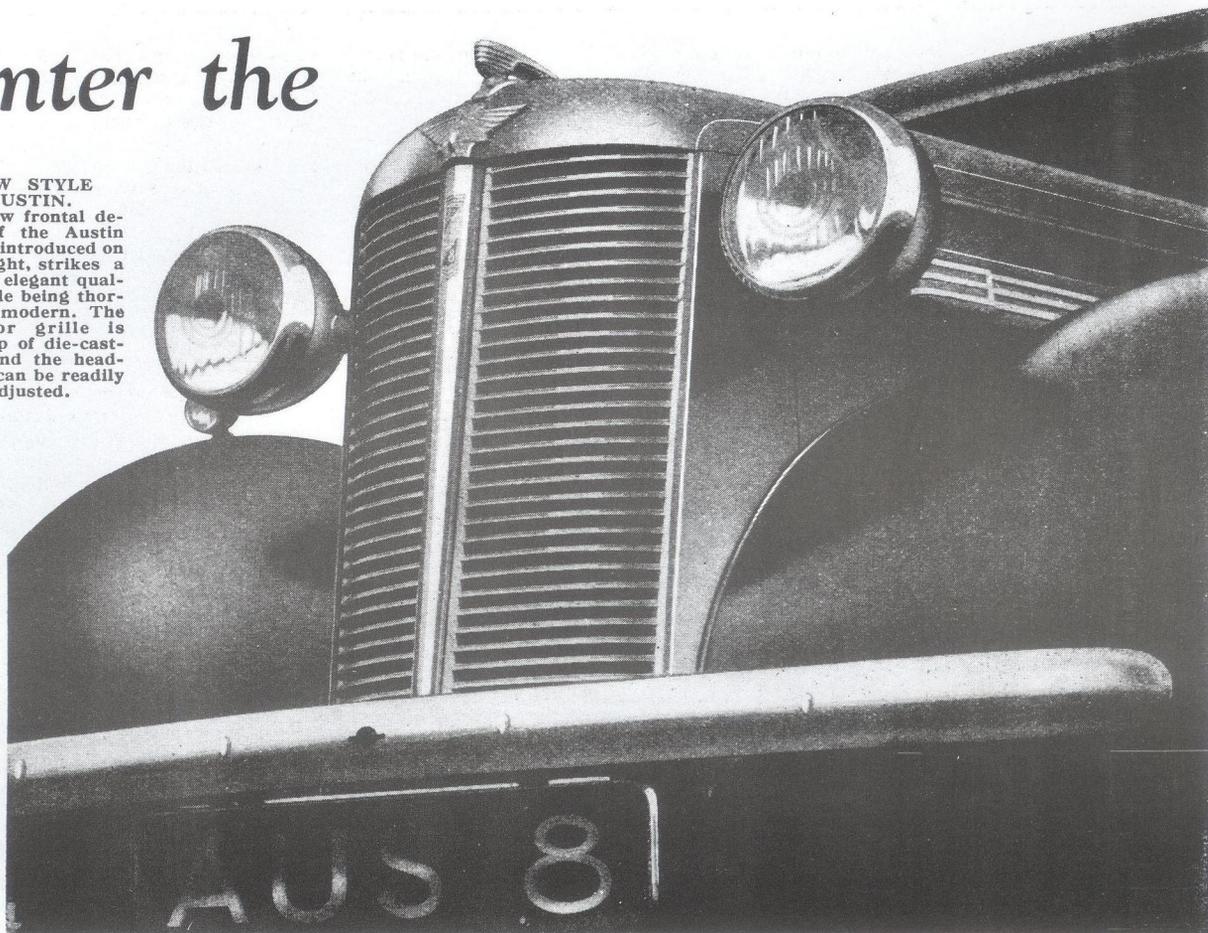


Enter the

NEW STYLE AUSTIN.

The new frontal design of the Austin car, as introduced on the Eight, strikes a note of elegant quality while being thoroughly modern. The radiator grille is built up of die-castings, and the headlamps can be readily adjusted.



AUSTIN EIGHT

SMALL car motoring is lifted to an entirely new plane of luxury and refinement by the advent of the Austin Eight, full particulars of which we are now able to release.

Indeed, it can be claimed that no small car yet produced has combined so successfully and with so little suspicion of compromise or limitation, all the features most called for by the modern motorist.

Superb appearance is coupled with all-round comfort, and a brilliant performance with economy and safety. With all this at an extremely attractive price, it is quite safe to predict of this new Austin immediate and overwhelming success.

