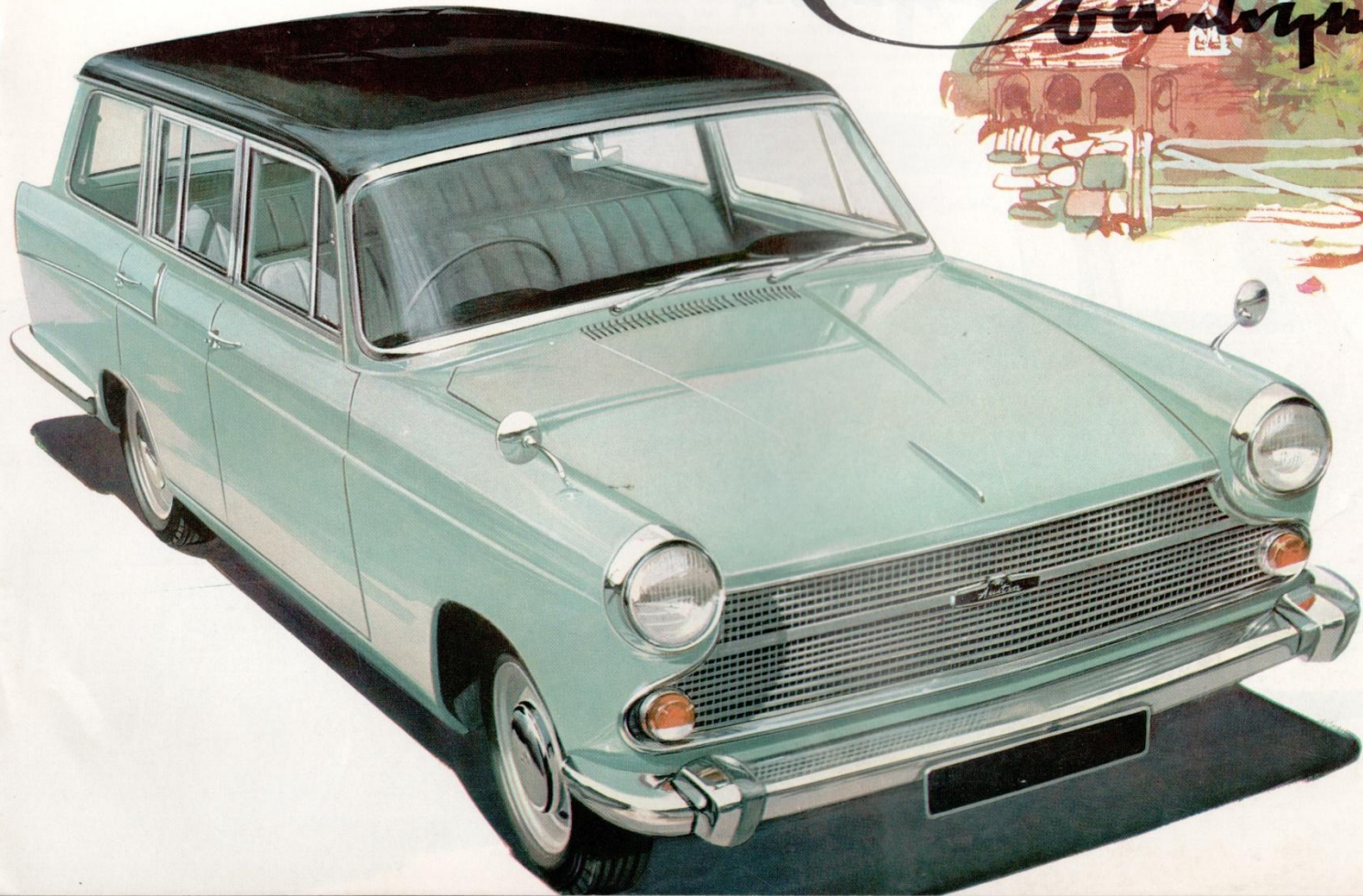


The **AUSTIN**  
(A60)



*Countryman*



# A60 AUSTIN Countryman

Latest example of the car with the perfect dual-purpose personality, the Austin A60 Countryman represents yet another progressive step in the artistry of Pininfarina. Clean and straightforward in design, its styling has been particularly cleverly applied to this twofold trend in motoring fashion.



