

Extra power... rock-steady roadholding...the new

**WOLSELEY**

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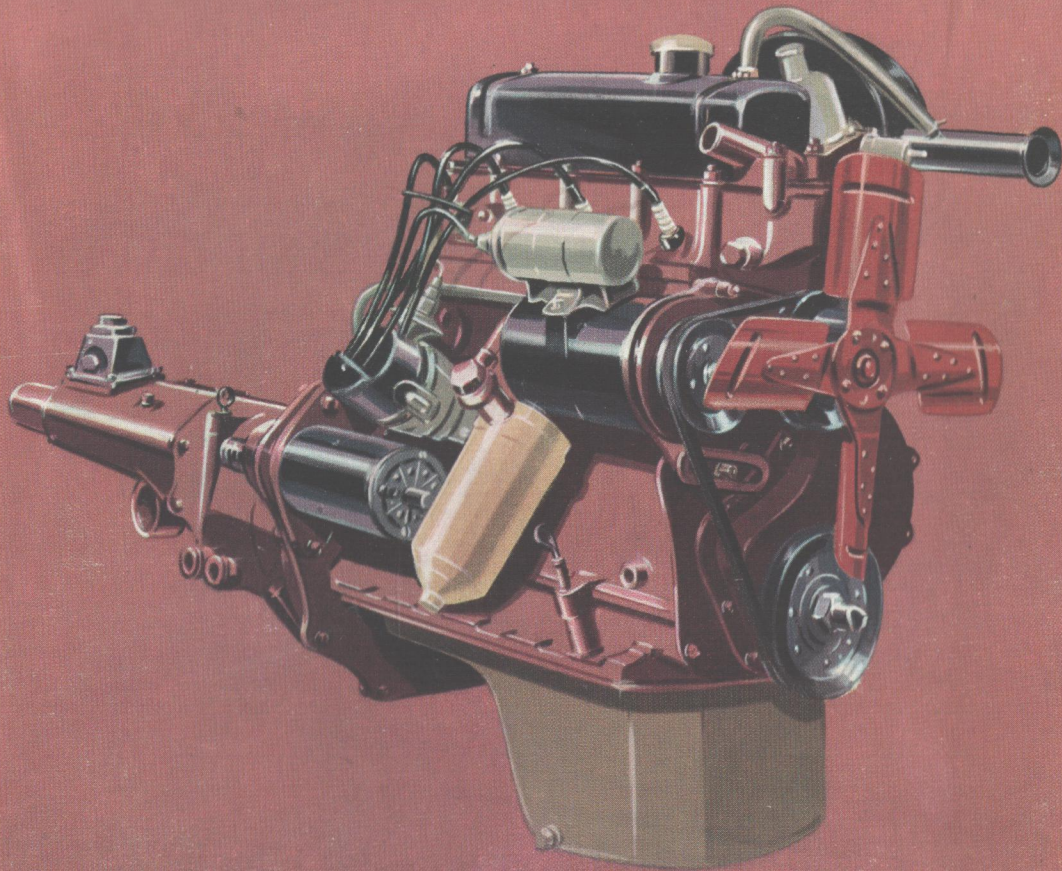


**1622-c.c.  
o.h.v. engine  
gives brisk  
acceleration,  
high cruising  
speed, and  
economy**

The Wolseley 16/60 offers even greater value in terms of luxury and performance than the highly successful 1½-litre car which it replaces. The 1622-c.c. o.h.v. engine gives a marked increase in power. In the indirect gears acceleration is really brisk, and on long runs the higher rear axle ratio of 4.3 : 1, which is complementary to the extra power available, provides a high cruising speed at an economical running cost.







In standard form the 1622-c.c. o.h.v. engine transmits its power via a Borg & Beck clutch with hydraulic actuation and a four-speed gearbox with floor-mounted gear change lever. Now, for the first time, a Wolseley of medium size is offered with fully automatic transmission. The Borg-Warner Model 35 transmission brings exceptional



