Double-up with the dual purpose...

The revolutionary, dual-purpose Austin Mini Countryman is available with or without external fold-down fringing. The compartment behind the rear seat will accommodate 23 ft³ (654 l) 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 novel strips. All doors are sealed against the entry of dust or draughts, and are lockable so that the Countryman can safely be left unattended. Smart in appearance, it is roomy and economical to operate as a passenger-carrying vehicle, when the brilliant new Austin Mini Countryman can be satisfactorily 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, windshield wiper, and ashtrays, so necessary for the pleasure and convenience of the modern family.

For conversion to good, carry a duty, rear panel fixed into the rear seat, and there in an instant a 40 ft³ (1131 l) 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 side, so as to provide satisfactory rearward vision vision for the driver. Sleek and stylish, incredible Austin Mini Countryman becomes the businessman's best ambassador—a brilliant tribute to his business, whatever it may be.
SEE THE FULL RANGE OF B.H.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 obtained for use with the Austin Mini.


The family car
for the business

MinipassionMini.com

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 MANEUVRABLE. THE LARGE WINDOW AREA OFFERS UNPRECE-DENTED ALL-ROUND VISION AND ACCENTUATES THE UNHURRIED SPACEOUSNESS OF THE CUNNINGLY CONCEALED INTERIOR. HERE, THEN, ARE SOME OF THE BIG DIFFERENCES BETWEEN THE Austin MINI COUNTRYMAN AND OTHER SMALL CARS. JUST A FEW REASONS WHY THE SERIOUS PROBLEM OF FINDING PARKING SPACE FOR FAMILY SHOPPING... OR BUSINESS CALLS... HAS LARGELY BEEN SOLVED, FOR THIS IS A VEHICLE THAT CAN BE HOUSED INTO A SPACE OF ONLY 13 FT. (3.94 M.)

AUSTIN MINI
COUNTRYMAN
There is a definite break cellar inside the Countryman. It is as low as usable. The four seats are reinforced yet flexible to provide fine access to the wide rear, which the room of spacious seat is basically enclosed from outside or through the rear doors. Large open Besancon are provided in each door, and there are compartments below each side of the rear seats for holding business documents or family belongings. Dimensions are those of the top surface of each compartment box for the use of the rear passengers. The front seats are adjustable in height, which can be fixed or moved independently as control by hand. The seats are covered in hard-wearing vinyl treated fabric.

Drivers both for economy and safety have the opportunity to ensure a high efficiency of the car. They can build the correct position in the car. The seat adjustment is very easy to control and the new safety belt is very comfortable in use.

Lift the bonnet of the Austin Mini Countryman and see how the transversal installation of the power pack has helped to gain these narrow dimensions inside the body.

See also how short everything is a coincidence to make a really usable machine in the narrow space. As, in the case of all Mini cars, the high quality cowl and the rubber and hydraulic shock absorber suspension are within easy reach for reparing. The engine, gearbox, and final drive are all concealed through the common oil filler cap, conventionally placed on the side cowl next to the door. The car is compact, but the Countryman . . . has no more inconveniences than theivy of its bonnet top.

Perhaps the new revolutionary piece of automotive engineering of recent times is the extremely compact power pack, which includes the o.h.c. B.M.C. engine with portrait-hinged gearchange, gearbox and final drive differential monocoque built into one unit. They are smeared with trademark of independent front suspension and are extremely accessible major mechanical units.
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 2.478 in. (62.9 mm); cubic capacity 1,444 cu. in. (23.6 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.


**Lubrication System**: Full pressure to engine bearings. Sump forms oil bath for gearbox and final drive. Internal gear Oil-Cup type driven by camshaft. Full-flow oil filter with renewal element; gauge strainer in sump. Magnetic sump drain plug. Oil capacity, including transmission, 8 pints (45 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 51 pints (3 litres), plus 1 pint (0.57 litre) for heater.

**Transmission Clutch**: 7 in. (0.18 m.) diameter; hydraulic operation by pendent pedal. Gearbox: Four speeds and reverse with synchronmesh on second, third, and top; in units 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.

<table>
<thead>
<tr>
<th>Gear</th>
<th>Reverse</th>
<th>3rd &amp; 2nd</th>
<th>1st</th>
<th>Fwd Speeds</th>
<th>Drive Gear</th>
<th>Overall Ratio</th>
<th>R.p.m.</th>
</tr>
</thead>
<tbody>
<tr>
<td>2-3</td>
<td>1-2</td>
<td>1-3</td>
<td>1</td>
<td>1-4</td>
<td>14,505:1</td>
<td>14,505:1</td>
<td>1,100</td>
</tr>
<tr>
<td>1</td>
<td>5-4</td>
<td>1-5</td>
<td>1</td>
<td>1-6</td>
<td>14,505:1</td>
<td>14,505:1</td>
<td>1,100</td>
</tr>
<tr>
<td>2</td>
<td>6-5</td>
<td>1-6</td>
<td>1</td>
<td>1-7</td>
<td>14,505:1</td>
<td>14,505:1</td>
<td>1,100</td>
</tr>
<tr>
<td>3</td>
<td>7-6</td>
<td>1-7</td>
<td>1</td>
<td>1-8</td>
<td>14,505:1</td>
<td>14,505:1</td>
<td>1,100</td>
</tr>
</tbody>
</table>

**Steering**: Rack and pinion, 2:1 turns to lock. Two-spoke, 15 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 tubular levers with rubber springs and telescopic shock absorbers. Levers carry stub shafts 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 1 in. (0.04 m.) wide front, 3 in. (0.08 m.) diameter by 1 in. (0.04 m.) wide rear. A pressure limiting valve is included in the system. Hand: Central pull-up lever which operates on rear wheels.

**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 (24-amp-hr. at 20-hr. rate). Double-dipping headlamps with foot-operated dip switch. Sidewipers in headlamps with separate bulbs. 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 windshield 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 dynamic 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 exception of external timber framing to body sides and rear floors. 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-dressed fabric. Roof lining is of washable vinyl-covered fabric. Front and rear floors have fitted carpets with felt underlays. Trim linings below the waistline are covered with fluted vinyl-covered 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-covered 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 cab 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 catch straps. An outside locking handle is fitted and each door is provided with a large window. Bright plastic windscreen and backlight finishers. Stainless sills 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 overriders 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 rubber sunvisors, 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 k.m.p.h. speedometer. Electrical equipment to suit any Export requirement. Optional at extra cost: Laminated windscreen. Fresh-air heater and demister.

The issue of this publication does not constitute an offer, and the right is reserved to alter prices and/or specifications at any time without notice. Scales are made subject to end with the benefit of the Austin Motor Company Limited or Austin Motor Export Corporation Limited Conditions of Sale and Warranty, copies of which are available from Distributors and Dealers. For prices see separate list.

**MinipassionMini.com**

**The Austin Motor Company Limited**

**Austin Motor Export Corporation Limited**

Longbridge, Birmingham, England

Printed in England (62783)

Publication No. 2181/C