



# First Luxury Six to sell at £1225 (incl. tax)

## B.M.C.'s NEW COMPACT WOLSELEY 24/80



**THE Wolseley 24/80 saloon is essentially the same as the AUSTIN "Freeway." However, the differences, mainly confined to changes in body styling and interior appointments, result in a vehicle of considerably different character.**

Luxury is the keynote of the Wolseley, and it will serve to satisfy those low-priced six-cylinder six-passenger saloon buyers who want more car but not more power than is offered by most contenders for their custom.

Externally, a small Wolseley-Six badge on the side of each front fender is all that distinguishes the 24/80 from its four-cylinder predecessor, the "15/60."

Technical changes, however, are revolutionary. The Australian "Blue Streak" six-cylinder B.M.C. engine and a three-speed gearbox have been installed, the wheel track widened and the wheelbase lengthened—resulting in a roomy carriage with a most flexible top-gear performance.

Unitarily constructed, with the body shell, floor, bulkhead, frame members and wing valances welded into one strong unit, the 24/80 is suitably robust for city and country use. B.M.C.'s "Rotodip" rustproofing and priming process ensures that the unit will be protected from corrosion for a lengthy period.

### HIGH STANDARD OF FINISH

External finish is high-quality baked enamel, and all panels are neatly fitted.

Interior trim is leather with some leather-cloth on non-wearing parts. The fascia features crash-padding and burr walnut veneer panelling.

"No-sag" springs and foam-rubber ensure that the seats are comfortable. There is a centre armrest in the rear as well as armrests on the two rear doors.

The front seating arrangement is two individual seats which can be levelled if three persons are to be carried there.

Armrests are not included in the front compartment.

Front seat travel is six inches, leaving an average knee-room in the rear of 10 inches. Head-room is 2 ft. 11 ins. front, and 2 ft. 8 ins. rear, thus providing an air of spaciousness.

### EQUIPMENT

Deep-pile carpets cover both floors. For added convenience, heating and demisting equipment, wind-shield washers, safety-belt anchorages, "child-proof" door locks, a clock, a parcels tray and a glovebox lock are included in the standard specification. The twin sun visors are not padded.

The heater has a separate "hot-cold" control and a blower, neither of which are incorporated in the Freeway's heating equipment.

### INSTRUMENTS

The instruments are situated directly ahead of the driver.

They are in twin dials—one for the clock-type speedometer, the other for the oil pressure, water temperature and fuel contents gauges.

The 0-100 m.p.h. speedometer includes trip, tenths and total mileage readings.

Figuring is maroon on a maroon and cream base and is both attractive and easily read.

The various hand controls are widely scattered around the driver's half of the fascia. It isn't too difficult to mistake the headlights switch for the windscreen wiper switch in the dark.

Another feature which could prove embarrassing is the ability to lock all doors without the key.

Like the Austin Freeway and Wolseley 15/60, the "24/80" has a large level-floored luggage trunk of most useful dimensions and a counter-balanced lid.

SEE IT—

SIT IN IT—

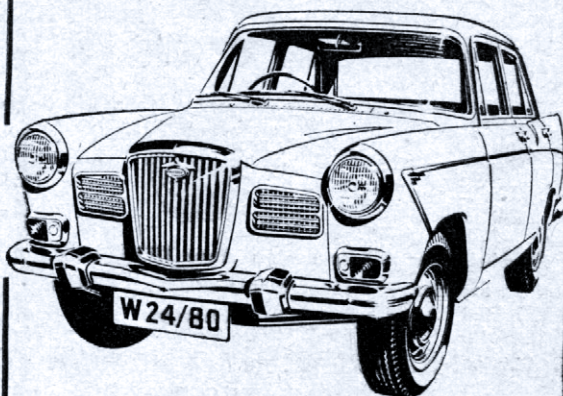
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"The little place with the big heart."

The spare wheel is housed beneath the trunk in a wind-down tray.

