The WOLSELEY 1500
Smoothness and Petrol Economy
Featured by a Compact New Quality Car

In Brief
Price: £505 plus purchase tax £253 17s. 6d.
equals £758 17s. 6d.
Capacity ........ 1,489 c.c.
Unladen kerb weight .......... 1,724 cwt.
Acceleration:
20-40 m.p.h. in top gear ........ 13.0 sec.
0-50 m.p.h. through gears ........ 16.0 sec.
Maximum direct top gear gradient ........ 1 in 12.0
Maximum speed ........ 76.7 m.p.h.
"Maxime" speed ........ 75.6 m.p.h.
Touring fuel consumption ........ 36.6 m.p.g.
Gearing: 18.5 m.p.h. in top gear at 1,000 r.p.m.; 31.7 m.p.h. at 1,000 ft./min. piston speed.

S MALLEST car to carry the name since a 918-c.c. model of basically pre-war design went out of production, the new Wolseley 1500, which we were able to drive for some 900 miles in advance of its public unveiling, proved itself an extremely practical and pleasing car, well worthy of the name it carries on a familiarly-shaped radiator grille. Precisely in accordance with the tradition which has made Wolseleys so normal a choice of professional men, this car costs only a little more than the cheapest cars of comparable size, offers standards of refinement and finish which lift it well above the standards of cheaper models, and almost as an incidental provides above-average performance also.

To compare in value with the mass-production models, it seems inevitable that a car such as the Wolseley must make use of mass-produced components whenever possible, and in this instance a very happy selection indeed has been made. From the immensely successful Morris Minor much of the underframe and suspension has been taken, and upon it is based a new four-door saloon body of greater internal width and luggage-carrying capacity. From the Morris Oxford comes a well-tried 1½-litre o.h.v. engine, recently toughened up by such innovations as lead-indium big-end bearings but in this instance de-tuned for maximum smoothness by reversion to last season’s lower compression ratio. From the M.G. Magnette comes a close-ratio four-speed gearbox with a most excellent central control. Finished off in the Wolseley manner, with a wide choice of exterior colours and with leather and polished wood freely used internally, this comfortable small car runs up to a top speed of well over 75 m.p.h. with exceptionally little fuss, yet can be expected to provide fuel economy of the 35 m.p.g. order even when briskly driven, and has the hard-to-explain air of being likely to run very large trouble-free mileages.

Quite evidently, the designers of this model have had to resist a temptation to give it a buzzing performance, such as a good 1½-litre engine in a compact car weighing just under 18 cwt. at the kerb could easily produce. A single S.U. carburettor and modest compression ratio keep the engine smooth, giving plenty of torque at low and medium speeds with the minimum of fuss. A rear axle ratio giving 18½ m.p.h. per 1,000 r.p.m. of the engine gives remarkable economy of fuel, our steady-speed figures recorded on the opposite page being exceptionally good right through the range, from 52 m.p.g. at 30 m.p.h. to 28½ m.p.g. at 70 m.p.h. An instant starter each morning, the engine took about a mile to warm up enough to pull smoothly without use of the choke.

Perforce commencing our timed tests with only 700 miles of running-in completed, we recorded figures which a better matured example of the model would no doubt improve upon, but top-gear acceleration from 10 m.p.h. to 30 m.p.h. in 11.4 sec. indicates pulling power which is comfortably above average for a small car without, being sensational. Acceleration from rest to 50 m.p.h. in 16 sec. indicates however that a driver who is minded to use the gearbox can in fact regard this as quite a lively sports saloon, the rigid and nicely placed central gear lever certainly encouraging this sort of handling.

Choice of the close-ratio third gear as used on current M.G. models, rather than the more widely spaced ratios of the Wolseley 15-50 will probably produce...
mixed reactions. The keener types of driver (most of our staff come within this description) will delight in having an unfussy 60 m.p.h. in third gear available for accelerating past other traffic, with r.p.m. still well short of the limit although diminishing torque makes the use of higher engine speeds almost pointless on most occasions. There are however some motorists who would rather sacrifice a little third-gear speed in order to be able to climb even steeper grades in this ratio. In second gear, 35 m.p.h. is uselessly attainable and 40 m.p.h. can be exceeded, this ratio taking the Wolseley up Porlock Hill (carrying three adults and luggage) without protest, although on the steepest sections speed fell away temporarily. Unsyncro-
ized but quite easy to engage, first gear was needed to take the same load up the steepest part of Lynton Hill which the R.A.C. list as 1 in 4, second gear sufficient for the rest of this steep climb.

