AUSTIN seven Countryman

BUSINESS BEFORE PLEASURE...

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pleasure after business

The latest addition to the Austin Seven range—the 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 a 10.5 sq. ft. (96 sq. ft.) 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.
Simplicity need not 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 unhindered 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 housed in a space of only 13 ft. (3.96 m.)!
The family car for the businessman

Perhaps the most revolutionary part of automobile engineering of recent times is the astonishing compact power pack, which includes the Nils, 800-cc., engine with four-speed synchronized gearbox and final drive differential, compression ratio five to one. They are assembled with front-wheel drive and independent front suspension on an extremely accessible major mechanical unit.

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

The whole working part of the mechanical motion is really accessible for routine maintenance when required. Such items as clutch, overhead valves, and ignition and carburettor settings can be quickly adjusted, while the rear wheels, in which the live rear axle and hydraulic clutch and brake master cylinders are mounted, can be lifted up for easy access. The engine, gearbox, and final drive are all carried on the fully adjustable steering column, which can be raised or lowered to any position to suit each member of the family. All doors are sealed against the entry of dust or draught, and are lockable as soon as the Countryman (in safety) is held unattended.

Here’s the secret of the Austin Seven Countryman’s suspension system: The telescopic shock absorbers, fitted front and rear, and the trailing-arm, independent suspension units at the rear. Each shock absorber requires only four bolts to secure it to the alloyed, integral-constructed body. Maintenance-free rubber “springing” is used on the wheels for front and rear suspension, which is also controlled by hydraulic shock absorbers. Springs, too, guarantee exactly the same sort of movement for which the Austin Seven has become so well known throughout the world.

a brilliantly engineered power pack

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LEADING DIMENSIONS

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 2.47 in. (62.9 mm); stroke 2.687 in. (68.25 mm); cubic capacity 51.74 cu. in. (848 c.c.). Compression ratio 8.3:1. Maximum b.h.p. 34 at 5500 r.p.m. Maximum t.h.p. (gross) 37 at 5500 r.p.m. Maximum torque 44 lb. ft. at 2900 r.p.m.


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; 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 5.1 pints (3 litres), plus 1 pint (0.57 litre) for heater.

TRANSMISSION: Clutch: 7 in. (18 cm) diameter; hydraulic operation by pedal. Gearbox: Four speeds and reverse with synchronesh on second, third, and top; in unit with engine and final drive; central floor change speed lever. Final drive: Two wheels by helical spur gears and open shafts with universal joints; drive casting in unit with engine and gearbox.


Road speeds at 1000 r.p.m.: First 4086 m.p.h., second 6285 m.p.h., third 10499 m.p.h., top 14824 m.p.h.

STEERING: Rack and pinion. 2:1 turns lock to lock. Two-spoke, 15 in. (40 cm) diameter steering-wheel. Turning circle 32 ft. 10 in. (9.9 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 dual, twin-diffusion bearings.

BRAKES: Foot: All 4 wheels. Hydraulically operated by pedal with leading and trailing shoes all round. 7 in. (18 cm) diameter by 1 in. (2.5 cm) wide front and rear. Hand: Central pull-up lever which operates on rear wheels.

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


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-covered fabric. The roof lining is of washable vinyl-covered fabric. Front and rear floors have fitted carpets with felt underlay. Front wheel arches and load platform behind rear seat have fitted carpets. Trim castings below the waistline are covered with fitted 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 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 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 catch strips. An outside locking handle is fixed 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 overriders, Weathermaster or Whiswell tyres.

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

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