



WOLSELEY 1300



THE SUPERB WOLSELEY 1300 . . . With its powerful, transverse engine, front-wheel drive, Hydrolastic suspension, rack-and-pinion steering, and front disc brakes the Wolseley 1300 is technically a supremely advanced saloon car. It is ideally suited to modern motoring conditions —being compact and easy to handle and park. It is a particularly brisk and safe performer and is very economical to run. In addition, it is luxuriously equipped in traditional Wolseley style. It is, in all, a superb car.



BIG-CAR SPACE. The unique design of the Wolseley 1300 has made possible an interior of astonishing roominess. Although outwardly compact, there is more passenger space than in many conventional cars of much greater length. A glance at the dimensions diagram in this catalogue will give some idea of the generous proportions of the Wolseley 1300 interior.

The re-styled seats are upholstered to provide exceptional comfort with long life. Real leather is used on their wearing surfaces. The front seats are both adjustable for leg room. Reclining front seats are available as an optional extra.

A wide parcel shelf runs beneath the walnut-veneered fascia and further stowage space for personal belongings is provided by large pockets in the front doors, the open space beneath the rear seats, and a deep shelf behind the rear seat squab. Both front doors are lockable from the inside or by exterior private key. Children's safety catches are fitted to all doors which, when operated, prevent the doors being opened from the inside. Seat belt anchorage points are built in, to which BMC approved accessory seat belts can be fitted by your Distributor or Dealer.

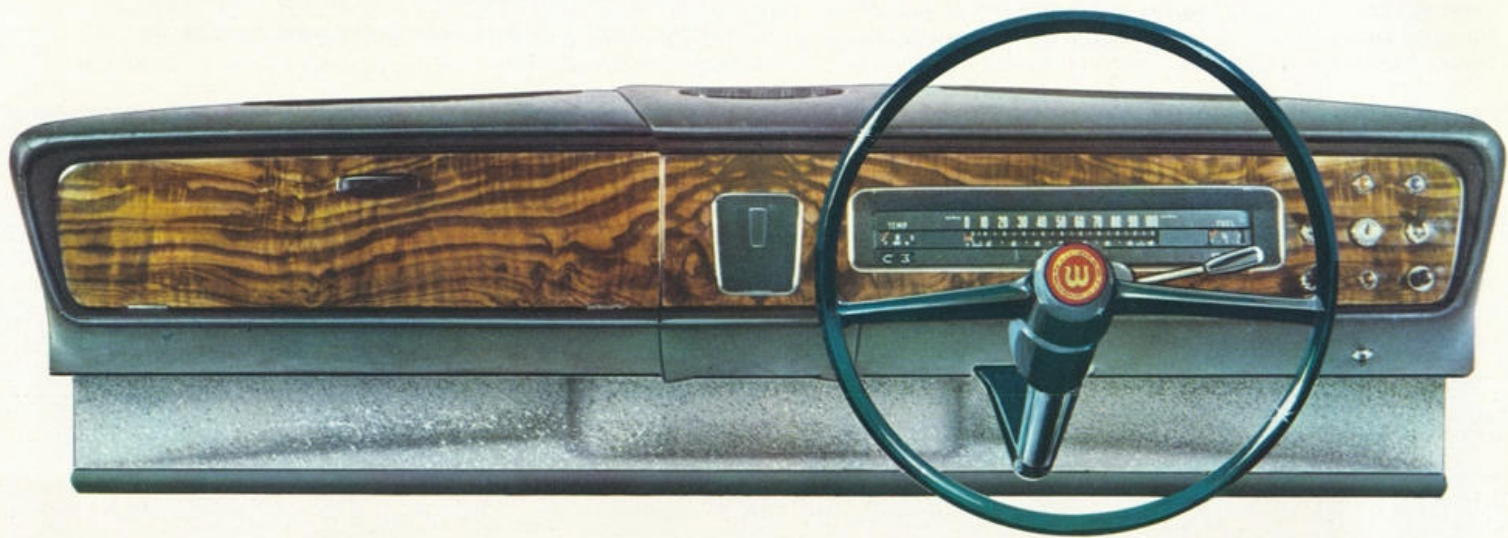
WOLSELEY 1300 The Wolseley 1300 is a superb motor-car from every angle. The sleek modern lines and distinctive traditional Wolseley front grille receive admiring glances wherever you go. The car is available in a wide range of attractive monotone and duotone colour schemes with luxurious upholstery and trim to match—ask your Distributor or Dealer to show you samples. Apart from the engine and technical details described on other pages, the Wolseley 1300 has re-styled seating and rear-light clusters, repeater flashers on the wings for extra safety, and new-style road wheels. A very worthwhile optional extra is the automatic transmission which will enable you to ride in complete luxury with the minimum of effort and fatigue. There is no clutch pedal, and if you so desire, no gear-changing.



