

# The Motor Road Test No. 2/59

**Make:** Wolseley

**Type:** 15/60

**Makers:** Wolseley Motors, Ltd., Cowley, Oxford.

## Test Data

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**CONDITIONS:** Weather: Cold and damp with little wind. (Temperature 35°-40° F., Barometer 29.6-29.7 in. Hg.) Surface: Wet tarred macadam. Fuel: Premium-grade pump petrol (approx. 95 Research Method Octane Rating).

### INSTRUMENTS

Speedometer at 30 m.p.h. .. .. 2% fast  
 Speedometer at 60 m.p.h. .. .. 5% fast  
 Distance recorder .. .. 1½% fast

### WEIGHT

Kerb weight (unladen, but with oil, coolant and fuel for approx. 50 miles) .. .. 21½ cwt.  
 Front/rear distribution of kerb weight .. .. 54/46  
 Weight laden as tested .. .. 25½ cwt.

### MAXIMUM SPEEDS

**Flying Quarter Mile**  
 Mean of four opposite runs .. .. 76.6 m.p.h.  
 Best one-way time equals .. .. 78.3 m.p.h.

**"Maximile" Speed** (Timed quarter mile after one mile accelerating from rest).  
 Mean of four opposite runs .. .. 75.0 m.p.h.  
 Best one-way time equals .. .. 75.3 m.p.h.

### Speed in Gears

Max. speed in 3rd gear .. .. 62 m.p.h.  
 Max. speed in 2nd gear .. .. 41 m.p.h.  
 Max. speed in 1st gear .. .. 25 m.p.h.

### FUEL CONSUMPTION

42 m.p.g. at constant 30 m.p.h. on level  
 38 m.p.g. at constant 40 m.p.h. on level  
 34 m.p.g. at constant 50 m.p.h. on level  
 29 m.p.g. at constant 60 m.p.h. on level  
 24 m.p.g. at constant 70 m.p.h. on level

**Overall Fuel Consumption** for 1,010 miles, 37.5 gallons, equals 26.9 m.p.g. (10.5 litres/100 km.).

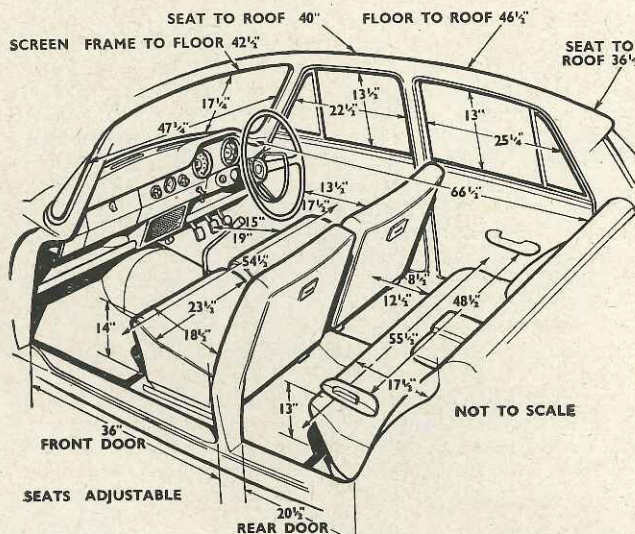
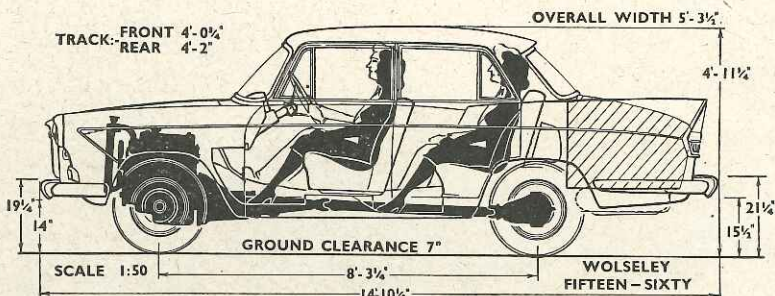
**Touring Fuel Consumption** (m.p.g. at steady speed midway between 30 m.p.h. and maximum, less 5% allowance for acceleration) .. 31 m.p.g.  
 Fuel tank capacity (maker's figure) .. 10 gallons

### STEERING

Turning circle between kerbs:  
 Left .. .. 35½ feet  
 Right .. .. 35½ feet  
 Turns of steering wheel from lock to lock 3

