

AUSTIN mini

Countryman



dual-purpose perfection

BMC World's Largest Producers of Front-Wheel-Powered Vehicles. Over a Million Sold

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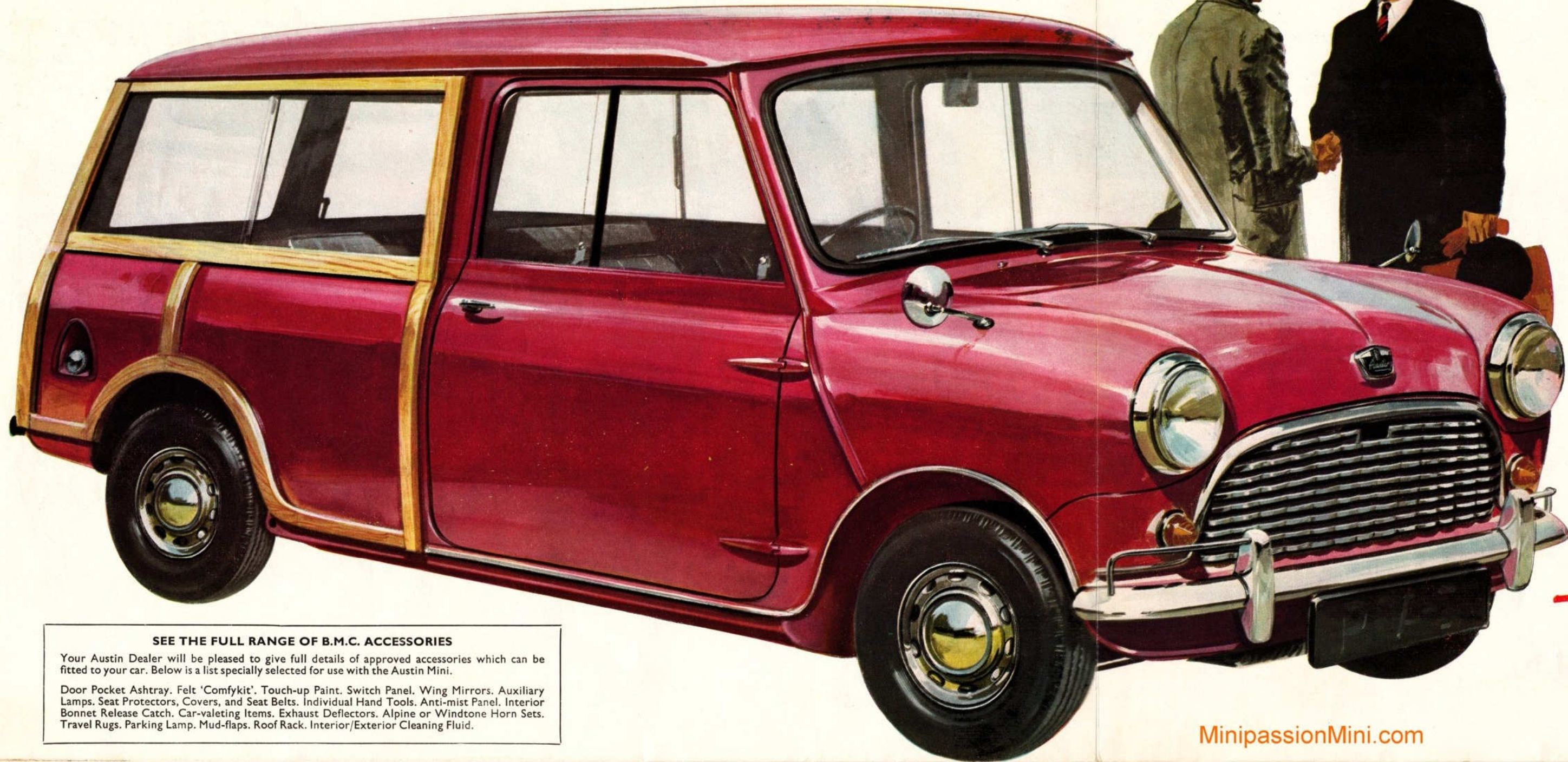
Double-up with the dual purpose... **mini countryman**

