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**AUSTIN**  
**seven**

*Countryman*

B U S I N E S S   B E F O R E   P L E A S U R E . . .

The compartment behind the rear seat will accommodate 18½ cu. ft. (0.53 m.<sup>3</sup>) of luggage. As a goods-carrying conversion with the rear seat folded forward no less than 35½ cu. ft. (1.01 m.<sup>3</sup>) of carrying space becomes available. To facilitate easy loading, the rear doors of the Countryman are held in the open position by metal check straps, while the battery and spare wheel are carried beneath a detachable panel in the floor behind the rear seat.



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.. . pleasure after business

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The latest addition to the Austin Seven range—this dual-purpose Countryman has the same revolutionary conception as its counterparts.

Smart in appearance, it is dependable and economical to operate as a passenger-carrying vehicle, when this brilliant new Austin Seven 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 heater, windscreen washer, and ashtrays, so necessary for the pleasure and convenience of the modern family.

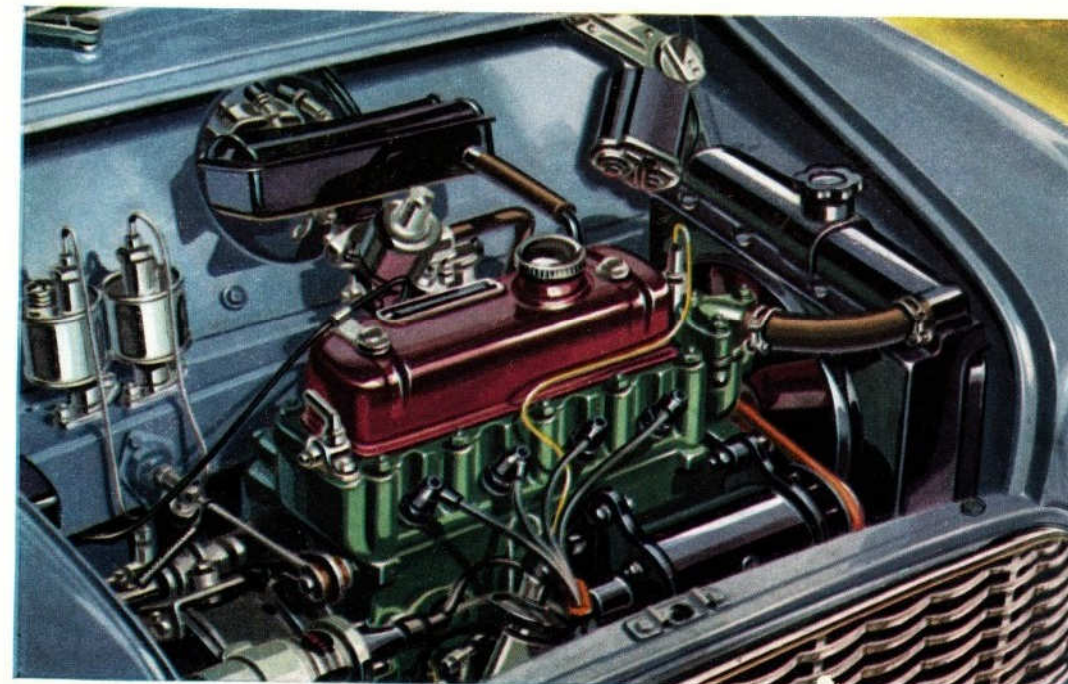
For conversion to goods-carrying duties, merely fold down the rear seat, and there in an instant is 35½ cu. ft. (1.01 m.<sup>3</sup>) of goods space accessible through the double-opening rear doors. Floor to roof, the last cubic inch is usable, because there is a stylish mirror fitted on each front wing to provide satisfactory rearward vision for the driver. Sleek and outstanding in this guise, the incredible Austin Seven Countryman becomes the businessman's best salesman—a brilliant tribute to his business, whatever it is.



