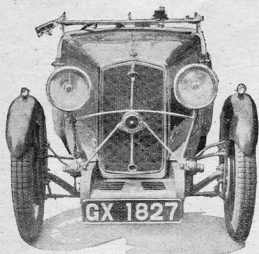


On the hairpin at the foot of the "Bwlch."



Get To Know

THE HORNET SPECIAL

with ABBEY "TROPHY"
COACHWORK

THE new Hornet Special, from its symbolic radiator mascot to the tip of its exhaust pipe, is a thoroughly pleasant motorcar. Quite recently introduced, it is a development of the chassis which has been so popular with proprietary coachbuilders for the past year or so; and that chassis, in turn, sprung from the original standard Hornet saloon—a car which set a new fashion in its day. And so this latest Wolseley is no untried product, rather is it the result of painstaking efforts to eradicate certain weaknesses which the old chassis had when used for sporting purposes.

It can be said, here and now, that the new Hornet is a very winning and charming vehicle, possessing an uncommonly sweet manner with a performance likely to satisfy all but those who require a pukka racing car.

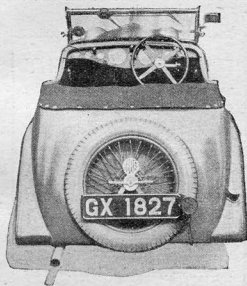
As we announced when the chassis was first described some few weeks back, it is supplied by the Wolseley concern in chassis form only; the complete car is turned out by a number of body-building concerns, many of whom have been specializing in Hornets for some time.

An Original Design.

The particular car which we were able to put through an extensive road test was the Abbey "Trophy" model, and it was placed at our disposal by E. C. Stearns and Co., 16, Fulham Road, S.W., who are the London distributors for Abbey coachwork.

Always noted for originality in design, the Abbey people have lived up to their reputation and have produced something quite out of the ordinary in the "Trophy" model. The bodywork strikes so many new and unusual notes that it deserves to be described in detail before the performance of the car, as a whole, is dealt with.

The rear body panel and mudguards harmonize in a very pleasing manner. The absence of an external hood makes for neatness.



It is of the two-four-seater type, the front seats being really comfortable and the rear offering accommodation for two passengers at a pinch or one, sitting across the seat, in quite reasonable comfort. The front seats are of the bucket type and independently adjustable over a wide range. They have pneumatic cushions of ample width and the squabs are raked at exactly the right angle, so that even on long non-stop runs the minimum of fatigue is felt.

The squab of the near-side seat folds forward to give access to the rear compartment, which is fully upholstered and has a deep foot well on each side of the propeller shaft tunnel.

One of the unusual and original features of the design is the disappearing hood. When folded the hood sinks snugly into a recess formed between the upholstery and the body sides and thus needs no strapping or covering to keep it clean or free from rattles.

When stowed away it is covered by a leather flap matching the upholstery and is quite inconspicuous. The rear compartment has a tonneau cover which gives to the car a most businesslike and neat appearance when it is being used as a two-seater.

Further distinctive appearance is given by the shaping of the rear mudguards, which harmonize well with the body lines, cut down wind resistance and definitely keep mudsplashing down to the minimum.

The petrol tank filler cap protrudes through the off-side guard and the body width in front is $5\frac{1}{2}$ ins. more than on previous Abbey models, so that there is ample elbow room even when the side curtains are in position.

The fascia board is a very pleasing affair and has every useful instrument, with the exception of a clock, that is ever likely to be wanted.

Pride of place is given to the large dials of the rev. counter and speedometer. To their left is the ammeter and thermometer, and to their right the oil and petrol gauges. The lighting switch is in the centre of all and there are three hooded instrument lamps.

All the remaining equipment is also of good quality and has obviously been selected regardless of cost. Double wipers are fitted to the windscreen, which is of the type which can be folded flat. The screen, incidentally, was the only component which proved faulty for—luckily towards the very end of the test—the off-side pillar fractured just below the hinge.

On the road the car is restful to drive, carries out its work with a pleasant absence of fuss and is, in fact, one of that select band of cars in which one never tires of taking the wheel.

This was borne out by the fact that the writer covered well over 700 miles in two days and during this period a number of hours were spent in making business calls. A 40 m.p.h. average over secondary

AT A GLANCE

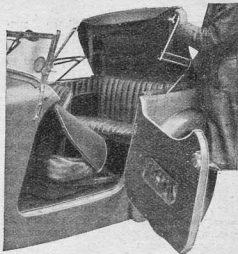
ENGINE: Six-cylinder, o.h. camshaft, 57 mm. x 83 mm. = 1,271 c.c. Tax, £12. Four-bearing crankshaft; two S.U. carburettors; 6 to 1 compression ratio.

GEARBOX: Four-speed with "Silent Third." Ratios: 4.98, 6.64, 11.35 and 17.5 to 1.

CHASSIS DETAILS: Front track, 3 ft. 9 ins; rear track, 3 ft. 6 ins.; 12 in. brake drums; 39 ft. turning circle; R.W. or Magna wheels with 27 in. x 44 in., or 27 in. x 4.75 in. tyres.

PRICE: Chassis, £175; with Abbey Trophy bodywork, £275.

The hood folds into a recess around the bodysides. The wide door and folding squab give easy access to the rear seat.



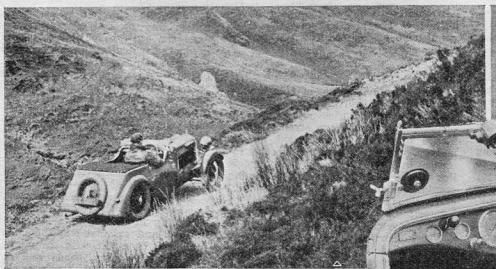
roads is well within its compass, whilst on main arterial roads this can be pushed up to 45 m.p.h. without any furious driving.

On two occasions we were able to attain the 75 m.p.h. maximum claimed, in each case with the screen flat and the rev. counter hovering around the 4,900 mark. On the silent third 58 m.p.h. was an honest maximum, although 62 was touched once before valve bounce set in.

The second ratio is rather widely separated from third and one obtained maximum revs. in a very short time, necessitating a fairly lengthy pause before third could be engaged.

During the test the car tackled Bwlch-y-Groes and, owing to the intense heat of the sun and a following wind, was boiling at the summit. The right fork was there taken and the rough Euant Pass descended to Lake Vyrnwy and from there the Hirnant Pass ascended to Bala.

On these rough tracks the controllability of the car was most marked. That same afternoon the coast of Wales was followed down to Swansea and later in the evening the run back to London completed in very rapid time. On main roads the Hornet will keep up an effortless 65 m.p.h. all day long; the new, large hydraulic brakes are a definite improvement and can be relied upon implicitly. The outsize in headlamps, too, are a blessing to the night driver, whilst the cornering of this new crab-track chassis is, of course, superior to the old type. Altogether a very likeable car and a sound £275's worth.



The car was, during the test, taken over a number of well-known passes in North Wales, and it behaved very well on this rough going, the ground clearance being ample for all purposes. This photograph was taken on the Hirnant Pass.

(Below) The driving position is comfortable and gives one perfect control whilst the instruments are plain to see.

