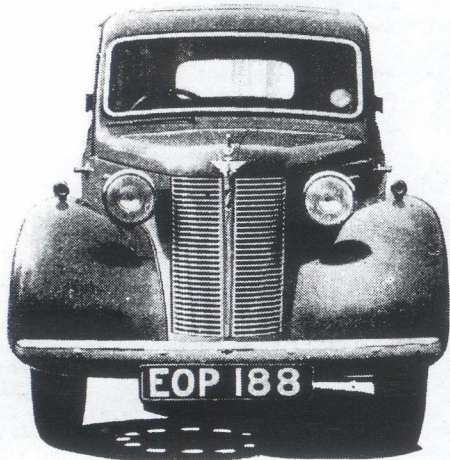


The Motor ROAD TEST



New Model of Modern Design Retains Traditional Austin Advantages

THE introduction of the Austin Eight is an event in motoring history, for it closes the wonderful career of the Austin Seven, a car which had been steadily developed and improved since its original introduction in 1922. Although the most recent examples were up to date in specification, the design always followed the basic principles of the original model. Now all that is changed and the Austin Eight appears as an entirely new design, following the latest practice with a light but stiff steel platform chassis, box braced for rigidity, and a wheelbase 1' in. longer than that of the Big Seven. It is fair to say that, whereas the most recent Sevens represented a small car which had grown up, the new Eight is a big car scaled down.

Size and Performance

The outward appearance and interior accommodation of the new model are such as were only associated until recently with cars of 10 horse-power or so, yet although the engine remains a 900 c.c. unit rated at 7.99 h.p., the performance is thoroughly in keeping with to-day's requirements, combining brisk acceleration with a maximum speed of practically 60 m.p.h. in suitable circumstances. The car remains economical, too, with moderate tax and insurance charges and a petrol consumption which worked out 36 m.p.g. in conditions which included a good deal of fast motoring and heavy traffic. On a long run at ordinary cruising speeds even better figures might be expected.

On the question of cruising

The

AUSTIN EIGHT

Two-door Saloon

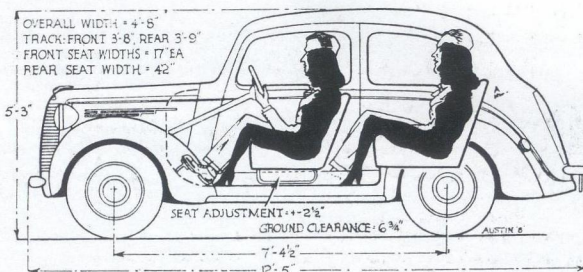
speeds, the car is most likely to be driven at 40-45 m.p.h., which speed it maintains easily and without fuss, but it proved quite capable of holding a steady 50-55 m.p.h. when conditions allowed, without becoming unduly noisy in the process.

The clutch is light and smooth in action, and a first-class gearbox, with synchromesh for second, third and top gears, give every inducement to use the

acceleration to the full. On third gear a maximum of about 44 m.p.h. is available, a useful consideration when passing slower traffic and the silent gear changes can be made just as quickly as it is possible to move the lever. Naturally, one expects to use the gearbox on a car of this size, but the engine showed a commendable ability to pull hard on top gear, and the performance was well maintained with four

"The Motor" Data Panel (Austin Eight)

Price, £139; 36 m.p.g.; tax, £6; weight (unladen) 14½ cwt.; turning circle, 35 ft. (1½ turns of steering wheel)



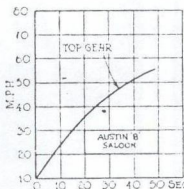
ENGINE

No. of cyls.	4
Bore and stroke	56.77 x 88.9 mm.
Capacity	900 c.c.
Valves	Side
Rating	7.99 h.p.
B.H.P.	27 at 4,400 r.p.m.

CHASSIS

Frame	Steel platform, box braced
Springs	Semi-elliptic
Brakes	Girling
Tyres	4.50 ins. x 17 ins.
Glass	Lancegaye Safety

PERFORMANCE



	Top	3rd
m.p.h.	secs.	secs.
10-30	15.1	8.3
20-40	16.5	9.8
30-50	22.6	—
Max.	59	44

GEARS

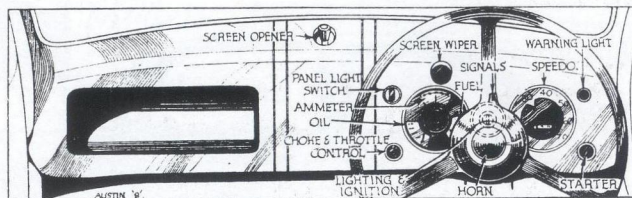
Top (S)	5.375	Max. grdnt. 1 in 15.0
3rd (S)	8.23	Max. grdnt. 1 in 8.3
2nd (S)	13.08	Max. grdnt. 1 in 5.5
1st	21.6	Max. grdnt. 1 in 3.3

HILLS

Engine Speed, 3,500 r.p.m. at 50 m.p.h.
PULL, Tapley Q figure, 150

BRAKES

0-30 m.p.h.	8 secs.	30 m.p.h. to stop	lb. on pedal
0-50 m.p.h.	27.5 secs.	120 ft.	25
Standing ¼ mile	26 secs.	60 ft.	60
		Best 31.8 ft. (95%)	105



SEATING.—Black figure portrays woman 5 ft. 5 ins. high, 26 ins. from hips. White figure shows 6-ft. man, 30 ins. from hips. Scale of drawing 3/8 actual size.

HILL-CLIMBING.—Maximum gradients for each gear are shown. Where 1 in 6.5 is recorded the car will climb Edge, South Harting, Kirkstone and Rest and Be Thankful Hills. (S) means that the gear is synchronized.

BRAKES.—Scale gives distance in feet from 30 m.p.h. as determined by a Ferodo-Tapley meter. Pressures needed to stop in shortest distance, in 60 lb. (normal short stop) and in 120 ft. or "slow up" are also shown. Average figures are 50 lb. for 60 ft., and about double for shortest; 100 lb. is the maximum pressure for average woman. If the 60-ft. and shortest-stop pressures are close together (e.g., 60 ft., 50 lb.—shortest, 72 lb.), the brake tends to fierceness.