with Exciting new appeal...

AUSTIN 850
...the incredible 850

In order to make full use of the room within the body of the Austin 850, the wheels have been positioned as near the four extremities as possible, which also allows the use of a wider-than-normal track. Because of this, and being smaller than conventional wheels, they take up much less space inside the car.

What of riding comfort? The use of small wheels, combined with a relatively short wheelbase and wide track, necessitated a complete break-away from the traditional methods of suspension. Here again the Austin 850 scores...because rubber has been so ingeniously used to absorb road shocks, and tested with such phenomenal success that it provides the means of all-around independent suspension.

These, then, are the secrets of the incredible stability and safe, comfortable riding of the Austin 850—many features usually found in larger and more expensive cars but now proudly offered in this amazingly low-priced, top-quality newcomer from Austin of England.
To the incredible 850 series Austin now adds the incomparable

AUSTIN 850

Here's the latest and most fascinating addition to the range of Austin 850 Sedans, so widely acclaimed throughout the world. Trim and smart in appearance, it is easily recognised in its two-tone color finish, while inside is a completely different style of trim to the existing models. The same range of six exciting new colors is available on all Austin 850 models. In the case of the Super 850 there is a contrasting color scheme for the roof panel, to complete the distinguished two-tone effect. The neat exterior appearance of the 850 is further enhanced on the Austin Super 850 by the addition of varnished woodwork extensions and stainless steel surroundsto the door and window frames. Inside and out, there are many more fascinating and exclusivdesigned details to commend these revolutionary Austin 850's as Austin's answer in the famous line of four-seater which started as a dream of the late Lord Austin in 1921.
Front suspension

Mounted on a sub-chassis frame, the independent front suspension units have spiral rotors mounted on ball joints. The levers are of unequal length—a feature designed to position the tie rod at front cross—and above each top lever is the mercerias spring and hydraulic shock absorber. From the top

In the case of the suspension units, which consist of the spring, and the rubber bushing, the rubber bushing is located by the bushing and a spring. Power is transmitted to each front wheel by a short propeller shaft from the final drive differential and engaged with the drive and pinion gear. On the rear, driveshafts are passing through the rear axle to power. This has been designed to be easily removed, and the shock absorber is activated by the rear suspension unit, and a centrally mounted gear lever.

Rear suspension

Tailpipe exhausts have been employed in the independent rear suspension. The rubber 'springs' are controlled by hydraulic shock absorbers and the trailing arms carry the ride. The rear suspension unit is also connected to the rear wheels.

Revolutionary design features

See from this cross-section of the Mini 850 how enormous changes have made full use of all the available space within its constraints. Note, for example, the absence of sizable components projecting below the chassis frame. Transmission unit is in the rear, with the engine between the rear suspension units and a stub axles on a separate sub-frame, which, together with a straight steering handle for the rear suspension units, is mounted in the integral two-piece body at only eight points.
Space and Comfort

Both front seats tip forward to give easy access to the wide rear seat. The driver’s seat is adjustable, fore and aft, and on later models the front passenger seat can also be adjusted. The seat cushions are thoughtfully upholstered in foam rubber – providing firm and comfortable seating. On each side of the rear seat is a convenience tray capable of holding six large drinks, while beneath the seat is more room to supplement the already surprising amount of luggage space provided elsewhere. Both covers are finished throughout in long lasting vinyl. Being washable, this hard wearing material can be kept spotlessly clean throughout its entire life. Accentuating the spaciousness of the interior, the wide, curved, whitewall and deep side windows permit perfect visibility, while the large rear window enables following traffic to be kept safely in sight.

Sit inside, and use for yourself how clever design has made full use of the room within the body of the Austin 850. It is a masterly achievement of styling, that, in a car of such modest dimensions, so much room for head, legs, elbows — and luggage! — has been provided in so many cars with much bigger exterior measurements.

Luggage capacity

The amount of luggage that can be moved within the Austin 850 is astounding! The spacious lockable trunk can be further augmented by use of its drop-down lid which can act as a carrying platform for extra large items. For just this purpose the illuminated license plate has been blurred to the wind lid so that it remains visible even when the hood is up. Even more luggage can be carried within the car itself, parcel trays, door pockets, and rear seat compartment boxes being neatly and closely designed to provide extra storage space without encroaching upon the passengers’ comfort.

Easy to drive

Reliability, comfort and performance — facility when it’s wanted, speed and acceleration when it’s necessary! On the road, the Austin 850 is easy to handle, the compactness of its overall dimensions being such that it can be easily manoeuvred in the most congested situations.

Wide opening doors

The doors are hinged at their forward edges, to swing open wide, permitting easy entrance. Each half of the sliding windows can be independently adjusted for ventilation or hand signalling, and they can be securely fastened when the car is left unattended. At the bottom of each door is a large pocket for miscellaneous luggage. The dash panel contains a single instrument which nevertheless conveys all the information needed when driving the car. Beneath is a full-width parcel shelf, in the centre of which is a panel containing all necessary switches and controls.

