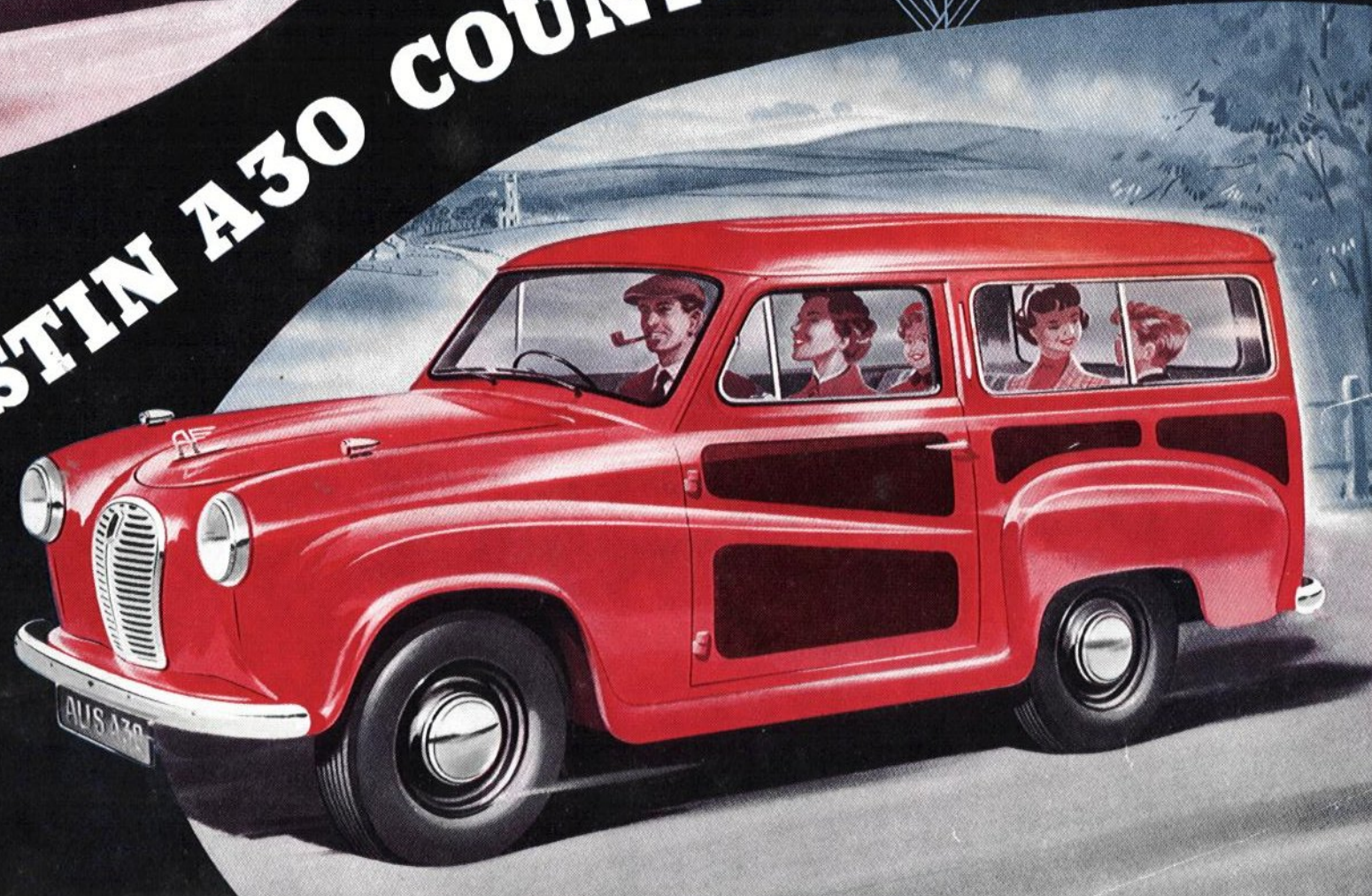
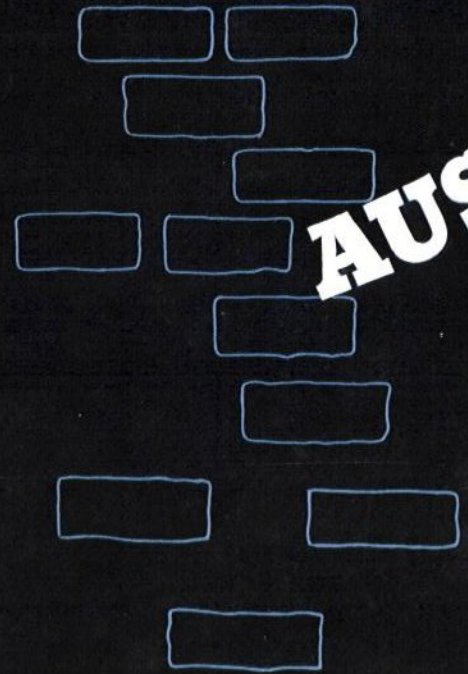




