

*Austin*

*Revs*

INSTITUTE

®

*The*  
AUSTIN MOTOR CO. LTD

*Telegrams:*  
"SPEEDILY, NORTHFIELD"

*Code:*  
B E N T L E Y ' S

*Telegrams:*  
"AUSTINETTE, LONDON"

LONGBRIDGE  
BIRMINGHAM

479-483 OXFORD ST.  
LONDON, W 1  
(Near Marble Arch)

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CENTRAL 4140  
KINGS NORTON 230

*Telephone:*  
MAYFAIR 6230

INSTITUTE  
PUBLICATION 460

*This Catalogue was issued by the Austin Motor Co. Ltd. on October 1st, 1924,  
and cancels all previous catalogues relating to the products listed herein.*



## The AUSTIN TWENTY

Page		Price at Works
5	Chassis - - - - -	£395
6	Touring Car 5-7 Seater - - - - -	£525
7	"Carlton" 4-Door Saloon - - - - -	£675
8	"Marlborough" three-quarter Landaulet - - - - -	£675
9	"Mayfair" Enclosed Landaulet - - - - -	£795
11	"Mayfair" Enclosed Limousine - - - - -	£795

## The AUSTIN TWELVE

Page		Price at Works
13	Chassis - - - - -	£270
14	"Hertford" 2-4 Seater Touring - - - - -	£355
15	"Clifton" 5-Seater Touring - - - - -	£355
16	"Harley" All-Weather - - - - -	£475
17	"Berkeley" Single Landaulet - - - - -	£475
19	"Windsor" 4-Door Saloon - - - - -	£475

*Descriptions of body types are those of the British Engineering Standards Association.*

SELECTION of COLOURS for "AUSTIN TWENTY" Cars, and the Covered Cars of the "AUSTIN TWELVE" range.

1. ROYAL BLUE.      2. ELEPHANT GREY.      3. KINGFISHER BLUE.      4. NIGGER BROWN.      5. MAROON.

## The AUSTIN SEVEN

Family Model - **£155**      Sports Model - **£170**  
 Chassis - **£120**

## INSURANCE

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

### "Austin Twenty"

	INCLUSIVE PREMIUMS
Touring Car, 5-7 Seater - - - - -	£17 17 6
"Carlton" Saloon - - - - -	£19 0 0
"Marlborough" Landaulet - - - - -	£19 0 0
"Mayfair" Landaulet or Limousine - - - - -	£19 15 0

### "Austin Twelve"

	INCLUSIVE PREMIUMS
Touring Cars - - - - -	£13 0 0
"Harley" All-Weather - - - - -	£13 15 0
"Berkeley" Landaulet - - - - -	£13 15 0
"Windsor" Saloon - - - - -	£13 15 0

"Austin Seven" - both Models, **£8 10 0**

# The AUSTIN CAR

## FEATURES

In addition to their extraordinary value, the distinctive features of Austin cars are their long-wearing qualities, as demonstrated by tens of thousands of Austin cars giving good service in all climes and conditions. Low maintenance costs with unusual power, acceleration, and flexibility of the engines. These in the larger cars have five crankshaft bearings, and there are four speeds. **All Austin cars have four-wheel brakes.**

## VALUE

The Austin car, made at the biggest motor factory in the British Empire, constitutes a triumph of productive organisation in its own sphere. The well-known and well proved soundness of Austin design, quality of material and workmanship, find full application in a most scientific production scheme which alone renders the offer of such extraordinary values possible.

## RANGE

The range of Austin cars from the dainty little "Austin Seven" car, known as "The Motor for the Million" to the "Mayfair" limousine, which is the epitome of motor car value, with the "Austin Twelve," which may be called "The Golden Mean," meets every ordinary need.

## PROGRESS

While Austin post-war cars at once fell into great demand on their introduction, a steady improvement in design has been carried out without the necessity for alteration in the main features. Post-war design has proved right, and there has been no necessity to depart from it.

## PERFORMANCE

Both on the track and in trials of reliability Austin cars of each type have proved their worth over and over again. Their makers, however, do not enter extensively for competition, resting assured that constant dependable service in the hands of many thousands of users is the best proof of excellence. Their suggestion is "Ask an Austin owner."

## SERVICE

Austin cars are frequently reported to run anything up to sixty thousand miles with infinitesimal expenditure on repairs or renewals. At the same time, the Company recognise the necessity of providing for skilled attention when this is required, and for this purpose maintain a repair department staffed with long serving employes who know the types of car thoroughly, and are inspired by Austin traditions. Austin Service Depots maintain a supply of spares in proportion to the number of Austin cars in the territory which they serve.

*Every Austin car has four-wheel brakes.*

# 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.)
Ground clearance - - -	8in. (203 mm.)
Weight of chassis - - -	20 cwt. (1,020 kilo.)

**ENGINE.**—4-cylinder monobloc; bore  $3\frac{3}{8}$  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 (57 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.

*The chassis when sold alone is not fitted with mudwings, footboards, valances or instrument board.*