The tall, pointed tail-lights include stop, tail, reflector, blinker and reversing light lenses.

The engine is a conventional six-cylinder design of 2433 c.c. capacity and is also common to the Freeway. Many of its components are interchangeable with those of the 1622 c.c. Morris "Elite" engine, which has identical bore and stroke measurements, 3 ins. by 3½ ins., but fewer cylinders.

A readily replaceable oil filter element is a feature of the engine's lubrication system, but accessibility of engine components is otherwise only moderately good.

#### PERFORMANCE

Maximum power, 80 b.h.p., is developed at 4350 r.p.m., which is not unduly high; and maximum torque, 123 ft. lbs., is produced at 1650 r.p.m., which corresponds to about 30 miles an hour in top gear and is thus ideal for suburban use.

The car will accelerate smoothly from 15 m.p.h. in top gear and only protests slightly if urged to pull away from 12 m.p.h. without resorting to second gear.

Transmission is via a three-speed gearbox, single 8½-inch diameter dry plate clutch, open tailshaft and hypoid bevel final drive gears of 3.9 to 1 ratio.

The gear-shift lever is steering column mounted and functions satisfactorily except perhaps in the case of second-gear selection.

First gear is unsynchronised, but this is of little bother as below 5 m.p.h. the gear can be engaged noiselessly without recourse to double de-clutching.

The gear ratios are well suited to the car's power and local requirements and provide progressive power application to the rear wheels.

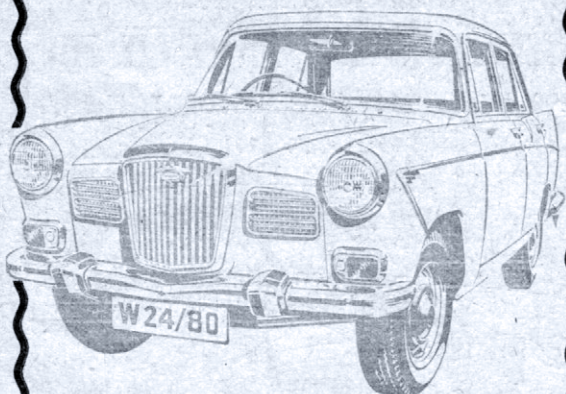
#### AUTOMATIC AVAILABLE SOON

The 24/80 has been designed to accept the new type 35-Borg-Warner automatic transmission and it

**"IT IS OUR SERVICE THAT COUNTS"**

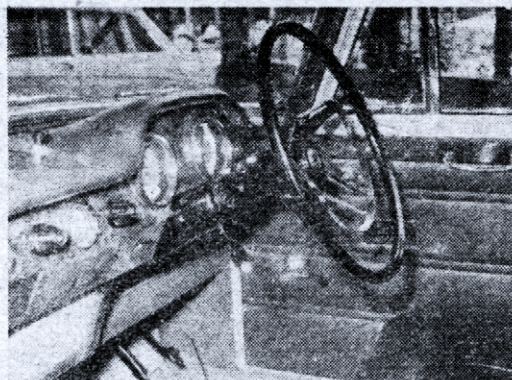
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A full set of instruments surrounded by padding are safety features of the new Wolseley.

will be available with this equipment in the near future.

Price for the automatic model will be about £1365, including sales tax.

Capable of exceeding 80 miles an hour, the 24/80 will cruise happily at 70 m.p.h. Its high degree of quietness and good road manners make such cruising safe and enjoyable.

The test car returned considerably less miles per gallon than the Freeway tested prior to it, but it was newer and therefore much tighter. Furthermore, apart from the arduous acceleration tests, the 24/80 test was carried out over a shorter distance than the Freeway test.