Economical Cruising
Whatever limitations the high rear axle ratio may impose upon the top gear hill climbing of this big-engined little car, effortlessness and economical cruising on more normal roads make the chosen ratio altogether delightful. The ability to hold cruising speeds around 65 m.p.h. over the undulations of Salisbury Plain, without engine fuss and without a great deal of wind or other noise either, make this an exceptionally rapid and untriring car for long journeys, and such driving is likely to produce an overall petrol consumption of around 33 m.p.g., which compares more than favourably with any comparably fast-running and comfortable model. At the opposite end of the speed range the engine is smooth down to 15 m.p.h. or less in top gear.

Compact and conventional rather than of striking appearance, the new four-door four-seat body promises to fulfil the requirements of a great many motorists. Nicely shaped individual front seats adjust with exceptional ease, and only the very tall or long-legged might like a little more rearward adjustment of the driving seat to make them really at ease on a long journey.

Good Elbow Room
Width inside the body is comfortably generous, the forward view good over a short bonnet flanked by visible wings, and the windscreen pillars not exaggeratedly thick although equally not as slender as we would have wished. A front-seat pas-
senger would be made more comfortable by an angled toe-board, but this would take up space and encourage setting the seat back, to the disadvantage of rear-seat knee-
room. The hump over the gearbox is so slight, and the short gear lever mounted so far back, that it is easy to enter or leave the driving seat through the rear-side door.

Provision of really good front doors has meant that, whilst the rear doors are also surprisingly wide for so compact a car, access to the rear compartment is slightly impeded by limited toe room between the centre body pillar and the seat. Ample toe room for the rear compartment is provided under the front seats, but these seats need to be less than fully back if knee-room behind them is to be comfortable. So long as all four people in the car are not tall, however, this can be a comfortable little car for long days of motoring; initial criticism of proximity of the roof and rear window to a passenger’s head is soon forgotten in appreciation of a comfortable seat with a high backrest.

Interior furnishing shows a blending of styles, strictly traditional being the polished wood facia panel and door fillets, less traditional the rather bright two-tone brown leather upholstery of the test model, sensibly modern the leather-covered padd-
ing provided above and below the facia panel to minimize passenger injuries in any unlucky accident, and the washable plastic roof lining. Of the two small cubby holes on the facia, one has a lid which opens flat as a table for picnic cups, and the shelf behind the rear seat is deeply recessed so that emergency braking does not throw parcels off it. Instruments, with white figures on a black circular dial and seg-
ments, include oil pressure and coolant temperature gauges as well as fuel contents gauge and trip-recording speedometer. We understand that a self-cancelling direction indicator switch will be fitted to future production cars; a more convenient horn button than the existing one could surely be contrived at no great cost; rheostat-controlled brilliance of the instrument lighting is an extra which some buyers might like to have; a still better closed off (by the control on the facia panel) when driving amid the fumes of other traffic, and a pair of Trico wind-
screen washing sprays. A very full kit of tools is included in the Wolseley 1500’s normal specification.

Emphasis has previously been placed upon comfort in the design of this model’s suspension, the ride being softer than in the Morris Minor 1000 with which com-
parisons are inevitable, absolutely flat and pleasantly smooth at speed over varied surfaces. Our test model, one of the first to come off the assembly line, proved not to have been fitted with the anti-roll torsion bar which is to link the rear springs on subsequent cars, showing a fair amount of roll and tyre squeal when cornered.

FURNISHING designed to make big-car owners at home in this small car uses polished wood, two-tone leather and pile carpeting. Comfortably shaped individual front seats adjust with unusual ease, and a central gear lever does not obstruct access to the driving seat from either side of the car.
SLOPING inwards at a gentle angle, the flat luggage shelf is usefully large and is flanked by deep parcel wells. A separate shelf accommodates the spare wheel, alongside a 7-gallon fuel tank which can be filled rapidly if the pump nozzle is put well down the filler pipe.

rapidly, although otherwise cornering very steadily indeed and holding a true course on straight going. The rack and pinion steering had the virtues and shortcomings of its kind, being light and absolutely positive mechanically, but with a little friction which made it rather "dead" in feel below 30 m.p.h. without preventing "kick" at high speeds over bad going. Balancing of the front wheels, which is desirable on many cars, would probably have cured the steering-wheel shake which was very evident on the test model at speeds above 70 m.p.h. In respect of front/rear distribution of weight this model follows the Morris Minor 1000 very closely, the extended luggage locker almost compensating for a larger power unit, but concentration of the extra weight at the two ends of the vehicle has resulted in a less rapid response to any sudden steering action.

