



WOLSELEY 6 110



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... A LUXURIOUS WAY OF MOTORING

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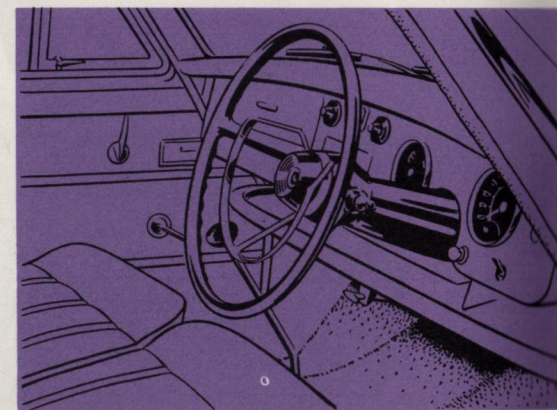
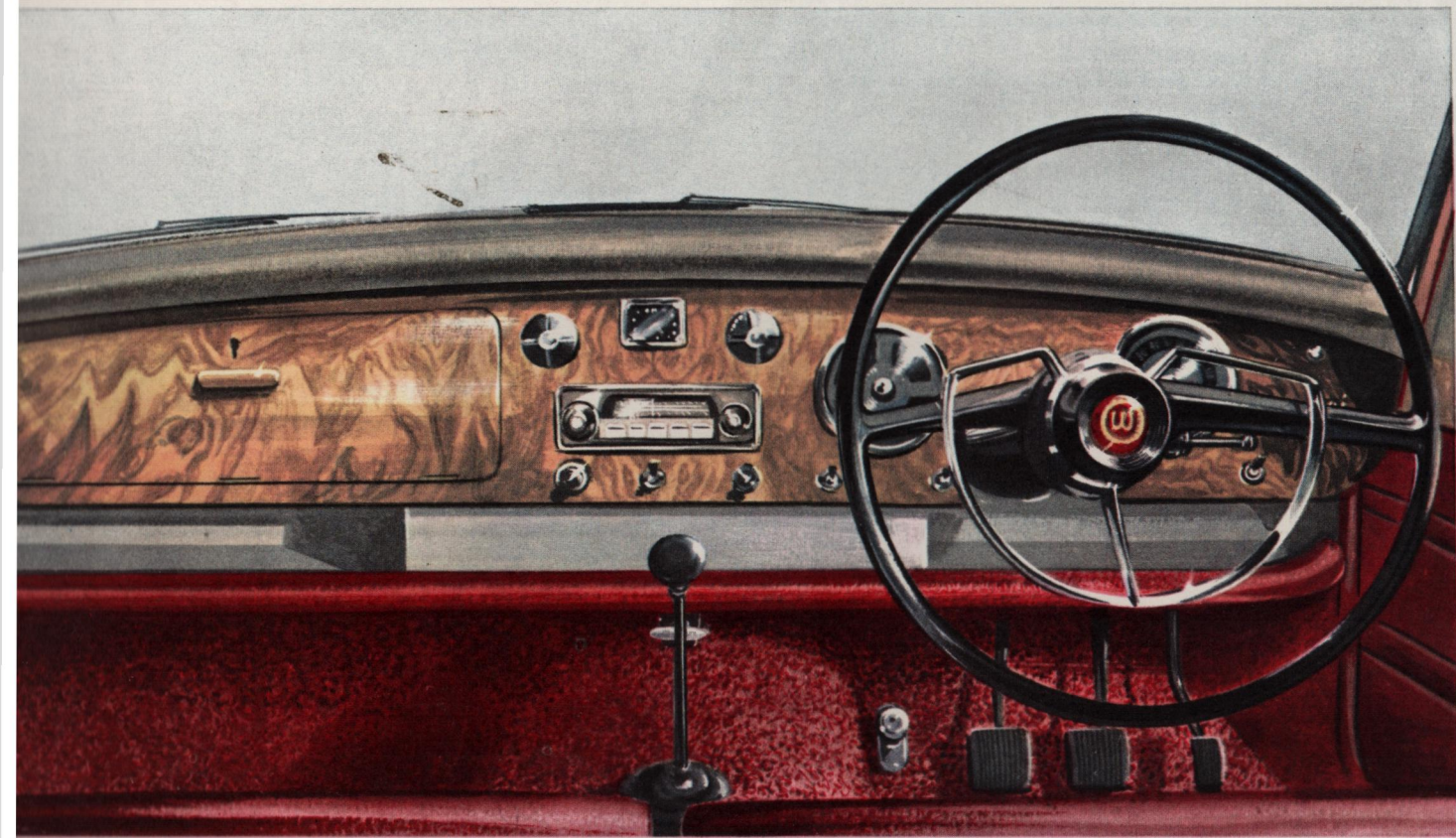
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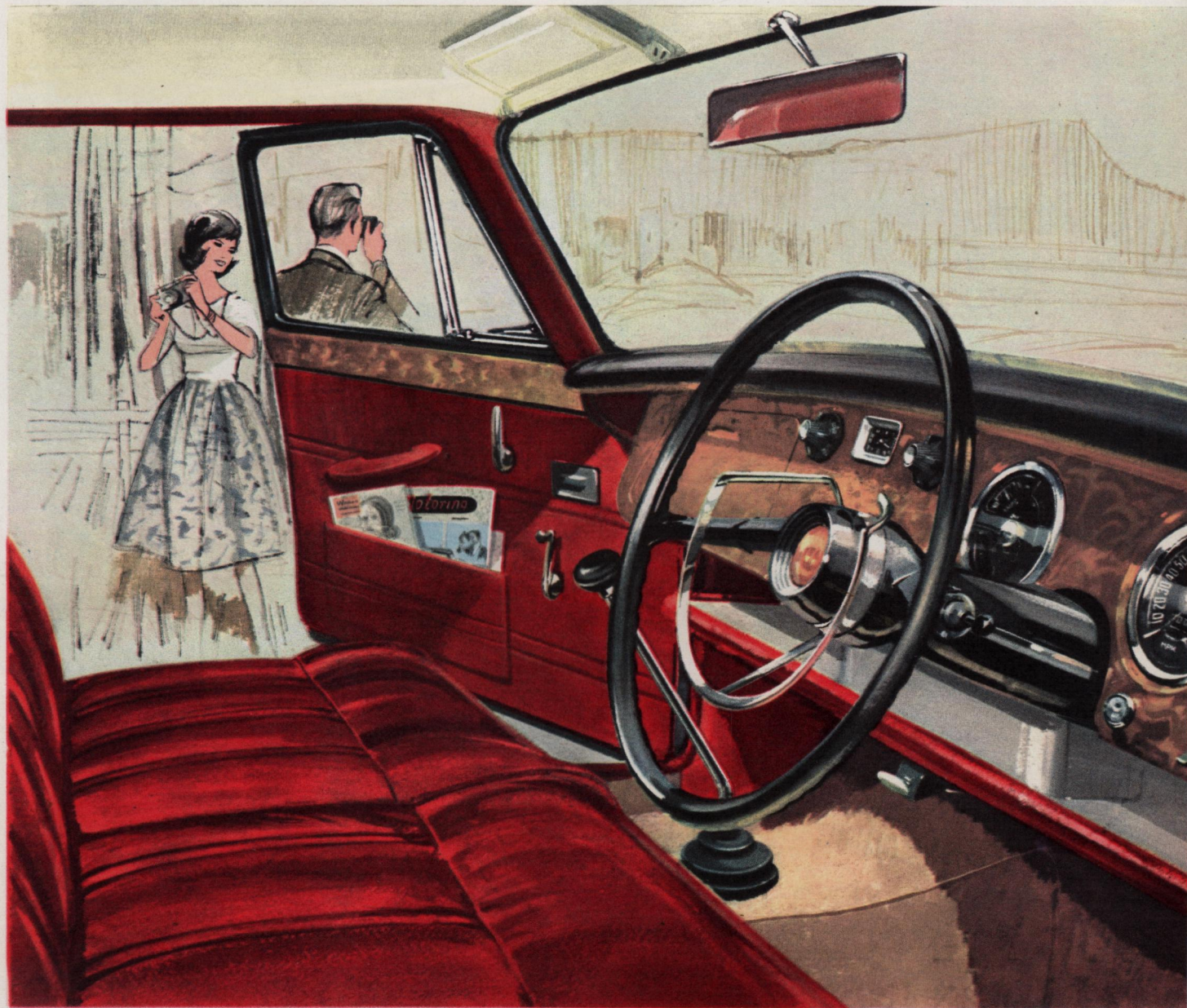
The Wolseley 6/110, in terms of performance and luxury, represents value for money unmatched in the 3-litre class. For the business executive or the professional man this superb Wolseley has everything that is fitting and appropriate to his needs. The 6/110 is the largest car in the current Wolseley series and stems from the highly successful Pininfarina Wolseley six-cylinder car, its immediate predecessor. Externally the 6/110 is similar, but a number of important technical changes have resulted in the improvement of performance, road-holding, and riding comfort. The 6/110 is available with overdrive or with optional fully automatic transmission. Optional extras also include power-assisted steering. New exterior colours and duotone schemes distinguish the 6/110. There is a wide choice of colour finishes, all of which are very attractive and exceptionally durable.



