

Wonderful



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WOLSELEY

Hornet

*Wolseley brings Luxury
and distinction
to Mini-motoring*

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S P E C I F I C A T I O N

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 external 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.

CARBURATION: S.U. automatic semi-downdraught-type HS2 carburettor fed from rear tank by rear-mounted S.U. electric PD-type fuel pump. Air cleaner and silencer. Fuel tank capacity 5½ Imperial gallons (25 litres, 6.6 U.S. gallons).

TRANSMISSION: Single-plate dry clutch with hydraulic actuation. Four-speed gearbox with synchromesh on second, third, and top gears, giving overall ratios of—first 13.657, second 8.176, third 5.317, top 3.765, and reverse 13.657 : 1. Central floor gear change. Combined transmission casing and oil sump below engine crankcase. Transversely mounted power unit with mainshaft in constant mesh

with differential assembly mounted on side of transmission casing. Drive transmitted by universal-jointed shafts to the front road wheels. Final drive ratio 3.765 : 1.

BRAKES: Lockheed hydraulic brakes. Pendant-type foot pedal. 7 in. (17.8 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 valances. 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 5.20—10 tubeless tyres. Spare wheel housed in luggage boot.

STEERING: Rack and pinion steering with direct linkage to steering-arms on swivel pins.

15½ 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 29 ft. 6 in. (8.991 m.). Track—front 3 ft. 11¾ in. (1.206 m.), rear 3 ft. 9⅞ in. (1.164 m.).

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

VENTILATION: Double sliding windows to each door with press-button-type lock. Recirculatory heater and windshield-demisting 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 adjustment; large parcel trays in front compartment and behind rear squab; large pockets in each door; companion boxes at each side of rear seat with ashtrays; washable headlining; hinged quarter-lights; road wheel embellishers; chromium-plated sill finishers; 2 sun visors; ashtray with lid; extensive sound insulation to body, including bonnet insulation; provision for fitting radio.

COLOURS:

Body	Roof	Upholstery
Pale Ivory	Damask Red	Red
Island Green	Old English White	Grey
Whitehall Beige	Florentine Blue	Blue
Iris 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.

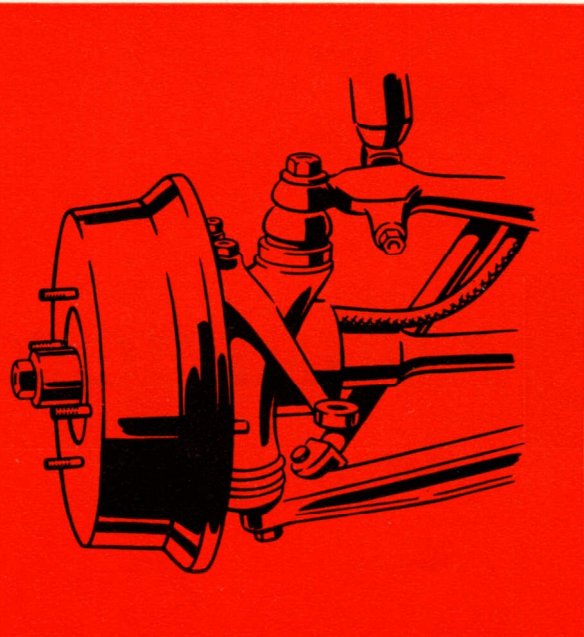
OPTIONAL EXTRAS: Fresh-air-type heater; radio.

EXPORT AVAILABILITY: The saloon as detailed above is available for Overseas markets.

