

with

Exciting
new appeal...

AUSTIN *850*





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...the incredible **AUSTIN**
850

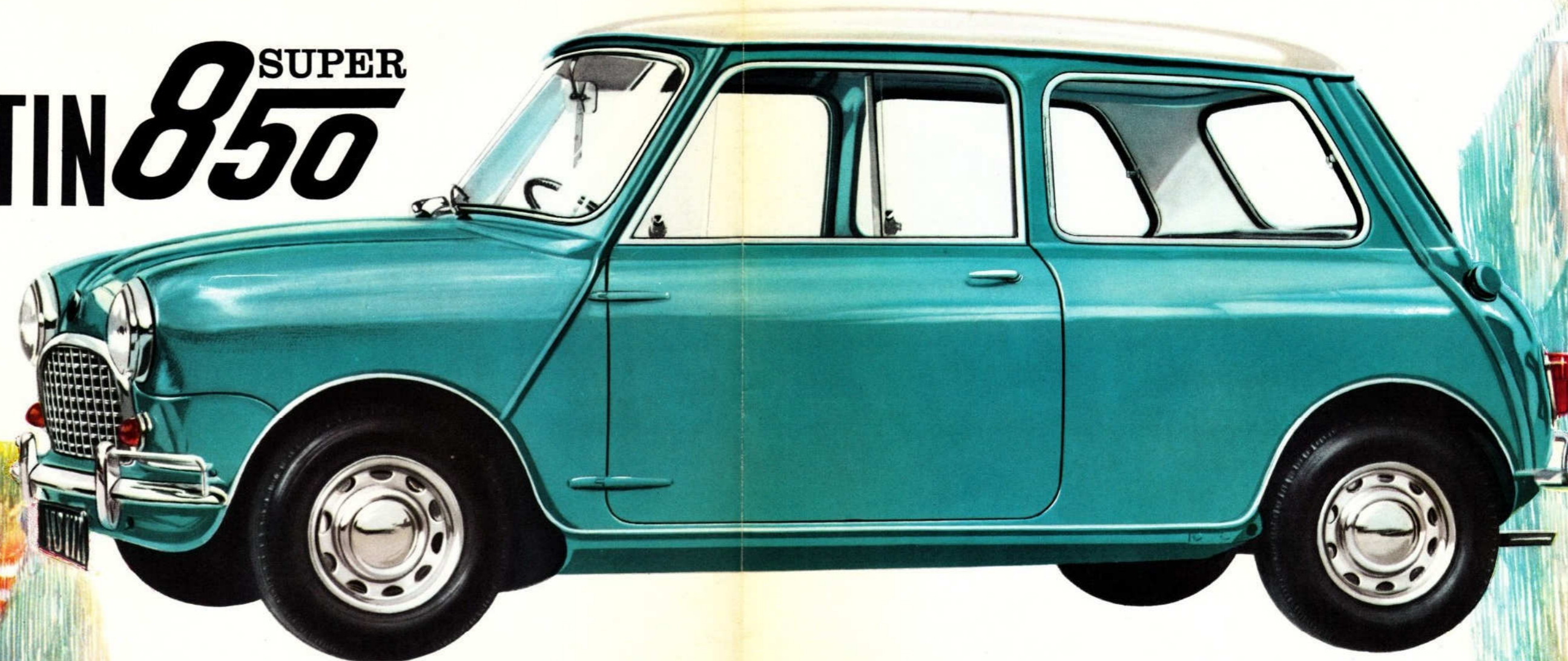
In order to make full use of the room within the body of the Austin 850, the wheels have been positioned as near the four extremities as possible, which also allows the use of a wider-than-normal track. Because of this, and being smaller than conventional wheels, they take up much less space inside the car.

What of riding comfort? The use of small wheels, combined with a relatively short wheelbase and wide track, necessitated a complete break-away from the traditional methods of suspension. Here again the Austin 850 scores... because rubber has been so ingeniously used to absorb road shocks, and tested with such phenomenal success that it provides the means of all-around independent suspension.

These, then, are the secrets of the incredible stability and safe, comfortable riding of the Austin 850—many features usually found in larger and more expensive cars but now proudly offered in this amazingly low-priced, top-quality newcomer from Austin of England.

