AUSTIN
mini countryman
For business or pleasure - dual purpose perfection
Double-up with the dual purpose...

The revolutionary, dual-purpose Austin Mini Countryman is available with or without external wiper fitting. The compartment behind the rear seat well accommodates 31 cu. ft. (0.89 m³) of luggage and with the rear seat folded forward a load-deck length of 3 ft. 11 in. (1.2 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 favorably 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. (1.15 m³) 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. Sharp and stylish, incredible Austin Mini Countryman becomes the businessman's best salesman—a brilliant tribute to his business, whatever it may be.
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, is exceptionally manoeuvrable. The large windscreens offer unobstructed 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
Here's the secret of the Austin Mini Countryman's conventional technique. These sturdy sub-frame transverse front-wheel-drive layout at the front and the trailing-arm, transverse rear-wheel drive at the rear. Each sub-frame requires very few independent links at the ends, integrated into the body. Nevertheless, rubber springing is used as the medium for front and rear suspension which, being also controlled by hydraulic shock absorbers, provides a smooth, high-comforter sort of steering for which the Austin Mini has become as well known throughout the world.

Lift the breather of the Austin Mini Countryman and you will see the transparent installation of the power pack. It's helped to gain those extra large driving areas inside the body.

Satin finish aluminum and die-cast aluminum are used for the engine block, cylinder head, and intake manifold. They are very light-weight and corrosion-resistant in moderate climates. The 904 c.c. engine is built in Austin's own engine shop. The simplicity and soundness of its design are a testimonial to the durability of components used in moderately severe weather and road conditions.

There is Deluxe saddle leather interior on the Countryman. These front seats are adjustable all the way forward to provide free access to the side rear seat, which has many of features (rattan seat-back, a comfortable low cushion, seat-back height adjustment) found on the rear seats of the Austin Mini. Large cup holders are provided to both doors, and there are extensive storage spaces and areas for holding business documents or family transparencies. Each row of seats back is equipped with rear lap and shoulder seat-belt type for the use of the rear passengers. The rear window, hinged at each side, has a sliding operating handle which can be fixed or moved independently to control ventilation, while the whole assembly is in complete hard-wearing upholstery fabric.
LEADING DIMENSIONS

ROADWHEELS: Pressed steel 4-optional fixing. 5.20—10 tubeless tyres.

ELECTRICAL: 12-volt 30-amp-hr. battery capacity at 10-hr. rate (34-amp-hr. at 20-hr. rate). Double-dipping headlamps with foot-operated dip switch.

STEERING: Rack and pinion. 2½ turns lock to lock. Two-spoke, 15¼ in. (0.40 m) diameter steering-wheel. Turning circle 32 ft. 9 in. (9.8 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 tabular 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 pendant pedal with leading and trailing shoe all round. 7 in. (0.18 m) diameter by 1 in. (0.03 m) wide front and rear. Hand: Central sump-up lever which operates on rear wheels.

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