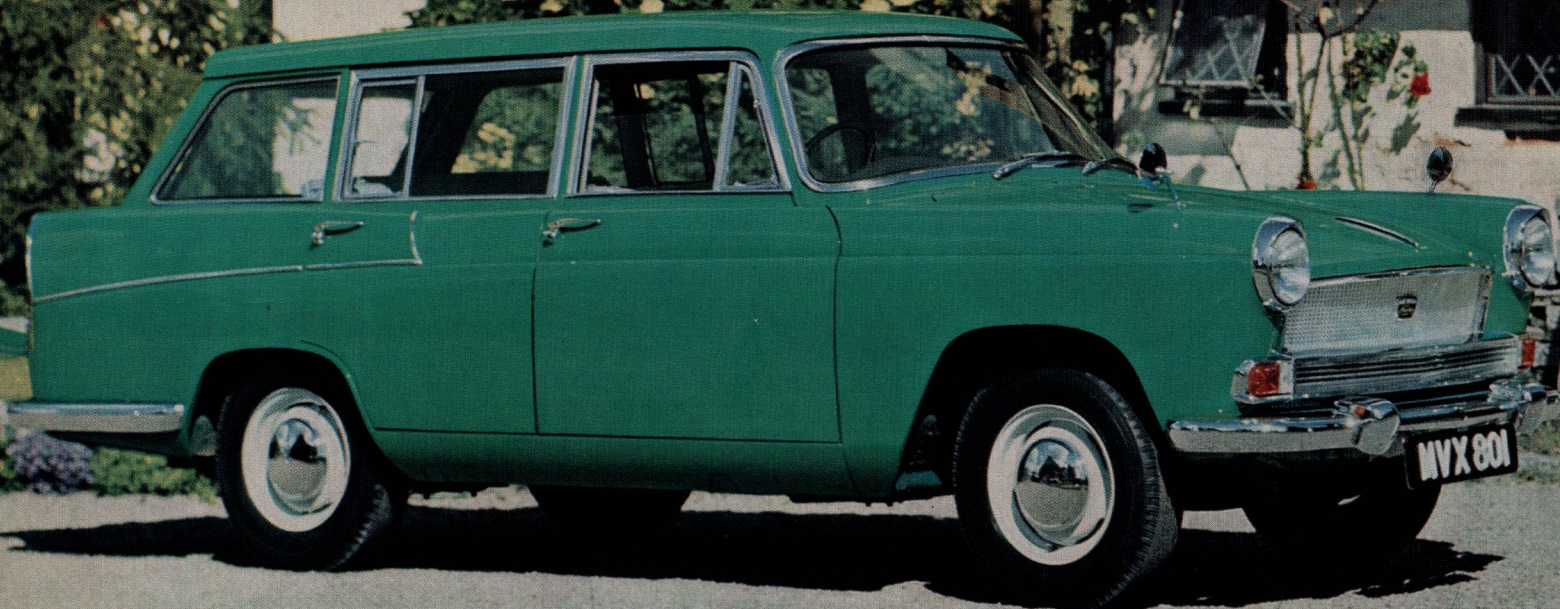


AUSTIN

A55

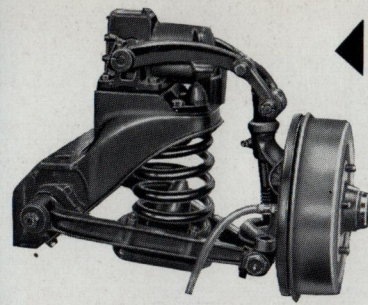
Countryman



Here's a stylish, dual-purpose newcomer to the Austin range. This strikingly smart, all-steel Countryman possesses all the essentials of a modern family saloon, yet in a matter of minutes can be converted into a sleek, spacious load carrier.