This exciting form of automatic transmission, now available at extra cost on the A60 Countryman, does your thinking for you! Merely by selecting one of five positions on the quadrant with the selector lever the car is thereafter controlled automatically. There are only two pedals—drive with the accelerator . . . stop with the brake pedal! So uncomplicated is its method of control, and so foolproof is its operation, that in a very short space of time even the inexperienced novice will become a proficient driver!

Changing gear is not achieved in the conventional sense with automatic transmission. The selector lever requires only finger-light pressure, and the quadrant indicator shows which condition of operation is chosen—the rest is automatic!



## TRY *Automatic* TRANSMISSION

Many and varied are the activities at which the appearance of the A60 Countryman is readily accepted. Smarter than ever in its latest range of contemporary colours, it is now available with the choice of manual or automatic transmission.

Possessing all the essentials of a family saloon, the fact that this Countryman can be quickly converted into a sleek, spacious load-carrier has a particular appeal to all with a sporting instinct. For here is a vehicle equally at home in town or country surroundings.

To 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 dependable vehicle which is more than acceptable for his private use, being built to de-luxe specification.

A wide choice of monotone and duotone colours is available. Your local distributor or dealer will be glad to provide details.

Indeed, the A60 Countryman offers the best in both fields—and, being an Austin, it's a very safe double investment!

# AUSTIN A60

# Countryman

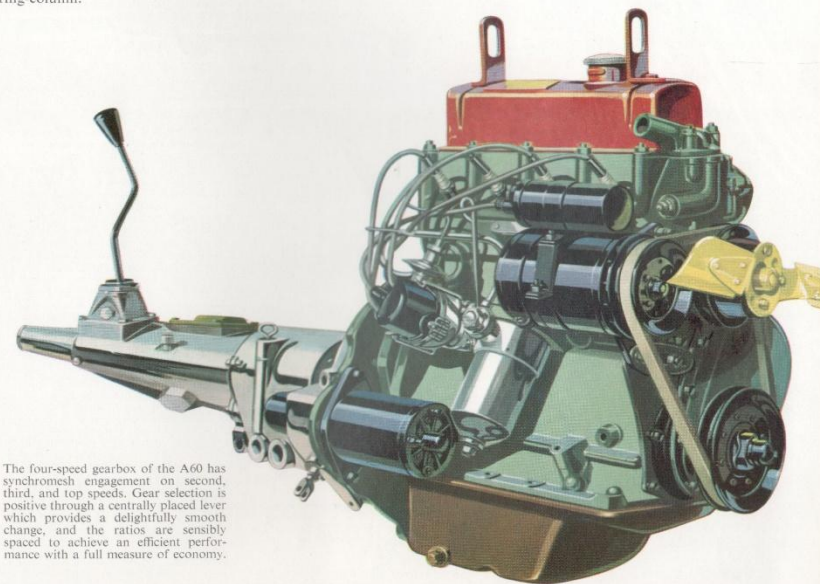


Styled like a car, yet sturdily built to withstand the buffeting which, by its secondary purpose, it is likely to get! Tough steel bumpers brought well around front and rear are fitted with over-riders and heavily chromed to ensure lasting protection.

Lighting equipment—which, as with all Austin vehicles, can be varied to suit any Export requirement—includes such items as foot-operated, double-dip headlamps, and flashing indicators controlled by a self-cancelling lever on the steering-column.

## "New Power..."

With millions of trouble-free miles to its credit, the compact, overhead-valve 'B' Series engine is now more powerful than ever, having an enlarged capacity of 1622 c.c. and developing up to 61 b.h.p. at 4,500 r.p.m. Contributing in no small measure to the smoothness and long engine life are the full-flow oil filter, with renewable element, and a large paper element carburettor air cleaner. Alternatively, the well-known 1.5 litre, 40 b.h.p. BMC Diesel engine can be fitted at slight extra cost. The use of extensive sound deadening material in the engine compartment ensures a quietness of operation which, coupled with extreme running economy, makes the A60 Diesel Countryman very acceptable for both business and pleasure.