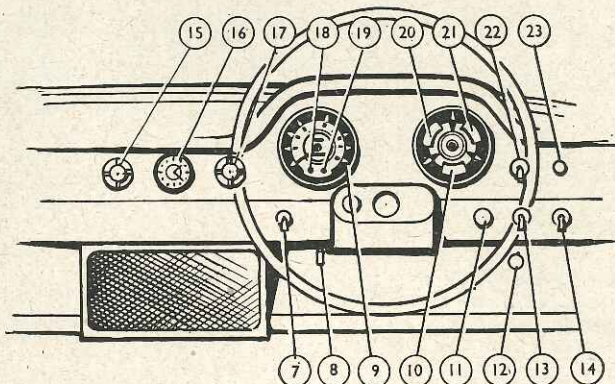
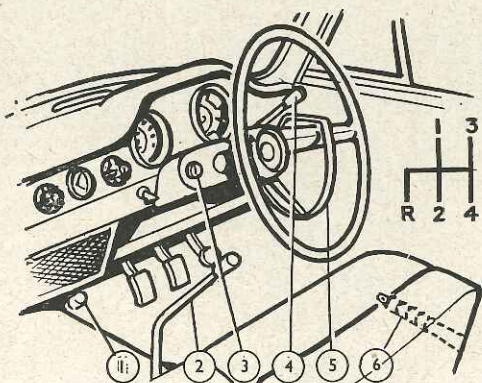
### BRAKES from 30 m.p.h. (wet road)

0.84 g retardation (equivalent to 36 ft. stopping distance) with 90 lb. pedal pressure.  
 0.74 g retardation (equivalent to 40½ ft. stopping distance) with 75 lb. pedal pressure.  
 0.58 g retardation (equivalent to 52 ft. stopping distance) with 50 lb. pedal pressure.  
 0.27 g retardation (equivalent to 111 ft. stopping distance) with 25 lb. pedal pressure.



ACCELERATION TIMES from standstill		ACCELERATION TIMES on upper ratios		
0-30 m.p.h. .. ..	6.3 sec.	10-30 m.p.h. .. ..	11.7 sec.	Top gear 3rd gear
0-40 m.p.h. .. ..	10.5 sec.	20-40 m.p.h. .. ..	11.1 sec.	7.6 sec.
0-50 m.p.h. .. ..	15.6 sec.	30-50 m.p.h. .. ..	11.6 sec.	7.5 sec.
0-60 m.p.h. .. ..	25.6 sec.	40-60 m.p.h. .. ..	15.9 sec.	9.3 sec.
0-70 m.p.h. .. ..	42.4 sec.	50-70 m.p.h. .. ..	26.1 sec.	15.6 sec.
Standing quarter mile .. ..	23.2 sec.			—

HILL CLIMBING at sustained steady speeds	
Max. gradient on top gear .. ..	1 in 11.7 (Tapley 190 lb./ton)
Max. gradient on 3rd gear .. ..	1 in 7.9 (Tapley 280 lb./ton)
Max. gradient on 2nd gear .. ..	1 in 5.3 (Tapley 415 lb./ton)



1, Headlamp dip-switch. 2, Gear lever. 3, Ignition and starter switch. 4, Direction indicator switch. 5, Horn ring. 6, Handbrake. 7, Heater boost fan. 8, Trip re-setting knob. 9, Speedometer and distance recorder. 10, Fuel contents gauge. 11,

Choke control. 12, Bonnet catch release. 13, Panel light switch. 14, Windscreen wipers switch. 15, Heater temperature control. 16, Clock. 17, Heater air distribution control. 18, Headlamp

high beam indicator lamp. 19, Dynamo charge warning lamp. 20, Oil pressure gauge. 21, Water thermometer. 22, Lights switch. 23, Windscreen washer button.

# The Wolseley Fifteen-Sixty

A New  
Luxuriously  
Sprung 1½-litre  
Family Car  
with Very  
Light Controls



CRISPLY clean-cut in outline and smooth in contour, the Fifteen-Sixty offers greater comfort than its predecessor with very similar performance.

## In Brief

Price £660 plus purchase tax £331 7s. equals £991 7s. 0d.

Capacity ... .. 1,489 c.c.

Unladen kerb weight ... 21¾ cwt.

### Acceleration:

20-40 m.p.h. in top gear ... 11.1 sec.

0-50 m.p.h. through gears 15.6 sec.

### Maximum direct top gear

gradient ... .. 1 in 11.7

Maximum speed ... .. 76.6 m.p.h.

