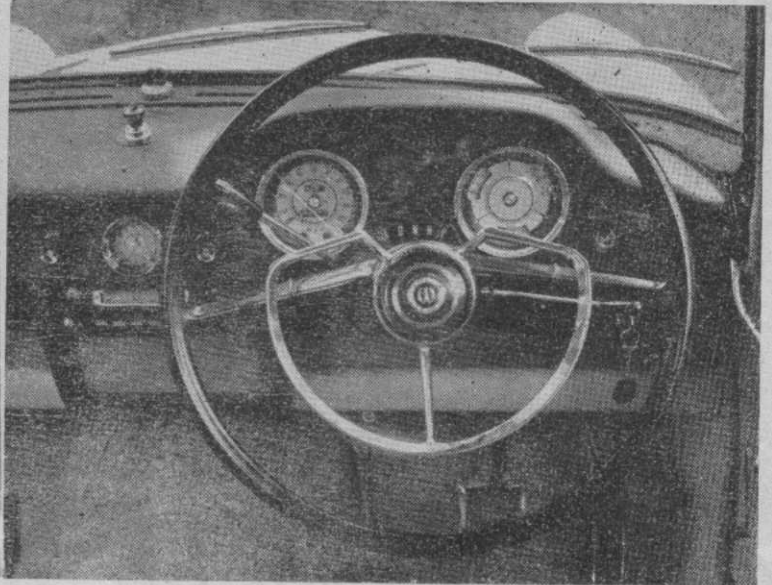




Most noticeable of the external body changes is the reduction in tail fins. Over riders now form part of the tail lights. A central jack point is located at each side of the car.



Instrument panel is complete and easy to read. An electric clock is standard.

There isn't better seating! Wolseley 24/80 Mk II

IN A CONNOISSEUR'S car, coachwork is a must, supported by an unobtrusive yet powerful engine, smooth riding qualities and whatever other characteristics a particular maker deems necessary for the conservative but wealthy owner. Add to these the new buoyant foam deep pleated bucket seats, necessary accessories, power brakes to boot at no extra, and other car constructors' symbols of luxury and you have a reason why the new Mk II is one of the hardest cars to get quickly.

The Wolseley 24/80 Mk. II automatic saloon possesses many such features despite a surprisingly low price.

The 24/80's closely pleated trim is not leather nor does power abound in the 2.4 litre engine. Nevertheless, the P.V.C. upholstery is almost indistinguishable from genuine fine-grained hide and a large number of motorists are happy to accept something less than the excess power supplied with today's more popular low-priced six-cylinder models. Deep pile carpets over underfelt, ashtrays and armrests on all doors, a folding centre rear armrest and individual front seats with dished squabs complement the Wolseley's leather-like trim, burr walnut fascia and door fillets of similar material to provide congenial atmosphere for travel.

Convenience is further served by a six-inch seat adjustment, cigar lighter, reversing lamps, "childproof" locks on all doors, windscreen washers, a fresh air heater/demister with blower, a parcels tray as well as a lockable glove box,

safety belt anchorages and a night driving mirror. Instruments include clock, oil pressure and water temperature gauges in addition to the usual fuel contents meter and the speedometer incorporates a trip recorder with a tenths digit.

Power assistance for the brakes is a standard item and the automatic transmission is the lightweight Borg-Warner type 35 unit. Other technical details are reasonably commonplace nevertheless the aforementioned equipment and furnishings firmly substantiate the value in the car's all-inclusive price of £1395.

Seating accommodation is normally for five but the individual front seats can be aligned to accept a third occupant for short journeys. The seats are very comfortable and head and leg-room above average.

The driver has a commanding position with hand and foot controls conveniently placed though a lower steering wheel may be preferred by some. Crisp

toggle switches control lights and one-speed wipers and the handbrake lever is between the seat and door. Full movement of the driver's window winder is only 1½ turns.

B.M.C.'s locally-developed six-cylinder version of their 1622 c.c. "B" series o.h.v. four powers the Wolseley 24/80 as it does the cheaper Austin Freeway. In its latest form with a slightly modified cylinder head and 8.2 to 1 compression ratio it produces 85 b.h.p. at 4,400 r.p.m. and 130 lb/ft of torque at 1600 r.p.m. Power/weight ratio is 72 b.h.p. per unladen ton, a modest figure for a vehicle of this size with automatic gears.