DRIVER COMFORT FOR DRIVER SAFETY



A polished, veneered fascia carries a comprehensive grouping of black-dialled instruments and, on the passenger side, a large glovebox with locking lid. Positive-action toggle switches control the electrical circuits. Beneath the fascia a deep and well-angled parcel shelf provides space for personal belongings. The two-spoke steering-wheel is of the deeply recessed safety type. Both the fascia top rail and the shelf rail are padded for safety. Wolseley 6/110 seating features roll-fronted seat cushions, bonded hair overlays on sponge-rubber foundations, and real leather on all contact surfaces. The divided bench-type front seats are independently adjustable for leg room. Each seat has a fold-away centre arm-rest. On the overdrive model, with manually operated gearbox, the gear lever is mounted centrally in the floor tunnel and the hand-brake lever is conveniently placed at the side of the driving seat. Provision is made for the fitting of seat belts in the front compartment.

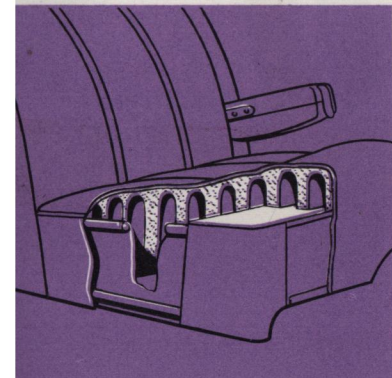


UNSTINTED LUXURY

The luggage boot of the 6/110 is of rectangular shape and provides 18 cu. ft. (.51 m.³) of usable space. The boot lid is counterbalanced and effectively sealed in the closed position against dust and water.

The 6/110 passenger compartment is capacious and will seat five adults with ease. The rear seats are particularly wide, being virtually free from the intrusion of inner wheel arches. The rear seating, with real leather over a resilient rubber foundation, is similar in construction to the front seats. The rear seat back is comfortably high and carries a wide, folding, centre arm-rest. Arm-rests are fitted to all passengers' doors. All passengers' doors are equipped with childproof safety latches, and when desirable these can be set to render the inner door handles inoperative. All door locks are of the Zerotorque type, which gives a light and positive closure action.





