



DE LUXE SALOON

SUPER DE LUXE
SALOON

COUNTRYMAN

1100 Mk2 and
AUSTIN
1300



Still years ahead of its time, this four-door saloon has been developed to incorporate the latest safety factors demanded by the stringent driving conditions encountered in the motoring markets of the world. A new standard of acceleration through the gears, with synchromesh or automatic transmission, is provided by the 1275 cc power-pack. And behind the design of this unit is much of the experience gained in keeping BMC rally cars in the forefront of this keenest form of motoring sport! Matching this performance, BMC engineers have created an extremely efficient braking system, and devoted much detailed attention to other safety features, so necessary for the protection



Acceleration—Exhilaration—Austin 1300!

GO AUTOMATIC!

All the new range of Austin 1300 and Austin 1100 MK II vehicles are available with automatic transmission at extra cost. Designed within the Automotive Products Group and developed mutually with BMC, this transmission is manufactured in conjunction with the British Motor Corporation exclusively for their use.

Control of the system is by a conventionally placed selector lever—there is no clutch pedal. There are seven positions on the quadrant and the versatility of the gearbox is such that it can be used in three different ways.

(1) As a fully automatic four-speed transmission giving 'hop-free' take-up from rest to maximum speed. 'Kick-down' to a lower gear for greater acceleration and engine braking on hills is provided.

(2) The selector lever can be used to give full manual control of all four gears. The sporting driver will enjoy the rapid changes possible at full throttle, utilizing maximum speeds in each gear.

(3) For more leisurely driving it is possible to engage any gear and use the very smooth take-up of the torque converter when starting from rest.

No transmission in the world provides such a wide choice of control to suit all types of driver—total-proof driving for the inexperienced novice . . . the slickest and most mechanically perfect form of control for the expert!

of its occupants; inside the car. Beneath the clean functional lines of the Austin 1300 are many other advanced engineering features—like 'Hydroelastic' suspension which irons out the road to velvet smoothness and ensures the fascinatingly level, grip-tight riding qualities which have become an accepted feature of all BMC front-wheel drive cars. Try the 'feel' of the Austin 1300 for yourself—sample the millionaire limousine qualities of its conception at a price to suit your own pocket.

AUSTIN 1100 Mk II

Incorporating many of the refinements of the 1300 models, the Austin 1100 MK II two- and four-door Saloons and Countryman, however, carry a different but distinctively styled front grille. Powered by the BMC 1098 cc power-pack, successfully fitted to over one million of their predecessors, these vehicles have suitably spaced gear ratios for smooth performance on the road.





SUPERB COMFORT— with 5 up!



More safety features . . . extensive cushioning round the fascia, flush fitting rocker switches and a ribbon-type speedometer (Super and Countryman models) calibrated in m.p.h. and km.p.h. There's no embarrassing distracting conversions to be made when you're motoring abroad.

Maid of all work! Use the finger-tip lever to operate the horn, direction indicators and headlamp dipper and flasher!

Both front seats are fully adjustable for leg-reach. Reclining seat squabs are available at extra cost.

There's now no secret in how spaciousness is achieved inside BMC transverse-engined cars! But to the spaciousness of *this* Super De Luxe interior a new deep comfort has been developed. Seating, styled and upholstered to reach and cradle every contour of the human body, is a built-in contribution to fatigue-free driving and long-lasting luxury for up to five adults—all achieved in a car of only 12 ft. 2½ in. length. Curved side windows provide maximum shoulder width and wind down completely out of sight. But there's controlled ventilation also available through the swivelling louvres of the front doors. A fresh air heater, with screen de-misting, is included in all 1300 and 1100 Mk. II Saloon and Countryman models. The style of the four-door De Luxe interiors is similar to that of the two-door saloons illustrated overleaf.





2 DOOR SALOON

... new high standards of economy

Specially introduced in De Luxe and Super De Luxe specification to counter continually rising motoring costs, the latest additions, available as 1300 or 1100 Mk. II, represents the finest value-for-money ever offered in this class. They contain many of the advanced engineering features of other cars in the range.