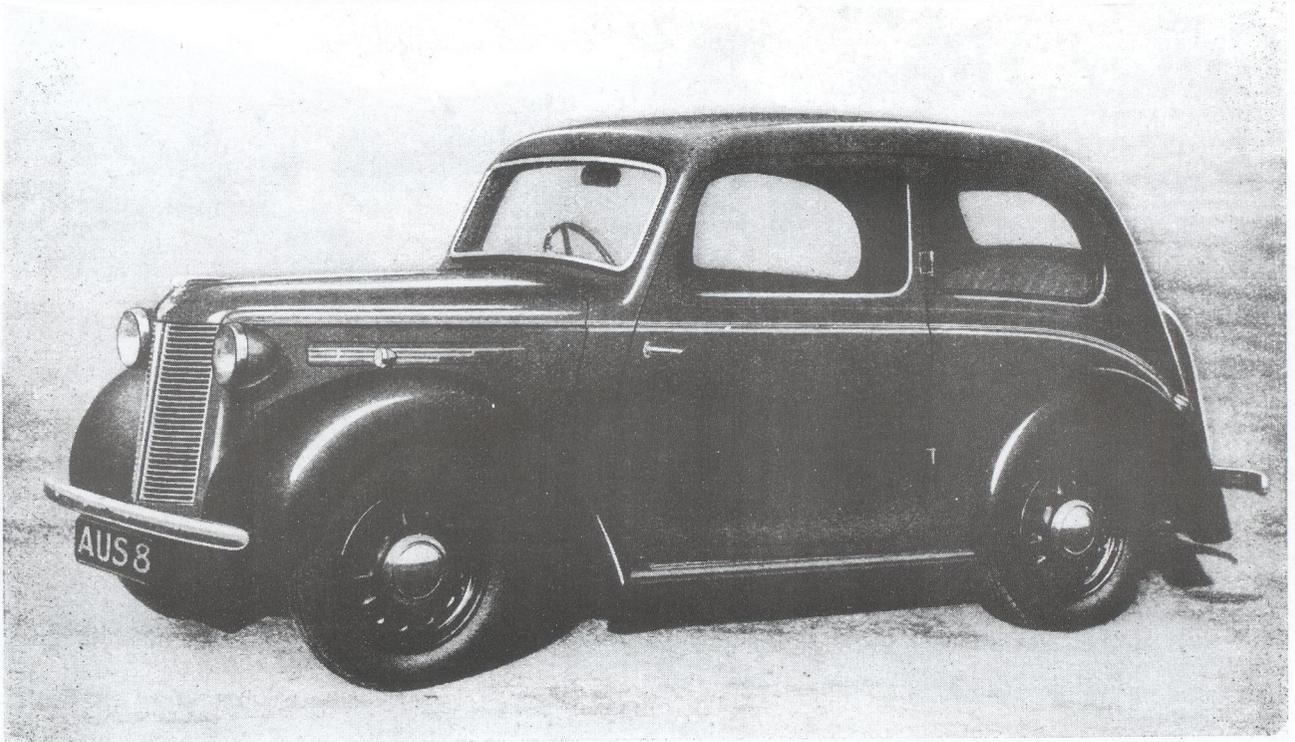
The Austin Eight is offered as a two-door or four-door saloon, and as an open two- or four-seater. The saloon models provide remarkably roomy accommodation for four full-sized pas-

sengers, with separate front seats and a wide and deep well upholstered rear seat, the latter being 48 ins. wide over the arm-rests and 20½ ins. deep. Instantaneous adjustment is provided for the driver's seat, and the front passengers' seat can be set as required by releasing two floor clamps. The squabs hinge forward to facilitate access to the rear seating.

Head- and leg-room are ample, and the driving position, with the well-raked column, is notable for the degree of control and visibility it affords.

Large-dial instruments are sensibly grouped in front of the driver, a large cubby hole occupying the other side of the fascia. The winding windscreen control, giving up to horizontal opening, as well as the sliding roof and windscreen wiper controls, are all handy and easy to operate, as are the windows

*Roomy Saloon and
Touring Models In-
corporate New De-
parture in Body and
Chassis Construction*



THE AUSTIN EIGHT TWO-DOOR SALOON. A notable newcomer to the British car market that brings with it a new conception of small-car elegance. The Austin Company has broken entirely away from tradition with the elegant frontal design of this handsome Eight.