# AUSTIN A30 COUNTRYMAN





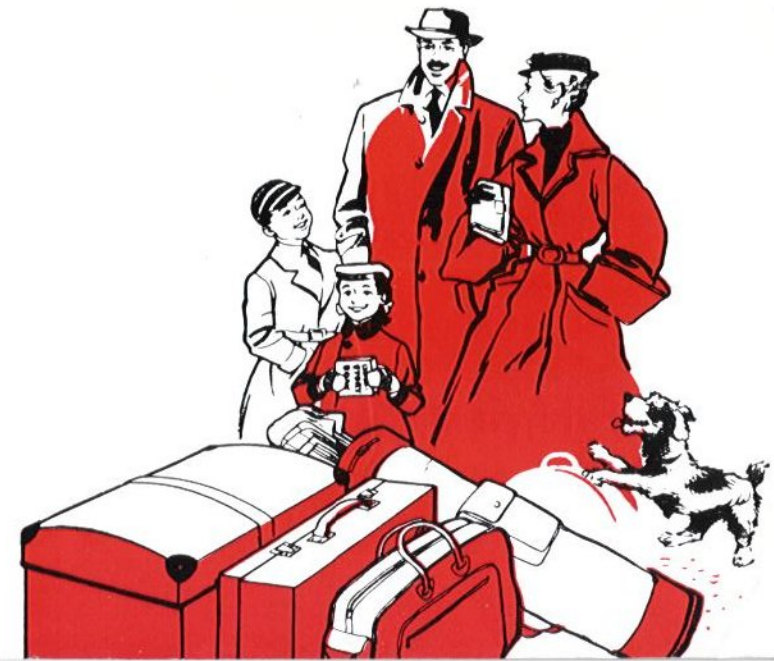


## SLIDING WINDOWS

Unrestricted visibility is afforded by the full-length side windows. One panel slides and may be opened for extra ventilation.

## SEATING

With all the seating in position there is comfortable accommodation in the A30 Countryman for four people, with generous space behind the rear seat for luggage and/or sporting equipment. Front seats tip forward to give easy access to the rear compartment.





