

WOLSELEY

Hornet

Lords 67

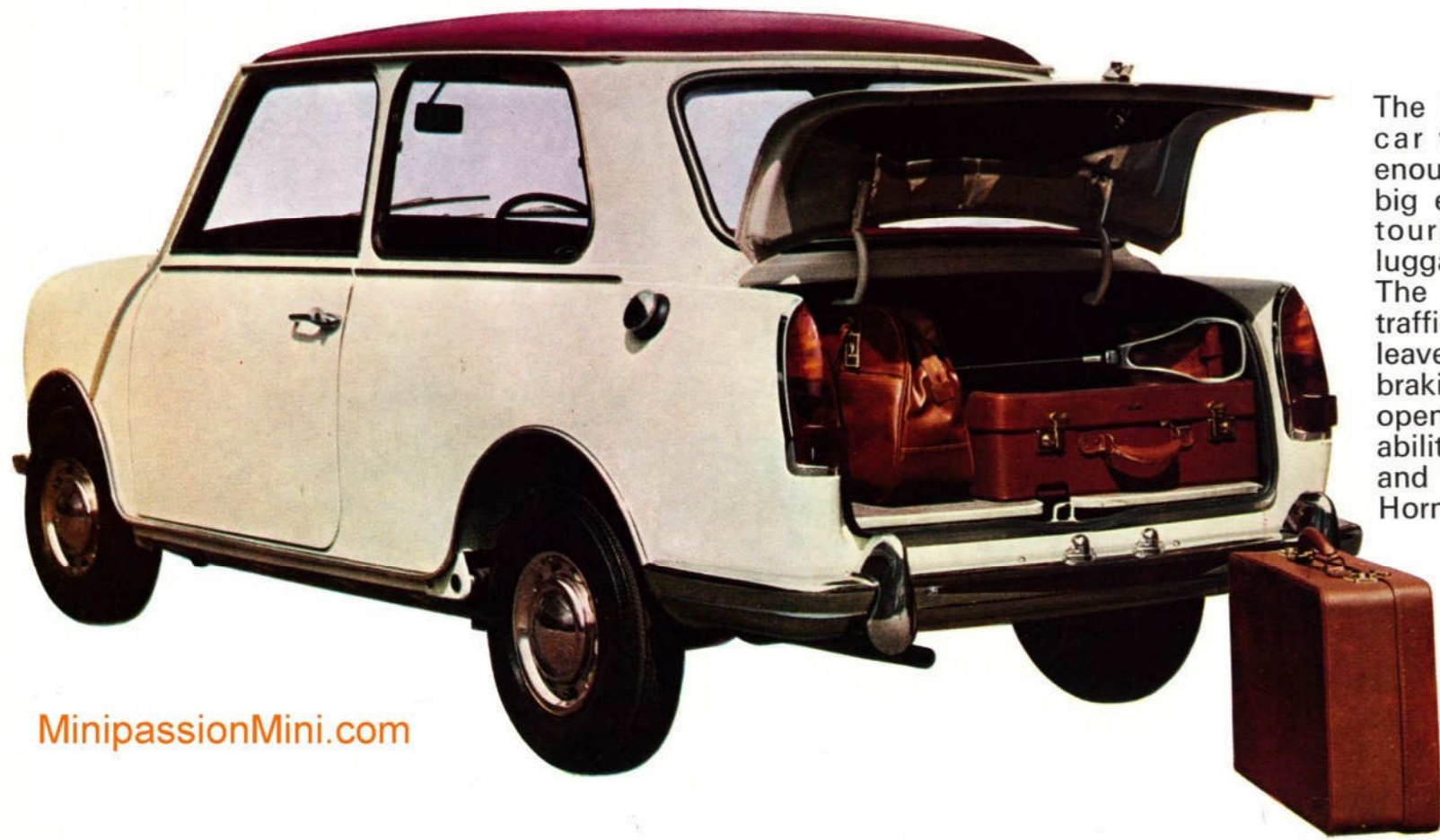
Mk III



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WOLSELEY *Hornet* Mk III

TRADITIONAL WOLSELEY LUXURY WITH THRIFTY, LIVELY MINI PERFORMANCE



The Hornet Mk. III 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.