Appropriate to this model’s naturally fast gait is an excellent braking system, which responds progressively to very moderate pedal pressures, locking of the rear wheels slightly restricting the test performance of the brakes with the rear seat unladen. Hard usage from high speeds could make the brakes smell hot, as to a great extent their abuse by descending exceptionally long and steep hills such as Dunkery and Countisbury in top gear with the car laden, but no fade was observed, and after some initial bedding-down of new linings the brakes showed no tendency to lose their adjustment.

An intensive and varied trial of this new small Wolseley has made us realize that neither first nor second impressions of it are necessarily correct. Initial judgment on seeing the car without driving it can be that putting a 1½-litre engine into so small a vehicle is liable to give it a rather specialized appeal, as a close-coupled sports car fitted with a roof. Early impressions on the road are apt merely to suggest that it is in fact a little less lively in top gear than had been expected. Fuller appreciation comes with the discovery that the car's speedometer is not exaggerating (as quiet running at first makes a stranger suspect), that it travels very briskly indeed without fuss whilst making 3 or 4 people surprisingly comfortable, and that the fuel consumption is of an extremely modest order. At a total price, including purchase tax, of £758 17s., the Wolseley 1500 appears certain to prove extremely popular amongst those seeking good small cars for either business or family use.

### Specification

| Engine |  
| Cylinders | 4  
| Bore | 73.035 mm.  
| Stroke | 88.9 mm.  
| Cubic capacity | 1,489 c.c.  
| Piston area | 25.97 sq. in.  
| Valves | Pushrod a.h.v.  
| Compression ratio | 7.2:1  
| Carburettor | S.U. type H.  
| Fuel pump | S.U. electrical  
| Ignition timing control | Centrifugal and vacuum  
| Oil filter | Full-flow  
| Max. power | 50 b.h.p. at 4,200 r.p.m.  
| Piston speed at max. b.h.p. | 2,450 ft./min.  

### Coachwork and Equipment

|  
| Starting handle | Yes  
| Battery mounting | Behind engine  
| Jack | "Steeldiff" bipod type  
| Jacking points | External, one each side of body  
| Standard tool kit: Tool bag, 3 open-end spanners, sparking plug spanner, 3 box spanners, tommy-bar, combined cylinder head and tappet spanner, adjustable spanner, piers, screwdriver, Screwdriver (Phillips recessed head), distributor screwdriver and gauge, tyre valve tool, 2 tyre levers, rear axle drain plug key, blower drain tube, sparking plug and tappet feeler gauge, grease gun, oil pump and connection, starting handle and wheel brace, lifting jack.  
| Exterior lights: 2 headlamps, 2 sidelamps/flashers, 2 stop/tail lamps, 2 rear flashers, number plate lamp.  
| Number of electrical fuses | Two  
| Direction indicators | Flashing type  
| Windscreen wipers | 2-blade electrical  
| Windscreen washers | Optional extra  
| Sun visors | 2, universally mounted  

### Maintenance

|  
| Tappet clearances (hot):  
| Sump | 7 pints, S.A.E. 30  
| Gearbox | 5 pints, S.A.E. 30  
| Rear axle | 11 pints, S.A.E. 80  
| Steering gear lubricant | S.A.E. 90 (10 ozs.)  
| Cooling system capacity | 13 pints (2 drain taps)  
| Chassis lubrication | 1,000 miles to 9 points  
| Ignition timing | 6° b.t.d.c.  
| Contact-breaker gap | 0.014-0.016 in.  
| Sparking plug type | Champion N8B  
| Sparking plug gap | 0.040-0.045 in.  
| Valve timing: Inlet opens 5° b.t.d.c., closes 45° a.b.d.c.; exhaust opens 50° b.b.d.c., closes 10° a.t.d.c.  

### Instruments

|  
| Speedometer (with decimal trip distance recorder), fuel gauge, oil pressure gauge, coolant temperature gauge.  
| Warning lights | Dynamo charge, headlamp main beam, direction indicators  
| Locks:  
| With ignition key | Either front door, boot  
| With other keys | None  
| Glove lockers | 2 on facia with lids  
| Map pockets | None  
| Parcel shelves | None  
| Ashtrays | 2 in front doors, 1 rear  
| Cigar lighter | None  
| Interior lights: 1 on off-side door pillar, with courtesy switches  
| Optional extra. Fresh air type with demisters  
| Interior heater | None  
| Car radio | Optional extra  
| Extrav available | Windshield washer, heater  
| Upholstery material | Leather with leather  
| Floor covering | Cloth on non-wearing parts  
| Exterior colour schemes  
| Standard 6 colours, 7 two-colour finishes  
| Alternative body styles | None  