To the incredible 850 series Austin now adds the incomparable

AUSTIN ^{SUPER} 850

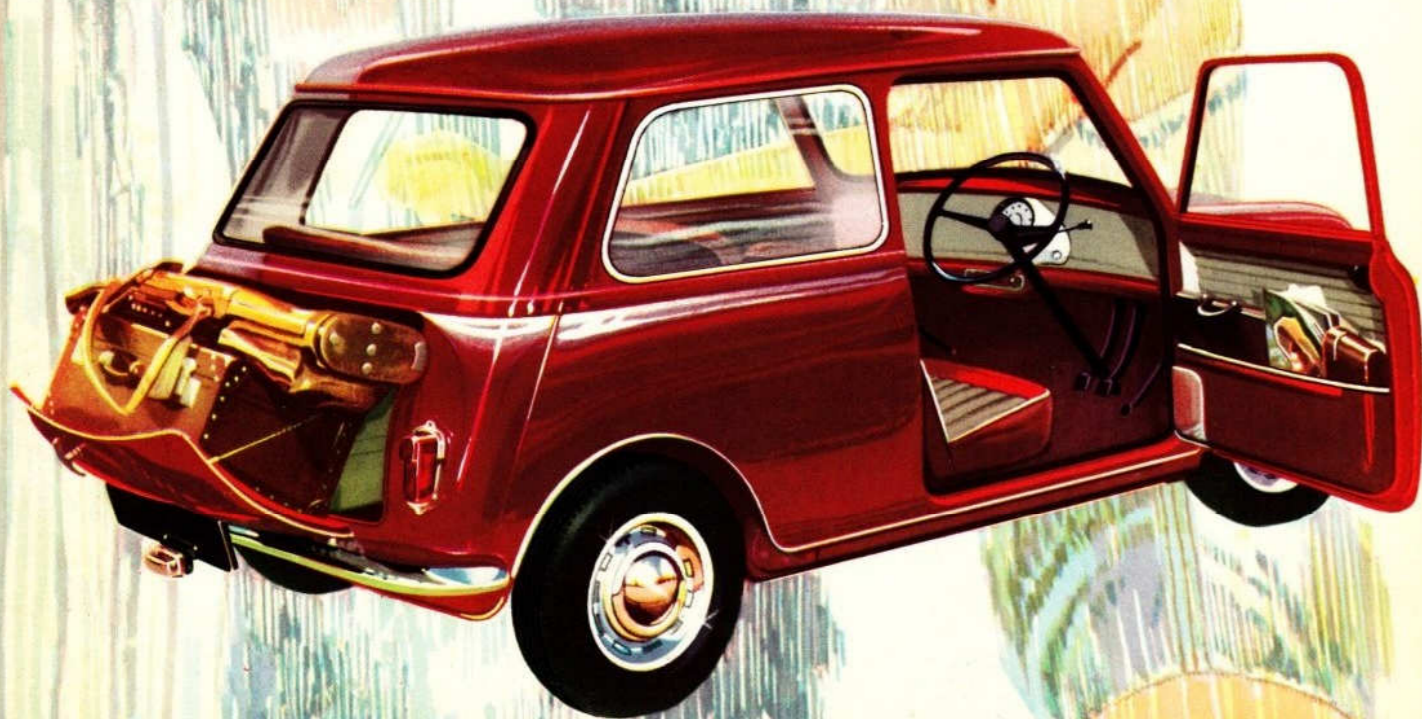


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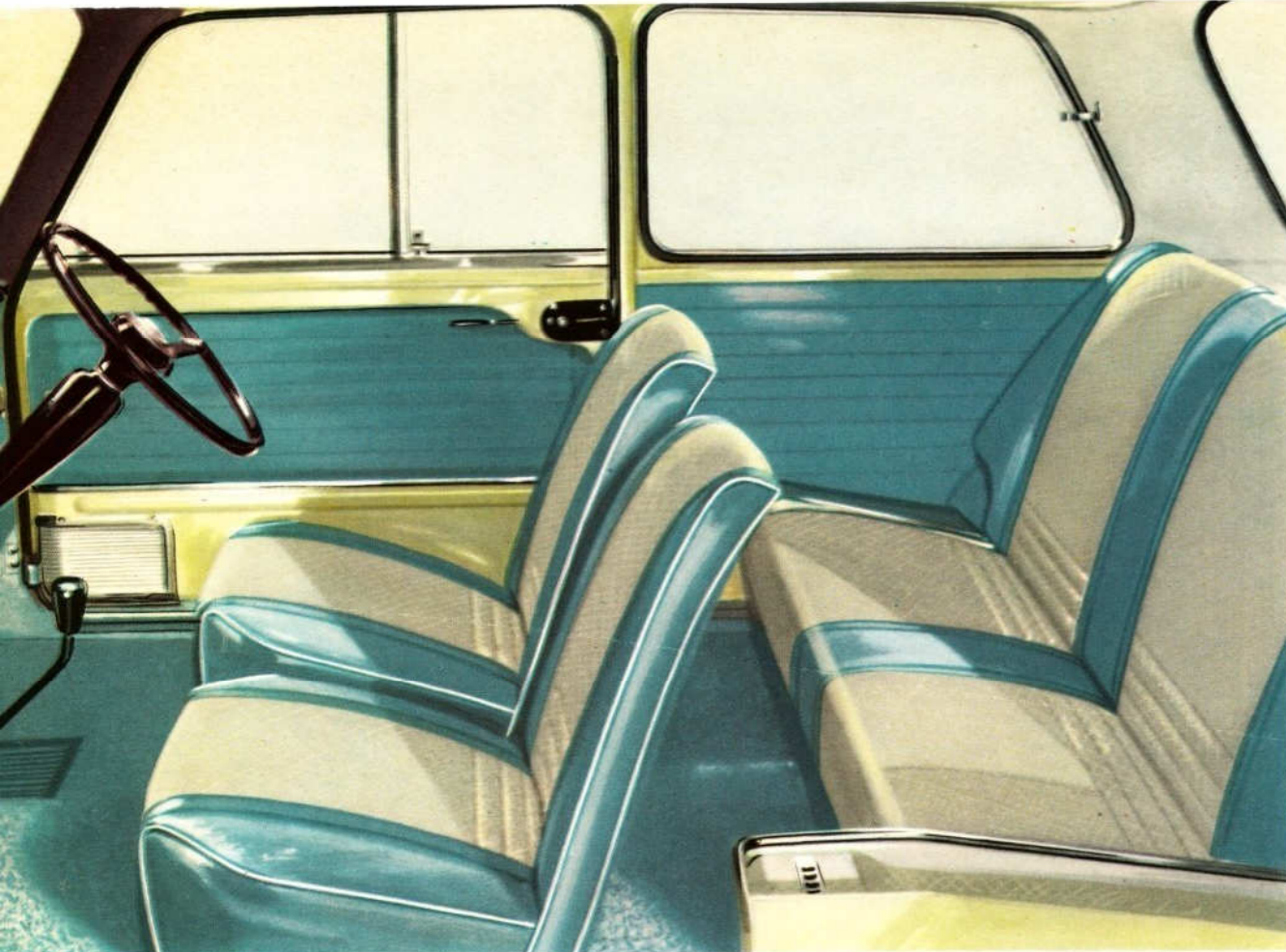
Here's the latest and most fascinating addition to the range of Austin 850 Sedans, so widely acclaimed throughout the world. Trim and smart in appearance, it is easily recognized in its two-tone color finish, while inside is a completely different style of trim to the existing models. The same range of six exciting new colors is available on all Austin 850 sedans, but in the case of the Super 850 there is a contrasting color chosen for the roof panel, to complete the distinguished two-tone effect. The neat exterior appearance of the 850 sedan is further enhanced on the Austin Super 850 by the addition of tubular overrider extensions and stainless steel surrounds to the door window frames. Inside and out, there are many more fascinating and exclusively designed details to commend these revolutionary Austin 850's as worthy successors to the famous line of forbears which started as a dream of the late Lord Austin in 1921.

In recent years there has been a significant trend in the development of small cars. As one of the world's largest manufacturers of small and medium sized cars, it is natural that the British Motor Corporation should, after intensive research, produce an entirely new concept in small car design.

In times past, a small car was designed as a cheap expedient to reach the person who could not afford to buy or run a bigger car. However, to negotiate today's congested streets in the cities of the world, the small car has become a necessity. It is for this reason that BMC designers have concentrated their efforts on producing a car of compact exterior dimensions, yet with maximum room and comfort inside for four adults. How well they have achieved their objective, and how many revolutionary new features have been evolved in so doing, can be judged from a careful examination of the end product – the incredible Austin 850.