The revolutionary, dual-purpose Austin Mini Countryman is available with or without external timber framing. The compartment behind the rear seat will accommodate 21½ cu. ft. (0.61 m.³) of luggage and with the rear seat folded forward a load-deck length of 3 ft. 11½ in. (1.21 m.) becomes available. To facilitate easy loading, the rear doors of the Countryman are held in the open

positions by metal straps. All doors are sealed against the entry of dust or draught, and are lockable so that the Countryman can safely be left unattended. Smart in appearance, it is dependable and economical to operate as a passenger-carrying vehicle, when this brilliant new Austin Mini Countryman can be favourably compared to a four-seater saloon car in every sense of the

word. Fully equipped to De-luxe specification, it has all the motoring refinements such as fresh air heater, windscreen washer, and ashtrays, so necessary for the pleasure and convenience of the modern family. For conversion to goods-carrying duties, merely fold down the rear seat, and there in an instant is 40 cu. ft. (1.13 m.³) of goods space accessible through

the double-opening rear doors. Floor to roof, the last cubic inch is usable, because there is a mirror fitted on each front wing, in addition to the tinted interior mirror, to provide satisfactory rearward vision for the driver. Sleek and stylish, incredible Austin Mini Countryman becomes the businessman's best salesman—a brilliant tribute to his business, whatever it may be.



AUSTIN mini countryman

Simplicity itself to drive, with its well-placed controls and driving position the Countryman is easy to handle, and, being slightly less than 11 ft. (3.35 m.) long, it is exceptionally manoeuvrable. The large window area offers unprecedented all-round vision and accentuates the unbelievable spaciousness of the cunningly conceived interior. Here, then, are some of the big differences between the Austin Mini Countryman and other small cars. Just a few reasons why the twofold problem of finding parking space for family shopping . . . or business calls . . . has largely been solved, for this is a vehicle that can be hustled into a space of only 13 ft. (3.96 m.)!

