

WHAT'S NEW ABOUT THE NEW BMC AUSTIN FREEWAY?

THE **NEW** BMC AUSTIN FREEWAY HAS A NEW **FEEL!**



NEW



NEW
Cylinder Head
Rear Springing
Colour Range
Seating Trims



NEW



BMC AUSTIN FREEWAY

FROM THE OUTSIDE

Freeway looks don't change! Pininfarina made a good job of the outside styling for the BMC Austin Freeway. We kept it. From the distinctive, chrome, horizontal bars of the radiator grille, down those long, low, lovely flanks, to the new Freeway's trim rear end, you'll see little difference, except the flashing new colour patterns. We kept the luggage boot with its generous 19 cubic feet of luggage space, its rubberised lining and big, wide-opening lid. We kept the "quick-wind" window regulators that take only 1½ turns of the handle to open or close. We kept the child-proof locks, that won't allow doors to swing open accidentally, and we kept the rubber draught seals and kick strips around the doors.

WAIT TILL YOU SEE THE INSIDE

And sit in it. The back seat has been restyled,

using polyurethane foam pads to give lower, softer seating and allow passengers more headroom. The front seats have been given more of this new padding, too, and the result is a ride that's truly "fatigue-free". Each rear door has a large armrest. Tailored rubber floor mats are laid over thick, hair felt for efficient sound deadening and underfoot comfort and warmth.

The new Freeway has a fascia that is attractive and practical. For safety, a foam rubber crash pad runs its full length. For convenience, an upholstered parcel shelf does the same. Instruments are ranged in front of the driver, carefully positioned to tell everything at a glance, including engine oil pressure and cooling water temperature. There is a rotary control for the heater-demister and fresh air unit that are standard equipment. And every Freeway has quick action windscreen washers and a handy cigarette lighter.



NEW

NEW



NEW



NOW, POWER BRAKES

The new Freeway boasts power braking. The brake system has Girling Hydraulic, fully compensating, drum-type brakes. To lessen the pedal pressure required for effective braking by more than half, BMC use the Australian-made PBR vacuum booster unit. Freeway takes a new short stop to safety. Not an extra, but a built-in feature of the new Freeway!

MORE POWERFUL

ENGINE

Freeway's get-up-and-go six cylinder, 2,433 c.c.'s engine has been given a new cylinder head with larger valves and ports, and higher compression ratio of 8.2:1 and now provides 85 b.h.p. at 4,400 r.p.m. Freeway packs a real punch.

SMOOTHER RIDE

Riding comfort over punishing roads has to

be felt to be believed. Softer, longer rear springs and redesigned shock absorber valves at front and rear rid Freeway of wheel hop, lessen pitch and ease you into a new kind of floating ride across the roughest, toughest country.

'ROTODIP' FINISH IN NEW COLOURS

Like all BMC cars, Freeway has been given the famous 'rotodip' finish. Seven skins of rust proof paint coat the car and the final finish is in a lustrous hard-baked enamel, with a glamorous range of glowing, new, colour combinations. The entire shell is protected and the body, both inside and out, is completely sound deadened.

LOOK AT THE OTHER EXTRAS

The new Freeway offers — anchor points for

seat belts, locking petrol cap, windscreen demister, twin horns, monotone and duotone colour patterns both inside and out, coat hook, inside bonnet release and wrap-around bumper bars at front and rear.

THE NEW FREEWAY STATION WAGGON

The new Freeway Station Waggon gets the same improvements in performance and comfort. It is distinguished transport that, in seconds, becomes a sturdy workhorse or your private sleeper.



SPECIFICATIONS

*£1206 on Road
trade in £350
Keep Safety Belts*

*£850 = 42 x £24-10-0
= 48 x £22-0-0*

ENGINE. In-line, water-cooled O.H.V., 6 cylinders, 2,433 c.c. capacity, 4-bearing counter-balanced crankshaft, bore 3.0 ins.; stroke 3.5 ins.; maximum BHP: 85 @ 4,400 r.p.m.; compression ratio: 8.2:1; R.A.C. rated horsepower: 21.6; maximum torque: 130 ft. lbs. @ 1,600 r.p.m.

COOLING. By pressurised system assisted by impeller pump and fan. Circulation thermostatically controlled.

IGNITION. Battery coil. Auto. advance and retard with cent. and vac. control.

FUEL SYSTEM. New S.U. electrical fuel pump type S.P. feeding a 34VN Zenith down-draft Carburettor; paper element air cleaner; petrol tank capacity, 10 gal.

MANUAL TRANSMISSION. Clutch, single dry plate diaphragm type, 8½" diameter, hydraulic operation; change speed lever on steering column; gear box ratios — 1st, 3.09; 2nd, 1.62; top, direct; reverse, 3.67. Single piece open propeller shaft with needle roller universal joint. Rear axle, 3 floating, hypoid bevel crown wheel and pinion, rear axle ratio 3.91, oil capacity approx. 2 pints. Overall gear ratios — 1st, 12.08; 2nd, 6.32; top, 3.91; reverse, 14.34. Road speed at 1,000 r.p.m., 18.6 m.p.h.