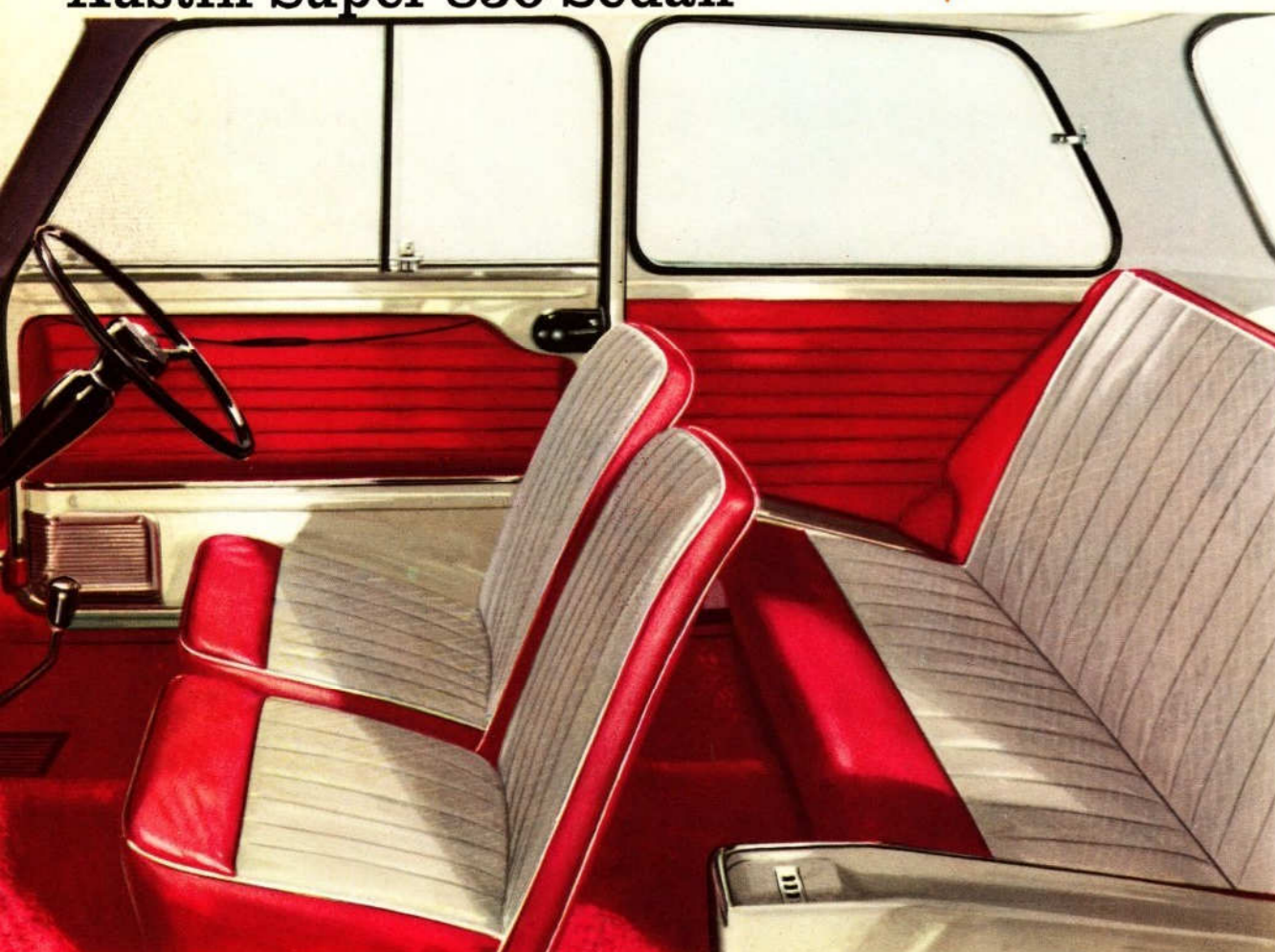


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Austin Super 850 Sedan

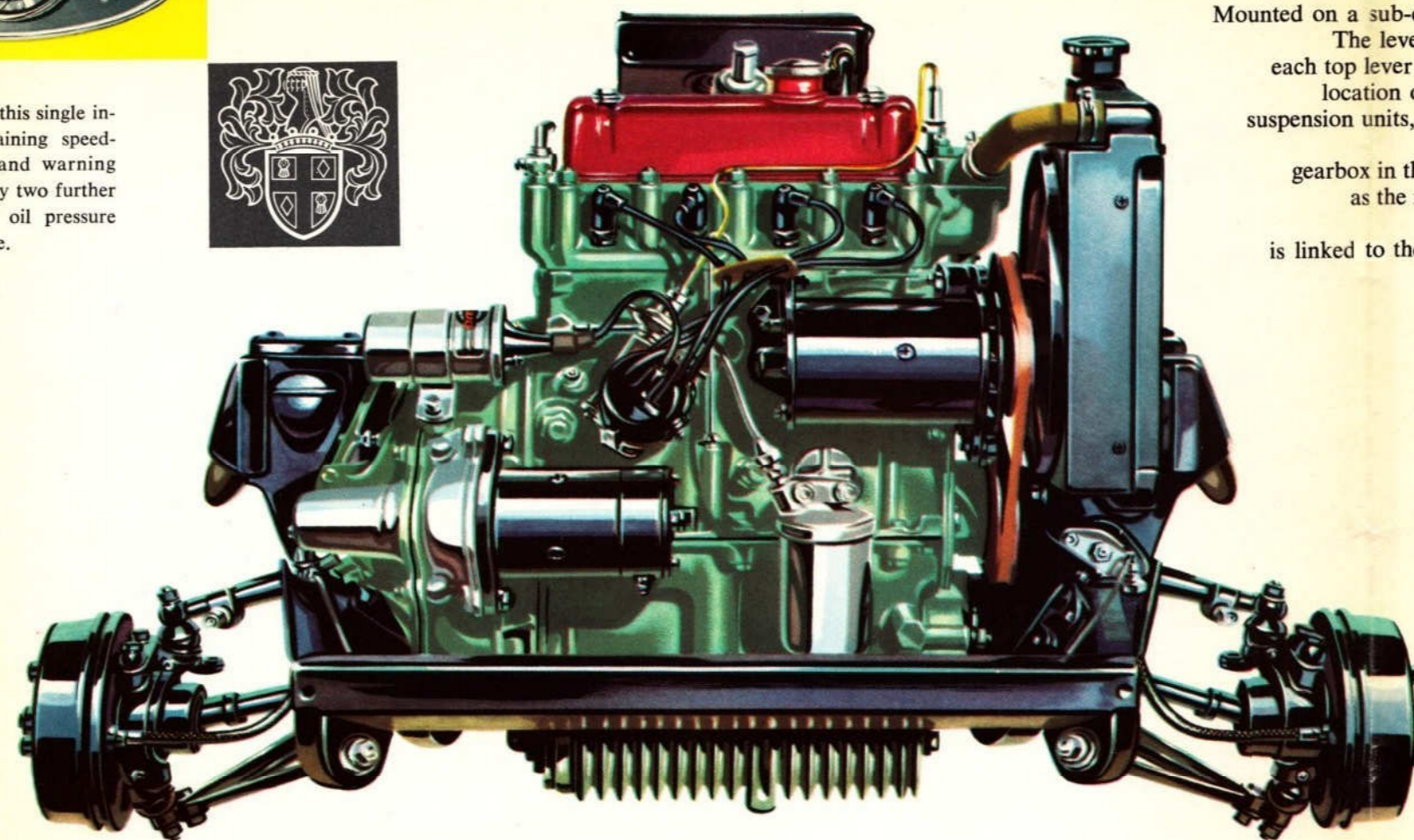
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Austin Standard 850 Sedan