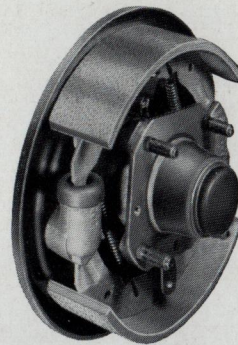
The appeal of this new motoring trend is obvious. For the man with a family—it provides more space in a competitively priced vehicle; for the man with a trade or professional calling—a sound, business-like vehicle which is more than acceptable for his private use.

The best of both, indeed—and being an Austin, there's double dependability.

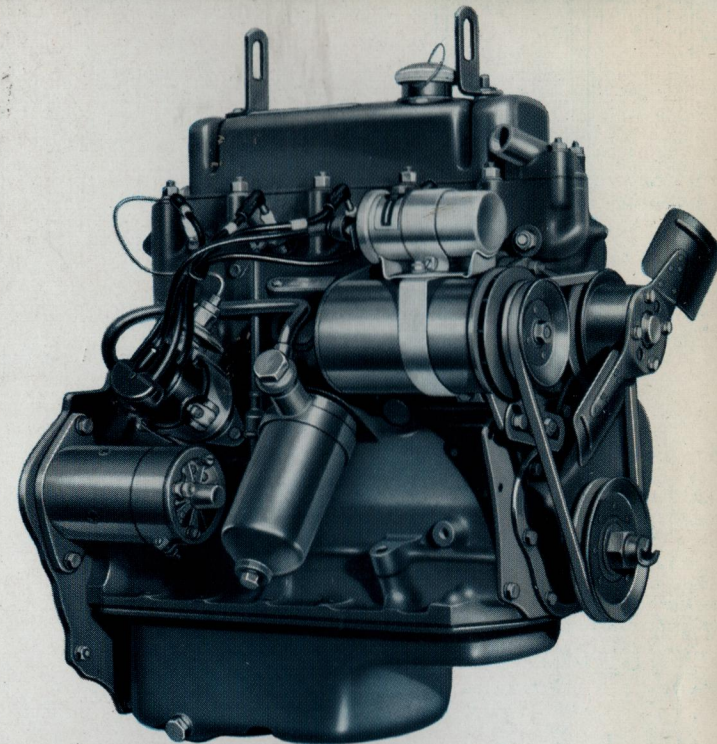


Contributing to a smooth, exhilarating ride are independent coil-spring front suspension and rear semi-elliptic leaf springs—all controlled by hydraulic shock absorbers.

Here's the source of the A55 Countryman's scintillating power. The familiar and dependable 'B' series B.M.C. engine. This 1489 c.c. unit has overhead valves and develops 55 b.h.p. (gross) at 4,350 r.p.m. Its four-speed gearbox has the option of centre or steering column control, and has sensibly spaced gear ratios to avoid overstress when carrying maximum weight.



When there's an emergency you can stop with confidence, because two-leading-shoe action is incorporated in the four-wheel hydraulic braking system.



