

Austin

1927

THE AUSTIN MOTOR CO. LTD.

LONGBRIDGE, BIRMINGHAM

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SCHEDULE OF PRICES

The AUSTIN TWENTY 6 Cylinder

PAGE		PRICE AT WORKS	PAGE		PRICE AT WORKS
5	Chassis	- - - - - £450	7	"Ranelagh" Enclosed Limousine or Landaulet	- - - - - £775

The AUSTIN TWENTY 4 Cylinder

PAGE		PRICE AT WORKS	PAGE		PRICE AT WORKS
9	Chassis	- - - - - £350	10	"Open Road" 5-7 Seater Car	- £450
11	"Carlton" 4-Door Saloon	- - - - - £550	12	"Ascot" 4-Door Saloon, with Division	£570
13	"Marlborough" three-quarter Landaulet	- - - - - £495	14	"Ranelagh" Enclosed Landaulet or Limousine	- - - - - £650

The AUSTIN TWELVE

PAGE		PRICE AT WORKS	PAGE		PRICE AT WORKS
17	Chassis	- - - - - £225	19	"Open Road" 5-Seater Touring	- £325
18	"Clifton" 5-Seater Touring	- - - - - £275	20	"Windsor" 4-Door Saloon	- - - £350
			21	"Iver" Saloon, with Division	- - - £370

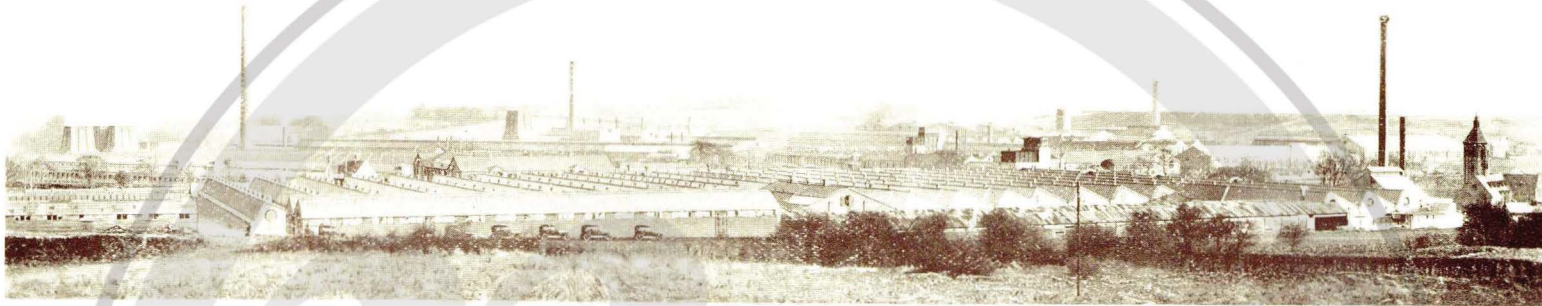
Selection of Colours for Twelve and Twenty Models:

1. ROYAL BLUE. 2. MONITOR GREY. 3. SMOKE BLUE. 4. AUTO BROWN. 5. MAROON

The AUSTIN SEVEN

PAGE		PRICE AT WORKS	PAGE		PRICE AT WORKS
22	Chassis	- - - - - £112	23	Touring Model	- - - - - £145
			24	Saloon	- - - - - £165

FOREWORD



VIEW OF LONGBRIDGE WORKS FROM WEST.

THE AUSTIN CAR has now been sold on its merits for twenty-two 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 1927 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 indisputably low in comparison with the high 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 and performance.

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 6 Cylinder

GENERAL DIMENSIONS.

Wheel Base	-	-	-	-	11ft. 4in. (3,454 mm.)
Track	-	-	-	-	4ft. 8in. (1,422 mm.)
Full car length (including luggage carrier)	-	-	-	-	16ft. 2in. (4,925 mm.)
Full car width	-	-	-	-	5ft. 9in. (1,752 mm.)
Height of car	-	-	-	-	6ft. 6in. (1,980 mm.)
Ground clearance	-	-	-	-	8in. (203 mm.)
Weight of chassis	-	-	-	-	21½ cwt. (1,090 kilo.)

ENGINE.—6-cylinder monobloc; bore 3½in. (79.5 mm.); stroke 4½in. (114.5 mm.) Total capacity, 3,400 c.c.; R.A.C. rating, 23.5 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 eight 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 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, 11.5 to 1; 3rd speed, 7.3 to 1; top speed, 4.67 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. Under the wheel is the sensitive ring-operated horn switch.

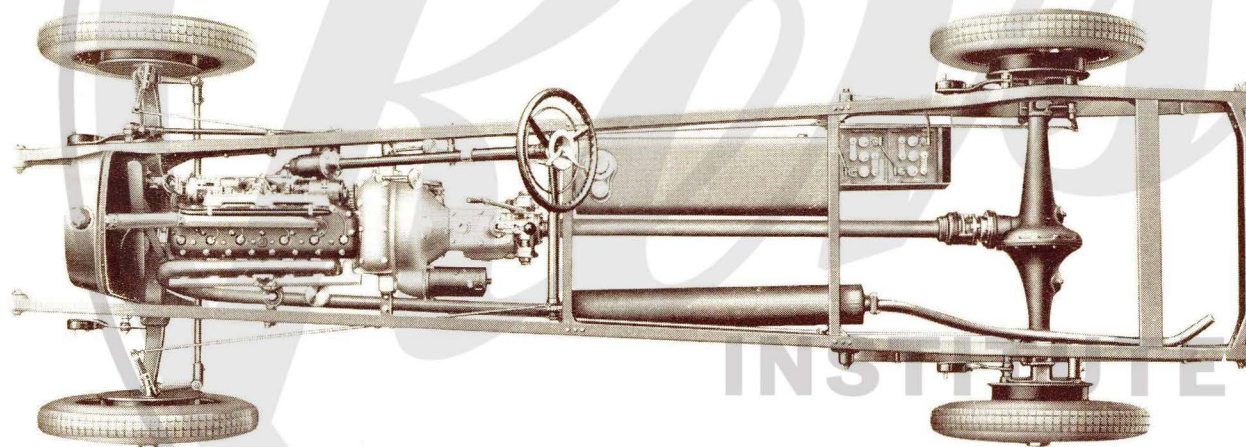
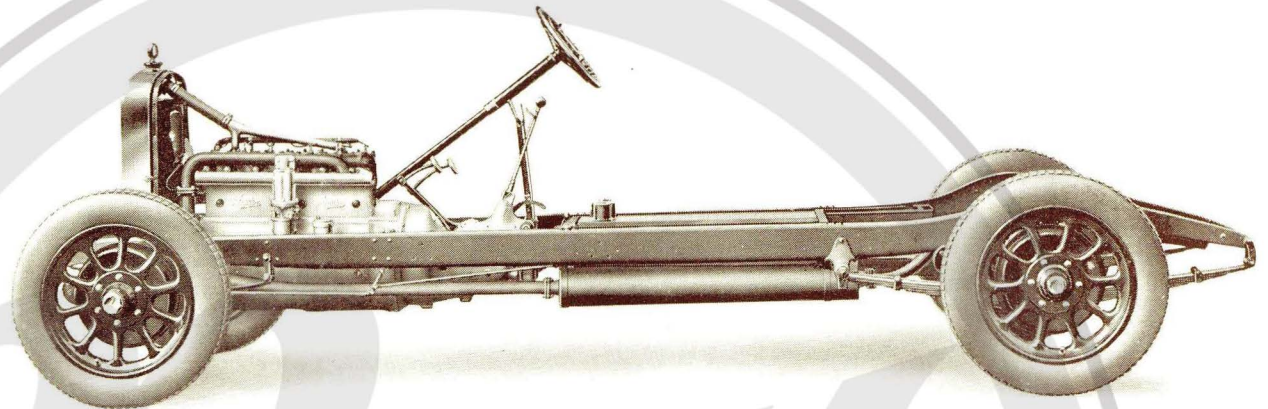
SUSPENSION.—Road springs are semi-elliptic; those at the rear are underslung and of exceptional length. All springs are fitted with gaiters. Shock absorbers are fitted to the front and rear of the car.

TYRES.—Dunlop cord, medium pressure.

EQUIPMENT.—12 volt electrical starting and lighting (the dynamo is driven by a silent chain, totally enclosed in the crankcase); carburettor air strangler, clock, speedometer (positively driven from the gear box), calormeter, spare wheel and tyre and electric horn. The tools are securely and neatly stowed in a special dash compartment opening under the bonnet. Blank number plates are provided. 

The chassis when sold alone
includes:—

Dashboard.
Dashboard brackets.
Front fitch plates.
Top toe plates.
Bonnet.
Bonnet handles and fasteners.
Radiator cowl.
Radiator calormeter.
Number plates.
Starter switch.
Shock absorbers.
Spring gaiters.



Equipment included:—

Fitted to combined dashboard
and tool compartment.

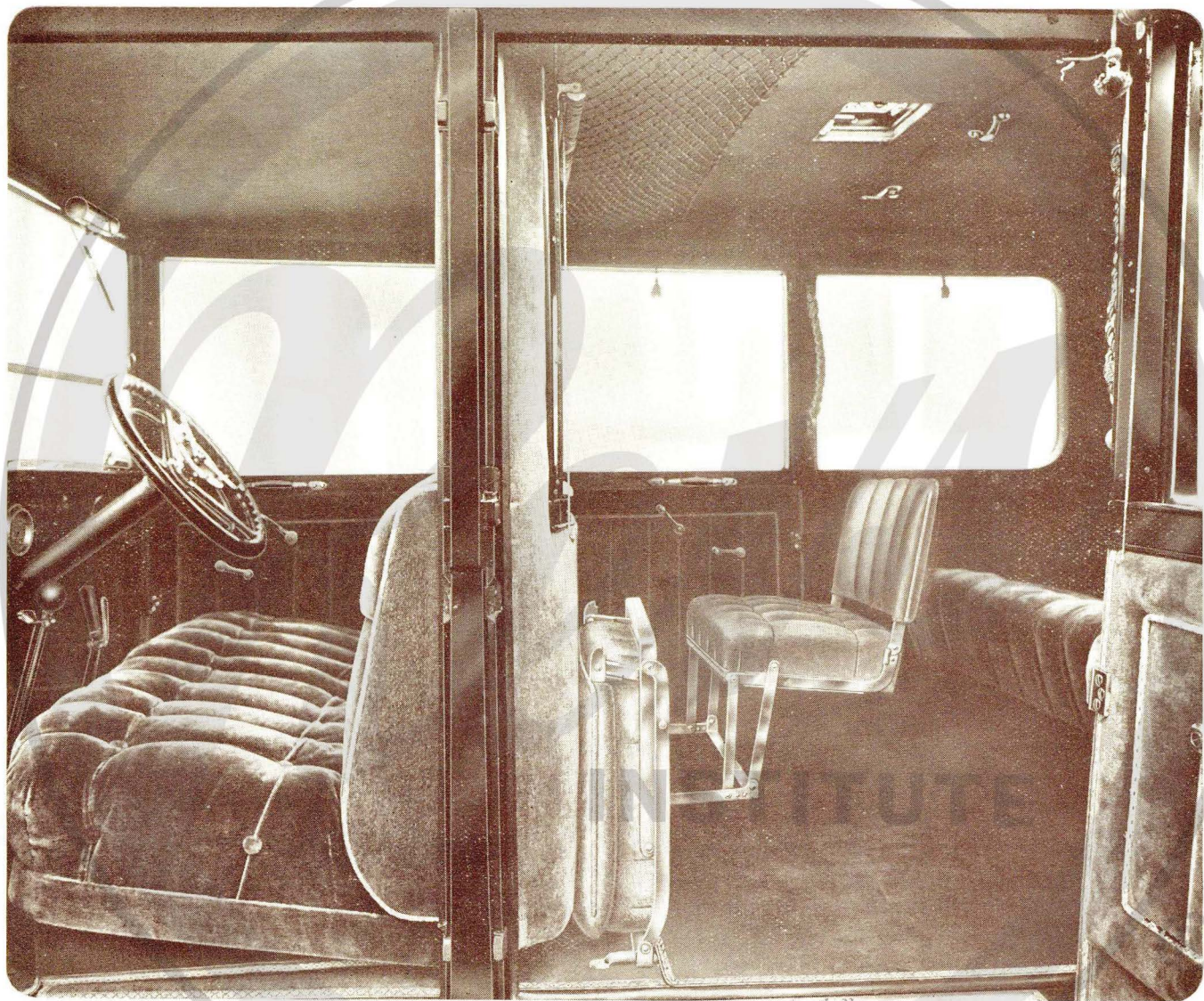
Switchboard.
Cut-out.
Dash lamps.
Speedometer.
Clock.
Horn.
Air strangler.
Steering column support.
Oil gauge.
Tools.

