

FACT SHEET

Revolutionary New Austin 850 and Morris 850 Mini-cars

GENERAL INFORMATION:

A completely new concept in automotive engineering is embodied in BMC's 850 twins. They are identical except for their grilles. The cars, measuring only 10 ft. from bumper to bumper, will park in less than 12 ft. and will circle in less than 30 ft. Inside space is a different story. By the simple device of mounting the front-wheel drive engine crosswise, together with gearbox, transmission and differential, 80 per cent of the cars' total length is made available for passenger use.

ENGINE AND TRANSMISSION:

The 850's are front-wheel drive. The BMC "A" type, 4-cylinder, O.H.V. push rod operated, water cooled engine has a displacement of 848 c.c. and develops 37 b.h.p. at 5,500 r.p.m. Compression ratio is 8.3 to 1. Gearbox and differential are beneath engine. The 4-speed gearbox utilizes synchromesh on top three gears. All major mechanical components are easily accessible for routine maintenance. A common oil reservoir with one filler cap for engine, gearbox and differential minimizes servicing. The entire front assembly can be removed in less than 20 minutes.

STEERING AND SUSPENSION:

Steering is ultra-precise rack and pinion with 2 1/3 turns lock to lock. Turning circle is less than 30 ft. Conventional springing has been replaced with a radically new system of 4-wheel independent suspension using rubber cones and teledraulic shock absorbers. The resulting ride is exceptionally smooth and firm on all road surfaces. Performance in cornering and on slippery pavement is excellent. Life of shock absorbers is increased tremendously owing to rubber having its own self damping characteristics.

BRAKES:

The 850's unusual Lockheed braking system is fully compensated. A "limiting" valve for the rear brake shoes operates when the driver applies more than 40 lbs. to the pedal so that braking power derived from additional pressure is applied to the front wheels.

BODY:

Bodies of the Austin 850 and Morris 850 are of unitized construction for maximum strength and durability. Transmission tunnel and rear end bulge have been eliminated and overhang and wheel wells minimized. Every inch of inside space has been used for passengers and their belongings. Unusually wide doors, which make entry and exit remarkably easy, are fitted with large door pockets. The seats, (bucket-type in front and contoured in rear), furnish surprising comfort for four. A roomy parcel tray for personal belongings extends across the entire width of the car under the dash. There is additional storage space in large pockets on each side of the rear seats, under the rear seats, behind the rear seats, and in a 5½ cubic foot trunk with lockable lid. Body color finishes available are red, white and blue.