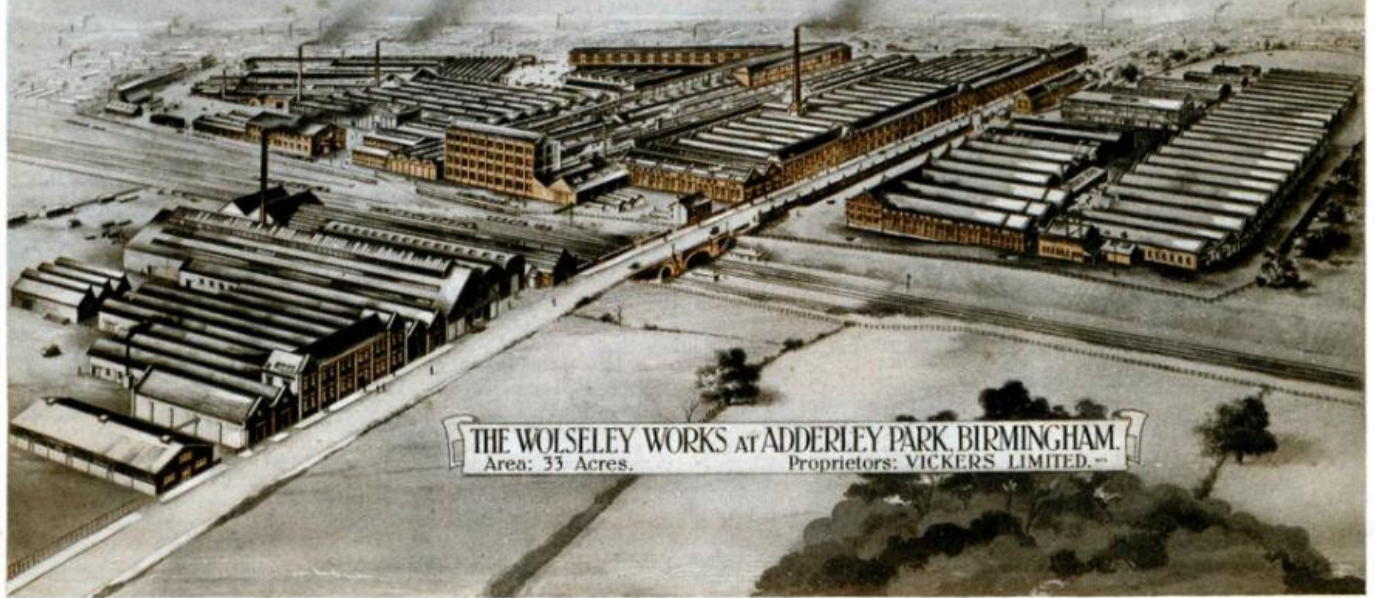


WOLSELEY MOTORS LTD ON WAR SERVICE



THE WOLSELEY WORKS AT ADDERLEY PARK, BIRMINGHAM.
Area: 33 Acres. Proprietors: VICKERS LIMITED.

