WOLSELEY Hornet Mk II
with Hydrolastic Suspension

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The rear of the Hornet Mk. II is extended to form a fully enclosed luggage compartment of sizable capacity, the floor of which is carpeted. Beneath this floor the spare wheel and tools are carried. There is further storage space within the car as described in the specification.

The exceptional economy of R.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 manuvering 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 Mk. II—Wolseley luxury.

Traditional WOLSELEY luxury with thrifty, lively MINI performance
The Hornet Mk. II is a small car with a big inside, big enough for family motoring, 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 superfine finish and a wealth of detail refinements 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 Mk. II is available in a variety of distinctive two-colour finishes with matching trims.
The Wolseley Hornet Mk. II 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 leather and leathercloth. Twin crushable sun visors, over-riders, courtesy roof lamp, door kick plates, ashtrays, and a wide, convenient fascia tray are amongst the many refinements.
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. There are warning lights for ignition, oil filter renewal, and headlamp main-beams. Positive-action toggle switches control the lights, and a key switch opens or closes the ignition circuit and operates the starter solenoid switch.
Revolutionary 'Hydrolastic' suspension gives the Hornet smooth, level, controlled motoring—whatever the road surface.

'Hydrolastic' suspension—the world's most advanced and revolutionary system of automobile suspension. An entirely new method of springing for independent four-wheel suspension using a water-based anti-foam fluid instead of oil to apply the dynamic force to each individual unit. The fluid is hermetically sealed-in for the life of the car and provides the damping action to the suspension, eliminating the need for shock absorbers. There are no moving parts—no glands to leak or wear. No maintenance. Combining all these characteristics in the system ensures excellent road-holding qualities and maximum safety as well as a high degree of lateral-side comfort.

The 998-c.c. 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 attentions. Developed from the famous rally-proved B.M.C. engine, it is combined in one compact unit with gearbox and differential thereby reducing weight and saving space.

The braking system matches the brilliant performance of the Wolseley Hornet Mk. II. The front-wheel brakes incorporate two leading shoes and have an increased swept area. The rear-wheel brakes have leading and trailing shoes.
ENGINE: Four cylinders; overhead valves with push-rod and rocker operation; bore 64.58 mm (2.543 in.); stroke 76.2 mm (3.00 in.); cubic capacity 988 c.c. (60.96 cu. in.); 38 b.h.p. (40 gross) at 5,250 r.p.m. Maximum torque 52.2 ft. lb. at 2,700 r.p.m. Three-bearing crankshaft; main bearings and connecting rod bearings with renewable liners. Compression ratio 8:5:1. Aluminium-alloy pistons. Full-flow, renewable-element external oil filter.

COOLING: By pressurized, thermostatically controlled system with impeller pump and fan. Capacity 55 pint (3 litres); 6 pint (3.6 litres) with heater.

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 two leading shoes, 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 valances. Full-width bumpers with over-riders from front to rear. Deep, well-sprung leather upholstery with leathercloth on non-wearing parts. Large luggage compartment.

SUSPENSION: Front: independent wishbone with Hydroastic displacers (interconnecting front to rear); rear: independent with trailing arms and incorporating Hydroastic displacers.

WHEELS AND TYRES: Ventilated disc-type wheels with 4-stud fixing. Dunlop 5.20—11 tubeless tyres. Spare wheel housed in luggage compartment.

STEERING: Rack and pinion steering with direct linkage to steering-arms on swirl hubs. 15 in. (40 cm.) diameter 2-spoke steering-wheel with central horn-push. Left- and righthand steering according to markets. Turning circle 31.5 ft. in (9.63 m). Track—front 3 ft. 2 1/4 in. (1.205 m.), rear 3 ft. 9 1/4 in. (1.164 m.).

ELECTRICAL EQUIPMENT: High-output dynamo with compensated voltage control; 12-volt 34-amp-hour battery (at 20-hr. rate); double dipping head lamps with prefocused bulb; foot dipping switch; parking lamp (40 gross) at 5,250 r.p.m. Maximum torque 52.2 ft. lb. at 2,700 r.p.m. Three-bearing crankshaft; main bearings and connecting rod bearings with renewable liners. Compression ratio 8:5:1. Aluminium-alloy pistons. Full-flow, renewable-element external oil filter.

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

CONTROLS: Heater switch; windscreen wiper switch; combined ignition and starter switch on fascia; lighting switch; mixture control; windscreen washer; control; panel light switch.

VENTILATION: Double sliding windows to each door with plastic-type catches. Fresh-air type heat exchanger and windscreen democrising equipment (optional for Export markets).

GENERAL EQUIPMENT: Safety glass all round; large curved windscreen and rear window; safety driving-mirror; windscreen wiper; pile carpet floor covering with extra-heavy underfelt; separate front seats with adjustment; large parcel trays in front compartment and behind rear seat; large pockets in each door; companion box at each side of rear seat with ashtray; washable headlining, hinged quarter-lights; road wheel emblems; bright sill finishers; 2 crushable sun visors; sunshade with lid above fascia; extensive sound insulation to body, including bonnet insulation; provision for fitting Smiths Radiomobile radio and seat belts.

COLOURS:

Body | Roof | Upholstery
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Glen Green | Spruce Green | Green
Toga White | Trafalgar Blue | Dove Grey
Maroon | Toga White | Dove Grey
Toga White | Damask Red | Red
Island Green | Toga White | Green
Birch Grey | Yukon Grey | Red

Head wheels are finished in Old English White in all cases.

SELECTED ACCESSORIES (Available from your Distributor or Dealer): seat covers; door pocket ashtrays; roof racks; wing mirrors; seat belts; auxiliary lamps; car valuing items; anti-mining kit; individual hand tools; rubber mats; sun visors; exhaust deflectors.

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 at extra cost: Laminated windscreen, whitewall tyres, Weathermaster tyres, radio, fresh-air heater.

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WOLSELEY MOTORS LIMITED
Proprietors: MORRIS MOTORS LIMITED
(Sales Division)
BOX 41 G.P.O., LONGBRIDGE, BIRMINGHAM
Overseas Business:
NUFFIELD EXPORTS LIMITED
Proprietors: MORRIS MOTORS LIMITED
COWLEY, OXFORD, ENGLAND

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