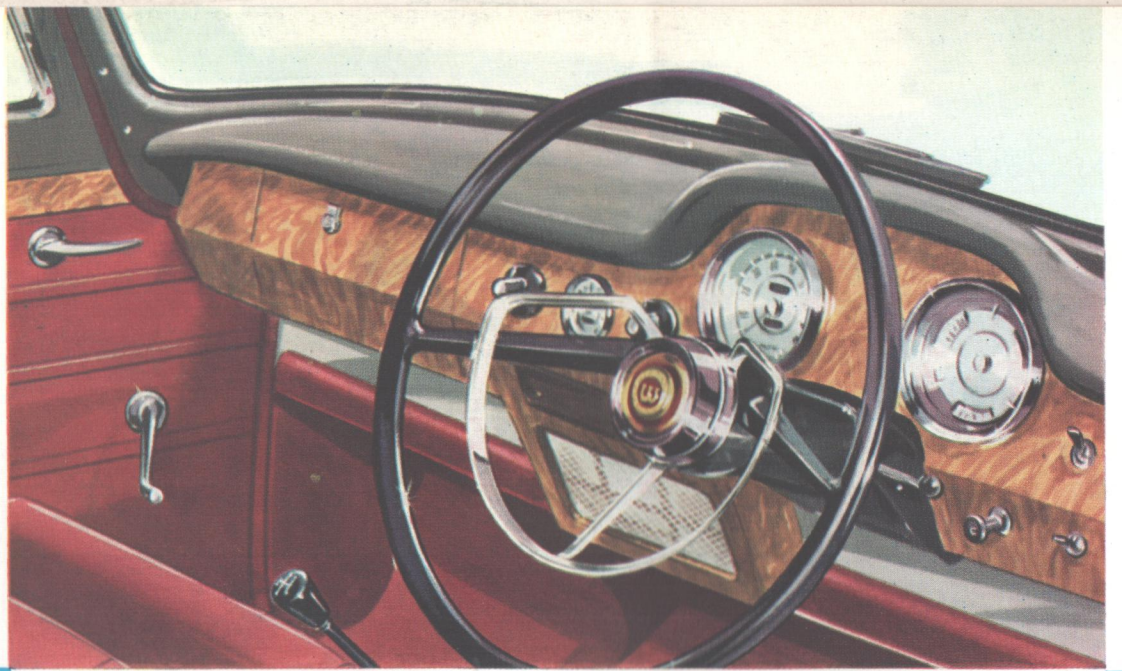
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advantages. Driving motions are reduced by as much as 70 per cent., thus there is less fatigue. In heavy traffic the driving is more relaxed. The simplicity of control has an obvious appeal to the novice, and the expert will appreciate the sheer precision with which the transmission system operates. For special conditions, cross-country work, and caravan and trailer towing this automatic transmission is supreme.







a luxurious saloon of practical dimensions capable of  
 a **HIGH PERFORMANCE** with **SAFETY . . .**  
 representing exceptional value for money

A particularly attractive feature of the 16/60 is the polished walnut-veneered fascia. A full complement of instruments is arranged within twin dials directly visible through the dished-centre steering-wheel. At the passenger side there is a glovebox with locking lid. The fascia top is soft-trimmed over a sponge-rubber safety-rail. A useful parcel shelf runs below the fascia.

Within the very practical dimensions of 14 ft. 6½ in. (4.43 m.) by 5 ft. 3½ in. (1.61 m.) the Wolseley 16/60 provides four- to five-seater capacity and a lively performance. When needed, there is sparkling acceleration and powerful braking; on long journeys there is the staying power of a 1622-c.c. engine for prolonged, high-speed motoring. The 16/60 is quiet-running and therefore less fatiguing to drive or ride in, it is exceptionally comfortable, and with panoramic vision it is as easy to handle as an open car. The four doors open to a full 90 degrees, and at the front the hinge line is well forward, giving ample room at knee level for entering or leaving the front compartment. Push-button door-locks are fitted to all doors; they are of a type designed to give a light but positive closure. Winding windows and hinged ventilating panels on all doors allow for fresh-air circulation. An interior heater with heat control and windscreen-demisting ducts is fitted as standard equipment.\* The 16/60 is as beautifully finished outside as within. The entire body/chassis unit is rustproofed by treatment in one of the most up-to-date dip bonderizing and priming plants in Europe. The ultimate finishing paintwork, therefore, is exceptionally durable. New colour schemes are available with the 16/60, either with a single exterior colour or in duotones.

Double-dipping headlamps (sealed-beam type U.K.) give powerful, long-range illumination. A convenient foot dipping switch controls both headlamp beams. Sidelights and flashing direction indicator lights are combined in twin lamps. The radiator grille carries the well-known illuminated Wolseley name.