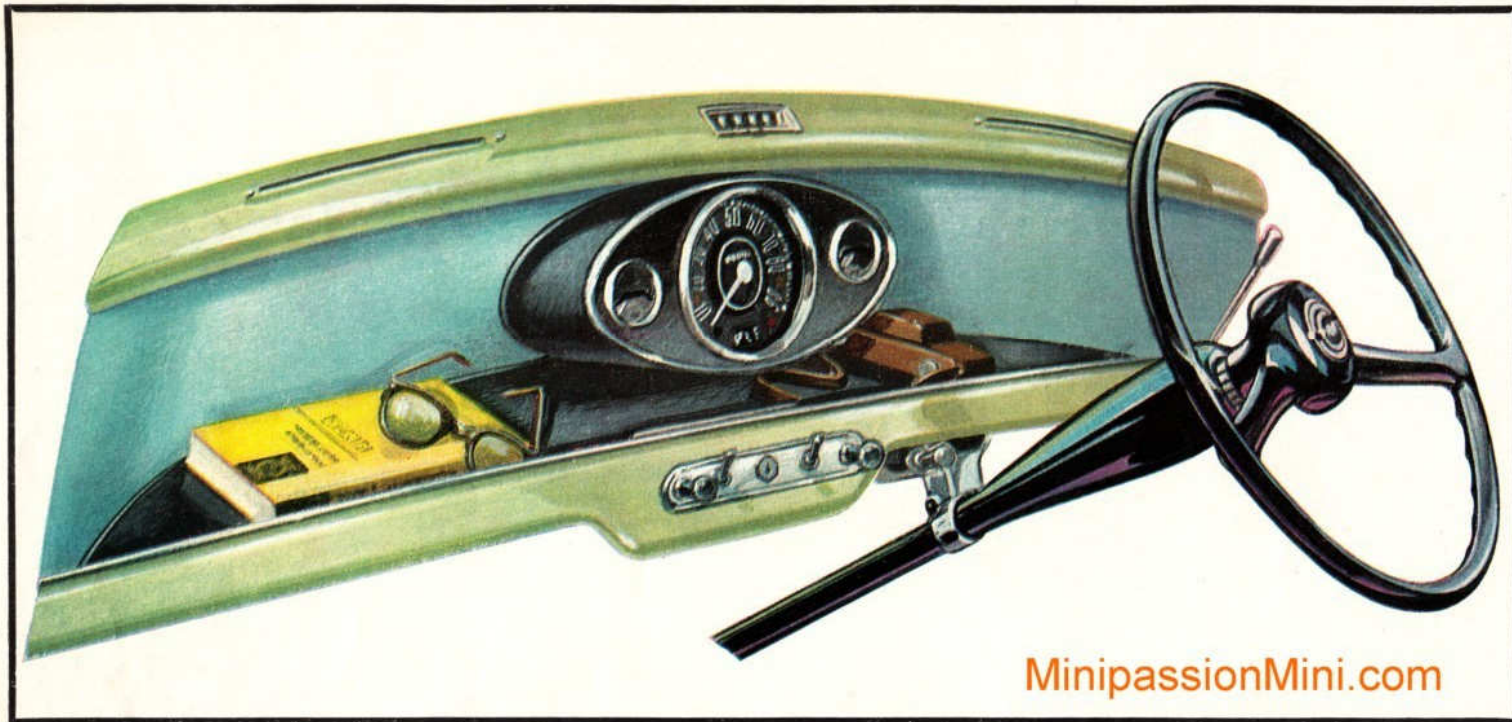
*The family car
for the business*

SEE THE FULL RANGE OF B.M.C. ACCESSORIES

Your Austin Dealer will be pleased to give full details of approved accessories which can be fitted to your car. Below is a list specially selected for use with the Austin Mini.

Door Pocket Ashtray. Felt 'Comfykit'. Touch-up Paint. Switch Panel. Wing Mirrors. Auxiliary Lamps. Seat Protectors, Covers, and Seat Belts. Individual Hand Tools. Anti-mist Panel. Interior Bonnet Release Catch. Car-valeting Items. Exhaust Deflectors. Alpine or Windtone Horn Sets. Travel Rugs. Parking Lamp. Mud-flaps. Roof Rack. Interior/Exterior Cleaning Fluid.

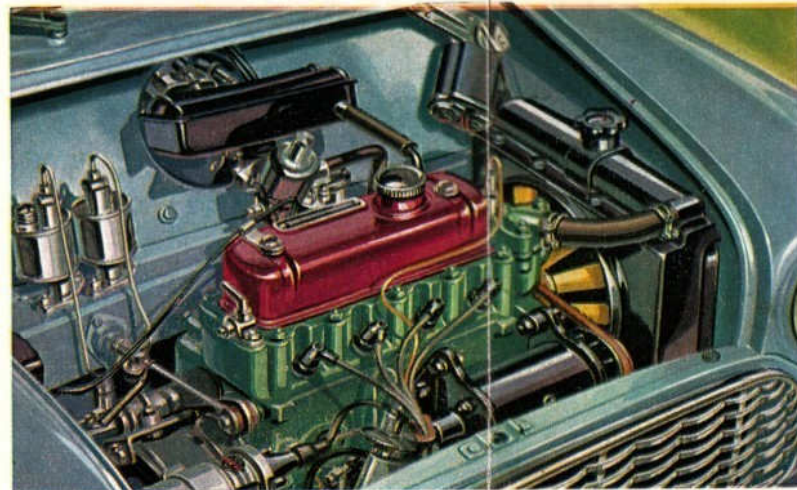
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Nothing complicated about the fascia of the Austin Mini Countryman! All the instruments and controls are comfortably placed within easy reach of the driver and a large oval instrument cluster contains all the information required for the satisfactory running of the vehicle.

There is De-luxe saloon comfort inside the Countryman for up to four adults. The front seats are adjustable and tilt forward to provide free access to the wide rear seat, which has plenty of luggage space behind, accessible from inside or through the rear doors. Large open pockets are provided in each side door, and there are companion boxes each side of the rear seat suitable for holding business documents or family incidentals. Ashtrays are fitted in the top surface of each companion box for the use of the rear passengers. The side windows, like those in each door, having sliding glasses which can be fixed or moved independently to control ventilation, while the entire interior trim is completed in hard-wearing vinyl-treated fabric.



