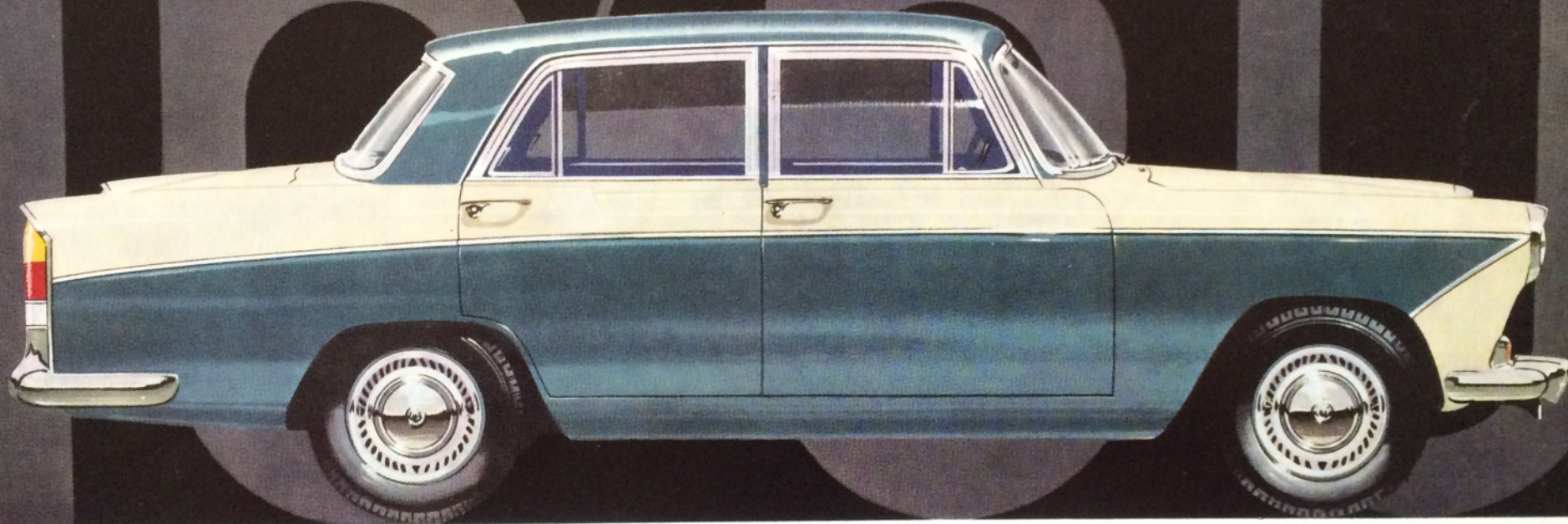




10.4
Smooth power... rock-steady roadholding...the luxurious

WOLSELEY

16

60



**Sedate, silent
and luxurious
on the
road...
a car
for the
connoisseur**

The Wolseley 16/60 offers excellent value in terms of luxury and performance. Its 1622-c.c. o.h.v. engine provides extremely flexible power. In the indirect gears acceleration is really brisk, and on long runs the high rear axle ratio of 4.3 : 1, which is complementary to the power available, provides a high cruising speed at an economical running cost.





The 16/60 interior is luxuriously appointed. Thick quality vinyl over foam-rubber cushions is used on all seats. The familiar Wolseley rolled edge to both seat cushions and squabs gives firm and restful support. Full advantage is taken of the small inner rear wheel arches to provide extra seat room in the rear compartment. The divided bench front seats are individually adjustable fore and aft, twin locking slides and a central adjusting handle being fitted to each seat. Arm-rests are fitted to both rear doors and there is a folding arm-rest in the rear seat. Anchorage points are built-in to which your Distributor or Dealer can fix approved accessory seat belts. Pile carpet with underfelt covers the entire floor. Polished wood fillets on all door tops match the fascia.

For Home Market cars, sealed-beam, double-dipping head-lamps are fitted, but alternative equipment can be arranged to suit any Export conditions. All types give powerful, long-range illumination, a convenient foot dipping switch controlling both headlamp beams. Sidelamps and flashing direction indicator lamps are combined, and the radiator grille carries the well-known illuminated Wolseley name.

16 WOLSELEY 60





16 WOLSELEY 60

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-round 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 side protection. At the rear the over-riders blend with the rear lamp clusters, in each of which rear lamps, reflectors, flashing direction indicators, and reversing lamps are incorporated.



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 and a useful parcel shelf runs below.