Top speed is 82 m.p.h. and the lower ratios provide 33 and 52 m.p.h. respectively. Acceleration is only moderately good and 0-40 m.p.h. takes 9.6 seconds (a "179" Holden reaches 50 m.p.h. quicker than this). Elapsed time for a standing quarter mile is 23.7 seconds, again far from rocket-like, and acceleration from constant speeds, though only fair, fails to indicate the extent of tardiness at less than full throttle.

Except when the accelerator pedal is floored, thus invoking a "kick-down" change followed by maximum use of each ratio before upchanging, the Borg-Warner transmission has a habit of upchanging rather soon (at times directly from low to high) and of being chary about down-changing even in the face of steady mounting pedal pressure and a low-road speed. This has the effect of hampering acceleration out of corners or when passing other vehicles. Use of the selector lever offsets this disability — engaging "L" brings Low or Intermediate into play depending on speed — but few drivers want to pay for automatic transmission and "select" gears manually. Full-throttle up-changes are by no means smooth due to surging, but with a lesser throttle opening changes in either direction are nearly imperceptible.

Suspension changes in the form of longer rear springs and altered shock-absorber valving have noticeably improved the ride and rear axle hop on

badly corrugated roads is reduced. Petrol consumption averaged 19 m.p.g., a respectable rate, but a larger fuel tank is required to give a more useful touring range than the 190 miles provided.

Stability is good, particularly as no separate anti-sway device is fitted, and apart from strong understeer on tight corners the car is very pleasant to take on tour. It has no bad vices and is easily handled on any type of terrain. Steering is reasonably direct at 3¼ turns from lock to lock and the turning circle diameter, 37 feet, is about usual for a saloon of this size. Some vibration is transmitted to the steering wheel on rough surfaces.

The drum brakes have 146 square inches of lining area and perform well, especially when compared with their competitors. Driver-effort is greatly reduced by the vacuum servo equipment and no appreciable fade occurred during the tests.

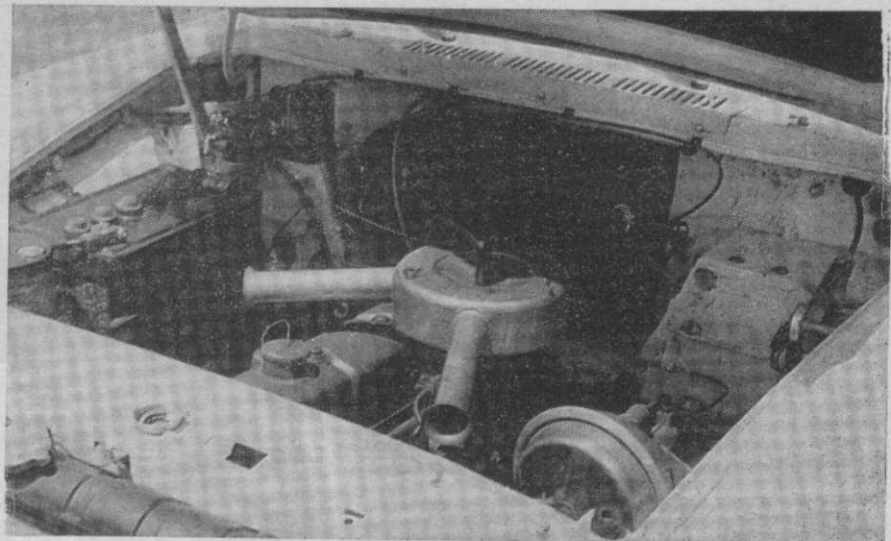
SUMMING UP

In all the 24/80 is a pleasant tourer with more than a modicum of luxury but a relatively low price-tag. It has a spacious cabin and equally large luggage trunk. Performance is not quite in keeping with that of some competitive lines but still surpasses that deemed highly suitable but a short time ago. Roadability is good and construction sound.

Geoghegan wins a Gold Star Event with 1500 c.c.

Leo Geoghegan driving a 1498 c.c. Lotus 32-Ford had a lucky win in the 76.5 mile Hordern Trophy race at Warwick Farm on December 6. For the first fifteen laps he was fourth behind Matich, Stillwell and Davison in 2½ litre Repco-Brabham-Climaxes. He took the lead on lap 26 to win from Greg Cusack (Elfin Ford). His time for the 34 laps was 57 minutes 48 seconds an average of 79.41 m.p.h. Favourite and early leader in the race, Frank Matich, retired on lap 25. His main challenger Bib Stillwell had succumbed to undiagnosed troubles on lap 15. Lex Davison finished fourth behind Rocky Tresise.