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SUPERIOR PERFORMANCE WITH THE ACCENT ON SAFETY



The 6/110 provides superior all-round performance. Acceleration is impressive and high cruising speeds can be maintained effortlessly. A combination of special design features makes this possible. Abundant engine power is matched not only with the requisite braking power but additionally with excellent road-holding and steering characteristics. Nylon cord tyres improve road-holding at speed, and all-round stability is greatly helped by the long wheelbase of 110 in. (2.791 m.). Anti-roll bars fore and aft together with a telescopic lateral damper at the rear maintain a level ride during directional changes so that the driver of a 6/110 always has complete confidence.

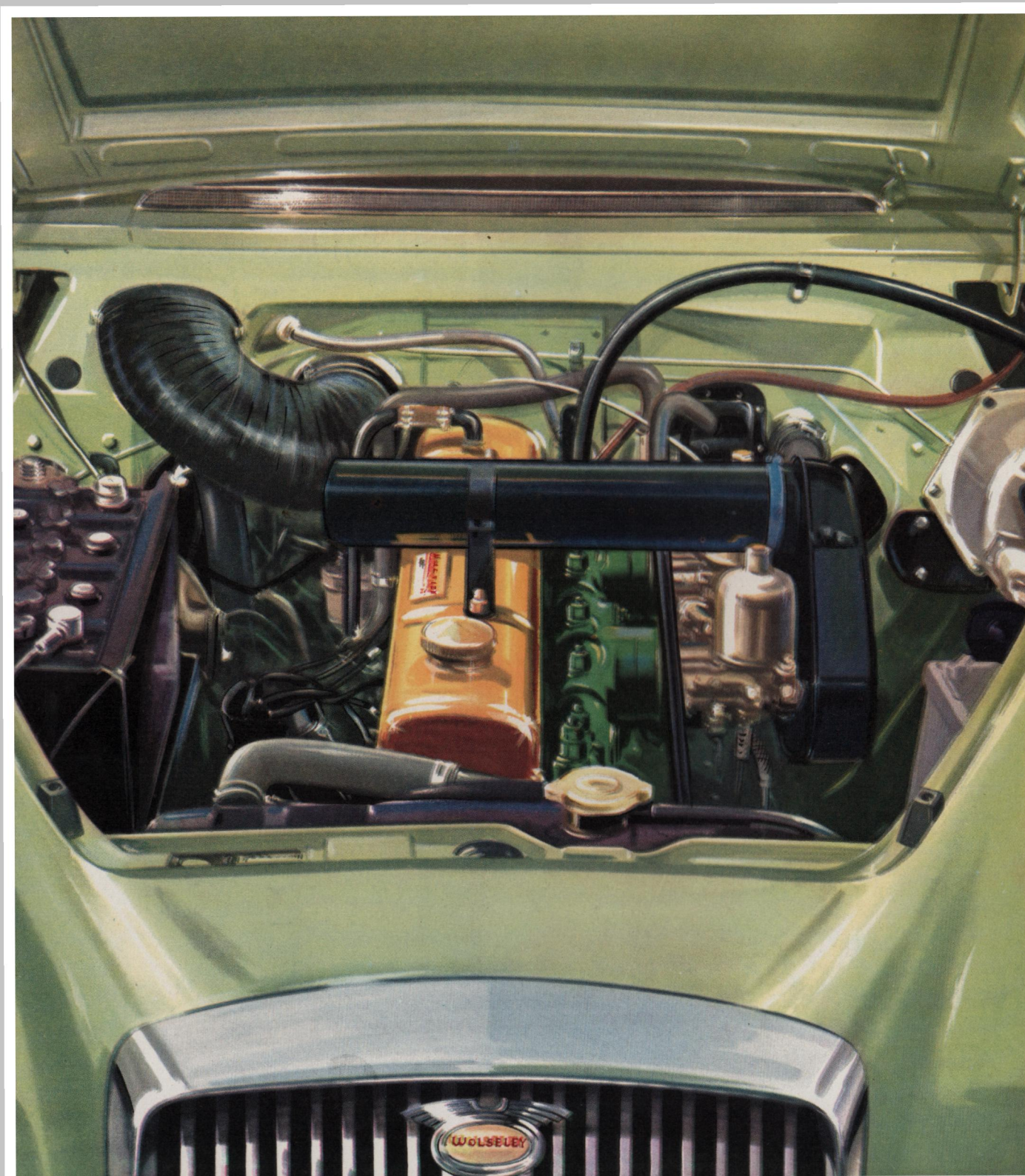
120 bhp AT YOUR SERVICE

The power unit of the 6/110 is a highly developed version of the 2912-c.c., six-cylinder, overhead-valve Wolseley engine. The latest modifications to porting have resulted in an increase in power (120 b.h.p. at 4,850 r.p.m.) and at the same time a retention of a low-speed torque. Top-gear performance is smooth and flexible, extending over a range of speeds from 10 m.p.h. (16 km.p.h.) to upwards of 100 m.p.h. (160 km.p.h.) Overdrive, together with a manually operated three-speed gearbox, is standard equipment. With 'kick-down' change operative on the two upper gears, the system provides, in effect, five gear ratios. Fully automatic transmission is available as an optional extra.

