

WOLSELEY

6

110

... A LUXURIOUS WAY OF MOTORING

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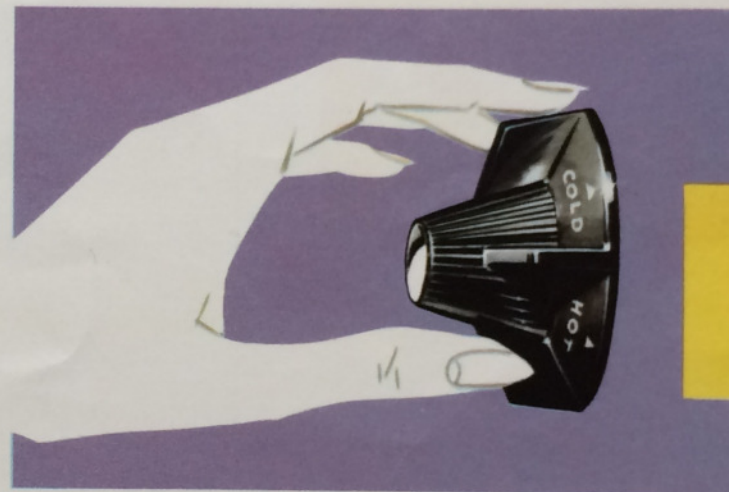
MK I (61-64)