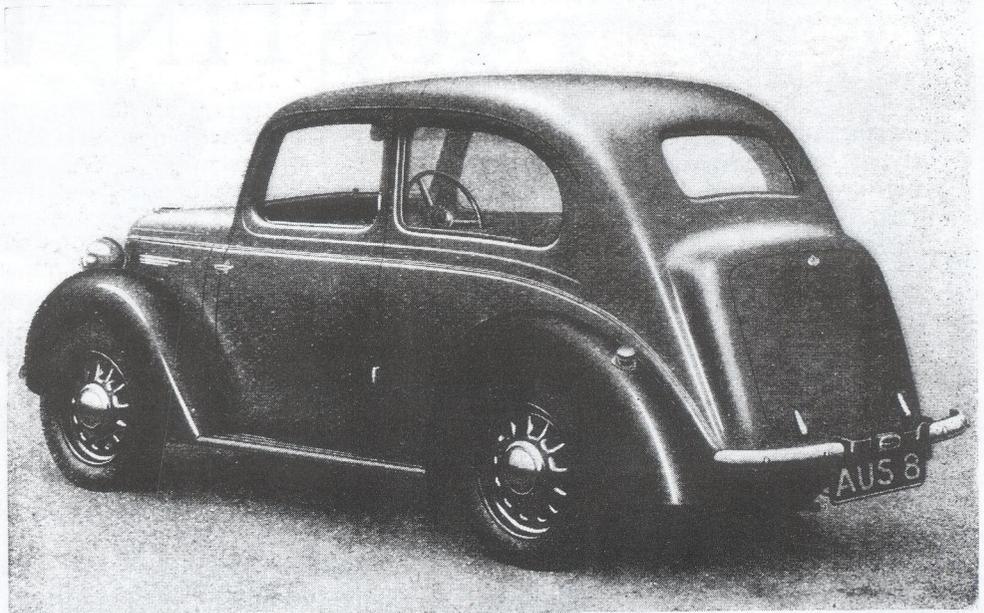
in the doors. Incidentally, toughened glass is used throughout.

Luggage accommodation has not been neglected; it is, in fact, yet another of the features which place the Austin Eight at the head of its class. The boot, additional to accommodating the spare wheel, has a capacity of 6 cubic feet, and the rear panel, which drops down for luggage or spare wheel access, can also carry $\frac{3}{4}$ -cwt. of luggage if required.

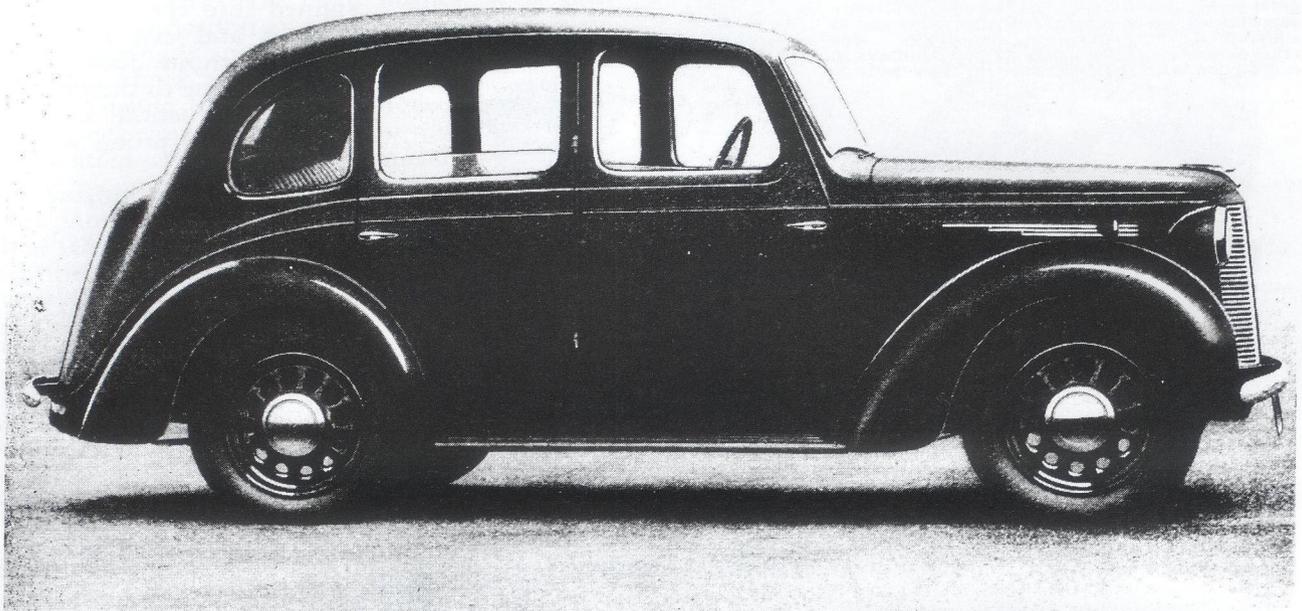
On the open models access to the spare wheel is afforded by a detachable panel at the rear, while the luggage space, which includes separate accommodation for the side-screens, is reached from inside the body. Both open models have an extremely attractive line and are equipped with a sports-type forward-drop screen. With the hood and side-screens erected they are

completely storm-proof, while fully retaining their pleasing appearance.

