

Austin

THE NEW PEARL CABRIOLET

THE New Pearl Cabriolet is upholstered in best quality leather, with pneumatic seat cushions, and can be finished in Cherry Red, Royal Blue, Westminster Green, Ash Grey or Black.

Equipment includes an interior sun visor, self-cancelling electric direction indicators, enclosed spare wheel and tyre, luggage grid to carry 56 lb. (concealed when not in use), luggage straps, electric windscreen wiper, driving mirror, Triplex toughened glass for the windscreen and the four side windows, foot operated dip-and-switch headlamp control, combined stop and tail lamp, full width bumpers front and rear, electric petrol gauge, magnetic needle type speedometer with 30 m.p.h. mark, electric horn, combined strangler and throttle control, oil pressure gauge, ammeter, concealed instrument lamps, ignition warning lamp, fuel gauge, electric starter control, draught and fume excluders, bonnet and scuttle ventilators, clutch and brake pedal rubbers, door locks, door pockets, and rubber floor mats, with felt underlays.

EXCEPTIONALLY SMART and distinctive, this dainty little car, of new design, has an especial appeal to women for personal use—shopping, afternoon calls, and other social purposes. It is very handy and most economical.

Full advantage can be taken of fine weather, for the storm-proof hood can be rolled back to half-way or can be fully lowered. With the hood closed the car is as snug and comfortable as a saloon.

The willing power unit is so economical that over 40 miles to the gallon of fuel is the usual average. Running costs average less than a penny a mile.

There is accommodation for four persons and the seats are upholstered in best quality leather. The front seats are independently adjustable over a wide range and all seats have pneumatic cushions, which can be adjusted for individual comfort. All fittings are of high Austin quality. A large cubby hole is provided in the dash and small parcels may be carried also between and under the front seats. All panels up to the waist are lined with special cellular insulation to absorb drumming, road and mechanical noise. The floors are also insulated and have rubber mats.

The quarter windows wind open for ventilation and the windscreen is operated by a central quick-opening control.

Instruments are neatly grouped in front of the driver and are illuminated at night by two concealed lamps. The electric horn switch is in the centre of the steering wheel, with the direction indicator switch immediately above it.

Economy, dependability, ease of maintenance, safety and comfort are all combined to give the **New Pearl Cabriolet** instant appeal. Try one on the road.



You Buy a Car — but you INVEST in an **AUSTIN**

AUSTIN "SEVEN" SPECIFICATIONS:

ENGINE. The engine has been re-designed and now incorporates a three-bearing crankshaft and three-bearing camshaft. The new crankshaft improves the running of the engine, which gives greater and sweeter power output.

With four-point rubber mounting, the crankcase is of aluminium and the four cylinders are cast in one block, with detachable head. Valves are on the near side and pistons are of low expansion aluminium alloy.

Main dimensions are:—Bore 2.2 ins. (56 mm.); stroke 3 ins. (76 mm.); and cubic capacity 747.5 c.c. R.A.C. rating is 7.8 and brake h.p. is 17 at 3,800 r.p.m.

Fuel System. From a five gallons (22 litres) rear tank fuel is fed by mechanical pump to the carburetter and an electric fuel gauge is provided.

Cooling is by film type radiator, on the thermo-syphon principle, assisted by a fan and all cylinders are separated by waterways.

Lubrication of the engine is by vane pump and the sump carries a large gauze oil filter.

Ignition is by coil and battery, with automatic advance and retard mechanism incorporated in the distributor.

CHASSIS. The well-known patented Austin "Seven" triangular chassis is retained and suspension is on the three-point principle, with a transverse semi-elliptic spring at the front and quarter-elliptic springs at the rear. Friction shock absorbers are fitted.

Transmission is through a new type of flexible clutch in which the single plate carries the two friction rings. Power take-up is very smooth and pedal operation light.

The Gearbox has four speeds, with synchromesh engagement for second, third and top to ensure smooth, noiseless and positive gear changes. The low first gear is particularly useful in starting up a hill or with a load or in manoeuvring.

Gear Ratios are 22.94, 13.85, 8.73 and 5.25 to 1; reverse 29.49 to 1. The gearbox is in unit with the engine.

Final Drive is by open propeller shaft and torque tube, with a universal joint mounted on the frame cross member. The three-quarter floating back axle has a spiral bevel drive.

Wheels are of special wire-spoke type, detachable, with stainless steel centres and Dunlop 4.00—17 tyres. For export Dunlop 4.75—16 E.L.P. tyres are fitted.

Brakes have been re-designed and improved and are smooth and powerful, with individual adjustment.

Steering is light and responsive with provision for taking up wear.

Equipment includes a 6-volt electric lighting, starting and ignition set. The dynamo is the three bush type and charging is controlled from the switch box, with two rates.

DIMENSIONS. **Length**—10ft. 7 ins. (3,226 mm.) with bumpers, 10ft. 3 ins. (3,124 mm.) without bumpers.

Width—4 ft. 3 ins. (1,295 mm.).

Height—5 ft. 3 ins. (1,600 mm.).

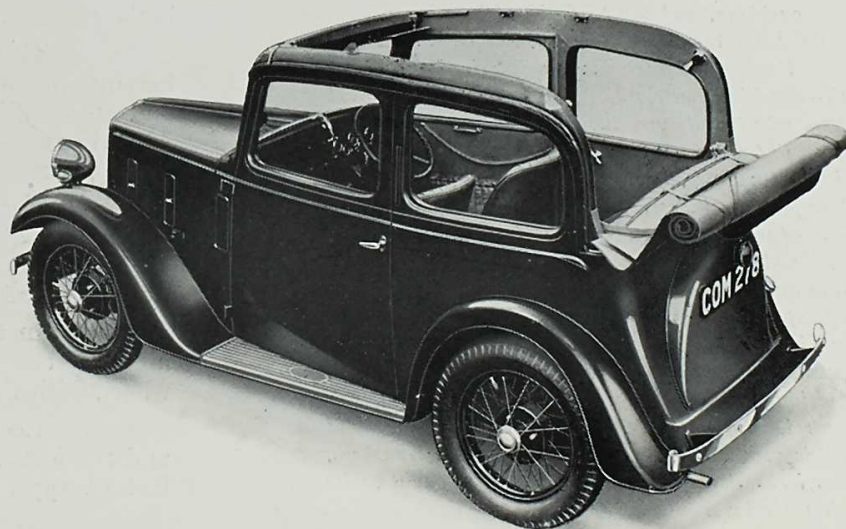
Wheelbase—6 ft. 9 ins. (2,057 mm.).

Track—Front, 3 ft. 4 ins. (1,016 mm.).

Track—Rear, 3 ft. 7 ins. (1,092 mm.).

Ground Clearance—6½ ins. (155 mm.). Export 7½ ins. (190 mm.).

Turning Circle—38 ft. 2 ins. (11.6 mm.).



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