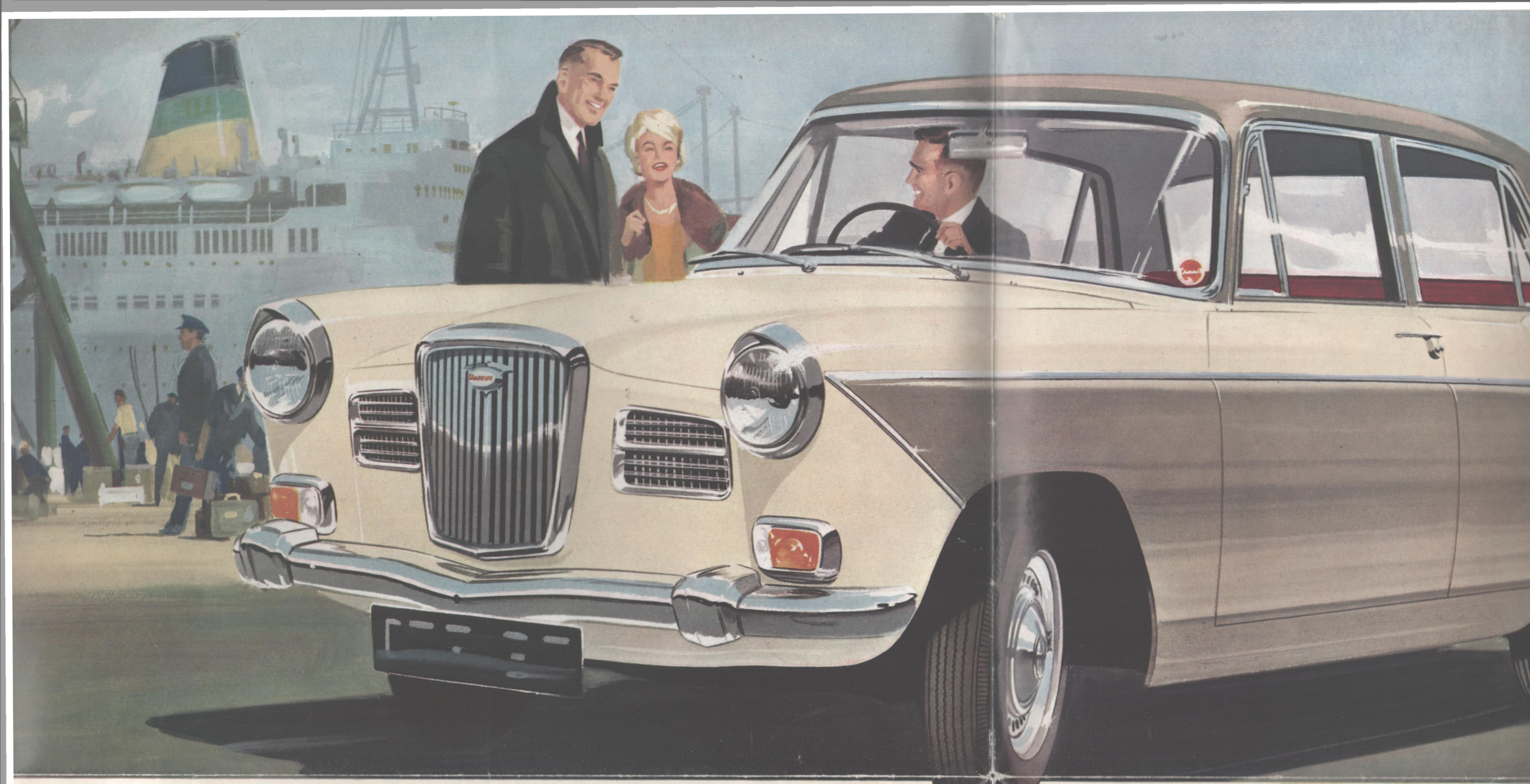


\* Home market only

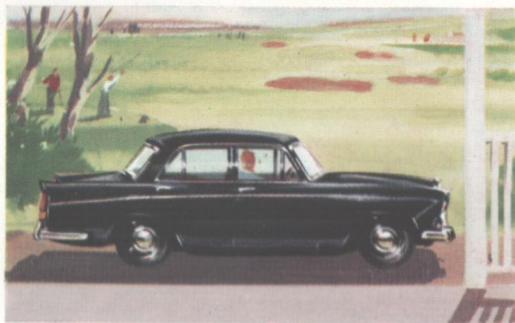










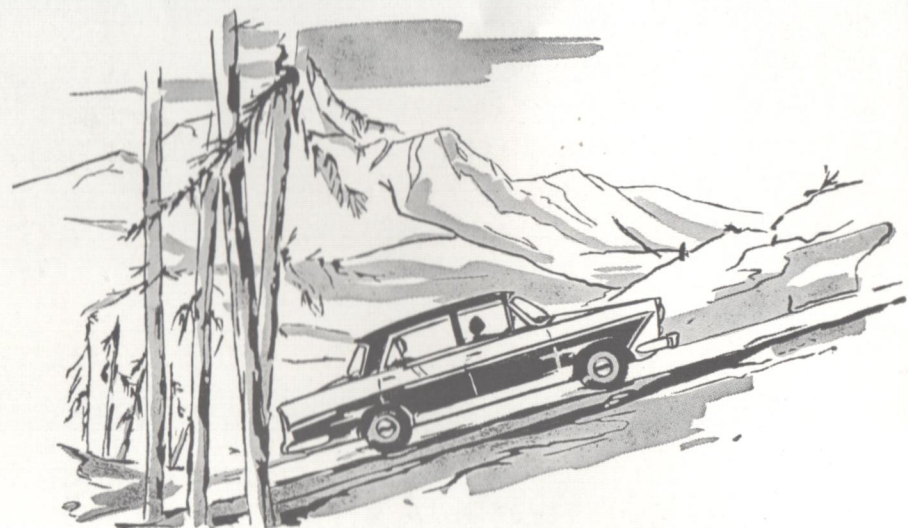


From every aspect the 16/60 is an impressive car. Features of practical value form the basis of its styling. The rear window and windscreen are both of the wide, wrap-around type, and all pillars and door tops are slender for maximum visibility. The passenger seats are well within the wheelbase to ensure riding comfort. The falling bonnet line allows excellent forward vision; at the same time the headlamps are functionally well placed. Substantial bumpers, with over-riders front and rear, are extended around the wings to give added protection against side grazing. At the rear the over-riders blend with the rear lamp clusters, in each of which rear lights, reflectors, flashing direction indicators, and reversing lights are incorporated.