**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.

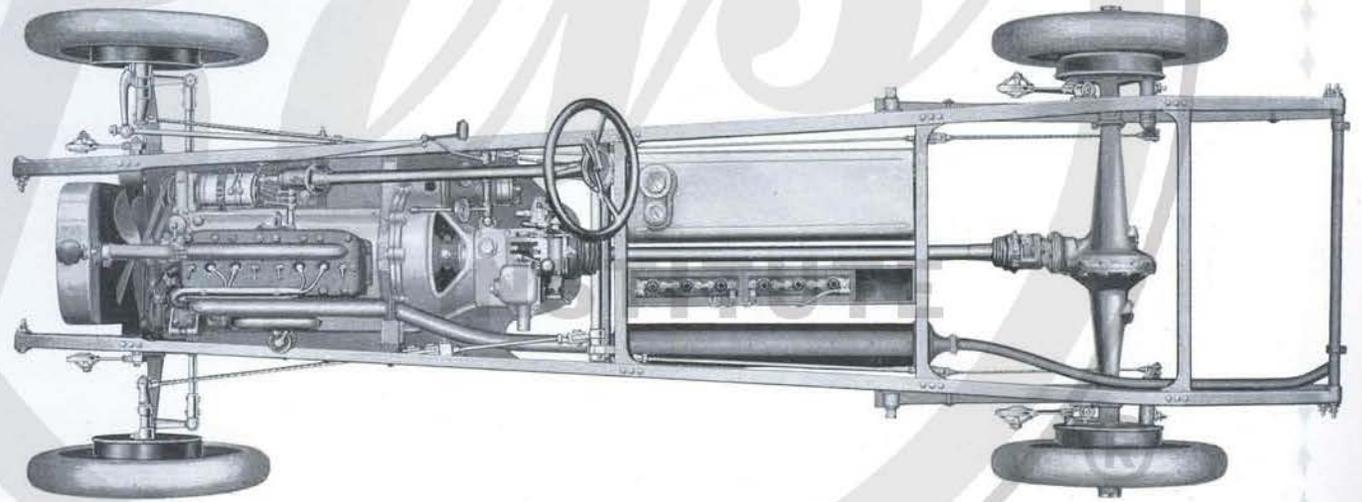
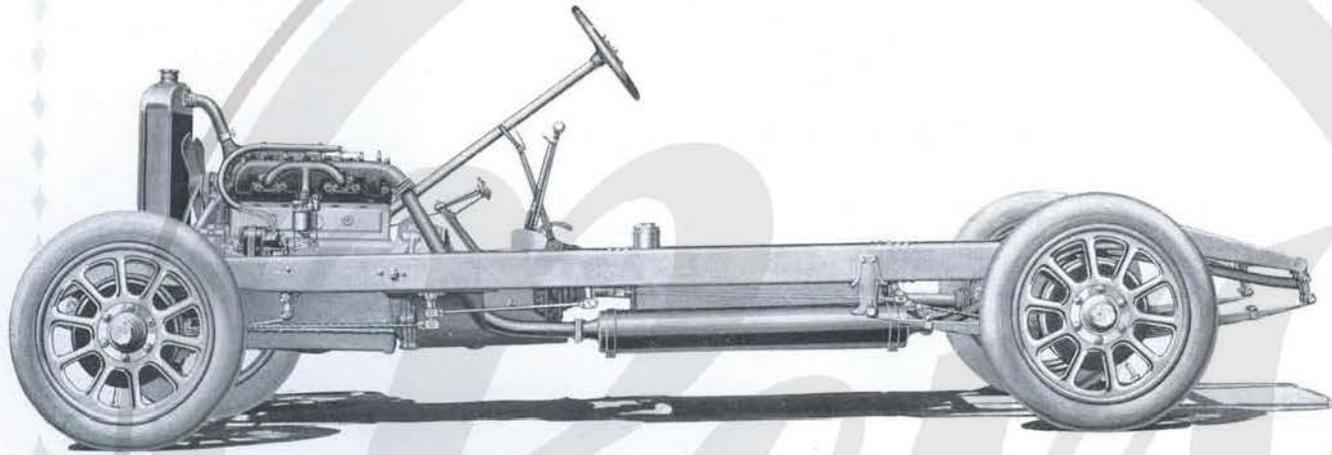
**BRAKES.**—Front wheel brakes are fitted in addition to those on the rear wheels and on the transmission. The pedal applies brakes to all four road wheels, and the hand lever applies shoes directly to a drum behind the gear box. Both sets of brakes can be adjusted with facility.

**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.

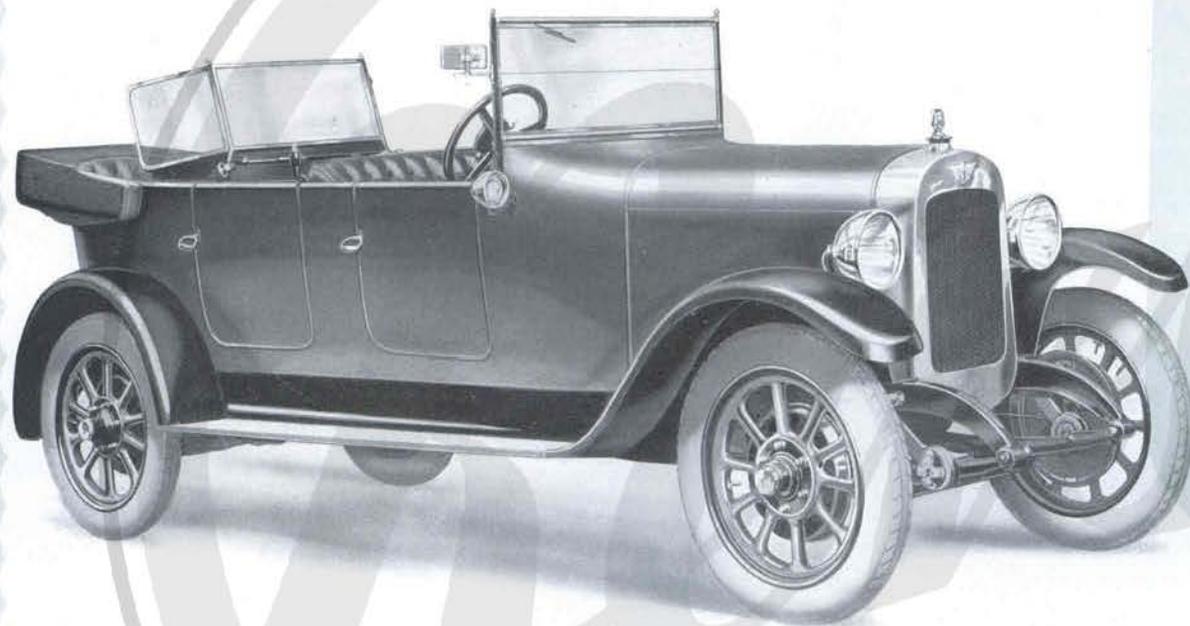
**SUSPENSION.**—Road springs are semi-elliptic; those at the rear are underslung and of exceptional length. Shock absorbers are fitted to the front and rear of the car.

**TYRES.**—Tyres are 820 × 120 mm. cord.

**EQUIPMENT.**—Electrical starting and lighting (the dynamo is driven by a silent chain, totally enclosed in the crank-case); carburetter 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 AUSTIN TWENTY  
5-7 Seater Touring Car



General roominess is a characteristic of this fast touring car. With the two auxiliary seats in use seven persons are accommodated in full comfort. The two front seats are independently adjustable. Comfort is fully ensured in bad weather by the completeness of the side screens and their accurate fitting, while passengers in the rear seats are well protected by the screen.