First
in
the
field...
the
AUSTIN

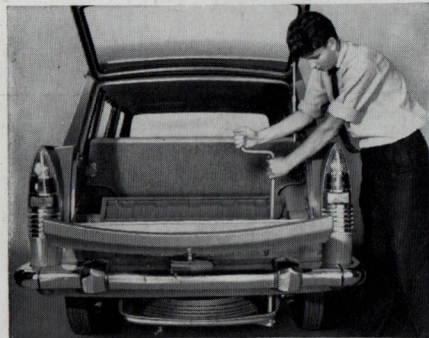
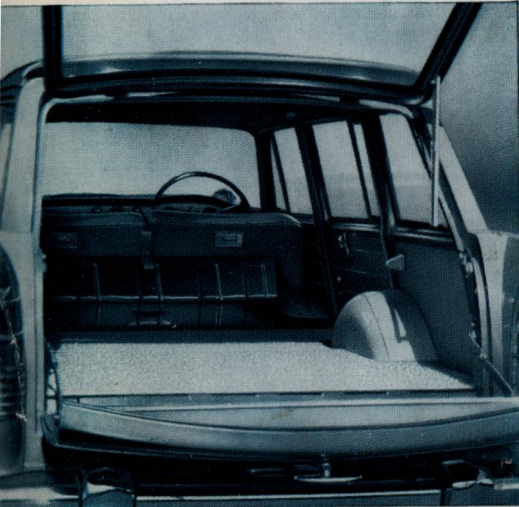
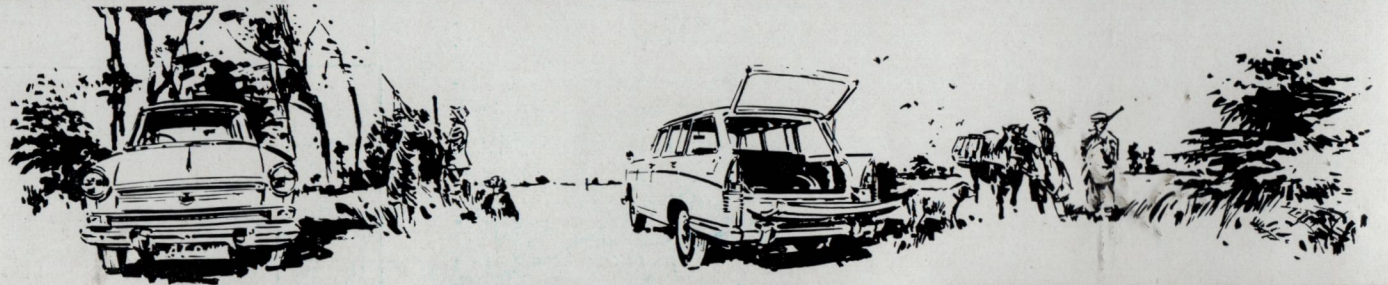
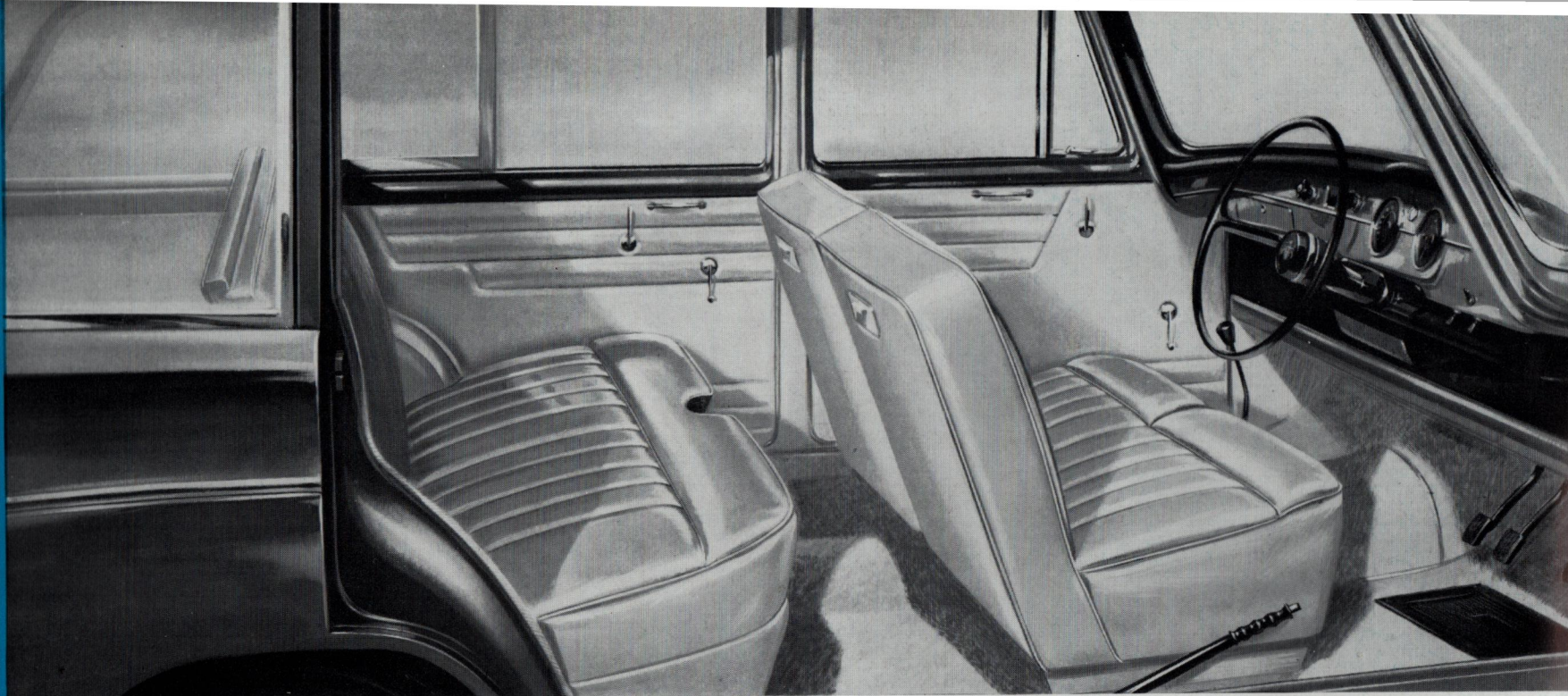
Mechanically, the Austin A55 Countryman is similar to the popular 'Cambridge' Mk. II saloon, but inside there's a marked difference! The squab of the rear seat is horizontally divided so that it can be folded forward to provide either an extended floor some 5 ft. 1 $\frac{3}{4}$ in. (1.57 m.) in length in a load compartment of 51.1 cu. ft. (1.45 m.³) capacity, or it can be ingeniously hinged to form an upholstered headrest to a 6 ft. 0 in. (1.83 m.) double-bed sleeping compartment!