The 16/60 luggage boot is basically of rectangular shape so that its 19 cu. ft. (.538 m.<sup>3</sup>) capacity represents usable space. The interior width of 4 ft. 9¼ in. (1.41 m.) allows for the stowage of golf clubs or a sizeable travelling-trunk. The boot lid is counterbalanced and can be raised or lowered without effort and with safety. The opening of the boot lid actuates a courtesy light which is fitted inside the boot. A deep water-channel runs around the boot aperture and a substantial rubber seal excludes water or dust from the interior.

The spare wheel is housed in a swing-down carrier beneath the boot floor; access to the release unit does not necessitate emptying the boot of its contents.

Buy wisely-Buy **WOLSELEY**



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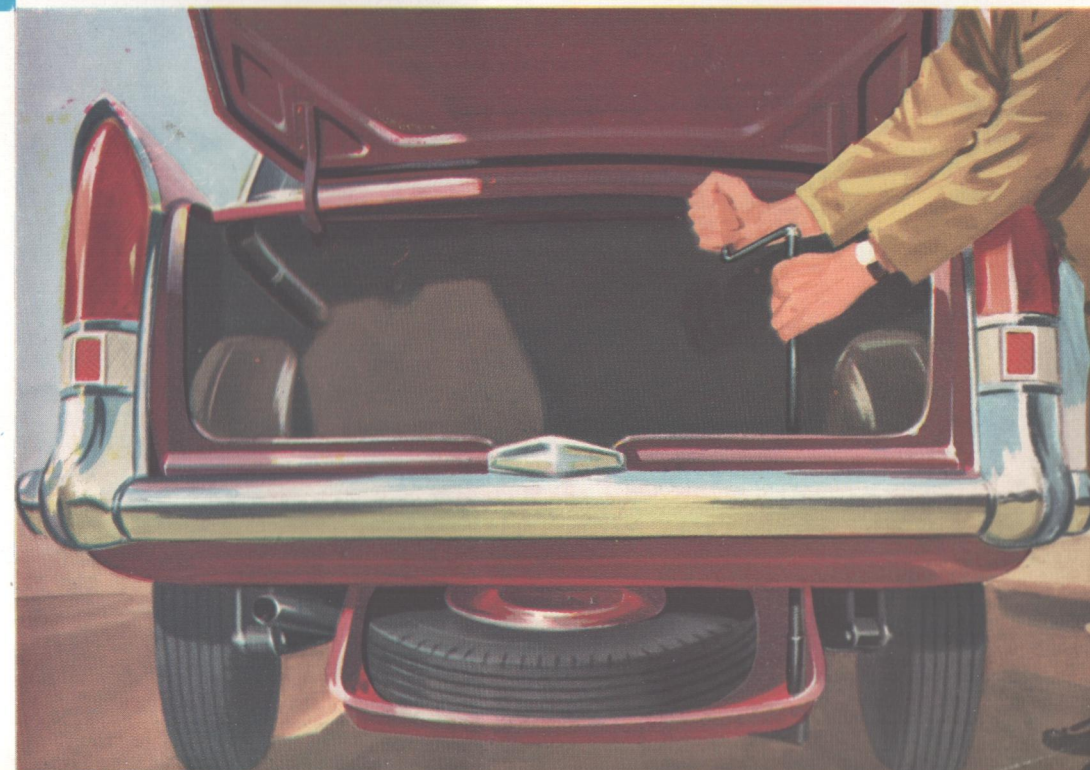