Not fitted:—

Five lamps and adaptors.
Spare wheel and tyre.
Starting handle.

Price: £450 Complete at Works.



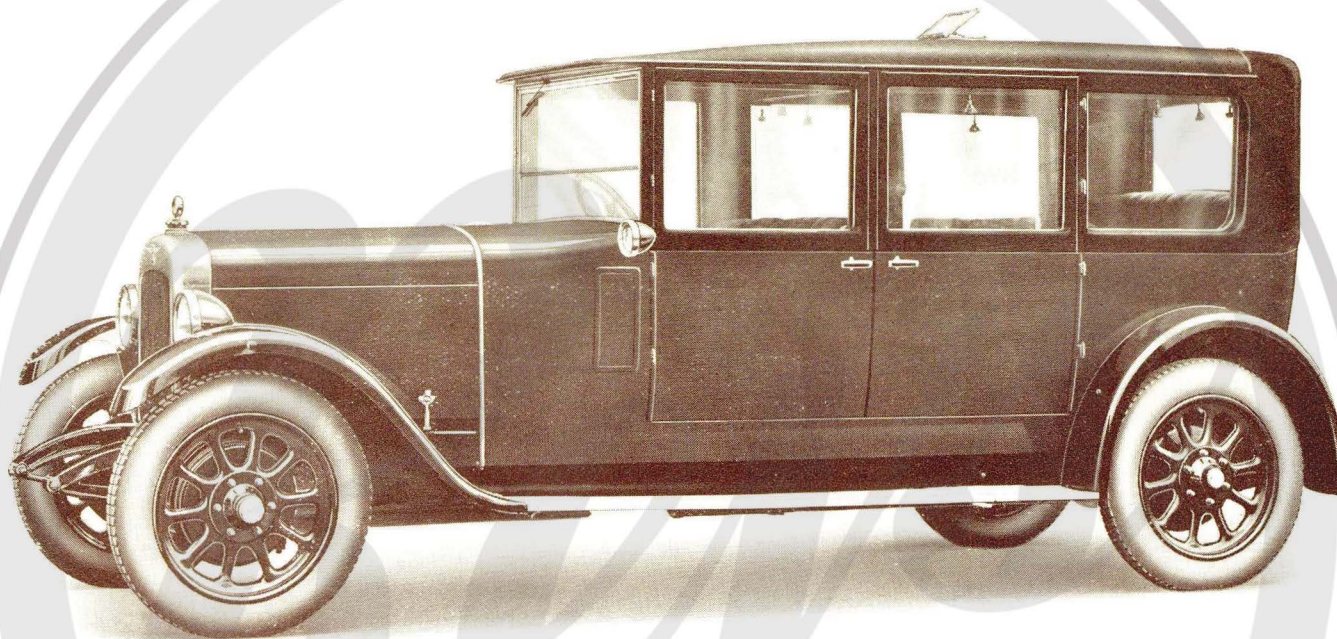


INTERIOR OF THE "RANELAGH."

The AUSTIN TWENTY "RANELAGH"

(6 CYLINDER)

Enclosed Limousine or Landaulet



GRACEFUL and distinguished in appearance and design, this handsome Limousine or Landaulet furnishes generous and luxurious seating for seven persons. The increased length of the chassis gives such spacious accommodation as makes travelling a very pleasant non-tiring experience. Four exceptionally wide doors, a movable transverse window in the glazed partition behind the driver, which when fully lowered converts the interior into a saloon, and a roof ventilator etc., are some of the special features of this new model.

Upholstered in leather or Mohair Velvet. Equipment includes clock, driving mirror, automatic windscreen wiper, Klaxon horn, licence holder, luggage carrier, and those accessories shown on chassis specification. Triplex glass, £50 extra.

Price: £775

Complete at Works.



The AUSTIN TWENTY 4 Cylinder

GENERAL DIMENSIONS.

Wheel Base	- - -	{ 10ft. 10in. (3,302 mm.) 11ft. 4in. (3,454 mm.)
Track	- - - - -	4ft. 8in. (1,422 mm.)
Full car length (including luggage carrier)	- - - - -	{ 15ft. 8in. (4,750 mm.) 16ft. 2in. (4,925 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	- - - - -	21 cwt. (1,060 kilo.)

ENGINE.—4-cylinder monobloc; bore $3\frac{3}{4}$ in. (95 mm.); stroke 5 in. (127 mm.) Total capacity, 3,610 cc.; 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 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.

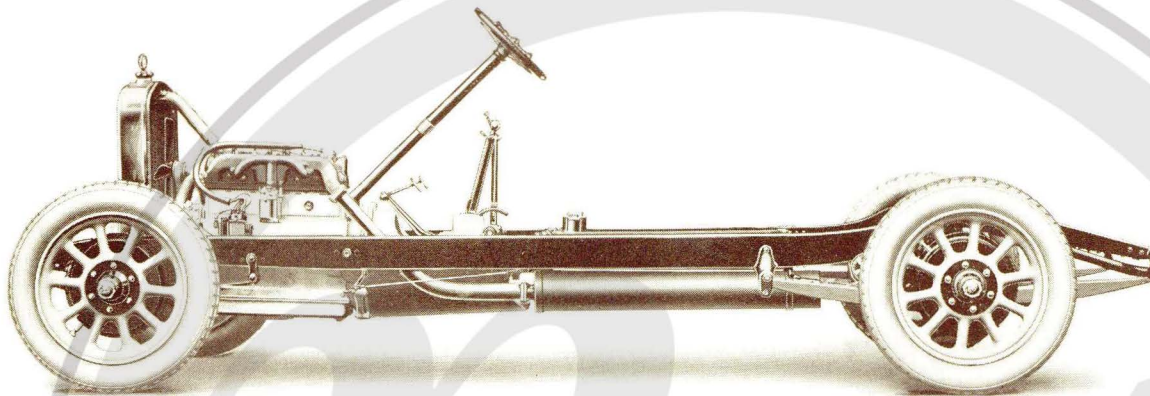
STEERING.—Steering is of the worm and worm wheel type, with provision for taking up wear. Over the steering wheel are the throttle and ignition levers. Under the wheel is the sensitive ring-operated horn switch.

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

TYRES.—Dunlop cord, medium pressure.

EQUIPMENT.—12 volt electrical starting and lighting (the dynamo is driven by a silent chain, totally enclosed in the crankcase); battery in improved position, carburetter air strangler, clock, speedometer (positively driven from the gear box), calormeter, spare wheel and tyre and electric horn. The tools are securely and neatly stowed in a special dash compartment opening under the bonnet. Blank number plates are provided.





The chassis when sold alone includes:—

Dashboard.
 Dashboard brackets.
 Front fitch plates.
 Top toe plates.
 Bonnet.
 Bonnet handles and fasteners.
 Radiator cowl.
 Radiator calormeter.
 Number plates.
 Starter switch.
 Shock absorbers.
 Spring gaiters.

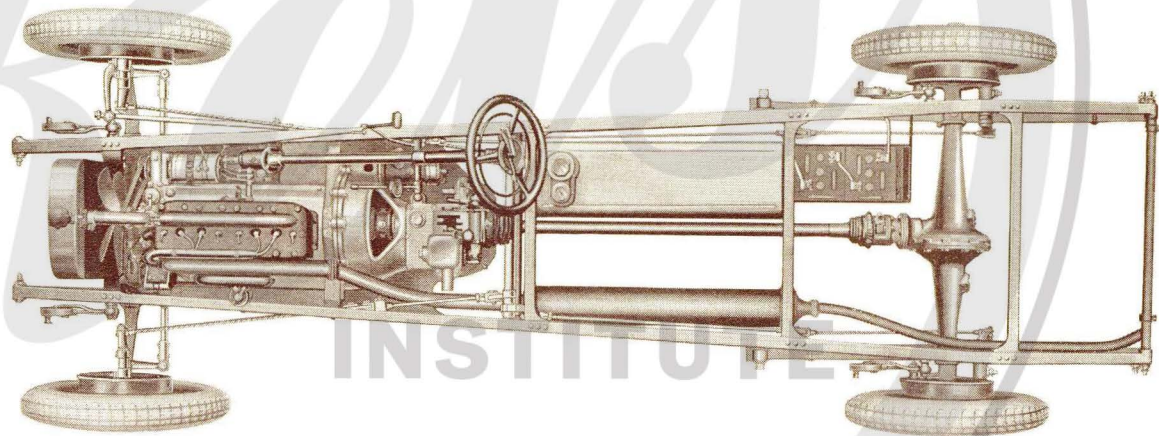
Equipment included:—

Fitted to combined dashboard and tool compartment:

Switchboard.
 Cut-out.
 Dash lamps.
 Speedometer.
 Clock.
 Horn.
 Air strangler.
 Steering column support.
 Oil gauge.
 Tools.

