



Coming your way

AUSTIN A70 *Countryman*

DE FORENEDE AUTOMOBILFABRIKER A/S
Odense - København - Aarhus - Esbjerg - Ålborg

Specification



ENGINE: Bore 3½ in. (79.4 mm.); stroke 4½ in. (111.1 mm.); capacity 134.1 cu. in. (2,199 c.c.); compression ratio 6.8 : 1; maximum brake horse-power 68 at 3,800 r.p.m.; maximum torque 116 lbs./ft. at 1,800 r.p.m.

Cylinders: Four cylinders cast integral with crankcase. Full length water jackets. The detachable cast iron cylinder head carries all overhead valve gear.

Crankshaft: Forged steel with counter weights, fully balanced and supported in three detachable "Thinwall" bearings. Thrust taken at centre bearing.

Connecting Rods: Forged steel with detachable "Thinwall" big-end bearings.

Pistons: Split skirt type in low expansion aluminium alloy with alumilite finish. Two compression rings and one scraper ring.

Camshaft: Forged steel, the cams being formed with quietening ramps. Supported in three "Thinwall" bearings and driven by a Duplex roller chain from the crankshaft. The camshaft gear is fitted with a rubber tensioner ring to maintain chain lubrication and tightness.

Valves: Overhead, operated by tubular push rods and hollow dome-base tappets. Large inlet valves in silicon chrome steel and exhaust valves of heat- and corrosion-resisting steel.

Lubrication: A submerged gear pump feeds oil at a running pressure of 45-50 lbs. per sq. in. to all main, big-end, camshaft and overhead valve rocker shaft bearings. Jet holes drilled in the connecting rod big-ends provide spray lubrication for the cylinder walls. The camshaft front bearing feeds oil to the camshaft gear for timing chain lubrication, and the camshaft rear bearing provides lubrication for the overhead valve rocker gear. A full-flow filter with renewable element is fitted. Oil capacity 10 pints (5.6 litres) plus 2 pints (1.2 litres) for full-flow filter.

Cooling: Circulation is by a centrifugal type of pump mounted in the forward end of the cylinder block and driven by a belt from the crankshaft. Water is delivered to a gallery formed along the top right-hand face of the cylinder block, and suitable jets from this gallery direct water on to sparking plug bosses, walls of exhaust ports and the top portion of the cylinder barrels. A Smith's bellows type of thermostat assists rapid warming up, and the radiator incorporates a patent top tank expansion chamber to prevent loss of water through expansion. Cooling system capacity 20 pints (11.3 litres).

Fuel System: Fuel from a rear tank of 12½ gallons (58 litres) capacity is fed by an A.C. mechanical pump to the Zenith downdraught carburetter. The tank filler is protected by a lockable captive cap and the carburetter is fitted with a large capacity air cleaner (oil bath type available for export models).

Ignition: Coil, with automatic advance and retard mechanism assisted by vacuum control.

CLUTCH: Borg and Beck single dry plate, with spring cushion drive. Diameter of plate 8 in. (20.3 cm.).

GEARBOX: Four forward speeds and reverse with synchromesh engagement for second, third and top. Gear change by lever fitted to steering column. Oil capacity 3 pints (1.36 litres).

TRANSMISSION: Open propeller shaft with Hardy Spicer needle roller universal joints.

REAR AXLE: Three-quarter floating with spiral bevel gears. The axle case is of the pressed steel "banjo" type. Oil capacity 2½ pints (1.56 litres).

OVERALL GEAR RATIOS: First 15.34 to 1; second 9.28 to 1; third 5.84 to 1; top 4.125 to 1; reverse 19.73 to 1.

ROAD SPEEDS AT 1,000 R.P.M.: First 5.06 m.p.h.; second 8.36 m.p.h.; third 13.28 m.p.h.; top 18.8 m.p.h.

STEERING: High efficiency cam gear with ratio of 15.3 to 1. Austin type steering connections with large hardened bearing surfaces and oil seals. Spring spoke steering wheel with cellulose acetate covering and a diameter of 17 in. (43.18 cm.).

SUSPENSION: Front: Wishbone type with independent coil springs. The wishbones are mounted on rubber bushes with shoulders to take thrust loads. Control by double-acting hydraulic shock absorbers. Bump and rebound buffers are fitted. Rear: Long semi-elliptic springs, underslung and fitted with zinc interleafs. Control by double-acting hydraulic shock absorbers interconnected by an anti-roll stabilising bar.

BRAKES: Girling hydraulic two-leading-shoe front brakes and Girling mechanical rear brakes. The pistol-grip handbrake lever is mounted under the fascia panel on the steering column.

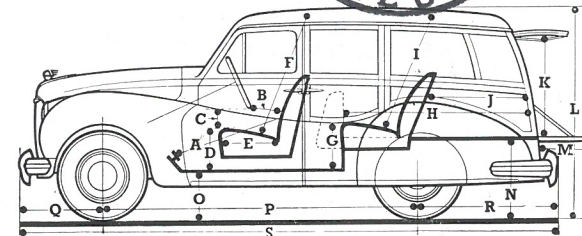
WHEELS AND TYRES: Pressed steel disc wheels with ventilation slots and large chromium wheel caps. Dunlop 5.75-16 tyres on front wheels and Dunlop Fort 5.76-16 on rear wheels.