With the rear seat fully erected there is still 28 $\frac{1}{2}$ cu. ft. (0.81 m.³) of space available for family luggage—and easily accessible through the double rear doors. A rear-view mirror on each front wing permits the entire use—floor to roof—of this space.

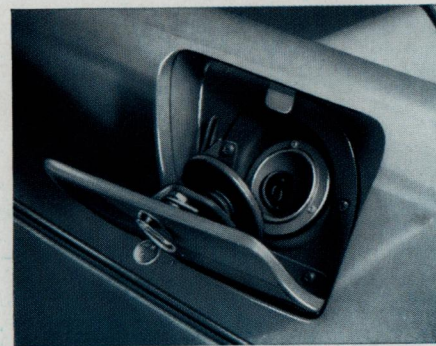


Countryman

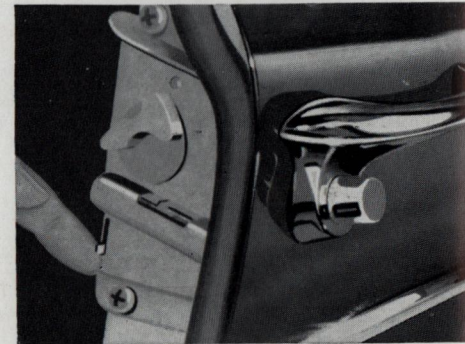
The pleasant, contemporary interior of the A55 Countryman is extremely comfortable and beautifully finished, providing seating accommodation for up to five people. All the seat contact surfaces are trimmed in top quality English leather for long, hard-wearing service, and each half of the divided bench-type front seat is individually adjustable to its occupant's needs. All the windows are of toughened glass, each wind-down door window having an inset ventilating louvre for controlled ventilation. Fresh air circulation is also provided from the front of the vehicle. Interior equipment is extensive, almost everything being included to ensure the super-safe type of motoring expected from the modern motor car. So complete are the interior appointments, in fact, that the only optional extras to be offered are radio, heater and duotone paintwork.