An all-steel assembly forms the combined body and chassis unit of the Wolseley 1300, safely enclosing the passengers in an immensely strong and torsionally rigid mono-structure and providing a foundation for engine, transmission, suspension, and steering. The entire unit is dip-bonderized to prevent internal corrosion and to ensure a long life for the external paint finish. The quality and 'depth' of Wolseley paintwork

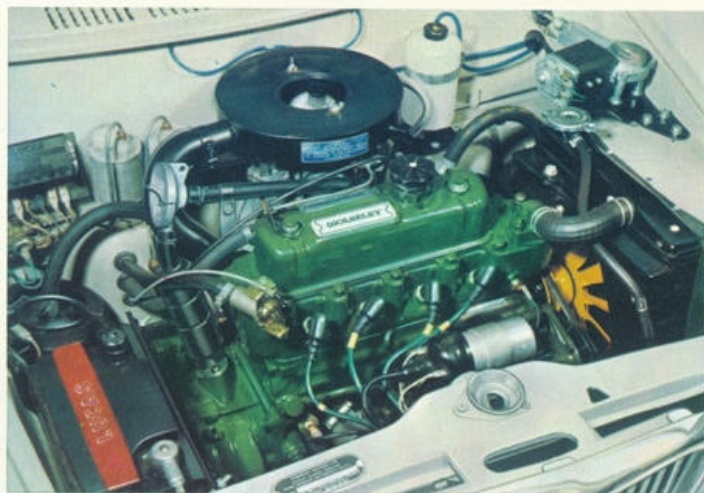
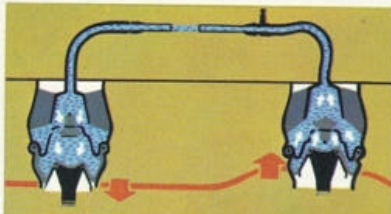
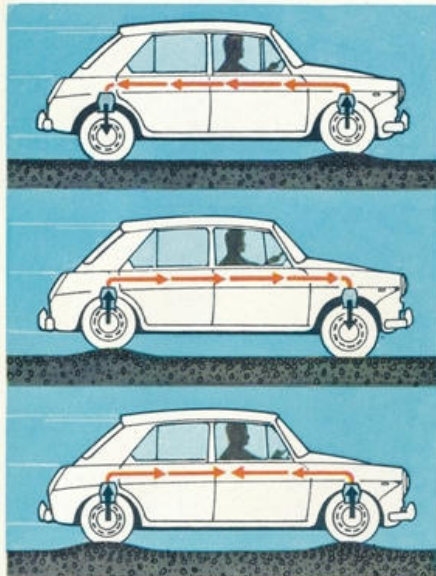
and chromium-plating is held to a consistently high standard. The full-width rear luggage compartment has a capacity of 9½ cu. ft. (0.27 m.³). The boot lid lifts upwards on concealed hinges with a light action because it is assisted by a torsion bar. The spare wheel is housed beneath the panel forming the luggage compartment floor.