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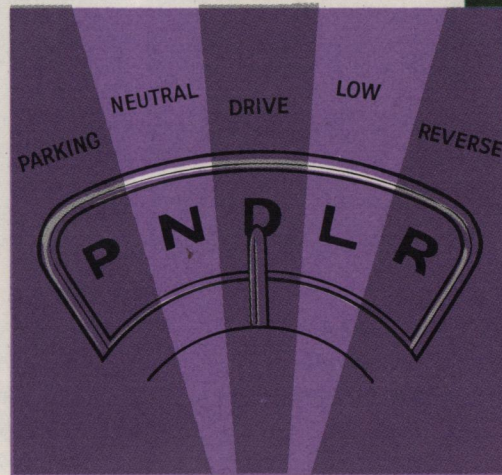
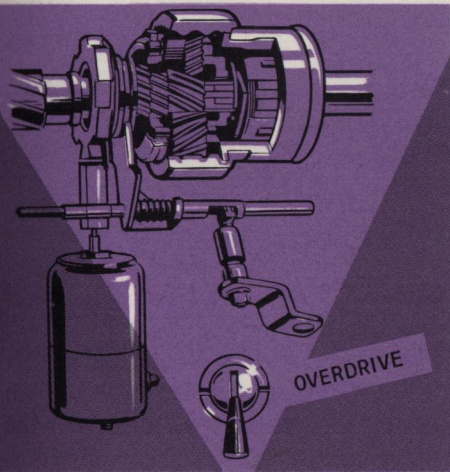
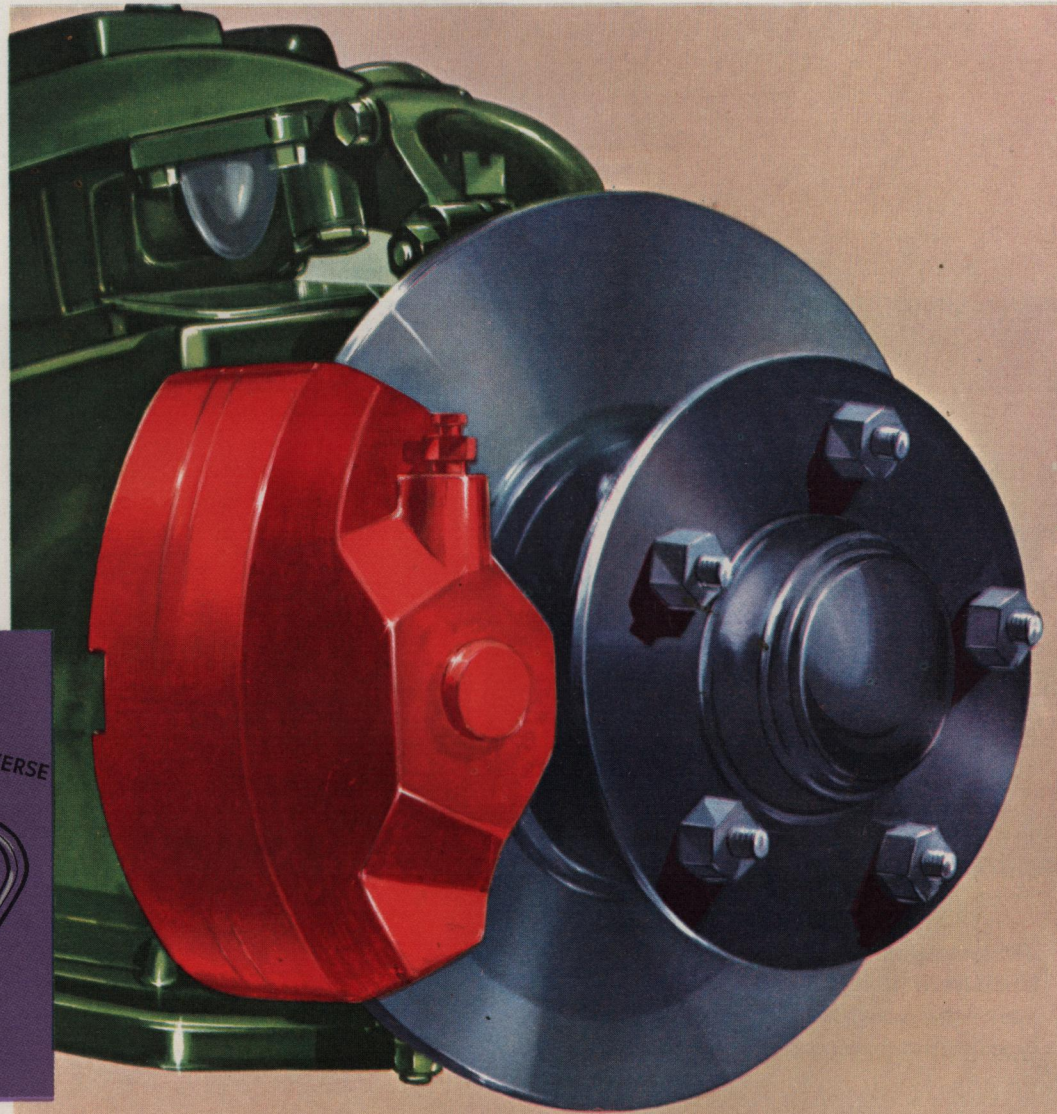
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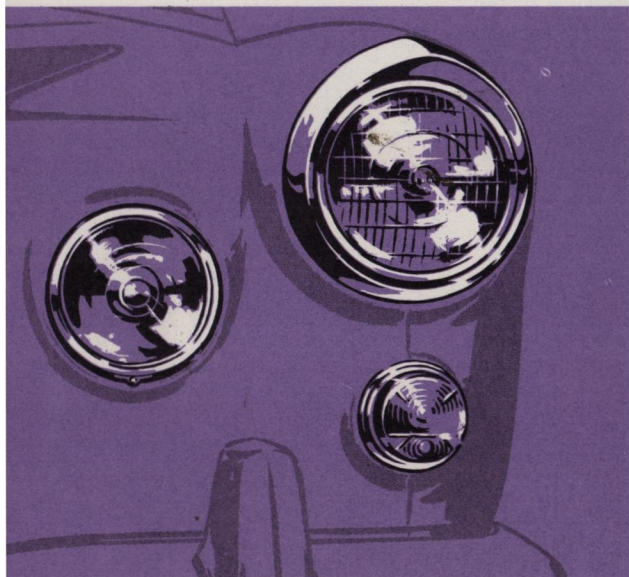
ACCELERATION AND BRAKING THAT REASSURES

With the 6/110 there is no uncertainty about acceleration under those conditions where the ability to overtake safely depends on ample power and response to the accelerator pedal. Equally reassuring is the braking power, which is provided by the specially designed, servo-assisted hydraulic system. The rear brakes operate within 10 in. (25.4 cm.) drums, and at the front powerful disc brakes take care of the major braking effort. The combination of drum- and disc-type brakes has been found to give excellent results and to ensure maximum safety under all conditions.