The bodywork of all models is of pressed steel welded construction giving flowing lines and generous strength with the minimum of weight.



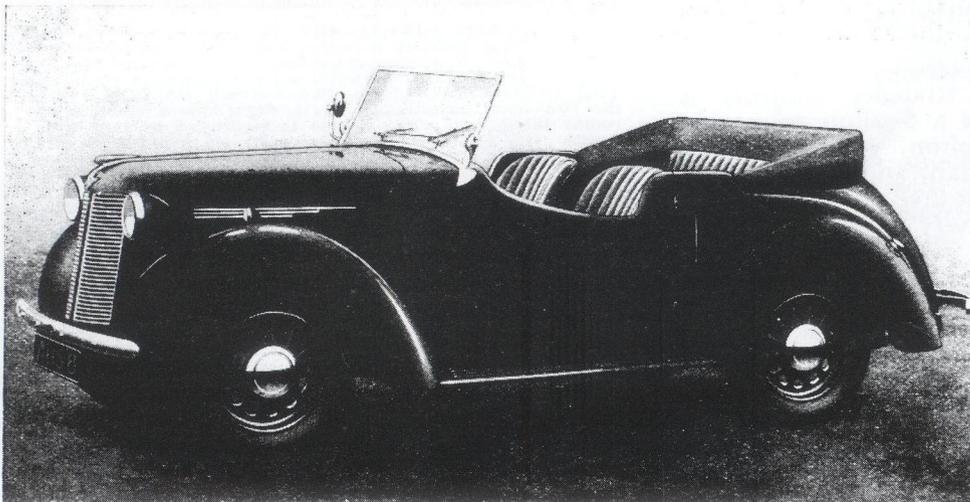
THE EIGHT TWO - DOOR SALOON. A three - quarter rear view which indicates that this new Austin displays well-balanced lines from every aspect. The large rear window is a feature that experienced motorists will appreciate.



THE AUSTIN EIGHT FOUR-DOOR SALOON. The successor to the Austin Seven has all the grace and balance of a large car, with the nimbleness for which small Austins have always been noted. This view shows the sensible doors and windows of the four-door saloon.

The panels are sound insulated and the sliding roof on saloon models is flush fitting. To permit of sweeping lines and to give easy seat access, all models have centre hinged doors of unusual width.

the sill of the body forming, with the chassis sides, box-section side members extending to the extreme rear of the car. Forward of the body an equivalent degree of side-member strength is ensured by a very deep section. By this means a very light body structure is able to augment the strength of the chassis frame. The chassis additionally incorporates box-section cross-members and a central transmission tunnel, and has diagonal front bracings to resist any wringing stresses transmitted from axles.



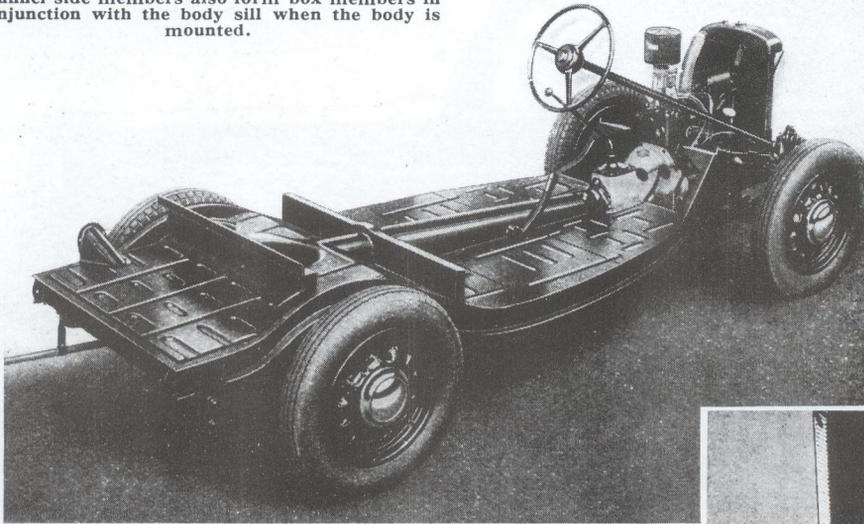
THE EIGHT OPEN FOUR-SEATER. As an open car the new Austin Eight makes an exceptionally attractive model. The sports-type windscreen folds forward on to the scuttle, and behind the rear seat there is ample luggage room as well as a separate shelf for stowing the windcreens. The two-seater is similar in external appearance, extra luggage room being provided in place of the rear seat.