**MAKE: WOLSELEY.**  
**MODEL: 24/80 saloon.**  
**PRICE: £1225 including sales tax.**

### SPECIFICATION

**WEATHER:** Light showers.  
**TEST CAR FROM:** British Motor Corporation, Zetland, N.S.W.

**ENGINE.**—Cylinders: 6. Bore: 3 in. Stroke: 3½ in. Capacity: 2433 cc. Comp. Ratio: 7.7:1. Valve gear: O.H.V. (pushrod operated). Carburettor: Zenith 34 VN did. Oil filter: Full flow external. Battery: 12 v. Maximum power: 80 b.h.p. at 4350 r.p.m. R.A.C. h.p.: 21.6. Maximum torque: 123 ft. lbs. at 1650 r.p.m.

**TRANSMISSION.**—Clutch: Single 8½ in. diam. dry plate. Gear system: 3 forward speeds, synchromesh on 2nd and top, dog engagement on 1st. Ratios, 1st, 3.09; 2nd, 1.62; 3rd, 1.0. Reverse: 3.67. Propeller shaft: Open. Final drive: Hypoid bevel. Ratio: 3.91. Top gear m.p.h. per 1000 engine r.p.m.: 18.6.

**SUSPENSION.**—Front: Independent coil springs. Rear: Semi-elliptic leaf springs. Spring dampers: F. and R., piston type, hydraulic shock absorbers.

**STEERING.**—Steering gear: Cam and peg. Turning circle: 37 ft. 5in. Turns lock to lock: 2.8.

**BRAKES.**—Make and system: Girling hydraulic. Lining area: 146.5 sq. ins. Drum diameter: 9 in.

**EXTERIOR DIMENSIONS.**—Wheelbase: 8ft. 4 3-16 in. Length: 14 ft. 10 in. Width: 5 ft. 3½ in. Height: 4 ft. 11 in. Ground clearance: 6¼ in. Wheels: 14 in. Tyres: 5/90 x 14. Petrol tank: 10 gallons. Track: F, 4ft. 2½ in.; R., 4ft. 3½ in. Weight: 23 cwt. Luggage boot: 19 cu. ft.

**INTERIOR FITTING.**—Door actuated courtesy light: Yes. Door pulls: F. yes; R. no. Glove box: Yes. Parcel tray: Yes. Parcel shelf: R.; Yes. Twin sun visors: Yes. Map pockets: No. Heating: Yes. Demisting: Yes. Fresh air: Yes. Ashtrays, F. and R.: Yes. Armrests: F. no; R. yes. Cigarette lighter: Yes. Reversing light: Yes. Padded fascia: Yes. Front-hinged doors, F. and R.: Yes. Windscreen washer: Yes. Night driving mirror: Yes.

### PERFORMANCE

**INSTRUMENTS.**—Speedometer at 30 m.p.h.: 1 m.p.h. fast; speedometer at 60 m.p.h.: Accurate. Odometer: Accurate.

**MAXIMUM SPEEDS.**—1st, 32 m.p.h.; 2nd, 60 m.p.h.; top, 83 m.p.h.

**ACCELERATION TIMES FROM REST.**—0-20 m.p.h., 2.4 secs.; 0-30, 4.7 secs.; 0-40, 7.9 secs.; 0-50, 13.0 secs.; 0-60, 19.7 secs.; 0-70, 28.9 secs.

**ACCELERATION TIMES FROM CONSTANT SPEEDS** (second gear times in parentheses)—10-30 m.p.h., 9.8 secs. (5.6 secs.); 20-40, 9.7 secs. (6.2 secs.); 30-50, 10.6 secs. (8.1 secs.); 40-60, 11.8 secs.; 50-70, 14.9 secs.

**FUEL CONSUMPTION.**—22 miles per gallon (all tests included). Touring range: 220 miles.

Average consumption should be in the region of 26-30 m.p.g., giving the car a touring range of 300 miles from its 10-gallon tank.

Suspension is conventional, coil springs at the front, semi-elliptic leaf springs at the rear and piston type shock-absorbers, yet it provides a surprising degree of stability.

