



HORSEPOWERED BY THE 'BLUE STREAK' SIX

THE MAGNIFICENT WOLSELEY 24/80



WINNER OF THE MOBILGAS ECONOMY RUN 1962 (CLASS C)

THE WOLSELEY 24/80 AUTOMATIC

The luxurious Wolseley 24/80 Automatic proved in the Mobilgas Economy Run that outstanding road performance can be matched by outstanding economy to show the competition a clean pair of heels. The Wolseley Automatic returned an official winning figure of 31.6 miles per gallon. The famous Borg-Warner three-speed transmission system, fitted to the Wolseley 24/80 Automatic, delivers the maximum

power at the minimum cost with a progress through the gears which is so smooth it is barely discernable. The ratio changes are hydraulically controlled with a manual override and the lever is mounted on the left side of the steering column. The Wolseley 24/80 Automatic has all the luxury finish of the manual model and is powered by the rocketing performance of the Australian 'Blue Streak' Six engine.

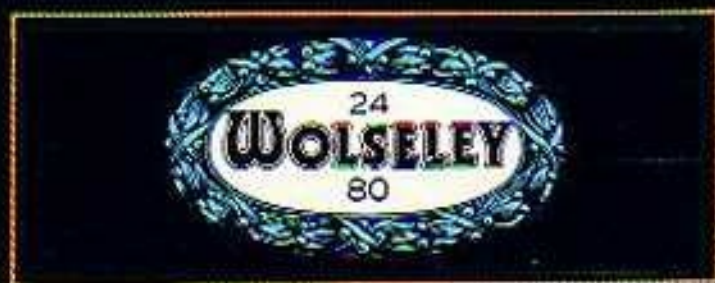


THE CAR THAT TAKES THE COST OUT OF LUXURY

THE LUXURIOUS WOLSELEY 24/80

Performance is something you take for granted in the Wolseley 24/80. Powered by the 'Blue Streak', the triumphant Australian engine that rocketed the Austin Freeway 8,100 miles around Australia on a marathon road test, the Wolseley 24/80 matches its get-up-and-go with an ease in handling and an adhesion on the road that can't be matched by any other car in this class. The outside beauty is Rotodip