*Upholstery in leather to suit colour chosen, front seats independently adjustable. Equipment includes clock, windscreen wiper, Klaxon horn, driving mirror, rear screen, luggage carrier, spring gaiters, shock absorbers, motometer on radiator, spare wheel and tyre. Triplex glass—Front screen, £5 10s. od. extra; rear screen, £6 os. od. extra.*

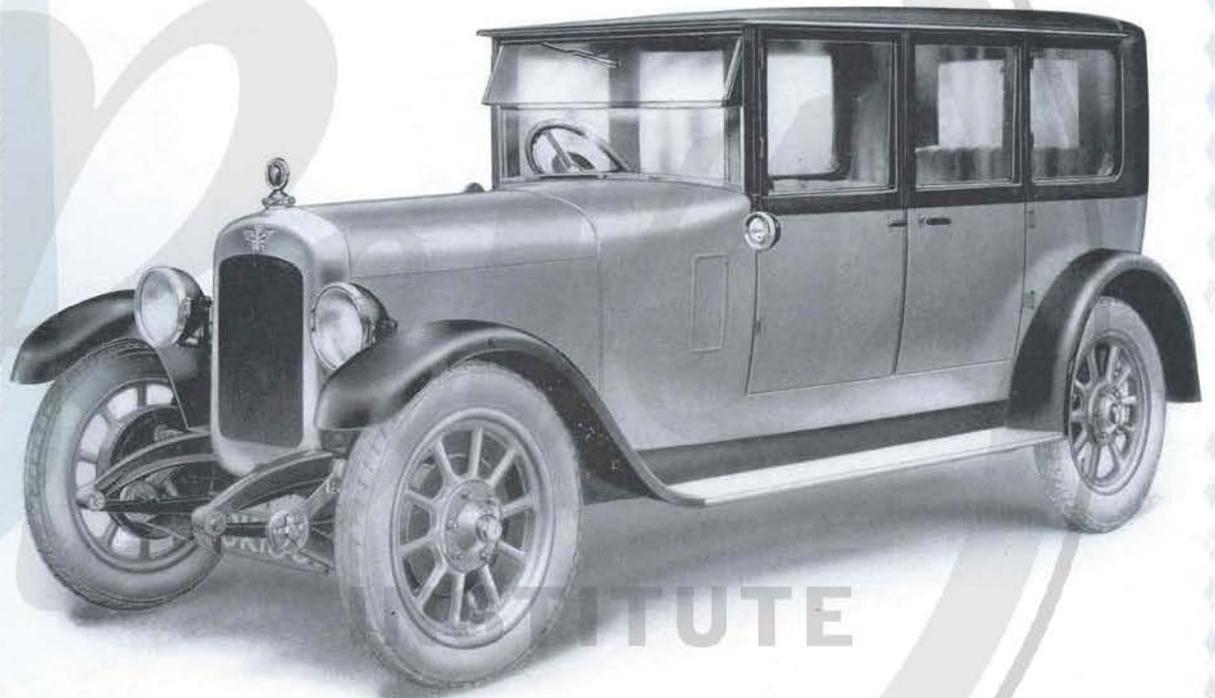
INSTITUTE

Price **£525** complete  
At Works, Birmingham



## The AUSTIN TWENTY "Carlton" 4-Door Saloon

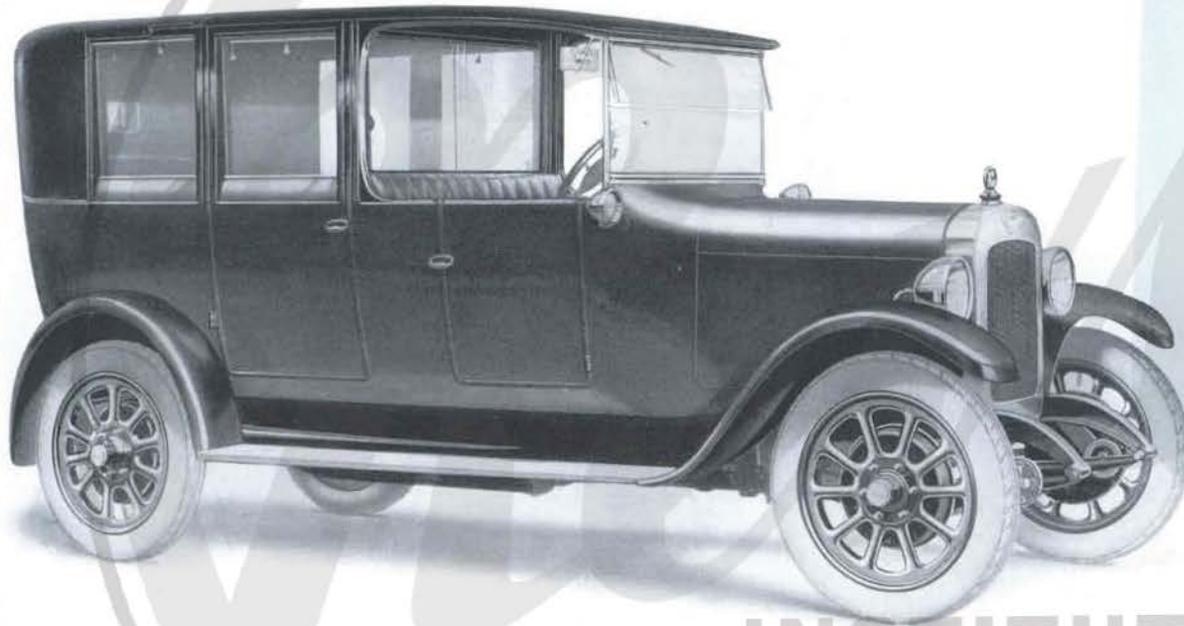
This 6-seater saloon has four wide doors, and a very bright interior. There is a single centre seat which revolves and enables the passenger to converse with the occupants of front or rear seats. This seat can be folded close behind the front ones. Independent adjustment is provided for the two front seats, as in all Austin touring and saloon models.



Price **£675** complete  
At Works, Birmingham

*Upholstery in leather to suit colour chosen, or Bedford Cord; leather head. Equipment includes clock, driving mirror, roof-light, and windscreen wiper, Klaxon horn, luggage carrier, spring gaiters, shock absorbers, motometer on radiator, spare wheel and tyre. Triplex glass, £37 5s. od. extra.*

The AUSTIN TWENTY  
"Marlborough" Three-quarter Landaulet



This distinctive seven-seater model can be used as a closed carriage or with the rear part open. Behind the front seat the transverse window slides open when desired. The engine has an abundance of power for its work, which it does with silence and ease. Side screens, quickly placed in position, are provided for the protection of the driver in inclement weather.

