

"The Autocar" Road Tests

DATA FOR THE DRIVER

28-7-39

3 H.P. AUSTIN FOUR-SEATER TOURER.

PRICE, with open four-seater tourer body, £135. Tax, £6.
 RATING: 7.99 h.p., four cylinders, s.v., 56.77 x 89 mm., 900 c.c.
 WEIGHT, without passengers, 13 cwt. 3 qr. 13 lb. LB. PER C.C.: 1.73.
 TYRE SIZE: 4.50 x 17in. on bolt-on perforated pressed-steel wheels.
 LIGHTING SET: 6-volt. Automatic voltage control.
 TANK CAPACITY: 6 gallons; approx. normal fuel consumption, 38-46 m.p.g.
 TURNING CIRCLE: (L. and R.): 37ft. GROUND CLEARANCE: 6½in.

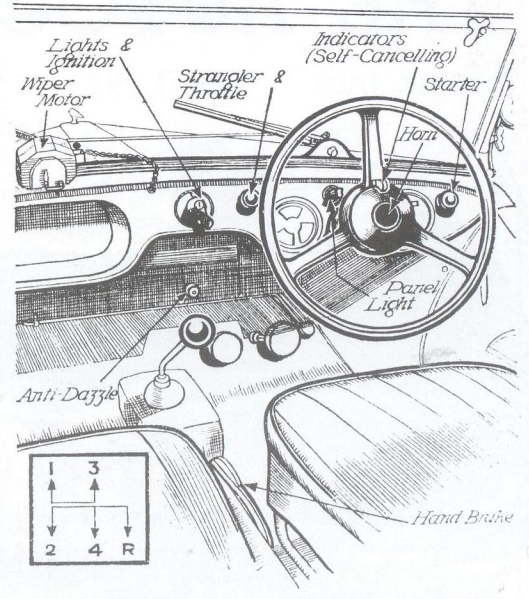
ACCELERATION				SPEED.	
Overall gear ratios.	From steady m.p.h. of			Mean maximum timed speed over ¼ mile	m.p.h.
	10 to 30	20 to 40	30 to 50	Best timed speed over ¼ mile	
5.38 to 1	17.0 sec.	20.0 sec.	32.9 sec.	Speeds attainable on indirect gears (normal and maximum):—	
8.23 to 1	10.3 sec.	12.7 sec.	—	1st	14-17
13.08 to 1	—	—	—	2nd	26-29
21.60 to 1	—	—	—	3rd	38-44
From rest to 30 m.p.h. through gears	—	—	9.7 sec.	Speed from rest up 1 in 5 Test Hill (on 1st gear)	14.30
To 50 m.p.h. through gears	—	—	40.6 sec.		
25 yards of 1 in 5 gradient from rest	—	—	6.3 sec.		

BRAKE TEST: Mean stopping distance from 30 m.p.h. (dry concrete), 33.5ft.

WEATHER: Dry, warm; wind light, N. Barometer: 30.10in.

Performance figures for acceleration and maximum speed are the means of several runs in opposite directions, with two up.

(Described in "The Autocar" of February 24th, 1939.)



meant that the steering is vague, something would probably be gained in automatic sense of direction if caster action were utilised. In the sense of the car being deflected unduly suddenly by a slight turn of the wheel it is not undesirably "quick" steering.

The Girling brakes behave admirably. A short-distance pull-up can be secured in emergency conditions, and they are very lightly applied, smooth-acting brakes, the use of which for ordinary purposes is often so unobtrusive as to be unnoticed by passengers.

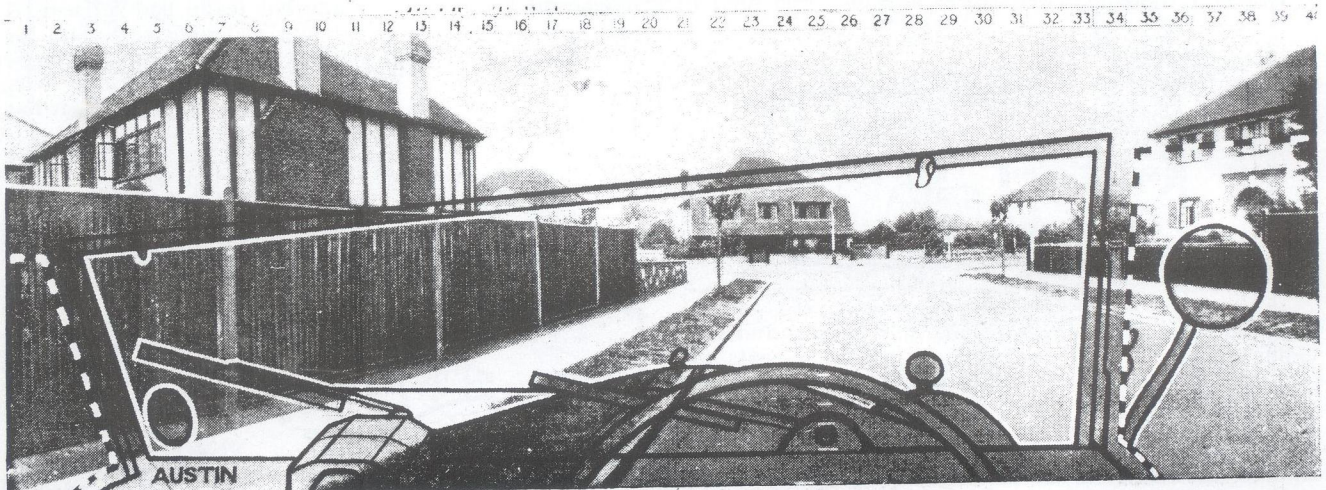
All the seats prove comfortable for at least a three-hour spell without getting out. The back rests of the front seats are carefully shaped, providing good support, whilst the cushions do not cause an unnatural leg position. The steering wheel is mounted rather high, though at a good angle approaching the vertical. Actually, it makes for a quite comfortable driving position, and the driver's right arm naturally comes inside the body. Though not having the appearance of being so, the wheel has flexible spokes. The hand-brake lever can be reached without leaning forward.

This open tourer has two wide doors, the front-seat back rests hinging forward to let rear passengers in and out. The rear seats have a noticeably generous depth of upholstery in both cushion and squab. Foot wells are not employed. An external mirror gives a useful view behind.

The windscreen can be folded flat on the scuttle, and it was thus that the maximum timed speed figure shown in the table was obtained, the speedometer then showing a highest reading of 61. With the screen raised, the best timed speed figure was 55.21 m.p.h., the speedometer reading not exceeding 60, so that not very much difference was made by putting the screen down. At 50 the speedometer was 3.3 m.p.h. fast, at 40, 2.6, and at 30 2.4 m.p.h.

The instruments are in particularly clear view, and well illuminated at night. The head lamp beam is useful. The horn note could well be stronger without becoming offensive, though there are now Ministry of Transport recommendations on this subject. The hood is raised and lowered about as readily as is common with the type. There are easily erected rigid side screens for protection in bad weather. These are stowed in a compartment formed by the hinged floor of a useful internal luggage compartment, which is reached by folding forward the seat squab. A tonneau cover is not provided.

External door handles would be an advantage, especially when the side screens are in use, but there is a tendency to-day to expect too much of the least expensive cars. A one-piece lift-up bonnet gives reasonable "top access" to the engine; its side panels are easily removable in addition. The engine soon pulls regularly from cold.



Good vision is obtained over the bonnet, forward and to the sides; the off-side wing can be seen. The windscreen has a thin frame which causes no material blanking of vision. The side screens are indicated; their transparent area is conveniently deep.