The interior is comfortably upholstered and trimmed in a hard wearing, vacuum-formed expanded vinyl, which, being washable can be kept spotlessly clean. To assist access to the rear each front seat can be tilted forward and adjusted for leg-reach. In common with all BMC cars, seat belt anchorage points are provided and your Dealer will be pleased to supply details of the recommended seat belts that can be fitted. Armrests and flush-fitting interior handles are fitted to the doors which have swivelling louvres and curved windows that lower completely out of sight.

The fascia is centrally placed, styled in keeping with the general appointment of the interior and contains all the necessary instruments and switches for the satisfactory running of the car. The circular speedometer is calibrated in English and Metric equivalents and the combination headlamp flasher and high/low beam, horn and direction indicator lever is mounted on the steering column. Mechanically, this car is the same as other Austin 1300 and 1100 MK II models.

The Super De Luxe version of this car includes the full width fascia, as fitted in four-door Super De Luxe Saloons, overriders, bright finishers to door frames and opening rear quarter windows. Front and rear companion boxes and rear armrests are also included.



ROOM FOR THE FAMILY, AND THE LUGGAGE

You'll find almost as much out-of-the-way useable luggage space inside these cars as there is in the rear compartment! Confirm for yourself by sizing up the space on the front and rear parcel shelves, beneath the rear seat and, in Super De Luxe saloons, the deep companion boxes. Easy to load, the rear boot holds 9½ cu. ft. (0.27m³) of family luggage and conceals the spare wheel and tyre beneath a removable panel in the floor. Being lockable, anything can be safely left in the car. Doors are opened by exterior push-buttons, the front doors having private locks to permit entry from either side. All doors can be locked from the inside but there are also children's safety catches fitted to prevent little fingers inadvertently tripping the lock!



SELECTED ACCESSORIES FOR YOUR SALOON OR COUNTRYMAN
(Available from your Distributor or Dealer)
Seat Belts; Roof Rack; Auxiliary Lamps; Seat Covers; Anti-mist Panels; Touch-up Paints; Hand Tools; Fire Extinguishers; Exhaust Trim; Badge Bar; Car-valeting items; Locking Petrol Cap; Bonnet Lock; Felt Comykit; Wheel Trims; Lamp Brackets; Supplementary Instruments; Mud Flaps.



THE AUSTIN 1300 COUNTRYMAN doubles up on space!

Capable of carrying five people in superb comfort, the Countryman can be converted into a spacious load carrier in a matter of seconds. Inside, it is designed to take the rough every-day knocks of commercial use, yet at the same time retain all the refinements of a Super De-Luxe saloon.

Both front seats are adjustable and the rear seat squab folds in

either direction—forward to provide a large rubber covered area for load carrying—backward to provide upholstered sleeping accommodation for children. By having reclining seats fitted at extra cost, the sleeping accommodation can be extended to provide two really comfortable full-length beds.

The single-piece, top-hinged door is counterbalanced and lifts very easily,

It provides a measure of protection from rain when loading the rear compartment, which allows 14 cu. ft. (0.40m³) of luggage when carrying four or five adults. With the rear seat folded forward, two people have no less than 27.7 cu. ft. (1.07m³) to use for luggage or goods on a rubber protected floor.

The 1100 Mk. II Countryman is similarly equipped, but is mechanically the same as other 1100 Mk. II models.





The single cylinder caliper front disc brake is fitted to all 1300 models and to those 1100 Mk II models equipped with automatic transmission.

