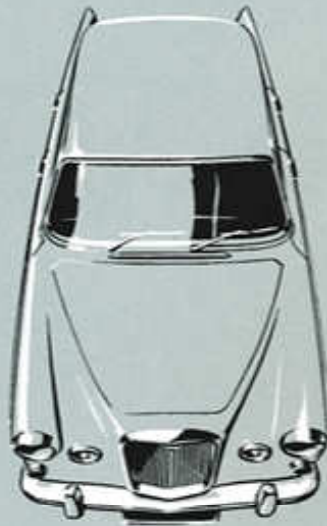


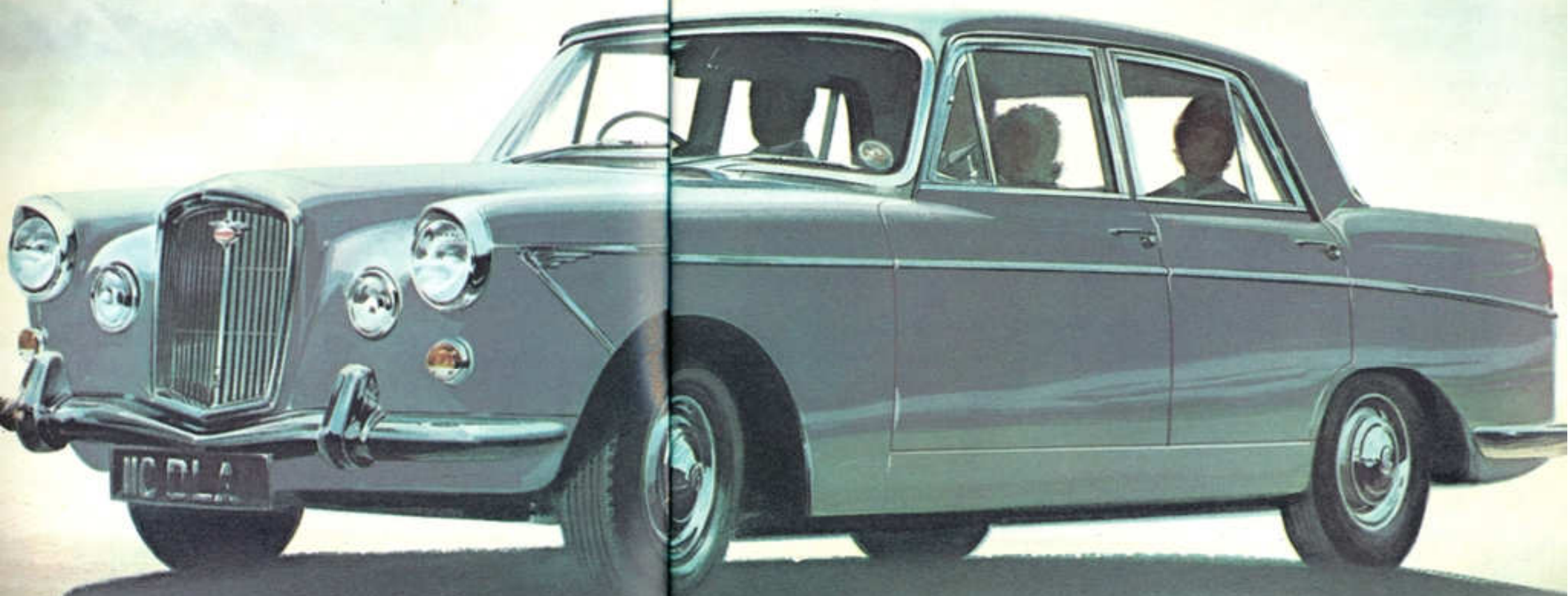


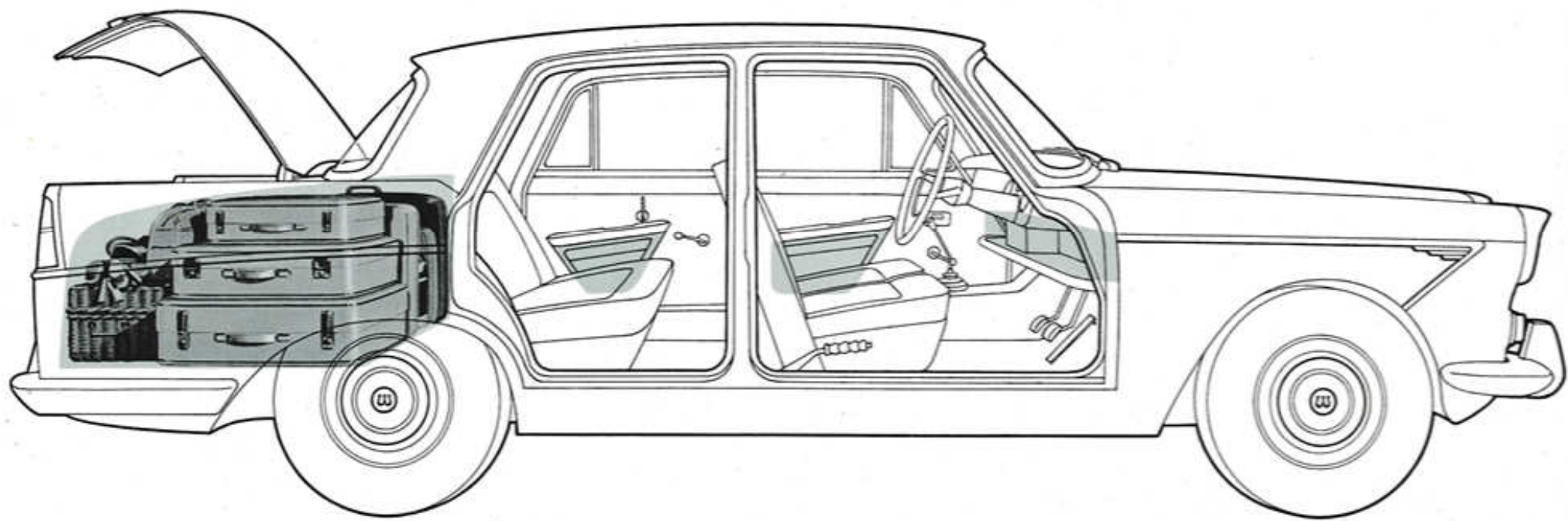
WOLSELEY 6 | 110 MARK II

Buy wisely . . . buy **WOLSELEY**



The Wolseley 6/110 Mk. II is the result of a process of continuous development of an originally sound basic design. The superb 6/110 Mk. II is both mechanically and otherwise a car of exceptional refinement with characteristics which are particularly appropriate to its role as a business executive's or professional man's car. It is impressive in appearance, capacious, quiet, and capable of high average speeds without effort. With interior furnishing of new design and suspension which provides smooth riding under all conditions the Wolseley 6/110 Mk. II offers luxuriously comfortable motoring for a comparatively modest outlay. Your Wolseley dealer will be glad to give you a demonstration.