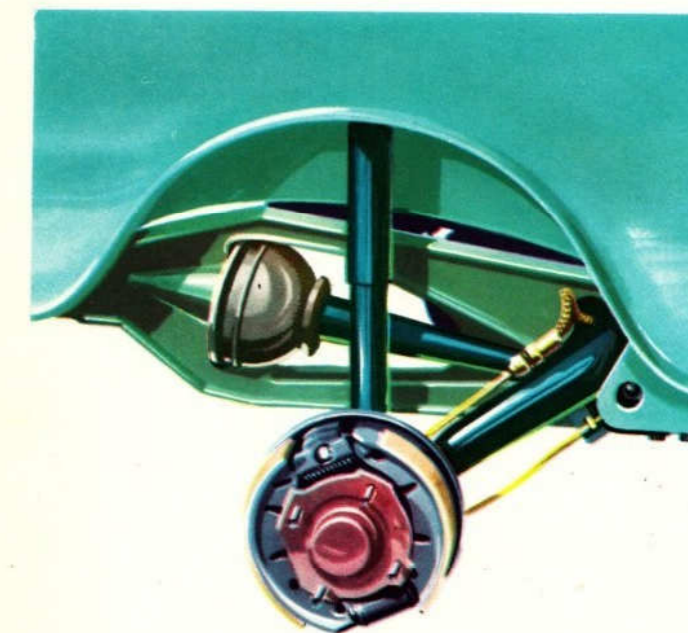


On Super 850 sedans, this single instrument panel containing speedometer, fuel gauge and warning lights, is augmented by two further instruments to show oil pressure and water temperature.



Front suspension

Mounted on a sub-chassis member, the independent front suspension units have swivel axles mounted on ball joints. The levers are of unequal length — a feature designed to prolong the life of front tires — and above each top lever is mounted the ingenious rubber “spring” and hydraulic shock absorber. Fore and aft location of suspension units is rigidly achieved by tie rods. Rubber is extensively used for mounting the suspension units, which considerably reduces the necessity for routine maintenance. Power is transmitted to each front wheel by a short open drive shaft from the final drive differential enclosed with the gearbox in the sump of the engine. Here again, rubber plays a leading part, because it has been chosen as the medium for the universal joints in each drive shaft! The four-speed gearbox has synchromesh engagement on second, third and top gears, and a centrally mounted gear lever is linked to the selector forks, for positive gear changing.