Not fitted:—

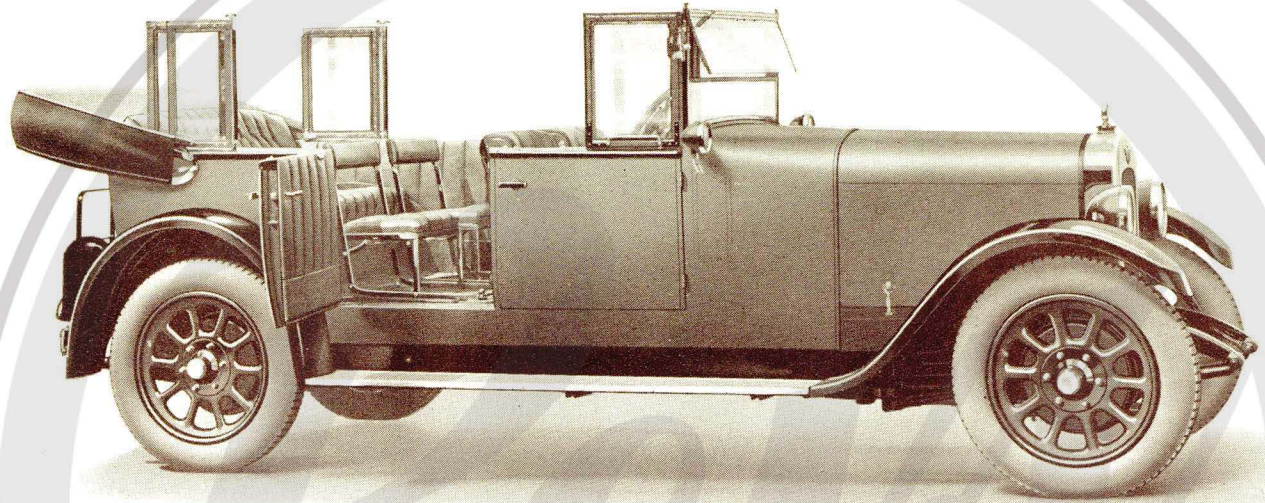
Five lamps and adaptors.
 Spare wheel and tyre.
 Starting handle.



Price: £350 at Works.



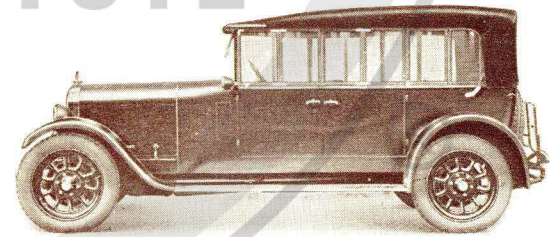
The AUSTIN TWENTY "OPEN ROAD" 5-7 Seater Car (4 CYLINDER)



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 body 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.

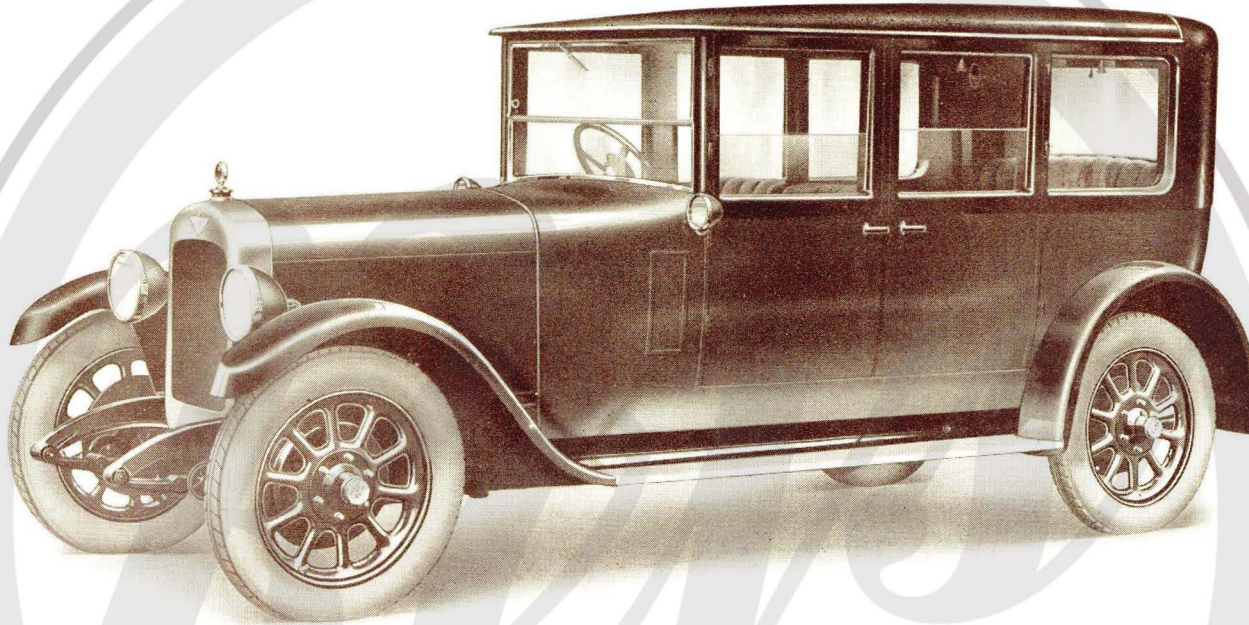
Upholstered in leather. Equipment includes clock, driving mirror, automatic windscreen wiper, Klaxon horn, licence holder, luggage carrier, and those accessories shown on chassis specification. Triplex glass, front screen, £5 5 0 extra.

Price: £450
Complete at Works.



The AUSTIN TWENTY "CARLTON" Saloon

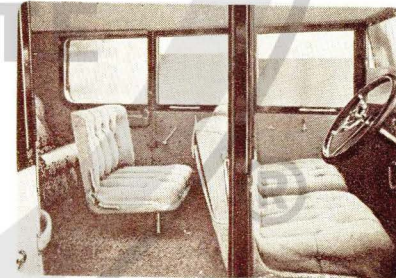
(4 CYLINDER)



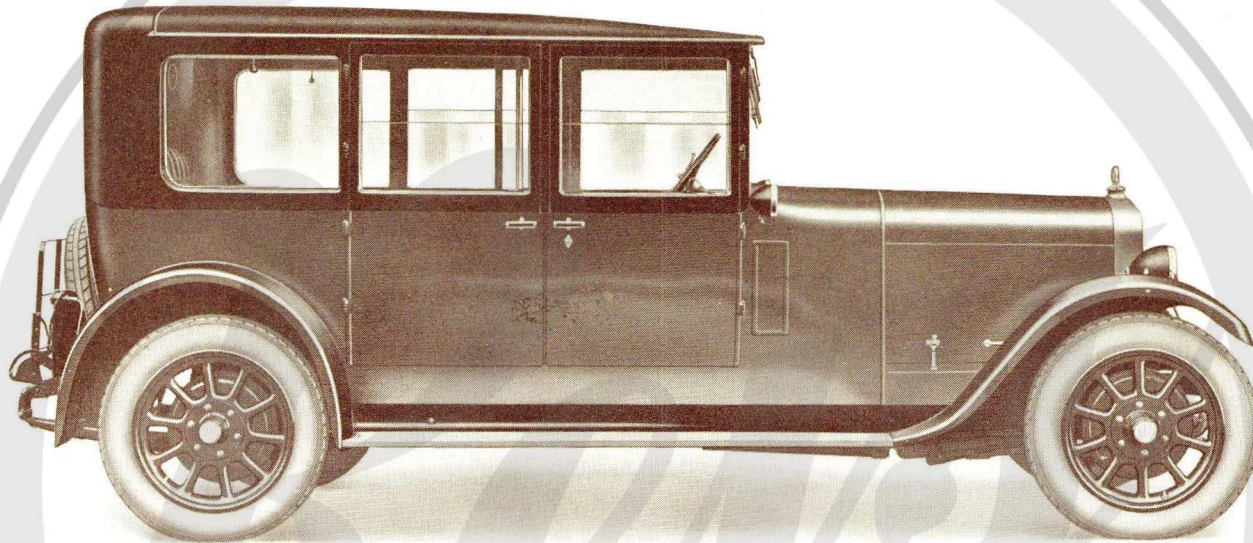
AMPLE window space renders the interior of this saloon particularly bright and gives clear vision almost all round. There is comfortable accommodation for six persons, and the four wide doors afford easy entrance and exit. The front seats are adjustable, and a revolving centre seat can be folded away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

Upholstered in leather or Bedford cord. Equipment includes clock, driving mirror, automatic windscreen wiper, Klaxon horn, licence holder, luggage carrier, and those accessories shown on chassis specification. Triplex glass, £35 10 0 extra.

Price: £550
Complete at Works.



The AUSTIN TWENTY "ASCOT" Saloon (WITH DIVISION) (4 CYLINDER)

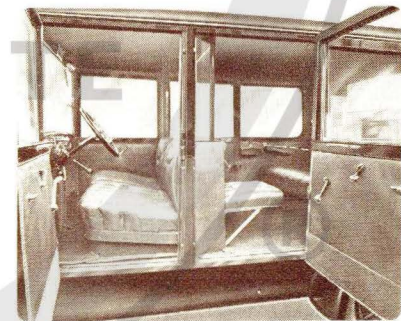


THIS model is an alternative to the "Carlton" Saloon. The adjustable front seats are replaced by a fixed seat, and glazed partition behind the driver, with central window to lower. At the rear of the partition are two folding emergency seats.

Upholstered in leather or Bedford cord. Equipment includes clock, driving mirror, automatic windscreen wiper, Klaxon horn, licence holder, luggage carrier, and those accessories shown on chassis specification. Triplex glass, £40 0 0 extra.

Price: £570

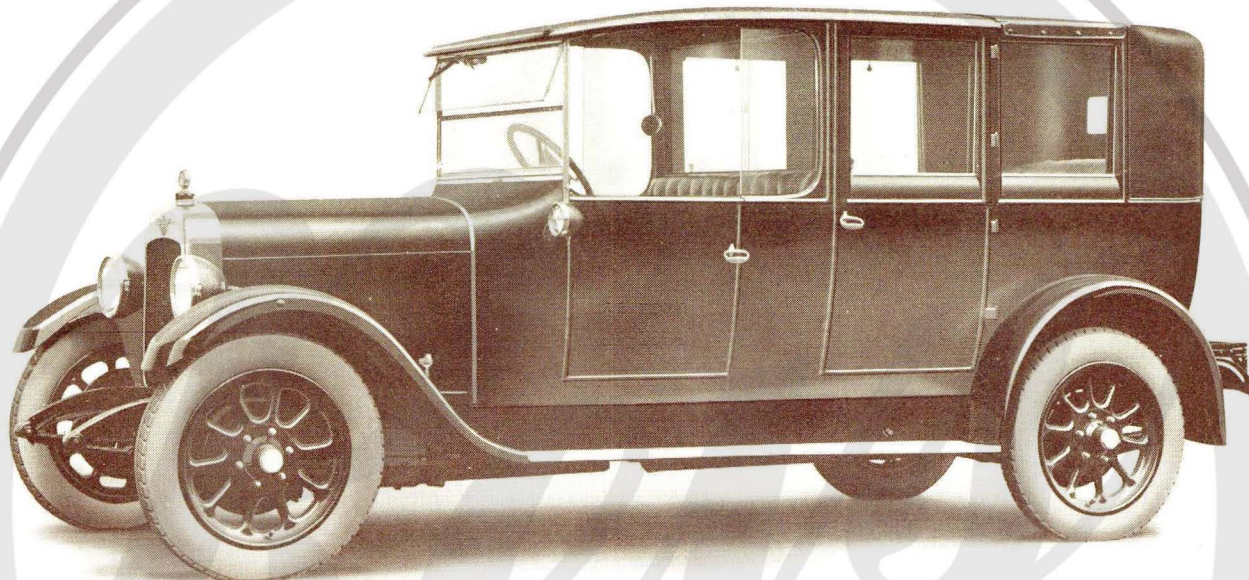
Complete at Works.



