

# 51

1964 1.6-litre WOLSELEY 16/60

£4,000 - 6,000

Reg No: 'AOP 938B' Chassis No: 'WHS350879' Engine No: '16AMWUN260299'



'Buy wisely - buy Wolseley' ran the company's slogan - and Mr George Burden followed it to the letter when he acquired this handsome maroon and grey saloon from John Bryant & Sons of Birmingham in 1966 to take him into his retirement. Though the car was then just under two years old, it can have covered only a nominal mileage, for when the Collection acquired it in December 1981, the odometer read a mere 5,310 miles - a yearly average of 312 miles.

To date, it has covered some 5,780 miles, and to all intents and purposes is like new, right down to the period radio. It has to be the finest example of this 'economical family saloon' offered for sale in recent years.

The Wolseley was the first of the Farina-line BMC large cars to appear, in December 1958. This model originally had a 1.5-litre engine and was then known as the '15/60'.

'Farina links line with luxury for you,' alliterated the BMC advertising department. 'Styled by Farina, mentor of fashion in cars, the new 15/60 combines exquisite line with luxury and the technical excellence of Wolseley engineering. Sleek yet capacious, swift yet economical, this fascinating 1½-litre Wolseley is designed

expressly for modern conditions and to satisfy the particular requirements of the more discriminate.'

Though it eventually shared its Farina-styled bodyshell with four other marques from the BMC stable - Austin, MG, Morris and Riley - the Wolseley managed to retain an air of individuality with touches like its traditional light-up radiator badge. Inside, it had that typically-British ambiance with leather seating and walnut-veneered dashboard and door cappings.

What impressed the road-testers of the day was the spacious interior ('the 1½-litre car has really grown up, for this model is as big as many 2½-litre cars of a few years ago... there is plenty of head room for the tallest of passengers at the rear') allied to good handling.

Remarkably, the fashionably square-cut Farina bodyshell had more interior space than the old 15/50 that it replaced, though the overall dimensions of the car were actually slightly smaller.

The engine was updated to 1.6 litres for 1961, and some 63,000 of this improved 16/60 model were built before the end of production ten years later.