AT A GLANCE: Near 100 m.p.h. family motoring for reasonable fuel consumption, but rather leisurely acceleration. Six-cylinder engine smooth and low-cumiing. Latest Borg-Warner three-speed automatic transmission functions nicely. Noticeably improved suspension. Otherwise excellent brakes are over-sensitive at low speeds. Heavy steering and poor lock, pronounced understeer on corners but superb stability on motorways. Roomy and very richly furnished.

NOT too many years ago it was possible to identify a car’s nationality by a quick look through the windows—the hard, Teutonic appearance of the German models was a contrast to the rather cheap plastic trim of the French ones and the gaudy spaciousness from across the Atlantic. But Britain is Britain and our own world of polished wood, thick carpets and rich leather is as dear to us as the Tower of London or Buckingham Palace. The Wolseley 6/110 Mk. II is about as British as one can get—even though its bodywork was designed by Pininfarina.

Since the Mk. I model came into being five years ago to replace the
Autocar Road Test 2042

MAKE: Wolseley
TYPE: 6/110 Mk. II Automatic

TEST CONDITIONS
Weather .......... Dry and overcast with 0-5 m.p.h. wind
Temperature .......... 19 deg. C (66 deg. F)
Barometer .......... 29-30in.Hg.
Surfaces .......... Dry concrete and tarmac

WEIGHT
Kerb weight (with oil, water and half-full fuel tank): 30cwt (3,353lb-1,524kg)
Front-rear distribution, per cent .......... F 56; R 44
Laden as tested .......... 33-0cwt (3,689lb-1,680kg)

TURNING CIRCLES
Between kerbs .......... L, 39ft 3in; R 39ft 8in.
Between walls .......... L, 41ft 1in; R, 41ft 6in.
Steering-wheel turns lock to lock .......... 4:1

PERFORMANCE DATA
Top gear m.p.h. per 1,000 r.p.m. .......... 24:5
Mean piston speed at max. power .......... 2,618 ft./min
Engine revs at mean max. speed .......... 4,711 r.p.m.
B.h.p. per ton laden .......... 72:9

OIL CONSUMPTION
Miles per pint (SAE 10W/30) .......... 575

FUEL CONSUMPTION
At constant speeds
30 m.p.h. .......... 29-4 m.p.g.
40 .......... 28-3
50 .......... 26-4
60 .......... 24-9
Overall m.p.g. .......... 19-1 (14-6 litres/100km)
Normal range m.p.g. .......... 19-23 (14-9-12-2 litres/100km)
Test distance .......... 1,147 miles
Estimated (DIN) m.p.g. .......... 20-2 (14-0 litres/100km)
Grade .......... Premium (95-2-98-6RM)

Speed range, gear ratios and time in seconds

<table>
<thead>
<tr>
<th>m.p.h.</th>
<th>Top</th>
<th>Interm</th>
<th>Low</th>
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<tr>
<td>10-30</td>
<td>---</td>
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<td>4-2</td>
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<tr>
<td>20-40</td>
<td>7-8</td>
<td>4-4</td>
<td>4-0</td>
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<tr>
<td>30-50</td>
<td>9-2</td>
<td>7-0</td>
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</tr>
<tr>
<td>40-60</td>
<td>11-2</td>
<td>9-0</td>
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</tr>
<tr>
<td>50-70</td>
<td>12-2</td>
<td>10-1</td>
<td>---</td>
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<tr>
<td>60-80</td>
<td>15-8</td>
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<td>---</td>
</tr>
<tr>
<td>70-90</td>
<td>26-7</td>
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</table>

1/4 MILE 20-2 sec

MAXIMUM SPEEDS

<table>
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<tr>
<th>GEAR</th>
<th>MPH</th>
<th>KPH</th>
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<tbody>
<tr>
<td>Top</td>
<td>(mean)</td>
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<tr>
<td></td>
<td>(best)</td>
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<tr>
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<td></td>
<td>78</td>
</tr>
<tr>
<td>LOW</td>
<td></td>
<td>48</td>
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</tbody>
</table>

TIME IN SECONDS

INDICATED MPH

BRAKES
Pedal load Retardation Equiv.
(from 30 m.p.h. distance
in neutral) 25lb 0-25g 120ft
50lb 0-85g 35-4ft
55lb 1-00g 30-1ft

Handbrake
20g 150ft
been left as before, still developing 120 b.h.p. net at 4,750 r.p.m. and a lusty 163 lb. ft. torque down at 2,750 r.p.m. The most important change has been in the automatic transmission (a £97 extra). The old Borg-Warner Model DG has been replaced with the far lighter and newer Type 35 and this has done a great deal towards giving the car a smoother—perhaps rather stately—ride.