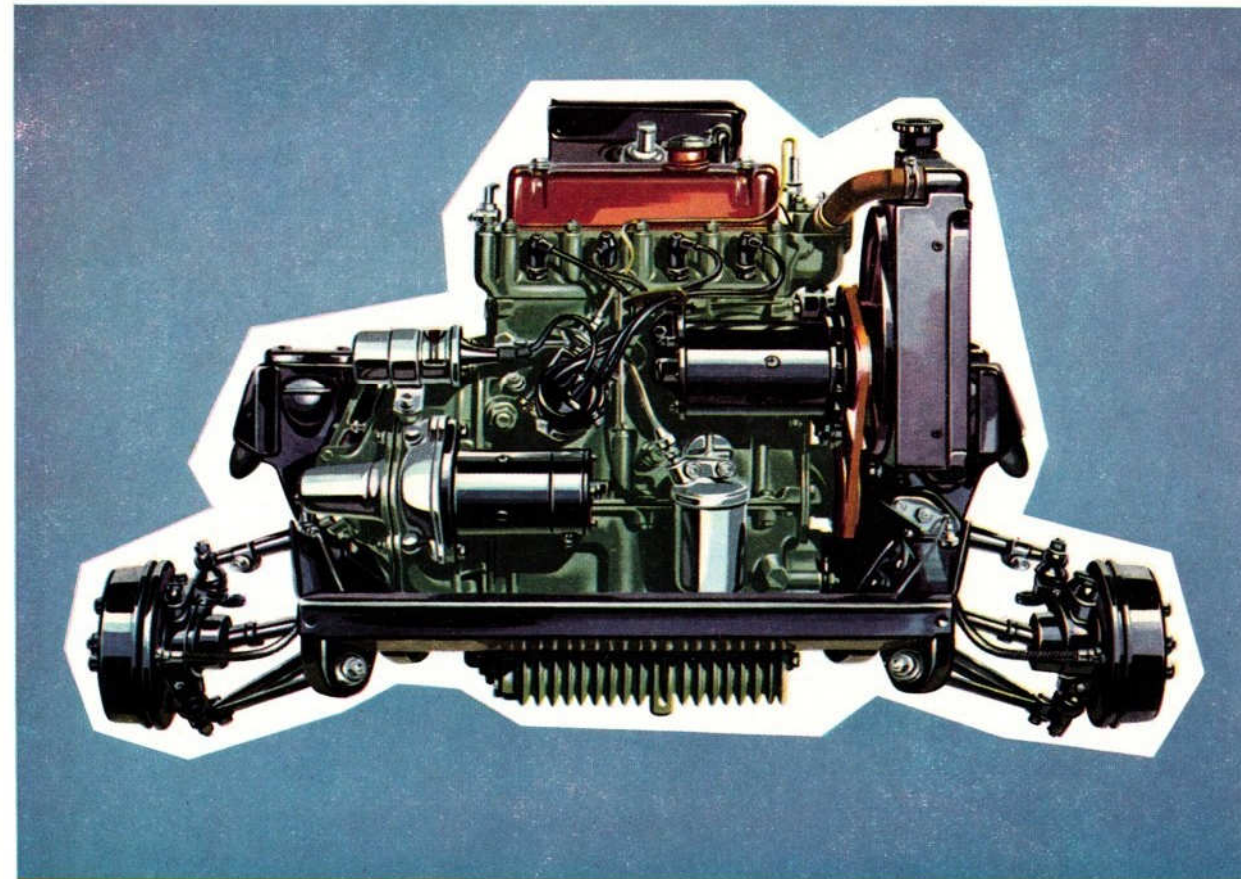


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Simplicity itself to drive, with its well-placed controls and driving position the Countryman is easy to handle, and, being slightly less than 11 ft. (3.35 m.) long, it is exceptionally manoeuvrable. The large window area offers unprecedented all-round vision and accentuates the unbelievable spaciousness of the cunningly conceived interior. Here, then, are some of the big differences between the Austin Seven 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 businessman



a brilliantly engineered  
power pack

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.

Here's the secret of the Austin Seven 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 Seven has become so well known throughout the world.