No spare wheel to cause hindrance in the luggage compartment! It is kept beneath in a separate wind-down tray.



Proof against the petrol thief, the fuel tank filler tube has a lockable, hinged flap neatly styled into the panelling.



Once set, the safety catch in the door lock mechanism renders the inside door handles inoperative to inquisitive little fingers!

Specification

0052

ENGINE: In-line; water-cooled; o.h.v.; four cylinders; three-bearing counterbalanced crankshaft; bore 2.875 in. (73.025 mm.); stroke 3.5 in. (89.0 mm.); capacity 90.88 cu. in. (1489 c.c.); maximum b.h.p. 53 (gross 55) at 4,350 r.p.m.; maximum torque 82.5 lb. ft. at 2,100 r.p.m.; compression ratio 8.3:1 (7.2:1 available if required).

Fuel System: S.U. carburetter; S.U. electrical fuel pump; paper element air cleaner; petrol tank capacity 10 gallons (45.46 litres).

Lubrication System: Full pressure with wet sump; internal gear-type pump forces oil to all working parts; full-flow external oil filter; gauze in sump; sump capacity approximately 7 pints (3.98 litres) plus 1½ pints (0.71 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 11½ pints (6.53 litres) plus 1 pint (0.57 litre) for heater.

CHASSIS. Transmission: Clutch—single dry plate, 8 in. (0.20 m.) diameter, hydraulic operation.

Gearbox: Four speed with synchromesh on second, third and top gears; change speed lever central on floor or optional on steering column; ratios—1st 3.637, 2nd 2.215, 3rd 1.373, top 1.000, reverse 4.755:1. Single-piece open propeller shaft with needle-roller universal joints. Rear axle—three-quarter-floating, hypoid bevel crown wheel and pinion; ratio 4.875:1; oil capacity approximately 2½ pints (1.42 litres). Overall gear ratios—1st 17.73, 2nd 10.798, 3rd 6.693, top 4.875, reverse 23.181:1. Road speeds at 1,000 r.p.m.—1st 4.13, 2nd 6.78, 3rd 10.93, top 15.01 m.p.h.

Steering: High-efficiency cam and peg; ratio 12:1; two-spoke, 17 in. (0.43 m.) diameter dished safety steering wheel. Turning circle 37 ft. (11.28 m.).

Suspension: Front—independent with wishbones, coil springs and shock absorbers. Rear—semi-elliptic leaf springs with plastic separators, rubber-mounted to axle. Hydraulic lever-type shock absorbers front and rear. Track—front 4 ft. 0½ in. (1.24 m.), rear 4 ft. 1½ in. (1.27 m.).

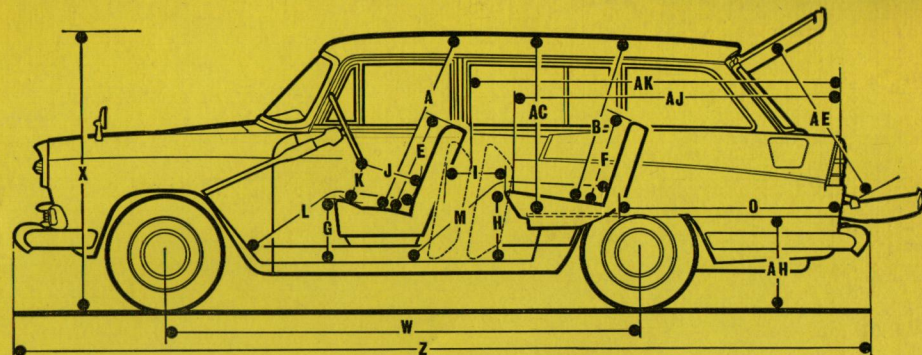
Brakes: Foot—four-wheel hydraulic with two leading shoes operated by pendent pedal. Hand—pull-up lever on driver's side, acting mechanically through compensator on rear wheels only. Dimensions—front 9 in. × 2¼ in. (228 mm. × 63.5 mm.), rear 9 in. × 1¼ in. (228 mm. × 44.5 mm.).