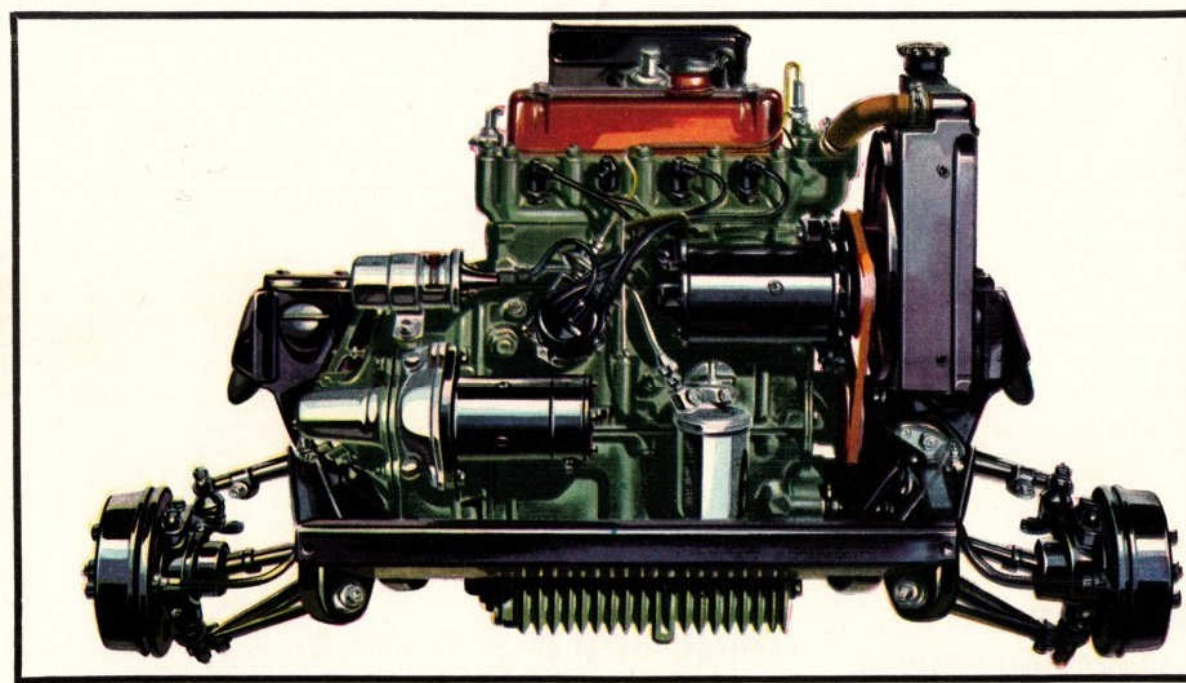
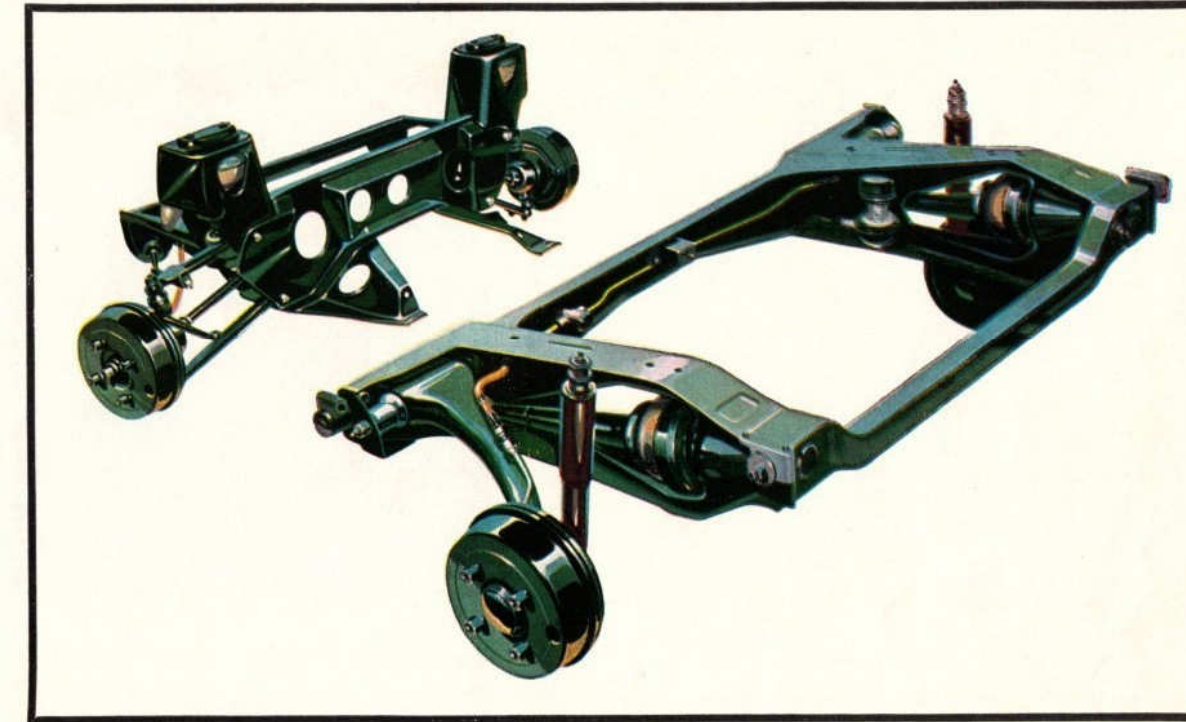
Lift the bonnet of the Austin Mini Countryman and see how the transverse installation of the power pack has helped to gain those extra-large dimensions inside the body.