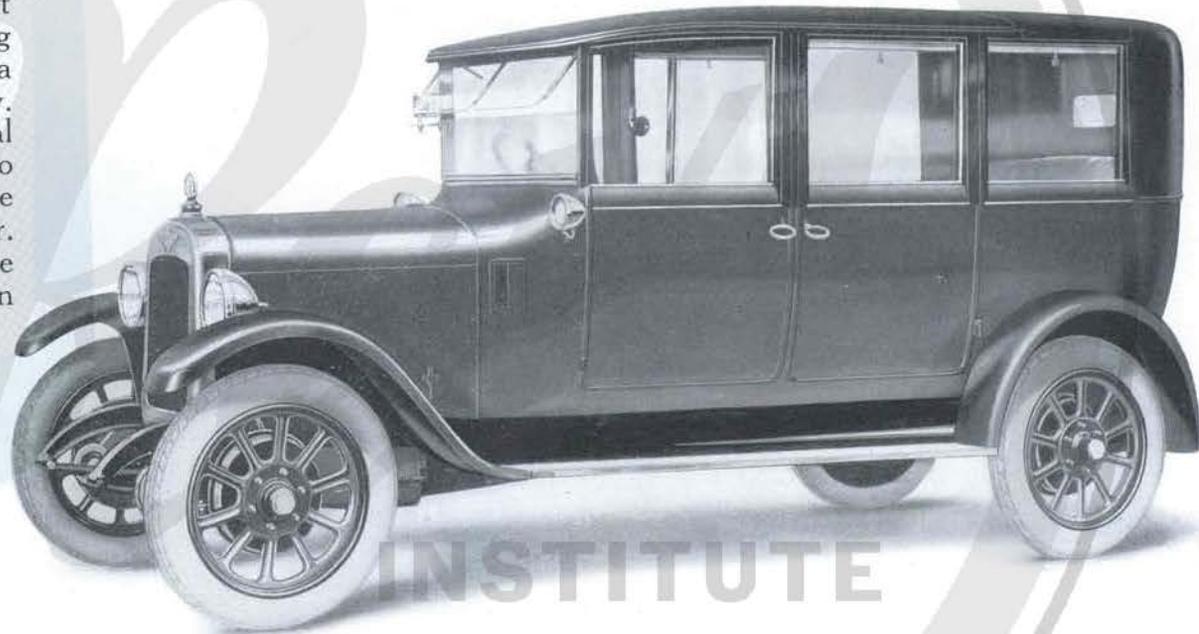
*Upholstery in leather to suit choice of colour, or Bedford Cord; leather head. Equipment includes clock, driving mirror, roof-light, windscreen wiper, Klaxon horn, driver's side screens, luggage carrier, spring gaiters, shock absorbers, motometer on radiator, spare wheel and tyre. Triplex glass, £31 10s. od. extra.*

Price **£675** complete  
At Works, Birmingham

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## The AUSTIN TWENTY "Mayfair" Enclosed Landaulet

This handsome car seats seven persons. When desired the driver's compartment can be separated from the other part of the interior by raising the centre section of a transverse bow window. Doors of exceptional width add materially to convenience and to the appearance of the car. The back part of the hood can be opened when desired.



Price **£795** complete  
At Works, Birmingham

*Upholstery in leather to suit the colour chosen, or Bedford Cord; leather head. Equipment includes clock, driving mirror, windscreen wiper, Klaxon horn, roof-light, luggage carrier, spring gaiters, shock absorbers, motometer on radiator, spare wheel and tyre. Triplex glass, £47 os. od. extra.*



INTERIOR OF THE "MAYFAIR."



*The AUSTIN TWENTY*  
*"Mayfair" Enclosed Limousine*

A car of attractive lines finished in the best of taste. The interior has a transverse bow window, which when lowered converts the interior into a saloon. The long rear springs, exceptional flexibility of the engine, and the standard provision of four speeds, make the running of this car delightful. The "Mayfair" models are unique in the equipment embodied.



Price **£795** complete  
At Works, Birmingham

*Upholstery in leather to match the colour chosen, or Bedford Cord. Equipment includes clock, driving mirror, windscreen wiper, Klaxon horn, roof-lights, luggage carrier, spring gaiters, shock absorbers, moto-meter on radiator, spare wheel and tyre. Triplex glass, £48 10s. od. extra.*

# 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. 2in. (1,574 mm.)
Ground clearance - - -	8½in. (216 mm.)
Weight of chassis - - -	12½ cwt. (640 kilo.)

ENGINE.—4-cylinder monobloc; bore 2 $\frac{13}{16}$  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 (30 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 gear-box. Both sets of brakes can be adjusted with facility.