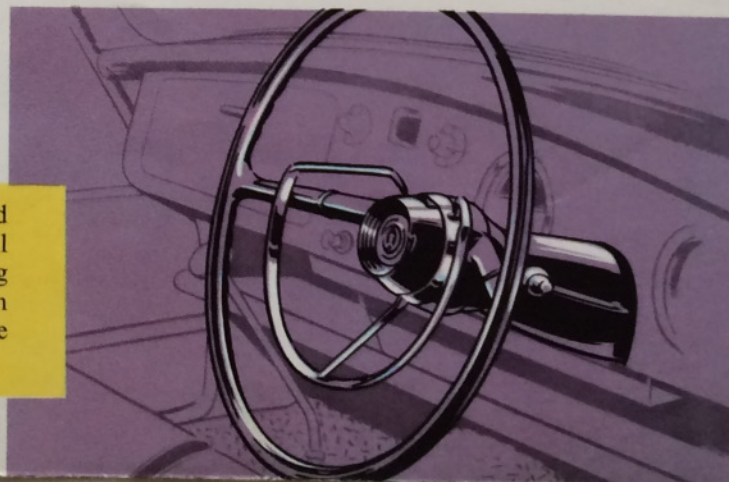
LUXURIOUSLY APPOINTED

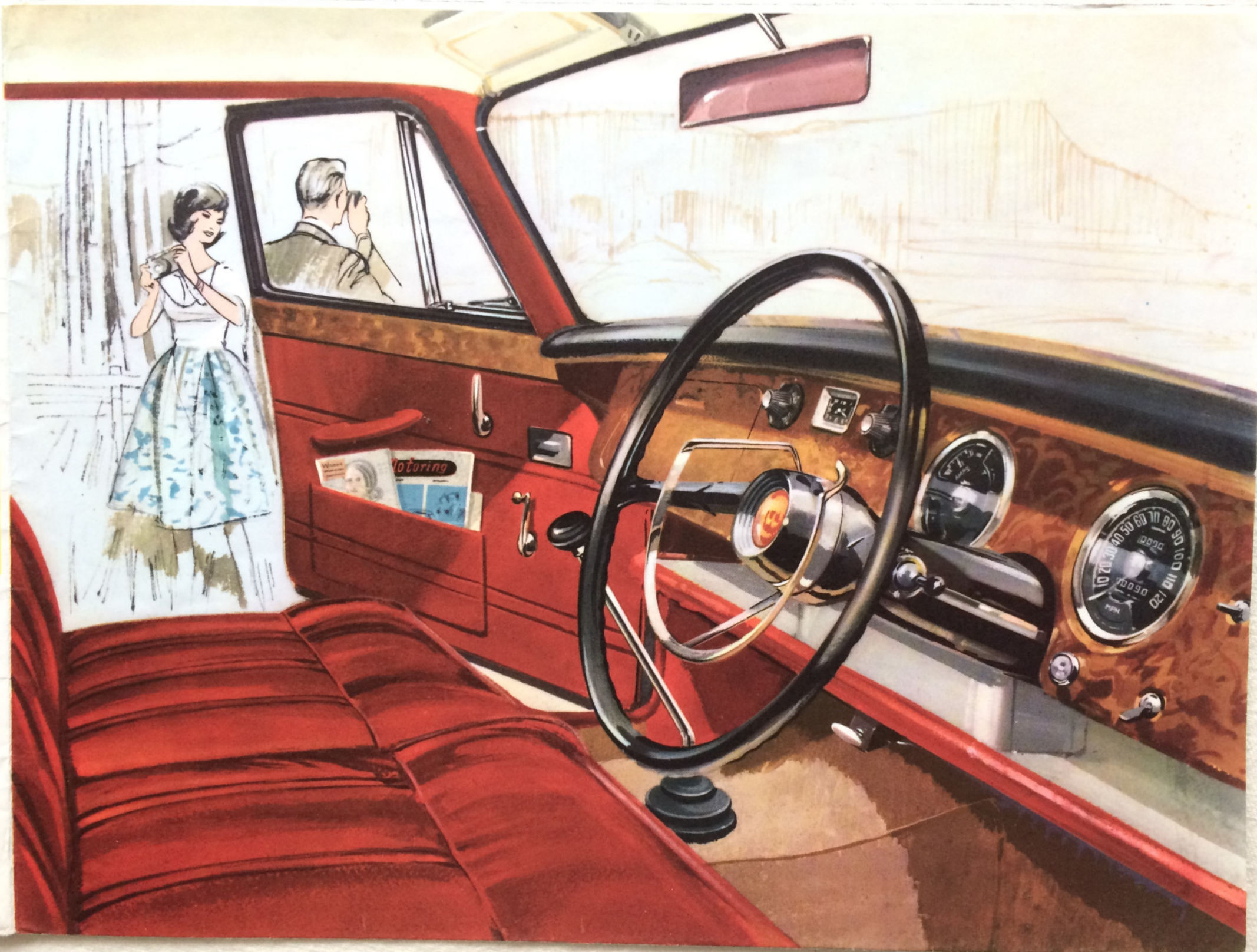
The interior of the 6/110 is capacious, lavishly appointed and inviting. Polished veneered woodwork, real leather and thick pile carpets are evincive of Wolseley luxury. In the front compartment the deep resilient seats, of the divided bench type, are independently adjustable for leg room. Each seat is fitted with a folding central armrest. Deep trays below the fascia, door pockets and a glove box with locking lid provide stowage space for personal oddments. The instrument dials are fully visible through the open segment of the two-spoke steering wheel. All controls are conveniently grouped. Positive-action toggle switches control the lights, heater fan and the two-speed windshield wiper motor. The steering wheel is of the dished centre safety type, sponge rubber rails are fitted above and below the fascia and provision is made for the fitting of safety harness.

Power assisted steering is offered as an optional extra and takes all the hard work out of town driving and manœuvring. On the open road it is light, yet as responsive as a conventional system.



The 6/110 is equipped with a very efficient heater and demister, and air circulating installation. Summer or winter there is always a 'just right' control setting.





WOLSELEY 6 110

The Wolseley 6/110, in terms of performance and luxury represents value-for-money unmatched in the three-litre, six cylinder class. For the business executive or the professional man there is no finer combination, than exists in this superb Wolseley, of intrinsic worth and prestige value.

The 6/110 is the largest and finest car in the Wolseley range and stems from the highly successful Pinin Farina Wolseley six-cylinder car, its immediate predecessor. Externally the 6/110 is similar but certain important technical changes resulting in improved performance, safety and comfort have been included in the new specification.

The 6/110 is available with overdrive as standard equipment or alternatively with fully automatic transmission as an optional extra. New exterior colours and duotone schemes provide a choice of extremely durable and attractive finishes.