In the first saloon race Peter Manton (Mini-Cooper S) and Leo Geoghegan (Ford Cortina GT) set new lap records for the 1001-1300 c.c. and 1301-1600 c.c. classes respectively with an equal time of 1 minute 53.2 seconds. Later in the day Brian Foley (1275 c.c. Mini Cooper S) smashed Manton's class record and concurrently established a new outright touring car record of 1 minute 52.6 seconds for the 2½ mile circuit. The 1301-1600 c.c. record fell to Victoria's Jim McKeown (Lotus Cortina) with a lap in 1 minute 52.7 seconds, a tenth of a second slower than Foley's time. In the Sports Car category Frank Matich (Lotus 19b) and N. E. Allen (E. Jaguar) set lap records of 1 minute 39.3 seconds and 1 minute 52.3 seconds, respectively, for the 1501-3000 c.c. and over 3000 c.c. classes (LL).



Power booster seen at bottom right is standard. Battery can be readily checked. Self locking stay worked unsatisfactorily.



MAKE: Wolseley.
MODEL: 24/80 Mk. II automatic saloon.
PRICE: £1395 Inc. Sales Tax.
TEST CAR FROM: B.M.C. (Aust.) Ltd., Zetland, N.S.W.

PERFORMANCE

Acceleration: 0-30 m.p.h., 6.4 secs; 0-40, 9.6; 0-50, 14.4; 0-60, 21; 0-70, 29.5; 20-40 (in "D"), 5.4; 30-50, 7.2; 40-60, 10.6. Standing ¼ mile, 23.7 secs.
Gear Speeds: Low, 33 m.p.h.; Intermediate, 52 m.p.h.; High, 82 m.p.h.
Fuel Consumption: 19 m.p.g., touring range 190 miles.

SPECIFICATIONS

Engine: Six cylinders, four main bearings, pushrod operated overhead valves, bore 76.2 m.m., stroke 88.9 m.m., capacity 2433 c.c., 85 b.h.p. at 4,400 r.p.m., 8.2 to 1 compression ratio.
Fuel System: Electric fuel pump, Zenith 34 VN down-draft carburettor with paper element filter, 10 gallon storage.
Transmission: 3-speed Borg-Warner 35 automatic gearbox with steering column mounted selector. Overall ratios: 1st, 9.34; 2nd, 4.66; 3rd, 3.91; Reverse, 8.17. Open tailshaft, hypoid 3.91 to 1 final drive. Top gear m.p.h. at 1000 r.p.m., 18.6.
Suspension: Front, independent coil springs; Rear, semi-elliptic leaf springs. Piston-type dampers all round.

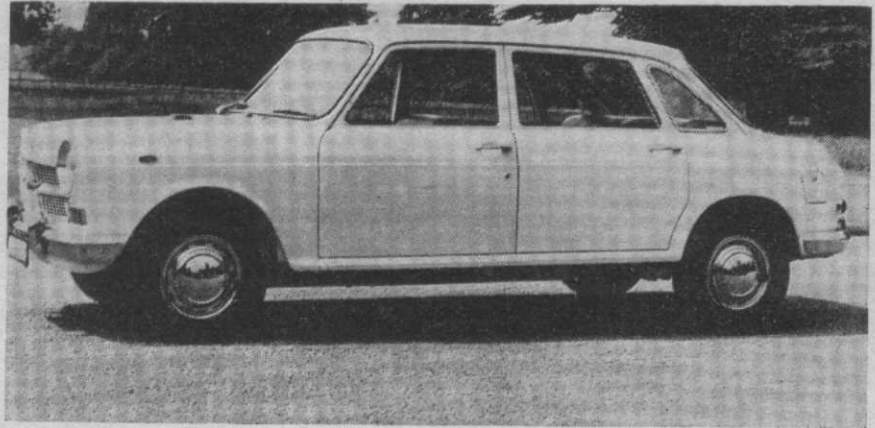


Visible changes are limited to a repositioning of the bumper overriders. Following a time honoured practice the Wolseley insignia is lit with the parking lights.

