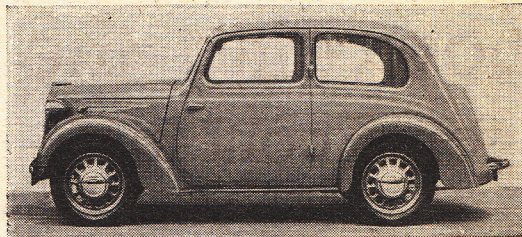


"THE MOTOR" SUMMARIZED TESTS

Condensed Reports of Road Tests which are Issued for the Guidance of Motorists Who are Now for the First Time Interested in the Purchase of a Small Car



No. 1. AUSTIN EIGHT

IT is fair to say that whereas the most recent Austin Sevens represented a small car which had grown up, the 8 h.p. recently introduced is a big car scaled down.

The 900 c.c. power unit, rated at 7.99 h.p., gives a performance in keeping with to-day's requirements, combining good acceleration with a maximum of nearly 60 m.p.h. This notwithstanding, the consumption remains economical, the figure being 36 m.p.g. under conditions which included a good deal of fast motoring and heavy traffic. So far as cruising speeds are concerned, 40-45 m.p.h. can be maintained easily and the car also proved quite capable of holding a steady 50-55 m.p.h. when conditions allowed.

Simple Gear Changes

The clutch is light and smooth in action; the gearbox is first-class, with synchromesh on the upper three gears.

A useful consideration when passing slower traffic is that silent gear changes can be made just as quickly as it is possible to move the lever.

The engine is not at its best from the point of view of smoothness under 15-20 m.p.h. on top gear, and although the gearbox is audible on the indirect ratios, it is not obtrusively so.

The brakes are particularly good, recording the unusually high efficiency of 95 per cent with a very light pedal pressure. The whole action of the braking system is a feature which should commend the car to a woman driver.

Visibility and Window Space

The car has good visibility and immense window space. The driving mirror provides a really good view to the rear. The front bucket-type seats are easily adjustable and provide good support at the back. The rear seats provide plenty of room for two adults, and head room is good all round with sufficient legroom both at the front and rear. There is adequate space between the front seats.

There is a large single cubby hole and adjustable visor, while the model tested has a sliding roof.

Really bumpy road surfaces produce a tendency to pitching, but the action of the springs is soft and sufficiently well damped to ensure that the passengers are not jolted about unduly.

The steering is high geared yet is also

light in action. The driver is not conscious of directional feel, but there is, on the other hand, a complete freedom from road shocks.

Luggage accommodation merits special mention, the covered space being unusual for a small car and the lid making a carrier for further cases. The spare wheel and tools are carried in the boot, below the luggage.

The bonnet top is of the alligator type and there is no sacrifice of accessibility for items needing routine attention. Detachable side panels give even

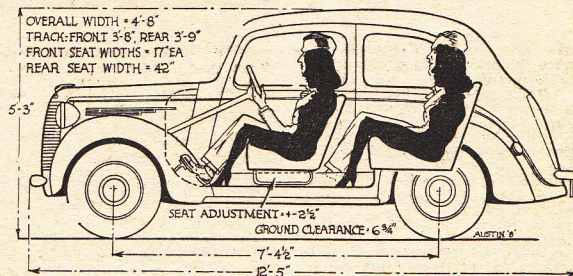
greater space for work to be done, if necessary.

A foot switch controls the dip-and-switch arrangement for the head lamps and ample illumination is provided for the speeds of which the car is capable. A six-volt equipment is used, with compensated voltage control. Self-cancelling indicators are used.

Altogether the Austin impresses as a strongly constructed job which should uphold the reputation of the marque for reliable service over long periods.

"The Motor" Data Panel (Austin Eight)

Price, £139; 36 m.p.g.; tax, £6; weight (unladen) 14½ cwt.; turning circle, 35 ft. (1¼ turns of steering wheel)



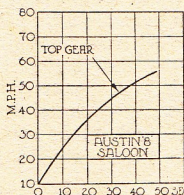
ENGINE

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. by 17 ins.
Glass	.. Lancegaye Safety

PERFORMANCE



PERFORMANCE	
m.p.h.	Top 3rd
10-30	15.1 8.3
20-40	16.5 9.8
30-50	22.6 —
Max.	59 m.p.h. 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
Engine Speed	3,500 r.p.m.	at 50 m.p.h.
PULL	Tapley Q figure	150

HILLS

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 ½ 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 Ferodo-Tapley meter. Pressures needed to stop in shortest distance, in 60 ft. (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. In the 60-ft. and shortest-stop pressures are close together (e.g., 60 ft., 50 lb.—shortest, 72 lb.), the brake tends to fierceness.