

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 sizeable capacity, the floor of which is carpeted. Beneath this floor the spare wheel and tools are carried. There is further stowage space within the car as described in the specification.

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 Mk. II—Wolseley luxury. . . .



Traditional WOLSELEY luxury with thrifty, lively MINI performance

WOLSELEY *Hornet*

MK. II

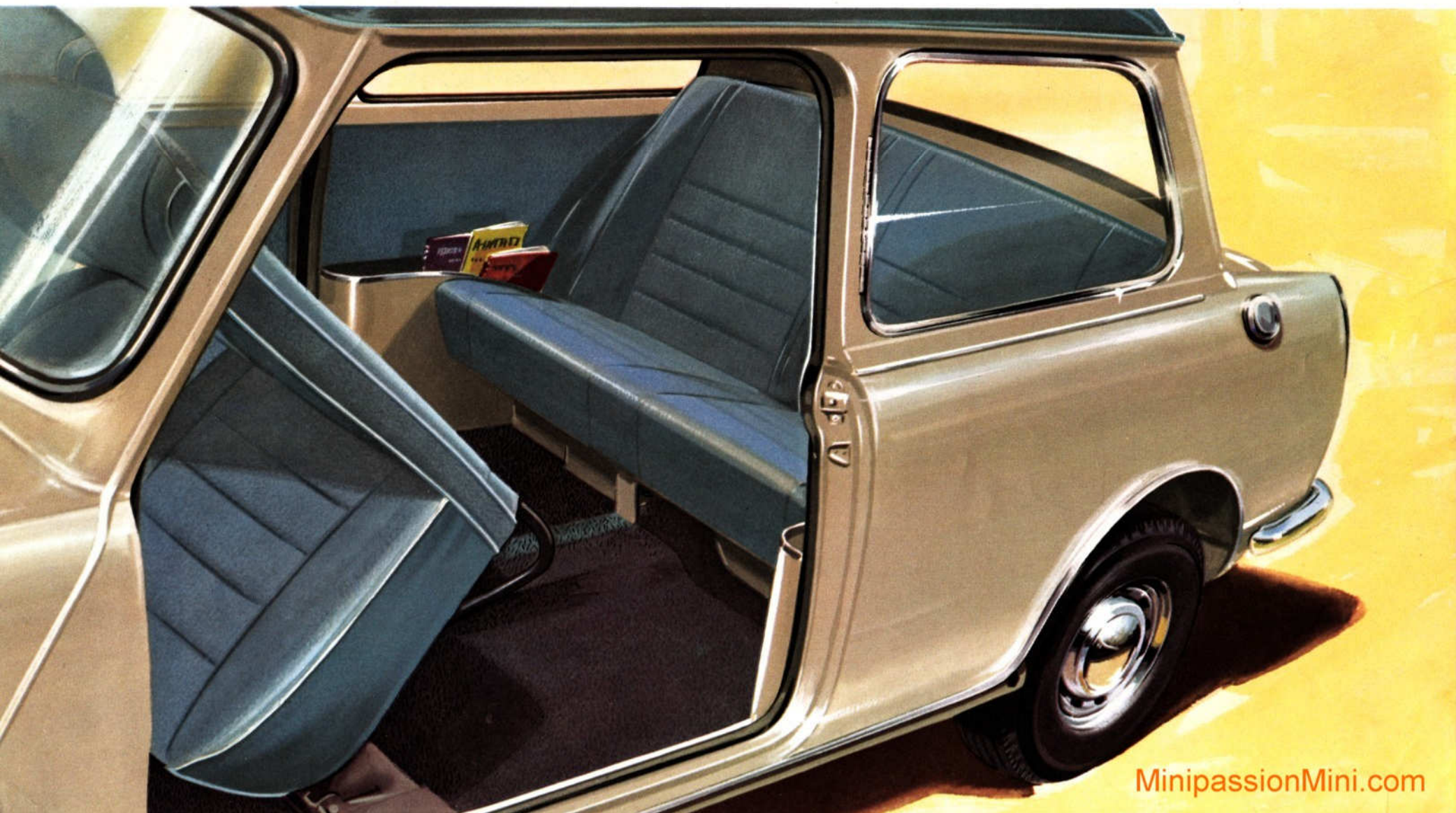
The Hornet Mk. II is a small car with a big inside, big enough for family motoring, big enough for long-distance touring where comfort and luggage capacity are essentials. The Hornet is nimble, too; in traffic there is acceleration that leaves uncertainty behind and braking that reassures. On the open 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.