BUY WISELY — BUY WOLSELEY



SUPERBLY STYLED



Immense torsional strength and rigidity without excessive dead weight is achieved in the 6/110 by adopting mono-construction of body and chassis.



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

The clean lines and proportions of the Wolseley 6/110 are indicative of an engineering and styling operation designed to achieve well-selected objectives.

The 6/110 passenger compartment will carry five or six adults and the boot provides 18 cu. ft. (51 m.³) of luggage space.

The speed range in top gear is from 10 m.p.h. (16 km.p.h.) to upwards of 100 m.p.h. (160 km.p.h.). A full-width curved windshield and rear window together with slender pillars ensure excellent visibility.

Road lights are designed and placed for maximum efficiency under all driving conditions.

The air intake, via the Wolseley grille, for engine cooling is adequate for all climatic changes. The panel work is smoothly contoured for easy cleaning and well curved and reinforced for strength. In short, the Wolseley 6/110 is not only impressive in appearance it is functionally efficient.

DESIGNED FOR COMFORT and SAFETY

In the Wolseley 6/110 a wheelbase of 110 in. (2.794 m.) is achieved by placing the rear axle 2 in. (5.08 cm.) further back than in the previous six-cylinder car, not only does this contribute to riding comfort but the arrangement allows a full-width rear seat free from the intrusion of the inner wheelarches.

There are pockets in the front doors and seat backs.

Twin long-range driving lamps augment forward lighting.

A reversing lamp is fitted above the rear number plate.

Seat foundations are of sponge rubber.



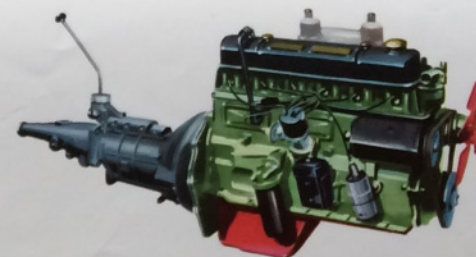
All doors are equipped with 'child proof' safety latches. When desirable these can be set to render the inner door handles inoperative. All door locks are of the 'Zerotorque' type a feature of which is the light and positive action. The front doors may be locked, with or without a key, from either side of the car.



POWERED FOR PERFORMANCE

The abundant power of the Wolseley 6/110 is matched by braking, steering and road-holding of a very high order. The 6/110 is therefore a car that can be driven at high speeds with safety and in comfort since its behaviour at all times is predictable. The 6/110 has the ability to devour long distances without apparent effort, it is quiet running and thus less fatiguing to drive or to ride in.

The six-cylinder o.h.v. engine has a capacity of 2912 c.c. and the latest modifications to porting have resulted in an increase in brake horse power and at the same time a retention of the low speed torque for which



earlier versions of this power unit have become well-known. The engine illustrated is fitted with the standard all-synchromesh, three-speed gearbox with the new 'direct' gearlever and overdrive (standard equipment).



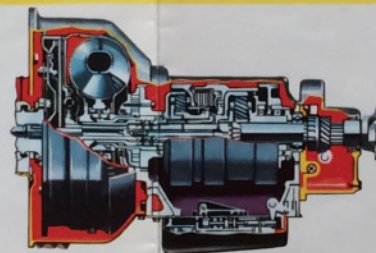
The full-length twin exhaust system ensures the best results from an engine with stepped-up power.



The 6/110 hydraulic braking system is servo-assisted. Powerful disc brakes are fitted to the front wheels.



An anti-roll bar links the independent front suspension wishbone assemblies. The coil springs are hydraulically damped.



Fully automatic transmission is available as an extra on all new 6/110 cars. With this transmission physical movement by the driver is reduced by 70 per cent.



The large diameter single dry-plate clutch of the standard model is hydraulically actuated.



Overdrive in conjunction with the three-speed gearbox provides, in effect, five gear ratios.



An anti-sway telescopic shock absorber is fitted between the rear axle and the body.