The engine always starts well, and B.M.C. have certainly profited from criticisms made in previous road tests and now fit a thermostat which keeps the block really warm. This 6-cylinder engine is a rather heavy, slow-revving unit—more like a shire horse than the hunters we are becoming used to. At normal revs—up to around 3,500 r.p.m.—the noise level is remarkably low, but when the engine is really wound up, things start to make themselves heard. At tickover the engine is so quiet that one can barely hear it. Sometimes it died altogether in traffic blocks if the transmission was left in Drive.

**Automatic Gearbox**

The transmission is controlled by a steering column lever, with a push-button on the end to allow it to be moved from one position to another. The only movement which can be made without pushing the button is between Drive and Neutral. The Type 35 transmission is a three-speed unit, with a torque converter, and its main advantage over the older DG unit is the way in which the driver has almost complete mastery over it, being able to make manual changes to Intermediate or Low.

In addition, with Lock-up, the gearbox can be held in Intermediate without hunting in and out of top, and with Low always available. This is especially useful in town traffic or mountainous country.

Full-power changes, with the accelerator pedal held down past the usual kickdown arrangement take place at 36 and 62 m.p.h. By using Lock-up, the maximum speeds can be extended to 48 and 78 m.p.h. Downward limits, using kickdown, are at around 52 and 23 m.p.h. Normal driving the changes are very smooth, but when kickdown is used there is a noticeable surge and thump as the power comes in.

More often than not we find that we cannot beat an automatic gearbox when it comes to making acceleration runs, so we usually leave it to its own devices. On the Wolseley, however, we were able to knock seconds off the runs by using the lock-up control like a manual gearbox, taking the engine well over its normal change-speed revolutions. For instance, the 0-50 m.p.h. time was 11-4 sec in automatic and 10-8 in “manual,” while the 80 m.p.h. figure was 1-2 sec faster, with a time of 29-0 sec.

On the road the 6/110 can cover the ground in a very long-legged fashion, cruising at around 80 m.p.h. on main roads and motorways.

Crowded roads do put a lot more onus on the driver, as the normal acceleration is not very impressive, and one has to be prepared to use both kickdown and Lock-up to get past queues of lorries and slower moving vehicles.

Automatic transmission has barely affected the fuel consumption compared with the Mk I manual transmission car, the overall figure of 19-1 m.p.g. being only 0-3 m.p.g. worse. The fuel tank holds 16 gallons, giving a practical 280-mile range. It is rather a nuisance to have to unlock the fuel filler cap, which forms part of the boot lid panel, but the filler took the full flow of a pump and did not blow back.

Rather over-sensitive brakes—disc front, drum rear—are fitted, assisted by a vacuum servo. The initial application at normal road speeds brings in too much servo effect, so that it is difficult to get smooth and gentle braking. At high speeds, however, the braking is far less sensitive and

The small air cleaner for the twin S.U. carburettors takes up little room. Battery, screenwasher bottle and brake servo are all easily reached.
Wolseley 6/110 Mk. II Automatic...

the car stops smoothly and very positively. Only 55lb pedal load was needed to bring the car to an over-1-0g stop, four-square and under full control. The handbrake, tucked in between the seat and the door, is out of the way, easy to use, but not very effective.