"Maximile" speed ... .. 75.0 m.p.h.

Touring fuel consumption ... 31.0 m.p.g.

Gearing: 15.7 m.p.h. in top gear at 1,000 r.p.m.; 26.9 m.p.h. at 1,000 ft./min. piston speed.

AT the moment of writing this report, the new Wolseley Fifteen-Sixty on which we are privileged to publish the first full Road Test costs 32½% more than the cheapest 1½-litre 4-seater on the British market. In return for this moderate "premium," it offers a degree of all-round excellence which makes it quite one of the most attractive general-purpose cars of its size, and carries as standard equipment a valuable range of the things which would be bought as extras by many purchasers of apparently lower-priced cars, amongst them a heater, windscreen washing sprays, a clock and a pair of reversing lamps.

As will be appreciated by those who read the description of this car in *The Motor* four weeks ago, the Wolseley 15/60 has an entirely new body-chassis unit of integral steel construction, but incorporates well-tried mechanical elements of which the majority have needed only detail refinements as compared with the preceding 15/50 model. Apart from the matter of re-styling to bring its appearance up to date, this middle-sized Wolseley of a three-model range shows notable gains in comfort and usefulness, its all-round performance and economy of operation remaining closely comparable with the less roomy

but identically priced model it supersedes.

Well in line with the requirements of a great many motorists is the ability of this Wolseley to carry four people with their luggage in real comfort, and to accommodate one or two more passengers without undue cramping when need arises; to accelerate from a standstill to 50 m.p.h. through the gears in less than 16 seconds, or from 20 m.p.h. to 50 m.p.h. in top gear in only a fraction over 17 seconds; to attain a top speed in the 75-80 m.p.h. bracket without favour from wind, gradient or flattering speedometer; and withal, to provide 30 m.p.g. fuel economy at moderate touring speeds and seldom worse than 25 m.p.g. even in adverse conditions.

Superimposed upon the bare facts of what this car can do, there is a very welcome degree of all-round refinement, evident not only in the style of its furnishing and equipment but also in the manner of its running. There are points which can be criticized, and many of these will no doubt receive attention before many months pass. However, one result of the development departments at the Cowley and Longbridge factories of the B.M.C. "pooling" their immense resources to evolve variously priced versions of the same basic design, is an absence of the imperfections usually found in a new model during its first few months on the production lines. The Wolseley 15/60 has little save petty shortcomings to earn criticism.

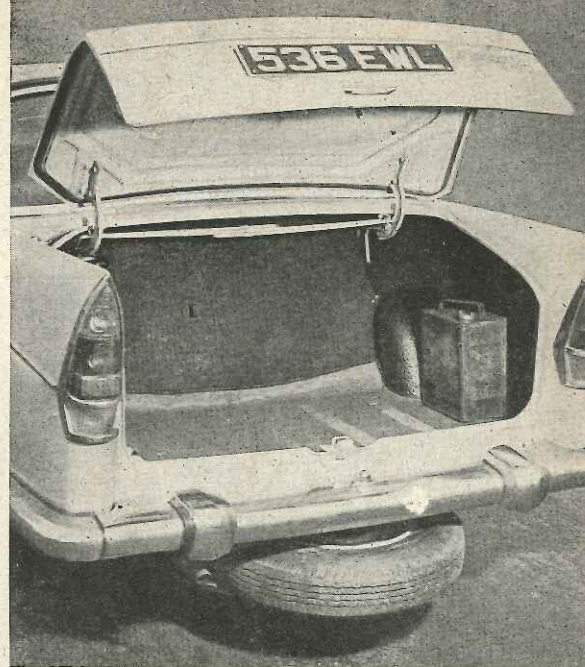
Full-sized adults have obviously been considered in laying out the driving position, which cramps nobody but sets a

generously sized steering wheel high enough for its rim to limit forward vision for the not-so-tall. Individually adjustable front seats are used, but they are not of "bucket" shape and can be set together to carry an emergency third passenger on occasion, their upholstery proving very comfortable save that a driver sitting very well back in his seat could find a hard edge of the cushion below his spine; for a passenger, the nearside front seat gives exceptionally comfortable travel. The falling bonnet line is conveniently flanked by visible front wings, and the windscreen is sensibly wide but flanked by pillars of which the thickness, unfortunately, exceeds the normal spacing between human eyes.

