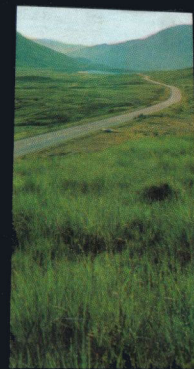
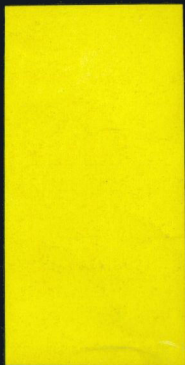
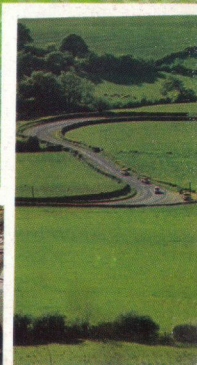


WOLSELEY









Wolseley 1300 Mk. II

This is the brilliant 1300 concept, with the added distinction and luxury associated with the Wolseley tradition. A delight to drive, a joy to be driven in. Its flexible 1275-c.c. engine gives lively performance, and Hydrolastic suspension combined with front-wheel drive gives the smoothest of drives and road-hugging stability. Refined interior styling and deeply upholstered, well-planned seating add total comfort to this very elegant, high class car.

Engine: Four-cylinder, transverse, o.h.v. Bore 2-78 in. (70-61 mm.), stroke 3-2 in. (81-28 mm.); capacity 1275 c.c. 65 b.h.p. at 5,750 r.p.m.

Clutch: Diaphragm-spring, 7-125 in. (0-18 m.) diameter.

Gearbox: Four-speed all synchromesh with remote control, centre-floor gear-change.

Final Drive: Front-wheel drive, open shafts with universals.

Steering: Rack and pinion.

Road Wheels: Pressed-steel disc, 5-50—12 tubeless tyres.

Brakes: Hydraulic: 8-39 in. (0-21 m.) discs at front, 8 in. (0-20 m.) drums with leading and trailing shoes at rear.

Suspension: Hydrolastic®* displacers interconnected front to rear.

Electrical: 12-volt, 40-amp. hr. battery. Single lever on steering-column controls horn, headlamp flasher, high/low beam, and self-cancelling direction flashers.

Instruments: Speedometer. Fuel and water temperature gauges. Warning lamps show flashers working, low oil pressure, headlamp high-beam, and dynamo not charging.

Coachwork: Four/five-seater De-Luxe Saloon.

Dimensions:

Overall length: 12 ft. 2-75 in. (3-73 m.)

Overall width: 5 ft. 0-375 in. (1-53 m.)

Overall height: 4 ft. 5-875 in. (1-37 m.)

Optional Extras: Automatic transmission; reclining front seats; electrically-heated rear window.

* Hydrolastic is a Registered Trade Mark.

Wolseley 16/60

This is a big, roomy, comfortable car, conventionally designed to make travel smoother and quieter. With automatic transmission as an optional extra, the Wolseley 16/60 is powered by the 'B' series 1622-c.c. engine, giving immediate response and satisfying acceleration to top cruising speeds. The roomy interior has many refinements: a beautifully styled walnut veneer fascia, with easy control of all instrumentation, deep pile carpets, and wide comfortable seating. This is family motor-ing at its best.

Engine: Four-cylinder, o.h.v. Bore 3-00 in. (76-2 mm.), stroke 3-5 in. (88-9 mm.); capacity 1622 c.c. 61 b.h.p. at 4,500 r.p.m.

Clutch: 8 in. (0-20 m.) diameter.

Gearbox: Synchromesh second, third, top. Ratios: first 3-636 : 1; second 2-214 : 1; third 1-374 : 1; top 1-00 : 1; reverse 4-755 : 1.

Final Drive: Single shaft with needle-roller universals. Rear axle three-quarter floating hypoid Ratio 4-3 : 1.

Steering: Cam and peg.

Road Wheels: Pressed-steel disc, 5-90—14 tube-less tyres.

Brakes: Hydraulic, two leading shoes at front, leading and trailing at rear. Drum diameter 9 in. (0-23 m.).

Suspension: Front, independent; rear, leaf springs. Hydraulic dampers. Anti-roll bars.

Electrical: 12-volt, 43-amp. hr. battery.

Instruments: Speedometer. Fuel and water temperature gauges. Oil pressure gauge. Electric clock. Warning lamps show dynamo not charging, headlamp high beam, and flashers working.

Coachwork: Four/five-seater De-Luxe Saloon.

Dimensions:

Overall length: 14 ft. 6-5 in. (4-43 m.)

Overall width: 5 ft. 3-5 in. (1-61 m.)

Overall height: 5 ft. 0 in. (1-52 m.)

Optional Extras: Automatic transmission; reclining front seats; electrically-heated rear window.



Wolseley 18/85 Mk. II and 18/85 Mk. II 'S'

Wolseley 18/85 Mk. II: Largest version of the front-wheel drive, transverse engine concept, the Wolseley 18/85 Mk. II is extremely roomy.

Hydrostatic suspension gives wonderful stability, and power-assisted steering makes it very easy to control. Powered by a five-bearing 1798-c.c. engine, its performance is exhilarating. Interior appointment is luxurious and the beautifully upholstered seating is designed to give superlative comfort.

18/85 Mk. II 'S': This variation of the Wolseley 18/85 has a super-tuned, twin-carburettor engine, giving added power and effortless long distance cruising, safety-matched with larger disc brakes.

Engine: Four-cylinder, transverse, o.h.v. Bore 3.16 in. (80.26 mm.), stroke 3.5 in. (88.9 mm.); capacity 1798 c.c. 86 b.h.p. at 5,400 r.p.m.

Clutch: Diaphragm-spring, 8 in. (0.20 m.) diameter.

Gearbox: Four-speed, all synchromesh. Ratios: first 3.29 : 1; second 2.06 : 1; third 1.38 : 1; top 1.00 : 1; reverse 3.07 : 1.

Final Drive: Front-wheel drive, open shafts with universals. Ratio 3.88 : 1.

Steering: Rack and pinion, power-assisted.

Road Wheels: Pressed-steel disc, 165—14 radial-ply tyres.

Brakes: Servo-assisted hydraulic, 9.28 in. (0.24 m.) discs at front, 9 in. (0.23 m.) drums at rear with leading and trailing shoes.

Suspension: Hydrostatic®* displacers interconnected front to rear.

Electrical: 12-volt, 50-amp. hr. battery.

Instruments: Speedometer with distance recorder. Combined water temperature, fuel and oil pressure gauges. Warning lamps for dynamo non-charging, flashers working, and headlamp high-beam.

Coachwork: Five/six-seater, four-door saloon. Walnut-veneered fascia. Reclining front seats.

Dimensions:

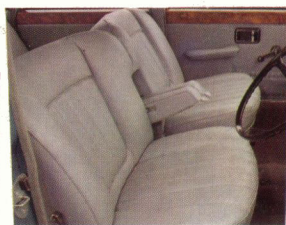
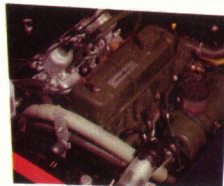
Overall length: 13 ft. 11 in. (4.24 m.)

Overall width: 5 ft. 6.875 in. (1.70 m.)

Overall height: 4 ft. 8.3 in. (1.43 m.)

Optional Extras: 95.5 b.h.p. 'S'-type engine; automatic transmission; electrically-heated rear window.

* Hydrostatic is a Registered Trade Mark.



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**BRITISH LEYLAND (AUSTIN-MORRIS) LIMITED
BIRMINGHAM, ENGLAND**