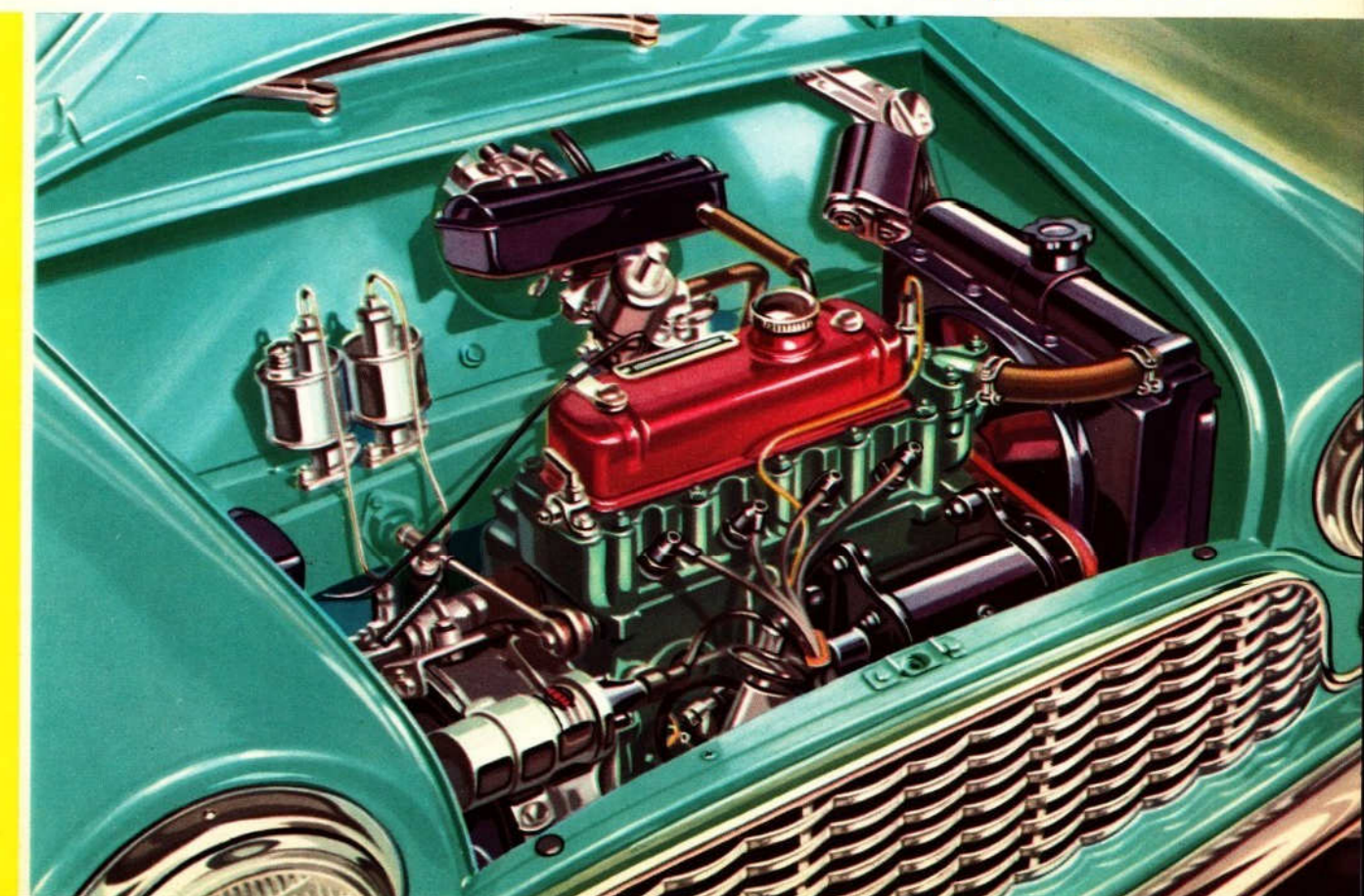
Rear suspension

Trailing tubular levers have been employed in the independent rear suspension. The rubber ‘springs’ are controlled by hydraulic shock absorbers and the trailing arms carry the stub shafts for the wheel hubs. Four-wheel hydraulic brakes, with leading and trailing shoes, are controlled by pendant pedal. The handbrake is mechanically connected to the rear wheels.

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Revolutionary design features

See from this cross-section of the Austin 850 how ingenious design has made full use of all the available space within its contours. Note, too, the absence of vulnerable components projecting below the chassis members. Transverse engine and final drive assembly with the front suspension units are built up on a separate sub-frame, which, together with a similar structure for the rear suspension units, is mounted to the integrally constructed body at only eight points!





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Space and Comfort

Both front seats tip forward to give easy access to the wide rear seat. The driver's seat is adjustable, fore and aft, and on Super 850 sedans the front passenger seat can also be adjusted.

The seat cushions are restfully upholstered in foam rubber — providing firm and comfortable seating. On each side of the rear seat is a companion box capable of holding quite large items, while beneath the seat is more room to supplement the already amazing amount of luggage space provided elsewhere. Seat covers are finished throughout in long lasting vinyl. Being washable, this hard wearing material can be kept spotlessly clean throughout its entire life.

Accentuating the spaciousness of the interior, the wide, curved, windshield and deep side windows permit perfect visibility, while the large rear window enables following traffic to be kept safely in sight.

Sit inside, and see for yourself how clever design has made full use of the room within the body of the 850. It is a masterly achievement of styling, that, in a car of such modest dimensions, as much room for head, legs, elbows — and luggage! — has been provided as in many cars with much bigger exterior measurements.



Luggage capacity

The amount of luggage that can be stowed within the Austin 850 is astounding! The spacious lockable trunk can be further augmented by use of its drop-down lid which can act as a carrying platform for extra large items. For just this purpose the illuminated license plate has been hinged to the trunk lid so that it remains visible even when the trunk is open. Even more luggage can be carried within the car itself, parcel trays, door pockets, and rear seat companion boxes being neatly and cleverly designed to provide extra storage space without encroaching upon the passengers' comfort.