JACKING: Stevenson Bevelift jack operated by the wheelbrace to lift either the left or right side of the car.

FRAME: Welded pressed steel side and cross members, strongly cross-braced to give great torsional and diagonal stiffness.

ELECTRICAL: 12 volt battery of 63 ampere hour capacity at the ten-hour rate; built-in head- and side-lamps; headlamps have double filament bulbs for dipping; foot controlled dip switch; stop-tail-rear number plate lamp; roof lamp with integral switch; flush-fitting self-cancelling direction indicators; twin wind tone horns; windscreen wipers; built-in interior heating and air circulation, with windscreen demisting; built-in provision for radio.

INSTRUMENTS: Oil and fuel gauges; ammeter; speedometer with trip and total readings; ignition warning lamp.



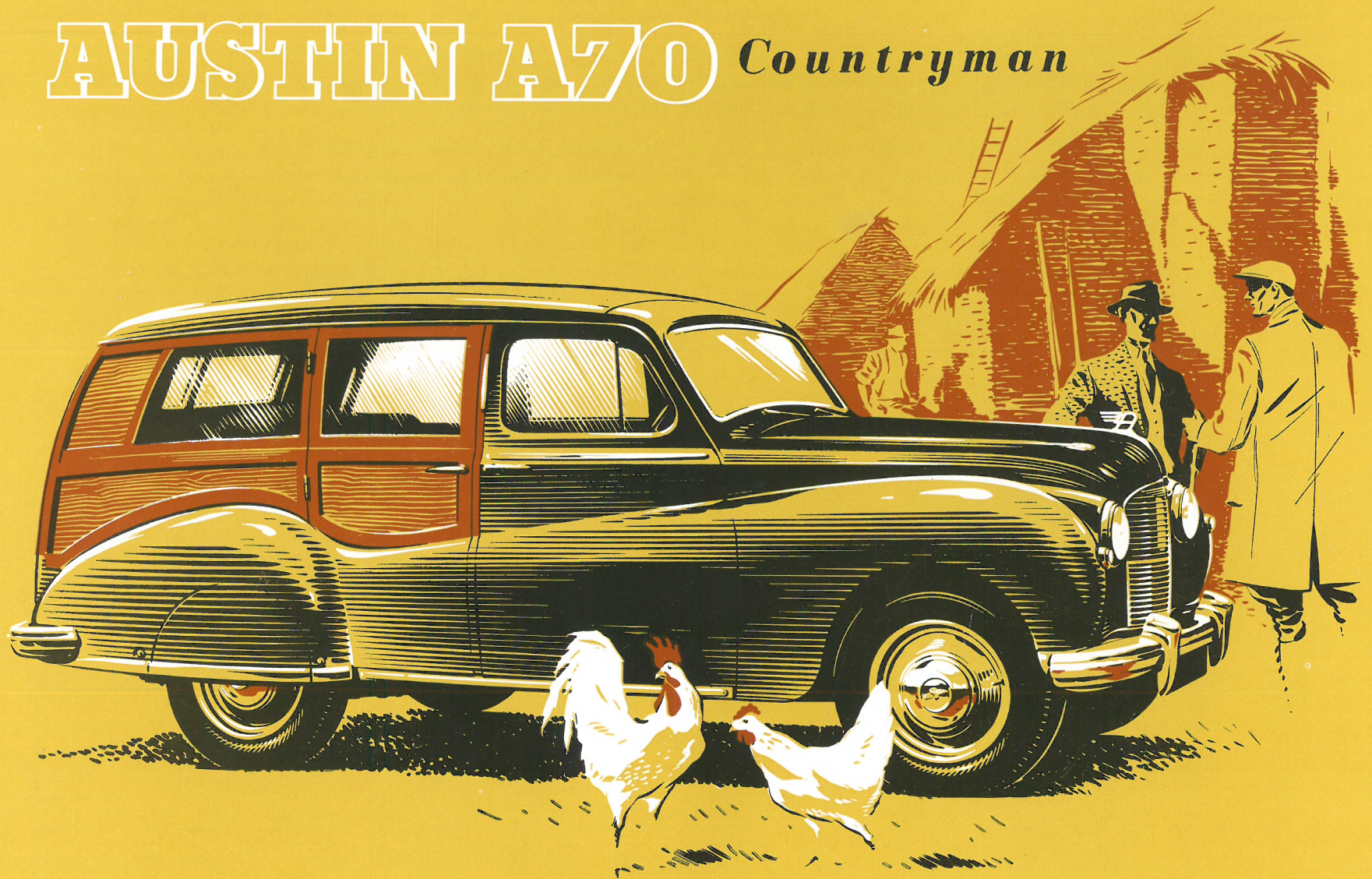
LEADING DIMENSIONS		English	Metric
Pedal to seat squab	...	A 2' 9½"	0.85 m.
Steering wheel to squab	...	B 11½"	0.29 m.
Steering wheel to seat	...	C 6"	0.15 m.
Seat to floor	...	D 1' 1½"	0.33 m.
Seat cushion depth	...	E 1' 7"	0.48 m.
Height over seat	...	F 3' 1"	0.94 m.
Rear seat to floor	...	G 1' 4"	0.41 m.
Folded seat to rear panels	...	H 4' 8¾"	1.44 m.
Height over rear seat	...	I 2' 10½"	0.87 m.
Rear seat up to rear panels	...	J 2' 11½"	0.65 m.
Height rear panel opening	...	K 2' 6"	0.76 m.
Overall height	...	L 5' 8"	1.73 m.
Length of tailboard	...	M 1' 4"	0.41 m.
Load floor to ground	...	N 2' 6"	0.76 m.
Cab floor to ground	...	O 1' 5"	0.43 m.
Wheelbase	...	P 8' 0"	2.44 m.
Centre front wheel to bumper	...	Q 2' 1"	0.63 m.
Centre rear wheel to rear bumper	...	R 3' 8"	1.12 m.
Overall length	...	S 13' 9"	4.19 m.
Overall width	...	6' 0"	1.83 m.
Interior width (max.)	...	4' 5½"	1.36 m.
Width between wheelarches	...	3' 9½"	1.14 m.
Width of rear door opening	...	4' 2"	1.27 m.
Track, front	...	4' 5"	1.35 m.
Track, rear	...	4' 7½"	1.41 m.
Turning circle	...	39' 0"	11.89 m.
Ground clearance	...	6½"	0.16 m.
Approx. weight less spare wheel, tools & petrol	...	25½ cwts.	1270 kgs.