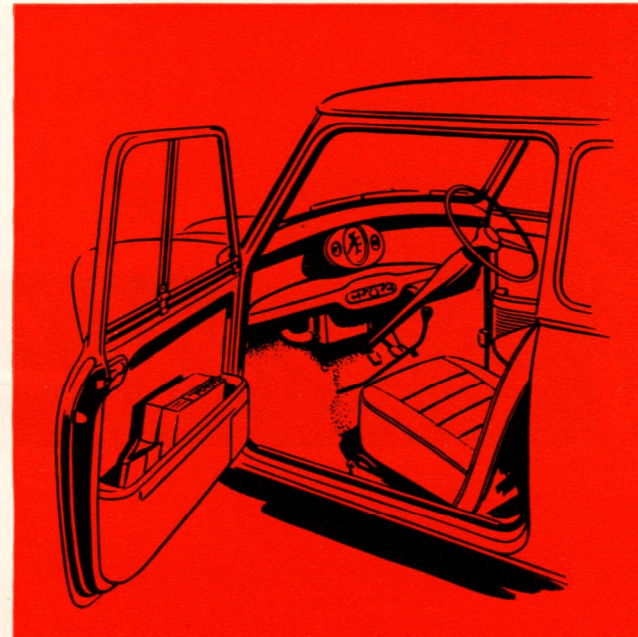
Alternative equipment at no extra cost: km.p.h. or m.p.h. speedometer; lighting and flasher equipment to suit regulations of different countries. **Also optional at extra cost:** Laminated windshield.

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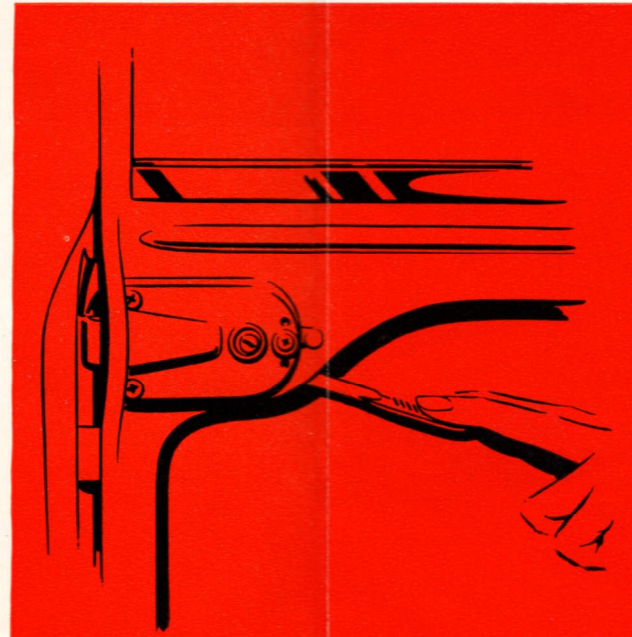
FRONT-WHEEL DRIVE