Easy to drive

Reliability, comfort and performance...docility when it's wanted, speed and acceleration when it's necessary! On the road, the Austin 850 is easy to handle, the compactness of its overall dimensions being such that it can be easily maneuvered in the most congested situation.

Wide opening doors

The doors are hinged at their forward edges, to swing open wide, permitting easy entrance. Each half of the sliding windows can be independently adjusted for ventilation or hand signalling, and they can be securely fastened when the car is left unattended. At the bottom of each door is a large pocket for miscellaneous luggage. The dash panel contains a single instrument which nevertheless conveys all the information needed when driving the car. Beneath is a full-width parcel shelf, in the center of which is a panel containing all necessary switches and controls.

Engine accessibility

The wide hood opening permits exceptional accessibility to the major mechanical components. S. U. carburetor, tappets, radiator, distributor, generator, spark plugs, hydraulic brake and clutch cylinders, clutch adjustment — in fact, almost everything of a mechanical nature needing periodical attention is there beneath the hood. Ingenious design, enabling the Austin 850 to be fully serviced at no more inconvenience than the raising of its hood!



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Specification

	AA 2 ft. 8 in.	A 3 ft. 1½ in.	B 2 ft. 10½ in.	C 1 ft. 6 in.	D 1 ft. 5 in.
E 1 ft. 7 in.	F 1 ft. 8 in.	G 1 ft. 1½ in.	H 1 ft. 1 in.	I (max.) 11½ in.	I (min.) 7½ in.
J (max.) 1 ft. 4½ in.	J (min.) 1 ft. 0½ in.	K 6½ in.	L (max.) 3 ft. 7½ in.	L (min.) 3 ft. 5 in.	M (max.) 3 ft. 8½ in.
M (min.) 3 ft. 2½ in.	N 1 ft. 6 in.	O 1 ft. 10 in.	P 3 ft. 2 in.	Q1 1 ft. 8 in.	Q2 3 ft. 7½ in.
R 3 ft. 5 in.	S 3 ft. 9½ in.	T 3 ft. 5 in.	U 3 ft. 10 in.	V 3 ft. 8½ in.	W 6 ft. 8 in.
X 4 ft. 5 in.	Y 4 ft. 7½ in.	Z 10 ft. 0¼ in.	Trunk Area 5½ cu. ft.	Track (Front) 3 ft. 11¼ in.	Track (Rear) 3 ft. 9¾ in.

ENGINE: Water-cooled, overhead-valve, four-cylinder. Three-bearing crankshaft. In unit with clutch, gearbox and final drive. Installed transversely at front of car. Bore 2.478 in.; stroke 2.687 in.; cubic capacity 51.73 cu. in. (848 c.c.); compression ratio 8.3 to 1; maximum B.H.P. 37 at 5,500 r.p.m.; maximum torque 44 lb. ft. at 2,900 r.p.m.

Fuel System: S.U. carburetor, electrical fuel pump; air cleaner; tank capacity 6.6 gallons.

Lubrication System: Full pressure. Sump forms oil bath for gearbox and final drive; internal gear type pump driven by camshaft; full flow oil filter; oil capacity, including transmission, 10.2 U.S. pints approximately, plus 1 pint 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 6.3 U.S. pints, plus 1 pint for heater when fitted.

CHASSIS: Transmission: Clutch, 7½ in. diameter, hydraulic operation by pendant pedal. Gearbox, four speeds with synchromesh on 2nd, 3rd and top; central floor gear change lever. Final drive to front wheels by open shafts with universal joints.

Gear Ratios	Gearbox	Final Drive	Overall	Road Speeds at 1000 r.p.m.
Reverse	3.628 to 1	—	13.659 to 1	—
1st	3.628 to 1	—	13.659 to 1	4.086 m.p.h.
2nd	2.172 to 1	—	8.178 to 1	6.825 m.p.h.
3rd	1.412 to 1	—	5.316 to 1	10.499 m.p.h.
Top	1.000 to 1	3.765 to 1	3.765 to 1	18.824 m.p.h.