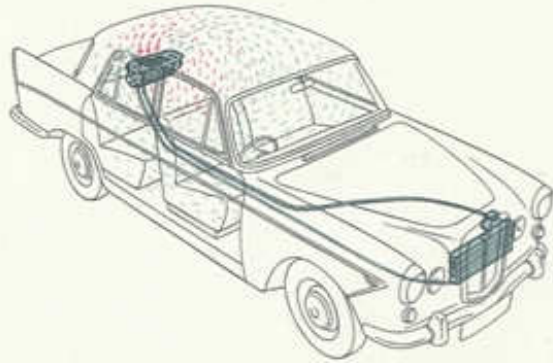




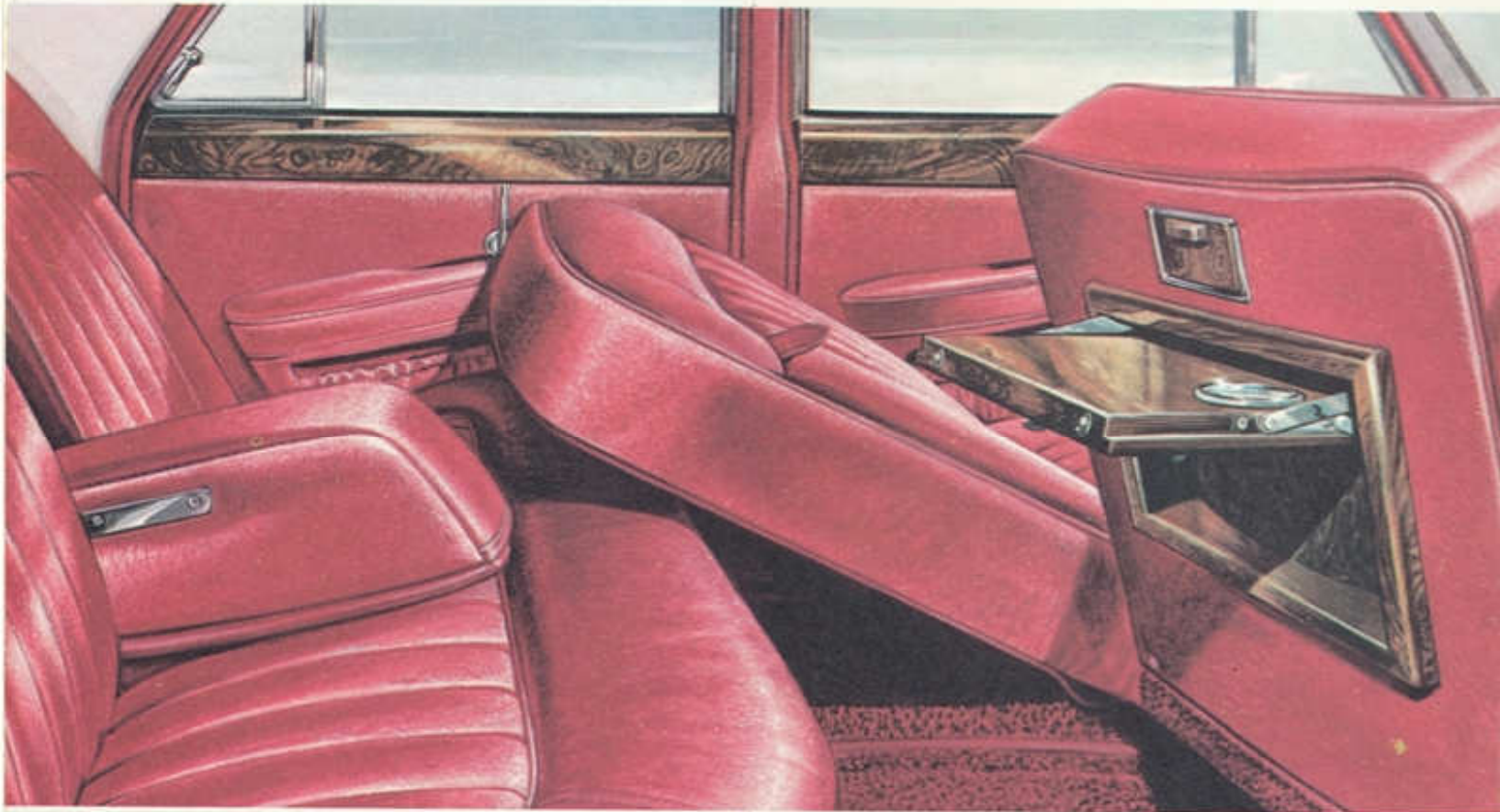
Spacious . convenient . . .

Within an overall length of 187½ in. (478 cm.) the 6/110 Mk. II includes a 2912 c.c. (177.7 cu. in.) six-cylinder engine, a spacious passenger compartment for five adults with generous leg-room, and a large rear luggage compartment with a capacity of 18 cu. ft. (.51 m.³). Within an overall width of 68½ in. (174 cm.) the maximum front and rear seating widths at cushion level are respectively 60 in. (152 cm.) and 59½ in. (151 cm.) wide. Although accommodation for passengers and their luggage is generous the car is conveniently dimensioned to suit modern traffic and highway conditions. The luggage compartment is closed by a counterbalanced lid which is effectively sealed against dust and water. Illumination of the interior is

automatically provided when the compartment lid is raised. The spare wheel is housed in a carrier which is situated beneath the luggage compartment floor and is therefore accessible without disturbing luggage. The 6/110 Mk. II four-door saloon is of mono-construction. The entire structure is immensely rigid and provides the necessary strength-to-weight ratio essential to a car capable of brisk acceleration and an impressive maximum speed. The door apertures below the waist line are wide, and at the front the forward position of the hinges provides extra knee-room for entering or leaving the front compartment.