The AUSTIN TWENTY "MARLBOROUGH"

(4 CYLINDER)

Three-Quarter Landaulet

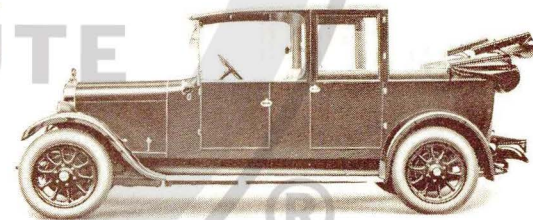


A SEVEN-SEATER MODEL which can be used with the rear part of the head open. The two auxiliary seats face forward and fold up snugly when not in use. Weather protection is afforded the driver by readily detachable side screens. Many thousands of this model have been sold and they have given complete satisfaction.

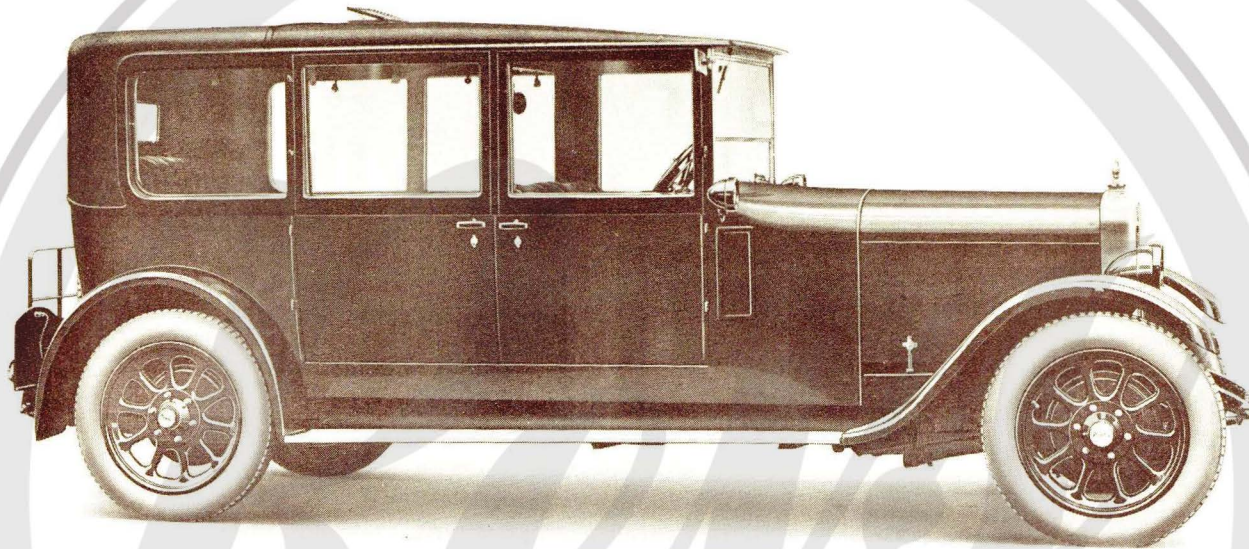
Interior upholstered in leather or Bedford cord, and driving seat in leather. Equipment includes clock, driving mirror, automatic wind-screen wiper, Klaxon horn, licence holder, luggage carrier, and those accessories shown on chassis specification. Triplex glass, £30 0 0 extra.

Price: £495

Complete at Works.



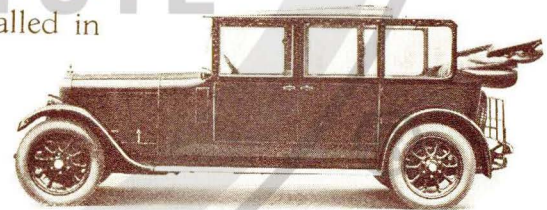
The AUSTIN TWENTY "RANELAGH" Enclosed Landaulet (4 CYLINDER)



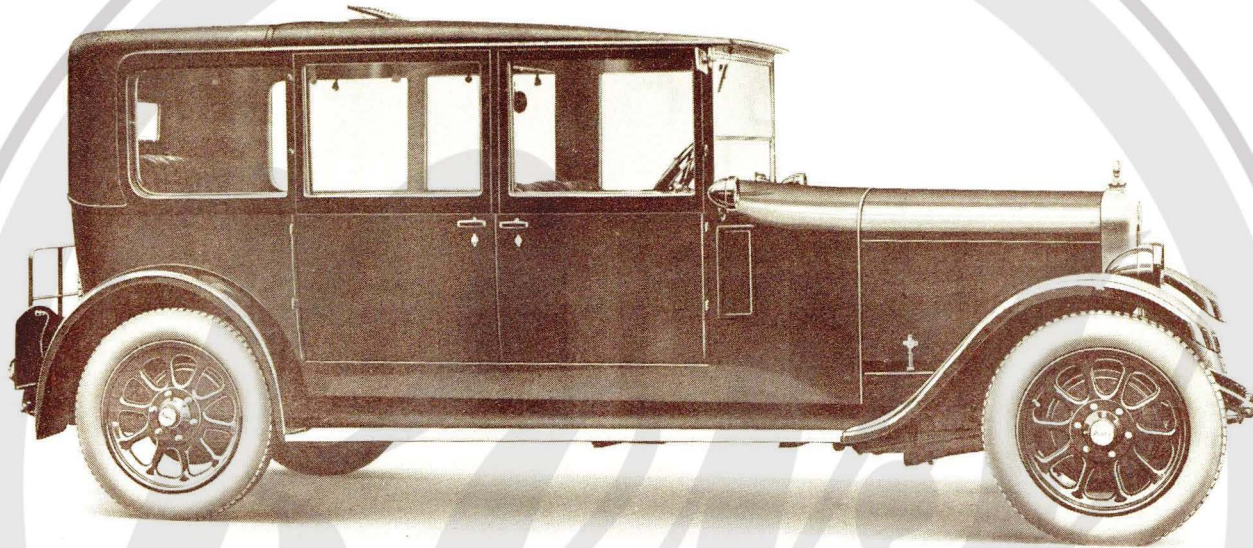
DISTINGUISHED in appearance, and with comfortable accommodation for seven persons, this closed carriage is designed to be driven either by owner or chauffeur. The front compartment can be separated from the rear by raising the centre section of a transverse glazed partition. The rear portion of the head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

Interior upholstered in leather or Bedford cord, and driving seat in leather. Equipment includes clock, driving mirror, automatic wind-screen wiper, Klaxon horn, licence holder, luggage carrier, and those accessories shown on chassis specification. Triplex glass, £50 0 0 extra.

*Price: £650
Complete at Works.*



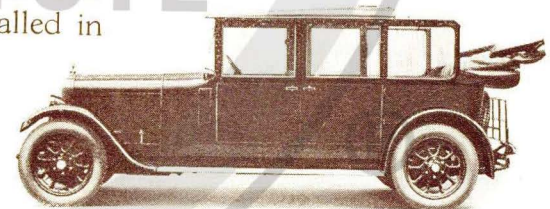
The AUSTIN TWENTY "RANELAGH" Enclosed Landalet (4 CYLINDER)



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. Unequaled in value and unsurpassed in quality.

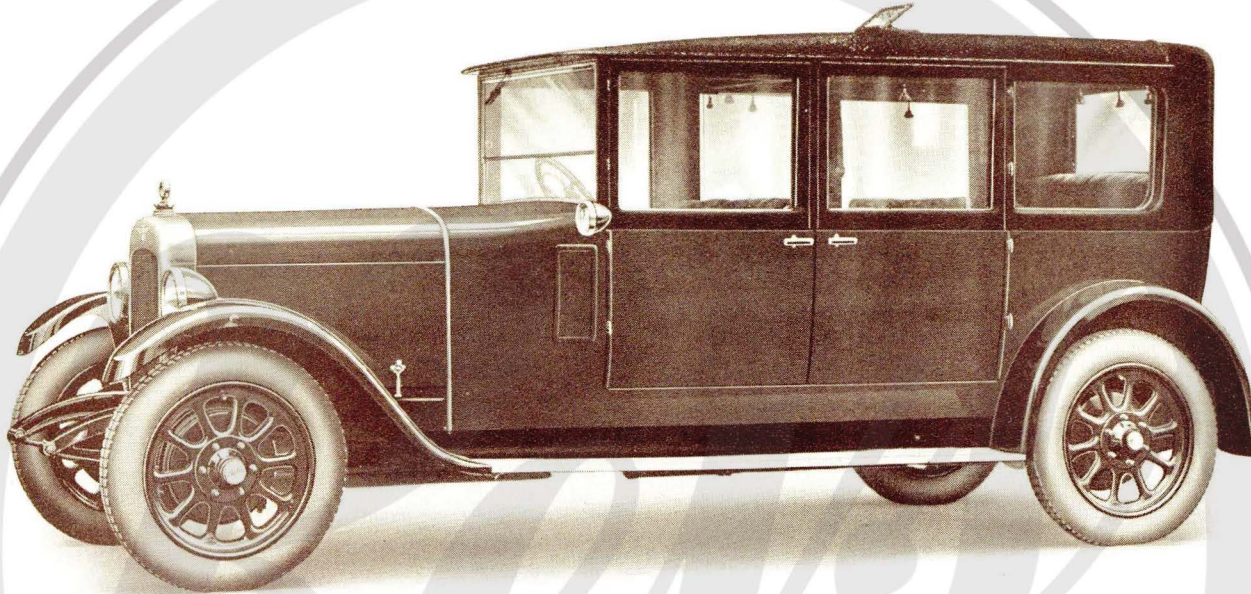
Interior upholstered in leather or Bedford cord, and driving seat in leather. Equipment includes clock, driving mirror, automatic wind-screen wiper, Klaxon horn, licence holder, luggage carrier, and those accessories shown on chassis specification. Triplex glass, £50 0 0 extra.

*Price: £650
Complete at Works.*



The AUSTIN TWENTY "RANELAGH" Enclosed Limousine

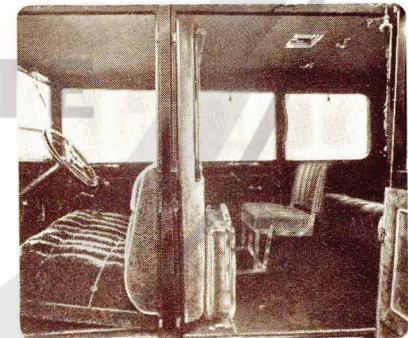
(4 CYLINDER)



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.