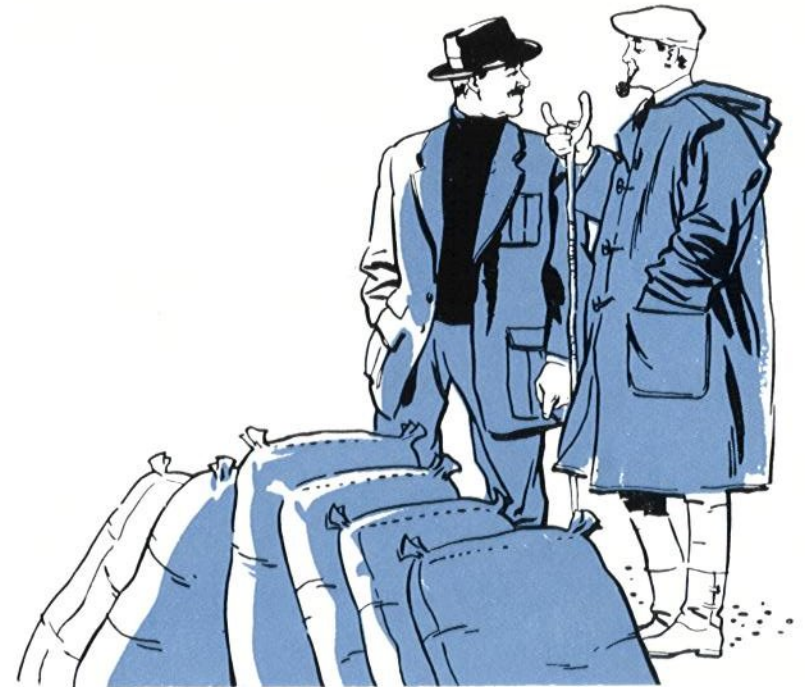


# AUSTIN

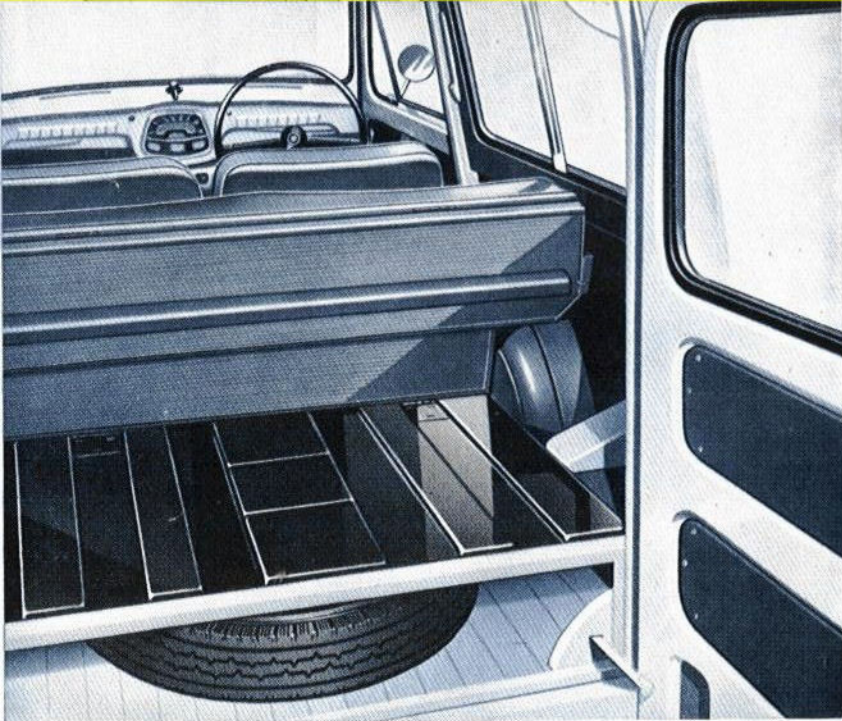
This Austin A30 Countryman, is an ideal dual-purpose vehicle. It is a brisk performer, exceptionally economical to run, either as a private family car or in the course of business. It is a good-looker too, and value for money in every way.

## EXTRA SPACE

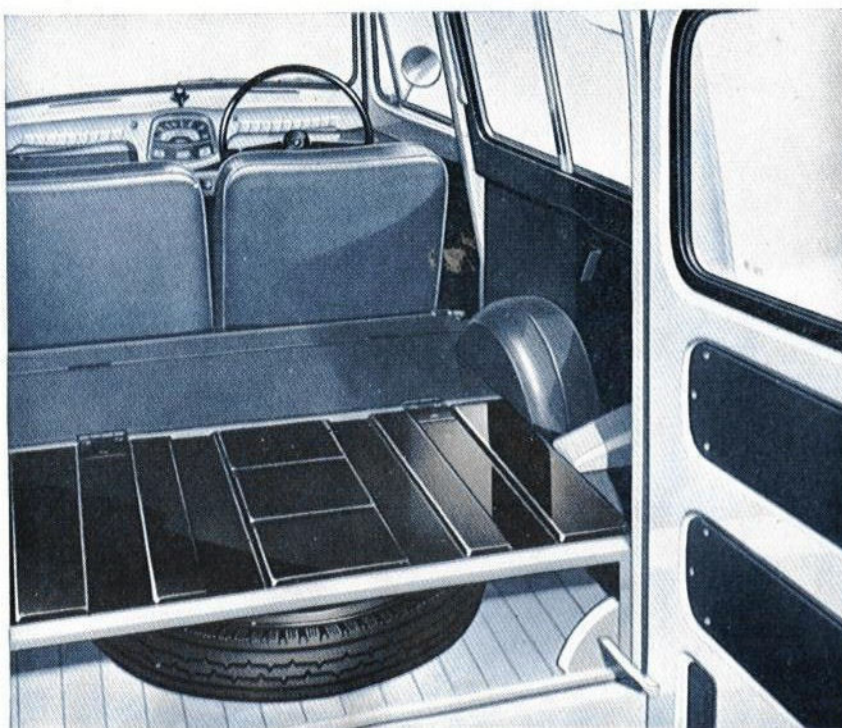
It takes but a moment to convert the interior of the A30 Countryman for goods carrying. Rear seat cushions are placed on the floor behind the front seats and the back rest is unclipped, folded forward and secured. The resulting flat floor is suitable for any load up to a 5-cwt. limit, including passenger.