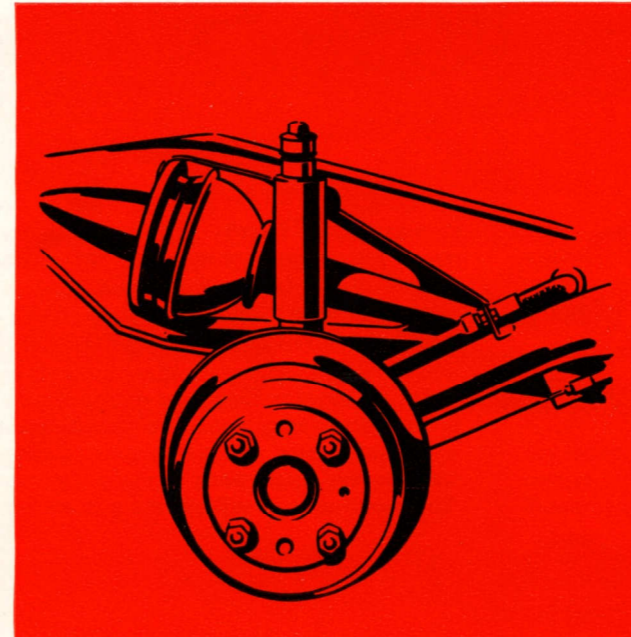
WIDE-OPENING DOOR WITH DEEP POCKET



LEVER-TYPE INTERIOR DOOR HANDLE



FOUR-WHEEL INDEPENDENT RUBBER SUSPENSION



EASY ACCESS TO REAR SEATS



WOLSELEY

Hornet

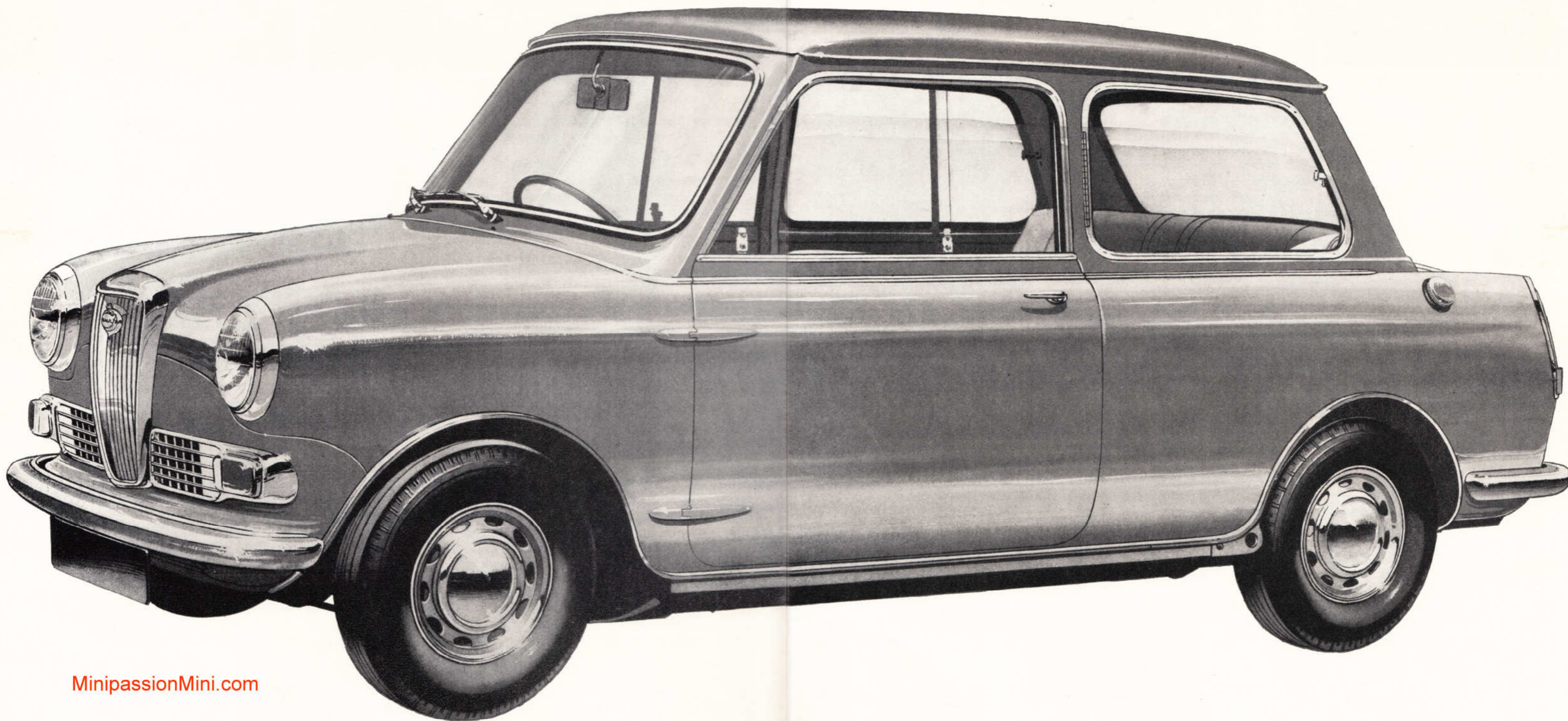
The convenience and advantages of mini-motoring, as introduced by B.M.C., need little elaboration. These miniature front-drive cars with their 'full-size' performance and all-round capabilities are in enormous demand in all continents, often selling at the expense of much larger vehicles.

To this highly successful design Wolseley now adds something more—Wolseley luxury. In the Wolseley Hornet there is a blend of lively performance, amazing roominess, and detail refinement. Real leather, pile carpets, and luxury appointments

grace the interior, and a fully enclosed boot augments the already considerable stowage space provided inside the car.