Power is transmitted from the 1622-c.c. o.h.v. engine via a hydraulically actuated single-plate clutch and a four-speed gearbox with floor-mounted gear-change lever. The Wolseley 16/60 is also offered with optional extra fully automatic transmission which brings exceptional advantages. Driving strain is considerably reduced and there is less fatigue in heavy traffic. 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.



**Get safety, refinement and
exceptional value for money
in this top class car of distinction**

Within the very practical dimensions of 14 ft. 6½ in. (4.43 m.) by 5 ft. 3¼ in. (1.51 m.) the Wolseley 16/60 is a roomy four- to five-seater saloon with 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 louvres on all doors allow for fresh-air circulation. For Home Market conditions, an inter or 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 paint finish therefore is exceptionally durable. A wide range of colours and trims are available for the 16/60, details of which can be obtained from your Distributor or Dealer.

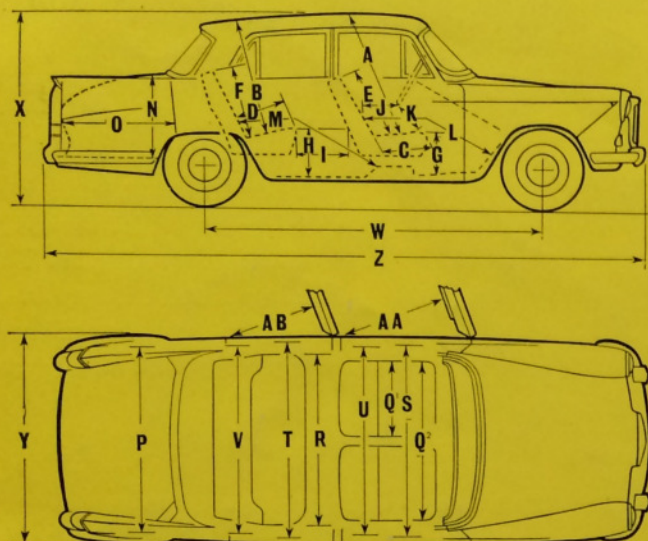
Buy wisely-Buy WOLSELEY



The 16/60 luggage boot is basically of rectangular shape so that its 19 cu. ft. (0.538 m.³) capacity represents usable space. The interior width of 4 ft. 9½ in. (1.41 m.) allows for the stowage of golf clubs or a sizeable travelling trunk. The boot lid is counterbalanced and can be safely raised or lowered without effort. The opening of the boot lid actuates a courtesy lamp which is fitted inside the boot. The spare wheel is housed in a wind-down carrier beneath the boot floor.

ADDENDUM: Duo-tone body colours are no longer available.

DIMENSIONS



		English	Metric
Head room—front	A	37½ in.	0.95 m.
Head room—rear	B	35 in.	0.89 m.
Depth of front seat	C	19 in.	0.48 m.
Depth of rear seat	D	18 in.	0.46 m.
Height of front squab	E	20½ in.	0.52 m.
Height of rear squab	F	23 in.	0.58 m.
Cushion to floor—front	G	14½ in.	0.36 m.
Cushion to floor—rear	H	14½ in.	0.36 m.
Back of front seat to front of rear seat	I	max. 14½ in. min. 9½ in.	0.36 m. 0.24 m.
Front seat to steering-wheel	J	max. 16½ in. min. 11½ in.	0.42 m. 0.29 m.
Cushion to steering-wheel	K	6 in.	0.15 m.
Leg room—front	L	max. 46½ in. min. 41½ in.	1.18 m. 1.05 m.
Leg room—rear	M	max. 45 in. min. 43 in.	1.14 m. 1.09 m.
Luggage boot—height	N	22½ in.	0.57 m.
Luggage boot—depth	O	31 in.	0.79 m.
Luggage boot—width	P	57½ in.	1.45 m.
Front seat width	Q1	24 in.	0.61 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.	0.84 m.
Rear door entry width	AB	26 in.	0.66 m.
Luggage compartment capacity		19 cu. ft.	0.538 m. ³
Approx. weight		2,472 lb.	1,121 kg.

These specification details do not apply to any particular vehicle which is supplied or offered for sale. The manufacturers reserve the right to vary their specification with or without notice and at such times and in such manner as they think fit. Major as well as minor changes may be involved. Therefore, although every effort is made to ensure the accuracy of the particulars contained in this brochure, neither the Company nor the Distributor or Dealer by whom this publication is issued shall be liable for any inaccuracy in any circumstances whatsoever. Consult the Dealer with whom your order is placed for details of the specification of any particular vehicle.