WOLSELEY 1300 Inside and outside, Wolseley luxury is evident. The interior is generously appointed, and interior furnishings are of the finest quality. The fascia is tastefully designed and finished in American figured-walnut veneer. On the passenger's side there is a glovebox with flush lid and on the driver's side a ribbon-type speedometer which incorporates a water temperature gauge and fuel gauge. Lighting switches, hand controls, and warning lights are grouped at the outer end of the fascia panel. A new switch on the steering-column incorporates the dip switch, headlamp flasher, horn, and direction indicators. The fascia top is soft-trimmed in black to prevent glare and, with the edge of the full-width parcel shelf, is padded for safety.





Above is the 1300 power-unit (showing the single carburettor, automatic transmission version) transversely installed under the bonnet. With four-speed synchromesh gearbox the unit is fitted with twin HS2 carburettors.

HYDROLASTIC SUSPENSION—a roll-free, level ride

1. Front wheel on bumps: fluid forced to rear suspension unit which reacts to raise rear of car, maintaining level attitude.
2. Rear wheel on bumps: fluid forced to front suspension unit which reacts to raise front of car, maintaining level attitude.
3. Both wheels on bumps (also when weight is transferred to both wheels when cornering): fluid pressure equalized, level attitude of car maintaining no roll.

The outstanding feature is its sheer simplicity of operation. The front and rear Hydrolastic displacers on each side of the car are interconnected by a small-bore pipe causing a restriction in fluid flow, which rises with the speed of the car. The ride is therefore steadied at high speeds and softened at low speeds, giving the luxurious kind of ride always associated with Wolseley cars. The system is hermetically sealed and therefore needs very little attention during the normal working life of the car. Anti-roll and anti-pitch bars are fitted between the rear suspension arms.



FRONT-WHEEL DRIVE. The Wolseley 1300 engine and transmission unit, which includes engine with cooling system, clutch, gear trains, differential, and drive shafts, is mounted transversely and drives directly through the front wheels. The conventional propeller shaft and the heavy rear axle are thus eliminated. At the same time the transverse arrangement of the engine

permits a considerable saving in the length of the engine compartment with a consequent gain in passenger compartment space.

Now powered by the BMC 'A'-series 1275-c.c. engine, equipped with twin S.U. carburettors, the Wolseley 1300 gives superb all-round performance, brisk acceleration, and quick getaways.

AUTOMATIC TRANSMISSION is a brilliant optional extra. A combination of fully automatic plus manual control over all four gears. Do it yourself, or leave it to us. Just slip the selector lever into 'Drive', press the accelerator and go. Or you can change into over-riding manual control at any time, but with a big difference; there's no clutch!

Matching the power of the engine, powerful hydraulically operated brakes have discs at the front with single calliper action. Excellent heat dissipation results in superb fade-free braking.

SPECIFICATION

ENGINE: Four cylinders, overhead valves with push-rod operation. Bore 70.61 mm. (2.78 in.), stroke 81.28 mm. (3.2 in.), cubic capacity 1275 c.c. (77.8 cu. in.). B.H.P. (approx.) twin HS2: 65 at 5,750 r.p.m. (67.5 gross), single HS4: 60 at 5,250 r.p.m. (62 gross); maximum torque (approx.) twin HS2: 70.5 lb. ft. at 3,000 r.p.m., single HS4: 69.5 lb. ft. at 2,500 r.p.m. Compression ratio 8 : 1.

Fuel System: Twin S.U. HS2-type semi-downdraft carburettors (single S.U. HS4-type carburettor with automatic transmission). Rear-mounted S.U. electric fuel pump. Paper element air cleaner with silencer. Filters contained in fuel tank and fuel pump. Tank is fitted under luggage boot and has capacity of 8 Imperial gallons (9.5 U.S. gallons, 36.4 litres).

Lubrication System: Sump forms oil bath for gearbox and final drive. External full-flow oil filter with renewable element.