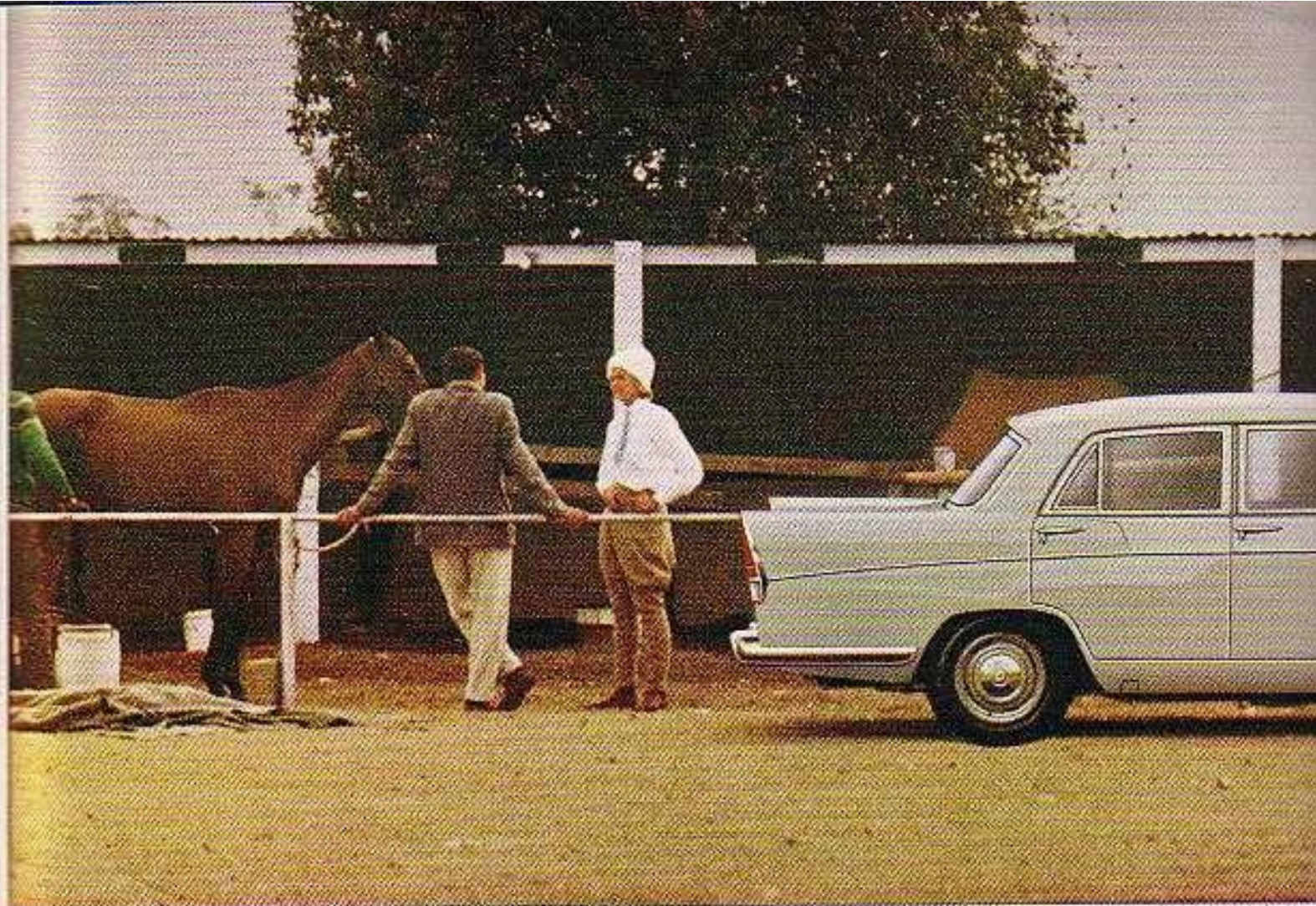
finished. Inside you get more than you bargained for. From the chrome leather upholstery to the burr walnut instrument fascia and door cappings, the Wolseley 24/80 is furnished with an elegance that makes ownership an abiding pleasure. Everywhere, from bonnet to boot, you get a distinction of finish that is well away from the everyday. At this price, for this car, you have never bought so much for so little.