AUTOMATIC TRANSMISSION. Borg-Warner type 35 driven through 11" torque converter. Three forward speeds and one reverse. Ratio changes hydraulically controlled with manual over-ride controlled by lever mounted on left side of steering column.

Positions: P-Park; R-Reverse; N-Neutral; D-Drive; L-Lock up; indicated on illuminated scale.

BRAKES. Girling hydraulic fully compensated brakes; pendant type foot pedal; 9 in. diameter brake drums front and rear; two-leading-shoe front brakes; leading and trailing shoes at rear; simple shoe adjustment which simultaneously adjusts the handbrake; handbrake operated on rear shoes from pull-up lever through simple compensating system. Braking area 146.5 sq. ins. Servo assist from P.B.R. VH-44B vacuum booster; pressure valve fitted at inlet side of unit to assist bleeding.

BODY AND CHASSIS UNIT. The mono-construction 4-door saloon body incorporates the body shell, floor, bulkhead, frame members and wing valances. Large wrap-around bumpers front and rear. Deep, well sprung upholstery with polyurethane foam seat cushions, Vynex seats and interior trim. Large luggage boot, 19 cu. ft. capacity; with counter-balanced lid.

SUSPENSION. Independent front suspension by coil springs and wishbones, hydraulic piston type dampers with arms forming upper suspension link. Rear suspension by semi-elliptic rubber-mounted

springs and hydraulic dampers.

WHEELS AND TYRES. Pressed steel disc, four stud fixing; 5.90 x 14 tubeless tyres. Spare wheel stowed below luggage boot.

STEERING. Cam and peg steering gearbox, variable ratio 15:1 in straight ahead position, 17½:1 on full lock.

ELECTRICAL EQUIPMENT. High output dynamo with compensated voltage control; 12-volt 68-amp-hr. battery (at 24 hr. rate), sealed beam headlamps; foot dipping switch; separate side-lights; stop and tail lamps; rear reflectors; number plate lamp; non-glare instrument lighting; dual-arm self parking windshield wiper; twin horns; flashing direction indicators with automatic cancelling control; roof lamp; ignition, headlamp main beam and flashing signal indicating lights.

INSTRUMENTS. Speedometer; fuel gauge; oil pressure gauge; engine temperature gauge.

CONTROLS. Lighting switch; panel light switch; combined ignition and starter switch; windshield wiper switch; windshield washer control; choke control; flashing direction indicator controls mounted on steering column; fresh air circulation control; heater and demister control.

VENTILATION. Winding windows and hinged ventilating panels to front doors; winding windows in rear doors; fresh air circulation system; heating and demisting equipment.

GENERAL EQUIPMENT. Safety glass all round; large wrap-around windshield with zone toughened glass; driving mirror; rubber mat front and rear; ashtrays; sun visors; door locks with fixed handles and push-button lock release; key operated door locks both front doors; "childproof" catches on all doors making interior door handles inoperative. Bench type front seats with adjustment; arm-rests on rear doors (saloon only); glovebox in fascia with lid; sponge protection rail over fascia; large parcel tray; heating and demisting equipment; windscreen washer; cigarette lighter; safety belt anchorage; door sill scuff plates and kick strips; coat hook; provision for fitting radio.

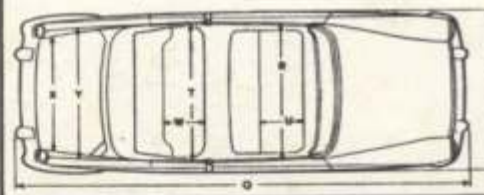
OPTIONAL EXTRAS.

Safety Belts — BMC Radio — Wheel Trim Rims — External Sun Visor — Rear Venetian Blind — Mud flaps (front and rear) — External Rear View Mirrors — Door Weather Shield — Insect Screen — Exhaust Deflector — Tow Bar — Seat Covers — Numberplate Frames — Protective Floor Mat — Bonnet Motif — Driving and Fog Lights — Luggage Rack — Electric Clock — White Wall Wheel Trim.

DIMENSIONS: SEDAN. Wheelbase 100½", Length 178"; Width 63½"; Height 59"; Track, Front, 50½"; Rear 51½".

DIMENSIONS: STATION WAGGON. Wheelbase 100½"; Length 178"; Width 63½"; Height 59½"; Track, Front 50½"; Rear 51½".

A Max. 3 ft. 8 in.	Min. 3ft. 4 in.	R 4 ft. 7½ in.
B Max. 3 ft. 10½ in.	Min. 3 ft. 8 in.	
C 1 ft. 1½ in.	K 1 ft. 8½ in.	T 4 ft. 7½ in.
D 3 ft. 1 in.	L 2 ft. 6 in.	U 1 ft. 6 in.
E 2 ft. 11½ in.	M 4 ft. 11 in.	
F 1 ft. 7½ in.	N 8 ft. 4½ in.	W 1 ft. 6 in.
G 2 ft. 8 in.	O 1 ft. 2½ in.	X 3 ft. 7 in.
H 2 ft. 9 in.	P 5 ft. 3½ in.	Y 4 ft. 11 in.
J 1 ft. 10 in.	Q 14 ft. 10 in.	



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