For those who applaud the functional but nevertheless find satisfaction in quality for its own sake the Wolseley Hornet is an obvious choice.

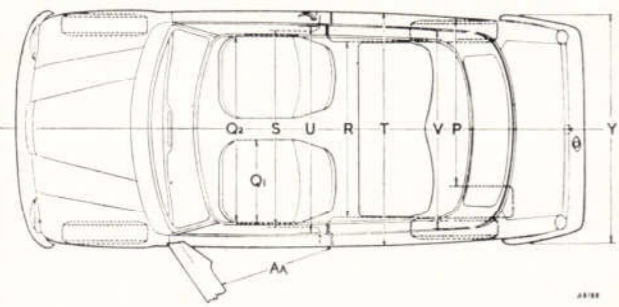
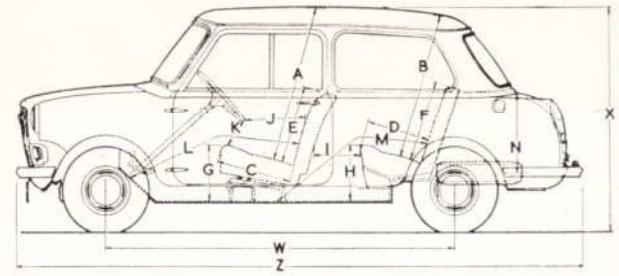
A choice of attractive two-colour schemes is available. The entire steel body/chassis unit is rust-proofed, giving exceptional durability both to the structure and to the finish.



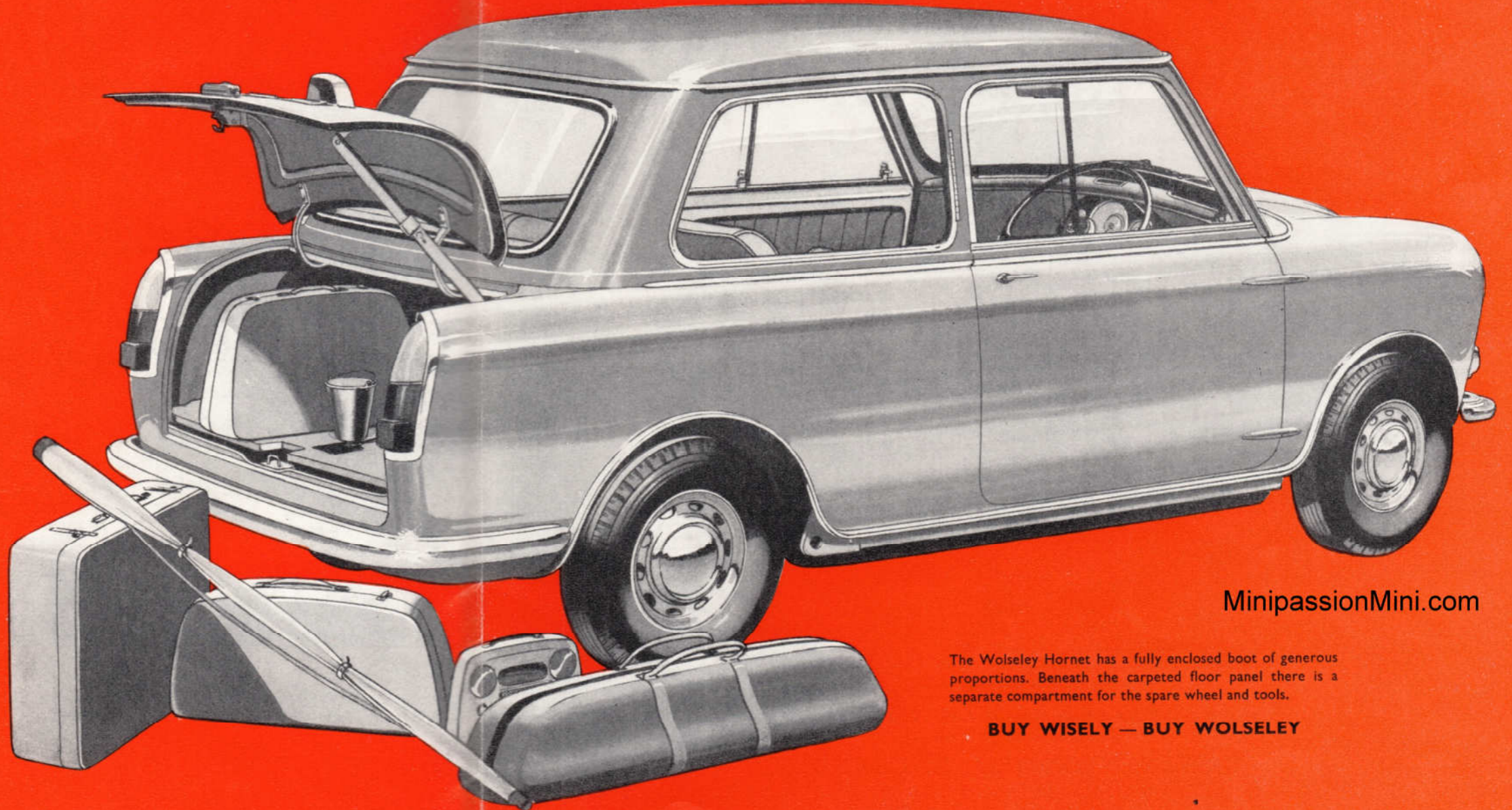
now *Mini-motoring* with *Wolseley* luxury