Interior upholstered in leather or Bedford cord, and driving seat in leather. Equipment includes clock, driving mirror, automatic wind-screen wiper, Klaxon horn, licence holder, luggage carrier, and those accessories shown on chassis specification. Triplex glass, £50 0 0 extra.

Price: £650
Complete at Works.



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	-	-	-	-	8½in. (216 mm.)
Weight of chassis	-	-	-	-	13 cwt. (670 kilo.)

ENGINE.—4-cylinder monobloc; bore 2 $\frac{13}{16}$ in. (72 mm.); stroke 4½in. (114.5 mm.) Total capacity, 1861 c.c.; R.A.C. rating, 12.8 h.p.; b.h.p. at 2,000 r.p.m., 27. 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 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. Under the wheel is the sensitive ring-operated horn switch.

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

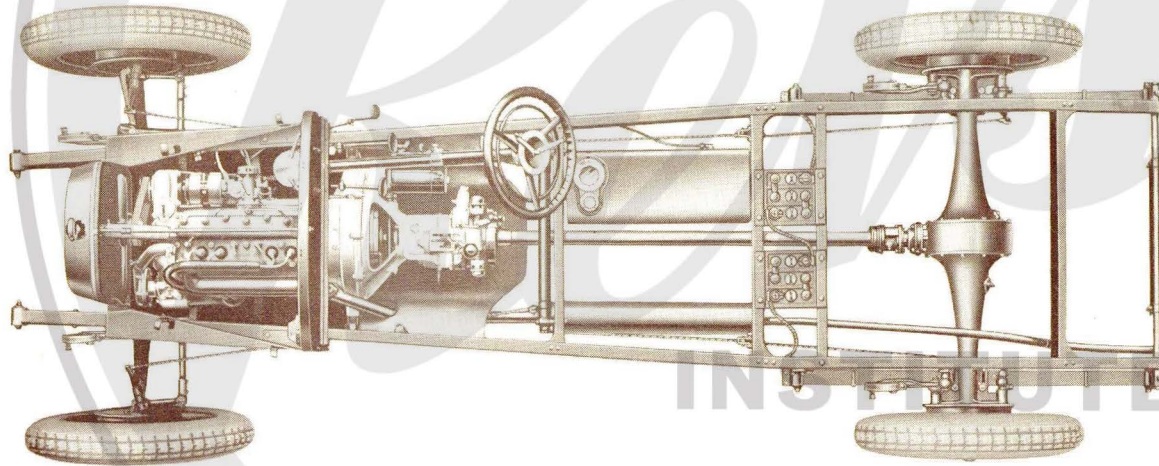
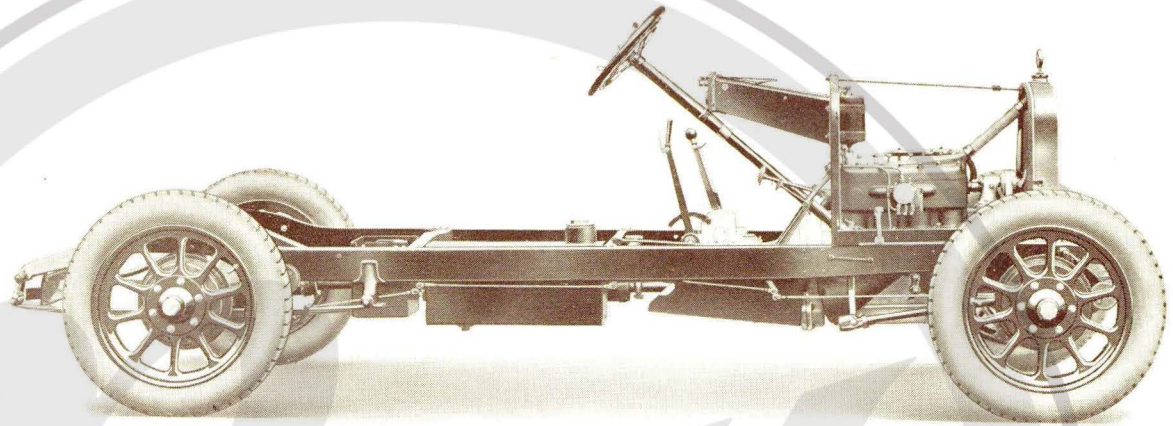
TYRES.—Dunlop Cord, medium pressure.

EQUIPMENT.—12 volt electric starting and lighting (the dynamo is driven by a silent chain, totally enclosed in the crankcase); battery in improved position, carburetter air strangler, clock, speedometer (positively driven from the gear box), calometer, spare wheel and tyre and electric horn. The tools are securely and neatly stowed in a special dash compartment opening under the bonnet. Blank number plates are provided.



The chassis when sold alone includes:—

Dashboard.
Dashboard brackets.
Front fitch plates.
Top toe plates.
Bonnet.
Bonnet handles and fasteners.
Radiator cowl.
Radiator calormeter.
Number plates.
Starter switch.
Shock absorbers.
Spring gaiters.



Equipment included:—

Fitted to combined dashboard and tool compartment:

Switchboard.
Cut-out.
Dash lamps.
Speedometer.
Clock.
Horn.
Air strangler.
Steering column support.
Oil gauge.
Tools.

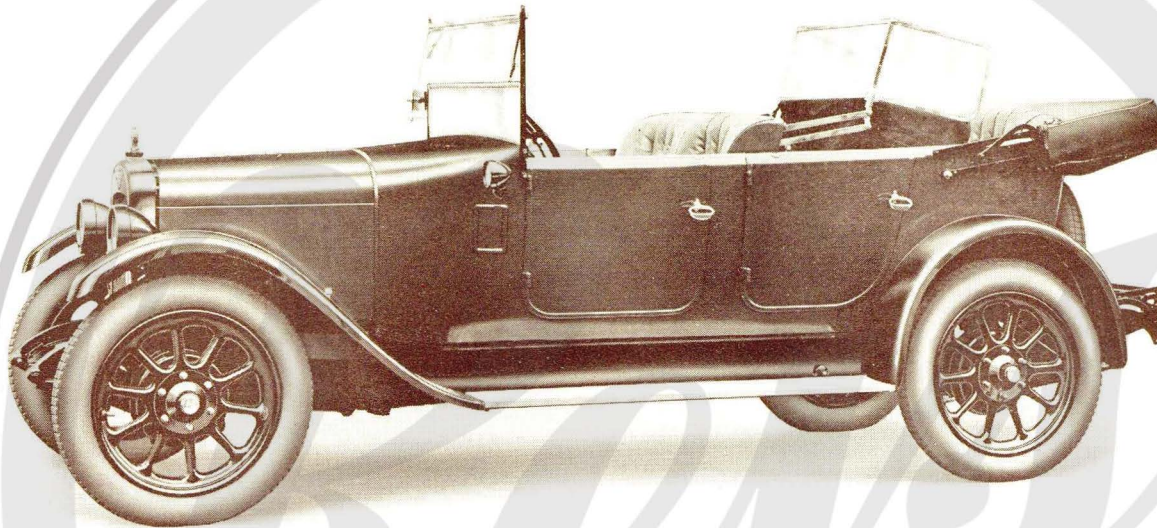
Not fitted:—

Five lamps and adaptors.
Spare wheel and tyre.
Starting handle.

Price: £225 Complete at Works.



The AUSTIN TWELVE "CLIFTON" 5-Seater

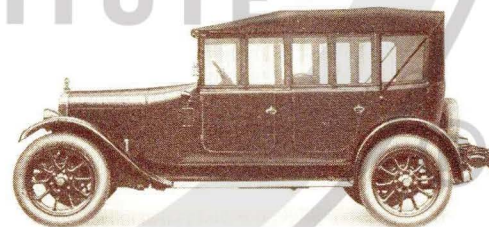


AN economical and reliable 5-Seater Family Touring Car. The front seat is adjustable to suit the requirements of the individual driver, and with the hood and side screens in position, complete protection from all weathers is obtained. Its low maintenance costs have been continuously demonstrated in all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

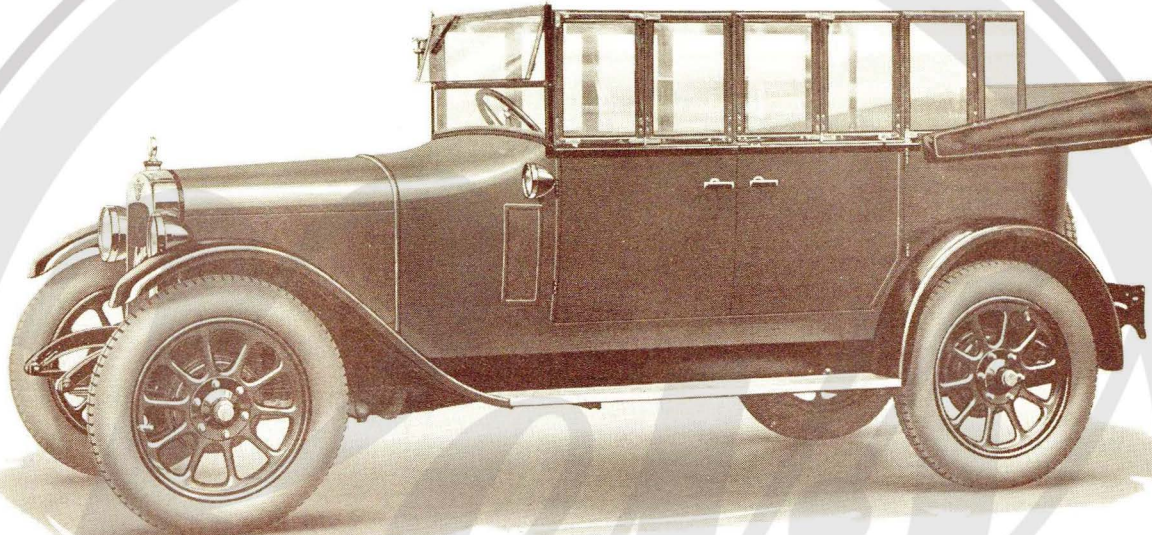
Upholstered in leather. Equipment includes clock, driving mirror, automatic windscreen wiper, electric horn, licence holder, rear screen, luggage carrier, and those accessories shown on chassis specification. Triplex glass, £5 5 0 each screen, extra.

Price: £275

Complete at Works.



The AUSTIN TWELVE "OPEN ROAD" 5-Seater

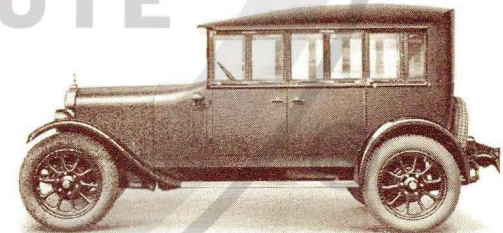


A REFINED and distinguished touring car with comfortable accommodation for five persons. Separate adjustment of the front seats secures individual ease. The new type hood and side curtains (patented) combine all the advantages of an open car, with the protection of a closed model. The side curtains fold down into the body. Maintained at minimum cost.