THE PRINCIPLE OF HYDROLASTIC SUSPENSION

The outstanding feature is its sheer simplicity of operation. The front and rear 'Hydrolastic' displacers on each side of the car are inter-connected by a small bore pipe. The system is hermetically sealed and therefore never needs any further attention during the normal working life of the car. Each displacer incorporates a 'rubber spring' and damping of the system is achieved by rubber valves so that when a road wheel is deflected, fluid is displaced to the corresponding suspension unit. In turn it is raised in anticipation of its wheel encountering the cause of its counterpart's deflection. The rubber springs are only slightly brought into play and the car is freed from any tendency to pitch although full play is given to wheel movement, producing a soft ride. When front and rear wheels encounter a simultaneous deflection the fluid suspension stiffens in response to the upward motion and while acting as a damping medium transfers the load to the rubber springs giving a controlled, vertical but level motion to the car. The restriction of the fluid flow, imposed by the small bore piping, rises with the speed of the car. The ride is therefore steadied at high speeds and softened at low speeds—a most satisfying condition hitherto only achieved by complex and costly means.



MECHANICAL REFINEMENT . . .

1300

. . . still years ahead!

mechanical components of your car to be serviced at no more inconvenience than lifting the bonnet-top! At the rear, another sub-frame contains the 'Hydrolastic' trailing arm suspension units and, like the front assembly, is rubber-mounted to the body to give a measure of insulation from road noise. The full hydraulic braking system has exceptionally effective single-caliper disc brakes at the front, a feature which inspires confidence and allows the performance of the car to be enjoyed to the full. Ask your Austin dealer for a trial run . . . and convince yourself!

SPECIFICATIONS

ENGINE: (1300) Four cylinders, overhead valves with push-rod operation. Bore 3-15 in. (70-61 mm.); stroke 2-0 in. (51-08 mm.); cubic capacity 1273 cc. (77-9 cu. in.); b.h.p. 58 at 5250 r.p.m.; maximum torque 66 lb. ft. at 3500 r.p.m.; compression ratio 8:1:1.

Engine: (1100) Four cylinders, overhead-valves with push-rod operation. Bore 2-543 in. (64-56 mm.); stroke 2-096 in. (53-72 mm.); cubic capacity 1056 cc. (67 cu. in.); compression ratio 8-5:1; maximum power 48 b.h.p. (50 gross) at 5100 r.p.m.; maximum torque 60 lb. ft. at 3300 r.p.m.

Fuel System: (1300) S.U. Carburettor, type H-54; (1100) S.U. Carburettor, type H-52; paper element air cleaner; electric fuel pump; tank capacity 8 gallons (36-37) litres.

Lubrication System: Full pressure feed; sump forms oil bath for gear box and final drive; internal rotor type pump driven by camshaft; full-flow filter; total oil capacity 8 pints (4-5 litres) approximately, plus 1 pint (0-57 litre) for filter.

Ignition System: 12 volt, coil and distributor with automatic and vacuum controlled advance and retard.

Cooling System: Pressurised closed system with separate expansion tank, pump, fan and thermostat; capacity 5½ pints (3-27 litres), plus 1 pint (0-57 litre) for heater when fitted.

CHASSIS: Transmission: Clutch 7½ in. (191mm.) diameter, hydraulic operation by pendant pedal. Four speed gearbox all synchromesh on 1300 models. Remote control, centre floor gear lever. Final drive through helical spur gear to front wheels by open shafts with universal joints. Drive casing in unit with engine and gearbox.

Steering: Rack and pinion; 3½ turns lock to lock; two spools 1½ in. (38mm.) diameter steering wheel. Track (front) 51½ in. (1-31m.). Track (rear) 50½ in. (1-29m.). Turning circle 34 ft. 9 in. (10-59m.).

Suspension: (Front)—independent suspension with levers of unequal length and Hydrolastic® displacers (inter-connected front to rear).

Swivel axles mounted on ball joints. Fose and all location by rubber mounted to axle. Rear-independent with trailing arms incorporating 'Hydrolastic' displacers, auxiliary springs and anti-roll bar.