WOLSELEY MOTORS LTD. ON WAR SERVICE



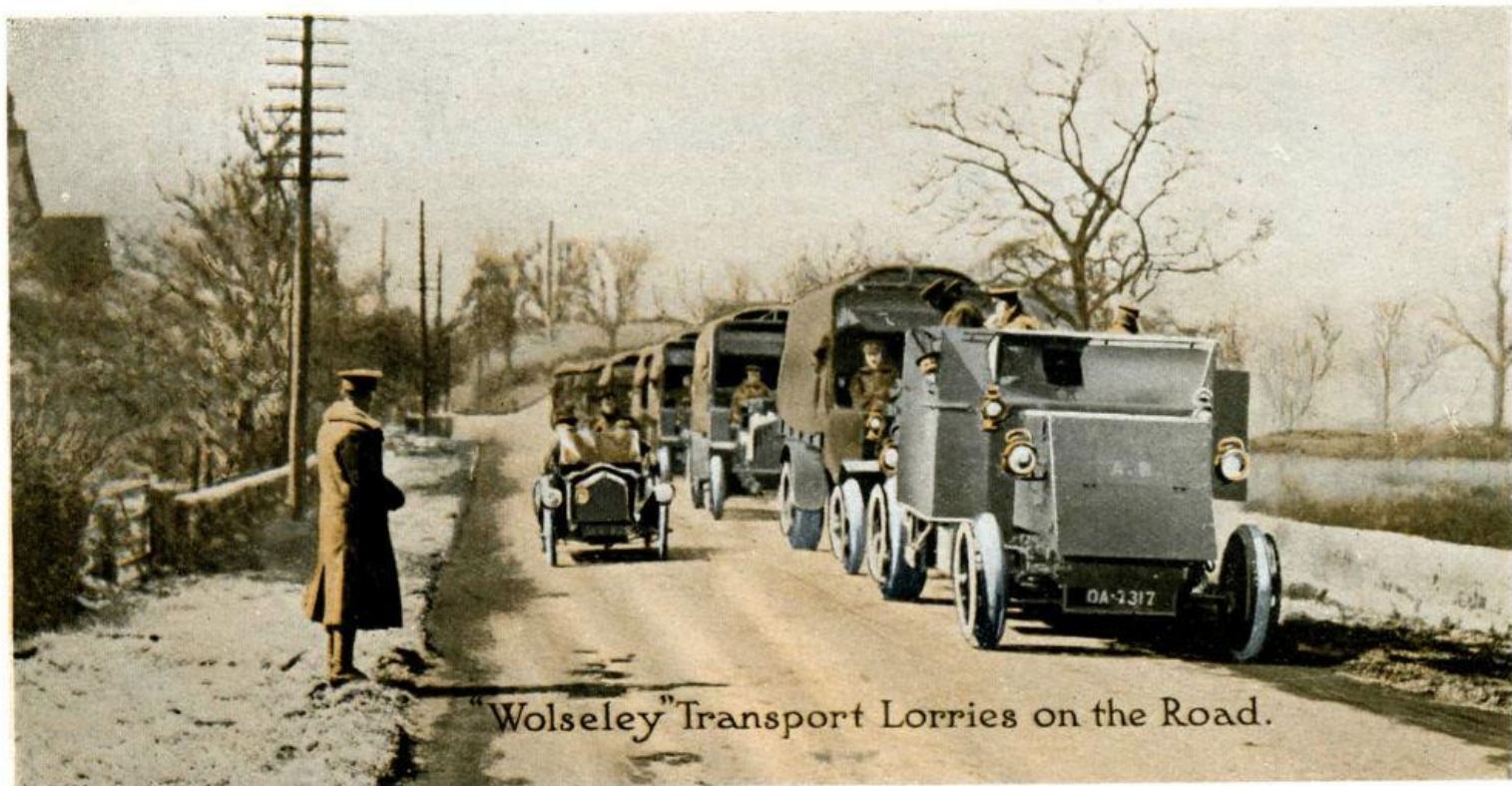
H.M. King George V. inspecting
the Wolseley Works, July 23rd 1915.



His Majesty the King in the Wolseley Stores.

THE illustrations in this book are intended to convey in pictorial fashion some idea of the multifarious activities of Wolseley Motors Ltd. during the period of the War. From August, 1914, when the first batch of "Wolseley" vehicles were hastily despatched, down to the time of the final defeat of the enemy in September, 1918, a steady stream of munitions of war was poured forth from the Wolseley factories. Motor cars, transport lorries and ambulances, aero engines and aeroplanes, shells and trench bombs, naval gun sights and gun mountings, together with other war material, were turned out in ever-increasing numbers as time went on. By skilful organisation a very high rate of output was rendered possible, and by the increasing efforts of the workers in the Adderley Park Shops, both men and women, this output was consistently maintained. A glance through the ensuing pages will reveal some of the many ways in which the Wolseley employees "did their bit" for the Empire during the great struggle.