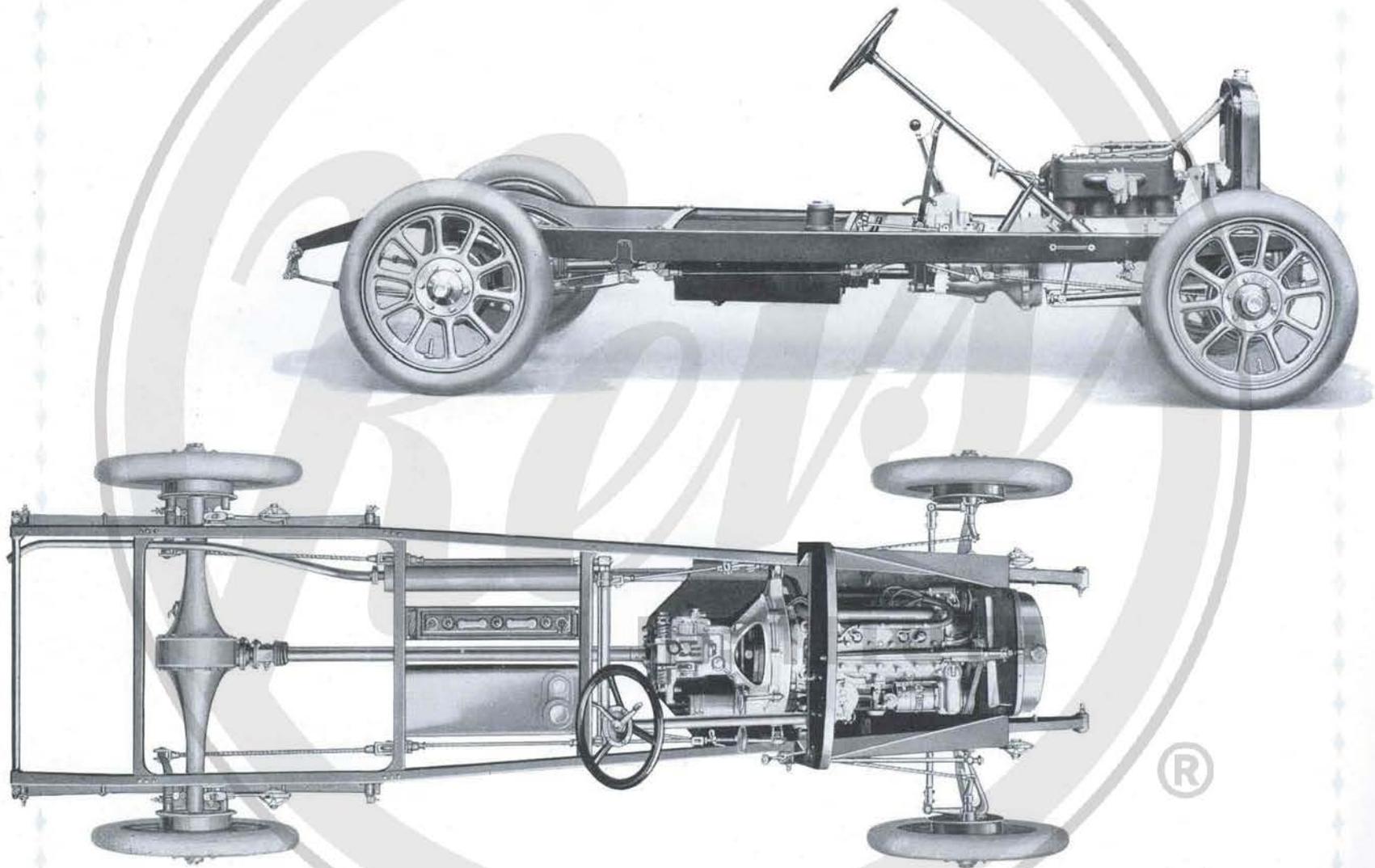
STEERING.—Steering is of the worm and worm wheel type, with provision for taking up wear. Over the steering wheel are the throttle and ignition levers.

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.

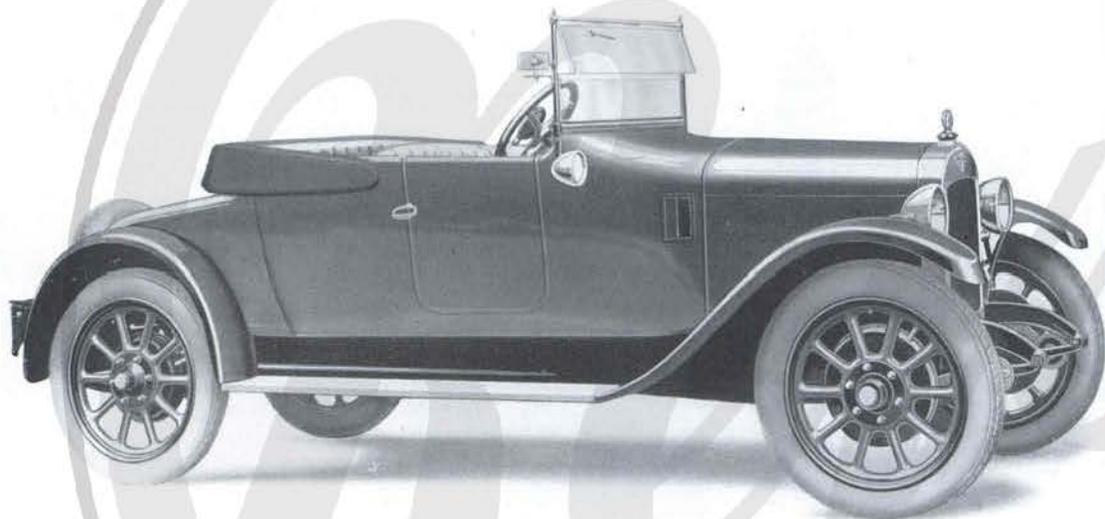
TYRES.—Tyres are 765 × 105 mm. cord.

EQUIPMENT.—Electric starting and lighting (the dynamo is driven by a silent chain, totally enclosed in the crankcase), carburetter 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 is not fitted with mudwings, footboards, valances or instrument board.*



The AUSTIN TWELVE  
"Hertford" 2-4 Seater



This model has particularly ingenious seating arrangements. Behind the main seats are two detachable auxiliaries, which also are covered by the hood when raised. This enables child passengers to be protected in bad weather. When these seats are not occupied they can be removed and the space utilised for luggage. In addition there is a double dickey.

*Upholstery in leather; adjustable driving seat. Equipment includes spare wheel and tyre, clock, windscreen wiper, electric horn, driving mirror, luggage carrier, spring gaiters, shock absorbers and motometer on radiator. Triplex glass, £5 10s. od. extra. There is choice of three colours—royal blue, nigger brown, and elephant grey, with leather to match.*