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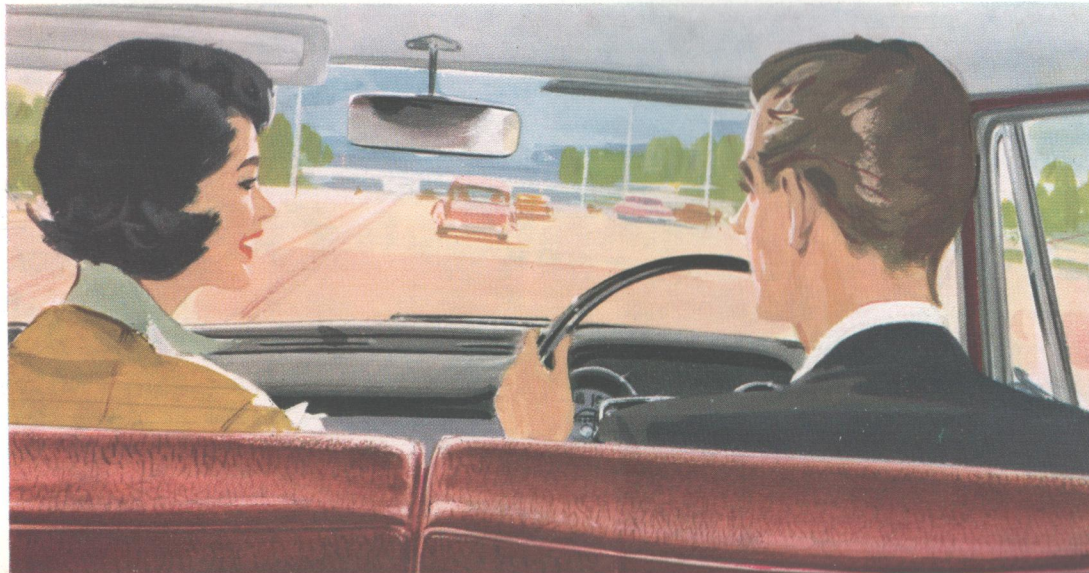


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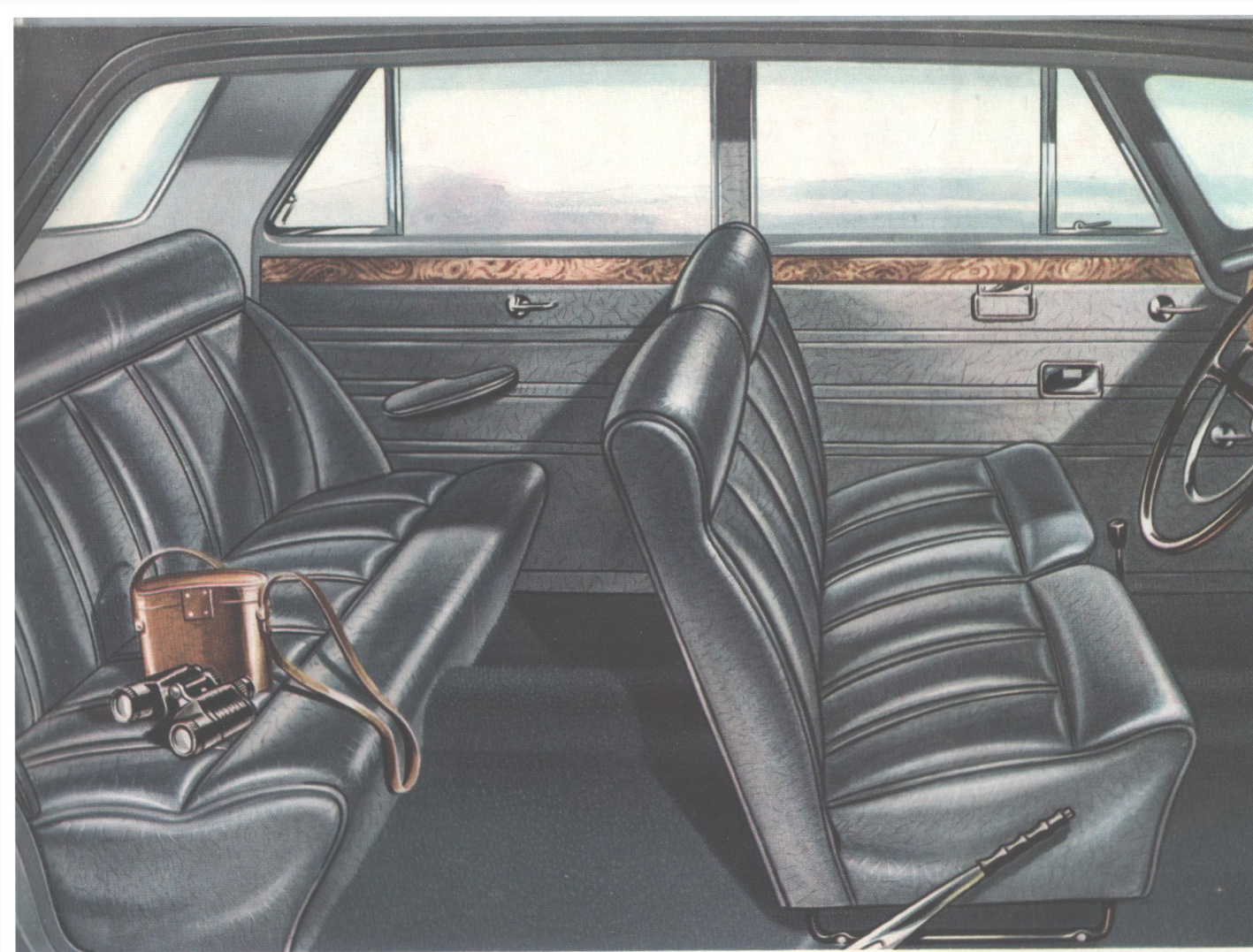
# WIDE TRACK and LONG wheelbase give safety and stability . . . more comfort