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-element 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 carburettors 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. A fully automatic version 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. (513 m.) 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 semi-circular horn ring. Turning circle 41 ft. (12.5 m.). Track—front 4 ft. 5 1/8 in. (1.366 m.), rear 4 ft. 5 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 wind-shield 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 indicator; electric clock; ammeter.

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

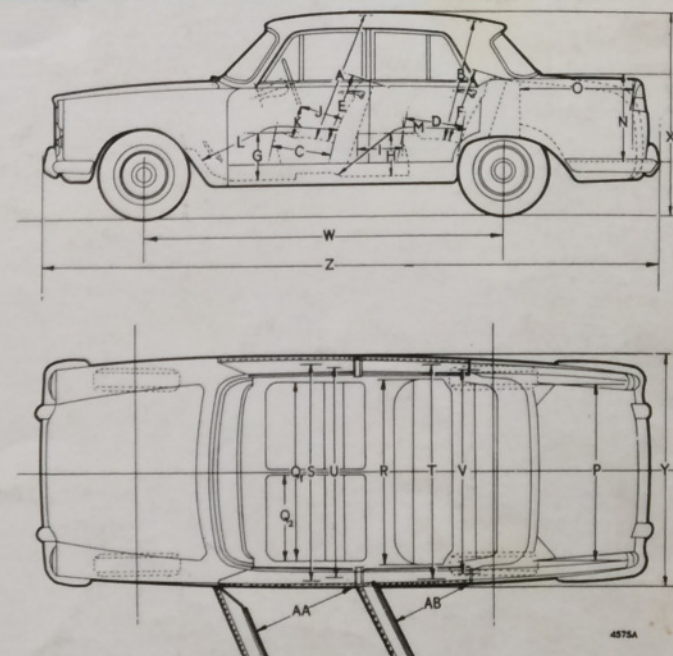
VENTILATION: Winding windows and hinged ventilating panels to all doors; fresh-air circulation system; heating equipment with heat control and windshield-demisting ducts.

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 passengers' 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; Roadspeed tyres; automatic transmission; power-assisted steering.



AA 3 ft. 1 1/2 in. (95 cm.)	AB 2 ft. (61 cm.)	A 3 ft. 0 1/2 in. (93 cm.)	B 2 ft. 10 1/2 in. (88 cm.)	C 1 ft. 6 in. (46 cm.)
D 1 ft. 5 1/2 in. (44 cm.)	E 1 ft. 9 in. (58 cm.)	F 1 ft. 11 1/2 in. (68 cm.)	G 1 ft. 3 in. (38 cm.)	H 1 ft. 3 1/2 in. (39 cm.)
I (max.) 1 ft. 5 in. (43 cm.)	I (min.) 1 ft. (30 cm.)	J (max.) 1 ft. 4 in. (41 cm.)	J (min.) 1 ft. (30 cm.)	K 6 in. (15 cm.)
L (max.) 3 ft. 11 in. (1.19 m.)	L (min.) 3 ft. 6 1/2 in. (1.08 m.)	M (max.) 4 ft. (1.22 m.)	M (min.) 3 ft. 9 in. (1.14 m.)	N 1 ft. 7 1/2 in. (49 cm.)
O 2 ft. 7 in. (79 cm.)	P 5 ft. 0 1/2 in. (1.54 m.)	Q1 4 ft. 7 in. (1.40 m.)	Q2 2 ft. 2 1/2 in. (67 cm.)	R 4 ft. 9 1/2 in. (1.46 m.)
S 5 ft. 0 1/2 in. (1.53 m.)	T 4 ft. 11 1/2 in. (1.50 m.)	U 4 ft. 5 1/2 in. (1.36 m.)	V 4 ft. 5 1/2 in. (1.35 m.)	W 9 ft. 2 in. (2.79 m.)
X 5 ft. (1.52 m.)	Y 5 ft. 8 1/2 in. (1.74 m.)	Z 15 ft. 8 in. (4.77 m.)	U/Weight (approx.) 30 1/2 cwt. (1594 kg.)	Luggage Boot C'pty 18 cu. ft. (51 m. ³)

WOLSELEY MOTORS LIMITED

OVERSEAS BUSINESS:

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Proprietors: Morris Motors Limited

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