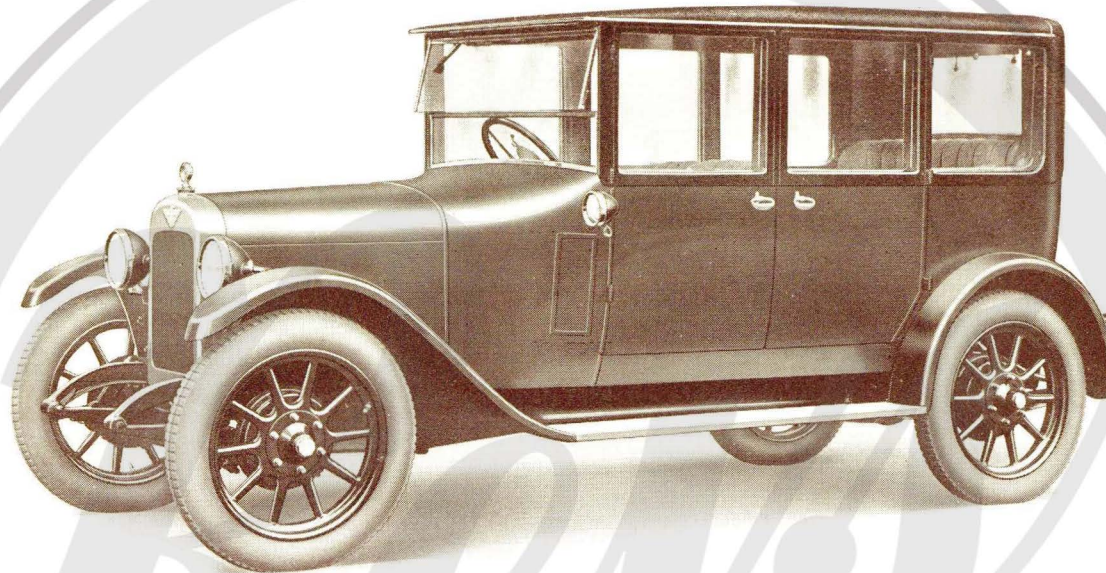
Upholstered in leather. Equipment includes clock, driving mirror, automatic windscreen wiper, electric horn, licence holder, luggage carrier, and those accessories shown on chassis specification. Triplex glass, £5 5 0 extra.

Price: £325

Complete at Works



The AUSTIN TWELVE "WINDSOR" Saloon

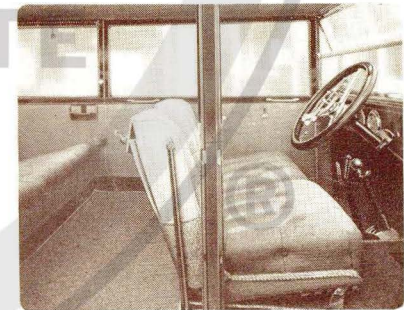


AN exceedingly attractive light saloon, with ample accommodation for five persons. Independently adjustable front seats are a convenience and added comfort; four wide doors give easy access to all seats. The large windows make the interior bright, airy and cheerful. Well finished in every detail.

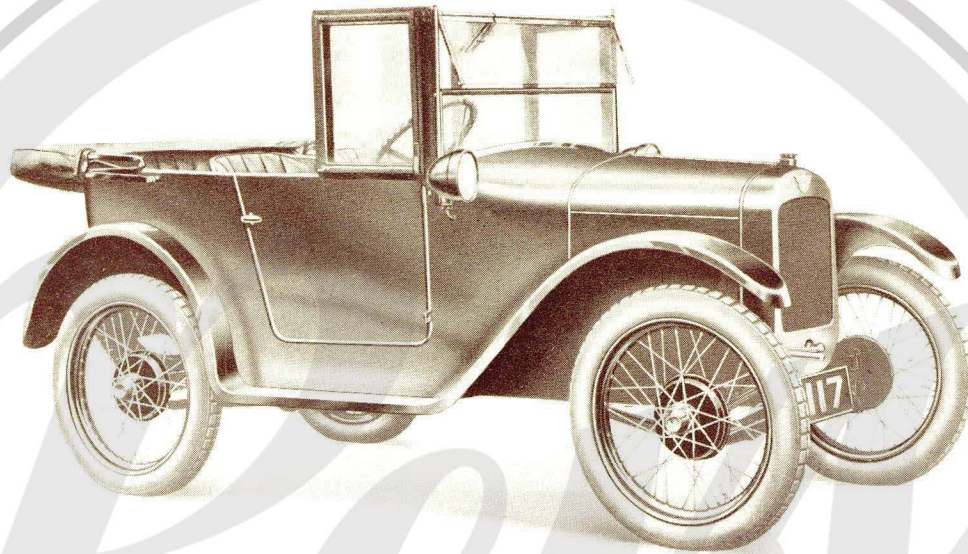
Upholstered in leather or Bedford cord. Equipment includes clock, driving mirror, automatic windscreen wiper, electric horn, licence holder, luggage carrier, and those accessories shown on chassis specification. Triplex glass, £31 0 0 extra.

Price: £350

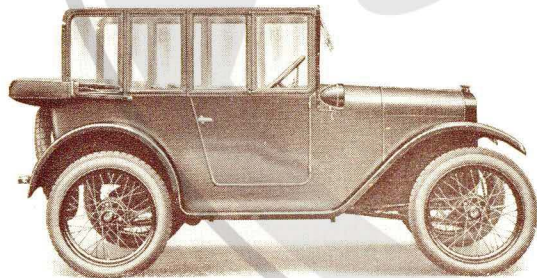
Complete at Works.



The AUSTIN SEVEN "Easily the best small car in the world."

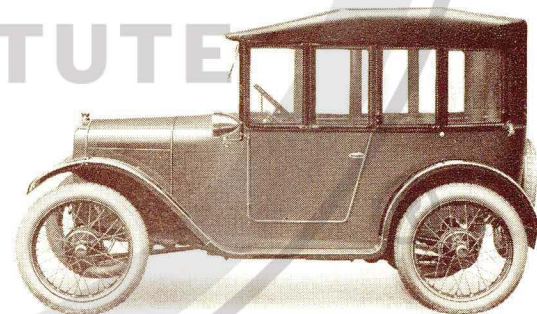


A Small Touring Car, to seat two adults and two to three children or a third adult, up to a total weight of 30-32 stone. Hood, screen and side curtains afford complete weather protection for all occupants. It has every quality demanded of a larger car, is thoroughly reliable, and will give continuous hard service. Typifies the most economical method of conveyance known. Wonderful efficiency. Perfect performance. Simple control.

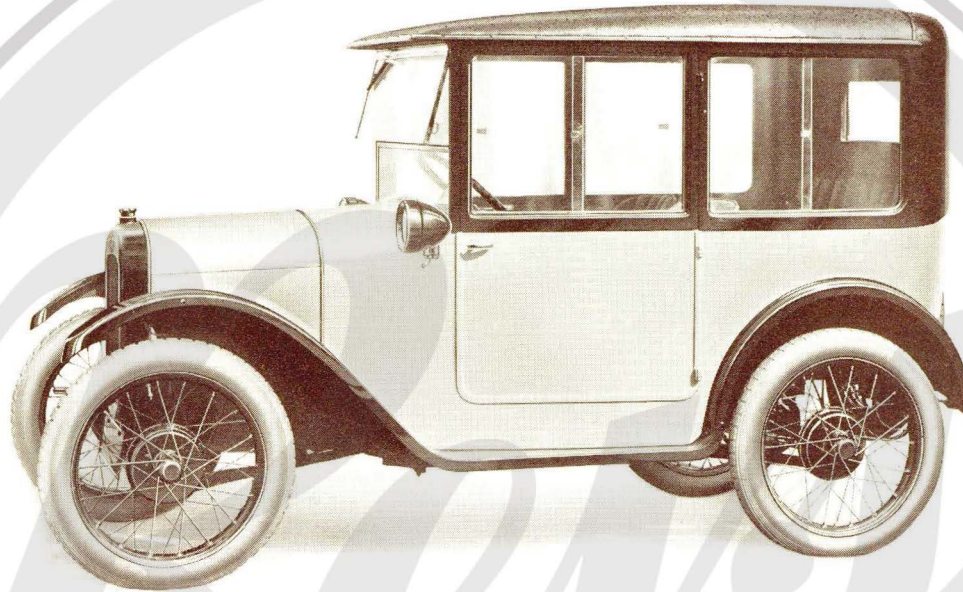


Full equipment including electric starting and lighting, air strangler, electric horn, speedometer, automatic windscreen wiper, licence holder, shock absorbers, spare wheel and tyre and blank number plates. Triplex glass, £4 0 0 extra.

Price: £145
Complete at Works.



The AUSTIN SEVEN Saloon "Easily the best small car in the world."



A really successful example of the small Saloon, which will accommodate two adults and two or three children. Equal in performance with Saloons of much greater capacity; constructed and finished on similar lines. Sliding panels in windows make signalling easy. Open, they provide an airy carriage in summer time; closed, they defy the most inclement weather.

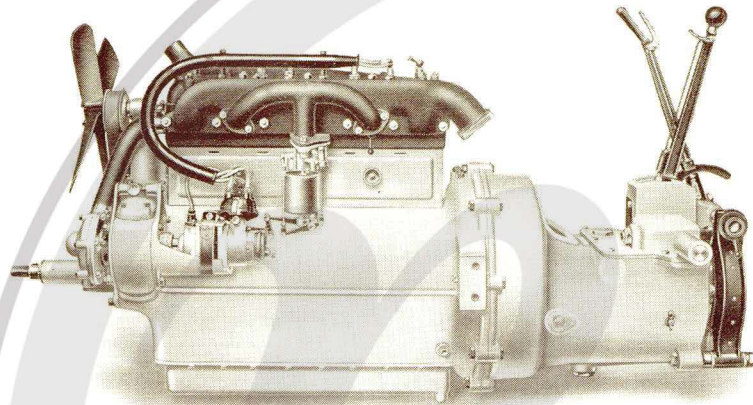
Completely equipped, including electric starting and lighting, air strangler, electric horn, speedometer, automatic windscreen wiper, licence holder, shock absorbers, spare wheel and tyre and blank number plates. Triplex glass, £22 15 0 extra.

Price: £165

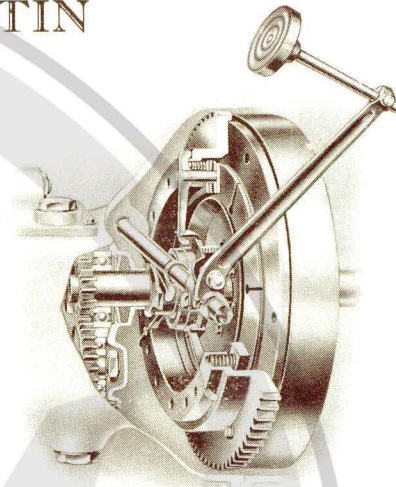
Complete at Works.