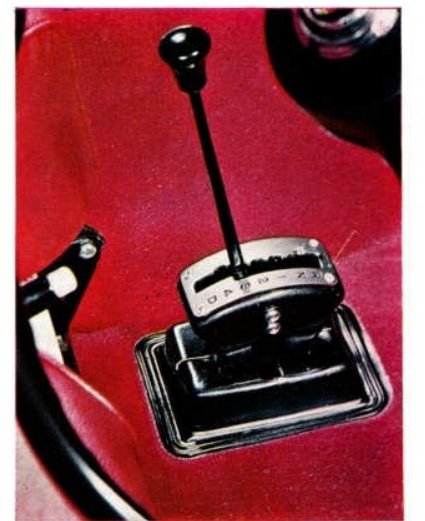
WOLSELEY *Hornet*

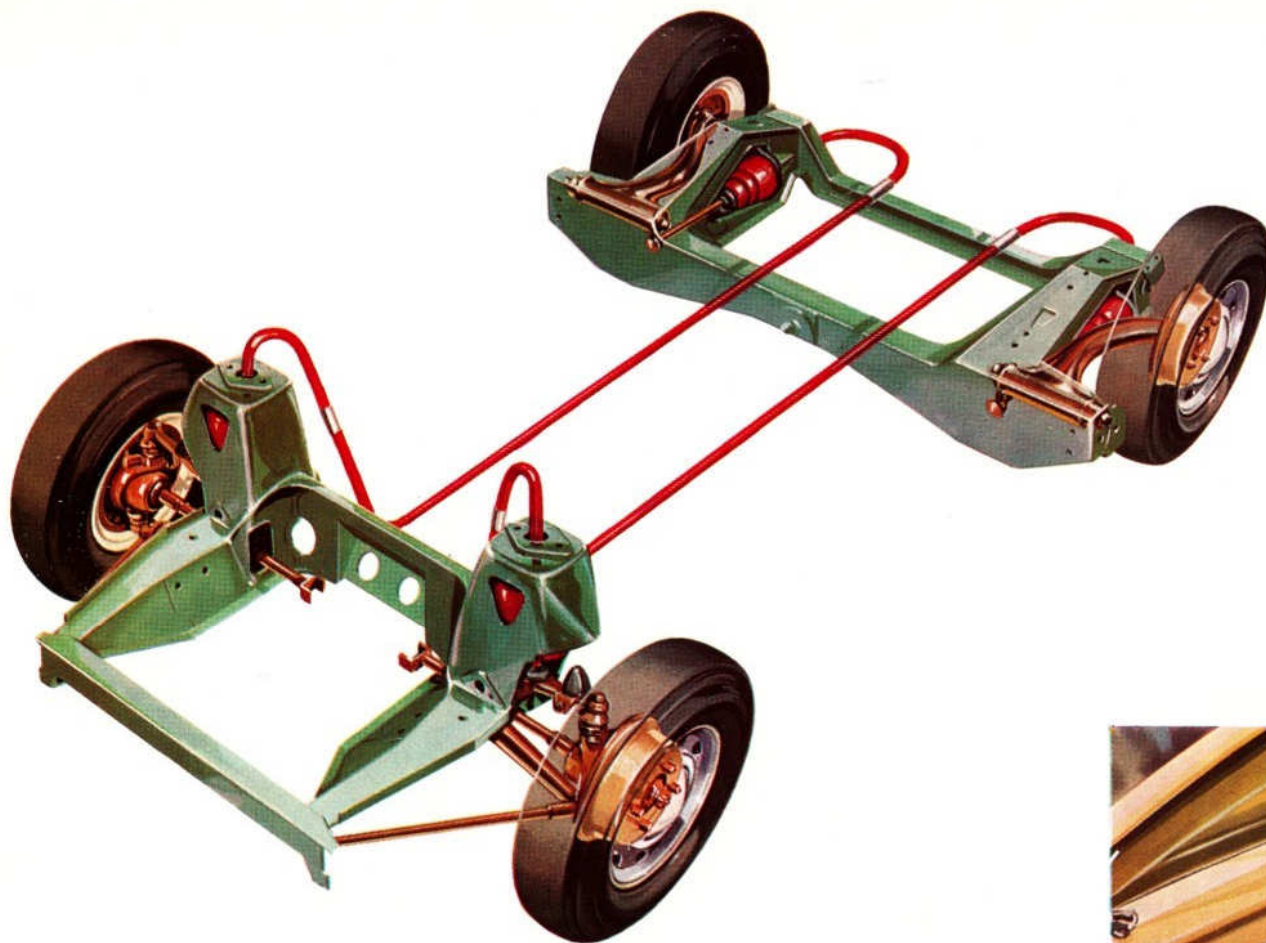
Mk III

The Wolseley Hornet has superfine finish and a wealth of detail refinements such as wind-down windows, push-button locks and concealed hinges in the doors, remote-control gear change, adjustable fresh-air vents and a single lever on the steering-column which controls the horn, headlamp flasher, dip switch, and self-cancelling direction flashers. These refinements give this smart, compact 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. And there's safety too—anchorage points are built-in to which your Distributor or Dealer can fix BMC approved accessory seat belts.