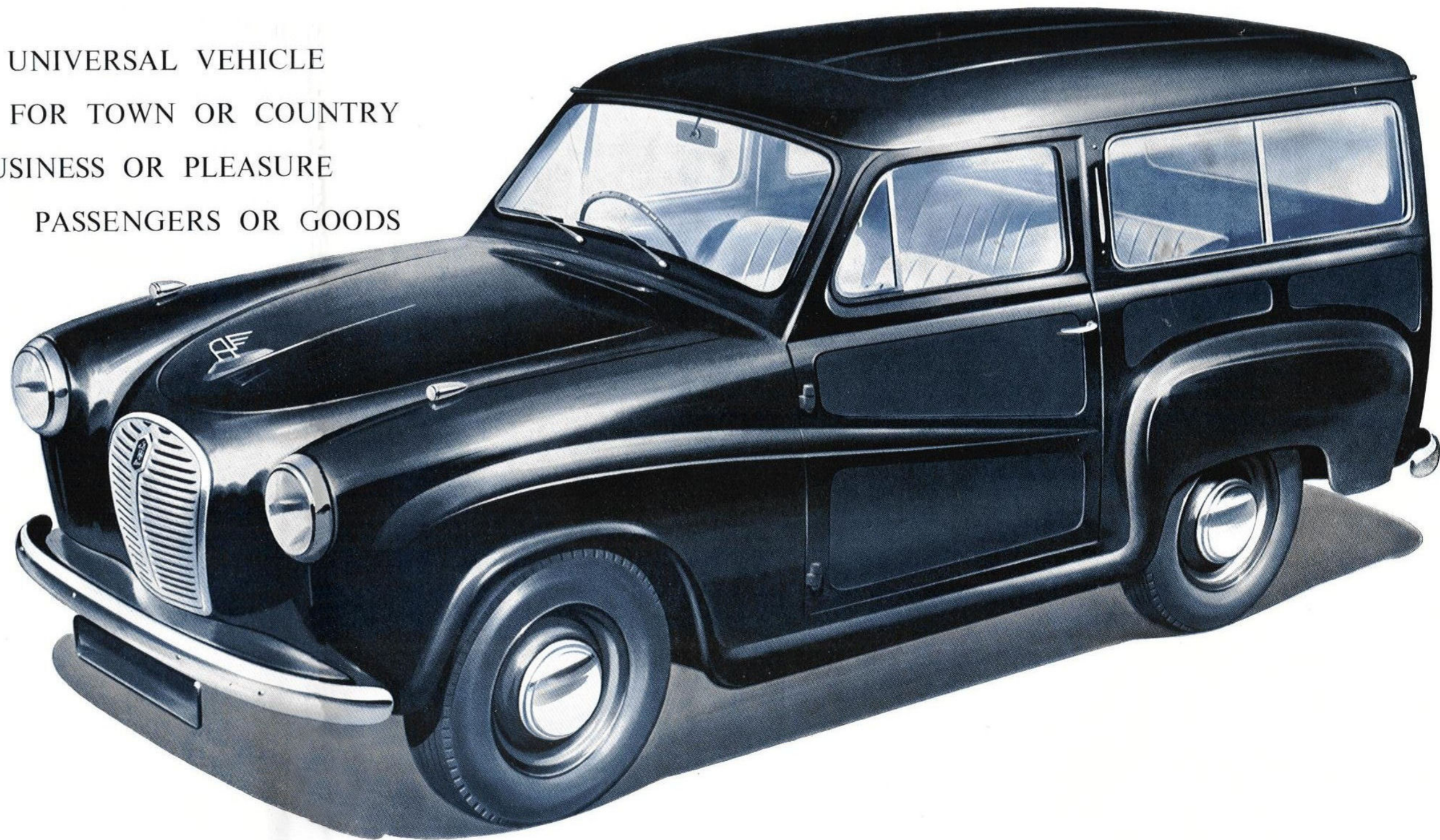


Another view  
of the interior clearly  
shows the luggage  
space—19 cubic feet—  
available between  
the back of the rear  
seat and the  
rear of the body.