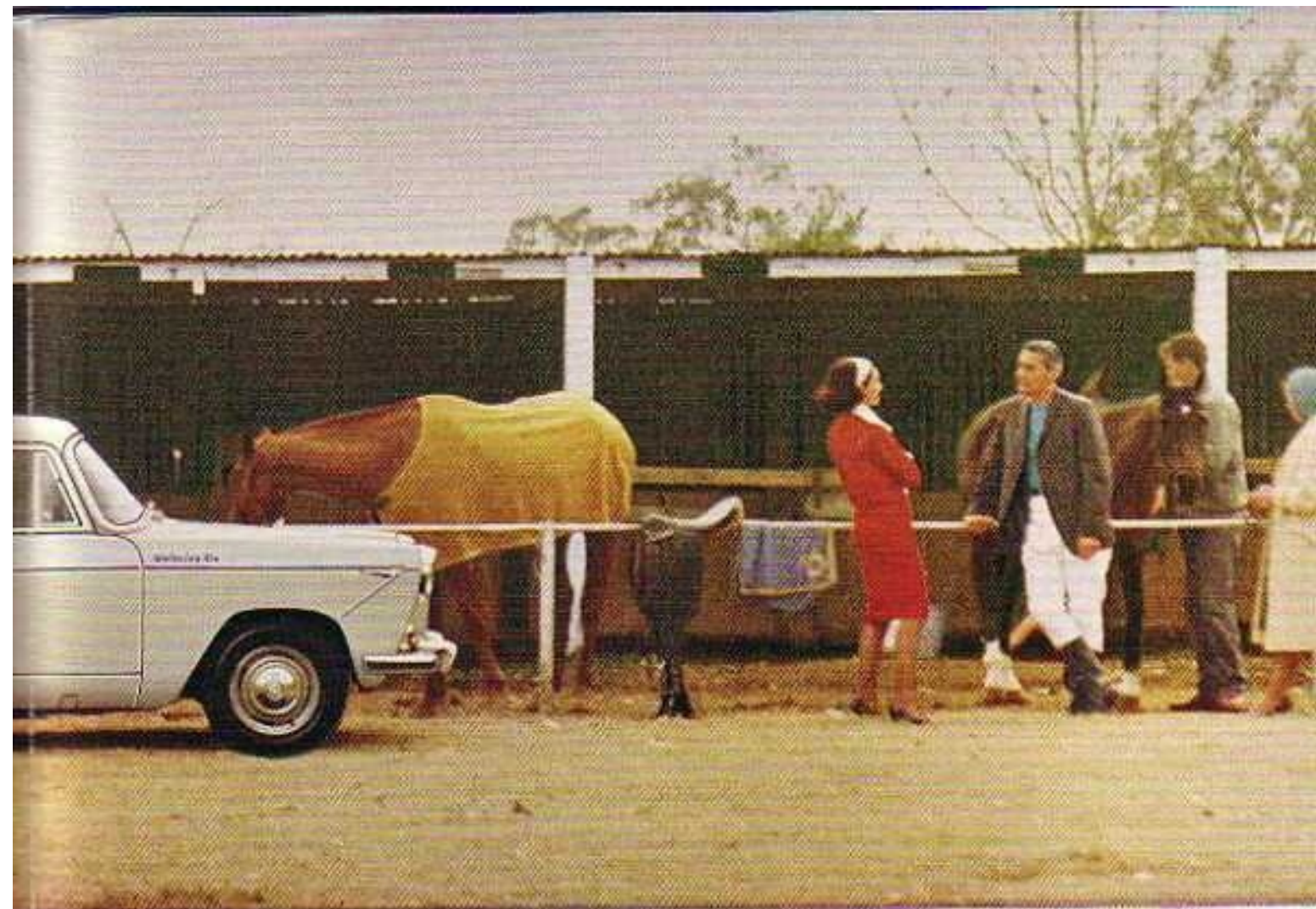




INSIDE THE WOLSELEY 24/80 No other car in Australia offers the traditional Wolseley luxury of furnishings at such a small price. Upholstery is genuine chrome leather over deeply cushioned seatings. Stipple carpets cover the floors. Instrument fascia and door cappings are in gleaming burr walnut. Fittings include heater-demister and fresh air unit, with booster fan. A cigarette lighter, backing lights, electric clock and windscreen washers; childproof safety door locks, coat hooks, parcel shelves, built-in walnut radio speaker and a big boot with the spare housed separately. Everywhere, you get fine craftsmanship & every appointment that can get you away from the everyday.







WOLSELEY 24/80 SPECIFICATIONS

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 B.H.P. 80 @ 4,250 r.p.m.; compression ratio 7.7:1 R.A.C. rated horsepower 21.6; maximum torque 123 ft. lb. @ 1,850 r.p.m. **AUTOMATIC TRANSMISSION:** 82.0 B.H.P. @ 4,300 r.p.m.; 129 ft. lb. @ 1,750 r.p.m.; compression ratio 5.2:1.

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

IGNITION. Battery and coil. Automatic advance and retard with centrifugal and vacuum control.

FUEL SYSTEM. S.U. electrical fuel pump, type S.P., feeding a 34 V.N. Zenith down-draft carburettor; paper element air cleaner; petrol tank capacity, 10 gallons.

MANUAL TRANSMISSION. Clutch, single dry plate diaphragm type, 8½" diameter, hydraulic operation, change speed lever on steering column; gearbox ratios — 1st 3.09, 2nd 1.52, top direct; reverse 3.67. Single piece open propeller shaft with needle roller universal joints. Rear axle, ½ floating, hypoid bevel crown wheel & pinion, rear axle ratio 3.91, oil capacity, approx. 2 pints. Overall gear ratios — 1st 12.08, 2nd 5.32, top 3.91; reverse 14.34. Road speeds at 1,000 r.p.m. 18.6 M.P.H.

