

WOLSELEY 1100





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IT'S SUPERB . . . With twin-carburetter, transverse engine and front-wheel drive, Hydrolastic[®] suspension, rack-and-pinion steering, and disc brakes on the front wheels, the Wolseley 1100 is technically a supremely advanced saloon car. Within an overall vehicle length of 12 ft. 2 $\frac{3}{4}$ in. (3.72 m.) there is generous accommodation for five adults plus luggage. Ideally suited to modern motoring conditions, this new 1100 is compact and easy to handle, a brisk and safe performer, and very economical to run. Furthermore, it is luxuriously equipped in true Wolseley style—in all, a superb car.

A wide range of attractive monotone and duotone colour finishes are available. Ask your Wolseley dealer to show you samples of the colours.



BIG CAR SPACE. The unique design of the Wolseley 1100 has made possible an interior of astonishing roominess. Although outwardly compact, there is more passenger space in this modern four-door saloon 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 proportion of the Wolseley 1100 interior.

The front seats are both adjustable for leg room. These and the bench-type rear seat are upholstered to provide exceptional comfort with long life. Real leather is used on their working surfaces.

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, 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. Provision is made for the fitting of safety belts on front seats.





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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. The fascia top is soft-trimmed in black material to prevent glare and, with the edge of the full-width parcel shelf, is padded for safety.

An all-steel assembly forms the combined body and chassis unit of the Wolseley 1100, safely enclosing the passengers in an immensely strong and torsionally rigid mone-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 consistently to a special luxury specification.





The full-width rear luggage compartment has a capacity of 9½ cu. ft. (27 m.³). The boot lid lifts upwards on concealed hinges with a light action because it is assisted by a torsion bar. The boot is sealed against dust and water and a key lock is provided. The spare wheel is housed beneath the panel forming the luggage compartment floor.

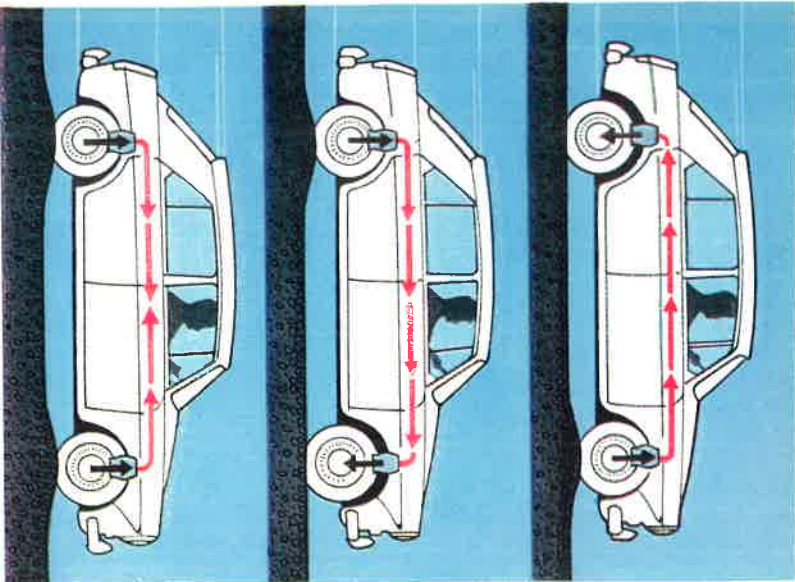
HYDROLASTIC[®] SUSPENSION. The out-

standing feature is its sheer simplicity of operation. The front and rear Hydrolastic displacers on each side of the car are inter-connected by a small-bore pipe. The system is hermetically sealed and therefore never needs any further attention during the normal working life of the car. Each displacer incorporates a 'rubber spring', and damping of the system is achieved by rubber valves so that when a road wheel is deflected, fluid is displaced to the corresponding suspension unit. In turn it is raised in anticipation of its wheel encountering the cause of its counterpart's deflection. The rubber springs are only slightly brought into play and the car is freed from any tendency to pitch although full play is given to wheel movement, producing a soft ride.

When front and rear wheels encounter a simultaneous deflection the fluid suspension stiffens in response to the upward motion and while acting as a damping medium transfers the load to the rubber springs, giving a controlled, vertical but level motion to the car. Anti-roll and anti-pitch bars are fitted between the rear suspension arms. The restriction of the fluid flow, imposed by the small-bore piping, 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.