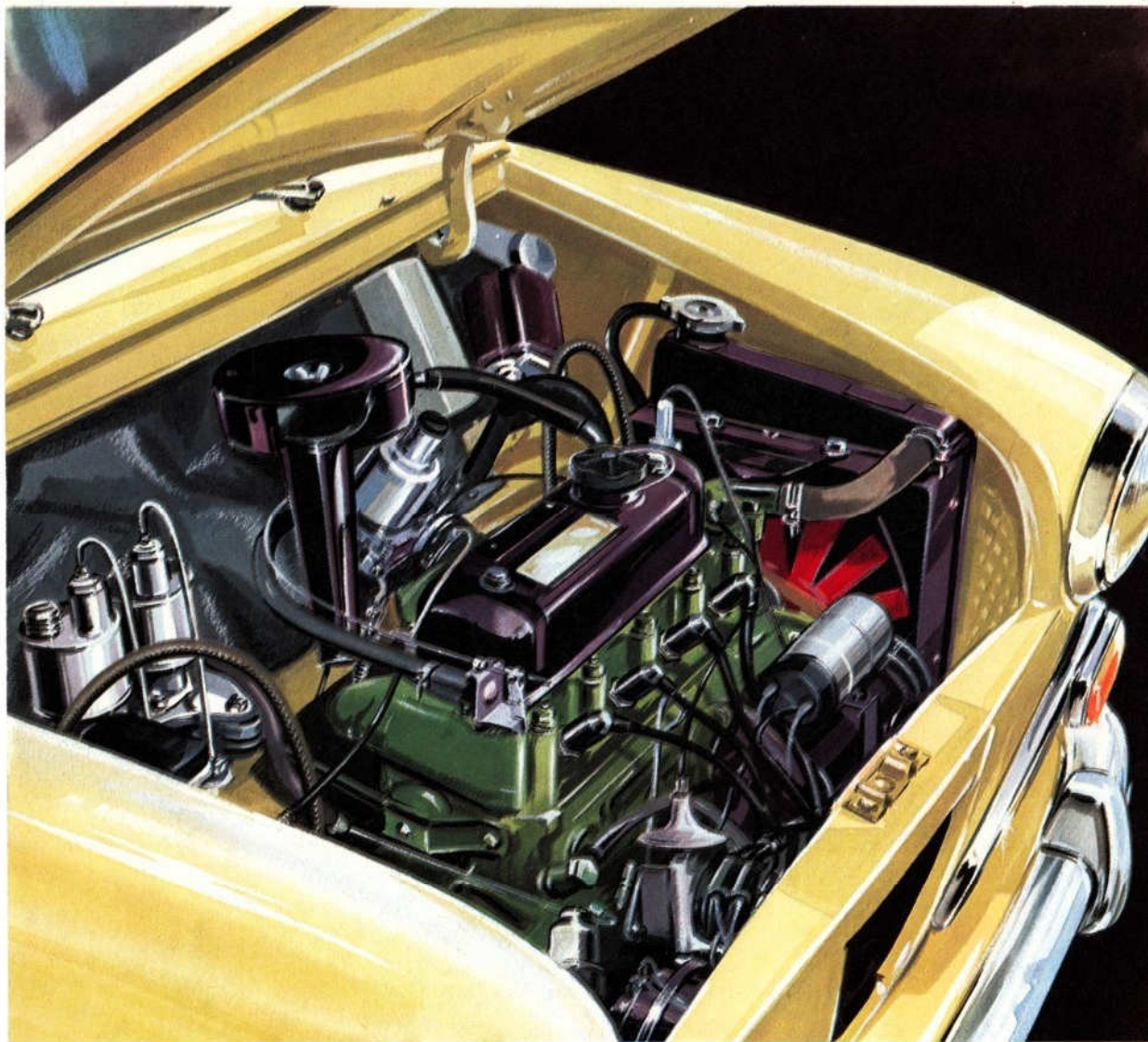
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The fascia panel contains a comprehensive selection of instruments grouped in a symmetrical three-dial arrangement. The large speedometer and mileage recorder contains a fuel gauge. The two smaller dials show water temperature and engine oil pressure. There are warning lights for ignition, oil filter renewal, and headlamp main-beam. Positive-action toggle switches control the lights, and a key switch opens or closes the ignition circuit and operates the starter solenoid switch.