The Wolseley Hornet Mk. III is available in a variety of distinctive two-colour finishes with matching trims. Ask your Wolseley Dealer to show you samples of the colours.

AUTOMATIC TRANSMISSION
Do-it-yourself, or leave it to us with this optional extra. Just put the selector lever into the 'Drive' position and the automatic transmission takes over. You travel relaxed and arrive still fresh. If you want to change gears yourself, it's easier; there's no clutch!



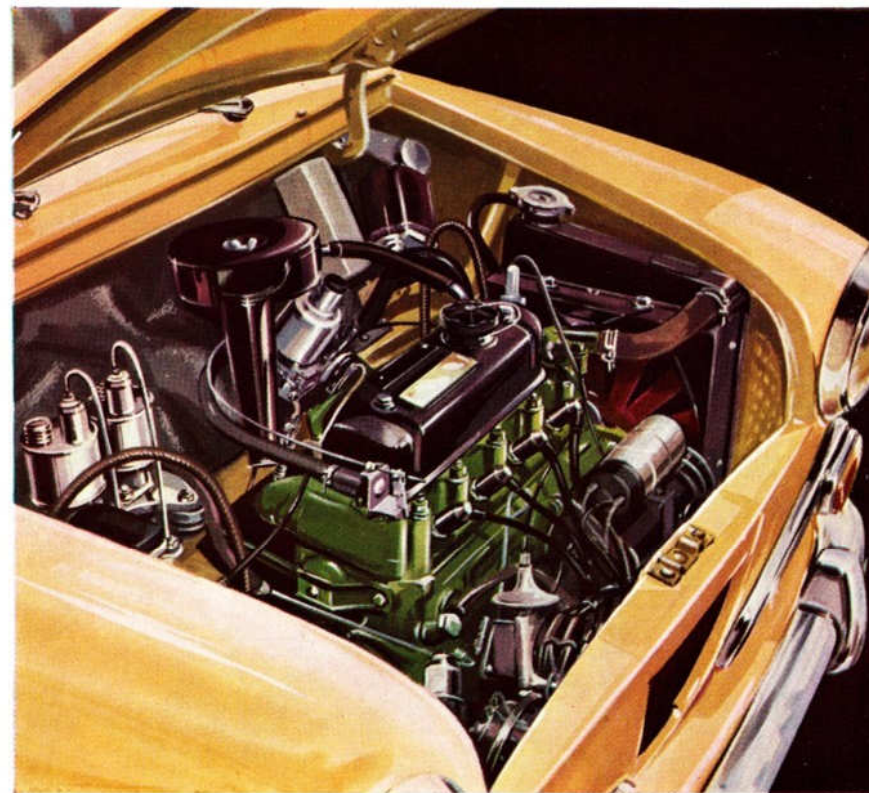


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'Hydrolastic' suspension—the world's most advanced and revolutionary system of automobile suspension. An entirely new method of springing for independent four-wheel suspension, a water-based anti-freeze fluid is hermetically sealed-in for the life 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 has been developed from the famous rally-proved BMC 'A'-series engine. It develops 38 b.h.p. (40 gross) at 5,250 r.p.m. and a maximum torque of 52 lb. ft. at 2,700 r.p.m. It has remarkable economy and wonderful acceleration.

The engine and all its ancillaries are easily accessible for all routine service and maintenance. It is in one compact transversely mounted unit with gearbox and remote-control gear change, thereby reducing weight and saving space.



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, and direction indicator warning lamp. The two smaller dials show water temperature and engine oil pressure. There are warning lamps 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.

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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.), B.h.p. 38 (40 gross) at 5,250 r.p.m. Maximum torque 52 lb. ft. at 2,700 r.p.m. Compression ratio 8.3 : 1. Full-flow, renewable-element external oil filter.

COOLING: By pressurized, thermostatically controlled system with impeller pump and fan. Capacity 5½ pints (3 litres); 6½ 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 carburettor 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. Remote-control 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 ratios 3.765 : 1. Oil capacity 8 pints (4.5 litres) plus 1 pint (0.57 litre) for filter.

BRAKES: Lockheed hydraulic brakes. 7 in. by 1½ in. (17.8 cm. by 3.8 cm.) diameter brake-drums at front with two leading shoes, and 7 in. by 1½ in. (17.8 cm. by 3.2 cm.) at rear with leading and trailing shoes. Hand brake operates on the rear drums via pull-up lever.

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 Hydrolastic* displacers (interconnected front to rear); rear: independent, trailing arms; Hydrolastic* displacers.