In the Wolseley 16/60 the front and rear tracks are increased by 2 in. (5 cm.) and 1½ in. (3·81 cm.) respectively and the wheelbase is lengthened fractionally to over 100 in. (2·54 m.). An anti-roll bar is added to the front suspension and a stabilizer bar is incorporated at the rear. These basic modifications together result in a more stable ride under all conditions, improved passenger comfort, and safer handling in emergencies. The widened front track has a marked effect in producing excellent cornering characteristics, particularly when acute turns are taken fast. For the driver and passengers alike there is a reassuring feel about this Wolseley. The outcome of a constant process of technical refinement is to produce in the 16/60 a safe and thoroughly satisfying car.



The wide, curved windscreen with pillars placed well back, together with a well-set-up driving position, affords excellent forward vision. Wind-screen-washing equipment is fitted as standard.



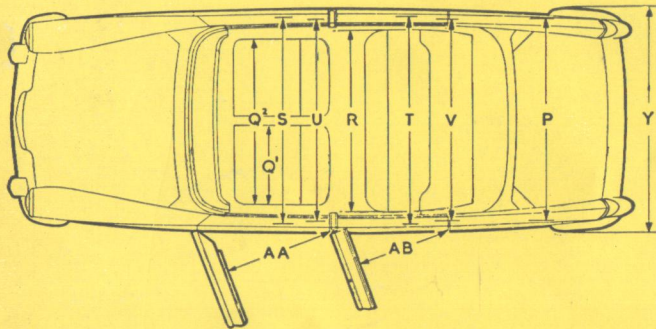
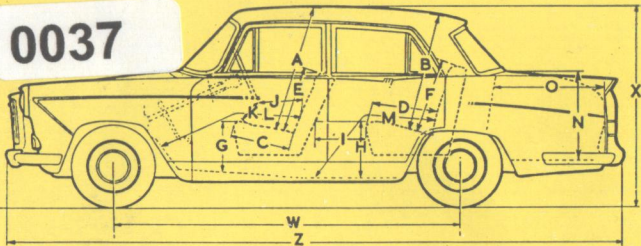


The 16/60 interior is luxuriously appointed. Real leather over foam-rubber cushions is used on all seats. The familiar Wolseley rolled edge to both seat cushions and squabs gives a firm and restful support. Full advantage is taken of the reduced inner rear wheel arches, allowed by the repositioned axle, to provide extra seat room in the rear compartment. The front seats, of the divided bench type, are individually adjustable fore and aft; twin locking slides and a central adjusting handle are fitted to each seat. Arm-rests are arranged on both rear doors and there is a folding arm-rest in the rear seat. Pile carpet with underfelt covers the entire floor. Polished wood fillets on all door tops match the fascia. Provision is made for the fitting of safety harness.