Brakes: Foot—all four wheels hydraulically operated by pendant pedal. 8 in. (203 mm.) diameter, self-adjusting front disc brakes, single caliper on all 1300 and 1100 Mk. II Automatic models; pad area 10-56 sq. in. (6-106 m.²); 8 in. x 1½ in. (203 mm. x 101 mm.) rear drum brakes with leading and trailing shoes. Total lining area 38-4 sq. in. (2-48 m.²). A pressure limiting valve is introduced between the master cylinder and rear brakes to reduce possibility of wheels locking under extreme pedal pressure. Hand—central pull-up lever operating on rear wheels.

Road Wheels: Pressed steel, four-stud fixing; 5-00-12 tubeless tyres.

Electrical: 12 volt, 40 ampere hour battery at 20 hour rate. Double dipping sealed beam headlights, side lamps combined with front flashers, repeater flashers on wings, rear lamps combined with stop-lamps, reflectors and rear flashers. Single lever on steering column controls horn, headlamp flasher, dipswitch, and self-cancelling direction flashers. Two number plate lamps on rear bumper. Twin-blade, self-parking windscreen wipers. Single horn (twin on Super De Luxe and Countryman). Interior lamp with integral switch and courtesy switches on front doors. Rear interior lamp illuminating the luggage floor on Countryman.

Instruments: Speedometer with mileage recorder; water temperature gauge on Super De Luxe and Countryman; fuel gauge. Rocker switches for head/side lamps and screen wipers; combined ignition/starter switch; warning lamps to show low oil pressure; dirty oil filter; headlamp high beam, flashers working and dynamo not charging. Concealed illumination for instruments. Windscreen washer and fresh air heater/demister fitted.

Coachwork: (Saloon) Four/five seater, four-light, two- or four-door saloon of all steel unitary construction. Full-width fascia incorporating all instruments (ribbon-type speed) and controls, the upper surface being trimmed black to eliminate glare and two padded crash rolls run top and bottom across the

facias. A third crash roll is incorporated on the full-width parcel shelf beneath. An ashtray is fitted centrally in the fascia. Fresh air heater/demister. Companion box at each side of rear compartment with ash-tray. Single interior anti-glare mirror and twin exterior wing mirrors. Twin, crushable interior sun visors fitted. Separate front seats are adjustable and upholstered with polyester foam cushions trimmed in vinyl-coated fabric. Full-width sliding rear seat has polyether foam cushion and squab. Rear seat cushion is mounted in pressed steel pan which is integral with detachable cushion. Doors hung on forward edges, have wind-down windows with opening ventilating louvers and armrests incorporating door pulls. Push-button handles fitted to exterior with private locks in both doors. Doors are lockable from inside and have flush-fitting interior handles and children's safety catches. Flush-fitting interior handles fitted on all two-door saloons. Entire floor covered with deep pile, left-backed fitted carpet. Curved toughened glass windscreen and wide curved back-light have bright plastic exterior finishers. Slung headlining in washable material. Provision for fitting radio and seat belts. Lockable boot at rear has balanced lift-up lid on concealed hinges; spare wheel carried beneath removable floor panel. Chromium bumpers front and rear. Rear quarter windows in two-door De Luxe Saloons are fixed in rubber mouldings. The above specification covers the De Luxe Saloons, but Super De Luxe Saloons are also available which include the following items: stainless finishers to door window frames and opening rear quarter windows on two-door Super De Luxe Saloons; bumper overriders front and rear; twin horns; companion boxes on front doors and rear doors (four-door saloons) also quarter panels (two-door saloons). Armrests fitted on rear quarter panels of two-door saloons; interior trimmed with vinyl coated fabric.

Optional Extras: Automatic transmission; electrically heated rear window; reclining front seats.