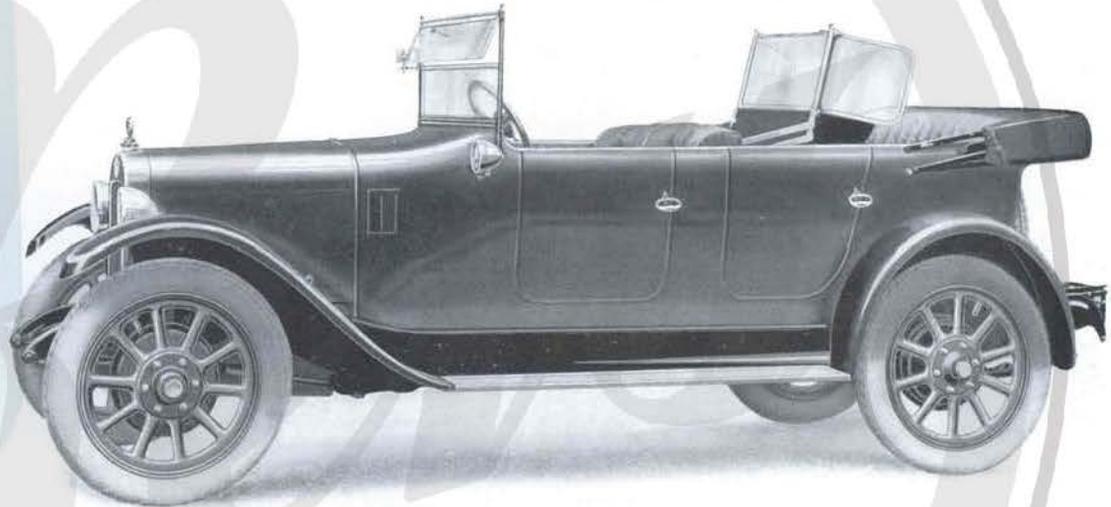
INSTITUTE

Price **£355** complete  
At Works, Birmingham

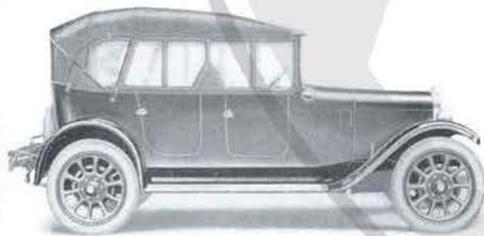


## The AUSTIN TWELVE "Clifton" 5 Seater

This model has accommodation for five persons, and is an excellent family car designed for the most economical service. The front seat is adjustable and the design gives ample width of door, while at the same time preserving compact and graceful lines. Complete protection in bad weather is afforded by side-screens opening with the doors.

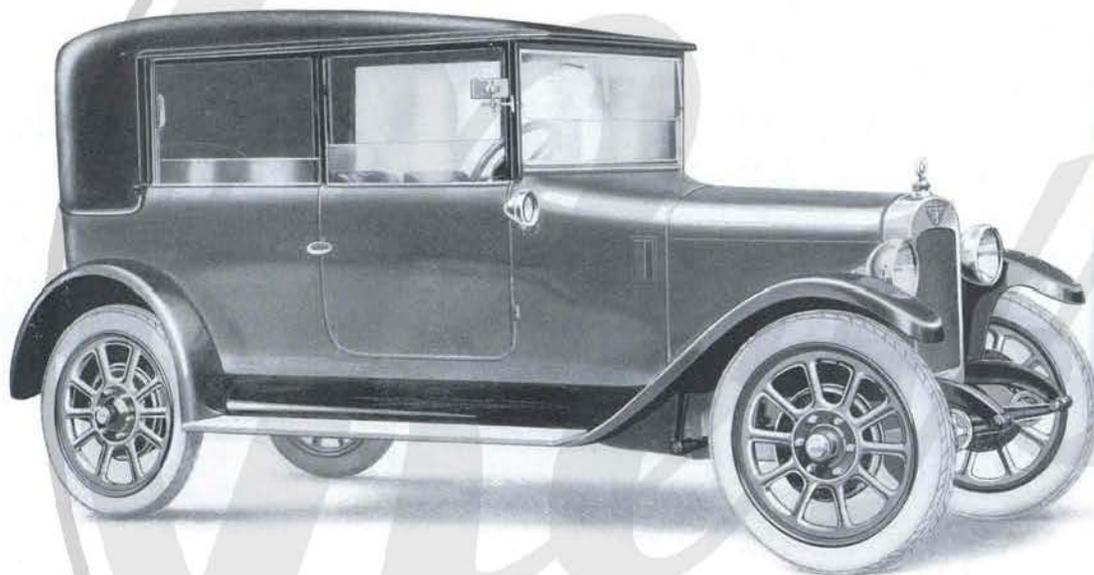


Price **£355** complete  
At Works, Birmingham



*Upholstery in leather; adjustable driving seat. Equipment includes spare wheel and tyre, clock, windscreen wiper, electric horn, driving mirror, rear screen, luggage carrier, spring gaiters, shock absorbers and motometer on radiator. Triplex glass, £5 10s. od. each screen extra. There is choice of three colours—royal blue, nigger brown, and elephant grey, with leather to match.*

The AUSTIN TWELVE  
"Harley" All-Weather



This car, as its name implies, is pre-eminently suited to the use of doctors who prefer a type lighter than the Austin Twenty. The fullest dependence can be placed upon unfailing good service, instant readiness for journeys, and quiet running, while the car is one which does the fullest credit to a doctor's standing. It is capable of the hardest work.

*Upholstery in leather to suit colour chosen, or Bedford Cord; driving seat adjustable, leather head. Equipment includes clock, driving mirror, roof-light, wind-screen wiper, electric horn, luggage carrier, spring gaiters, shock absorbers, motometer on radiator, spare wheel and tyre. Triplex glass, £27 10s. od. extra.*

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Price **£475** complete  
At Works, Birmingham



This model of the Austin Twelve meets the demand for a landaulet of medium capacity. This type of car is distinct from the saloon, in that it is intended to be driven by a chauffeur. The rear seat of the interior accommodates two persons and two interior folding seats are provided. Finish of the car is artistically carried out, and the rear part of the head can be folded back.

## The AUSTIN TWELVE *"Berkeley" Single Landaulet*



Price **£475** complete  
At Works, Birmingham

*Interior upholstery in leather to suit choice of colour, or Bedford Cord; leather head. Equipment includes clock, driving mirror, roof-light, and windscreen wiper, electric horn, luggage carrier, spring gaiters, shock absorbers, motometer on radiator, driver's side screens, spare wheel and tyre. Triplex glass, £22 5s. od. extra.*