COMPONENTS OF THE AUSTIN

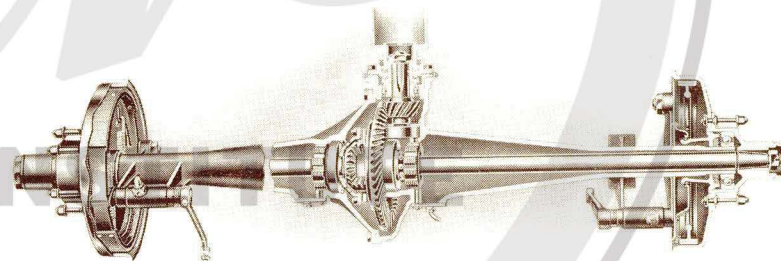
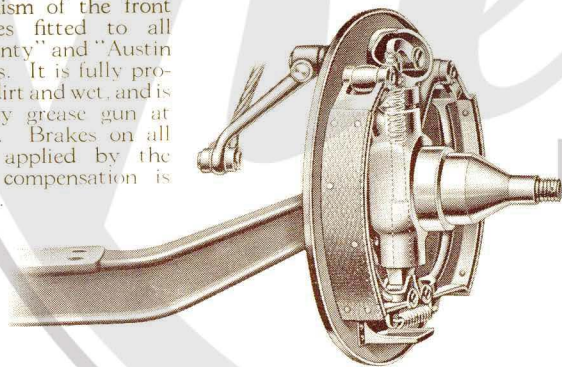


The power unit of the Austin Twenty, which resembles that of the Austin Twelve. Each has five crankshaft bearings with forced lubrication also to connecting rod and camshaft bearings. There are four speeds forward, with central gate change giving direct operation. Note direct application of hand brake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



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

The 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 the pedal, and compensation is provided for.



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.

APPRECIATIONS OF THE AUSTIN

AUSTIN TWENTY.

August 12th, 1926.

"You may be interested to know we have run the old bus 107,000 miles—is this a common figure for your engine? It has been such a splendid machine."—Mrs. J. C., Roundhay, Leeds.

April 6th, 1926.

"We thought you might be interested to know that the 'Austin Twenty' car purchased from you in June, 1920, has now completed 75,000 miles. During that period it has not let us down once, nor has the back axle been looked at or touched in any way. The car goes as well as ever it did."

Mr. W. M. H. B., Salisbury.

April 29th, 1926.

"I am more than satisfied—the car is a delight to ride in and speedy enough to satisfy the most exacting taste. My friend Capt. C. is going for one of your 'wonderful ones.' Allow me to congratulate you on the quality and workmanship you produce and in the infallible courtesy of your staff."—Mr. S. E. D., Liverpool.

AUSTIN TWELVE.

June 11th, 1926.

"I want to pay a tribute to the splendid car which has carried me over the roughest country in the world, in every sort of weather, for 4,300 miles. The engine has gone like a clock, day after day."

Mr. A. M., Capetown.

May 26th, 1926.

"I cannot refrain from commenting on the paramount excellence of your little car. Having driven for nearly 18 years, all makes and sizes of cars, I have yet to find anything that can approach the 'Austin Twelve' in real solid 'value for money' or in all-round performance. I now possess the only car that (after many years of driving 'because I had to'), I take out for the sheer pleasure of driving it."—Capt. C. C. H. H., Canterbury.

April 27th, 1926.

"It has proved to be the finest car of its type and value ever produced by English manufacture. As good to-day as it was when I purchased it. I have done nearly the whole of Scotland with it, and can only praise it for its wonderful performance. I will always recommend your cars."

Mr. W. D., Glasgow.

July 8th, 1926.

"Really a beautiful car, she has toured me over India many times on my tours of inspection from Calcutta to Simla, Bombay and Madras, and has never given me a day's worry."—Major W. W. W., Jubbulpore, India.

AUSTIN SEVEN.

September 14th, 1926.

"My car was delivered in March, 1925, run about four days a week ever since in all weathers, and I haven't the slightest engine trouble, it runs beautifully and silently to-day. It is as you say, easily the best small car in the world."—Mr. A. W. F., Kingswinford.

September 5th, 1926.

"I am very glad to report that in 10,000 miles her average is 52 m.p.g. She is going quite beautifully and is a little wonder on hills."

Miss D. M., Edinburgh.

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.

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.

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. R., Cavendish Works, Brookhill, Sheffield.

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."

W. E. P., 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. H., No. 3 Store Depot R.A.F., Milton Steventon, Berks.

MANUFACTURERS' WARRANTY

THE goods manufactured by the Company, and specified in this catalogue shall be accepted by the purchaser subject to the conditions hereinafter mentioned and 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.

The purchaser shall, if required at the 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 first been obtained.

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.

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.

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

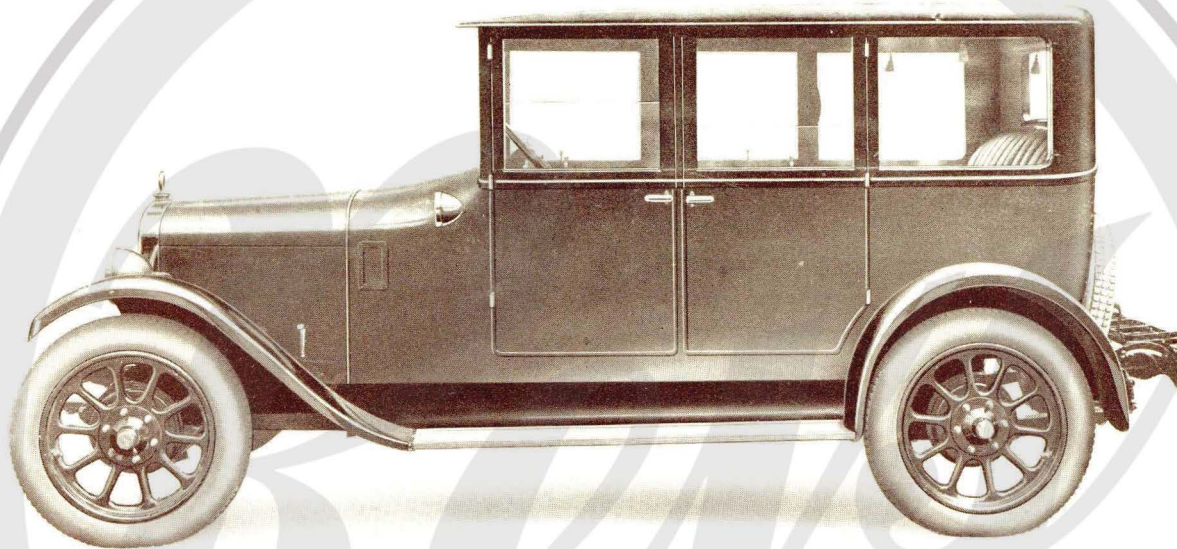
caused by scarcity of labour or material, strikes, lockouts or any cause over which the Company has no control.

ALTERATIONS IN DESIGNS AND EQUIPMENT.—The Company reserves the right on the sale of any car to make, before delivery, without notice, any alteration to, or departure from, the specification of designs or equipment detailed in this catalogue.

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 AUSTIN TWELVE "MULLINER" Four-door Saloon



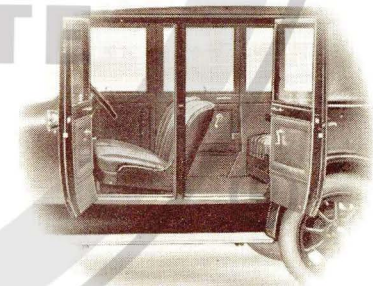
THIS LIGHT SALOON has seating capacity for five persons, and provides a useful closed car at extremely moderate cost. The front seats are of the adjustable bucket type. This saloon can be supplied in three colours—Blue, Maroon and Brown.

Upholstered in Hairline cloth. The equipment includes clock, automatic wind-screen wiper, electric horn, luggage carrier, and those accessories shown on chassis specification. Triplex glass, £30 extra.

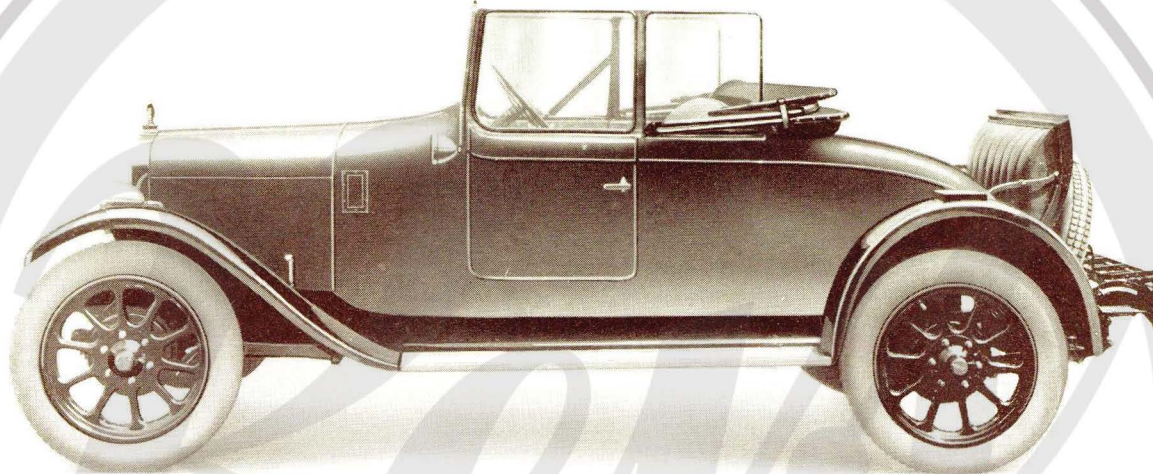
Coachwork by Messrs. Mulliner Ltd., Birmingham, who take all responsibility for coachwork.

Price: £325

Complete at Works.



The AUSTIN TWELVE "MULLINER" 2-4 Seater

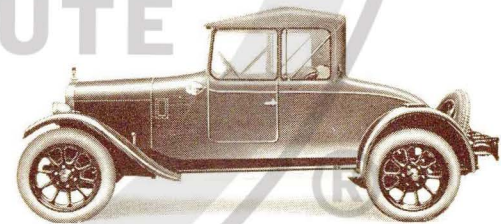


THIS comfortable two-four-seater model is fitted with an adjustable front seat. There is also a receptacle for carrying side curtains and luggage. A dickey seat of the double folding type allows ample room for two adults. This model can be supplied in three colours—Blue, Grey and Brown.