Even behind a tall driver, the rear compartment remains comfortable for most men, although a cushion giving more support below the knees would be welcome. A folding central armrest divides the seat when required, curvature of the softly upholstered seat back to clear the wheel arches improving comfort for two people but having a reverse effect if three people are being carried. Very conveniently, there is a flat panel where a sleeping rear seat passenger's head rests, although padding here would make this car even more luxurious for tired businessmen with chauffeurs. The general style of the interior trim is quietly pleasing, with leather and matching leathercloth upholstery, polished woodwork on door fillets and fascia panel, and a non-reflecting black top to the fascia. The lockable glove box is of modest size only, and there are no door pockets, but a usefully



THESE pictures show (with the aid of a 2-gallon petrol can) the vast proportions of the boot, the squarish top and flat rear making it usefully trunk-like in shape. The low, flat floor makes loading easy but results in a deep lid panel on which it is all too easy for heads to be banged. The spare wheel (shown partly extracted) is housed on a tray under the floor, wound down by the starting handle.



desired, be used for starts from rest, and 1st gives ample tractive effort for starting a laden car on very steep gradients—despite a preponderance of its weight being carried on the front wheels, this model is by no means as prone to wheelspin on treacherous mud surfaces as are many of its contemporaries.

Drawing in fresh air from just below the windscreen, the Smiths interior heater is instantly and progressively controllable to deliver air at any temperature between atmospheric and something very far above this, whilst the de-mister control may be used to pass either cold or heated air on to the interior of the windscreen. Some scope for improvement in details of the heater installation remains, however, as heated air emerges largely on the passenger's side of the car without much reaching the driver's feet, and the cool air de-misting is of limited effectiveness owing to the air jets being apparently positioned and aimed too far back from the glass—in damp weather, however, the alternative of warm

air de-misting (boosted at traffic speeds by a none-too-quiet fan) works well, at the expense of extra stuffiness inside the car. Hinged ventilator panels on the front doors can be used in fine weather only, as they admit very large amounts of rain.

As has been indicated, this car will carry the luggage for its normal complement of passengers, in a neatly lined and carpeted rear locker which has a low and flat floor with the spare wheel hung beneath it. Torsion bar springs hold the lid of this locker open, and an automatic strut holds the bonnet open, but both these opening panels have unpleasant downward-facing edges of metal on to which a head can carelessly and most uncomfortably be raised. Under-bonnet accessibility is reasonably good, the fuel pump is an electrical unit in a cool position above the fuel tank where rear-seat passengers can hear it ticking, and there is a fairly typical need to lubricate 17 nipples every 1,000 miles with an oil-gun.

In general, this latest Wolseley seems an

extremely worthy heir to a famous name, providing just the sort of comfortable travel in pleasant surroundings which people expect to enjoy behind the familiar illuminated radiator badge, at sensible purchase and running costs. Extreme economy of fuel cannot be claimed, our usual tests at steady speeds showing 42 m.p.g. at 30 m.p.h., 34 m.p.g. at 50 m.p.h. and 24 m.p.g. at 70 m.p.h., a fairly sharp rise in fuel consumption with speed being evident. This engine is, however, well known for its good torque at moderate speeds, and extravagant use of the gears is by no means essential for brisk cross-country progress. Those who travel abroad may note that, in accord with the "sensible" character of this model, its "octane requirement" is modest enough to make it perfectly tolerant of fuels appreciably inferior in anti-knock quality to the "premium" petrols which most British motorists use. As a good all-rounder for those who need not buy the cheapest thing available, this new Wolseley deserves a bright future.

## Specification

### Engins

Cylinders	...	...	4
Bore	...	...	73.025 mm.
Stroke	...	...	88.9 mm.
Cubic capacity	...	...	1,489 c.c.
Piston area	...	...	25.97 sq. in.
Valves	...	Overhead (pushrod operated)	
Compression ratio	...	...	8.3/1 (optional 7.2)
Carburettor	...	S.U. inclined, type H.S.2	
Fuel pump	...	S.U. electrical, rear mounted	
Ignition timing control	...	...	Centrifugal and vacuum
Oil filter	...	...	Full-flow
Max. power (gross)	...	...	55 b.h.p.
at	...	...	(51 b.h.p. net)
at	...	...	4,400 r.p.m.
Piston speed at max.	...	...	2,570 ft./min.