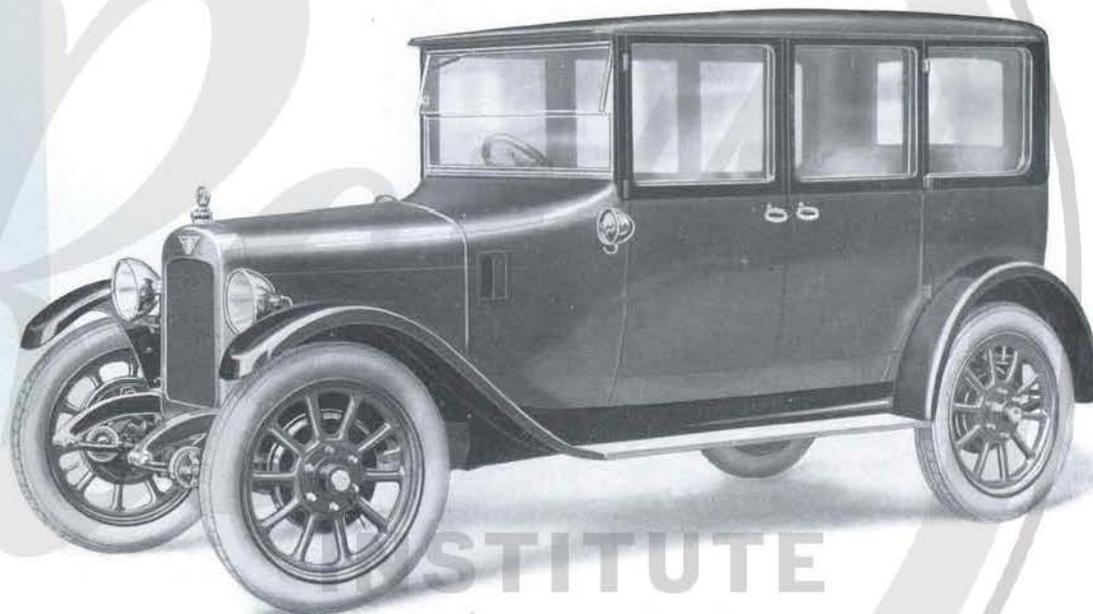


INTERIOR OF THE  
"WINDSOR" SALOON.



This model meets the demand for a light, closed car of handy size and low maintenance costs. The "Windsor" is a handsome car, of very graceful lines and beautiful finish. Four doors give quick and easy access to all seats, and attention is directed to the very large rear window. The front seats are adjustable independently of each other, a feature of convenience.

## The AUSTIN TWELVE "Windsor" Saloon



Price **£475** complete  
At Works, Birmingham

*Upholstery in leather to suit colour chosen, or Bedford Cord. Equipment includes clock, driving mirror, wind-screen wiper, electric horn, roof-light, luggage carrier, spring gaiters, shock absorbers, motometer on radiator, spare wheel and tyre. Triplex glass, £32 10s. od. extra.*

# 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	- - -	9in. (230 mm.)
Weight (approx.)	- - -	7½ cwt. (375 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.

TYRES.—Tyres are 26×3in. (700×80 mm.), and the wheels are of special wire type.

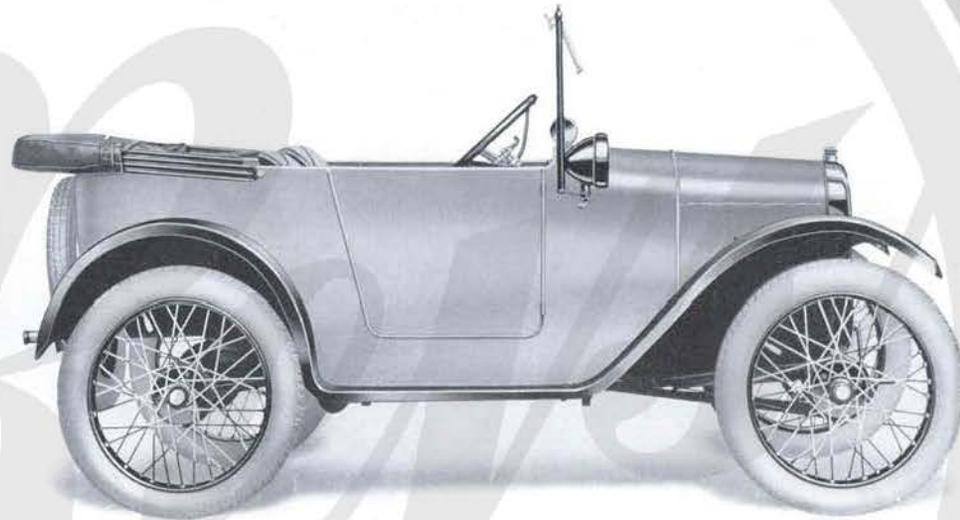
INSURANCE.—Special insurance has been arranged at £8 10s. 0d. per annum.

Ask or write for "Motoring at Tramfare."

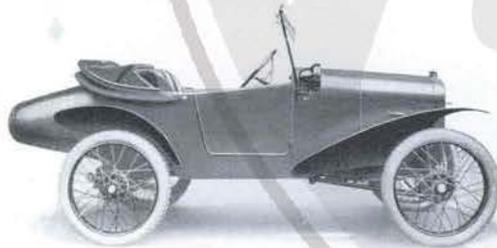


EQUIPMENT.—Electric lighting and starting; the dynamo is driven by gear, totally enclosed in the crankcase; the battery is carried under the seat where it is fully protected. There is a carburetter air strangler, shock absorbers, spare wheel and tyre, and electric horn. Blank number plates are also provided

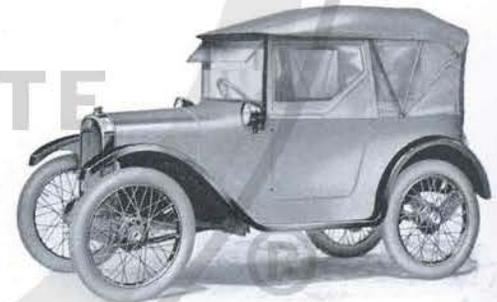
## The AUSTIN SEVEN



Price **£155** complete  
At Works, Birmingham  
*Triplex glass, £4 4s. od. extra*

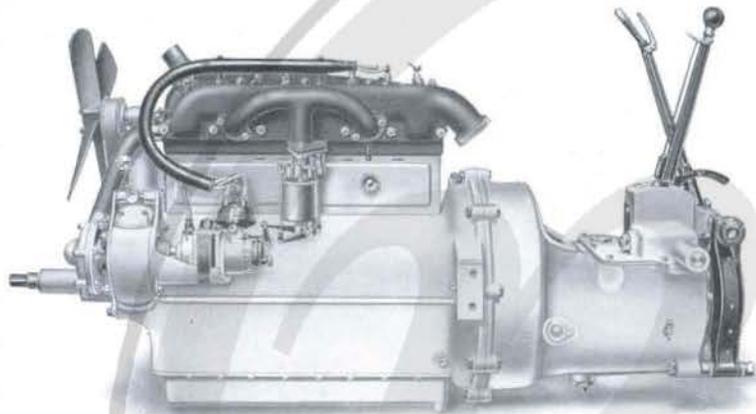


The 50 m.p.h. Sports Model, **£170**,  
complete at Works.