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SPECIFICATION

ENGINE: Four cylinders, overhead valves; bore 3.00 in. (76.2 mm.); stroke 3.5 in. (88.9 mm.); cubic capacity 99.55 cu. in. (1622 c.c.); compression ratio 8.3 : 1 (7.2 : 1 available if required); maximum b.h.p. 61 at 4,500 r.p.m. (63 gross); maximum torque 90 lb. ft. at 2,100 r.p.m.

Lubrication: Internal gear-type pump driven by camshaft forces filtered oil to all working parts; full-flow oil filter with renewable element; sump capacity 6½ pints (3.8 litres) plus 1½ pints (0.71 litre) for filter.

Cooling System: Pressurized radiator with centrifugal pump and fan; circulation controlled by thermostat. Capacity (including heater) 9½ pints (7.4 litres).

Fuel System: Single S.U. carburettor type HS2, fitted with paper-element air cleaner; S.U. electric fuel pump; fuel tank capacity 10 gallons (45.5 litres).

Ignition: Coil and distributor with automatic and vacuum control.

CHASSIS: **Clutch:** Single-dry plate, 8 in. (0.20 m.) diameter; hydraulically operated by pendent pedal.

Gearbox: Four-speed with synchromesh on second, third, and top speeds; ratios—first 3.636, second 2.214, third 1.374; top 1.00, reverse 4.755 : 1, change-speed lever located centrally on floor; oil capacity approximately 4½ pints (2.69 litres).

Automatic Gearbox: (Optional at extra cost): Fully automatic with hydraulic torque converter coupling, hydraulically controlled planetary gear set provides three 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 : 1; speed selector lever mounted on steering-column.

Propeller Shaft: Open, with needle-roller bearing universal joints.

Rear Axle: Three-quarter floating, with hypoid bevel crown wheel and pinion; ratio 4.3 : 1, overall gear ratios—first 15.63, second 9.52, third 5.91, top 4.30, reverse 20.45 : 1; road speeds in m.p.h. at 1,000 r.p.m.—first 4.57, second 7.50, third 12.09, top 16.62.

Steering: Cam-and-peg, with ratio of 13½ : 1; two-spoke 17 in. (0.43 m.) diameter 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.).

Suspension: Front—-independent with coil springs and wishbones; rear—semi-elliptic rubber-bushed leaf springs; lever-type hydraulic shock absorbers and anti-roll bar at front and rear.

Brakes: Pendent pedal operates hydraulically on two leading shoes at front, and leading-trailing shoes at rear; pull-up hand brake lever operates mechanically on rear wheels only; dimensions—9 in. × 2½ in. (228 mm. × 63.5 mm.) front, 9 in. × 1½ in. (228 mm. × 44.5 mm.) rear.

Wheels and Tyres: Pressed steel ventilated disc wheels, with four-stud fixing; 5.90—14 Dunlop tubeless tyres. Wheel trims.

ELECTRICAL EQUIPMENT: High output generator with compensated voltage control; 12-volt 43 amp.-hr. battery (at 20-hr. rate); double dipping headlamps with sealed beams; foot dipping switch; sidelamps; twin stop and tail lamps; courtesy lamps in boot; rear reflectors; number-plate lamp; non-glare instrument lighting; dual arm self-parking windscreen wiper; twin Windtone horns; flashing direction indicators with automatic cancelling control; roof lamps; reversing lamps; warning lamps for ignition, headlamp main beam, and flashing signals.

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

CONTROLS: Lighting switch; panel lamp 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.

COACHWORK: The mono-construction four-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; seat wearing surfaces trimmed in knit-backed expanded vinyl. Large luggage boot, 19 cu. ft. (0.538 m.³) capacity, with counterbalanced lockable lid. Winding windows and hinged ventilating louvers to all doors; fresh-air circulation system; fresh-air heating equipment, with heat control and windscreen demisting ducts (Home market only). Walnut veneer fascia and door cappings; safety-glass all round; large wrap-round windscreen, windscreen-washing equipment; safety driving mirror; pile carpets with underfelt; ashtrays; two crushable sun visors; door locks with fixed handles and push-button lock release; children's safety catches; 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; provision for fitting radio and approved seat belts.

OPTIONAL EXTRAS: Automatic transmission. Laminated windscreen. Reclining front seats. Electrically heated rear window.

EXPORT SPECIFICATION: To suit overseas market requirements the following production alterations to the above specification are available at no extra cost. Engine: compression ratio 7.2 : 1 or 8.3 : 1. Electrical: double dipping headlamps without sealed beam. 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. Reclining front seats. Electrically heated rear window.

COLOURS: A wide range of colours and trim is available. Your Distributor or Dealer will give details.



BRITISH LEYLAND (AUSTIN-MORRIS) LIMITED

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