Steering: Cam and peg, 3¼ turns lock to lock, 37 ft. turning circle.
Brakes: Girling hydraulic, 9" drums, vacuum servo assistance.
Size: Length 14 ft. 8 in., width 5 ft. 3½ in., height 4 ft. 11 in., wheelbase 8 ft. 4-3/16 in., track (front) 4 ft. 2½ in., (rear) 4 ft. 3½ in., ground clearance 6½ in., petrol tank 10 gals., tyres 5.90 x 14, weight 23½ cwt., luggage trunk 19 cu. ft.
Fittings: Safety-belt anchorages, door actuated courtesy lights, door pulls, glove box, parcels tray, parcels shelf, turn sun visors, heating, demisting, fresh air, ashtrays, arm-rests, cigarette lighter, reversing light, front-hinged doors, fascia padding, windscreen washer, night driving mirror.

With best sellers in the small car field and the Morris 1100 convincing friends of every owner on the better ride, 1965 will be

B.M.C.'s Biggest Year



The Austin 1800, big brother of the Mini and 1100, with transverse engine, hydrolastic suspension and a roomy six-seater body with more space than the 24/80 although it is 10 ins. shorter.

Judging by B.M.C.'s proposed expenditure of £7 million in the next four years we think that many other manufacturers may be overtaken in 1965 and lose their positions to the forward thinking and often revolutionary B.M.C. team. The old days when 8% of the market was a good effort for B.M.C. are passed and the share of the market now captured by B.M.C. hovers between 15 and 16%. The 1963-64 sales figure of 47,827 was up six per cent on the previous year and B.M.C. expect to sell 53,000 cars during 1964-65.

Coming too!



Fundamentally there is little difference between the MG and Morris 1100, yet a number of mechanical and body work changes give the MG a character well in keeping with the other small sports saloons that have emerged from Abingdon in the past.

With some modifications mooted for the 850, and the introduction of the 1800 to surprise the family car man with a new glide-ride and drive-ability, B.M.C.'s future seems boundless. Initially, the model, when introduced to the Australian market, will have a local content in the vicinity of 45% and BMC plans to raise this still further as quickly as is possible. The BMC Austin 1800 would be marketed in this country as a generous five-six seater family saloon and it will be available with manual and automatic transmission, the latter using an adaption of the Borg-Warner automatic gear-box.

A station-wagon version will be introduced at a later date. Enthusiasts will be catered for by the MG 1100 which will be introduced midway through 1965. Externally the biggest change is brought about by fitting the traditional MG radiator grille on to what is basically a Morris 1100 body-shell. This has necessitated a new front panel between the headlamps—to accommodate the higher and narrower shape of the grille—and a modified pressing for the bonnet lid to pick up with this form at the front.

Although the engine is essentially the same 1,098 c.c. unit as that fitted to the Morris 1100, improved breathing has raised the power output to 55 b.h.p. at 5,500 r.p.m. Twin 1.25 HS2 SU carburetors replace the single instrument, and a new three-branch exhaust manifold, fabricated from steel sheet is used. The compression ratio is slightly higher than that of the Morris at 8.9 to 1.

The inimitable Mini will gain a larger engine and detail refinements such as wind up windows. These modifications combined with the new models will surely boost sales and the company which sprang from the purchase of Wolseley Motors by the Nuffield organization in 1926, and the subsequent merger of Austin and Morris seems to go from strength to strength each year. 1965 could well be the strongest.

A QUICK LOOK AT B.M.C. STABLE

Car	£ Price	Engine cap. c.c.	B.H.P. (SAE)	Bore x Stroke	Max. Speed	0-60	Wheelbase in.	Overall lgth. in.	Height in.	Width in.
850	779	848	37	62.9 x 68.3	73	28.3	80.16	120.25	53.0	55.5
Cooper	966	997	56	62.5 x 81.3	87	17.6	80.16	120.25	53.0	55.5
Sprite	1059	1098	59	64.5 x 83.8	92	14.5	80.0	137.62	49.75	53.0
1100	979	1098	50	64.5 x 83.8	77.7	21.9	93.5	146.75	52.75	60.37
M.G. 'B'	1395	1798	98	80.3 x 88.9	107.4	12.1	91.0	153.2	49.7	59.9
24/80 Mk. II . .	1280	2433	85	76.2 x 88.9	84	19.8	100.25	174.5	58	63
1800	1260 (est.)	1798	84	80.3 x 88.9	90	15.3	106	164	55.5	67.5