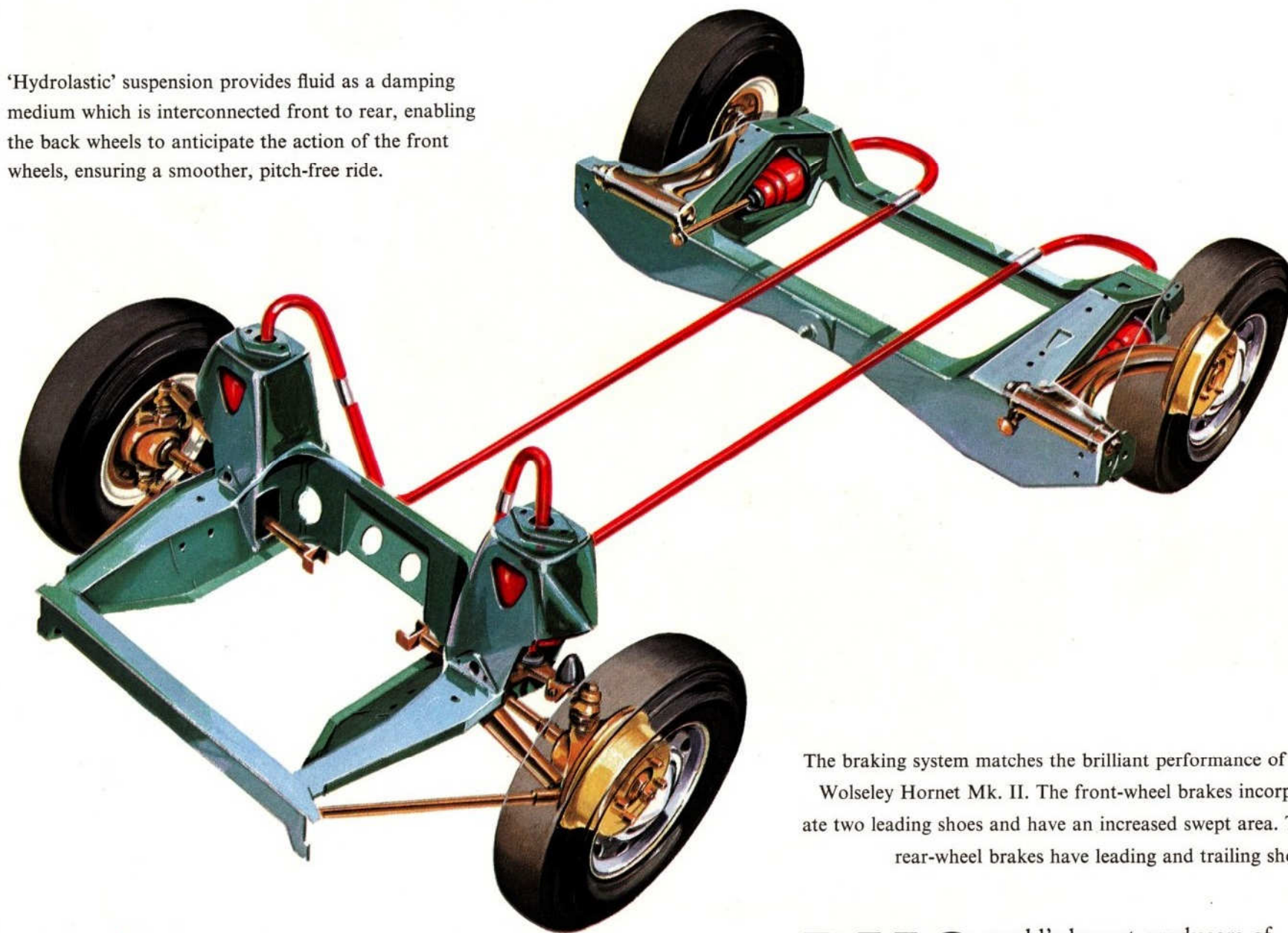


Revolutionary 'Hydrolastic' suspension gives the Hornet smooth, level, controlled motoring—whatever the road surface.

'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-freeze fluid instead of metal 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 this system ensures excellent road-holding qualities and maximum safety as well as a high degree of level-ride 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.

'Hydrolastic' suspension provides fluid as a damping medium which is interconnected front to rear, enabling the back wheels to anticipate the action of the front wheels, ensuring a smoother, pitch-free ride.



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.

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BMC world's largest producers of front-wheel-powered vehicles. Over a million sold

SPECIFICATION

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 998 c.c. (60.96 cu. in.), 38 b.h.p. (40 gross) at 5,250 r.p.m. Maximum torque 52 lb. ft. at 2,700 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. Capacity 5½ pints (3 litres); 6¼ pints (3.6 litres) with heater.

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

CARBURATION: S.U. automatic semi-downdraught-type HS2 carburetter fed from rear tank by rear-mounted S.U. electric SP-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 baulk ring 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. Oil capacity 8 pints (4.5 litres) plus 1 pint (.57 litre) for filter.

BRAKES: Lockheed hydraulic brakes. Pendent-type pedal. 7 in. (17.8 cm.) diameter brake-drums, front 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 front and rear. Deep, well-sprung leather upholstery with leathercloth on non-wearing parts. Large luggage compartment.

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

WHEELS AND TYRES: Ventilated disc-type wheels with 4-stud fixing. Dunlop 5.20—10 tubeless tyres. Spare wheel housed in luggage compartment.