NORMALAIR Air Conditioning is available on the Wolseley 6/110 Mk. II as an optional extra. The system, which incorporates a refrigeration unit, is a boon in hot or humid climates, allowing the gentle circulation of cool air without the inconvenience of wind noise from open windows.



The interior . . .

The Wolseley 6/110 Mk. II is distinguished by its luxurious interior furnishing. English hide is used on the seating faces, and pile carpets with underfelts on the floor.

The front seat interiors include rubber diaphragms with polyether pads; in the rear seats there are spring case cushions and polyether pads. The front seats are separate but close-fitting. Individual fore and aft adjustment is provided. The reclining front seat squabs are adjustable by lever control to any angle from upright to near flat. Folding picnic tables, in veneered walnut, are fitted to the backs of the front seats.

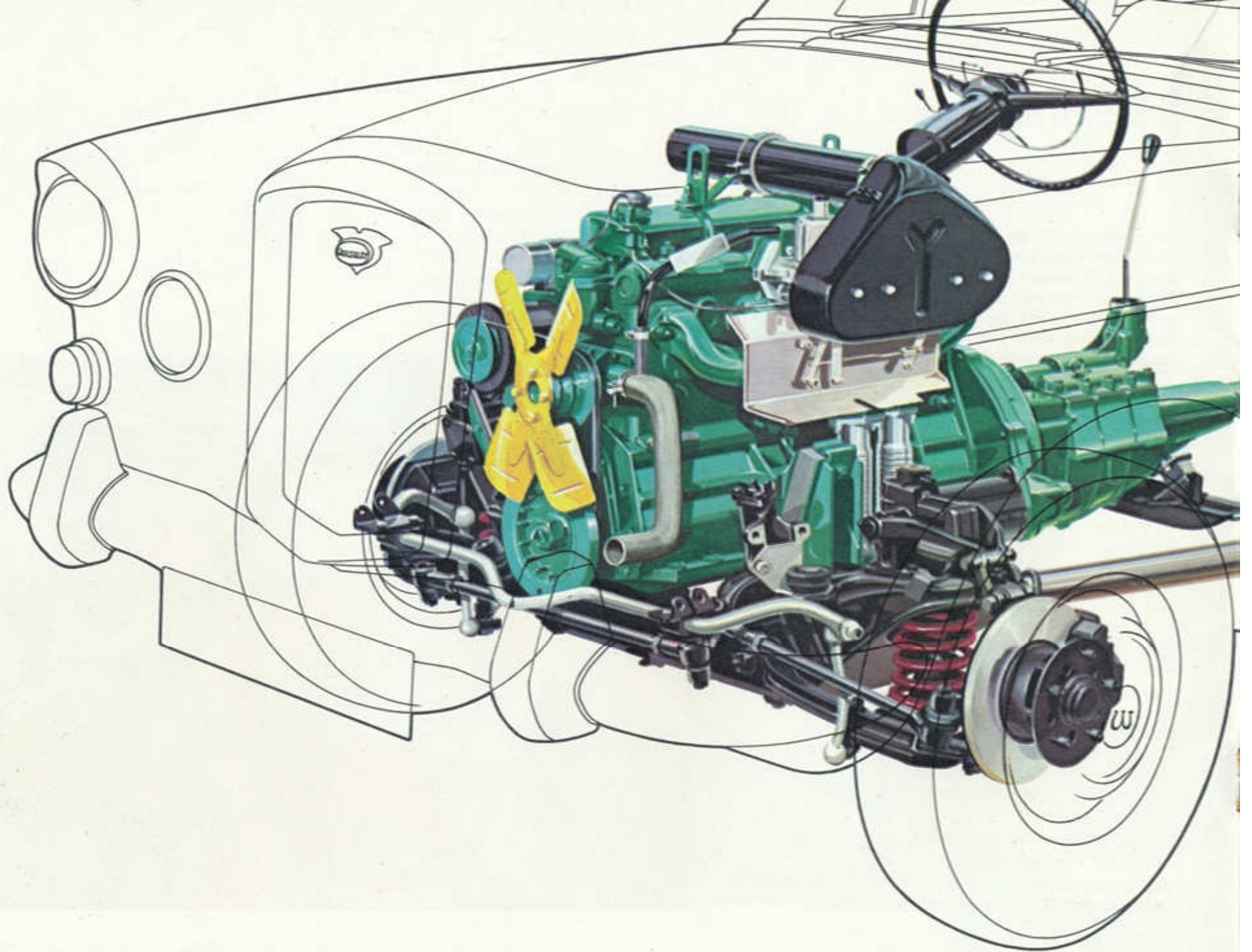
Arm-rests and door pockets are provided to all doors and folding centre arm-rests in both front and rear seats. The driver's centre arm-rest and that of the front passenger are separate. A large parcel shelf is provided below the large rear window and another full-width shelf runs beneath the fascia. A cigar-lighter is fitted in the fascia, and ashtrays are fitted in the front doors and in the backs of the front seats. All doors are fitted with zero torque latches which give light but positive closure. All passengers' doors are fitted with child-proof safety catches which, when required, render the inside door handles inoperative.