|  
| Tappet clearances (hot):  
| Inlet | 0.015 in.  
| Exhaust | 0.015 in.  
| Front wheel toe-in | Parallel  
| Camber angle | 6°  
| Caster angle | 6°  
| Steering swivel pin inclination | 9°  
| Tyre pressures | Front 22 lb.  
| Rear | 22 lb.  
| Brake fluid | Lockheed genuine brake fluid No. 33  
| Battery type and capacity | None  
| GTW/A/4, 12-volt, 38 amp. hr.  

### Chassis

|  
| Brakes | Lockheed hydraulic  
| Brake drum internal diameter:  
| Front | 9 in.  
| Rear | 8 in.  
| Friction lining area | 93.5 sq. in.  
| Suspension:  
| Front | Independent (torsion bars)  
| Rear | Semi-elliptic  
| Shock absorbers | Hydraulic piston-type  
| Steering gear | Rack and pinion  
| Tyres | 5.00-14 tubeless  

### Notes
STRUCTURE.—The integral hull of the new Wolseley is similar in its construction to other recent Nuffield passenger cars, with a very strong centre section from which box-section members extend fore and aft to carry the engine, gearbox, and front suspension links and the rear spring anchorages.

BECAUSE of petrol rationing, many big car owners have recently been driving the Morris Minor 1000, and almost without exception they have fallen in love with it for its superb handling and delightful gear change. Many have yearned for a de-luxe edition of the Minor with the quality fittings such as a polished wood facia and door cappings and a full set of instruments to which they have been accustomed in their big cars, and have longed for a larger engine, so that they could cruise at big-car speeds without feeling that they were driving a small engine near the peak of its output.

The new Wolseley Fifteen Hundred might well have been specially designed to meet their desires, for it is a car of near-Minor dimensions, incorporating Minor suspension and steering components and with a close-ratio gearbox controlled by a stubby centrally-mounted gear lever, but it has a new integrally-constructed body shell with modern lines, luxuriously equipped with polished wood and real leather, and is powered by a B.M.C. B-Series 1½-litre engine developing 50 b.h.p. as opposed to the 37 b.h.p. of the Minor.

As the new Wolseley has a dry weight only 17½% greater than the Minor, but has 35% more power, it has been possible to fit the unusually high rear axle ratio for a small car of 3.73 to 1 which means that the car will cruise at 60 m.p.h. at 3,240 r.p.m. which is nearly 1,000 r.p.m. below the peak of the power curve. Top gear can in fact be considered as a built-in overdrive, for the car is planned to reach 70 m.p.h. on its high third gear of 5.12 to 1. The car is however very flexible in its high top gear, and will amble along in it at under 20 m.p.h. without snatch or fuss.

The new Wolseley is available in 13 different body colours, including no fewer than seven two-tone variations, and as there are also three different two-tone interior trims there are altogether 24 different colour combinations to choose from.

Price of the Wolseley Fifteen Hundred is £305 plus £253 17s. 0d. purchase tax, making a total of £358 17s. 0d.

The Wolseley Fifteen Hundred, unlike the Wolseley Fifteen-Fifty and Six-Ninety, is being assembled at Longbridge instead of Cowley, chiefly owing to the fact that the integral hull is being produced in Birmingham by Fisher and Ludlow, Ltd., and this arrangement obviates the time-and money-wasting business of transporting the bodies to Cowley.

The four-door four-light saloon body shell is 4½ inches longer overall than that of the Minor, but the two cars have the same wheelbase, track and overall width. Most of the extra inches of length are accounted for by the bigger luggage locker at the rear, which has a capacity of 11 cubic feet compared with the 7 cubic feet of the Minor. The Wolseley owner gains not only
The WOLSELEY
Fifteen Hundred
A Big-engined Small Car with
High-quality Furnishing.

in exceptional luggage accommodation for a
small car, however, for the sides of the
enlarged boot are used to provide valuable
rear fin area behind the rear wheels where it
should play no mean part in preventing the
car from reacting to strong side winds.

The basis of the new body is a very sturdy
platform structure of which the centre floor
pressing is especially important, for in a car
with torsion bar independent front suspen-
sion, stresses from the front springs are
applied not to the front corners of the struc-
ture as in the usual coil spring and wishbone
layout, but to the centre of the car through
the rear anchorages of the torsion bars. The
floor pressing is stiffened by the propeller
shaft tunnel, by fore and aft swaging and by
the box-section body sills.