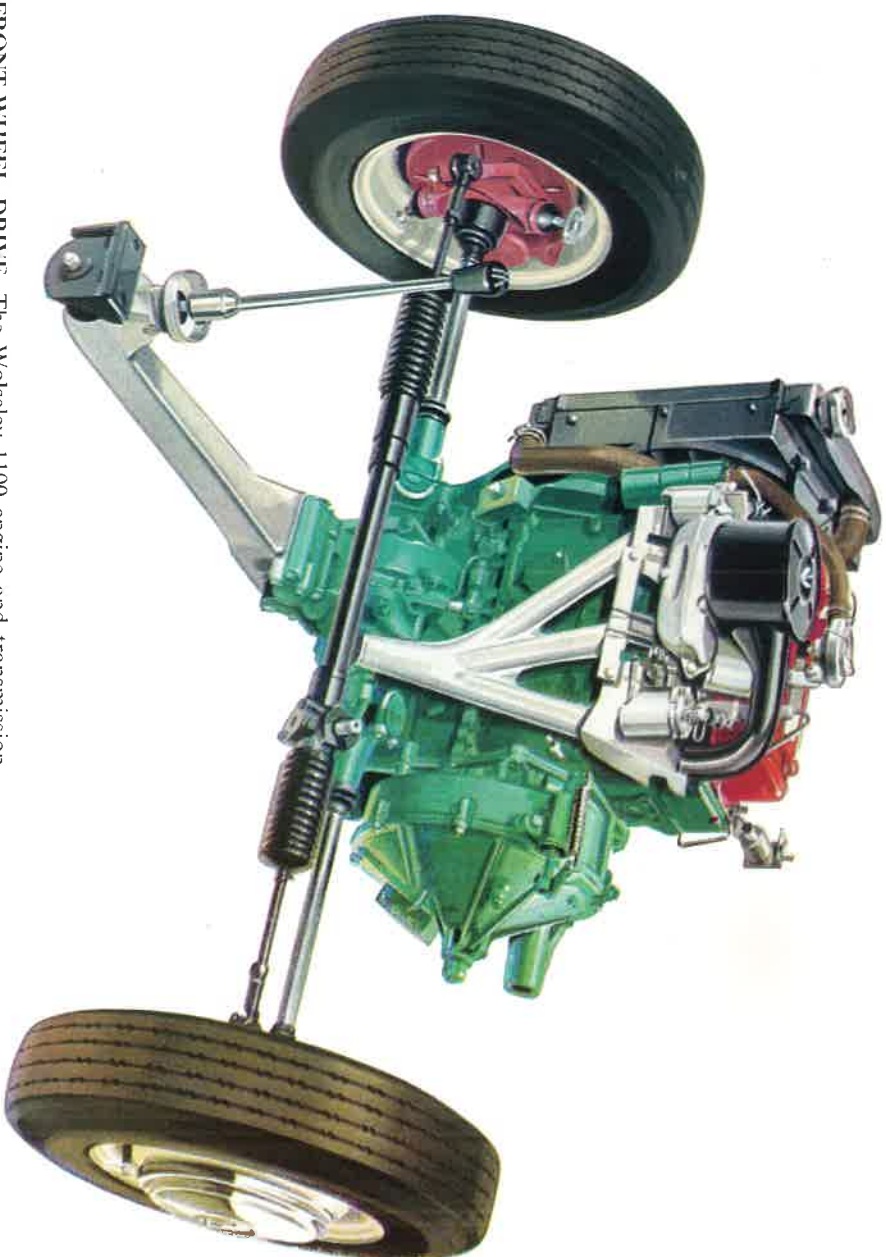
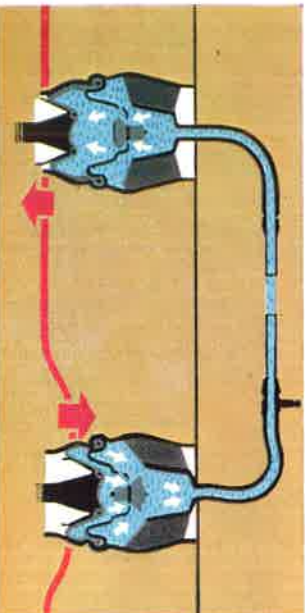
The hydraulically operated braking system employs self-adjusting disc brakes at the front and drum brakes at the rear. A pressure-limiting valve in the hydraulic brake line constantly and automatically balances the braking effect between front and rear, ensuring even braking whatever the road conditions.