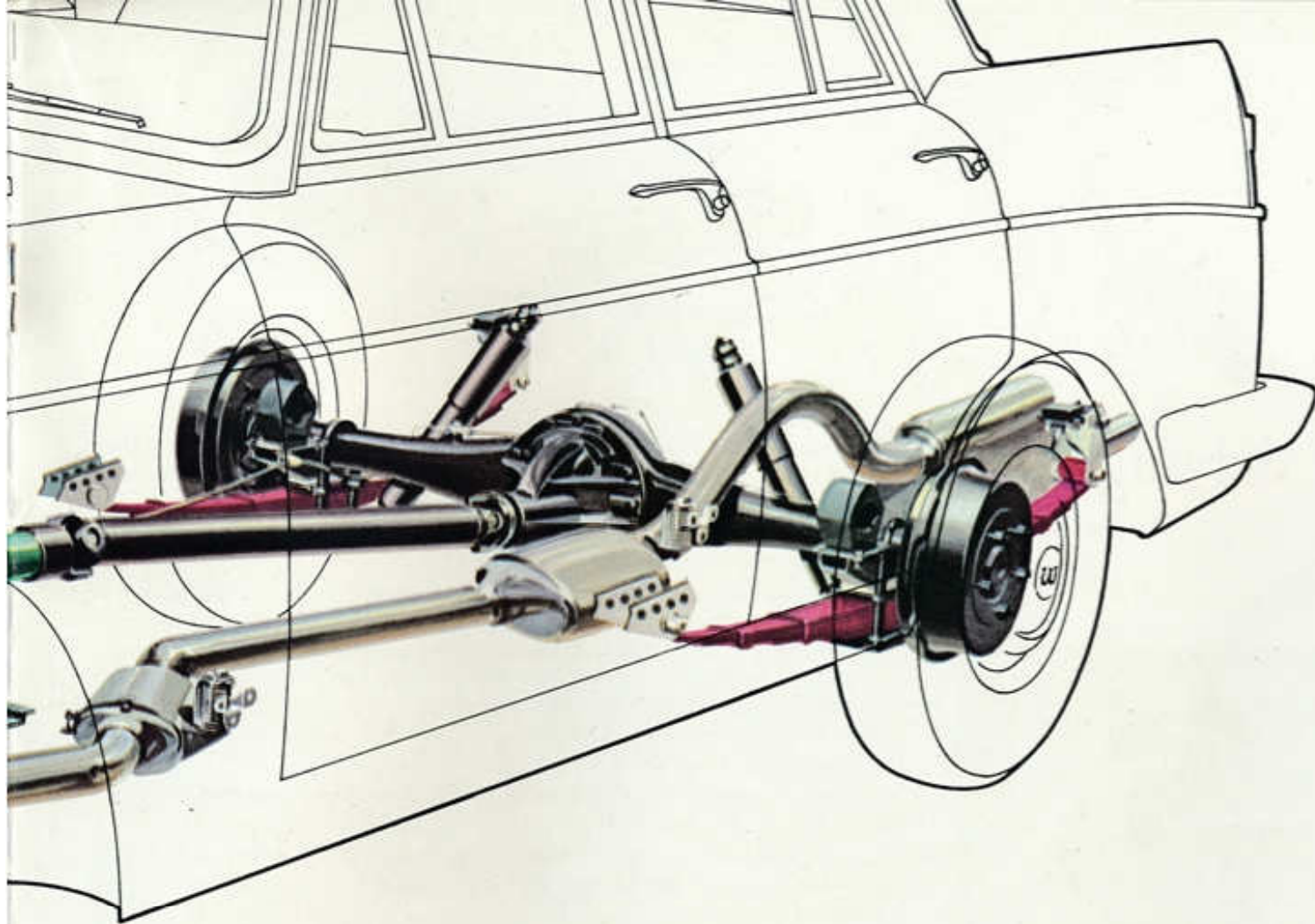
Twin padded sun visors are fitted to the header rail of the front compartment and in the centre of this there is a large tinted driving mirror. Courtesy lights are located on the inside of both centre pillars. These automatically illuminate the interior when the front doors are opened. Independent switches permit these lights to be used when both front doors are closed.

Excellent all-round vision is a feature of the 6/110 Mk. II. Safety-glass is used throughout.

Anchorage points are provided to which your Distributor or Dealer can fix BMC approved accessory seat belts.





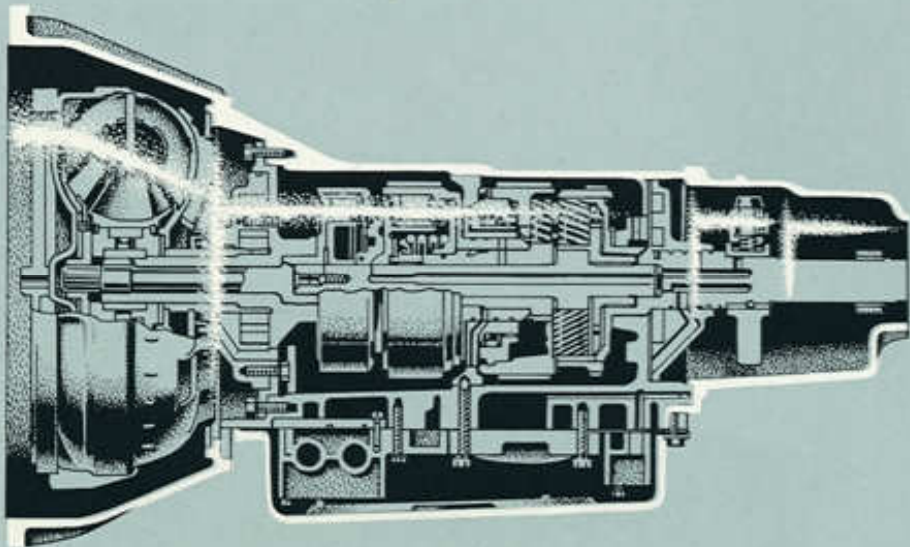


The 2912 c.c. six-cylinder engine transmits power via a diaphragm spring clutch with hydraulic actuation to a four-speed gearbox with centrally mounted gear lever. The exhaust system is flexibly hung at all points and, together with rubber mountings for power unit and suspension, ensures maximum insulation against sound and vibration.

Every component in the Wolseley 6/110 Mk. II is well tested and for this superb car Wolseley engineers have relied upon those principles of design which guarantee the utmost reliability together with a performance acceptable by Wolseley standards.



For the pleasure of driving . . .



The fascia of the 6/110 Mk. II retains the traditional Wolseley finish of polished walnut veneer. The fascia top is trimmed in black to eliminate screen reflections and carries twin demister outlets and a radio loud-speaker aperture. The fascia top terminates in a full-width safety pad. On the passenger's side of the fascia a glove box with locking lid is incorporated.

Two large circular instruments are located immediately in front of the driver, the one, a speedometer (marked in miles and kilometres per hour) and trip recorder, the other, combining in one instrument oil pressure gauge, fuel gauge, temperature gauge, and ammeter. The fuel and temperature gauges are operated by bi-metal strip transmitters, ensuring readings of high accuracy. Also positioned before the driver is the screen washer switch, an electric clock, and warning lights for brake servo and engine oil filter.

