Wonderful



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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 manœuvring 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 . . .

WOLSELEY *Hornet*

The Hornet 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 is available in a variety of distinctive two-colour finishes with matching trims.



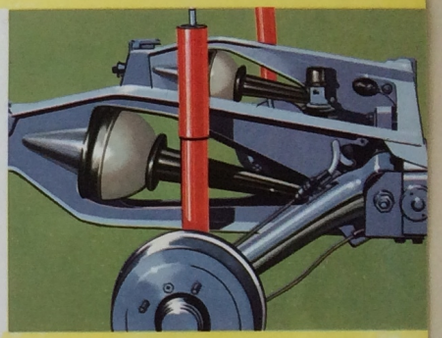
The Wolseley Hornet interior is well appointed and inviting. The comfortable seats accommodate four adults easily, leg room is generous in both front and rear compartments, and there is an unusually large amount of stowage space for personal oddments. The Wolseley trim scheme includes pile carpet and soft, resilient seating covered in leather and contrasting cloth. Twin sun visors, roof lamp, door kick plates, ashtrays, and a wide, convenient fascia tray are amongst the many refinements.







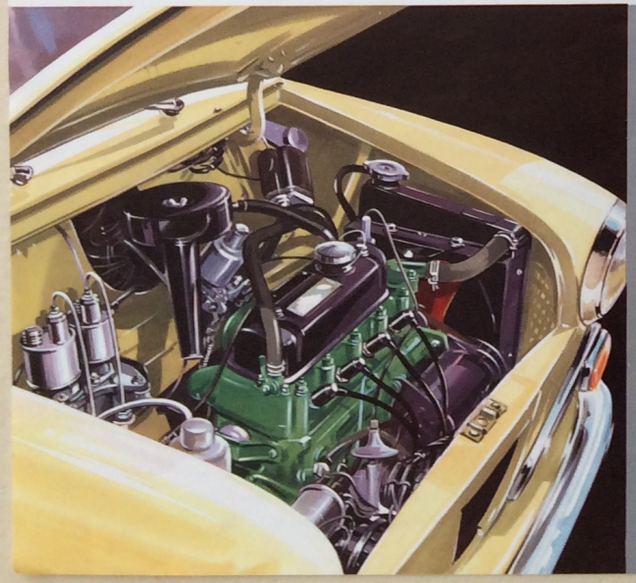
The rear suspension, like the front, is fully independent, employing bonded rubber cone spring units. A special feature is their progressive stiffening action under load. The entire system is hydraulically damped, and the suspension has the virtue of providing a soft ride at low speed and a firmer ride at high speed.

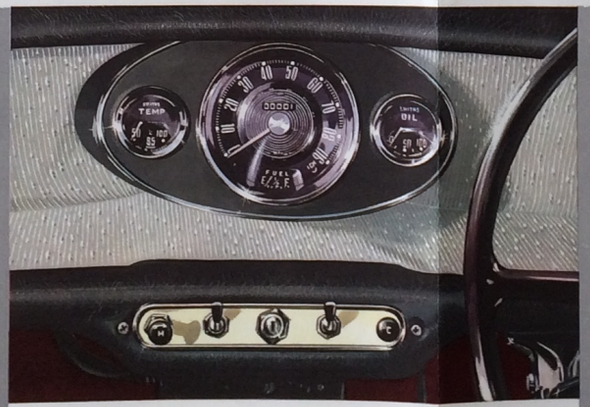


The rear of the Hornet is extended to form a fully enclosed luggage compartment of sizeable capacity, the floor of which is carpeted. Beneath this floor the spare wheel and tools are carried. There is further stowage space within the car as described in the specification.

The 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.

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.



SPECIFICATION

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. (51·7 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 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 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. Pendent-type 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 compartment.

SUSPENSION: Independent front suspension by rubber cone spring units; upper and lower suspension arms attached to swivel 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 compartment.

STEERING: Rack and pinion steering with direct linkage to steering-arms on swivel hubs. 15¾ in. (40 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. 7 in. (9·63 m.). Track—front 3 ft. 11 $\frac{7}{16}$ in. (1·205 m.), rear 3 ft. 9 $\frac{7}{8}$ 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 lamps; instrument lighting; roof lamp; dual-arm windshield wipers; windtone horn; flashing direction indicators with automatic cancelling control; ignition, 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; windshield wiper switch; combined ignition and starter switch on fascia; lighting switch; mixture control; windshield washer control; panel light 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 above fascia; extensive sound insulation to body, including bonnet insulation; provision for fitting radio and seat belts.

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, whitewall tyres, Weathermaster tyres.

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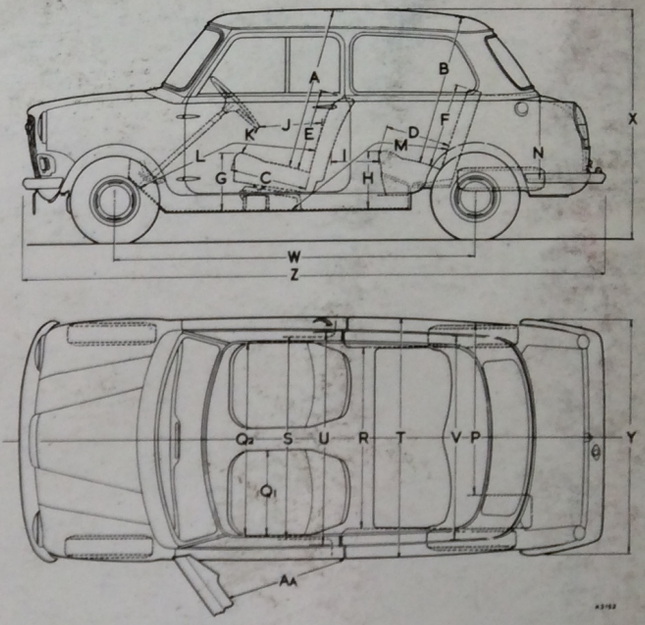
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DIMENSIONS



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.) 1 1/16 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. (16·5 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. 8 5/32 in. (2·036 m.)	**X** 4 ft. 5 in. (1·35 m.)	**Y** 4 ft. 7½ in. (1·41 m.)
Z 10 ft. 8¾ in. (3·270 m.)	Turning circle 31 ft. 7 in. (9·63 m.). Track—front 3 ft. 11 7/16 in. (1·205 m.). Track—rear 3 ft. 9⅛ in. (1·164 m.). Luggage compartment capacity 7·96 cu. ft. (0·225 m.³).			