We now come to a radically new departure in Austin design. The body is virtually a shell which mounts on a pressed-steel chassis on which the passenger and luggage load is supported,

the power unit of the Austin Eight is a 900 c.c. four-cylinder side-valve engine of 56.77 m.m. bore and 89 m.m. stroke, rated at 7.99 h.p. and developing 27 b.h.p. at 4,400 r.p.m. The cylinders and crankcase are cast as one, and are enclosed by a pressed

steel oil reservoir and a cast-iron cylinder head. The crankshaft, which is of large diameter and exceptionally rigid, is carried in three bi-metal bearings as is the roller-chain driven camshaft.

THE AUSTIN EIGHT CHASSIS. The welded pressed-steel chassis of this new Austin represents a new departure in design from which is derived great strength with lightness. The chassis directly supports all passenger and luggage loads and is stiffened by box-section cross-members. The channel side members also form box members in conjunction with the body sill when the body is mounted.



ENGINE AND CHASSIS. A view of the front end of the chassis of the new Austin Eight showing the compact, forward mounted power unit which is supported on "live" rubber, and the box-section frame of extra depth to give frontal rigidity.

The side-valves are inclined to give a compact and highly efficient combustion chamber, and are silently operated by barrel-type tappets working on cams specially contoured for quiet operation. From the camshaft the gear-type oil pump and automatic advance ignition distributor are driven by skew gears, and the AC fuel pump by an eccentric.

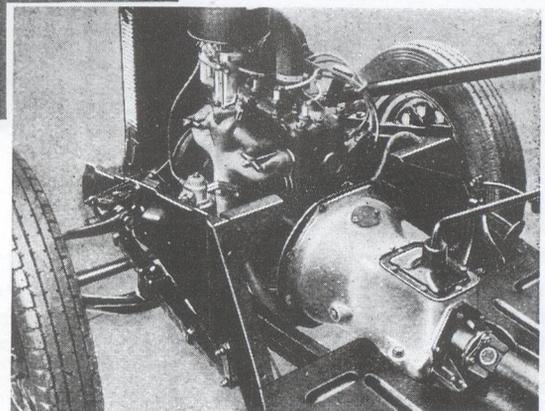
A Zenith downdraught carburetter with interconnected throttle and strangler controls is employed, being fed from a 6-gallon rear tank. Cooling is by thermo-syphon, with large connections and assisted by fan, and the engine is carried on three live-rubber mountings, which effectively insulate the frame from torque reaction or vibration.

The one-piece bonnet which lifts from the front allows of complete overhead access to the power unit and its auxiliaries, and detachable bonnet sides give additional facility for adjustments on either side. In addition the manifold has been designed with a view to easy removal for the purpose of valve attentions.

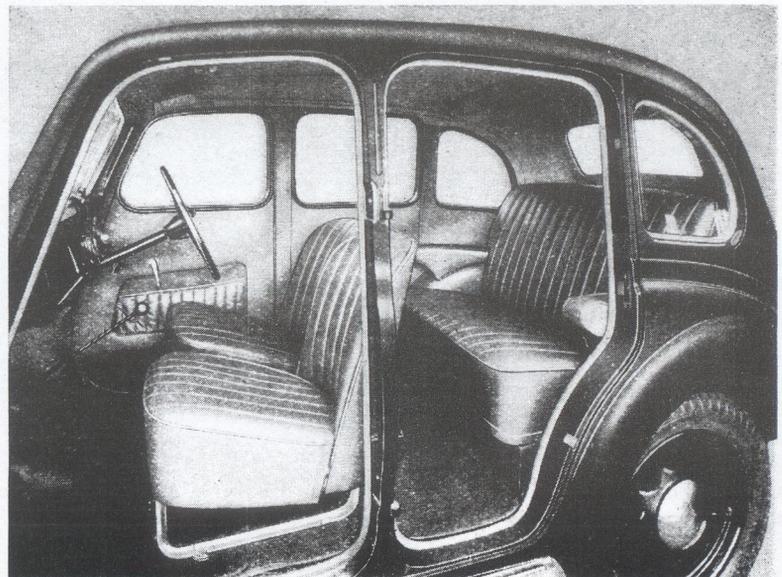
The transmission is through a single-plate clutch with spring drive, to a four-speed gearbox with synchromesh for 2nd, 3rd and top, the ratios being 5.357, 8.23, 13.08 and 21.6 to 1. A Hardy-Spicer propeller shaft with needle-bearing universal joints conveys the power to the banjo-type rear axle, which is $\frac{3}{4}$ -floating and has spiral bevel

