Wonderful Wonderful Wonderful

WOLSELEY Hornet
The Wolseley 848 c.c. o.h.v. engine and four-speed gearbox is placed transversely in the front-wheel-driven Hornet. The result is a complete transformation of the small car design concept.

Within an overall car length of only 10 ft. 8¾ in. (3.270 m.) there is more passenger and luggage room than is usually acceptable in a 1½-litre saloon. The entire engine/transmission unit, together with the front suspension and steering gear, is contained in one compact assembly. Aft of this there are no mechanical encumbrances to intrude upon passenger space.

Transverse Transformation!
The exceptional economy of B.M.C. mini-motoring and the altogether outstanding road performance that goes with it are now so well known as to become significant of a new and refreshing way of motoring. Lively acceleration, excellent road-holding and cornering characteristics, together with compact dimensions to facilitate manoeuvring and parking are features which have never before been so effectively combined in a four-seater saloon. To these advantages something more has been added in the Hornet—Wolseley luxury.

All the proved advantages of BMC mini-motoring
PLUS something extra...
The Hornet is a small car with a big inside, big enough for family motorists, big enough for long-distance touring where comfort and luggage capacity are essentials. The Hornet is nimble, too; in traffic there is acceleration that leaves uncertainty behind and braking that reassures. On the open road, from A to B, the ability to cruise at high speed and to corner well makes the Hornet hard to beat.

A superbly finished and a wealth of detail enhancements give this smart little Wolseley a particular appeal to the lady driver in the two-car family. Indeed, the extra-special quality of a Wolseley Hornet fits most circumstances supremely well.

The Wolseley Hornet is available in a variety of distinctive two-tone finishes with matching trim.
The Wolseley Hornet interior is well appointed and inviting. The comfortable seats accommodate four adults easily, leg room is generous in both front and rear compartments, and there is an unusually large amount of stowage space for personal oddments. The Wolseley trim scheme includes pile carpet and soft, resilient seating covered in long-wearing leather in two matching shades. Twin sun visors (one with a vanity mirror), roof lamp, door kick plates, ashtray, and a wide convenient fascia tray are amongst the many refinements.
The rear suspension, like the front, is fully independent, employing bonded rubber core spring units. A special feature is their progressive stiffening action under load. The entire system is hydraulically damped, and the suspension has the virtue of providing a soft ride at low speed and a firmer ride at high speed.

The rear of the hornet is extended to form a fully enclosed boot of sizeable capacity. The boot floor is carpeted, and beneath is a compartment for the spare wheel and tools. There is further storage space within the car as previously described.

The power unit and ancillaries, as presented by the transverse layout, become very accessible from the front of the car for all routine service and maintenance attention.
Mini-motoring the Wolseley luxury way!

The fascia panel contains a comprehensive selection of instruments grouped in a symmetrical three-dial arrangement. The large speedometer and mileage recorder contains a fuel gauge. The two smaller dials show water temperature and engine oil pressure. Positive-action toggle switches control the lights, and a key switch opens or closes the ignition circuit and operates the starter solenoid switch.
ENGINE: Four cylinders; overhead valves with push-rod and rocker operation; bore 63 mm (2.48 in.), stroke 68.26 mm (2.69 in.), cubic capacity 848 c.c. (51.79 cu. in.) 37 b.h.p. (gross) at 5,500 r.p.m. Maximum torque 45 lb. ft at 3,450 r.p.m. Three-bearing crankshaft; main bearings and connecting rod bearings with renewable liners. Compression ratio 8.3:1. Aluminium-alloy pistons. Full-flow, renewable-element oil filter.

COOLING: By pressurized, thermostatically controlled system with impeller pump and fan.

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


BRAKES: Lockheed hydraulic brakes. Pendent-type pedal. 7 in. (178 cm) diameter brake-drums front and rear with leading and trailing shoes. Simple shoe adjustment which simultaneously adjusts the hand brake. Pull-up lever operates the hand brake on rear drums.

BODY AND CHASSIS UNIT: The mono-construction body incorporates the body shell, floor, bulkhead, and wing panels. Full-width bumpers front and rear. Deep, well-sprung leather upholstery with leathercloth on non-wearing parts. Large luggage boot.

SUSPENSION: Independent front suspension by rubber cone spring units; upper and lower suspension arms attached to swivel pin hubs by ball joints. Independent rear suspension by rubber cone spring units and radius arms; hydraulic telescopic dampers front and rear.

WHEELS AND TYRES: Ventilated disc-type wheels with 4-stud fixing. Dunlop 20-10 tubeless tyres. Spare wheel housed in luggage boot.

STEERING: Rack and pinion steering with direct linkage to steering-arms on swivel pins. 151 in. (39.4 cm) diameter 2-spoke steering-wheel with central horn-push. Left- or right-hand steering according to markets (left-hand drive not available in the U.K.). Turning circle 31 ft. (9.45 m). Track—front 3 ft. 11 in. (1.206 m), rear 3 ft. 9 2/3 in. (1.164 m).

ELECTRICAL EQUIPMENT: High-output dyno with compensated voltage control; 12-volt 34-amp-hour battery (at 20-hr. rate); double dipping headlamps with prefocused bulbs; foot stop switch; parking lights; twin stop and tail lamps; rear reflectors; rear number-plate lamp; instrument lighting; roof lamp; dual-arm windshield wipers; electric windowne horn; flashing direction indicators with automatic cancelling control; ignition, headlamp mainbeam, and flashing signal warning lights.

INSTRUMENTS: Speedometer with total distance recorder; fuel gauge; oil pressure gauge; water temperature gauge.

CONTROLS: Windshield wiper switch; combined ignition and starter solenoid switch on fascia; lighting switch; mixture control; panel light switch.

VENTILATION: Double sliding windows to each door with press-button-type lock. Recirculator heater and windshield/demister equipment (Home market only).

GENERAL EQUIPMENT: Safety glass all round; large curved windshield and rear window; driving-mirror; windshield washer; pile carpet floor covering with extra-heavy underfelt; separate front seats with adjustable; large parcel trays in front compartment and behind rear seat; large pockets in each door; companion boxes at each side of rear seat with ashtrays; washable headlining; hinged quarter-light; road wheel embellishers; chromium-plated sills; 2 sun visors; ashtray with lid; extensive sound insulation to body, including bonnet insulation; provision for fitting radio, and seat belts.

COLOURS: Body Pale Ivory Damask Red Red
Island Green Old English White Grey
Whitehall Beige Florentine Blue Blue
Irish Blue Old English White Grey
Birch Grey Yukon Grey Blue, Red, or Grey
Yukon Grey Old English White Red, Blue, or Green

Road wheels are finished in Old English White on all models.

OPTIONAL EXTRAS: Fresh-air type-heater; radio.

EXPORT AVAILABILITY: The saloon as detailed above is available for Overseas markets. Alternative equipment at no extra cost: km.p.h. or m.p.h. speedometer; lighting and flasher equipment to suit regulations of different countries. Also optional extra cost: Laminated windshield.

WOLSELEY MOTORS LIMITED
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