DIMENSIONS



AA 2 ft. 8 in. (81 cm.)	A 3 ft. 1½ in. (95 cm.)	B 2 ft. 10½ in. (88 cm.)	C 1 ft. 6 in. (46 cm.)	D 1 ft. 5 in. (43 cm.)
E 1 ft. 7 in. (48 cm.)	F 1 ft. 8 in. (51 cm.)	G 1 ft. 1½ in. (34 cm.)	H 1 ft. 1 in. (33 cm.)	I (max.) 11½ in. (29 cm.)
I (min.) 7½ in. (19.05 cm.)	J (max.) 1 ft. 4½ in. (42 cm.)	J (min.) 1 ft. 0½ in. (32 cm.)	K 6½ in. (16.51 cm.)	L (max.) 3 ft. 7½ in. (1.10 m.)
L (min.) 3 ft. 4 in. (1.016 m.)	M (max.) 3 ft. 8½ in. (1.13 m.)	M (min.) 3 ft. 2½ in. (98 cm.)	N 1 ft. 4 in. (41 cm.)	P 3 ft. 1 in. (94 cm.)
Q1 1 ft. 8 in. (51 cm.)	Q2 3 ft. 7½ in. (1.10 m.)	R 3 ft. 5 in. (1.04 m.)	S 3 ft. 9½ in. (1.16 m.)	T 4 ft. 4 in. (1.32 m.)
U 3 ft. 10 in. (1.17 m.)	V 3 ft. 8½ in. (1.13 m.)	W 6 ft. 8½ in. (2.036 m.)	X 4 ft. 5 in. (1.35 m.)	Y 4 ft. 7 in. (1.40 m.)
Z 10 ft. 8½ in. (3.270 m.)	Turning circle 29 ft. 6 in. (8.991 m.). Track—front 3 ft. 11½ in. (1.206 m.). Track—rear 3 ft. 9½ in. (1.164 m.).			



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The Wolseley Hornet has a fully enclosed boot of generous proportions. Beneath the carpeted floor panel there is a separate compartment for the spare wheel and tools.

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The issue of this broadsheet does not constitute an offer, and the right is reserved to alter prices and/or specifications at any time without notice. Sales are conditional upon terms of business, warranties, and Service arrangements issued by Wolseley Motors Limited and/or Nuffield Exports Limited. For prices see separate list.

WOLSELEY MOTORS LIMITED

Proprietors: MORRIS MOTORS LIMITED

NUFFIELD EXPORTS LIMITED

Proprietors: MORRIS MOTORS LIMITED

COWLEY, OXFORD, ENGLAND

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