Coachwork: (Countryman) Four/five seater, four-light, two-door dual-purpose vehicle of all-steel unitary construction. Full-width fascia incorporating all instruments (ribbon-type speed) and controls, the upper surface being trimmed black to eliminate glare and two padded crash rolls run top and bottom across the

facias. A third crash roll is incorporated on the full-width parcel shelf beneath. An ashtray is fitted centrally in the fascia. Fresh air heater/demister. Companion box at each side of rear compartment with ash-tray. Single interior anti-glare mirror and twin exterior wing mirrors. Twin, crushable interior sun visors. Separate front seats are adjustable and upholstered with polyester foam cushions trimmed in vinyl-coated fabric. Full-width sliding rear seat has polyether foam cushion and squab. Rear seat cushion is mounted in pressed steel pan which is integral with detachable cushion. Doors hung on forward edges, have wind-down windows with opening ventilating louvers and armrests incorporating door pulls. Push-button handles fitted to exterior with private locks in both doors. Doors are lockable from inside and have flush-fitting interior handles and children's safety catches in locks. Large sliding rear quarter windows fitted to body sides. One-piece, lockable lift-up rear loading door has curved back-light with bright plastic finisher and torsion bar balancer. Floor covered with deep-pile, left-backed fitted carpet. Rear luggage platform covered in rubber, also back of rear squab. When rear squab is folded forward its back surface extends the rear platform, making large luggage area. Curved, toughened glass windscreen has plastic exterior finisher. Provision for fitting radio and seat belts. Spare wheel carried beneath removable floor panel. Chromium bumpers with overriders front and rear.

Optional Extras: Automatic transmission; front seats with reclining squabs (fold down to make sleeping compartment 77½ in. (1-96 m.) long in conjunction with rear seat).

Export availability: To suit overseas market requirements fresh-air heater is not considered standard equipment and the following production alterations to the above specifications are available at no extra cost. Lighting and flasher equipment as required; left- or right-hand steering. Optional equipment for Export at extra cost: Fresh air heater/demister, or fresh air unit in lieu; laminated windscreen; SP 41 tyre; whitewall or weathermaster tyres; locking fuel filler cap; reclining front seats; automatic transmission; electrically heated rear window.

"Hydrolastic" is a registered Trade Mark.

DIMENSIONS

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 Sales and Warranty given by the Distributor or Dealer by agreement with The British Motor Corporation Limited.

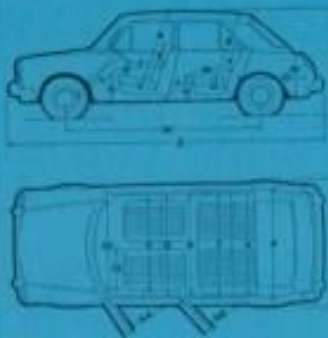
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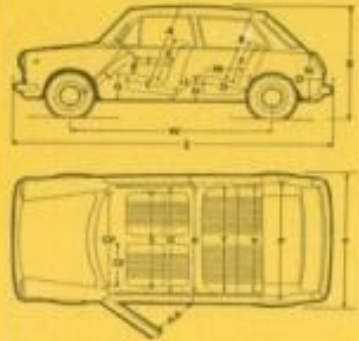
4 DOOR SALOON

Due to difference in trim style, measurements may vary slightly between 24 Luxe and Super 24 Luxe Saloons.



Front seat head room	A	37	94.0
Rear seat head room	B	36	91.4
Front seat cushion depth	C	194	49.0
Rear seat cushion depth	D	17	43.0
Front seat squab height	E	18	45.7
Rear seat squab height	F	22	55.9
Front seat cushion height	G	132	34.3
Rear seat cushion height	H	53	13.5
Distance between seats—max.	I	14	35.8
Distance between seats—min.	J	10	25.4
Steering-wheel to squab—max.	K	152	39.0
Steering-wheel to squab—min.	L	122	31.0
Steering-wheel to cushion	M	73	18.5
Front seat leg reach—max.	N	45	114.0
Front seat leg reach—min.	L	40	101.6
Rear seat leg reach—max.	M	40	101.6
Rear seat leg reach—min.	M	44	111.8
Luggage boot height	N	22	55.9
Luggage boot depth	O	33	83.8
Luggage boot width	P	47	119.4
Front seat cushion width	Q1	39	99.1
Front cushions overall width	Q2	49	124.5
Rear cushion overall width	R	50	127.0
Width between front seats	S	47	119.4
Width across rear seat	T	32	81.3
Shoulder width over front seat	U	38	96.5
Shoulder width over rear seat	V	31	78.7
Wheelbase	W	83	210.5
Overall height	X	52	132.0
Overall width	Y	62	157.5
Overall length	Z	144	365.7
Front door entry width	AA	28	71.1
Rear door entry width	AB	28	71.1
Track at front		31	78.7
Track at rear		32	81.3
Ground clearance		5	12.7
Kerbweight		1,252 lb.	568 kg.