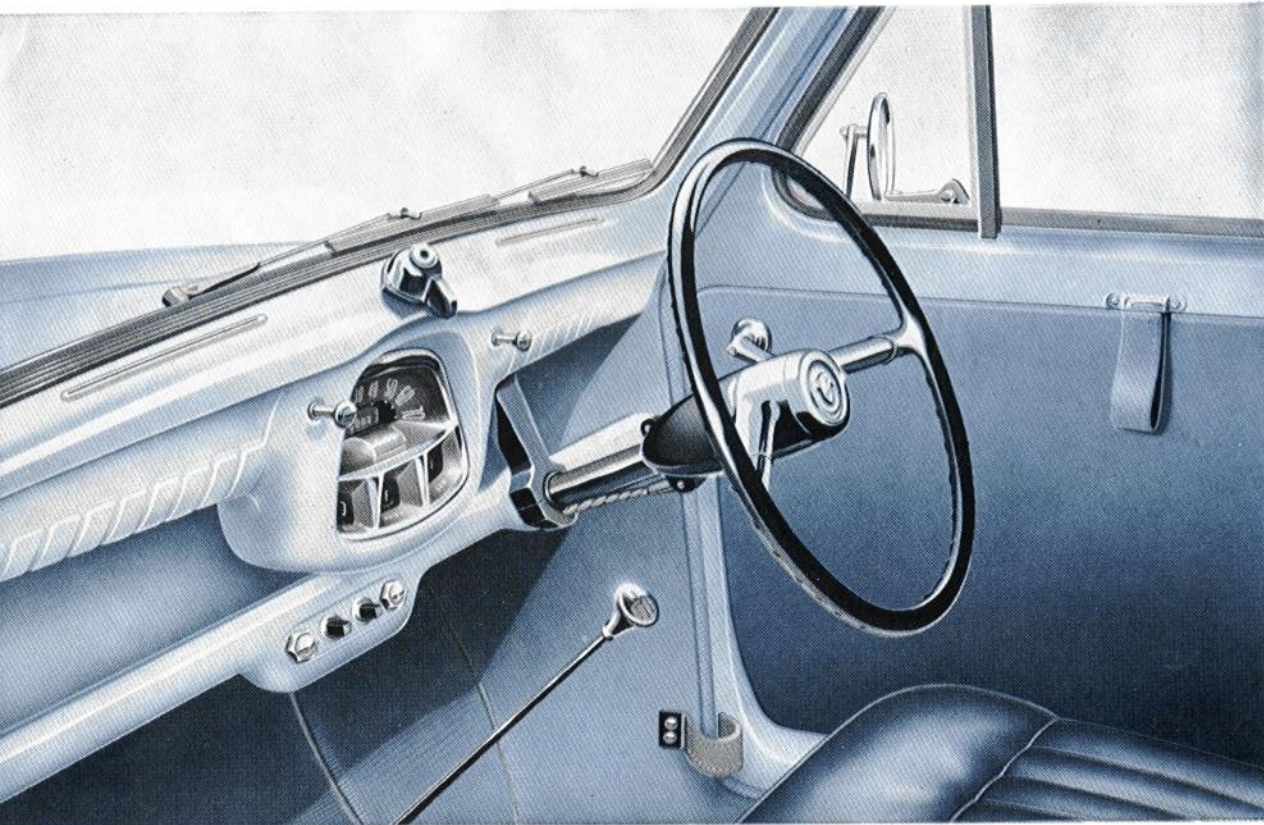
The capacity  
of the complete load  
space is 47 cubic feet.  
Access is easily  
gained through the  
wide-opening rear door  
which also encloses  
the separate spare  
wheel compartment.

A UNIVERSAL VEHICLE  
FOR TOWN OR COUNTRY  
BUSINESS OR PLEASURE  
PASSENGERS OR GOODS





# AUSTIN **A30**

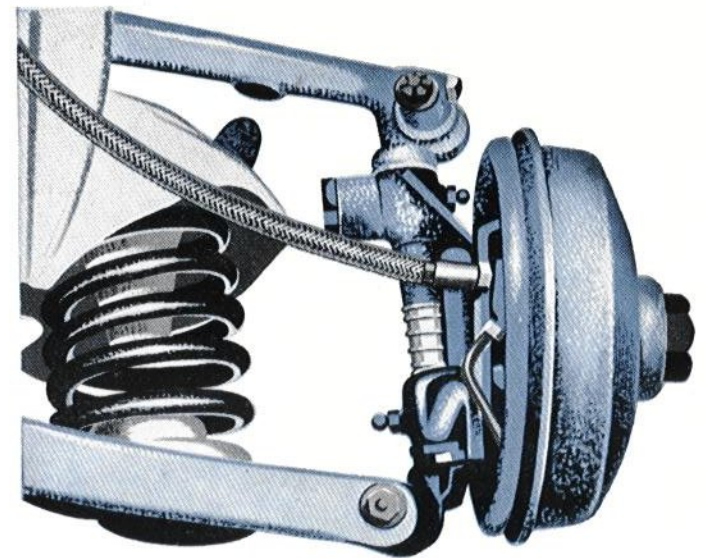


## SUSPENSION

Easy riding is assured by independent coil springs at the front and long semi-elliptic rear springs. They combine to give a well-balanced suspension and are controlled by double-acting hydraulic shock absorbers.