Body roll is noticeable on tight corners, but almost negligible otherwise.

#### EXCELLENT ROADHOLDING

Roadholding is excellent for a car of this category, and control on loose surfaces does not call for great skill.

Slight initial understeer soon changes to manageable oversteer on fast corners.

The steering is by cam and peg mechanism which transmits a trifle of vibration and some road shock on the worst potholes.

It is high-g geared (2.8 turns lock to lock) for quick parking and precise control.

The brakes are Girling hydraulics, operating on nine-inch diameter drums fore and aft. Total lining area is 146½ square inches. The brakes are efficient and did not show any tendency to fade. Firm pressure is required.

Conveniently placed at the driver's right, the hand-brake lever is readily available, but the brake's performance only moderately good. Of course, even this rating is well in excess of that of many of today's cars.

#### SUMMING UP

Summarised, the test established the 24/80 as a car somewhat aloof from its competitors in the popular "six" bracket, even though its "extras" do not really add a lot to initial cost.

It is a car of comfort and convenience, good performance and placid road manners.

That it could out-sell its stablemate, the Austin Freeway, is not an unreasonable premise if, as I expect, many buyers are prepared to pay a little more for a deal more car.

## NEWS

### Concours d'elegance at Centennial Park?

An idea which might be taken up with more fervor locally is that of the Concours d'elegance — an exhibition of cars more than 25 years old, restored to their former elegance. This gives the public more time to wander among the cars and study them than the usual rally does, all day in fact, instead of an hour or two.

Chicago recently held a Concours which might serve as a model. Held in an area similar to Centennial Park in Sydney, it brought together scores of cars from all over the country, ranging from the beginning of motoring up to 1936.

The public paid two dollars a head to see the Concours in a picnic atmosphere, and with added interest of being the official judges. Prizes were awarded on a "popularity poll" basis, which naturally led the owners to do more than merely present their cars. They talked about them, gave cost details, discussed engines, and generally fired public interest with their own enthusiasm.

Events of this nature are very good for the motor industry. The public sees the history of motoring in the cars on display, and one's own late model car gains a new perspective from that. Younger drivers and owners learn to value their machines much more, rather than treat them as simply means of transport.

### British Motor Industry recovers

Some of the British Motor Industry's troubles of last year now seem to be clearing. After record production in 1960 the American export market dropped from nearly 132,000 units in 1960 to 30,000 last year. By the end of 1961, however, the industry had produced more than 1,000,000 cars, about 700,000 of which were sold on the home market, and the remainder exported.

By the end of the March quarter 1962, The Motor Agents' Association was predicting a 20 per cent. lift in home sales, and the United States recession had eased sufficiently for exports to that country to promise at least treble the 1961 figure. On present indications, there should be no more lay-offs and most factories are moving towards full capacity production. It could be a better year than the peak year of 1960.

### Holden, Ford sales down, Morris up

Holden and Ford percentages of new car registrations fell for the first three months of this year, compared with the same period of last year.


Although more cars of both makers were registered in the first quarter of this year compared with the same quarter of last year, Holden registrations were 36.6 per cent. of the total new registrations — a drop of 7.1 per cent. — while Ford registrations fell by 1.6 per cent. to 16.2 per cent.

The percentage of the total new registrations of Morris cars rose sharply from 4.2 per cent. in the first quarter of last year to 11.7 per cent. in the first three months of this year.

New Morris car registrations during the quarter totalled 4964, compared with 1438 registrations in the same period of last year.

Holden registrations totalled 15,529 cars, a rise of 645 cars over last year, and Ford registrations totalled 6851 cars for the period, compared with 6028 in the same period of last year.

The Volkswagen percentage rose from 10.3 per cent. in the first quarter of last year to 11.4 per cent. for the same period of this year, and 1315 more Volkswagens were registered.



# WOLSELEY

## 24'80

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