drive. The axle shafts are splined into the differential pinions and can be withdrawn without dismantling the axle. Due to the pressed steel construction of the casing the unsprung weight is minimised.

Semi-elliptic springing of low periodicity at front and rear, designed to be flat and laterally rigid under normal loads, gives exceptionally easy riding and stability for a car of this size. The springs are anchored on silentbloc bushes to obviate rattle and



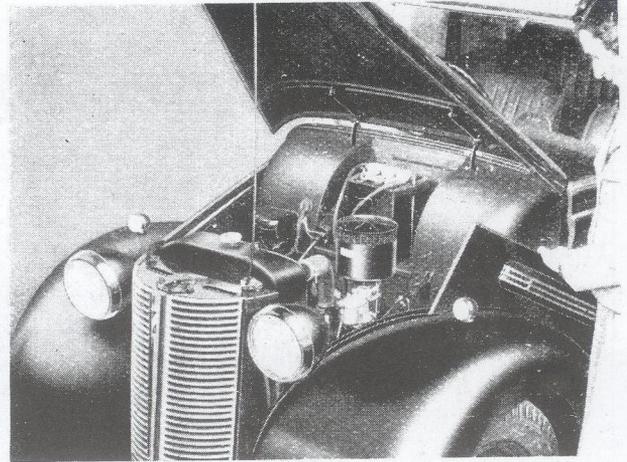
THE INTERIOR OF THE FOUR-DOOR SALOON. Like the two-door model, the Austin Eight has a remarkably roomy interior to which access is facilitated by four wide doors. The squabs of the front seats tip forward to give easy ingress or egress for the rear passengers.



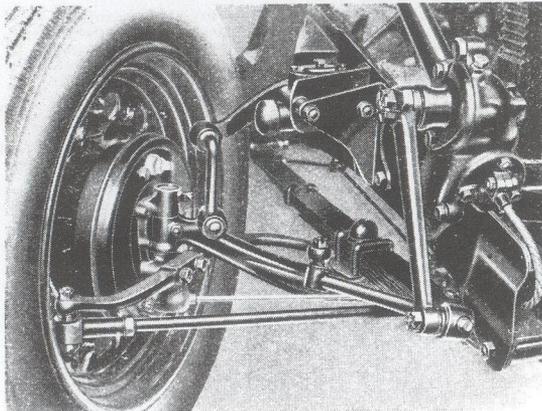
insulate the frame and body from road shock, and the shackles have plain bushes, with provision for lubrication and for taking up side-play. The springing is controlled by Luvax piston-type hydraulic shock absorbers.

Full Girling brakes are employed, having the usual wedge and roller operation, the effort being transmitted entirely by tension-rods and distributed by balance levers. Automatic compensation as between front and rear brakes, adjusts the braking effort in accordance with the forward transfer of axle load as the car is retarded. The adjustment is individual on each brake.

The steering gear, which is mounted well forward to give the comfortable column rake, is a worm-and-sector of Austin "hourglass" design and the steering connections are Thompson self-adjusting ball joints. Another refinement on



