

LORD AUSTIN, pioneer of 7 h.p. cars in this country, and still the guiding spirit of one of Britain's largest motorcar factories, has once again sponsored a big development in the history of the Austin Company. On Wednesday an entirely new Austin Eight was announced. Austin dealers and journalists from all parts of the country came to Longbridge to see the new model—which is fully described below.

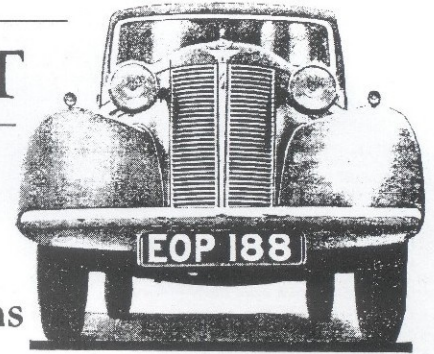
Nearly 17 years ago, motoring history was made by the introduction of a car which was to become famous throughout the world as the Baby Austin. Since then that model, new and second-hand, has brought pleasure and recreation to literally millions of people. It has had a long run of successful service, establishing, we believe, a record for the duration of any one type, and now that its day is done it will certainly be mourned by many.

They can be consoled by the knowledge that its successor is one of the

# AUSTINS ANNOUNCE AN EIGHT

## Entirely New Model Succeeds the "Seven": Fully Equipped Saloon for £128:

### Test and Road Impressions



finest light cars which it has ever been our pleasure to test.

From the drawings on these pages it will be seen clearly that the Austin Eight is an entirely new car. Only the engine and gearbox unit follow previous Austin practice, and even there certain differences are to be noted.

For instance, although the valves are at the side of the cylinder block, they are operated by large-diameter barrel-type tappets: moreover, the base of each tappet is flat and the shape of the cams is, of course, altered to suit this design, which provides particularly quiet operation together with long life and high efficiency.

Another change is the use of a compression ratio of  $6\frac{1}{2}$  to 1, which is higher than has been used on any previous small Austin. To cope with the added power and to ensure smooth running in spite of it, a particularly robust crankshaft is used; it is supported in three bearings. A gear-type pump supplies oil under pressure to those bearings, the big-ends and the camshaft bearings; in fact, lubrication has been carefully studied throughout.

A flexible-centred single-plate clutch

is controlled by a pedal mounted directly on the power unit and connected to the clutch withdrawal mechanism by a link. This avoids any complications due to the flexible mounting of the unit—three fairly soft rubber pads all in a plane which also includes the centre of gravity of the unit. The gearbox is orthodox with

synchronesh mechanism for second, third and top gears.

Conventional practice is followed, too, in the propeller shaft, which is of Hardy Spicer manufacture with needle-bearing joints. A pressed-steel axle casing of very rigid design houses three-quarter floating half-shafts and a unit which consists of the spiral bevels with

a bevel-type differential gear. Each half-shaft has at its outer end a flange formed integrally with the shaft and to this the wheel hub is secured. The inner end of the half-shaft is splined into the differential assembly. Thus a very rigid connection is provided between wheel and shaft, but the axle can be dismantled very easily.