2 DOOR SALOON



Front seat head room	A	37	94.0
Rear seat head room	B	36	91.4
Front seat cushion depth	C	194	49.0
Rear seat cushion depth	D	17	43.0
Front seat squab height	E	18	45.7
Rear seat squab height	F	22	55.9
Front seat cushion height	G	132	34.3
Rear seat cushion height	H	53	13.5
Distance between seats—max.	I	12	30.5
Distance between seats—min.	J	8	20.3
Steering-wheel to squab—max.	K	152	39.0
Steering-wheel to squab—min.	L	122	31.0
Steering-wheel to cushion	M	73	18.5
Front seat leg reach—max.	L	45	114.0
Front seat leg reach—min.	L	38	96.5
Rear seat leg reach—max.	M	40	101.6
Rear seat leg reach—min.	M	36	91.4
Luggage boot height	N	22	55.9
Luggage boot depth	O	33	83.8
Luggage boot width	P	47	119.4
Front seat cushion width	Q1	39	99.1
Front cushions overall width	Q2	49	124.5
Rear cushion overall width	R	50	127.0
Width between doors	S	47	119.4
Width across rear seat	T	32	81.3
Shoulder width over front seat	U	38	96.5
Shoulder width over rear seat	V	31	78.7
Wheelbase	W	83	210.5
Overall height	X	52	132.0
Overall width	Y	62	157.5
Overall length	Z	142	360.4
Door entry width	AA	27	68.6
Track at front		31	78.7
Track at rear		32	81.3
Ground clearance		5	12.7
Kerbweight		1,252 lb.	568 kg.

COUNTRYMAN



Front seat head room	A	36	91.4
Rear seat head room	B	35	89.0
Front seat cushion depth	C	19	48.3
Rear seat cushion depth	D	19	48.3
Front seat squab height	E	19	48.3
Rear seat squab height	F	23	58.4
Front seat cushion height	G	131	33.3
Rear seat cushion height	H	14	35.4
Distance between seats—max.	I	11	27.9
Distance between seats—min.	J	10	25.4
Steering-wheel to squab—max.	K	152	39.0
Steering-wheel to squab—min.	L	122	31.0
Steering-wheel to cushion	M	8	20.3
Front seat leg reach—max.	L	45	114.0
Front seat leg reach—min.	L	38	96.5
Rear seat leg reach—max.	M	40	101.6
Rear seat leg reach—min.	M	36	91.4
Luggage boot height, load up	O	24	61.0
Luggage boot width	P	49	124.5
Front seat cushion width	Q1	37	94.0
Front cushions overall width	Q2	46	116.8
Rear cushions overall width	R	44	111.8
Width between front doors	S	47	119.4
Width across rear seat	T	34	86.4
Shoulder width over front seat	U	38	96.5
Shoulder width over rear seat	V	32	81.3
Wheelbase	W	83	210.5
Overall height	X	52	132.0
Overall width	Y	62	157.5
Overall length	Z	140	355.7
Front door entry width	AA	24	61.0
Overall height of luggage space	AC	14	35.4
Luggage boot height, load up	AD	14	35.4
Track at front		31	78.7
Track at rear		32	81.3
Ground clearance		5	12.7
Kerbweight		1,252 lb.	568 kg.

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