Ignition System: Battery and coil. Automatic advance and retard with centrifugal and vacuum control.

Cooling System: Water-cooled, pressurized system with separate expansion chamber. Circulation thermostatically controlled assisted by impeller pump and fan. Cooling capacity 6½ pints (8.1 U.S. pints, 3.8 litres) including heater.

TRANSMISSION

Clutch: Diaphragm-spring single dry-plate, 7½ in. (18 cm.) diameter, with hydraulic operation.

Gearbox: Four-speed all synchromesh. Remote-control, central-floor gear-change lever. Combined transmission casing and oil sump below engine crankcase. Engine main-shaft in constant mesh with differential assembly mounted on side of transmission casing. Drive transmitted by universally jointed shafts to the front road wheels.

STEERING: Rack and pinion, with direct linkage to steering-arms on swivel pins. 16½ in. (0.41 m.) diameter steering-wheel, 3½ turns lock to lock. Turning circle 34 ft. 9 in. (10.59 m.).

SUSPENSION: Front: Independent wishbone suspension with Hydrolastic displacers (interconnecting front to rear). Rear: Independent; trailing arms with Hydrolastic displacers. Auxiliary springs and anti-roll bar.

BRAKES: Lockheed hydraulic brakes. Pendant-type pedal. 8.39 in. (0.21 m.) diameter self-adjusting single calliper disc brakes at front and 8 in. (0.20 m.) diameter brake-drums at rear with leading and trailing shoes. Simple shoe adjustment on rear brakes which simultaneously adjusts the hand brake. Central pull-up lever operates the hand brake on rear drums. A pressure-limiting valve is introduced between the master cylinder and the rear drum brakes to apportion

more accurately braking between front and rear wheels for both wet and dry road conditions.

WHEELS AND TYRES: Dunlop 5.50—12 tubeless tyres on ventilated disc-type 4½ × 12 in. wheels with four-stud fixing. Spare wheel housed in luggage compartment.

ELECTRICAL: High-output generator with current-voltage control; 12-volt, 40 amp.-hr. battery (at 20-hr. rate) located in engine compartment; double-dipping sealed-beam headlamps; sidelamps; twin stop/tail lamps; rear reflectors; twin rear number-plate lamps; flashing direction indicators with repeater flashers on wings. Single lever on steering-column controls horn, headlamp flasher, dip switch, and self-cancelling direction flashers. Instrument lamp; dual-arm windscreen wipers; twin electric horns; interior roof lamp with courtesy switch; warning lamps for ignition, direction indicator, headlamp main beam, oil pressure, and oil filter renewal (with manual gearbox only).

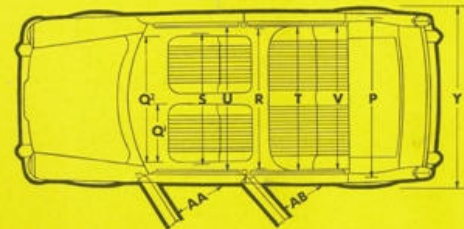
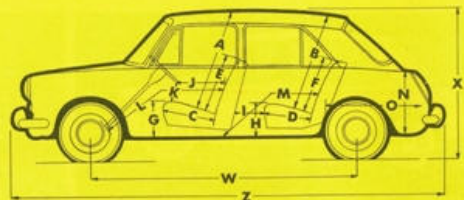
INSTRUMENTS AND CONTROLS: M.p.h./km.p.h. calibrated speedometer with total mileage recorder; water temperature and fuel gauges. Ignition/starter switch; mixture control; lighting switch; windscreen washer, windscreen wiper switch. Fresh-air heater/demister unit.