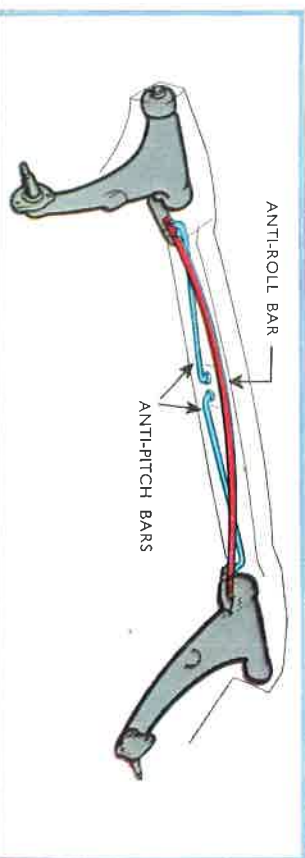


A ROLL-FREE LEVEL RIDE

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.



FRONT-WHEEL DRIVE. The Wolseley 1100 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.



SPECIFICATION

ENGINE: Four-cylinder o.h.v. transversely mounted power unit; bore 64.58 mm. (2.543 in.); stroke 83.72 mm. (3.296 in.), cubic capacity 1098 c.c. (67 cu. in.). Three-bearing crankshaft; main bearings and connecting rod bearings with renewable liners. Aluminium-alloy pistons. Compression ratio 8.9 : 1 (optional 8.1 : 1); develops 55 b.h.p. at 5,500 r.p.m. (std.). Maximum torque 61 lb. ft. at 2,750 r.p.m.

Fuel System: Twin S.U. HS2-type semi-down-draught carburettors fed from 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. Oil capacity (including transmission) 7½ pints (9 U.S. pints, 4.25 litres) plus 1 pint (1.2 U.S. pints, .57 litre) for external filter.

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 with baulk ring synchromesh on second, third, and top gears. Remote-control central-floor gear change lever. Combined transmission casing and oil sump below engine crankcase. Engine mainshaft in constant mesh with differential assembly mounted on side of transmission casing. Drive transmitted by universally jointed shafts to the front road wheels. Overall gear ratios—first 14.99, second 8.98, third 5.83, top 4.133, and reverse 14.99 : 1.

STEERING: Rack and pinion, with direct linkage to steering-arms on swivel pins. 16½ in. (41.2 cm.) diameter steering-wheel. 3½ turns lock to lock. Left-hand or right-hand steering according to market. Turning circle 34 ft. (10.363 m.).

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

BRAKES: Lockheed hydraulic brakes. Pendulum-type pedal. 8 in. (20.3 cm.) diameter self-adjusting disc brakes at front and 8 in. (20.3 cm.) 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 4J x 12 in. wheels with four-stud fixing. Spare wheel housed in luggage compartment. Optional wheel trims.

ELECTRICAL: High-output dynamo with current-voltage control; 12-volt, 43 amp.-hr. battery (at 20-hr. rate) located in engine compartment; double dipping sealed-beam headlamps; foot-operated dip switch; parking lights; twin stop/tail lamps; rear reflectors; number-plate lamp located on luggage boot lid; flashing direction indicators with self-cancelling control; instrument and parcel shelf lamps; dual-arm windscreen wipers; twin electric horns; interior roof light with courtesy switch; warning lights for ignition, headlight main beam, oil pressure, and oil filter renewal; self-cancelling flasher switch lever on steering-column incorporating warning lamp.

INSTRUMENTS: Speedometer with total mileage recorder; water temperature and fuel gauges.

CONTROLS: Ignition/starter switch; mixture control; lighting switch; panel light switch; windscreen washer, windscreen wiper and flashing direction indicator controls with combined headlight flasher 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, rathe-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 sidelights. Veneered, figured walnut fascia with ashtray; 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. (27 m³). Bonnet lock cable operated from inside car; separate safety catch; bonnet held open by telescopic prop. Anchor points for seat belts at front. Provision for Smiths Radiomobile radio.