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## DIMENSIONS



	English	Metric
Head room—front ... .. A	37½ in.	·95 m.
Head room—rear ... .. B	35 in.	·89 m.
Depth of front seat ... .. C	19 in.	·48 m.
Depth of rear seat ... .. D	18 in.	·46 m.
Height of front squab ... .. E	20½ in.	·52 m.
Height of rear squab ... .. F	23 in.	·58 m.
Cushion to floor—front ... .. G	14½ in.	·36 m.
Cushion to floor—rear ... .. H	14½ in.	·36 m.
Back of front seat to front of rear seat	I { max. 14½ in. ·36 m. min. 9½ in. ·24 m.	
Front seat to steering-wheel ... .. J	{ max. 16½ in. ·42 m. min. 11½ in. ·29 m.	
Cushion to steering-wheel ... .. K	6 in.	·15 m.
Leg room—front ... .. L	{ max. 46½ in. 1·18 m. min. 41½ in. 1·05 m.	
Leg room—rear ... .. M	{ max. 45 in. 1·14 m. min. 43 in. 1·09 m.	
Luggage boot—height ... .. N	22½ in.	·57 m.
Luggage boot—depth ... .. O	31 in.	·79 m.
Luggage boot—width ... .. P	57½ in.	1·45 m.
Front seat width ... .. Q1	24 in.	·61 m.
Overall front seat width ... .. Q2	49 in.	1·24 m.
Rear seat width ... .. R	55½ in.	1·41 m.
Width at front seat level ... .. S	55½ in.	1·41 m.
Width at rear seat level ... .. T	55½ in.	1·41 m.
Width at shoulder level—front ... .. U	50 in.	1·27 m.
Width at shoulder level—rear ... .. V	50 in.	1·27 m.
Wheelbase ... .. W	100½ in.	2·54 m.
Overall height ... .. X	58½ in.	1·49 m.
Overall width ... .. Y	63½ in.	1·61 m.
Overall length ... .. Z	174½ in.	4·43 m.
Front door entry width ... .. AA	33 in.	·84 m.
Rear door entry width ... .. AB	26 in.	·66 m.
Luggage compartment capacity ... ..	19 cu. ft.	·538 m. <sup>3</sup>

## SPECIFICATION

**ENGINE:** Four cylinders; bore 76·2 mm. (3·0 in.), stroke 88·9 mm. (3·5 in.), cubic capacity 1622 c.c. (99·1 cu. in.). Compression ratio 8·3 : 1. 61 b.h.p. at 4,500 r.p.m. (63 gsv). Maximum torque 90 lb. ft. at 2,100 r.p.m. Overhead valves operated by push-rods from 3-bearing chain-driven camshaft. Three bearing counter-balanced crankshaft. Aluminium-alloy pistons. Renewable-element external full-flow oil filter.

**COOLING:** By pressurized system assisted by impeller pump and fan. Circulation thermostatically controlled.

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

**CARBURATION:** S.U. semi-downdraught carburettor fed from rear tank by rear-mounted S.U. electric fuel pump. Paper element air cleaner and silencer. Fuel tank capacity 10 Imperial gallons (45·46 litres, 12 U.S. gallons). Concealed fuel filler fitted with lock.

**TRANSMISSION:** Borg & Beck single-plate dry clutch with hydraulic actuation. Four-speed gearbox with synchromesh on second, third, and top gears, giving overall ratios of—first 15·64, second 9·52, third 5·91, top 4·3, and reverse 20·45 : 1. Central floor gear change. Hardy Spicer propeller shaft with needle-bearing universal joints. Three-quarter-floating rear axle with hypoid final reduction gears; axle ratio 4·3 : 1. Automatic transmission available at extra cost.

**AUTOMATIC GEARBOX (Optional at extra cost):** Fully automatic with hydraulic torque converter coupling. Hydraulically controlled planetary gear set provides 3 forward speed ratios and reverse; engaged by multi-disc clutches and brake bands; ratios—first 2·39, second 1·45, top 1·00, reverse 2·09. Selector lever mounted on steering-column.

**BRAKES:** Girling hydraulic; pendent-type pedal, 9 in. (22·9 cm.) diameter brake-drums front and rear; 2 leading-shoe front brakes, leading and trailing shoes at rear; simple shoe adjustment which simultaneously adjusts the hand brake; hand brake 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; leather upholstery with leathercloth on non-wearing parts. Large luggage boot, 19 cu. ft. (538 m.<sup>3</sup>) capacity, with counterbalanced lockable lid. Single or duotone colour schemes at no extra cost.