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 and all goods are invoiced at the prices current on day of delivery. **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.

Under present supply difficulties such alterations are likely to occur at any time.

THE AUSTIN MOTOR EXPORT CORPORATION LIMITED
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AUSTIN A70 *Countryman*





IN matters of estate where distinguished service is called for and where adaptability is an important factor, the A70 Countryman takes pride of place. On the farm too, its sturdiness will prove equal to the many varied conditions of operation, while along the open road or in the bustle of city traffic the smooth power and immediate response to controls provide a confident, satisfying performance.

Here is a model, dependable in the Austin tradition, combining the grace and good manners of a modern saloon car with the utility required by those who wish to carry goods.



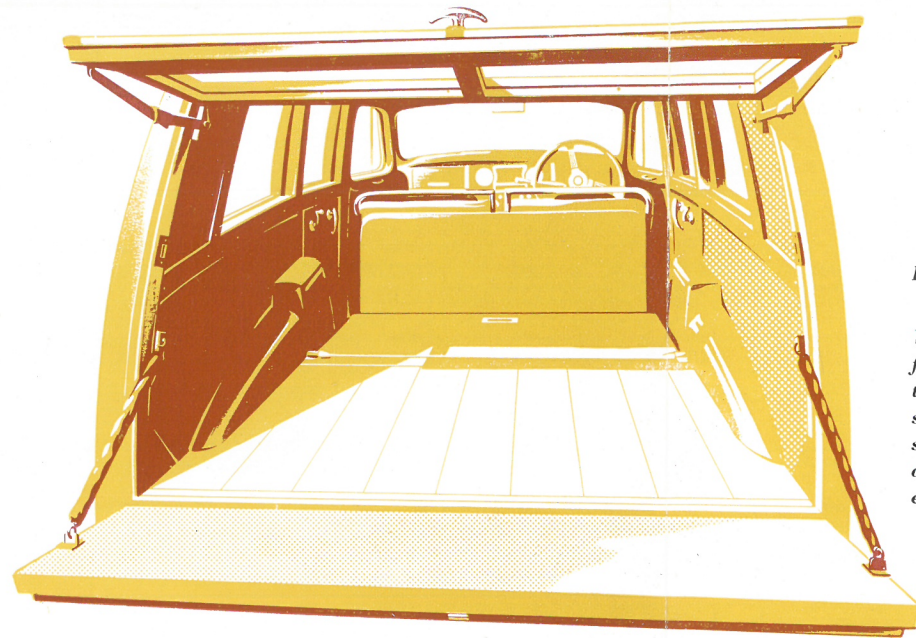
Countryman

Features of Dependability

- ★ Powerful 4-cylinder o.h.v. engine
- ★ Smooth, silent transmission
- ★ Independent coil spring front suspension
- ★ Resilient, semi-elliptic rear springs
- ★ Girling hydro-mechanical brakes with two-leading-shoe operation
- ★ Cam gear steering with adjustable, sturdy linkage
- ★ Steering column gear control
- ★ Robust chassis frame, strongly cross-braced
- ★ Ingeniously blended wood and steel body of rigid construction

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**INTERIOR—
REAR VIEW**

With the rear seat folded forward into the floor there is generous body space for goods. The two sections of the rear panel are wide-opening to afford easy load transference.



REAR SEATING

Comfortable accommodation for five passengers is afforded when the rear seat is in position, and wide windows fitted with toughened glass give unobstructed all-round visibility.