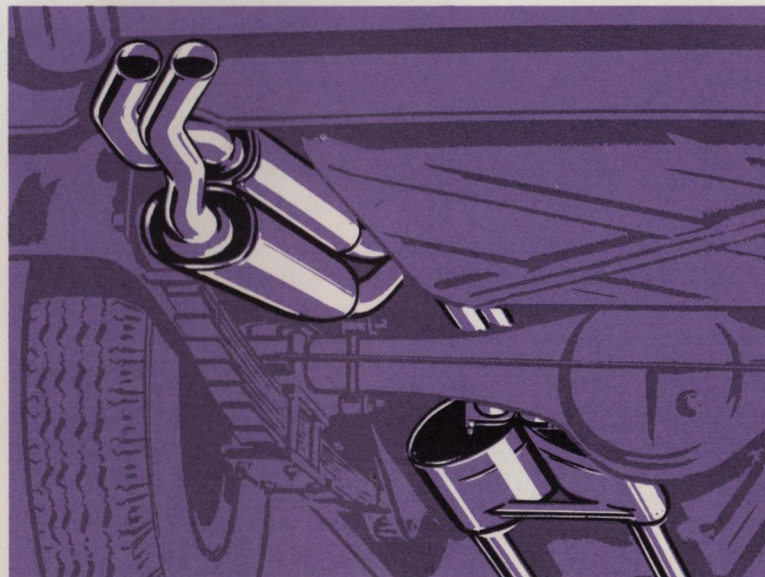


ATTENTION TO DETAIL

The Wolseley 6/110 is a 'complete' car. Nothing has been left out of the specification which would make this car less inviting, less comfortable, or indeed less efficient as a Wolseley. A detailed study of the specification on page 16 of this catalogue will give some idea of the exceptional value for money which the 6/110 represents. A close inspection of the car itself and a trial run will more than prove the point.



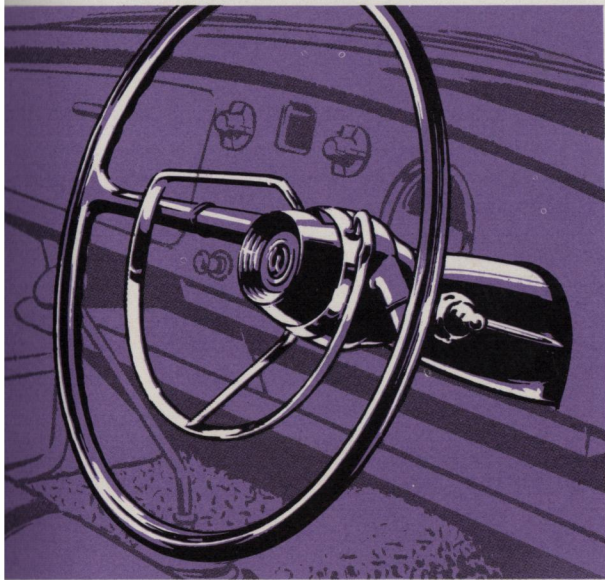
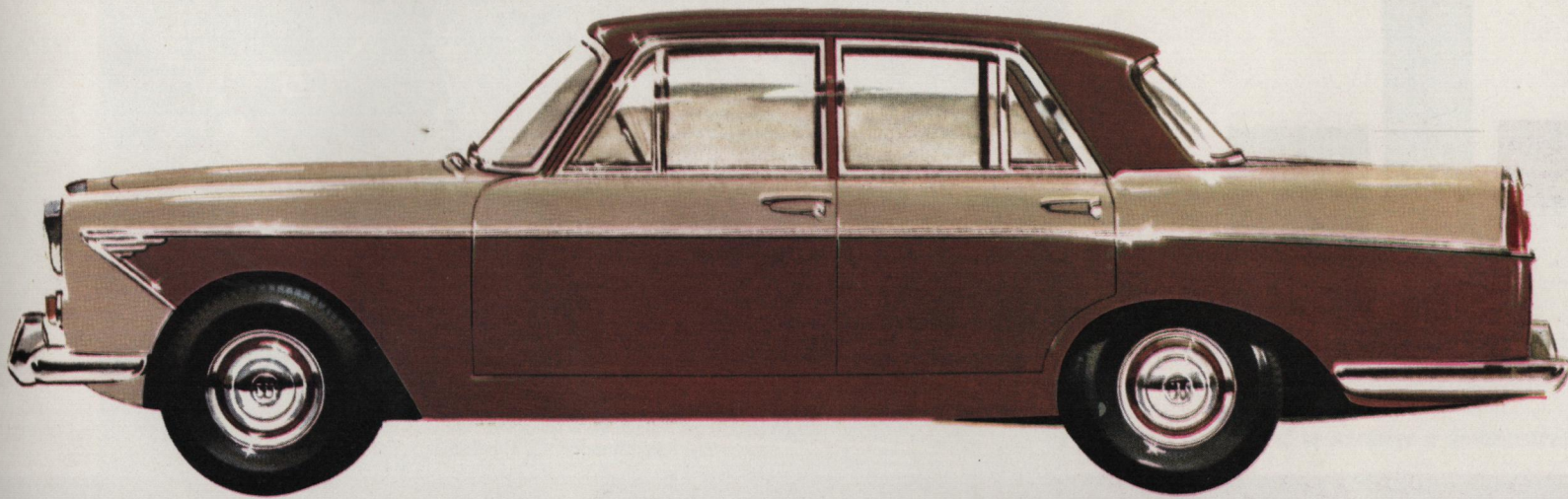
Twin long-range driving lamps augment forward lighting. The headlamps are of the sealed-beam, double-dipping type. A foot dipping switch is provided.