### Transmission

Clutch	...	...	Borg & Beck 8 in. single dry plate
Top gear (s/m)	...	...	4.55
3rd gear (s/m)	...	...	6.25
2nd gear (s/m)	...	...	10.08
1st gear	...	...	16.55
Reverse	...	...	21.64
Propeller shaft	...	...	Hardy Spicer open
Final drive	...	...	Hypoid bevel
Top gear m.p.h. at 1,000 r.p.m.	...	...	15.7
Top gear m.p.h. at 1,000 ft./min. piston speed	...	...	26.9

### Chassis

Brakes	...	Girling hydraulic (2 l.s. front)
Brake drum internal diameter	...	9 in.
Friction lining area	...	147 sq. in.
Suspension:	...	...
Front	...	Independent by coil springs and unequal-length wishbones
Rear	...	Rigid axle and ½-elliptic leaf springs
Shock absorbers	...	Armstrong lever-arm hydraulic
Steering gear	...	Cam and peg
Tyres	...	5.90—14 Dunlop tubeless

## Coachwork and Equipment

Starting handle	...	...	Yes
Battery mounting	...	Alongside engine on right	
Jack	...	...	Smiths
Jacking points	...	...	Centre body, sides
Standard tool kit:	...	...	3 d/e spanners, 3 box spanners, sparking plug spanner, tappet spanner, cyl. head spanner, tommy bar, tappet spanner, distributor screwdriver and feeler gauge, tyre valve spanner, rear axle drain plug key, tyre pump and connector, screwdriver, pliers, Phillips screwdriver, 7 in. adjustable spanner, jack, wheelbrace and hub cap lever, greasegun, brake bleeder screw and tube, paint touch-up pencil.
Exterior lights:	...	...	2 headlamps, 2 side lamps, 2 stop/tail lamps, 2 reversing lamps, number plate lamp.
Number of electrical fuses	...	...	2
Direction indicators	...	...	Self-cancelling amber flashers
Windscreen wipers	...	...	Electrical 2-blade self-parking
Windscreen washers	...	...	Trico vacuum operated
Sun visors	...	...	2
Instruments:	...	...	Speedometer with total and trip distance recorders, oil pressure gauge, coolant thermometer, fuel contents gauge, clock.
Warning lights	...	...	Dynamo charge, headlamp main beam

### Locks:

With ignition key	...	...	Ignition/starter switch, fuel filler cap, and either front door
With second key:	...	...	Luggage locker, glove box
Glove lockers	...	...	One on fascia panel, lockable lid
Map pockets	...	...	None
Parcel shelves:	...	...	One below each side of fascia panel, and full-width shelf behind rear seat.
Ashtrays	...	...	2 inside front doors, 2 behind front seats
Cigar lighters	...	...	None
Interior lights:	...	...	2 on centre body pillars, with courtesy switches on front doors.
Interior heater	...	...	Smith's fresh air heater and screen de-mister
Car radio	...	...	Optional extra (H.M.V. Radiomobile)
Extras available	...	...	Radio, two-tone colour schemes, and rim embellishers
Upholstery material:	...	...	Leather, and matching leathercloth on non-wearing surfaces.
Floor covering	...	...	Pile carpets
Exterior colours standardized:	...	...	6 (some with choice from 2 or 3 interior colour schemes), and at extra cost 6 two-colour combinations.
Alternative body styles:	...	...	None (Austin A55 Cambridge Mk. II has closely similar structure and mechanism with simpler furnishing and equipment).

## Maintenance

Sump	...	...	8 pints, S.A.E. 30
Gearbox	...	...	5 pints, S.A.E. 30
Rear axle	...	...	2 pints, S.A.E. Hypoid 90
Steering gear lubricant	...	...	Grease
Cooling system capacity	...	...	12 pints (2 drain taps)
Chassis lubrication:	...	...	By grease gun every 1,000 miles to 17 points.
Ignition timing	...	...	5 deg. BTDC.
Contact-breaker gap	...	...	.014-.016
Sparking plug type	...	...	Champion N8
Sparking plug gap	...	...	.025
Tappet clearances (hot)	...	...	Inlet .015 in., exhaust .015 in.
Valve timing:	...	...	Inlet opens 5 deg. BTDC and closes 45 deg. ABDC. Exhaust opens 40 deg. BBDC and closes 10 deg. ATDC.
Front-wheel toe-in	...	...	parallel to ¼ in.
Camber angle	...	...	½ deg.
Castor angle	...	...	3 deg.
Steering swivel pin inclination	...	...	6½ deg.
Tyre pressures:	...	...	Front ... 23 lb. Rear ... 24 lb.
Brake fluid	...	...	S.A.E. 70 R1
Battery type and capacity:	...	...	Lucas BT 4 12-volt, 43 amp. hr.