**SUSPENSION:** Independent front suspension by coil springs and wishbones; anti-roll bar; hydraulic piston-type dampers with arms forming upper suspension link. Rear suspension by semi-elliptic rubber-mounted springs and piston-type hydraulic dampers; stabilizer bar.

**WHEELS AND TYRES:** Ventilated disc-type wheels with 4-stud fixing. Dunlop 5·90—14 tubeless tyres. Spare wheel stowed in special carrier below luggage boot. Rimblishers fitted.

**STEERING:** Cam and peg steering gearbox. Two-spoke, 17-in. (43·2-cm.) safety steering-wheel with half horn ring. Turning circle 37 ft. (11·28 m.). Track—front 4 ft. 2½ in. (1·28 m.), rear 4 ft. 3½ in. (1·30 m.).

**ELECTRICAL EQUIPMENT:** High-output dynamo with compensated voltage control; 12-volt 57-amp.-hr. battery (at 20-hr. rate); double dipping headlamps with sealed beams; foot dipping switch; separate sidelamps; twin stop and tail lamps; courtesy light in boot; rear reflectors; number-plate lamp;

*The issue of this publication does not constitute an offer, and the right is reserved to alter specifications at any time without notice. Sales are made subject to and with the benefit of the standard Conditions of Sale and Warranty given by the Distributor or Dealer by agreement with the appropriate subsidiary of The British Motor Corporation Limited.*

### WOLSELEY MOTORS LIMITED

Proprietors: MORRIS MOTORS LIMITED

BOX 41 G.P.O., LONGBRIDGE, BIRMINGHAM

Overseas Business:

### B.M.C. EXPORT SALES LIMITED

LONGBRIDGE, BIRMINGHAM, ENGLAND

non-glare instrument lighting; dual-arm, self-parking windscreen wiper; twin Windtone horns; flashing direction indicators with automatic cancelling control; roof lamps; reversing lights; warning lights for ignition, headlamp main beam, and flashing signals.

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

**CONTROLS:** Lighting switch; panel light switch; combined ignition and starter switch; windscreen wiper switch; mixture control; flashing direction indicator control mounted on steering-column; windscreen-washer control; fresh-air circulation control.

**VENTILATION:** Winding windows and hinged ventilating panels to all doors; fresh-air circulation system; heating equipment with heat control and windscreen-demisting duets (Home market only).

**GENERAL EQUIPMENT:** Walnut veneer fascia and door cappings; leather and leathercloth upholstery; safety glass all round; large wrap-round windscreen; windscreen-washing equipment; safety driving mirror; pile carpets with underfelt; fresh-air type heater; ashtrays; 2 crushable sun visors; door lock with fixed handles and push-button lock release; split-bench-type front seats with individual adjustment; folding arm-rest in rear seat; arm-rests on rear doors; glovebox in fascia with locking lid; sponge-rubber protection rail above fascia; large parcel tray; rimblishers; provision for fitting Smiths Radio-mobile radio and B.M.C. seat belts.

**OPTIONAL EXTRAS:** Automatic transmission. Laminated windscreen.

**SELECTED ACCESSORIES (available from your Distributor or Dealer):** Roof racks; seat belts; fire extinguishers; individual hand tools; seat covers; car-valeting items; rubber mats; wing mirrors; fog and driving lamps; travel rugs; anti-mist panels; touch-up paints; parking lamp; mud flaps.

**EXPORT SPECIFICATION:** To suit overseas market requirements the following production alterations to the above specifications are available at no extra cost. Engine: Compression ratio 7·2 : 1 or 8·3 : 1. Electrical: Double dipping headlamps without sealed beams. Standard Equipment: L.H.D. or R.H.D., km.p.h., or m.p.h. speedometer. Hardura boot mat.

**Optional Equipment (at extra cost):** Laminated windscreen; fresh-air heater/demister unit; automatic transmission; radio; Dunlop Whitewall, Heavy-duty, or Weathermaster tyres.

### COLOURS—

#### Single Tone colours:

Body Colours	Upholstery	Carpet
Maroon	Grey	Red
Rose Taupe	Crimson	Red
Dove Grey	Crimson	Red
Ice Blue	Blue	Blue
Black	Crimson	Red
Black	Green	Green

#### Duotone colours (at no extra cost):

Body Colours	Upholstery	Carpet
Maroon and Dove Grey	Grey	Red
Dove Grey and Old English White	Crimson	Red
Rose Taupe and Sandy Beige	Crimson	Red
Ice Blue and Old English White	Blue	Blue