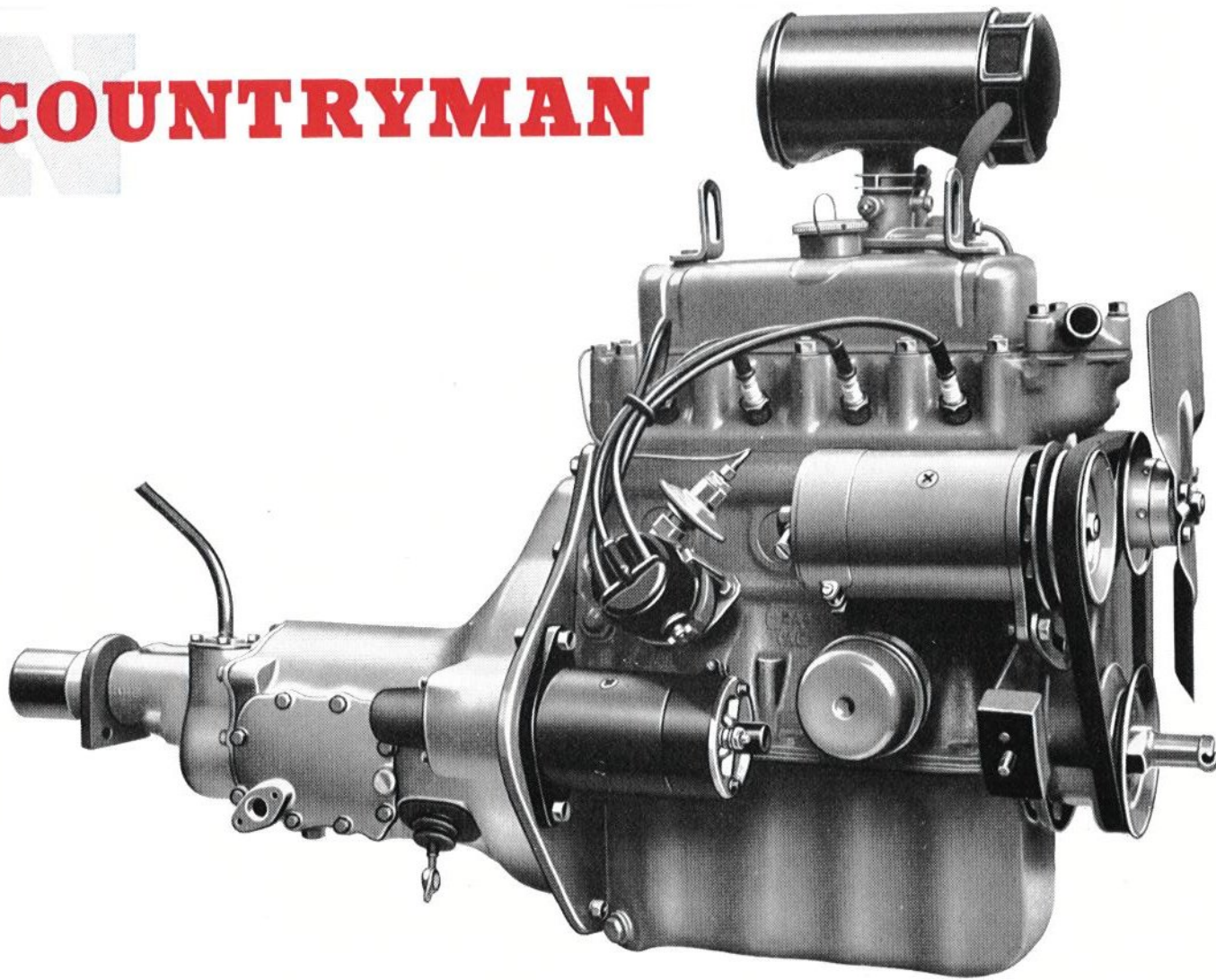
## FASCIA

Convenience and comfort are provided in the driving compartment of the A30 Countryman. Instruments and controls are neatly positioned, and the deep full-width parcel shelf beneath the fascia gives valuable accommodation for all kinds of motoring incidentals. There is provision for heating and windscreen defrosting equipment.





# COUNTRYMAN



## ENGINE

Like all Austin A30 car and commercial models, the Countryman is powered by a compact O.H.V. engine which gives it the familiar speedy and extra-economical performance. It weaves its way easily through traffic and will cruise pleasantly at 50 m.p.h. in open country.