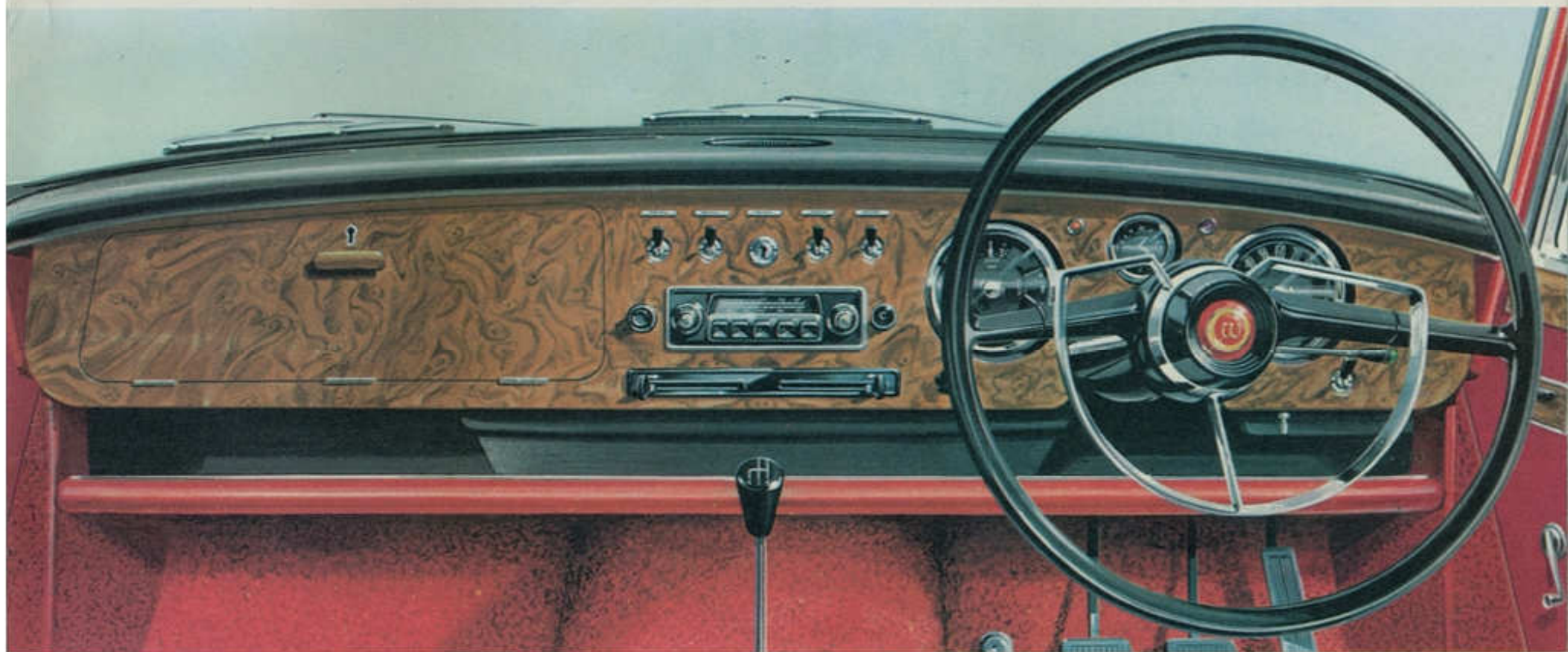
Electrical switches are positioned in the centre of the fascia, each being identified by an illuminated panel.

Provision is made in the fascia centre for the fitting of a radio (optional extra). Below the radio aperture are controls for the heater/demister (standard equipment).

HYDROSTEER POWER-ASSISTED STEERING (optional extra) eliminates any need for heavy physical effort on the part of the driver. Under some conditions where frequent parking manœuvres are necessary power steering will prove invaluable. At the same time, the full merit of the Hydrosteer system can only be judged by taking account of the precise and sensitive 'feel' of the steering on the open road and noting the reduction of driving fatigue after long journeys.

OVERDRIVE is available as an optional extra on 6/110 Mk. II four-speed manually controlled gearbox models.

AUTOMATIC TRANSMISSION is available as an optional extra on the 6/110 Mk. II. The Borg-Warner automatic box employed is compact and ideally suited to the torque characteristics of the Wolseley six-cylinder engine.



Engineered for superior performance . . .