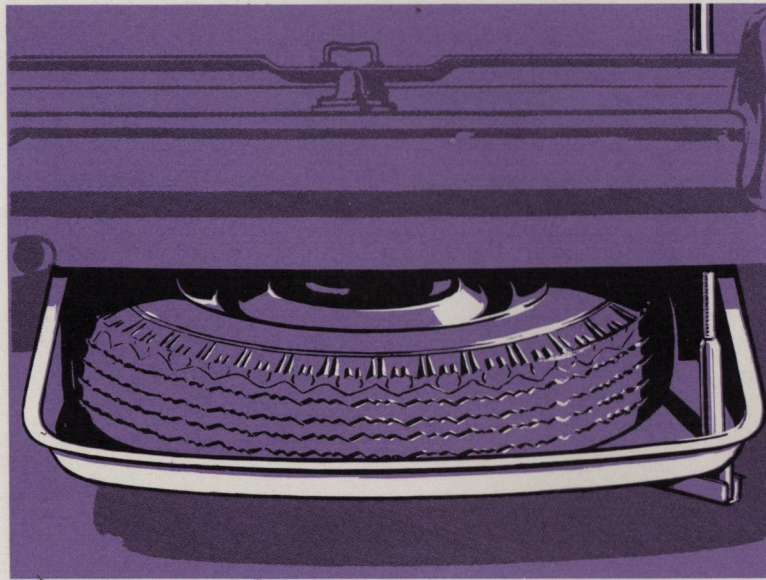
The 6/110 is fitted with twin S.U. automatic carburetters. Complementary to the induction system, a full-length twin-exhaust system preserves efficiency.



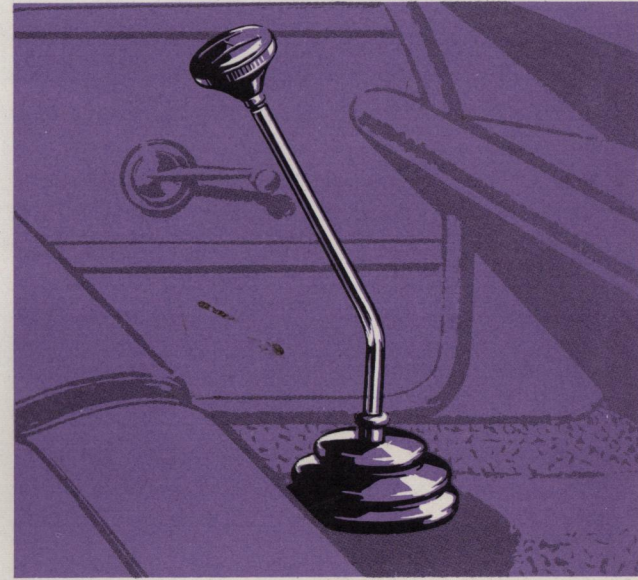
Large pockets in each of the front doors are useful for keeping maps, road books, and magazines in their places. With the extensive provision for odds and ends spaced around the interior the car can always be kept tidy and uncluttered.



A dished-centre safety type of steering-wheel is employed which affords a good view of the instruments. With the optional power steering system fitted control of the car is less tiring and much simpler.



The spare wheel is carried in a retractable tray beneath the boot floor. Access to the wheel may be gained without disturbing luggage.



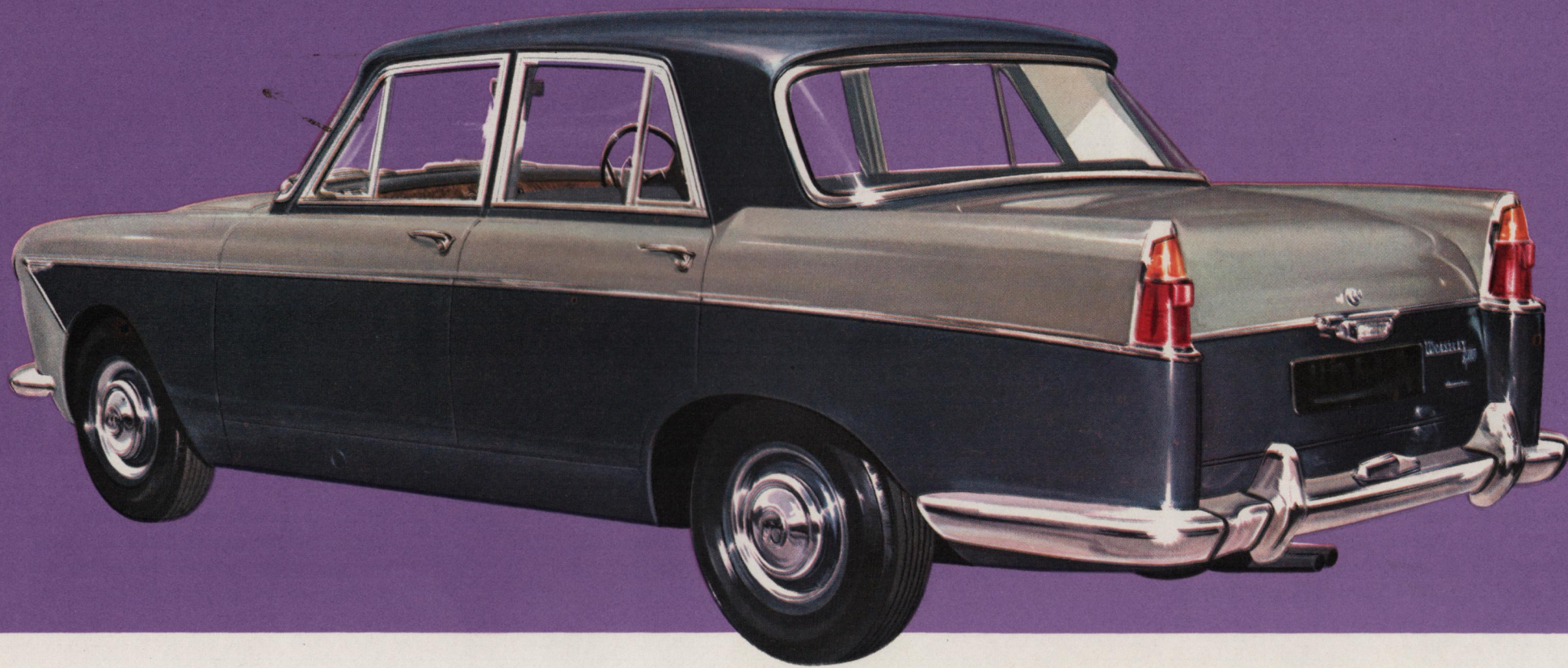
The synchromesh gearbox is equipped with a gear lever mounted centrally in the floor tunnel. Its position is such that three persons can be seated in the front.