Handling

In no circumstances could the 6/110 be called a sporting car, especially when it comes to the handling. The understeer is very strong, and one only has to corner a bit enthusiastically to hear the front tyres grinding their treads away to get the car round. The big 17.5in. dia. steering-wheel, set close to the driver's chest, plus the 4:1 turns lock to lock (and a stately 40ft turning circle) makes the car quite a handful to drive tidily along twisting main roads, and even large roundabouts need considerable effort to negotiate. Taken to the limit on a closed track, we found that the inside rear wheel cocks up in the air and the car slides rather wide, but the handling is always predictable and it never does anything unexpected, even in the wet. The understeer does have one saving grace—on motorways the car ran as straight as an arrow, totally unaffected by gusty cross-winds.

Although it is unlikely that this sort of car will be driven on really rough roads, its suspension and ride came out well on our special test surfaces, the damping being firm. The main road ride is good, and the wind noise is very low, even with quarter vents open.

Inside, our test Wolseley was finished in a blaze of red carpets, red leather (and leathercloth) upholstery and plenty of polished wood on the facia and window sills. The front seats have been completely redesigned and raised to give a better view over the steering-wheel. The seats themselves are very comfortable, giving good support to the back and thighs. Reclining mechanism is standard equipment, but the seats will not quite fold flush with the back ones to form a bed. A third person could be carried at the front, but the huge transmission hump would make it difficult to park the legs in comfort. At the back the seats are in true executive style, with a wide folding armrest between them, and foldaway...
picnic tables in the backrests of the front seats. Legroom is very adequate, and dignified entries and exits can be made.

The “boardroom” facia, finished in highly polished walnut, has a wide glove locker in front of the passenger and is capped with a firm, matt black crash pad. The driver has three dials in front of him—speedometer, marked in m.p.h. and k.p.h. and rather inaccurate, an electric clock, and a combined instrument containing the quadrant scales for water temperature, oil pressure, fuel tank contents and ammeter. Across the centre of the facia are a row of four switches for driving lamps, heater fan, panel lamps and screenscraper. Their functions are indicated on small panels above them, and at night they are back-lit with almost dazzling lamps which are not connected to the automatic dimming system on the indicator repeater lamp. The other instrument lighting is perfectly balanced.

A normal two-headlamp system is used, but for extra light the two Flamethrower long-range spot lamps can be switched in on main beam, automatically going out when the headlamps are dipped. Of special interest is the automatic dimming system for the rear indicators, which comes into operation when the side lamps are turned on. Less good is the rubber gaiter round the indicator arm where it joins the steering-wheel. On the test car this was so stiff as to cancel the indicators as soon as they were operated, but when the rubber split they worked properly.

Heating and Ventilating

Heating is well looked after, with a pair of horizontal slides under the lower edge of the facia controlling temperature and distribution. It takes some time for the heat to get to those sitting behind, and a quarter vent has to be opened to get a decent flow of air through the car. There is no provision for cool-air face level ventilation.

Pedal angles are good, but the pressure required to kickdown on the accelerator is excessive—kick being the operative word. The very wide brake pedal is supported on two arms and can be used equally well for left or right foot braking. The button dipswitch is set in the usual place, where the left foot rests on it.

There are ashtrays in each front door, rather masked by the ends of the facia and too prone to come away in your hand when opening them. For the driver, stubbing a cigarette out means a piece of careful dead-reckoning navigation to avoid burning the facia or the door trim. At the back, the large ashtrays are in the backs of the front seats. Map pockets are fitted under the armrests on all four doors and other oddments can be carried on the large shelf under the facia. Both the back doors have childproof catches set into the lock faces, so that when they are un-
locked, the doors can only be opened from the outside. Rich carpets cover the floors, and the driver has a rubber heel mat to reduce wear.

Luggage space at the rear is good, and the boot lid opens very wide. It is fully carpeted, with the tools held in clips in the right-hand wheel arch and the jack on a shelf above the fuel tank. A light comes on automatically when the lid is opened. The spare wheel is carried on a wind-down rack under the boot floor, where it can be unloaded easily without disturbing luggage too much. Many people might find the huge 7-50-13 Dunlop C41-shod wheels almost too heavy to lift.

Under the bonnet—which still has to be held open by a clumsy stay—most components are easy to reach for service. The dip-stick hole is rather hidden behind the coil, so that replacing it at night calls for a torch as there is no under-bonnet lamp. During the 1,147-mile test only two pints of oil were used.