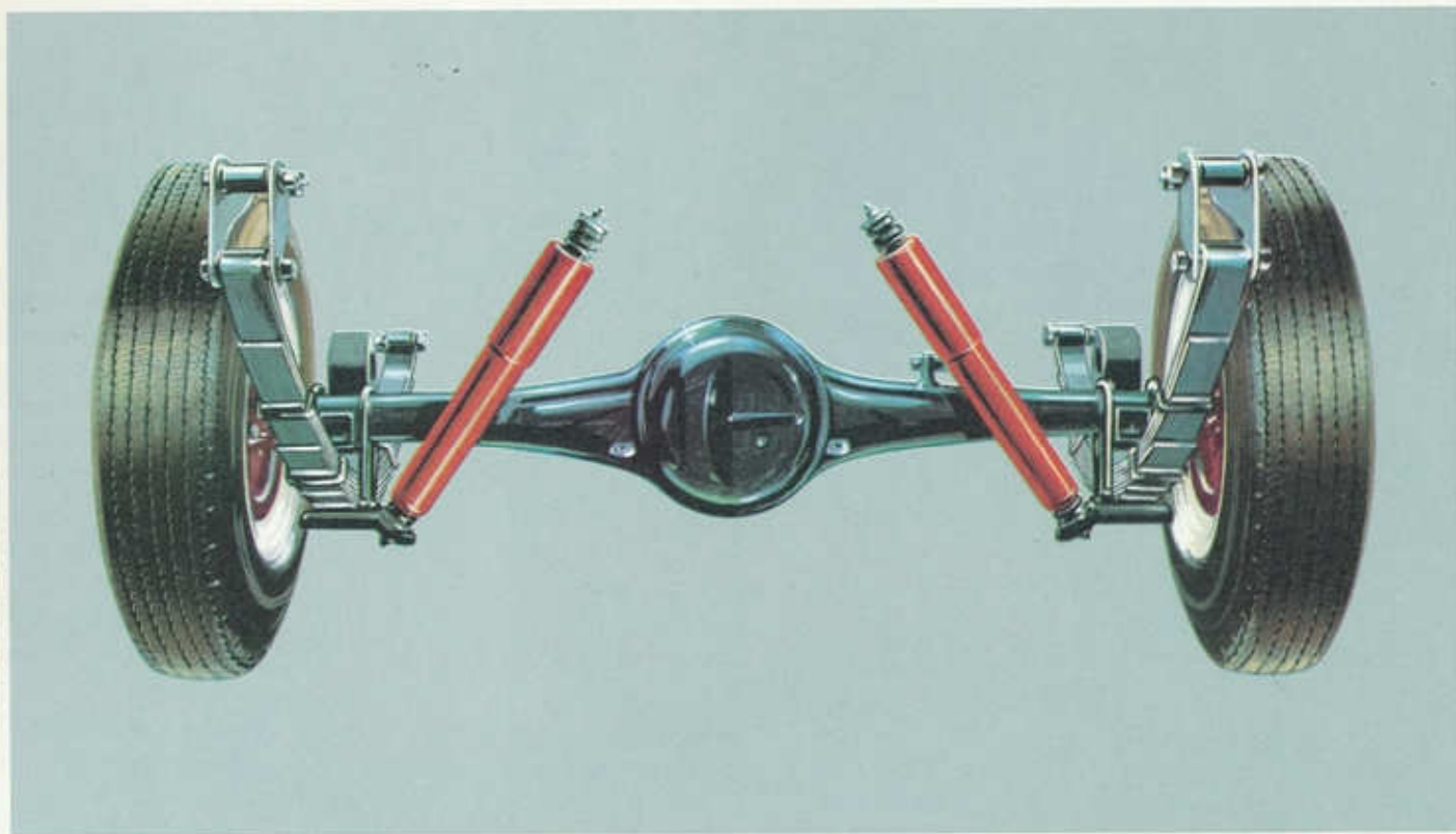
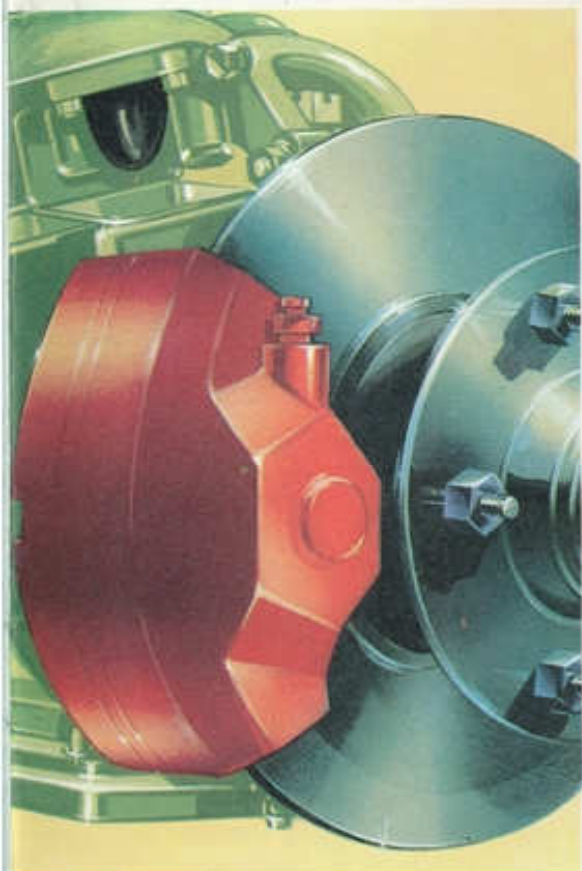
Smaller road wheels (7.50—13 tyres) save 10 lb. (4.53 kg.) of unsprung weight per wheel and reduce dead weight by 50 lb. (22.68 kg.).

Suspension systems fore and aft are thus more quickly stabilized and road-holding improved. Nylon cord tyres with increased contact area add extra safety.

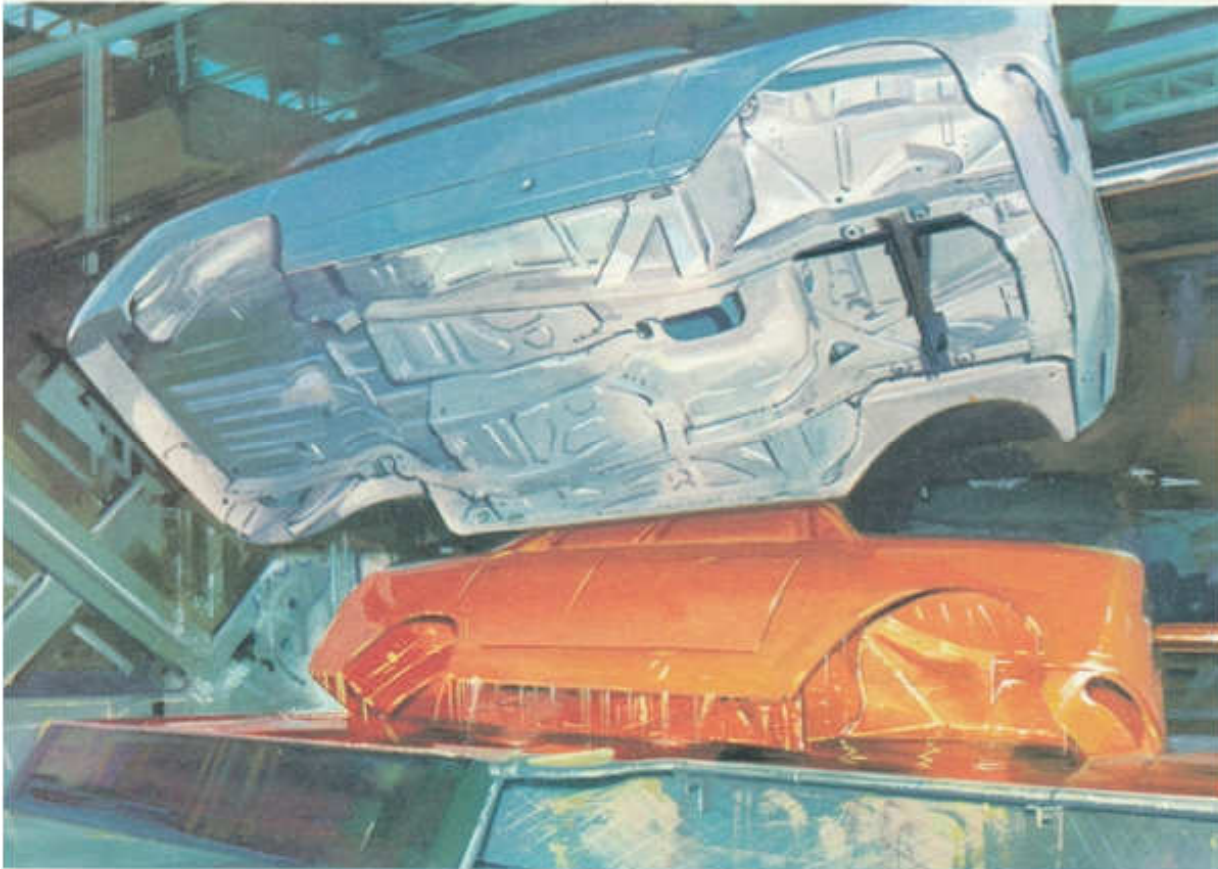
The 6/110 Mk. II braking system is hydraulically operated and servo assisted. An inertia-type limiting valve reduces the possibility of the rear wheels locking under heavy braking pressures. Straight-line deceleration is thus ensured. The front brakes are of the disc type and at the rear drum brakes are employed. The entire braking system is self-adjusting for wear.