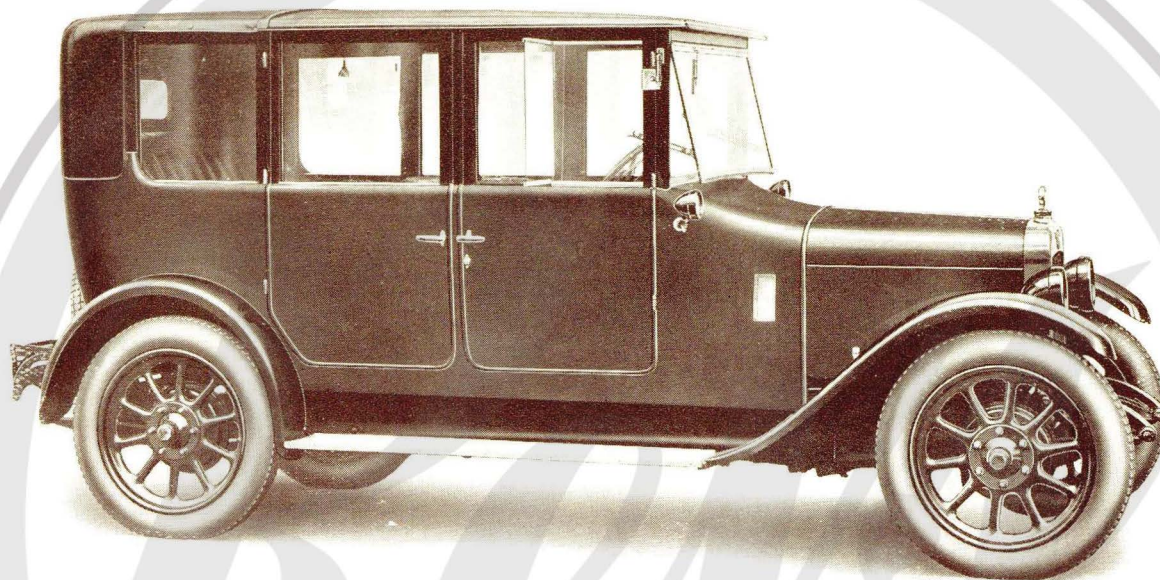
Upholstered in leather. Equipment includes clock, automatic wind-screen wiper, electric horn, luggage carrier, and those accessories shown on chassis specification. Triplex glass, £5 extra.

Coachwork by Messrs. Mulliner Ltd., Birmingham, who take all responsibility for coachwork.

Price: £275
Complete at Works.



The AUSTIN TWELVE "GORDON" Saloon Landaulet



EQUALLY efficient as an open or closed Car, this coach-built owner-driver model, which will seat five comfortably, has an adjustable one-panel windscreen, five windows with winding lifters, patent signalling window fitted on driver's door, and adjustable driver's seat.

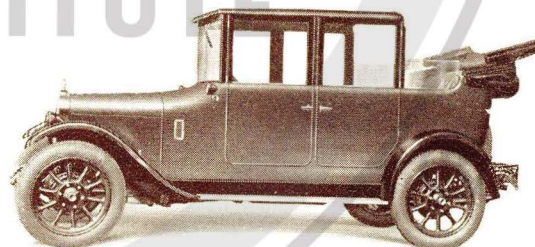
Upholstered in leather, Bedford cord or furniture hide. Equipment includes clock, driving mirror, automatic windscreen wiper, electric horn, luggage carrier, and those accessories shown on chassis specification. Triplex glass, without division, £27 10 0 extra; with division, £32 10 0 extra.

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

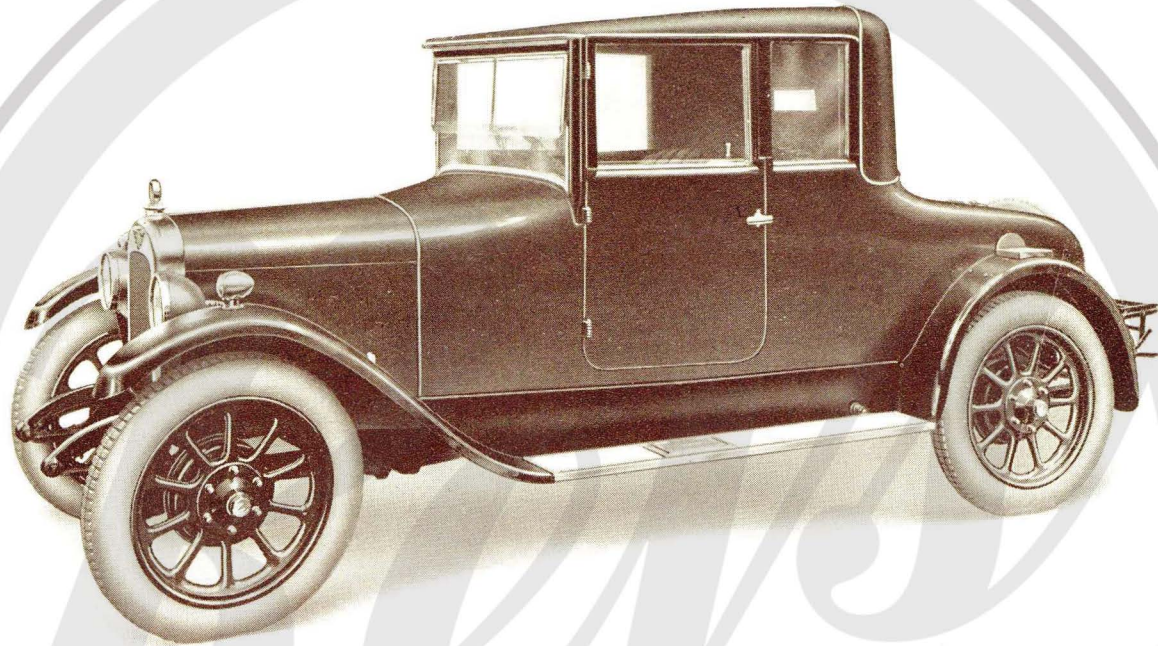
Price: £405 with division.

Price: £395 without division.

Complete at Works.



The AUSTIN TWELVE "HOYAL" Coupé

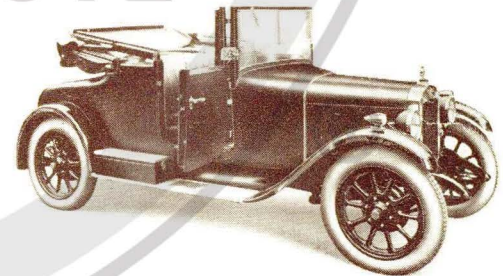


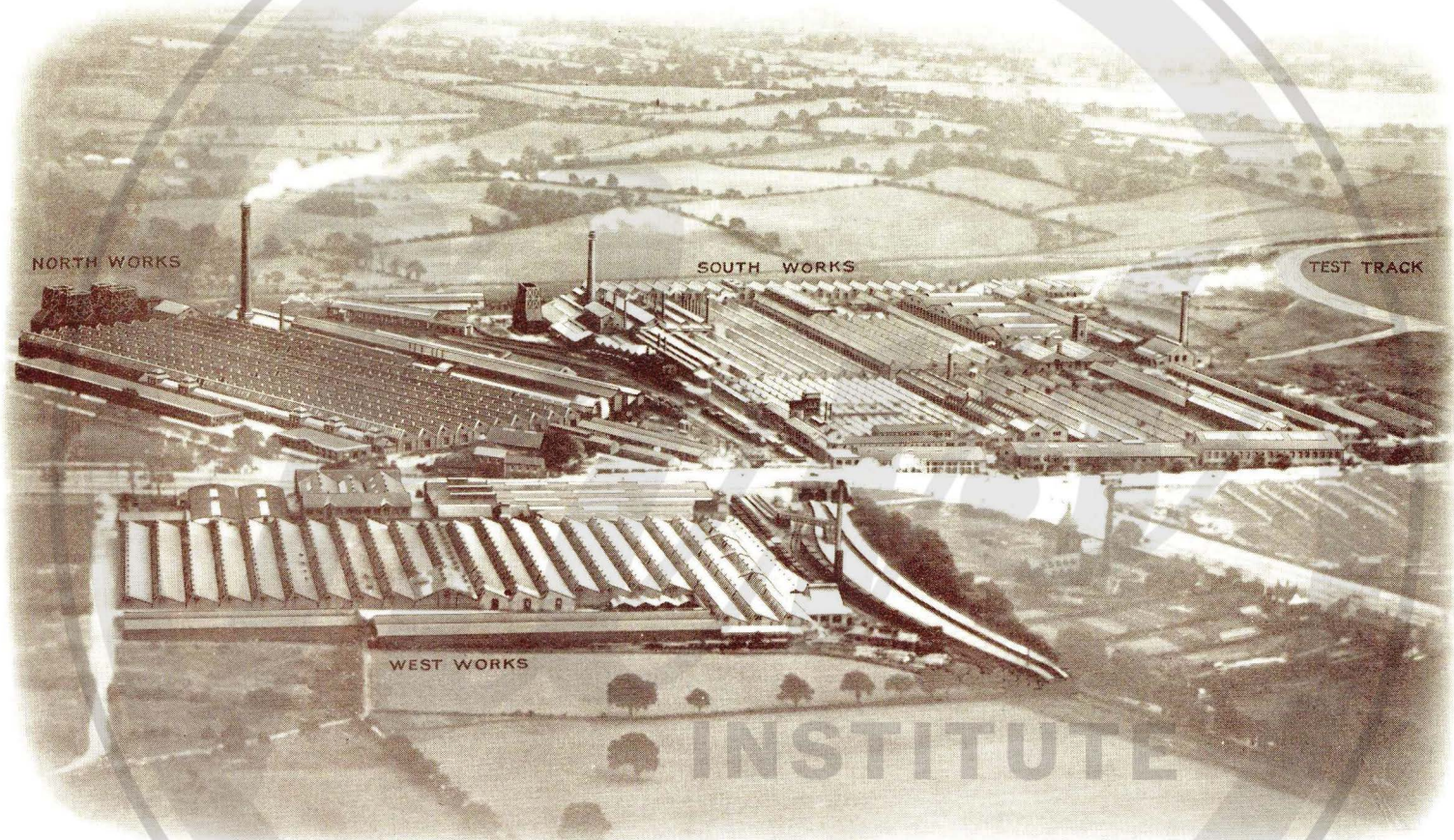
A 2-3 SEATER COUPE with an unusually wide, adjustable driving seat. The interior is panelled polished inlaid woodwork, and the coach-built head is covered with real leather, lined with cloth. This head folds down very neatly when not required. A comfortable double dickey seating two passengers.

Upholstered in leather or Bedford cord. Equipment includes clock, driving mirror, automatic windscreen wiper, electric horn, luggage carrier, and those accessories shown on chassis specification. Triplex glass, £20 extra.

Coachwork by Messrs. The Hoyal Body Corporation Ltd., London, who take all responsibility for coachwork.

Price: £395
At London Depot.





NORTH WORKS

SOUTH WORKS

TEST TRACK

WEST WORKS

INSTITUTE

AERIAL VIEW OF LONGBRIDGE WORKS.