Service requirements are still quite extensive, with nine grease points needing attention every 3,000 miles. The engine oil and filter have to be changed every 6,000 miles.

The Wolseley 6/110 Mk. II is really starting to show its age against its rivals in both its performance and handling. Perhaps only in its superb trim, statly ride and air of luxury does it manage to beat some of the American-influenced cars. Improvements made to the seating and the transmission have prolonged its lease of life.

**SPECIFICATION: WOLSELEY 6/110 MK. II AUTOMATIC FRONT ENGINE, REAR-WHEEL DRIVE**

- **ENGINE**
  - Cylinders: 6, in line
  - Cooling system: Water, pump, fan and thermostat
  - Bore: 89.9 mm (3-5/8 in.)
  - Stroke: 89.9 mm (3-5/8 in.)
  - Displacement: 2,912 cc (177.7 cu. in.)
  - Valve gear: Overhead, pushrods and rockers
  - Compression ratio: 8.0:1
  - Carburator: 2.S.U., H4
  - Fuel pump: S.U. electric
  - Oil filter: Full-flow, removable element
  - Max. power: 120 b.h.p. (net) at 4,750 r.p.m.
  - Max. torque: 163 lb. ft. (net) at 2,750 r.p.m.

- **TRANSMISSION**
  - Gearbox: Borg-Warner automatic, with torque converter
  - Gear ratios: Top 1.0:1; Inter 1.45:1; 0.59:1; Reverse 2.09:1
  - Final drive: Hypoid bevel, 3.55:1

- **CHASSIS AND BODY**
  - Construction: Integral with steel body

- **SUSPENSION**
  - Front: Independent wishbones, coil springs, lever-arm dampers, anti-roll bar

- **STEERING**
  - Cam and peg
  - Torsion, lock-to-lock 4-1
  - Wheel dia.: 17.5 in.

- **BRAKES**
  - Make and type: Lockheed Disc front, drum rear
  - Servo: Lockheed vacuum
  - Dimensions: F. 10 in.; R. 10 in. dia., 3 in. wide shoes
  - Sweep area: F. 222 sq. in., R. 188 sq. in.
  - Total, 410 sq. in. (249 sq. in.) per ton laden

- **WHEELS**
  - Type: Pressed steel disc, 4 stud 5 in. wide rim
  - Tyres: Dunlop C41 tubeless—size 7.50-13

- **EQUIPMENT**
  - Battery: 12-volt 57-amp hr.
  - Generator: Lucas 30-amp
  - Headlamps: Sealed beam 40-45 watt
  - Reversing lamp: 1, standard
  - Electric wiper: 2-speed, self-parking
  - Screen washer: Standard, vacuum operated
  - Interior heater: Standard, fresh-air
  - Safety belts: Extra, anchorages provided
  - Interior trim: Leather and leathercloth seats, p.s.i. headlining
  - Floor covering: Carpet
  - Starting handle: Standard
  - Jack: Spare wheel
  - Jacking points: 1 either side, under front doors
  - Other bodies: None

- **MAINTENANCE**
  - Fuel tank: 16 Imp. gallons (73 litres)
  - Cooling system: 19 pints (including heater)
  - Engine sump: 12.75 pints (7.25 litres) SAE 10W/30
  - Change oil and filter: every 6,000 miles
  - Gearbox: 5.5 pints SAE ATF (A), change oil every 24,000 miles
  - Final drive: 3.25 pints SAE 90
  - Grease: 9 points every 3,000 miles
  - Tyre pressures: F. 27; R. 25 p.s.i. (normal driving)
  - F. 32; R. 32 p.s.i. (fast driving)

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**DIMENSIONS**

- **OVERALL LENGTH 15' 7 1/4"**
- **OVERALL WIDTH 6' 8 1/4"**
- **OVERALL HEIGHT 5' 5 1/2"**

**GROUND CLEARANCE 6 1/2"**

**FRONT TRACK 4' 5 1/2"**

**REAR TRACK 4' 5 1/2"**

**WHEELBASE 9' 2 1/2"**

Scale 3 in. to ft. cushions uncompressed