## BRAKES

There is absolute safety in the progressive and powerful action of the hydraulic brakes. Large-area friction linings are fitted at all wheels, and front brakes are of two-leading-shoe design.





# S P E C I F I C A T I O N

**ENGINE.** Bore 2.28 in. (58 mm.); stroke 3 in. (76 mm.); capacity 48.8 cu. in. (800 c.c.); maximum b.h.p. 28 at 4,800 r.p.m.; maximum torque 40 lb. ft. at 2,200 r.p.m.; compression ratio 7.2 to 1.

**Cylinders.** Four cylinders cast integral with crankcase in special cast iron. Full-length water jackets. Detachable cylinder head carrying overhead valve rocker gear and provision for heater connections.

**Crankshaft.** Forged steel, supported in three steel-backed white-metal bearings of large diameter with micro-finish.

**Connecting Rods.** Forged steel with steel-backed white-metal big-end bearings.

**Pistons.** Split-skirt type, of LOEX aluminium alloy, with alumilite finish. Three compression rings, one of which is a taper ring, and one slotted scraper ring.

**Camshaft.** Forged steel, supported in three bearings—one steel-backed white-metal bearing, two bearings direct in crankcase. Cams of patented design for quiet operation. Drive by roller chain from crankshaft with twin tensioner rings of synthetic rubber to ensure quiet chain operation.

**Valves.** Overhead valves operated by push-rods. Oil seals are fitted and all valve gear is designed for quiet operation.

**Lubrication.** Oil is drawn by a co-axial non-draining type pump and is delivered to the main, big-end and camshaft bearings by way of drilled passages in an oil gallery on the right-hand side of the crankcase. Running pressure 50—55 lb. per sq. in. The connecting rods have jet holes to provide oil quickly to the cylinder walls when starting up. The camshaft front bearing feeds oil at a reduced pressure to the overhead valve rocker gear and to the timing chain. There is a gauze strainer in the reservoir and a by-pass oil filter is fitted. Oil capacity approximately 6 pints (3.41 litres).

**Cooling.** Circulation by centrifugal type pump with thermostat control and pressurised radiator. Cooling system capacity 8½ pints (4.83 litres).

**Ignition.** 12-volt battery and coil ignition with built-in vacuum control and automatic advance.

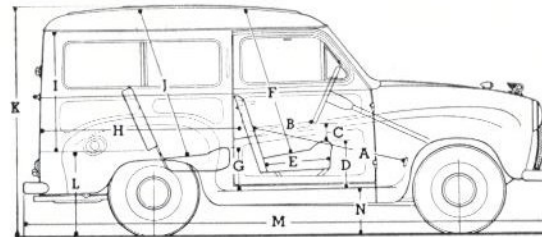
**Fuel System.** Fuel from a rear tank of 5½ gallons (26.14 litres) capacity is fed by an A.C. mechanical pump to a Zenith downdraught carburettor with 'T' type air cleaner. (An oil bath air cleaner is fitted to some Export models). The rocker cover vent pipe is connected to the air cleaner and the aluminium induction pipe incorporates a stainless steel hot-spot.

**CLUTCH.** Borg and Beck single dry plate with diameter of 6½ in. (0.16 m.). Pressure required to operate the clutch is very light.

**GEARBOX.** Four forward speeds and reverse, with synchromesh engagement for 2nd, 3rd and top speeds. A centrally mounted gear lever is employed. The third motion shaft is extended and splined to receive the splined end of the propeller shaft. Oil capacity 2½ pints (1.33 litres).

**TRANSMISSION.** Open propeller shaft with Hardy Spicer needle roller bearing universal joints. The sliding sleeve is supported by a plain bearing in the gearbox rear cover and on the splines of the third motion shaft; both are lubricated from the gearbox.

**REAR AXLE.** Three-quarter floating, with hypoid crown wheel and pinion in a 'banjo' type casing. The pinion is carried in preloaded taper roller bearings. Oil capacity 1½ pints (0.99 litre).