See also how almost everything of a mechanical nature is readily accessible for routine maintenance when required. Such items as clutch, overhead valves, and ignition and carburettor settings can be quickly adjusted, while the radiator and hydraulic clutch and brake master cylinders are within easy reach for topping up. The engine, gearbox, and final drive are lubricated through one common oil filler tube, conventionally placed on the valve cover! Time- and money-saving, almost complete servicing for the Countryman... at no more inconvenience than the raising of its bonnet top.



In private or commercial use, the interior luggage space is unrestricted. The provision of a removable cover in the rear of the floor keeps the spare wheel out of sight yet readily accessible when needed.

Here's the secret of the Austin Mini Countryman's quick-service technique! These sturdy sub-frames carry the power pack/front-wheel-drive assembly at the front and the trailing-arm, independent suspension units at the rear. Each sub-frame requires only four bolts to secure it to the all-steel, integral-constructed body. Maintenance-free rubber 'springing' is used as the medium for front and rear suspension which, being also controlled by hydraulic shock absorbers, provides the grip-tight, hug-the-corner sort of motoring for which the Austin Mini has become so well known throughout the world.



Perhaps the most revolutionary piece of automobile engineering of recent times is the amazingly compact power pack, which includes the o.h.v. 848-c.c. engine with four-speed synchromesh gearbox and final drive differential integrally built into its sump. They are assembled with front-wheel drive and independent front suspension as one extremely accessible major mechanical unit.

Specification

ENGINE: In-line, water-cooled, overhead-valve, 4-cylinder. Three-bearing counterbalanced crankshaft. In unit with clutch, gearbox, and final drive. Installed transversely at front of vehicle. Bore 2.478 in. (62.9 mm.); stroke 2.687 in. (68.26 mm.); cubic capacity 51.74 cu. in. (848 c.c.) Compression ratio 8.3 : 1. Maximum b.h.p. 34 at 5,500 r.p.m. Maximum b.h.p. (gross) 37 at 5,500 r.p.m. Maximum torque 44 lb. ft. at 2,900 r.p.m.

FUEL SYSTEM: Single S.U. carburettor, type HS2. S.U. electrical fuel pump mounted under tank at rear. Air cleaner with paper element. Petrol tank capacity 6 gallons (27.28 litres). Fuel filters in pump and fuel tank.

LUBRICATION SYSTEM: Full pressure to engine bearings. Sump forms oil bath for gearbox and final drive. Internal gear-type pump driven by camshaft. Full-flow oil filter with renewable element; gauze strainer in sump. Magnetic sump drain plug. Oil capacity, including transmission, 8 pints (4.5 litres) approximately, plus 1 pint (0.57 litre) for filter.

IGNITION SYSTEM: 12-volt coil, and distributor with automatic and vacuum control.

COOLING SYSTEM: Pressurized radiator with pump, fan, and thermostat. Capacity approximately 5½ pints (3 litres), plus 1 pint (0.57 litre) for heater.

TRANSMISSION Clutch: 7½ in. (0.18 m.) diameter; hydraulic operation by pendent pedal. **Gearbox:** Four speeds and reverse with synchromesh on second, third, and top; in unit with engine and final drive; central floor change speed lever. **Final drive:** To front wheels via helical spur gears and open shafts with universal joints; drive casing in unit with engine and gearbox.

