

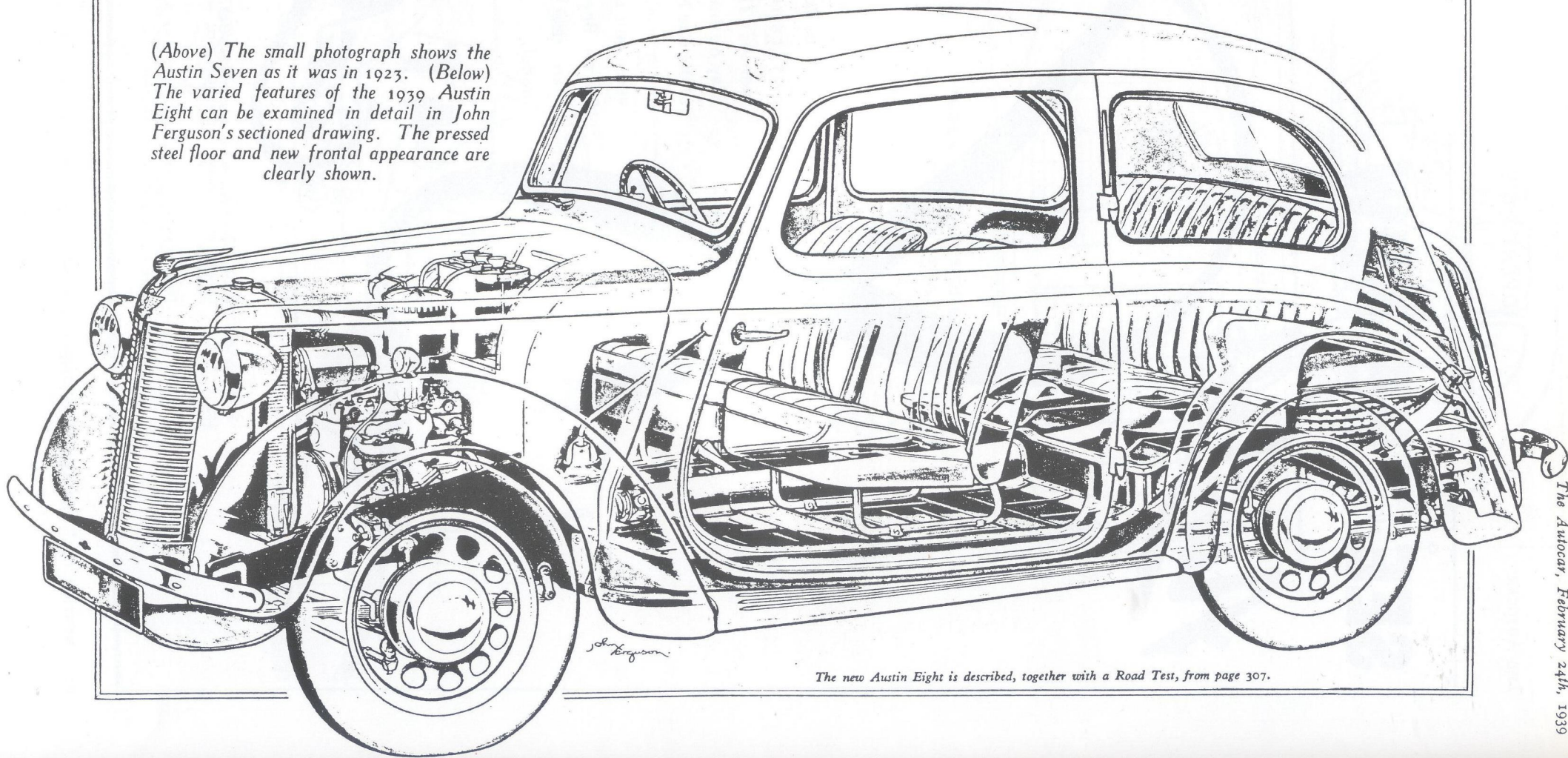
No Longer the Austin Seven . . .

FOR seventeen years the Austin Seven, first and most famous of small, inexpensive cars, has dominated its particular market, and now it is to be altogether superseded by the new Austin Eight described in this issue. The way for this transformation was prepared by the recent production of the Big Seven, and the present further development is

a logical and welcome one. The Austin Eight is larger and more modern in every way. There is more passenger room, the simple, sturdy engine develops 27 b.h.p., the frame and body combine to form a rigid whole, and above all the new car weighs only a few pounds more than the Big Seven, which it displaces.

A wide range of body types includes two-door, four-door and open models, with £128 to £149 marking the limits of the price range. The two-door fixed-head saloon costs to-day nearly £100 less than did the model illustrated on the left in 1923.

(Above) The small photograph shows the Austin Seven as it was in 1923. (Below) The varied features of the 1939 Austin Eight can be examined in detail in John Ferguson's sectioned drawing. The pressed steel floor and new frontal appearance are clearly shown.



The new Austin Eight is described, together with a Road Test, from page 307.