EXPORT AVAILABILITY: Headlighting, m.p.h. or km.p.h. speedometer and fresh-air ventilation and heater equipment according to market.

OPTIONAL EQUIPMENT: Laminated-glass windscreen; white-wall and Weathermaster tyres; wheel trims. Duotone colours.

SELECTED ACCESSORIES: available through your Distributor or Dealers: wing mirrors, seat belts; roof racks; auxiliary lamps; seat covers; car-vacating items; locking petrol cap; anti-mist panels; touch-up paints; hand tools; the extinguisher; exhaust trim; badge

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 appropriate subsidiary of The British Motor Corporation Limited.

WOLSELEY MOTORS LIMITED

(Sales Division)

BOX 41 G.P.O., LONGBRIDGE, BIRMINGHAM

Overseas Business:

BMC EXPORT SALES LIMITED
LONGBRIDGE, BIRMINGHAM, ENGLAND

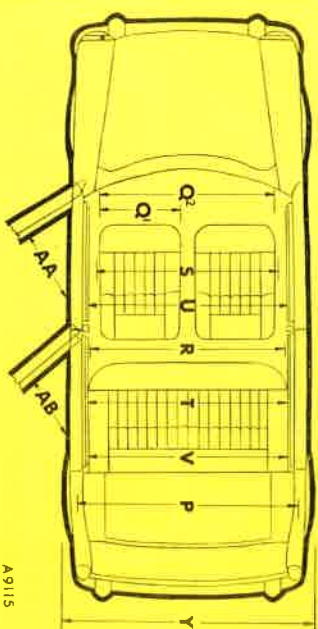
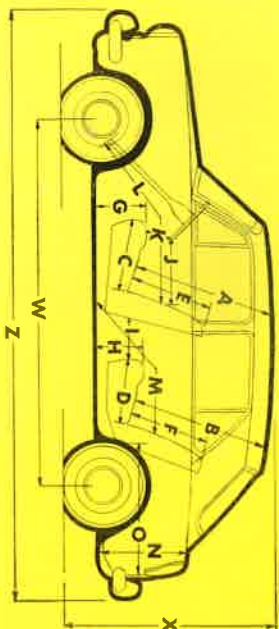


FA. JOS. PLOEMEN-SCHOLS

Amblyweg 2

ROTHEM - MEERSSEN

DIMENSIONS



Front seat head room	A	37 in.	93.98 cm.
Rear seat head room	B	36 in.	91.44 cm.
Rear seat cushion depth	C	18½ in.	46.99 cm.
Rear seat cushion height above cushion	D	17 in.	43.18 cm.
Rear seat squab height above cushion	E	18 in.	45.72 cm.
Rear seat cushion height above floor	F	22 in.	55.88 cm.
Rear seat cushion height above floor	G	13½ in.	34.29 cm.
Distance between seats—max.	H	14 in.	35.56 cm.
Steering-wheel to squab—min.	I	10 in.	25.40 cm.
Steering-wheel to cushion	J	16½ in.	41.91 cm.
Front seat leg reach—max.	K	72 in.	182.88 cm.
Rear seat leg reach—min.	L	43½ in.	110.67 cm.
Rear seat leg reach—max.	M	42½ in.	107.93 cm.
Luggage boot height	N	48½ in.	122.58 cm.
Luggage boot width	O	22 in.	55.88 cm.
Front seat cushion overall width—individual	P	33 in.	83.82 cm.
Rear seat cushion overall width	Q	37 in.	93.98 cm.
Width across front doors—max.	R	20½ in.	52.07 cm.
Width across rear seat—max.	S	40½ in.	102.93 cm.
Shoulder width over front seat	T	50 in.	127.0 cm.
Shoulder width over rear seat	U	52 in.	132.1 cm.
Wheelbase	V	51 in.	129.5 cm.
Overall height	W	91 in.	231.5 cm.
Overall length	X	53 in.	134.6 cm.
Front door entry width	Y	55 in.	139.7 cm.
Rear door entry width	Z	53 in.	134.6 cm.
Track at front	AA	56 in.	142.2 cm.
Track at rear	AB	51½ in.	130.8 cm.
Ground clearance		6½ in.	16.51 cm.
Kerb-side weight		1,852 lb.	840 kg.