Gear ratios	Gearbox	Final drive	Overall	Road speeds at 1,000 r.p.m.
Reverse	3-628 : 1	—	13-659 : 1	—
1st	3-628 : 1	—	13-659 : 1	4-086 m.p.h.
2nd	2-172 : 1	—	8-178 : 1	6-825 m.p.h.
3rd	1-412 : 1	—	5-316 : 1	10-499 m.p.h.
Top	1-000 : 1	3-765 : 1 (17/64)	3-765 : 1	14-824 m.p.h.

STEERING: Rack and pinion. 2½ turns lock to lock. Two-spoke, 15½ in. (0.40 m.) diameter steering-wheel. Turning circle 32 ft. 9 in. (9.98 m.).

SUSPENSION. Front (includes final drive): Independent with levers of unequal length. Swivel axle mounted on ball joints. Rubber springs and telescopic shock absorbers mounted above top levers. Top levers roller-bearing and lower levers rubber-mounted at inner end. Fore and aft location by rubber-mounted tie-rod. **Rear:** Independent trailing tubular levers with rubber springs and telescopic shock absorbers. Levers carry stub shaft for hubs, which have twin, dual-purpose bearings.

BRAKES. Foot: All four wheels. Hydraulically operated by pendent pedal with two leading shoes at front. 7 in. (0.18 m.) diameter by 1½ in. (0.04 m.) wide front; 7 in. (0.18 m.) diameter by 1½ in. (0.03 m.) wide rear. A pressure limiting valve is included in the system. **Hand:** Central pull-up lever which operates on rear wheels.

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THE AUSTIN MOTOR COMPANY LIMITED
AUSTIN MOTOR EXPORT CORPORATION LIMITED

Longbridge, Birmingham, England

LEADING DIMENSIONS

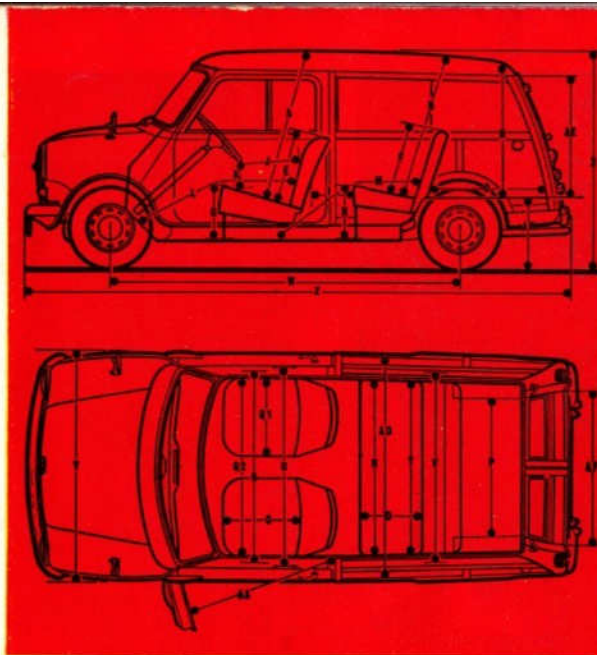
AA 2 ft. 8 in. (0.81 m.)	AD 4 ft. 4½ in. (1.33 m.)	AE 2 ft. 6 in. (0.76 m.)	AF 3 ft. 1 in. (0.94 m.)	AH 1 ft. 6 in. (0.46 m.)
AJ 3 ft. 11½ in. (1.21 m.)	A 3 ft. 2 in. (0.97 m.)	B 2 ft. 11 in. (0.89 m.)	C 1 ft. 6 in. (0.46 m.)	D 1 ft. 5 in. (0.43 m.)
E 1 ft. 7 in. (0.48 m.)	F 1 ft. 5 in. (0.43 m.)	G 1 ft. 1½ in. (0.34 m.)	H 1 ft. 2 in. (0.36 m.)	I (max.) 11½ in. (0.29 m.)
J (min.) 7 in. (0.18 m.)	J (max.) 1 ft. 4 in. (0.42 m.)	J (min.) 1 ft. 0½ in. (0.32 m.)	K 6½ in. (0.17 m.)	L (max.) 3 ft. 7½ in. (1.10 m.)
L (min.) 3 ft. 5 in. (1.04 m.)	M (max.) 3 ft. 9 in. (1.14 m.)	M (min.) 3 ft. 3 in. (0.99 m.)	N 2 ft. 10½ in. (0.88 m.)	O 2 ft. 5½ in. (0.75 m.)
P 3 ft. 5 in. (1.04 m.)	Q1 1 ft. 8 in. (0.51 m.)	Q2 3 ft. 7½ in. (1.10 m.)	R 3 ft. 5 in. (1.04 m.)	S 3 ft. 9½ in. (1.16 m.)
T 3 ft. 5 in. (1.04 m.)	U 3 ft. 10 in. (1.17 m.)	V 3 ft. 9½ in. (1.16 m.)	W 7 ft. 0½ in. (2.14 m.)	X 4 ft. 5½ in. (1.36 m.)
Y 4 ft. 7½ in. (1.41 m.)	Z 10 ft. 9½ in. (3.30 m.)	Track front 3 ft. 11½ in. (1.20 m.)	Track rear 3 ft. 9½ in. (1.16 m.)	Weight approx. 12½ cwt. (648 kg.)