STEERING: Rack and pinion steering with direct linkage to steering-arms on swivel hubs. 15¼ in. (40 cm.) diameter 2-spoke steering-wheel with central horn-push. Left- or right-hand steering according to markets. Turning circle 31 ft. 7 in. (9.63 m.). Track—front 3 ft. 11⅞ in. (1.205 m.), rear 3 ft. 9¾ in. (1.164 m.).

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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



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 lamps; instrument lighting; roof lamp with courtesy switches operated by doors; dual-arm windscreen wipers; Windtone horn; flashing direction indicators with automatic cancelling control; ignition, oil filter, headlamp main-beam, and flashing signal warning lights.

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 heater and windscreen-demisting equipment (optional for Export markets).

GENERAL EQUIPMENT: Safety glass all round; large curved windscreen and rear window; safety driving-mirror; windscreen 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 box at each side of rear seat with ashtray; washable headlining; hinged quarter-lights; road wheel embellishers; bright sill finishers; 2 crushable sun visors; ashtray 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
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

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

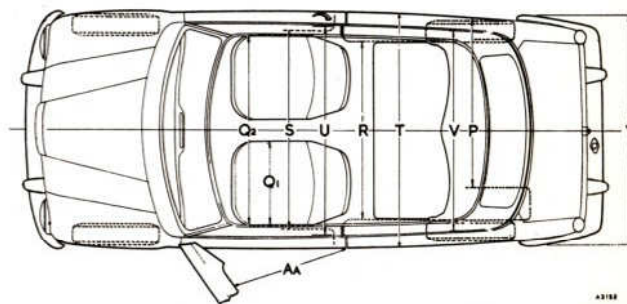
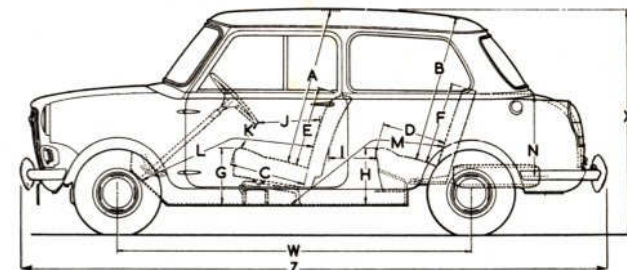
SELECTED ACCESSORIES (Available from your Distributor or Dealer): seat covers; door pocket ashtray; roof racks; wing mirrors; seat belts; auxiliary lamps; car valeting items; anti-mist panels; touch-up paints; individual hand tools; rubber mats; sun visors; exhaust deflectors.

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.

'Hydro-lastic' is a registered Trade Mark.

DIMENSIONS



		English	Metric
Head room—front	.. .. A	37½ in.	.95 m.
Head room—rear	.. .. B	34½ in.	.88 m.
Depth of front seat	.. .. C	18 in.	.46 m.
Depth of rear seat	.. .. D	17 in.	.43 m.
Height of front squab	.. .. E	19 in.	.48 m.
Height of rear squab	.. .. F	20 in.	.51 m.
Cushion to floor—front	.. .. G	13½ in.	.34 m.
Cushion to floor—rear	.. .. H	13 in.	.33 m.
Back of front seat to front of rear seat	I { max. 11½ in. min. 7½ in.	.29 m. .19 m.	
Front seat to steering-wheel	.. .. J { max. 16½ in. min. 12½ in.	.42 m. .32 m.	
Cushion to steering-wheel	.. .. K	6½ in.	.165 m.
Leg room—front	.. .. L { max. 43½ in. min. 40 in.	1.10 m. 1.02 m.	
Leg room—rear	.. .. M { max. 44½ in. min. 38½ in.	1.13 m. .98 m.	
Luggage boot—height	.. .. N	16 in.	.41 m.
Luggage boot—width	.. .. P	37 in.	.94 m.
Luggage compartment capacity	..	7.96 cu. ft.	.225 m. ³
Front seat width	.. .. Q1	20 in.	.51 m.
Overall front seat width	.. .. Q2	43½ in.	1.10 m.
Rear seat width	.. .. R	41 in.	1.04 m.
Seat level width at front	.. .. S	45½ in.	1.16 m.
Width at rear seat	.. .. T	52 in.	1.32 m.
Shoulder room—front	.. .. U	46 in.	1.17 m.
Shoulder room—rear	.. .. V	44½ in.	1.13 m.
Wheelbase	.. .. W	80⅝ in.	2.04 m.
Overall height	.. .. X	53 in.	1.35 m.
Overall width	.. .. Y	55½ in.	1.41 m.
Overall length	.. .. Z	130⅝ in.	3.31 m.
Door entry width	.. .. AA	32 in.	.81 m.
Turning circle	379 in.	9.63 m.
Track—front	47⅞ in.	1.205 m.
Track—rear	45¾ in.	1.164 m.

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