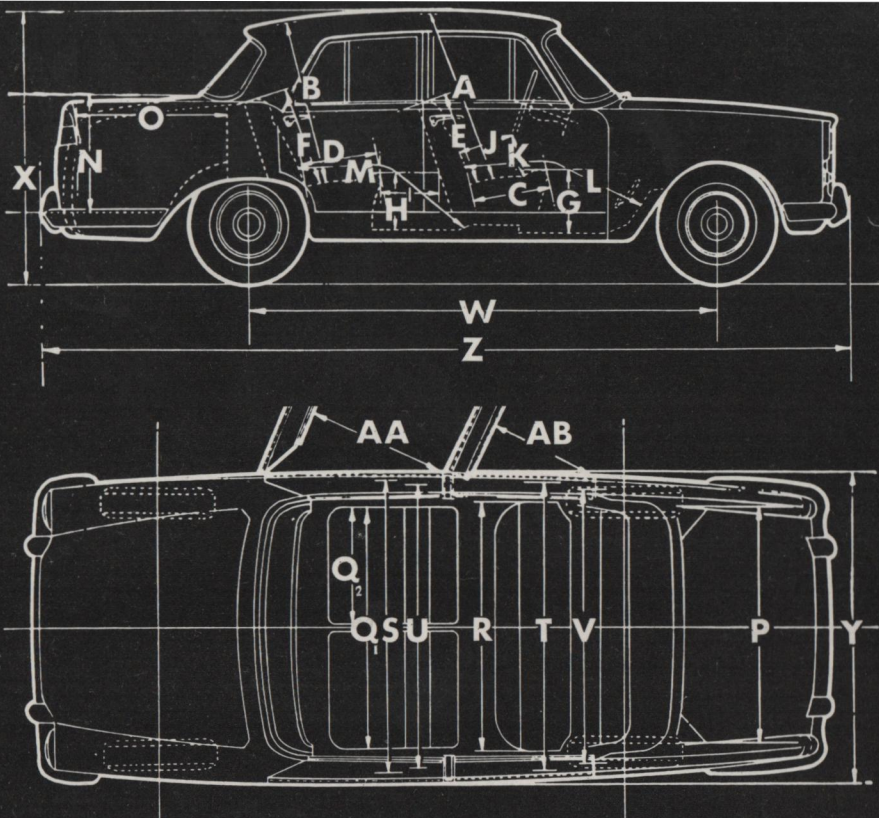
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A full-width, curved windshield and rear window, together with slender pillars, ensure excellent visibility. Safety glass is used all round. The extremities of the rear wings are visible from the driver's seat so that manœuvring in reverse is made easy. A reversing light operates automatically when reverse gear is selected.





YOUR DEALER

Your Wolseley Dealer will be glad to give you further information on the 6/110 and to arrange a demonstration of the car's capabilities on the road. This he will do without obligation.

B M C SERVICE

The Wolseley 6/110 is backed by B.M.C. Service Limited. This worldwide organization ensures that a complete range of genuine Wolseley replacement parts and approved accessories are available. Maintenance and servicing is performed according to schedules made out by B.M.C. Service and strictly adhered to by official dealers. For the ultimate in after-sales service you can rely on B.M.C. Service.

	in.	cm.		in.	cm.
A Front seat cushion to roof	36½	93	O Luggage boot—depth (max.)	31	79
B Rear seat cushion to roof	34½	88	P Luggage boot—width (max.)	60½	154
C Front cushion depth	19½	49	Q1 Overall width of front seats	55	140
D Rear cushion depth	19½	49	Q2 Width of front bucket seat	26½	67
E Front squab height	21½	55	R Width of rear cushion	57½	146
F Rear squab height	23	58	S Max. front seating width at cushion level	60½	153
G Height of front cushion	15	38	T Max. rear seating width at cushion level	59½	150
H Height of rear cushion	16½	42	U Width over front seat at shoulder height	53½	136
I Back of front squab to front of rear cushion } max. min.	14 9	35 23	V Width over rear seat at shoulder height	53½	135
J Steering-wheel to front squab } max. min.	15 10	38 25	W Wheelbase	110	274
K Steering-wheel to cushion	5	13	X Overall height	60	152
L Leg room (front)	46 41½	117 105	Y Overall width	68½	174
M Leg room (rear)	48 45	122 114	Z Overall length	188	477
N Luggage boot—height (max.)	19½	49	AA Door entry width—front	37½	95
			AB Door entry width—rear	24	61
Unladen weight (approx.)		30½ cwt. (1594 kg.)			
Luggage boot capacity		18 cu. ft. (51 m. ³)			