At the front of the main floor pressing is a
Z-section cross-member to which the rear
ends of the torsion bars are anchored, and
the rearward ends of the two box-section
members extend forward to carry the
engine and gearbox, and the pivots for the
lower front suspension arms. This cross-
member is situated slightly forward of the
centreline of the car underneath the front
seats. At the rear of the main floor pressing
another cross-member is combined with the
front of the rear seat pressing, and from it
extend rearwards two top hat section mem-
ers to carry the rear spring anchorages.
These top hat members have their open sides
facing outwards, and the "brim" of the top
hat is spot welded to the inside face of the pressing forming the
rear wheel arch thereby converting the rearward extensions to
box-section members.

Although the overall width of the new Wolseley is the same
as the Minor, it provides more internal room, the centre pillars
being set two inches farther apart. Headroom above the front
seat has also been increased, with no corresponding increase in
the overall height.

The engine is the latest version of the B.M.C. B series,
The WOLSELEY Fifteen Hundred

1,489 c.c. overhead valve unit with induction lead big-end bearings, and an external full-flow oil filter. Thanks partly to clever design and partly to its 73 mm. by 89 mm. dimensions, this engine is unusually compact, a feature which has considerably eased the problem of installing it in the new small car. It has also built up a considerable reputation for trouble-free running over very long periods, and its Weslake-designed head has endowed it with both excellent torque and the ability to run on a weak mixture. It may be recalled that this engine is produced with a compression ratio of either 8.3 or 7.2 to 1, and the Wolseley gains in refinement by using the lower of these two compression ratios.

The semi-downdraught S.U. carburettor is fed from the seven-gallon rear tank by an S.U. electric petrol pump mounted in the boot where it is not affected by engine heat and is therefore less likely to suffer from vapour lock troubles on high passes. The tank itself holds two gallons more than that of the Minor and is located on the right-hand side of the boot, its weight being counterbalanced to some extent by the fact that the spare wheel in its compartment beneath the floor of the boot is offset to the left. One advantage of the tank location is the very direct feed from the filler neck, thereby reducing the chance of fuel blowing back when the tank is filled from a high output modern pump.

From the engine the drive passes through an 8-in. dry single plate clutch (with hydraulic actuation by the pedal) to a B-Series gearbox with unusually close spacing of the ratios, closer, in fact than those in many sports cars. As the box is controlled by a short, centrally-placed gear lever, the result is a gear change which is a delight to use, and which enables the potentially high performance of the car to be obtained. The three-quarter floating rear axle is fitted with a hypoid bevel final drive with the pinion mounted on taper roller bearings.

The front suspension follows Minor practice, consisting of a lower link formed from a channel section pressing and a forged member placed back to back, the front end of the torsion bar being splined into the forged member. The upper link is the actuating arm of a hydraulic piston-type shock absorber. The long swivel pins carrying the front wheels are mounted at top and bottom in threaded bushes. Running forward at an angle from the lower suspension arm to the box-section longitudinal members supporting the engine and gearbox is a stay rod to prevent any misalignment of the I.P.S. under severe braking.

The stay rod is attached to the chassis-mounted bracket by a rubber bush to prevent the transmission of road noise to the hull. One of the advantages, incidentally, of torsion bar suspension is that it transmits less road rear back into the hull than the coil spring and wishbone system.

Semi-elliptic leaf springs are fitted at the rear, with synthetic rubber anti-squeak buttons between the leaves and with rubber-bushed eyes to stop road noise entering the hull.

The rack and pinion steering with its very short track rod and consequent positive and precise feel is also similar to the Minor layout with the rack and its two ball-jointed track rods passing from side to side of the car above the clutch housing.

The 16J-in. steering wheel has three spring spokes and a deep sunk centre.

Lockheed hydraulic brakes are actuated by a pendant pedal and operate in 9-in. drums at the front and 8-in. drums at the rear, the total friction lining area being 93.5 sq. in., a distinct increase on the 63.8 sq. in. of the Minor. The central handbrake is a sensible pull-up lever with a press button release at the top.

For more than a quarter of a century the Wolseley car has occupied an unusual position in the motoring scene, for model after model has offered not only above average performance but also a standard of interior furnishing and equipment usually to be found only on the more expensive vehicles, and all this at a price not greatly in excess of a quantity produced saloon. The new Wolseley fully maintains this marque tradition, for it, too, has an exceptionally attractive interior. The facia panel and