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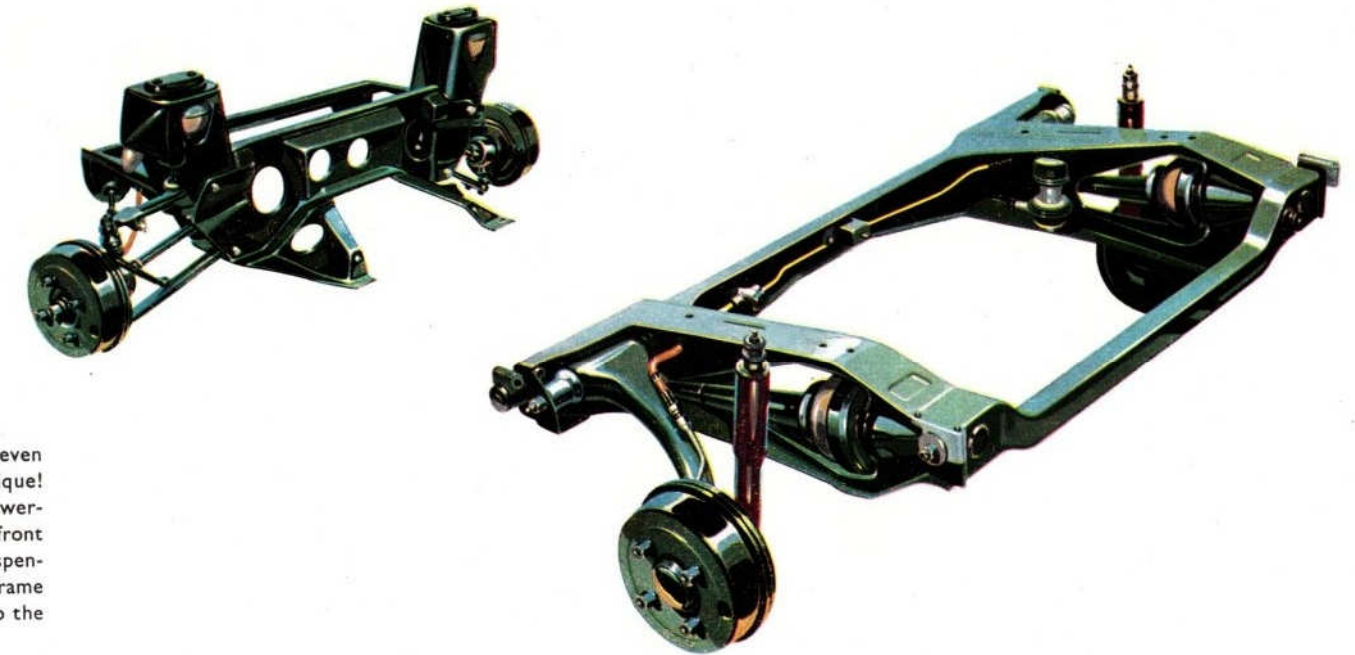
There is de-luxe saloon comfort inside the Countryman for up to four adults. The front seats are adjustable and tilt forward to provide free access to the wide rear seat, which has plenty of luggage space behind, accessible from inside or through the rear doors. Large open pockets are provided in each 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, have 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.

All doors are sealed against the entry of dust or draught, and are lockable so that the Countryman can safely be left unattended.

Lift the bonnet of the Austin Seven Countryman and see how the transverse installation of the power pack has helped to gain those extra-large dimensions inside the body. The short bonnet allows more space to be used to produce a body of such generous proportions.

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.



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# 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, type PD, mounted under tank at rear. Air cleaner with paper element. Petrol tank capacity 5½ gallons (26.14 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: First 3.628 : 1, second 2.172 : 1, third 1.412 : 1, top 1.000 : 1, reverse 3.628 : 1. Overall: First 13.659 : 1, second 8.178 : 1, third 5.316 : 1, top 3.765 : 1, reverse 13.659 : 1. Final drive: 3.765 : 1 (17/64). Road speeds at 1,000 r.p.m.: First 4.086 m.p.h., second 6.825 m.p.h., third 10.499 m.p.h., top 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 4 wheels. Hydraulically operated by pendent pedal with leading and trailing shoes all round. 7 in. (0.18 m.) diameter by 1½ in. (0.03 m.) wide front and rear. Hand: Central pull-up lever which operates on rear wheels.

**THE AUSTIN MOTOR COMPANY LIMITED**  
**AUSTIN MOTOR EXPORT CORPORATION LIMITED**

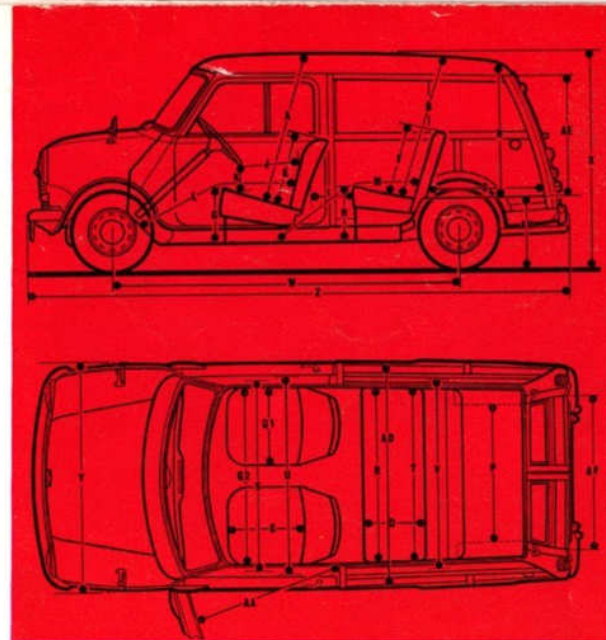
Longbridge, Birmingham, England  
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## LEADING DIMENSIONS