The suspension of the 6/110 Mk. II has undergone certain changes. Although basically similar to that of the 6/110 fore and aft, Mk. II running conditions have permitted a modification to the geometry of the independent front suspension and an increase in the length of the rear leaf springs to achieve a lower spring rate and softer ride. New piston-type shock absorbers at the front incorporate twin valves and minimize fade under severe conditions. At the rear, twin telescopic shock absorbers mounted in splayed fashion have eliminated the need for an anti-roll bar and simplified the rear suspension system. The combination of smaller road wheels, larger tyre sections, and the suspension changes have endowed the Wolseley 6/110 Mk. II with exceptionally good road-holding and comfortable riding at all speeds.





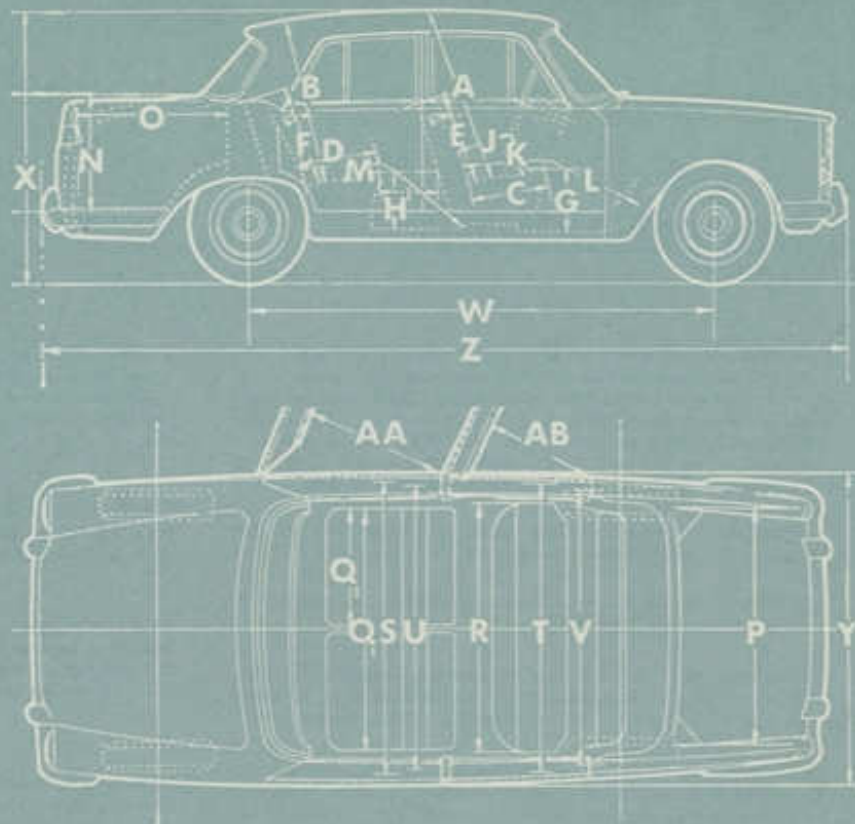
Unique production facilities make this luxury value



Since motoring began the Wolseley car has always been regarded as a car of fine quality. Today, as in the past, this reputation is nurtured and highly valued by Wolseley Motors Limited, their distributors and dealers, and within the British Motor Corporation Limited.

As a member of the British Motor Corporation, Wolseley Motors enjoy the unique production facilities of this vast enterprise. It is thus possible to produce the 6/110 Mk. II to high standards of engineering accuracy and at the same time to pass on to the customer the benefits of efficient modern production methods. Illustrated on these pages are the giant dip-bonderizing and priming plant for rust-proofing the entire body/chassis structures and a trim shop where hides are selected for Wolseley seats. Craftsmen play an important part in every phase of manufacture of the Wolseley car, their special skills combining with modern production techniques to produce Wolseley luxury value.

possible . . .



Dimensions

	in.	cm.
A Front seat cushion to roof	39 1/2	100
B Rear seat cushion to roof	36	91
C Front cushion depth	18	46
D Rear cushion depth	19	48
E Front squab height	21 1/2	55
F Rear squab height	22 1/2	57
G Height of front cushion	15	38
H Height of rear cushion	16	41
I Back of front squab to front of rear cushion	{ max. 13 1/2 min. 8 1/2	{ 34 21
Steering-wheel to front squab	{ max. 16 min. 11	{ 41 28
K Steering-wheel to cushion	5	13
L Leg room (front)	{ max. 47 1/2 min. 42 1/2	{ 120 108
M Leg room (rear)	{ max. 47 1/2 min. 44 1/2	{ 120 113
N Luggage boot—height (max.)	19 1/2	50
O Luggage boot—depth (max.)	31	75
P Luggage boot—width (max.)	61 1/2	156
Q1 Overall width of front seats	54	137
Q2 Width of front bucket seat	26	66
R Width of rear cushion	58 1/2	148
S Max. front seating width at cushion level	60	152
T Max. rear seating width at cushion level	59 1/2	151
U Width over front seat at shoulder height	54 1/2	138
V Width over rear seat at shoulder height	54 1/2	138
W Wheelbase	110	279
X Overall height	59 1/2	151
Y Overall width	68 1/2	174
Z Overall length	187 1/2	478
AA Door entry width—front	37 1/2	95
AB Door entry width—rear	25	64
Ground clearance	6 1/2	17
Unladen weight (approx.)	30 cwt. (1,594 kg.)	
Luggage boot capacity	18 cu. ft. (.51 m. ³)	