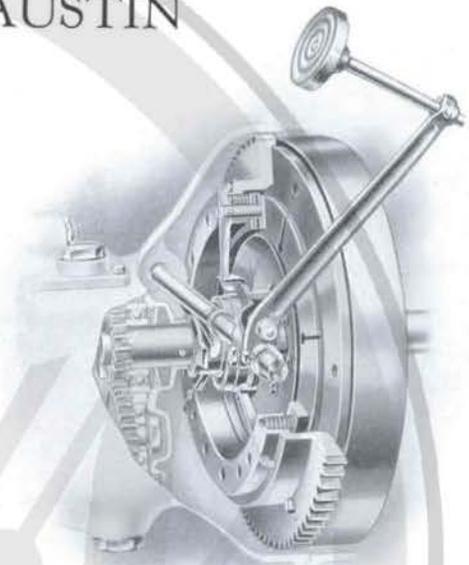


Showing Complete Weather Protection.

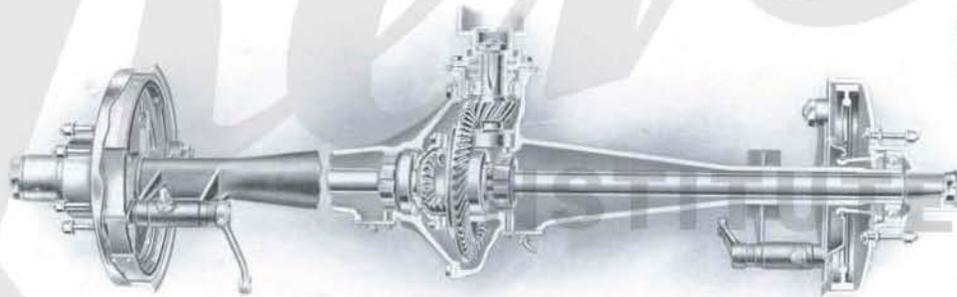
## COMPONENTS OF THE AUSTIN



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.

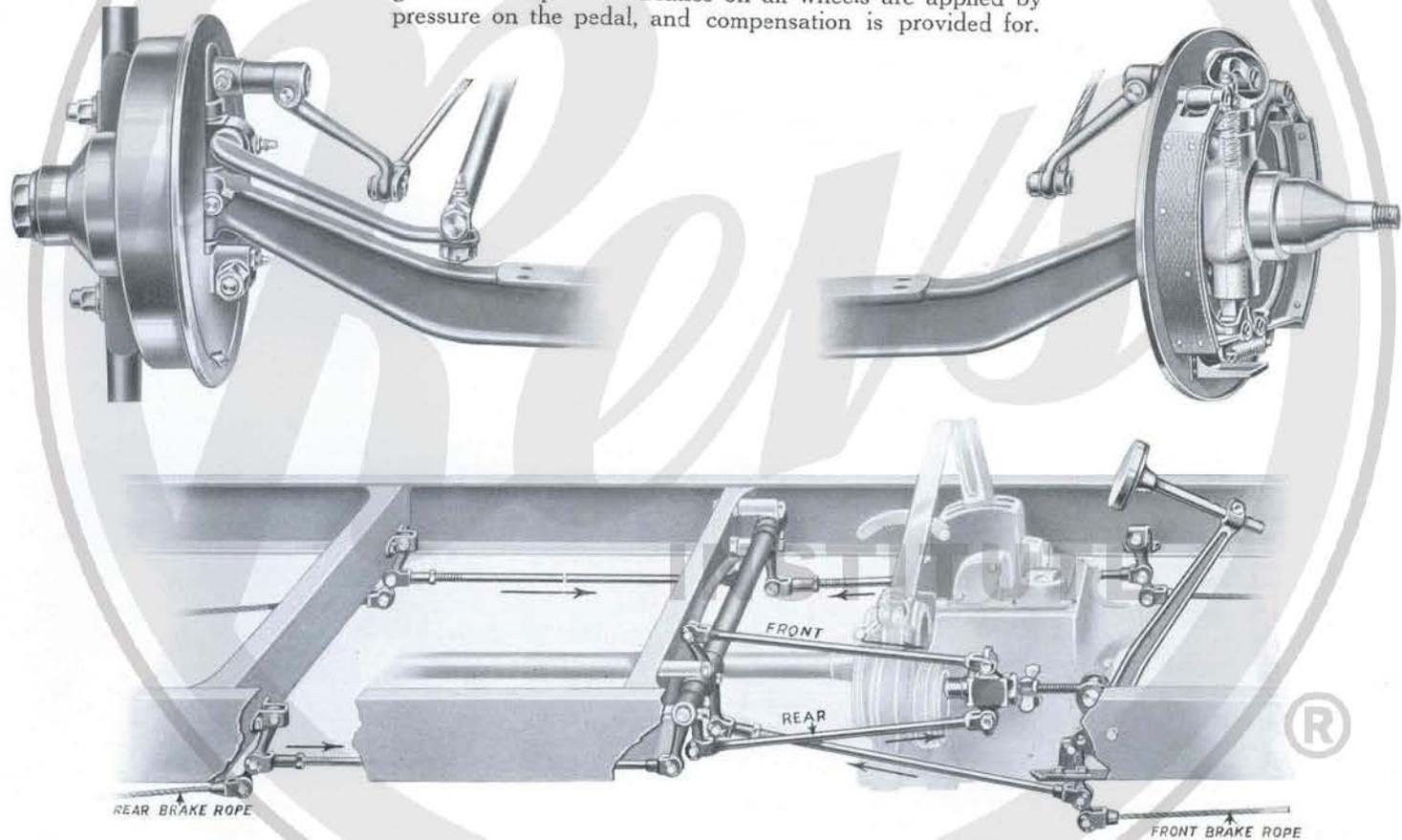


The final drive to the three-quarter floating back axle. Note the helical teeth, giving perfectly silent transmission of power, and the full provision for meeting all thrusts, and mode of adjusting bearings.



## 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.



## GUARANTEE AND TERMS OF BUSINESS

ALL goods manufactured by the Company carry the following express warranty, which excludes all warranties, conditions and liabilities whatsoever which might exist against the Company but for this provision, viz. :—In the event of any defect being disclosed in any 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 supply, free of charge, the necessary parts for replacements. 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 defect. This guarantee does not relate to defects caused by motor racing, wear and tear, dirt, 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 or the electrical equipment.

TERMS OF BUSINESS.—The Company reserve the right to add to the list prices such increases as

may, in their 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, lock-outs 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. 



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