ROAD WHEELS: Pressed steel 4-stud fixing. 5-20—10 Dunlop tubeless tyres.

ELECTRICAL: 12-volt 30-amp-hr. capacity battery at 10-hr. rate (34-amp-hr. at 20-hr. rate). Double-dipping headlamps with foot-operated dip switch. Sidelamps in headlamps with separate bulb. Rear lamps, stop lamps, reflectors, and flashers all combined in single units. Two rear number-plate illuminating lamps. Roof lamp with integral switch. Separate front flashers; self-cancelling switch under steering-wheel with warning light in the end of the lever. Twin-blade electrical windscreen wipers. Single high-frequency horn with push in centre of steering-wheel.

INSTRUMENTS: Large oval nacelle including speedometer, with fuel gauge and warning lights to show dynamo not charging and headlamp high-beam position. Separate instruments for oil pressure and water temperature. The various switches including combined ignition/starter switch, are mounted on a panel in the centre of the parcel shelf.

COACHWORK: An all-steel, dual purpose vehicle of unitary construction, with the option of external timber framing to body sides and rear doors. There is one large oval instrument nacelle in the centre of the fascia with a full-width parcel shelf beneath. The fascia lining above the shelf is padded and trimmed in vinyl-treated fabric. The roof lining is of washable vinyl-treated fabric. Front and rear floors have fitted carpets with felt underlays. Front wheel arches and load platform behind rear seat have fitted carpets. Trim casings below the waistline are covered with fluted vinyl-treated fabric. A spacious companion box, with fitted ashtray, is located at each side of the rear seat. A



single ashtray is fitted centrally in the screen rail and the windscreen is of curved, toughened glass. Both front seats are adjustable on slides and will tilt forward to give access to the rear. Seat cushions are of foam rubber and squabs are of rubberized hair, supported by resilient webbing. The rear seat cushion and squab hinge forward to form an extended floor for extra luggage accommodation. The rear cushion is of foam-rubber, the squab is of rubberized hair. All seats are trimmed in durable vinyl-treated fabric. Front doors are hinged at front edge by outside hinges. The driver's door has a private lock in the outside handle; the passenger's door is locked by an interior catch. Doors are opened from within by full-width cable release. The door windows have two sliding glasses, each of which can be moved or fixed independently of the other. There is a large open pocket at the bottom of each door. Rear doors are hung on outside hinges and can be retained in the open position by metal check straps. An outside locking handle is fitted and each door is provided with a large window. Bright plastic windscreen and back-light finishers. Stainless sill finishers. Side windows consist of two sliding glass panels that can be locked in the closed position. The spare wheel is carried below a detachable panel in the floor behind the rear seat. Chrome bumpers with over-riders and tubular extensions are fitted at front and corner bumpers at rear. The radiator grille is of anodized aluminium with chrome surround. A fresh-air heater and demister (Home market only), windscreen washer, dual crushable sun visors, twin exterior, and tinted safety interior, mirrors are fitted as standard equipment.

EXPORT AVAILABILITY: At no extra cost: Left- or right-hand steering. Four- or six-bladed fan. M.p.h. or km.p.h. speedometer. Electrical equipment to suit any Export requirement. Optional at extra cost: Laminated windscreen. Fresh-air heater and demister.



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