Road Wheels: Pressed steel disc, four-stud fixing; 6.40-14 heavy duty tubeless tyres.

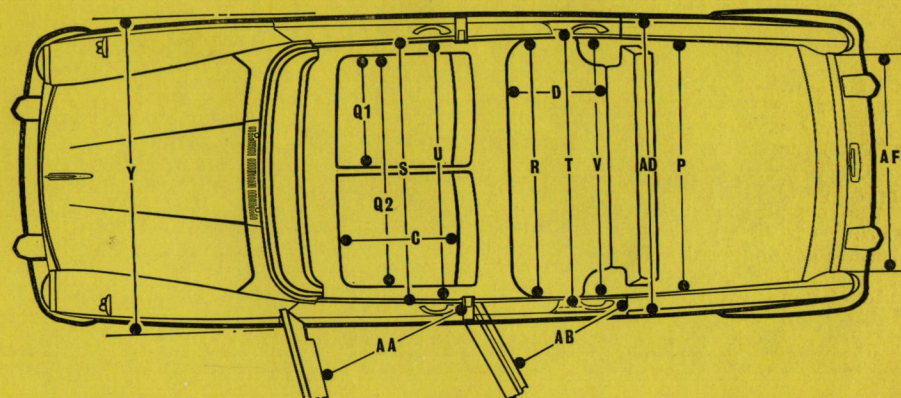
ELECTRICAL: 12 volt system; 38 amp. hr. battery at 10 hr. rate (43 amp. hr. at 20 hr. rate); built-in 7 in. (0.18 m.) cowl headlamps with double filament bulbs and dipping arrangements to suit different countries; foot operated dip switch; side lamps mounted in front grille; twin red stop and tail lamps in unit with flashers and reflectors; rear lamp on bumper illuminates number plate; interior lamp on door pillar operated either manually or by courtesy switches on both front doors; interior lamp with switch on rear roof rail, also operated by courtesy switch on lower half of luggage door; self-cancelling amber flashing direction indicators—at front separate from side lamps, at rear in stop/tail units, switch on steering column with warning light; twin electrical self-parking windscreen wipers; concealed instrument illuminating lamps with switch; combined ignition and starter switch. Twin windtone horns. Electric clock.

INSTRUMENTS: Group comprising speedometer with trip and mileage recorder, thermometer for radiator, oil pressure gauge, and petrol gauge; warning lamps to indicate dynamo not charging and headlamps high beam position.

COACHWORK: Four/five-seater, four-door, six-light dual-purpose vehicle of unitary construction. The fascia panel is of painted steel with trimmed vinyl-treated fabric top surface and crash pad. Ashtray recessed in top surface. Instruments placed in front of driver. Glove box in passenger's side and parcel tray underneath. Adjustable front seats of split bench type; foam rubber foundations for cushions, squabs of rubberised hair; ashtrays fitted to rear of both front seats. Rear seats have spring case and rubberised hair foundations, squabs are of foam rubber. The rear seat swings forward and the divided squab folds forward to provide either a continuous load platform, or as a headrest to a double-bed sleeping compartment. Doors, panels and head lining trimmed in vinyl-treated fabric. Seat contact surfaces of leather. Four winding windows with ventilating louvres, all of toughened glass with exterior stainless surrounds. Doors hung on concealed hinges at forward edge; push-button outside handles; both front doors lockable from inside and outside, but the arrangement is such that it is difficult to lock the car inadvertently should the key be left inside; children's safety locks on all doors. Curved toughened glass windscreen. Toughened glass back window forms upper half of luggage door, supported in open position by telescopic stay. Lower half hinges down, is supported by hinged arms and has outside locking; T handle. Stainless exterior surrounds fitted to windscreen, fixed rear toughened glass quarter lights and back window. Fitted carpets over felt underlay front and rear. Luggage floor and back of rear squab also carpet covered. Spare wheel carried in wind-down tray beneath rear floor. Bonnet locked from inside car, safety catch and telescopic stay fitted. Fresh air circulating system. Twin wing mirrors. Chromium plated bumpers with overriders front and rear. Two sun visors. Windscreen washer.