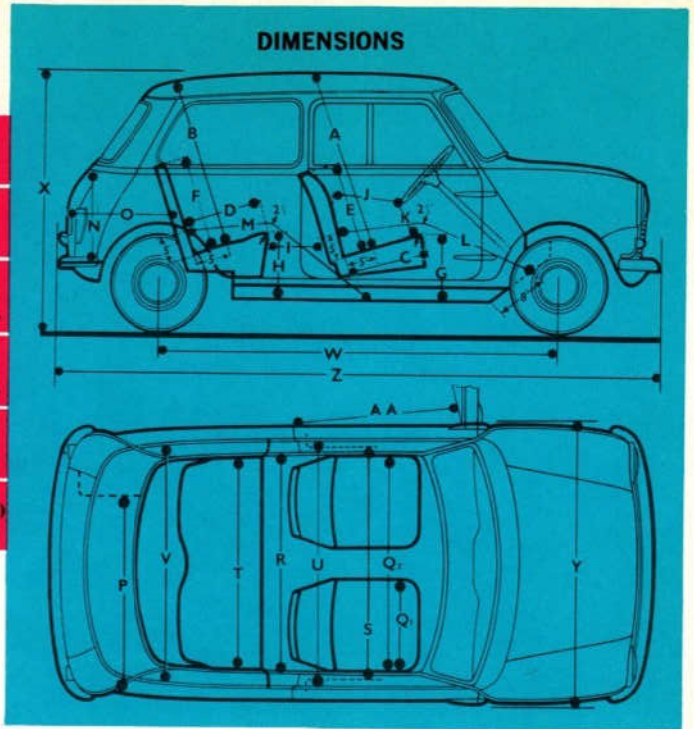
Steering: Rack and pinion; 2½ turns lock to lock; two-spoke 15¼ in. diameter steering wheel. Turning circle 31 ft.

SUSPENSION. Front: (includes final drive)—Independent with levers of unequal length. Swivel axles mounted on ball joints. Rubber springs and shock absorbers mounted above top levers. **Rear**—Independent trailing tubular levers with rubber springs and shock absorbers. Telescopic hydraulic shock absorbers all round.

BRAKES. Foot—All four wheels, hydraulically operated by pendant pedal with leading and trailing shoes all round. 7 in. diameter x 1¼ in. wide front and rear. **Hand**—Central pull-up lever which operates on rear wheels.

ROAD WHEELS. Pressed steel, four-stud fixing; 5.20-10, tubeless tires.

ELECTRICAL. 12-volt, 30 amp. hr. capacity battery at 10 hour rate (34 amp. hr. at 20 hour rate), located under floor of trunk. Double-dipping headlights



with foot operated dipswitch; rear lights, stop lights, reflectors and flashers are all combined in single units; rear number plate illuminating light; interior light over parcel shelf with separate switch mounted in instrument cover (except on Super Seven which has roof lamp with integral switch); separate front flashers, self-cancelling switch under steering wheel with warning light in the end of the lever; twin-blade electrical windshield wipers; single high frequency horn (Wind-tone on Super Seven) with push in center of wheel.

INSTRUMENTS. Speedometer, with fuel gauge and warning lights to show low oil pressure, generator not charging and headlight high beam position. (Separate instruments for oil pressure and water temperature on Super Seven). The various switches (including combined ignition/starter switch on Super Seven only) are mounted on a panel in the center of the parcel shelf. On other models the starter switch, shrouded to prevent accidental operation, is on the floor within easy reach of the driver.

COACHWORK. Four-seater, two-door sedan, of all steel unitary construction. There is one large instrument nacelle in the dash with a parcel shelf beneath trimmed in vinyl-treated fabric. Single interior anti-glare mirror. A wide seat in the rear has a companion box on each side for personal items. There is a parcel shelf behind the rear seat in addition to parcel space under the rear seat cushion. Rear quarter panels covered with headlining material. The doors are hinged at their forward edges by outside hinges. Driver's door is locked by a private lock incorporated in the outside handle, while the passenger's door is locked from the inside by a catch in the lock. Door windows have two sliding glasses, each of which can be moved or fixed independently. Foam rubber front and rear seat cushions. Adjustable driver's seat. Luggage compartment in the rear of the body, access being provided by a hinged lid with a locking handle. Rear number plate with its illuminating light is hinged to the lid which may be used as an additional luggage platform. Spare wheel and battery are carried on the floor of the trunk, and the fuel tank is installed vertically on the left-hand side.

AUSTIN 850 EXPORT SEDAN

Standard Equipment:	Overriders front and rear
Laminated windshield	Vinyl upholstery (single color)
Two sun visors	Carpeting front and rear
Windshield washers	Optional Extras:
Hinged rear side windows	Heater
Chrome filler cap	Whitewall tires
Chrome wheel trim	Adjustable front passenger seat

AUSTIN 'SUPER' 850 SEDAN

Standard Equipment:	Vinyl de luxe upholstery
Laminated windshield	Adjustable front passenger seat
Two sun visors	Ashtrays in rear companion boxes
Windshield washers	Oil pressure and temperature gauges
Hinged rear side windows	Roof panel painted in contrasting color
Chrome filler cap	Optional Extras:
Chrome wheel trim	Heater
Overriders with tubular extensions front and rear	Whitewall tires

Specifications and colors subject to change without notice.

Product of THE BRITISH MOTOR CORPORATION LTD., makers of MG, Austin Healey, Sprite, Morris and Austin cars.