part or parts alleged to be defective, a full and complete description of the claim and the reasons therefor.
- (d) The judgment of the Austin Motor Co. Ltd. in all cases of claims shall be final and conclusive, and purchaser agrees to accept its decision on all questions as to defects and to the exchange of part or parts. After the expiration of six days from the despatch of notification of the Company's decision the part or parts submitted may be scrapped or returned carriage forward by the Company.

TERMS OF BUSINESS

TERMS OF BUSINESS.—The Company reserves the right to add to the list prices such increases as may, in its opinion, be justified by the cost of labour and materials. Should the price be increased prior to delivery the client has the option of cancelling the order within seven days after being notified of such increase, and of calling for the return of his deposit, i.e., £25, which sum shall be accepted in satisfaction of all claims.

DELIVERY.—At the Company's Works, Longbridge, Birmingham.

The Company will not be responsible for any delays in connection with the manufacture or delivery of any products listed herein, if such delays are

caused by scarcity of labour or material, strikes, lockouts or any cause over which the Company has no control.

ALTERATION IN DESIGNS.—The Company reserves the right to make, without notice, any alterations to or departures from the specifications of design detailed in this Catalogue whenever such alterations are considered advantageous.

DEPOSIT.—A deposit of £25 to accompany the order for each car or chassis, and the balance of the purchase money becomes payable on delivery of goods.

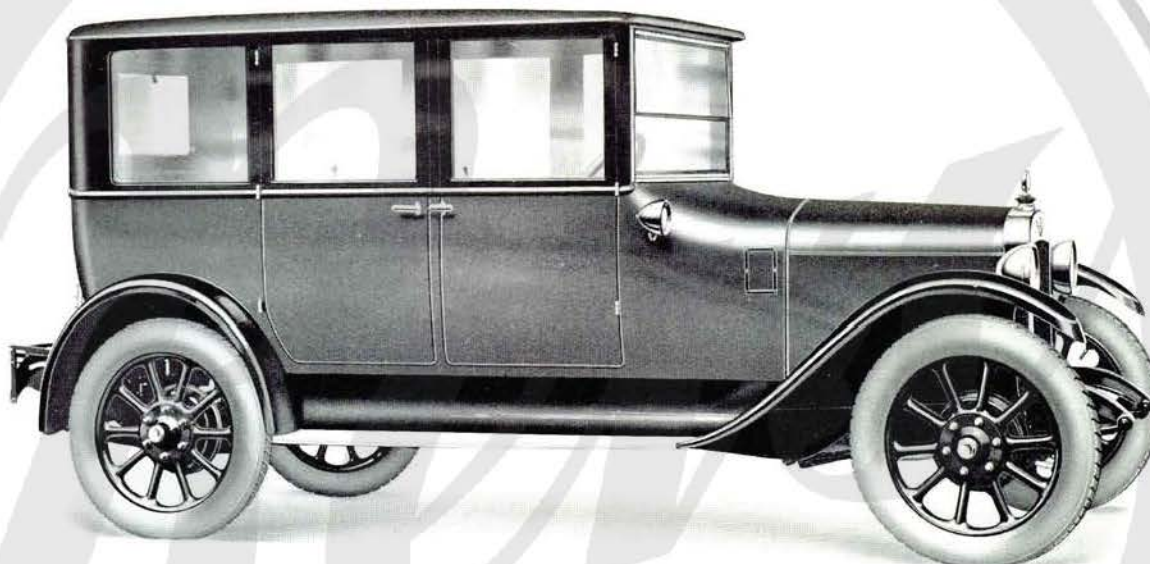


The following pages illustrate additional
types of Carriagework that can be fitted
to our Standard Chassis.