DIMENSIONS		English	Metric
Pedal to seat squab ... ..	A	3' 2½"	0.98 m.
Steering wheel to squab ... ..	B	2' 11"	0.90 m.
Steering wheel to seat ... ..	C	1' 2½"	0.37 m.
Floor to seat ... ..	D	10"	0.27 m.
Seat cushion depth ... ..	E	5"	0.13 m.
Height over seat ... ..	F	1' 2"	0.36 m.
Height rear cushion from floor ...	G	1' 2"	0.36 m.
Platform rear length (rear seat folded)	H	4' 5½"	1.36 m.
Height of rear door opening ...	I	2' 7½"	0.80 m.
Height over rear seat cushion ...	J	3' 2½"	0.98 m.
Overall height ... ..	K	5' 3"	1.60 m.
Body floor to ground ... ..	L	2' 1½"	0.65 m.
Overall length ... ..	M	11' 5½"	3.50 m.
Cab floor to ground ... ..	N	11"	0.28 m.
Centre front wheel to bumper ... ..		2' 0 ⅞"	0.62 m.
Wheelbase ... ..		6' 7½"	2.02 m.
Centre rear wheel to bumper ... ..		2' 10 ⅞"	0.87 m.
Back of rear squab to door ... ..		2' 2"	0.66 m.
Overall width ... ..		4' 8"	1.42 m.
Max. interior width ... ..		3' 10½"	1.18 m.
Width between wheel arches ... ..		2' 10½"	0.88 m.
Width rear door opening ... ..		2' 7½"	0.80 m.
Track front ... ..		3' 9¼"	1.15 m.
Track rear ... ..		3' 8¼"	1.14 m.
Turning circle ... ..		35'	10.67 m.
Ground clearance ... ..		7"	0.18 m.
Approx. weight, less fuel ... ..		14½ cwt.	749 kg.

**OVERALL GEAR RATIOS.** 5.375, 9.03, 13.921, and 21.984 to 1; reverse 27.843 to 1.

**ROAD SPEEDS AT 1,000 R.P.M.** Top 12.67 m.p.h.; third 7.54 m.p.h.; second 4.89 m.p.h.; first 3.10 m.p.h.

**STEERING.** Cam gear with ratio of 12 to 1 and provision for taking up wear. Steering wheel of 17 in. (0.43 m.) diameter with two spokes and central heraldic design. The tubular cross rod and forged side rods have ball joints with large hardened bearing surfaces and oil seals. Right- or left-hand steering is available as required.

**SUSPENSION.** Front: Austin designed independent coil springs and wishbones, mounted on rubber bushes with shoulders to take thrust loads. Control by double-acting hydraulic shock absorbers. Rear: Long semi-elliptic reverse camber springs, underlung and mounted on rubber bushes. Control by double-acting hydraulic shock absorbers interconnected by an anti-roll torsion bar.

**BRAKES.** Lockheed hydraulic, the rear brakes being mechanically operated by a remote hydraulic cylinder. Front brakes are of two-leading-shoe design. A pull-up type handbrake lever is situated between the driver's seat and door, and operates mechanically on the rear wheels. All lever bearings are oil lubricated and sealed against the entry of dust.

**WHEELS AND TYRES.** Pressed steel disc wheels with slots for ventilation and the fitting of non-skid chains. Large chromium wheel caps. Dunlop 5.90—13, four-ply tyres; 5.90—13, six-ply tyres can be supplied to special order.

**ELECTRICAL.** 12-volt battery of 32 amp.-hour capacity (38 amp.-hour when heater and radio are fitted); built-in headlamps with double filament bulbs for dipping; separate sidelamps mounted on top of wings, visible to driver; twin stop-tail lamps; rear number plate lamp; combined switch for lights and headlamp dipping mounted on steering column; courtesy light operated by the opening and closing of the doors; direction indicators; horn; dual windscreen wipers.

**INSTRUMENTS.** Large speedometer and total mileage recorder; fuel gauge; warning lights to indicate no dynamo charge, low oil pressure, headlamp beam and direction indicator position.

**COACHWORK.** A passenger-carrying van of all-metal construction, with a load capacity of 5 cwt. in addition to the driver. Front seats are adjustable to three set positions. They have folding backrests and may be tilted forward to give easy access to the rear. The rear seat has two separate cushions and a hinged single-piece backrest. When the vehicle is required for load carrying the two cushions are removed and placed behind the front seats, and the backrest, which incorporates an additional extension, is folded forward to make a continuous flat floor. All cushions have foam rubber foundations and the seats have P.V.C.-coated fabric trimming. Two wide, rear-opening front doors fitted with locks and friction-controlled ventilating louvres. The single rear door does not project beyond the width of the vehicle when opened. Windscreen and all windows are of toughened glass. Front door windows have balanced regulators for raising or lowering. They are automatically secured in the raised position when the doors are locked although a small gap may be left at the top, when required, for ventilation purposes. The long windows in the body side panels are in two sections, one of these can be opened by sliding.

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

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