SPECIFICATION

ENGINE. Six cylinders; bore 83.34 mm. (3.281 in.), stroke 88.9 mm. (3.5 in.), cubic capacity 2912 c.c. (177.7 cu. in.); compression ratio 8.3 : 1, or 7.3 : 1 for certain Export markets; developing 120 b.h.p. at 4,850 r.p.m. or 115 b.h.p. at 4,750 r.p.m. with low-compression engine. Overhead valves operated by push-rods from 4-bearing camshaft. Renewable-external full-flow oil filter.

COOLING: By pressurized system assisted by impeller pump and fan. Circulation thermostatically controlled.

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

CARBURATION: Twin S.U. Type H4 automatic carburetters with air cleaner and silencer. Rear-mounted S.U. electric fuel pump. 16-gallon (73-litre, 19.2-U.S.-gallon) fuel tank. Concealed fuel filler fitted with lock.

TRANSMISSION: Borg & Beck single-plate dry clutch with hydraulic actuation. Three-speed gearbox with synchromesh on all gears and fitted with over-drive. Overall gear ratios (not in overdrive)—first 12.09, second 6.45, top 3.9, and reverse 11.73 : 1, overdrive ratio .77 : 1. Central gear change lever. Axle ratio 3.9 : 1. Fully automatic transmission is also available.

BRAKES: Lockheed servo-assisted hydraulic braking system employing discs at the front and 10-in. (25.4-cm.) drums at the rear. Servo unit mounted in engine compartment. Hand brake lever mounted on the floor at the driver's side.

BODY AND CHASSIS UNIT: Mono-construction 4-door saloon body. Large wrap-round bumpers front and rear with over-riders. Deep, well-sprung upholstery with foam-rubber seat cushions. Large luggage boot 18 cu. ft. (.51 m.³) capacity, with counterbalanced lid; boot lid with lock.

SUSPENSION: Independent front suspension by coil springs and wishbones, hydraulic piston-type dampers with arms forming upper suspension link. Rear suspension by semi-elliptic, rubber-mounted springs and lever-type hydraulic dampers; telescopic lateral damper. Anti-roll bars front and rear.

WHEELS AND TYRES: Ventilated disc wheels with 5-stud fixing and fitted with rimblishers. Dunlop 7.00—14 tubeless tyres. Spare wheel housed in special carrier below luggage boot.

STEERING: Cam and lever steering gearbox; ratio 21 : 1. Two-spoke safety-type steering-wheel with semicircular horn ring. Turning circle 41 ft. (12.5 m.). Track—front 4 ft. 5 $\frac{3}{8}$ in. (1.366 m.), rear 4 ft. 5 $\frac{1}{4}$ in. (1.352 m.). Left- or right-hand drive according to markets (left-hand drive not available in the United Kingdom).

ELECTRICAL EQUIPMENT: High-output dynamo with compensated voltage control; 12-volt 58-amp-hr. battery (at 20-hr. rate); double dipping, sealed-beam headlamps; foot dipping switch; separate sidelamps; twin stop and tail lamps and reflectors; reversing light with automatic switch; number-plate lamp; twin long-range driving lamps; 2-speed windshield wiper; twin Windtone horns; flashing signal direction indicators; 2 interior lamps operated by automatic switches in front doors and individually; instrument panel lighting; warning lights for ignition, headlamp main beam, flashing signals, and brake servo system.

INSTRUMENTS: Speedometer with trip and total distance recorders; fuel gauge; oil pressure gauge; engine temperature gauge; electric clock; ammeter.

CONTROLS: Toggle-type switches controlling head-lights and sidelights, headlamp flasher switch, 2-speed windshield wiper, driving lamps, panel lights, and heater blower; mixture control; combined ignition and starter switch.

VENTILATION: Winding windows and hinged ventilating panels to all doors; fresh-air circulation system; heating equipment with heat control and windshield-demisting ducts.

GENERAL EQUIPMENT: Walnut veneer for fascia and door cappings; leather upholstery for all wearing surfaces. Safety glass all round; large wrap-round windshield and rear window; windshield-washing equipment; driving-mirror; pile carpets with underfelt; 4 ashtrays; 2 sun visors; cigar lighter; door locks with fixed handles and push-button lock release; divided bench-type front seats with individual adjustment and twin folding-arm-rests; folding centre arm-rest in rear seat; arm-rests on all passenger's doors; glovebox in fascia with locking lid; sponge-rubber protection rails above and below fascia; parcel trays below fascia and behind rear squab; map pockets in front doors; provision for fitting H.M.V. radio.

COLOURS: Single colour schemes: Arianca Beige with mushroom upholstery and beige carpet. Porcelain Green with green upholstery and green carpet. Rose Taupe with crimson upholstery and crimson carpet. Mist Grey with blue-grey upholstery and blue carpet. Trafalgar Blue with blue-grey upholstery and blue carpet. Black with crimson upholstery and crimson carpet. Black with green upholstery and green carpet.

Duotone colour schemes: Arianca Beige with Sandy Beige centre. Porcelain Green with Connaught Green centre. Rose Taupe with Sandy Beige centre. Trafalgar Blue with Mist Grey centre. Upholstery and carpets as single-colour schemes. Colours are those available at time of publication. For current availability see separate colour card.

OPTIONAL EXTRAS: Radio; white wall tyres; automatic transmission; power assisted steering.

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