INSTITUTE



The AUSTIN TWELVE Mulliner Four-door Saloon

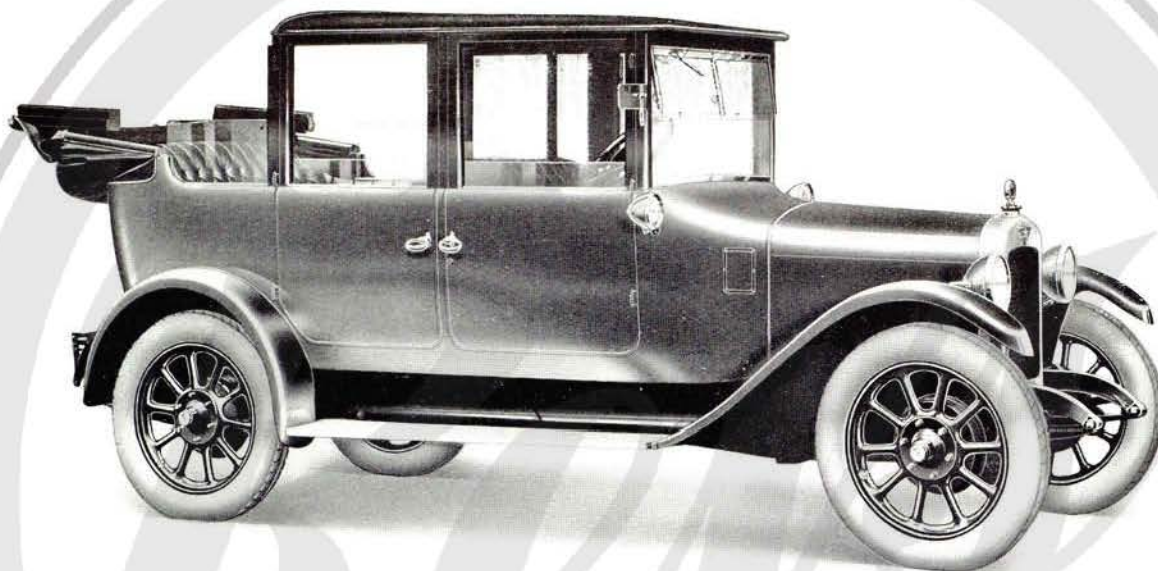


THIS LIGHT SALOON has seating capacity for five persons, and provides a useful closed car at extremely moderate cost. The front seats are of the adjustable bucket type. This saloon can only be supplied in one colour—Light Blue.

Upholstered in Hairline cloth. The equipment includes electric horn, luggage carrier, spring gaiters, shock absorbers, spare wheel and tyre. Coachwork by Messrs. Mulliner Ltd., Birmingham, who take all responsibility for coachwork.

PRICE - £395
Complete at Works.

The AUSTIN TWELVE Gordon Saloon Landaulet



THIS VERY ELEGANT five-seater Landaulet is made in two designs. The first provides, by means of a glazed partition behind the chauffeur, privacy when raised, or an open saloon when the owner is at the wheel. The second model is an open saloon with adjustable front seats. The rear portion of the head in each model may be opened when weather conditions are suitable.

Upholstered in leather or Bedford cord. Equipment includes clock, driving mirror, automatic windscreen wiper, electric horn, luggage carrier, spring gaiters, shock absorbers, calometer, and spare wheel and tyre. Triplex glass, extra.

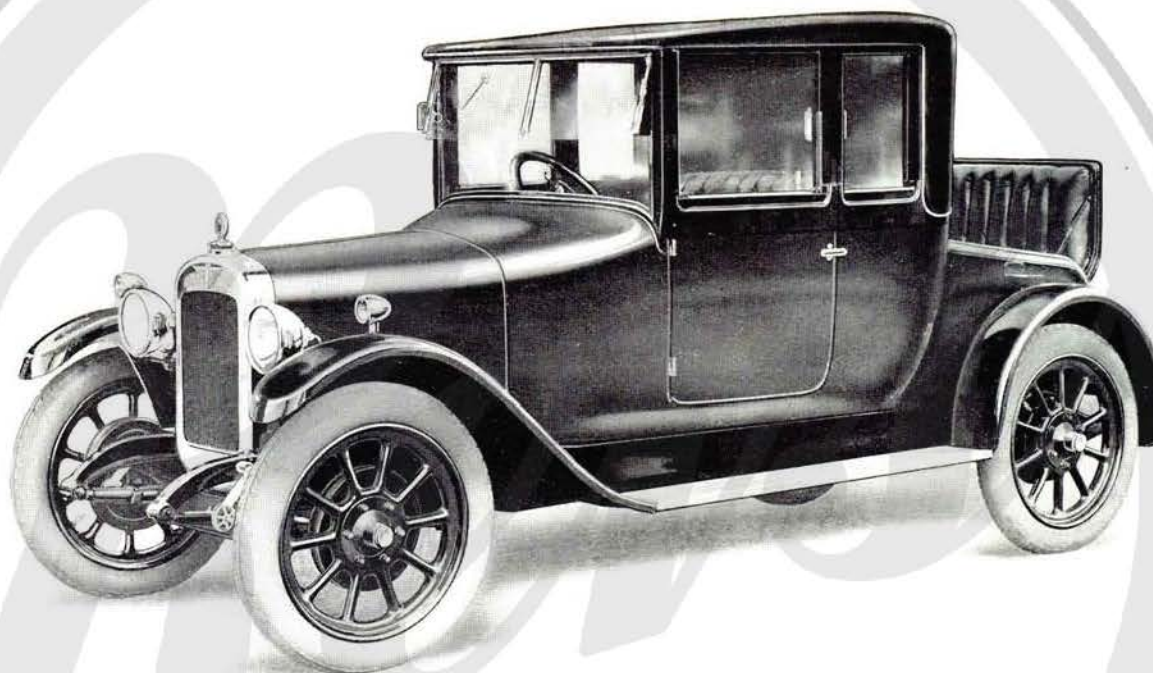
Coachwork by Messrs. Gordon & Company, Birmingham, who take all responsibility for coachwork.