The four-speed gearbox of the A60 has synchromesh engagement on second, third, and top speeds. Gear selection is positive through a centrally placed lever which provides a delightfully smooth change, and the ratios are sensibly spaced to achieve an efficient performance with a full measure of economy.

for outdoor  
occasions



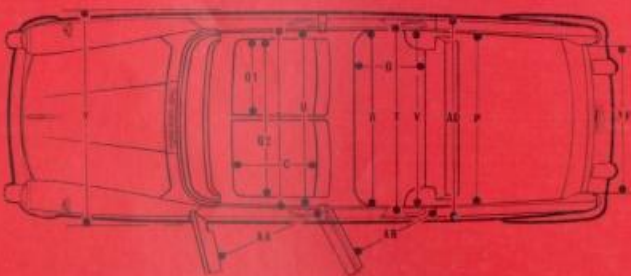
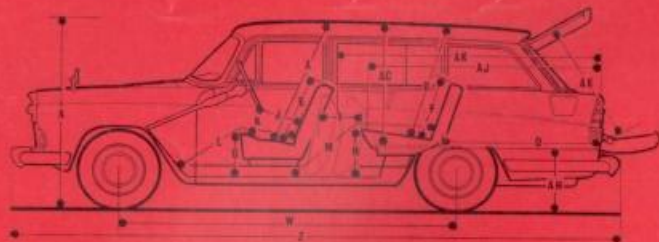
It takes but a few minutes to raise the rear seat and drop down the squab to form an extended load platform 5 ft. 1 1/4 in. (1.57 m.) long. The entire surface is covered in a patterned rubber mat so that it does not in any way detract from the de-luxe appearance of the interior. In this condition 51.1 cu. ft. (1.45 m.<sup>3</sup>) are available for goods space, and in addition to the interior lamp over the door pillar another lamp is situated centrally on the head-rail immediately over the door opening. Although it has its own switch, this lamp is also controlled from the courtesy switch operated by opening and closing the bottom half of the rear door.

There is a third and interesting application for the A60 Countryman which will appeal to many motorists. The rear squab is horizontally divided, and is ingeniously arranged so that it can be folded in such a way as to provide an upholstered head-rest to a 6 ft. 0 in. (1.83 m.) double-bed sleeping compartment! Being completely lockable, it provides extremely private and comfortable overnight accommodation.

The total load carrying capacity of the A60 Countryman, inclusive of any occupants, is 1200 lb. (540 kg.).



# Specification



A 8 ft. 14 in. (0.97 m.)	B 2 ft. 11 in. (0.80 m.)	C 7 ft. 6 in. (0.46 m.)	D 1 ft. 7 1/2 in. (0.50 m.)	E 1 ft. 8 in. (0.51 m.)	F 1 ft. 5 1/2 in. (0.40 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. 4 1/2 in. (0.42 m.)	J (min.) 11 in. (0.29 m.)	K 5 1/2 in. (0.14 m.)	L (max.) 3 ft. 10 in. (1.17 m.)	L (min.) 3 ft. 7 1/2 in. (1.05 m.)	M (max.) 4 ft. 0 1/2 in. (1.19 m.)	M (min.) 3 ft. 11 in. (1.19 m.)	O 2 ft. 1 in. (0.99 m.)	P 4 ft. 2 1/2 in. (1.28 m.)	Q1 2 ft. 0 in. (0.61 m.)
Q2 4 ft. 1 in. (1.24 m.)	R 4 ft. 0 1/2 in. (1.38 m.)	S 4 ft. 7 in. (1.40 m.)	T 4 ft. 7 1/2 in. (1.41 m.)	U 4 ft. 2 1/2 in. (1.29 m.)	V 4 ft. 2 1/2 in. (1.29 m.)	W 8 ft. 4 1/2 in. (2.54 m.)	X 4 ft. 1 1/2 in. (1.41 m.)	Y 5 ft. 3 1/2 in. (1.61 m.)	Z 14 ft. 9 1/2 in. (4.50 m.)
AA 2 ft. 10 in. (0.86 m.)	AB 2 ft. 2 in. (0.66 m.)	AC 2 ft. 11 1/2 in. (0.90 m.)	AD 4 ft. 5 1/2 in. (1.36 m.)	AE 2 ft. 11 1/2 in. (0.90 m.)	AF 3 ft. 7 1/2 in. (1.05 m.)	AG 2 ft. 0 1/2 in. (0.62 m.)	AJ 5 ft. 1 1/2 in. (1.57 m.)	AK 6 ft. 0 in. (1.83 m.)	Kerbiside weight 2,604 lb. (1,181 kg.)