<b>AA</b> 2 ft. 8 in. (0.81 m.)	<b>AD</b> 4 ft. 4½ in. (1.33 m.)	<b>AE</b> 2 ft. 6 in. (0.76 m.)	<b>AF</b> 3 ft. 1 in. (0.94 m.)	<b>AH</b> 1 ft. 6 in. (0.45 m.)
<b>A</b> 3 ft. 2 in. (0.97 m.)	<b>B</b> 2 ft. 11 in. (0.89 m.)	<b>C</b> 1 ft. 6 in. (0.46 m.)	<b>D</b> 1 ft. 5 in. (0.43 m.)	<b>E</b> 1 ft. 7 in. (0.48 m.)
<b>F</b> 1 ft. 5 in. (0.43 m.)	<b>G</b> 1 ft. 1½ in. (0.34 m.)	<b>H</b> 1 ft. 2 in. (0.36 m.)	<b>I (max.)</b> 11½ in. (0.29 m.)	<b>I (min.)</b> 7½ in. (0.18 m.)
<b>J (max.)</b> 1 ft. 4½ in. (0.42 m.)	<b>J (min.)</b> 1 ft. 0½ in. (0.32 m.)	<b>K</b> 6½ in. (0.17 m.)	<b>L (max.)</b> 3 ft. 7½ in. (1.10 m.)	<b>L (min.)</b> 3 ft. 5 in. (1.04 m.)
<b>M (max.)</b> 3 ft. 9 in. (1.14 m.)	<b>M (min.)</b> 3 ft. 3 in. (0.99 m.)	<b>N</b> 2 ft. 10½ in. (0.88 m.)	<b>O</b> 2 ft. 5½ in. (0.75 m.)	<b>P</b> 3 ft. 5 in. (1.04 m.)
<b>Q1</b> 1 ft. 8 in. (0.51 m.)	<b>Q2</b> 3 ft. 7½ in. (1.10 m.)	<b>R</b> 3 ft. 5 in. (1.04 m.)	<b>S</b> 3 ft. 9½ in. (1.16 m.)	<b>T</b> 3 ft. 5 in. (1.04 m.)
<b>U</b> 3 ft. 10 in. (1.17 m.)	<b>V</b> 3 ft. 9½ in. (1.16 m.)	<b>W</b> 7 ft. 0½ in. (2.14 m.)	<b>X</b> 4 ft. 5½ in. (1.36 m.)	<b>Y</b> 4 ft. 7½ in. (1.41 m.)
<b>Z</b> 10 ft. 9½ in. (3.30 m.)	<b>Track (front)</b> 3 ft. 11½ in. (1.20 m.)	<b>Track (rear)</b> 3 ft. 9½ in. (1.17 m.)	<b>Turning circle</b> 32 ft. 9 in. (9.98 m.)	<b>Weight (approx.)</b> 12½ cwt. (648 kg.)



**ROAD WHEELS:** Pressed steel, 4-stud fixing, 5.20—10 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 are all combined in single units. Two rear number-plate illuminating lamps. Interior lamp over parcel shelf with separate switch mounted in instrument cover. 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 wheel.

**INSTRUMENTS:** Speedometer, including fuel gauge and warning lights to show low oil pressure, dynamo not charging, and headlamp high beam position. The various switches are mounted on a panel in the centre of the parcel shelf. The starter switch, which is shrouded to prevent accidental operation, is on the floor within easy reach of the driver.

**COACHWORK:** An all-steel, light, dual-purpose vehicle of unitary construction, with external timber framing to body sides and rear doors. There is one large combined circular instrument 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. Side windows consist of two sliding glass panels that can be locked in the closed position. The battery and spare wheel are carried below a detachable panel in the floor behind the rear seat. Chrome bumpers are fitted at front and rear. The radiator grille is of anodized aluminium with chrome surround. A heater and demister (Home market only), windscreen washer, dual sun visors, and twin exterior mirrors are fitted as standard equipment.

**OPTIONAL EXTRAS:** Radio. Front bumper over-riders. Weathermaster or Whitewall tyres.

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