COACHWORK: Four-door saloon of mono-construction, rubber-mounted to front and rear sub-frame assemblies to give insulation between road wheels and body. Full-width bumpers with over-riders front and rear. External, rotary, ratchet-type locks on both front doors; front and rear doors lock from inside; children's safety catches fitted to all doors. Large panniers in front doors. Wind-up windows on doors; hinged quarter-light on front doors. Curved, safety-glass windscreen with curved back-light and side-lights. Veneered figured-walnut fascia with ashtray and companion box with magnetic catch; central ashtray for rear compartment. Two crushable sun visors. Interior safety rear-view mirror. Adjustable front seats and all wearing surfaces upholstered in real leather. Moulded pile finish floor covering. Luggage boot at rear of car fitted with locking, spring-assisted lid; capacity 9½ cu. ft. (0.27 m.³). Bonnet lock cable operated from inside car; separate safety catch; bonnet held open by telescopic prop. Anchorage points for seat belts at front. Provision for radio.

EXPORT AVAILABILITY: Left- or right-hand steering, headlighting, m.p.h. or km.p.h. speedometer, and fresh-air ventilation and heater equipment according to market.

OPTIONAL EXTRAS: Automatic transmission; duotone colours; electrically heated rear window; reclining front seats.

SELECTED ACCESSORIES (available through your Distributor or Dealer): wing mirrors, seat belts, roof racks, auxiliary lamps, seat covers, car-valenting items, locking petrol cap, anti-mist panels, touch-up paints, hand tools, fire extinguisher, exhaust trim, badge bar.



DIMENSIONS

Front seat head room	A	37 in.	94.0 cm.
Rear seat head room	B	34½ in.	87.6 cm.
Front seat cushion depth	C	17½ in.	44.4 cm.
Rear seat cushion depth	D	17 in.	44.4 cm.
Front seat squab height above cushion	E	18 in.	45.7 cm.
Rear seat squab height above cushion	F	21 in.	53.3 cm.
Front seat cushion height above floor	G	13½ in.	34.3 cm.
Rear seat cushion height above floor	H	13½ in.	34.3 cm.
Distance between seats—max.	I	14 in.	35.6 cm.
Distance between seats—min.	J	10 in.	25.4 cm.
Steering-wheel to squab—max.	K	15½ in.	39.3 cm.
Steering-wheel to squab—min.	L	11 in.	27.9 cm.
Steering-wheel to cushion	M	7½ in.	19.1 cm.
Front seat leg reach—max.	N	44 in.	111.7 cm.
Front seat leg reach—min.	O	39½ in.	101.3 cm.
Rear seat leg reach—max.	P	46 in.	116.8 cm.
Rear seat leg reach—min.	Q	41 in.	104.1 cm.
Luggage boot height	R	22 in.	55.8 cm.
Luggage boot depth	S	33 in.	83.8 cm.
Luggage boot width	T	47½ in.	120.6 cm.
Front seat cushion width—individual	U	47 in.	119.3 cm.
Rear seat cushion overall width	V	50 in.	127.0 cm.
Width between front doors—max.	W	48 in.	121.9 cm.
Width across rear seat—max.	X	52 in.	132.1 cm.
Shoulder width over front seat	Y	50 in.	127.0 cm.
Shoulder width over rear seat	Z	51 in.	129.5 cm.
Wheelbase	AA	93½ in.	237.5 cm.
Overall height	AB	53½ in.	136.8 cm.
Overall width	AC	60½ in.	153.4 cm.
Overall length	AD	146½ in.	372.7 cm.
Front door entry width	AE	28 in.	71.1 cm.
Rear door entry width	AF	26 in.	66.0 cm.
Track at front	AG	51 in.	130.8 cm.
Track at rear	AH	50 in.	129.2 cm.
Ground clearance	AI	6½ in.	15.6 cm.
Kerbside weight (approx.)		1,816 lb.	824 kg.

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 British Motor Corporation Limited.



THE BRITISH MOTOR CORPORATION
LIMITED
BIRMINGHAM, ENGLAND

Lithographed by The Nuffield Press Limited, Cowley, Oxford, England

26/12 (14421) 5:68—25m.

Publication No. 2462 A