Specification

ENGINE: Six cylinders; bore 83-34 mm. (3-281 in.); stroke 89-0 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 4,750 r.p.m. and maximum torque of 163 lb. ft. at 2,750 r.p.m., or 115 b.h.p. at 4,750 r.p.m. and maximum torque of 150 lb. ft. at 3,000 r.p.m. with low-compression engine. Overhead valves operated by push-rods from four-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. electrical fuel pump. 16-gallon (73 litre, 19-2 U.S. gallon) fuel tank. Concealed fuel filler fitted with lock.

TRANSMISSION: Borg and Beck diaphragm spring clutch with hydraulic actuation. Four-speed gearbox with synchromesh on second, third, and top gears. Overall gear ratios, first 10-31 : 1, second 8-10 : 1, third 5-11 : 1, top 3-91 : 1, reverse 13-26 : 1. Axle ratio 3-91 : 1. Centre floor gear change.

Overdrive (Optional) at extra cost with manual gearbox: Control mounted adjacent to steering-wheel. Overdrive ratio .77 : 1.

Automatic Gearbox (Optional) at extra cost: Fully automatic with hydraulic torque converter coupling. Hydraulically controlled planetary gear set provides three forward speed ratios and reverse; overall ratios, low 8-48 : 1, intermediate 5-15 : 1, top 3-55 : 1, reverse 7-42 : 1. Selector lever mounted on steering-column.

BRAKES: Lockheed servo-assisted hydraulic braking system employing 10 in. (25-4 cm.) discs at front and 10 in. (25-4 cm.) drums at rear. Servo unit mounted in engine compartment. Hand brake lever mounted on floor at driver's side. Automatic adjusters fitted to rear brakes. Inertia-type limiting valve fitted to hydraulic system which further aids the braking on actual vehicle deceleration.

BODY AND CHASSIS UNIT: Four-door saloon body of mono-construction. Large wrap-round bumpers front and rear with over-riders. Bonnet lock operated by pull-knob mounted above parcel shelf below fascia. A safety catch is fitted. Large luggage boot of 18 cu. ft. (.51 m.³) capacity with counterbalanced lockable lid. A light is provided to illuminate the interior of the boot, which is lined with carpet.

SUSPENSION: Independent front suspension by coil-springs and wish-bones; hydraulic piston-type dampers with twin valves; arms forming upper suspension link. Rear suspension by semi-elliptic, rubber-mounted springs and splayed telescopic shock absorbers which also control body roll.

WHEELS AND TYRES: Ventilated disc wheels with five-stud fixing and fitted with rimbellishers. Dunlop 7-50-13 tubeless tyres with nylon cases. 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. 7 in. (1-40 m.), rear 4 ft. 5½ in. (1-352 m.). Left- or right-hand drive according to markets.

CONTROLS: Toggle-type switches controlling headlamps and side-lamps, headlamp flasher switch, two-speed windscreen wiper, driving lamps, panel lights, and heater-blower; mixture control; combined ignition and starter switch.

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 side-lamps; twin stop and tail lamps and reflectors; courtesy light in boot; reversing light with automatic switch; number-plate lamps; twin long-range driving lamps; two-speed windscreen wiper; twin Windtone horns; flashing signal direction indicators; two 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 in m.p.h. and km.p.h. with trip and total distance recorders; fuel gauge; oil pressure gauge; engine temperature gauge; electric clock; ammeter.

VENTILATION: Winding windows and hinged ventilating panels to all doors; fresh-air circulation system heating equipment with heat control and windscreen demisting ducts. Normalair air conditioning (optional extra).

SEATS: Separate, very close fitting front seats with lever adjustment for fore and aft movement. Fully reclining front seat squabs adjustable to any position by lever control. Folding arm-rests in both front seats. Ashtrays and folding veneered walnut picnic table in rear of seat squab. Bench-type rear seat with folding centre arm-rest. Leather upholstery on all wearing surfaces.

GENERAL EQUIPMENT: Walnut veneer on fascia and door cappings; toughened safety glass all round; large wrap-round windscreen and rear windows. Windscreen washing equipment; tinted interior driving mirror; pile carpets with underfelt; ashtrays in back of front seat squabs and two beneath front parcel shelf. Two sun visors; cigar lighter. Front doors fitted with outside locks; all four doors lockable from inside. All door locks fitted with children's safety catches. Glovebox in fascia with locking lid; sponge-rubber protection rails above and below fascia. Parcel trays below fascia and behind rear seat squab. Map pockets in all doors. Provision for fitting seat belts and Smith's Radiomobile radio.

OPTIONAL EXTRAS: (at additional cost): Whitewall tyres; road speed tyres; automatic transmission with axle ratio 3-55 : 1; power-assisted steering; Normalair air conditioning; overdrive (with manual gearbox). Electrically heated rear window.

SELECTED ACCESSORIES (available from your Distributor or Dealer): Tail-pipe Extension; Roof Rack; Wing Mirrors; Car Valeting Items; Seat Covers; Sun Visors; Anti-mist Panels; Seat Belts; Touch-up Paint; Individual Mud Flaps; Hand Tools; Travel Rugs; Car-washing Brush.

COLOURS: A wide range of colours and trim is available. Current colour combinations can be obtained from your Distributor or Dealer.

EXPORT SPECIFICATION: Alternative equipment at no extra cost: L.H.D. or R.H.D. steering; km.p.h. or m.p.h. speedometer; lighting and flashing equipment according to market.

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

Proprietors: MORRIS MOTORS LIMITED

Sales Division

Box 41 G.P.O. · LONGBRIDGE · BIRMINGHAM

Overseas Business:

**B.M.C. EXPORT SALES LIMITED
LONGBRIDGE · BIRMINGHAM · ENGLAND**