PRICE - £470 with division.

PRICE - £455 without division.
Complete at Works.



The AUSTIN TWELVE Chalmer-Hoyer Three-Seater Coupé



A 2-3 SEATER COUPÉ with an unusually wide, fixed driving seat. The coach-built head is covered with real leather, lined with cloth. This head folds down very neatly when not required. A comfortable dickey seating two passengers brings the accommodation up to five.

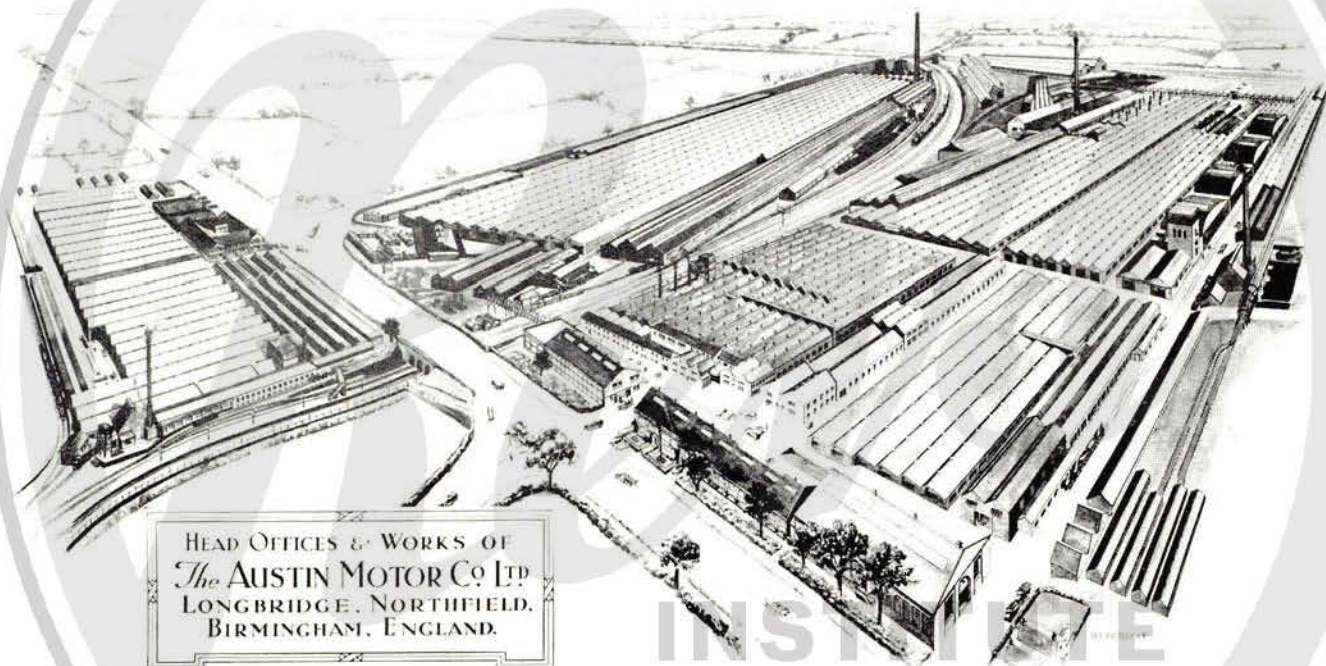
Upholstered in leather or Bedford cord. Equipment includes clock, driving mirror, automatic windscreen wiper, electric horn, luggage carrier, spring gaiters, shock absorbers, calometer, and spare wheel and tyre. Triplex glass, extra.

Coachwork by Messrs. Chalmer & Hoyer Ltd., London, who take all responsibility for coachwork.

PRICE - £475

To cover cost of freight of the chassis from the Works to the Coachbuilder, a charge of £3 10 0 has to be made.

Delivery of the car must be taken in London or further delivery charges will be made.



HEAD OFFICES & WORKS OF
The AUSTIN MOTOR CO LTD
LONGBRIDGE, NORTHFIELD,
BIRMINGHAM, ENGLAND.



S. AND F. LTD.,
BIRM.