AUTOMATIC TRANSMISSION Borg-Warner, type 35, driven through 11" open type torque converter. Three forward speeds and one reverse. Ratio changes hydraulically controlled with manual override. Controlled by lever mounted on left side of steering column. Positions: P — Park; R — Reverse; N — Neutral; D — Drive; L — Low, 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 operates on rear shoes from pull-up lever through simple compensating system.

BODY AND CHASSIS UNIT. The mono-construction 4-door saloon body incorporates the body shell, floor, bulkhead, frame members, and wing valances. Large wrap-round bumpers front and rear with over-riders. Deep, well-sprung upholstery with foam-rubber seat cushions. Large luggage boot, 18 cu. ft. capacity, with counter-balanced lid; boot lid with lock.

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

WHEELS AND TYRES. Ventilated disc-type wheels with 4-stud fixing, 5.90 x 14 tubeless tyres. Spare wheel stowed in special carrier below luggage boot.

STEERING. Cam and peg steering gearbox, variable ratio 15:1 in straight ahead position, 17½:1 on full lock. Two-spoke, 17-in. safety steering wheel with half hornring. 2.8 turns lock to lock.

ELECTRICAL EQUIPMENT. High-output dynamo with compensating voltage control; 12-volt, 68 amp-hr. battery; double-dipping headlamps with pre-focused bulbs, foot dipping switch, separate side-lights; twin stop and tail lamps; rear reflectors; numberplate lamp; non-glare instrument lighting; dual-arm self parking wind-shield wiper; twin wind-tone horns; flashing direction indicators with automatic cancelling control; roof lamps; reversing lamps; ignition, headlamp main beam, and flashing signal warning lights.

INSTRUMENTS. Speedometer with trip and total distance recorders; fuel gauge; oil pressure gauge; engine temperature gauge; electric clock.

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

VENTILATION. Heating equipment with heat control and windshield demisting ducts; winding windows and hinged ventilating panels to all doors; fresh-air circulation system.

OPTIONAL EXTRAS

Safety Belts
BMC Radio (Push button or manual)
Wheel Trim Rims
External Sun Visor
Mudflaps — front and rear
External rear view Mirrors
Door Weather Shield
Tailored Suitcases
Insect Screen
Exhaust Deflector
Tow Bar
Numberplate Frames
Protective Floor Mat

GENERAL EQUIPMENT. Heating and demisting equipment with booster fan; windshield washing equipment; safety belt anchorage points; safety glass all round; large, wrap-round windshield; driving mirror; pile carpets with underfelt; ash-trays; 2 sun visors; door locks with fixed handles and push-button door release; key-operated door locks both front doors. "Childproof" catches on all doors making interior handles inoperative, but allowing doors to be opened from outside only; split bench-type front seats with individual adjustment; folding arm rest in rear seat; glove-box fascia with locking lid; sponge rubber protection rail above fascia; large parcel tray; provision for fitting BMC radio; cigarette lighter; door-sill scuff plates and kick strips; coat hooks.

DIMENSIONS. Wheelbase: 100A"; length 178"; width 63½"; height 59"; track front 50½", rear 51½".

A 3 ft. 6 in.	B 3 ft. 6 in.	C 1 ft. 1½ in.	D 2 ft. 1 in.	E 3 ft. 1 in.	F 1 ft. 6½ in.
G 2 ft. 8 in.	H 2 ft. 11 in.	J 1 ft. 10½ in.	K 3 ft. 8½ in.	L 2 ft. 6 in.	M 4 ft. 11 in.
N 8 ft. 4½ in.	O 1 ft. 2 in.	P 3 ft. 3½ in.	Q 14 ft. 10 in.	R 4 ft. 7 in.	S 4 ft. 3 in.
T 4 ft. 8 in.	U 1 ft. 6½ in.	V 4 ft. 3 in.	W 1 ft. 6½ in.	X 3 ft. 7 in.	Y 4 ft. 11 in.



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