The issue of this publication does not constitute an offer, and the right is reserved to alter specifications at any time without notice. Sales are made subject to and with the benefit of the standard Conditions of Sale and Warranties given by the Distributor in Dealer by agreement with the appropriate subsidiary of The British Motor

STOKVIS

ROTTERDAM - TEL. 010-25 99 80



## ENGINE

**Petrol:** Four cylinders, overhead valves; bore 3.00 in. (76.2 mm.); stroke 3.5 in. (89 mm.); cubic capacity 99.55 cu. in. (1622 c.c.); compression ratio 8.3 : 1; maximum b.h.p. 61 at 4,500 r.p.m. (63 gross); maximum torque 90 lb. ft. at 2,100 r.p.m.

**Diesel:** Four cylinders, overhead valves; bore 2.88 in. (73.02 mm.); stroke 3.5 in. (89 mm.); cubic capacity 90.88 cu. in. (1489 c.c.); compression ratio 23 : 1; b.h.p. 40 at 4,000 r.p.m.; torque 64 lb. ft. at 1,900 r.p.m.

**Lubrication:** Internal gear-type pump driven by camshaft forces filtered oil to all working parts. Full-flow oil filter with renewable element. Sump capacity 6 1/2 pints (3.8 litres) plus 1 1/2 pints (0.71 litre) for filter.

**Cooling System:** Pressurized radiator with centrifugal pump, and fan. Circulation controlled by thermostat. **Fuel System:** Single S.U. carburettor, type HS2, fitted with paper element air cleaner. S.U. electric fuel pump. Fuel tank capacity 10 gallons (45.5 litres).

**Ignition:** Coil, and distributor with automatic and vacuum control.

## CHASSIS

**Clutch:** Single dry plate 8 in. (0.20 m.) diameter; hydraulically operated by pendent pedal.

**Gearbox:** Four-speed, with synchromesh on second, third, and top speeds; ratios—**Petrol:** first 3.64, second 2.21, third 1.37, top 1.00, reverse 4.76 : 1. **Diesel:** first 3.95, second 2.40, third 1.49, top 1.00, reverse 5.16 : 1. Change speed lever located centrally on floor. Oil capacity approximately 4 1/2 pints (2.69 litres).

**Automatic Gearbox:** (optional at extra cost): Fully automatic with hydraulic torque converter coupling. Hydraulically controlled planetary gear set provides 3 forward speed ratios and reverse, engaged by multi-disc clutches and brake bands; ratios—first 2.39, second 1.45, top 1.00, reverse 2.09 : 1. Selector lever mounted on steering-column.

**Propeller Shaft:** Open, with needle-roller bearing universal joints.

**Rear Axle:** Three-quarter-floating, with hypoid bevel crown wheel and pinion. Overall gear ratios—**Petrol:** first 15.63, second 9.52, third 5.91, top 4.30, reverse 20.45 : 1. **Diesel:** first 17.95, second 10.93, third 6.78, top 4.55, reverse 23.47 : 1.

**Steering:** Cam and peg with ratio of 13 1/2 : 1. Two-spoke 17 in. (0.43 m.) diameter steering-wheel. Turning circle 37 ft. (11.28 m.).