LEADING DIMENSIONS



A 3 ft. 1½ in. (0.95 m.)	B 2 ft. 11 in. (0.89 m.)	C 1 ft. 6 in. (0.46 m.)	D 1 ft. 7½ in. (0.50 m.)	E 1 ft. 8 in. (0.51 m.)	F 1 ft. 6¼ in. (0.46 m.)	G 1 ft. 2 in. (0.36 m.)	H 1 ft. 5 in. (0.43 m.)	I (Max.) 1 ft. 3 in. (0.38 m.)	I (Min.) 10 in. (0.25 m.)
J (Max.) 1 ft. 4½ in. (0.42 m.)	J (Min.) 11½ in. (0.29 m.)	K 5½ in. (0.14 m.)	L (Max.) 3 ft. 10 in. (1.17 m.)	L (Min.) 3 ft. 5½ in. (1.05 m.)	M (Max.) 4 ft. 0½ in. (1.23 m.)	M (Min.) 3 ft. 11 in. (1.19 m.)	O 3 ft. 3 in. (0.99 m.)	P 4 ft. 2½ in. (1.28 m.)	Q1 2 ft. 0 in. (0.61 m.)
Q2 4 ft. 1 in. (1.24 m.)	R 4 ft. 6½ in. (1.38 m.)	S 4 ft. 7 in. (1.40 m.)	T 4 ft. 7½ in. (1.41 m.)	U 4 ft. 2½ in. (1.29 m.)	V 4 ft. 2¾ in. (1.29 m.)	W 8 ft. 3¾ in. (2.52 m.)	X 5 ft. 0 in. (1.52 m.)	Y 5 ft. 3½ in. (1.61 m.)	Z 14 ft. 10½ in. (4.30 m.)
AA 2 ft. 10 in. (0.86 m.)	AB 2 ft. 2 in. (0.66 m.)	AC 2 ft. 11½ in. (0.90 m.)	AD 4 ft. 5½ in. (1.36 m.)	AE 2 ft. 11½ in. (0.90 m.)	AF 3 ft. 5¾ in. (1.05 m.)	AH 2 ft. 0½ in. (0.62 m.)	AJ 5 ft. 1½ in. (1.57 m.)	AK 6 ft. 0 in. (1.83 m.)	Approx. weight 2,510 lb. (1138 kg.)

OPTIONAL EXTRAS: Radio, duotone paintwork. Heater and demisters.

EXPORT AVAILABILITY: Alternative at no extra cost: right- or left-hand steering; high or low compression engine; m.p.h. or km.p.h. speedometer; lighting and flasher equipment to suit any regulations; single-piece bench seat with centre arm rest. Optional equipment at extra cost: Laminated windscreen; radio; duotone paintwork; heater and demisters; whitewall tyres.

The goods manufactured by The Austin Motor Company Limited are supplied with an express Warranty, which excludes all warranties, conditions and liabilities whatsoever implied by Common Law, Statute, or otherwise. **PRICES**—The Company reserves the right to vary the list prices at any time. **SPECIFICATION**—The Company reserves the right on the sale of any vehicle to make before delivery without notice any alteration to or departure from the specification, design or equipment detailed in this publication. Such alterations are likely to occur at any time.



THE AUSTIN MOTOR COMPANY LIMITED
AUSTIN MOTOR EXPORT CORPORATION LIMITED
LONGBRIDGE · · · BIRMINGHAM · · · ENGLAND