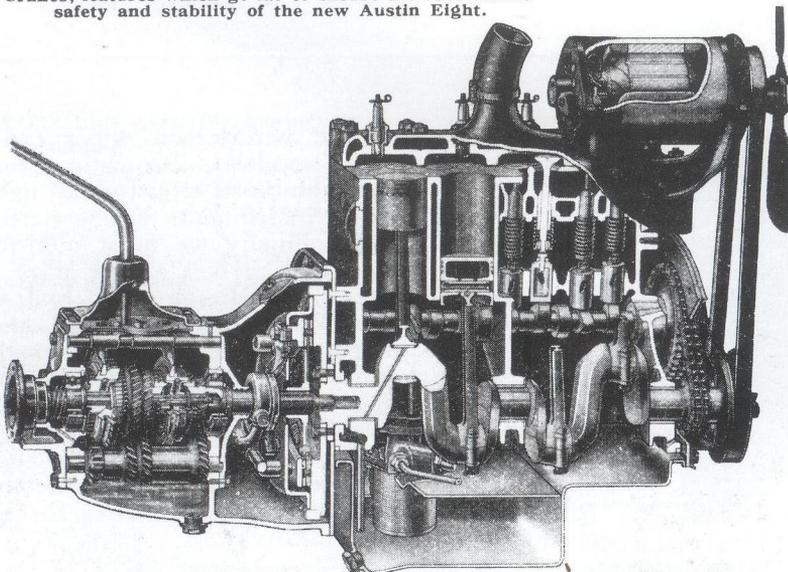
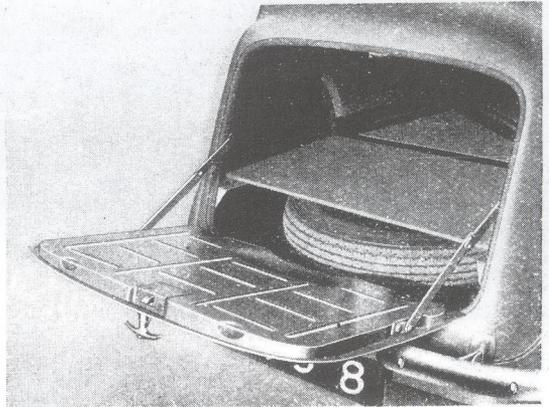
THE AUSTIN EIGHT BONNET. Hinged at the rear, this bonnet gives unobstructed access to the engine, and the detachable bonnet sides further facilitate maintenance attentions or running adjustments. The bonnet is secured by the mascot and is provided by a safety-catch.



FRONT END DESIGN ON THE AUSTIN EIGHT. A view showing the forward mounted steering gear, Thompson ball joints for the steering connection, the long semi-elliptic springing and the large diameter Girling brakes, features which go far to ensure the remarkable safety and stability of the new Austin Eight.

GENEROUS LUGGAGE ACCOMMODATION.

Quite exceptional is the provision for luggage on the new Austin Eight. The boot, apart from the space occupied by the spare wheel, has 6 cubic feet of luggage space, and the platform can carry an additional $\frac{1}{2}$ cwt. of luggage if desired.



THE EIGHT ENGINE IN SECTION. A cut-away view showing the sturdy up-to-date design of the Austin Eight engine. Features of note are the large diameter crankshaft and main bearings, inclined valves, and barrel type tappets. The spring drive clutch and synchromesh gearbox are also shown in this view.

saloon models is the large steering wheel with flexible spokes.

The electrical system is 6-volt, the battery being accessibly mounted under the scuttle. Charging from the large, ventilated dynamo is subject to compensated voltage control.

A feature of the Austin Eight which will appeal to the owner who likes to effect his own maintenance attentions, is the special provision for jacking. The ratchet jack engages with the bumper brackets and can be readily fitted and operated.

As regards general dimensions, it will be seen that, with a wheelbase and track of 7 ft. 4½ ins. and 3 ft. 9 ins. respectively, and an overall length of 12 ft. 5 ins., the Austin Eight is one of the largest cars of its type.

Equipment is particularly generous, including six-volt lighting with foot-operated dip- and -switch headlamps,

THE AUSTIN EIGHT

General Specification

ENGINE : Four-cylinder side-valve monobloc with detachable head, bore 56.77 m.m., stroke 89 m.m., cubic capacity 900 c.c., R.A.C. rating 7.99 h.p., 27 b.h.p. at 4,400 r.p.m. Large diameter crankshaft and camshaft, each supported in three bi-metal bearings. Duplex roller chain close-centre camshaft drive. Inclined valves operated by barrel-type tappets from cams contoured for quiet operation. Zenith downdraught carburetter with air silencer fed from 6-gallon rear tank by AC fuel pump. Forced-feed lubrication to all crankshaft and camshaft bearings by camshaft driven gear-type pump. Ignition by coil, automatic advance distributor and 14 m.m. plugs. Thermosyphon cooling, assisted by fan. "Live" rubber engine mountings. Rubber mounted silencer.

CLUTCH : Single-plate with spring drive. Gearbox mounted pedal lever with adjustable connection to clutch operating shaft.

GEARBOX : Four forward speeds and reverse, 2nd, 3rd and top are helical constant mesh gears with synchromesh engagement. Centre ball change. Ratios 5.357, 8.23, 13.08 and 21.6 to 1.

PROPELLER SHAFT : Hardy-Spicer with needle-bearing universal joints.

