

# 24/80 Mk. II Wolseley

Recent changes made to the Wolseley 24/80 have increased further the appeal of this luxury medium priced car. Powered by the "Blue Streak" Australian six-cylinder engine, now with a redesigned cylinder head, incorporating larger valves and ports and a raised compression ratio (to 8.2:1), which develops 85 b.h.p.

The Wolseley which already had the largest brakes in its class is now fitted with the Australian built P.B.R. vacuum booster, to power assist the Girling hydraulic, full compensated brake system. B.M.C. claim effective braking takes less than half the foot pressure previously needed.

The instrument fascia and door capings are crafted in burr walnut. Fresh air heater-demister, windscreen washers, cigarette lighter, reversing lights and electric clock are standard fittings. The new trim on the rear seats is set low on deep foam padding. A folding centre armrest is provided at the rear in addition to the armrest provided on all doors.

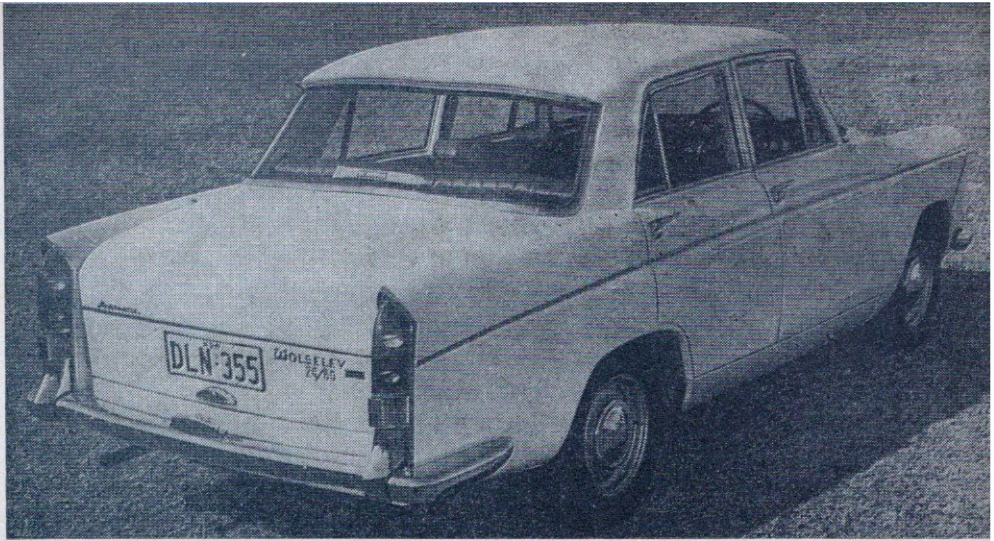
The front seats are now contoured with vertical ribbing to provide restraint against cornering forces. A deep pile carpet covers the floor. The Mk. II comes with manual 3-speed column gear change or Borg-Warner 35 automatic transmission.

Prices are £1395 automatic and £1280 standard.

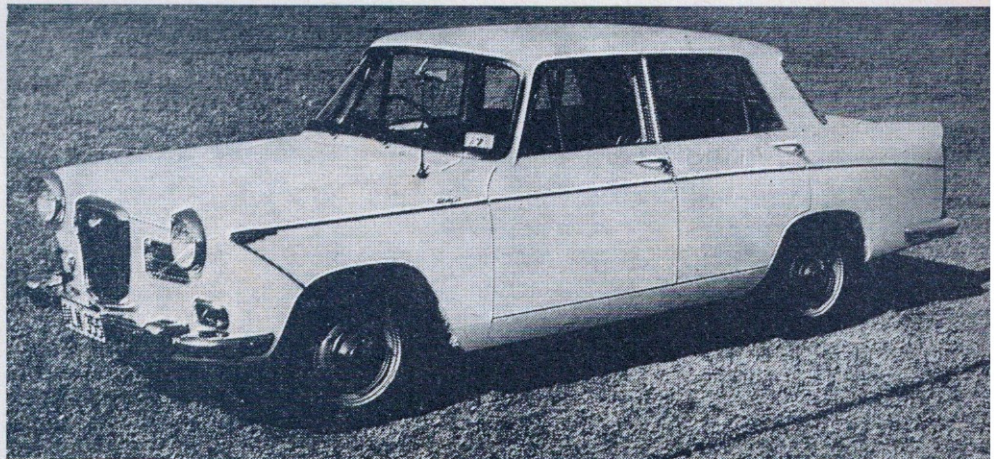


## B.M.C. RALLY SUCCESS

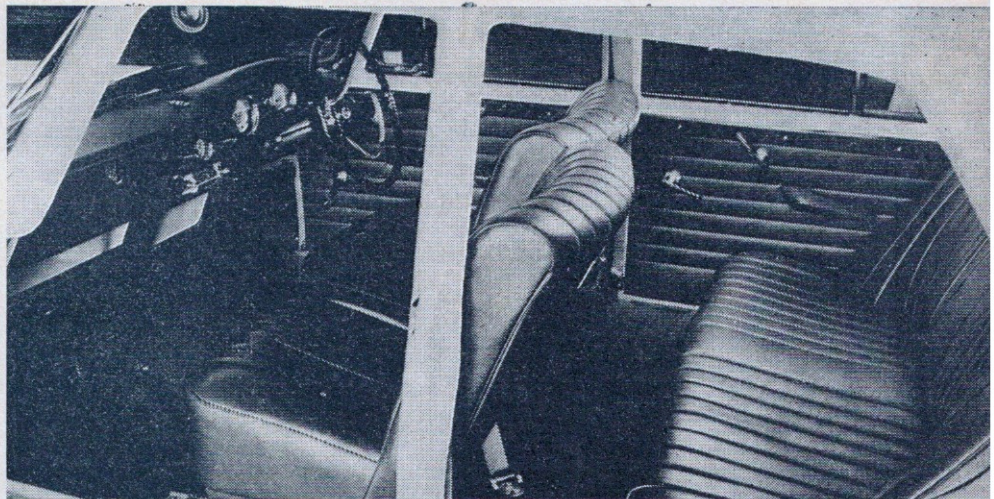
Why has B.M.C. been so successful in competitions this season? The answer has been provided by Stuart Turner B.M.C. Competitions Manager, who says that three things are necessary to win rallies—drivers, cars and organisation. Organisation includes the bunch of mechanics, every one of whom is a keen and enthusiastic craftsman. The drivers and navigators have been the same team for two years which means that they work together as a true team both among themselves and with their mechanics. And the cars. The Austin-Healey is a tough G. T. car while the Mini-Cooper S is capable of achieving an outright win in almost any rally on the calendar.



This rear view of the 24/80 Mk. II shows the modified fins, and new fenders, bumpers and tail light assemblies.



Traditional styling has been maintained in the new Wolseley 24/80 Mk. II saloon except for the modification of the rear fins.



The luxury interior of the Wolseley 24/80 Mk. II. Modifications include new style trim, new carpet of high quality and appearance and lower, softer seats. Improved passenger seating has been achieved by the use of full foam pads. Longer armrest on the passenger back seat is also provided.

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