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

STEERING: Rack and pinion, 15½ in. (40 cm.) diameter two-spoke steering-wheel.

* Hydrolastic is a registered Trade mark

ELECTRICAL EQUIPMENT: High-output dynamo with compensated voltage control; 12-volt 34 amp.-hr. battery (at 20-hr. rate); double dipping headlamps; side lamps; 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; single lever on steering-column controls horn, headlamp flasher, dip switch, and self-cancelling direction flashers; warning lights for ignition, oil filter, headlamp main-beam, and direction flashers.

INSTRUMENTS: M.p.h. or km.p.h. 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.

VENTILATION: Wind-down windows to each door, fresh-air-type heater and windscreen-demisting equipment (optional for Export markets). Adjustable fresh-air vents.

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; 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 trims; bright sill finishers; two crushable sun visors; ashtray with lid above fascia; extensive sound-insulation to body, including bonnet insulation; provision for fitting radio and BMC seat belts.

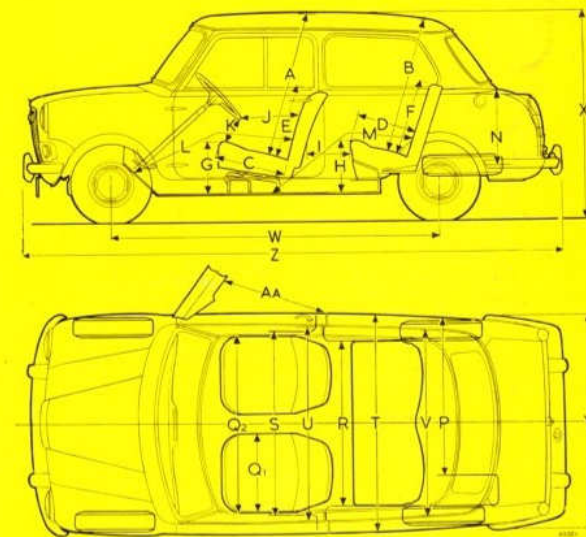
OPTIONAL EXTRAS: Automatic transmission; reclining front seats; electrically heated rear window.

EXPORT AVAILABILITY: At no extra cost: L.H.D. or R.H.D. steering; km.p.h. or m.p.h. speedometer; lighting and flasher equipment to suit regulations of different countries. Optional at extra cost: Automatic transmission; laminated windscreen; whitewall tyres; Weathermaster tyres; radio; fresh-air heater; reclining front seats; electrically heated rear window.

SELECTED ACCESSORIES: (available from your Distributor or Dealer): seat covers; roof racks; wing mirrors; seat belts; auxiliary lamps; car-valeting items; anti-mist panels; touch-up paints; individual hand tools; rubber mats; exhaust deflectors; mud flaps; supplementary instruments.

A wide range of Colours and Trim is available. Current colour combinations can be obtained from your Distributor or Dealer.

DIMENSIONS



		English	Metric
Head room—front	A	37½ in.	0.95 m.
Head room—rear	B	34½ in.	0.88 m.
Depth of front seat	C	18 in.	0.46 m.
Depth of rear seat	D	17 in.	0.43 m.
Height of front squab	E	19 in.	0.48 m.
Height of rear squab	F	20 in.	0.51 m.
Cushion to floor—front	G	13½ in.	0.34 m.
Cushion to floor—rear	H	13 in.	0.33 m.
Back of front seat to front of rear seat	I	{ max. 11½ in. min. 7½ in.	{ 0.29 m. 0.19 m.
Front seat to steering-wheel	J	{ max. 16½ in. min. 12½ in.	{ 0.42 m. 0.32 m.
Cushion to steering-wheel	K	6½ in.	0.165 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. 0.98 m.
Luggage compartment height	N	16 in.	0.41 m.
Luggage compartment width	P	37 in.	0.94 m.
Luggage compartment capacity		7.96 cu. ft.	0.225 m. ³
Front seat width	Q1	20 in.	0.51 m.
Overall seat (front) 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	80 in.	2.04 m.
Overall height	X	53 in.	1.35 m.
Overall width	Y	55½ in.	1.41 m.
Overall length	Z	130 in.	3.31 m.
Door entry width	AA	32 in.	0.81 m.
Turning circle		28 ft.	8.53 m.
Track—front		47 in.	1.205 m.
Track—rear		45 in.	1.164 m.
Approximate weight		13 cwt.	665 kg.

The issue of this publication does not constitute an offer, and the right is reserved to alter specifications at any time without notice. Sales are made subject to and with the benefit of the standard Conditions of Sale and Warranty given by the Distributor or Dealer by agreement with The British Motor Corporation Limited.

The British Motor Corporation
Limited
Birmingham, England



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