REAR AXLE : $\frac{1}{2}$ -floating with pressed steel casing and spiral-bevel drive. Bevel type differential. Splined detachable axle shafts.

FRONT AXLE : Stiff I beam with large pivot pin bearings.

FRAME : Welded pressed-steel platform type, supporting passenger and luggage load. Box section cross members, and reverse U section side members forming, in conjunction with body sill, continuous box side members.

BRAKING : Full Girling design throughout with wedge and roller shoe expansion. Balance lever compensation and tension operating rods. Cast iron brake drums, 8 in. diam. Automatic compensation between front and rear brakes to

allow for transfer of axle loads when braking. Foot and handbrake controls operate on all four wheels. Independent adjustments on each brake.

SUSPENSION : Long semi-elliptic low-periodicity springs at front and rear, controlled by Luvax piston-type hydraulic shock absorbers. Silentbloc anchorages and lubricated shackles adjustable for side play. Springs are designed to be flat under normal load to give maximum lateral stability.

STEERING : Forward mounted Austin "hourglass" worm and sector, forward track-rod. All connections Thompson self-adjusting type. Large 16 in. diameter flexible spoke steering wheel (at extra cost on open models).

WHEELS AND TYRES : Detachable four-stud large-centre easy-clean pressed-steel wheels with Dunlop 4.50 x 17 in. tyres.

BODYWORK : All-steel welded construction, secured to chassis along lower sill to form continuous box side-members. Centre hinged doors of exceptional width. Flush-fitting sliding roof on de-luxe models. Sound insulated panelling. Bulkhead type dash. Ample luggage space, and spare wheel compartment. Rear panel serves as additional luggage platform. Special provision for side-screen stowage in luggage compartment on open models. Winding window glasses in doors and screen. Toughened glass throughout.

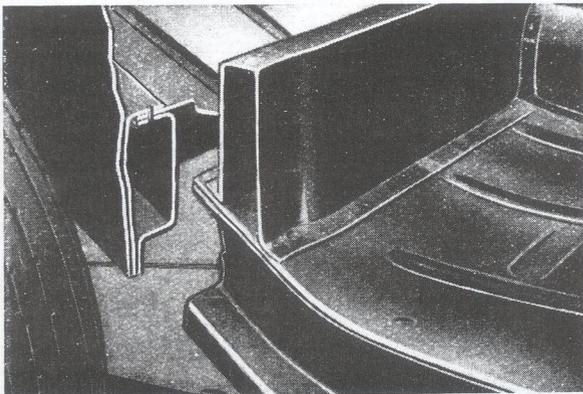
EQUIPMENT : Six-volt lighting, with foot operated dip-and-switch headlamps, automatic return direction indicators, electric windscreen wiper (dual on open models), combined stop-and-tail light, compensated voltage control, illuminated large-dial instruments, and a full complement of body appointments including leather seat upholstery on sliding-head models.

DIMENSIONS : Wheelbase 7 ft. 4 $\frac{1}{2}$ ins., track, front, 3 ft. 8 $\frac{1}{2}$ ins., rear 3 ft. 9 ins. Ground clearance 6 $\frac{1}{2}$ ins. Turning circle, 37 ft. Overall length, 12 ft. 5 ins. Overall width, 4 ft. 8 ins. Weight, 14 $\frac{1}{2}$ cwt.

MODELS AND PRICES

	£	s.	d.
Open two-seater	132	10	0
Open four-seater	135	0	0
Two-door fixed-head saloon	128	0	0

	£	s.	d.
Two-door sliding-head saloon	139	0	0
Four-door fixed-head saloon	139	0	0
Four-door sliding-head saloon	149	0	0



BOX-SECTION CONSTRUCTION. A detail of the chassis of the new Austin Eight, showing how the pressed-steel construction is provided with box-section cross-members, as well as the box side-members formed by the reversed frame channel and the body sill.

electric horn, electric windscreen wiper (with dual blades on open models), automatic return direction indicators, combined stop-and-tail light, illuminated large-dial instruments and generous body appointments. Finally we must mention the frontal design which strikes a new note in small-car elegance. The radiator grille, built-up of chromium-plated die-castings, conveys at a glance an air of gracefulness, quality and substance which typifies the whole car and has an immediate appeal. If the Austin Eight is as enjoyable to ride in, as it is to look upon—and we have every reason to believe that it is—it is certainly a car of outstanding merit and one that will open up immense new possibilities for the motorist of modest means.

[We hope to include a road test report of the Austin Eight in our next issue.—Ed.]