**Suspension:** Front—Independent with coil springs and wishbones; rear—semi-elliptic, rubber-bushed leaf springs. Lever-type hydraulic shock absorbers front and rear. Anti-roll bar at front. Track—front 4 ft. 2 1/2 in. (1.28 m.), rear 4 ft. 3 1/2 in. (1.30 m.).

**Brakes:** Pendent pedal operates hydraulically on 2 leading shoes at front and leading/trailing shoes at rear. Pull-up hand brake lever operates mechanically on rear wheels only. Dimensions—front 9 in. x 2 1/2 in. (228 mm. x 63.5 mm.), rear 9 in. x 1 1/2 in. (228 mm. x 44.5 mm.).

**Wheels and Tyres:** Pressed-steel, ventilated disc wheels with 4-stud fixing. 5.90—14 Dunlop heavy duty tubeless tyres.

**ELECTRICAL:** 12-volt generator and starter motor. 57-amp-hr. capacity battery at 20-hr. rate. Double-dipping sealed-beam headlamps, with foot-operated dip switch. Sidelamps mounted in front grille in unit with front amber flashers; twin stop/tail lamps, red reflectors, and amber flashers in units at rear. Rear number-plate lamp with twin bulbs. Warning lamps on fascia to indicate generator not charging and headlamps high-beam position. Interior lamp on door pillar operated by integral switch and courtesy switches on front doors; interior lamp on rear roof rail operated by integral switch and courtesy switch on lower luggage door. Self-cancelling amber flashing direction indicators having steering-column-mounted switch lever with warning lamp. Concealed instrument illumination. Twin electric self-switching windscreen wipers. Combined ignition and starter switch. Twin windtone horns.

**INSTRUMENTS:** Speedometer with trip and total mileage recorders. Oil pressure gauge. Fuel gauge. Water temperature gauge.

**COACHWORK:** Four-door 6-light, 4/5-seater, dual-purpose vehicle of all-steel unitary construction. Doors hung on concealed hinges at forward edges; push-button exterior handles, with private locks on front doors; all doors can be locked from inside, but the arrangement on the front doors is such that they can be locked from outside without using the ignition key if desired; children's safety catches fitted to all doors; each door has a toughened-glass opening ventilating louvre and wind-down window with stainless metal surrounds. Wide, curved, toughened-glass windscreen, quarter-lights, and full-width rear window with stainless metal surrounds. Chrome bumpers front and rear with over-riders. Adjustable front seats of split bunch type, with cushions of foam rubber and squabs of rubberized hair; ashtray fitted in rear of each front seat. Rear seat cushion has spring case faced with rubberized hair; rear squabs of foam rubber; the rear seat swings forward and the divided squabs folds forward to provide either a continuous load platform or a head-rest to a double-bed sleeping compartment. 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. Fitted carpets over felt underlay front and rear. Luggage floor and back of rear squab fitted with rubber mats. Spare wheel carried in wind-down tray beneath rear floor. Entire interior trim, excepting seat contact surfaces, is in hard-wearing vinyl-coated fabric. Seat contact surfaces trimmed in high-quality hide. Upper surface of fascia is trimmed in black plastic to prevent glare, and also incorporates a padded crash roll. Instruments are placed immediately in front of driver and a closed glovebox is on passenger's side. Full-width parcel shelf beneath fascia, with ashtray in centre. Heater/demister unit. Two crushable sun visors. Tinted interior rear-view safety mirror and twin wing mirrors. Windscreen washer. Approximate shipping weight 2,520 lb. (1,143 kg.). Single or duotone paintwork. Stainless wheel trims.

**OPTIONAL EXTRAS:** Automatic gearbox; reclining front seats.

**EXPORT AVAILABILITY:** To satisfy world market requirements the following variations from the above specification are available for Export at no extra charge; right- or left-hand steering; m.p.h. or km.p.h. speedometer; centre floor, or steering-column gear change; single-piece bench front seat with centre arm-rest; 4.875 : 1 ratio rear axle; lighting and flasher equipment to suit Export requirements. Optional equipment at extra cost is as follows: radio; heater/demister unit; electric clock; automatic gearbox; laminated windscreen; whitewall tyres; reclining front seats.