Engine accessibility

The wide hood opening permits exceptional accessibility to the major mechanical components. S. U. carburettor, water outlet, distributor, generator, spark plugs, hydraulic brake and clutch cylinders, clutch adjustment — in fact, almost everything of a mechanical nature needing periodic attention is housed beneath the hood. Ingenious design, enabling the Austin 850 to be fully serviced at 10,000 miles.
ENGINE: Water-cooled, overhead-valve, four-cylinder, three-bearing crankshaft. In unit with clutch, gearbox and final drive. Installed transversely at front of car. Bore 2.678 in.; stroke 2.678 in.; cubic capacity 51.73 cu. in. (845 cc.); compression ratio 9:1; maximum H.P. 37 at 5,500 r.p.m.; maximum torque 60 ft. at 2,900 r.p.m.

Fuel System: S.U. carburettor, electrical fuel pump; air cleaner; tank capacity 6.6 gallons.

Lubrication System: Full pressure. Sump forms oil bath for gearbox and final drive; internal gear type pump driven by camshaft; full flow oil filter; oil capacity, including transmission, 10.2 U.S. pints approximately, plus 1 pint 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 6.3 U.S. pints, plus 1 pint for heater when fitted.

CHASSIS: Transmission: Clutch, 7/8 in. diameter, hydraulic operation by pendant pedal. Gearbox, four speeds with synchronesh on 2nd, 3rd and top; central floor gear change lever. Final drive to front wheels by open shafts with universal joints.

Gear Ratios

<table>
<thead>
<tr>
<th>Gear Ratio</th>
<th>Gearbox</th>
<th>Drive</th>
<th>Overall</th>
<th>Road Speeds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reverse</td>
<td>3.628 to 1</td>
<td>-</td>
<td>11.659 to 1</td>
<td>0.992 m.p.h.</td>
</tr>
<tr>
<td>1st</td>
<td>2.172 to 1</td>
<td>-</td>
<td>8.178 to 1</td>
<td>1.685 m.p.h.</td>
</tr>
<tr>
<td>2nd</td>
<td>2.041 to 1</td>
<td>-</td>
<td>6.825 to 1</td>
<td>2.041 m.p.h.</td>
</tr>
<tr>
<td>3rd</td>
<td>3.000 to 1</td>
<td>-</td>
<td>3.333 to 1</td>
<td>3.333 m.p.h.</td>
</tr>
<tr>
<td>Top</td>
<td>1.000 to 1</td>
<td>-</td>
<td>3.765 to 1</td>
<td>18.624 m.p.h.</td>
</tr>
</tbody>
</table>

Steering: Rack and pinion; 3½ turns lock to lock; two-spoke 15½ in. diameter steering wheel. Turning circle 31 ft.


BRAKES: Foot.—All four wheels, hydraulically operated by independent pedal with second brake on rear wheels. Hand.—Central handbrake lever which operates on rear wheels.

ROAD WHEELS: Pressed steel, four-stud fixing 5¾ to 10, tubeless tires.

ELECTRICAL: 12-volt, 30 amp. hr. capacity battery at 10 hour rate (34 amp. hr. at 20 hour rate), located under floor of trunk. Double-dipping headlights with foot operated dipswitch; rear lights, stop lights, reflectors and flashers are all combined in single unit; rear number plate illuminating light; interior light over parcel shelf with separate switch mounted in instrument cover (except on Super Seven which has 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 windshield wipers; single high frequency horn (Wind-tone on Super Seven) with push in center of wheel.

INSTRUMENTS: Speedometer, with fuel gauge and warning lights to show low oil pressure, generator not charging and headlight high beam position. Separate instruments for oil pressure and water temperature on Super Seven. The various switches (including combined ignition/starter switches on Super Seven only) are mounted on a panel in the center of the parcel shelf. On other models the starter switch, shrouded to prevent accidental operation, is on the floor within easy reach of the driver.

COACHWORK: Four-seater, two-door sedan, of all steel unitary construction. There is one large instrument nacelle in the dash with a parcel shelf beneath trimmed in vinyl-treated fabric. Single interior anti-glare mirror. A wide seat in the rear has a companion box on each side for personal items. The steering and gear lever are placed on top of the carpet. Leather upholstery. A 15½ in. diameter steering wheel. Oil pressure and water temperature gauges. Roof panel painted in contrasting color.

AUSTIN 850 EXPORT SEDAN

Standard Equipment:
Laminated windshield
Two sun visors
Windshield washers
Hinged rear side windows
Chrome filler cap
Chrome wheel trim
Overriders front and rear
Vinyl upholstery (single color)
Carpeting front and rear

Optional Extras:
Heater
Whitewall tires
Adjustable front passenger seat

Specifications and colors subject to change without notice.

Product of THE BRITISH MOTOR CORPORATION LTD., makers of MG, Austin Healey, Sprite, Morris and Austin cars.

AUSTIN 'SUPER' 850 SEDAN

Standard Equipment:
Laminated windshield
Two sun visors
Windshield washers
Hinged rear side windows
Chrome filler cap
Chrome wheel trim
Overriders with tubular extensions front and rear

Optional Extras:
Heater
Whitewall tires

Vinyl de luxe upholstery
Adjustable front passenger seat
Ashtrays in rear companion boxes
Oil pressure and temperature gauges
Roof panel painted in contrasting color

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