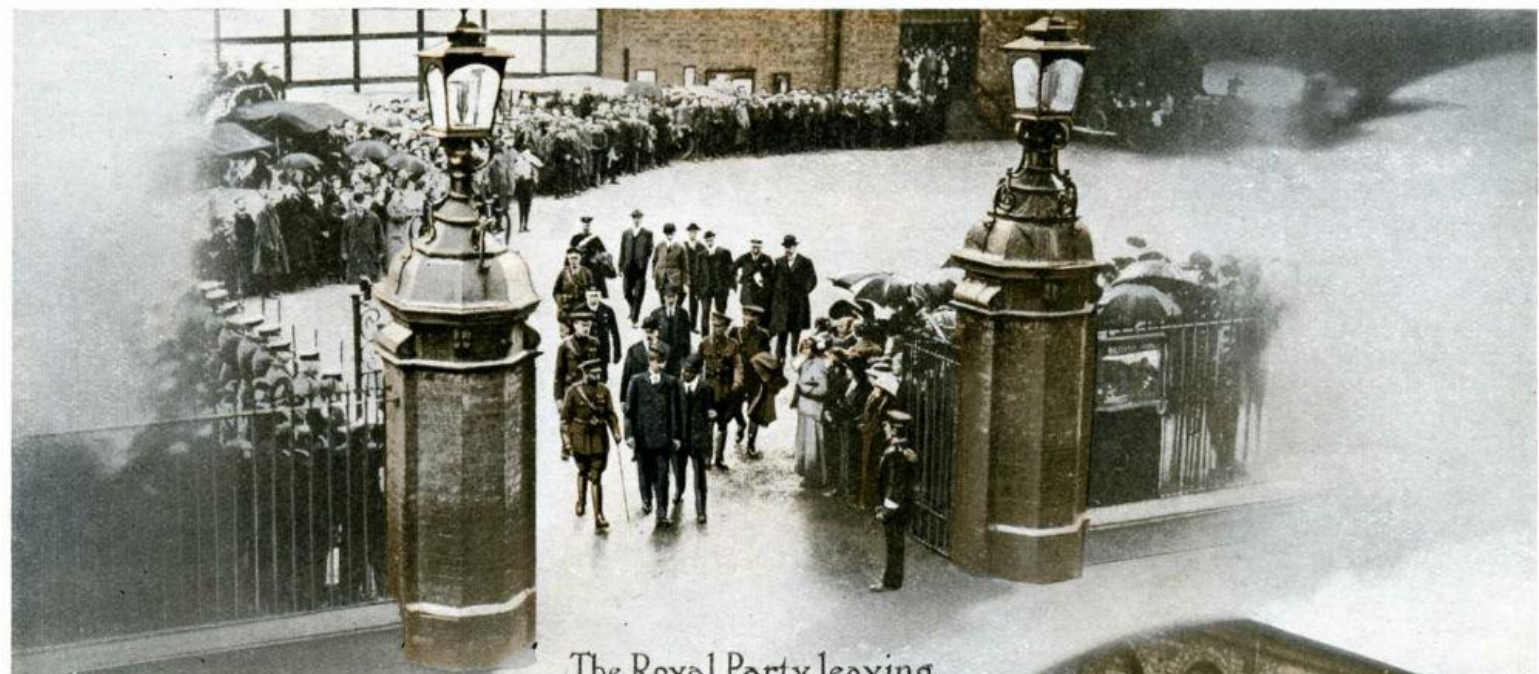
CARS, AMBULANCES AND LORRIES.—In the earlier stages of the war, motor equipment was badly needed, and large numbers of transport lorries, ambulances and staff cars were quickly built and despatched. In addition to these, so high was the reputation of the firm's products, that very many Wolseleys in private hands were commandeered for service. It is consequently difficult to state exactly how many Wolseley cars of all types were used during the war, but



"Wolseley" Transport Lorries on the Road.

the number is known to exceed 4,000. Their reliability under the most terrible conditions has been recognised both officially and unofficially. A selection of letters received is given in the following pages.

AERO ENGINES AND AEROPLANES.—Wolseley Motors Ltd. had done much pioneer work in aero engine construction, and in the first week of the war the Company was requested to undertake the manufacture of aero engines. The Government could supply neither drawings nor samples of the engines they required, and everything had to be created. Nevertheless, the first engines were on test within eleven weeks, and in the twelfth week the first deliveries were made. The numbers ordered, at first rather small, rapidly grew to great proportions as the war proceeded. At the date of the signing of the armistice, Wolseley "Viper" Engines were being produced at the rate of over 60 per week. The total number of aero engines built by the Company during the war was nearly 4,000; in addition to which a large number of engine spare parts, equal in effect to another 1,500 engines, have been supplied. During the later years of the war, the manufacture of complete aeroplanes was entered upon, a special branch of the factory being erected for the purpose. From this factory nearly 700 planes have been turned out, in addition to 850 wing and tail planes and 6,000



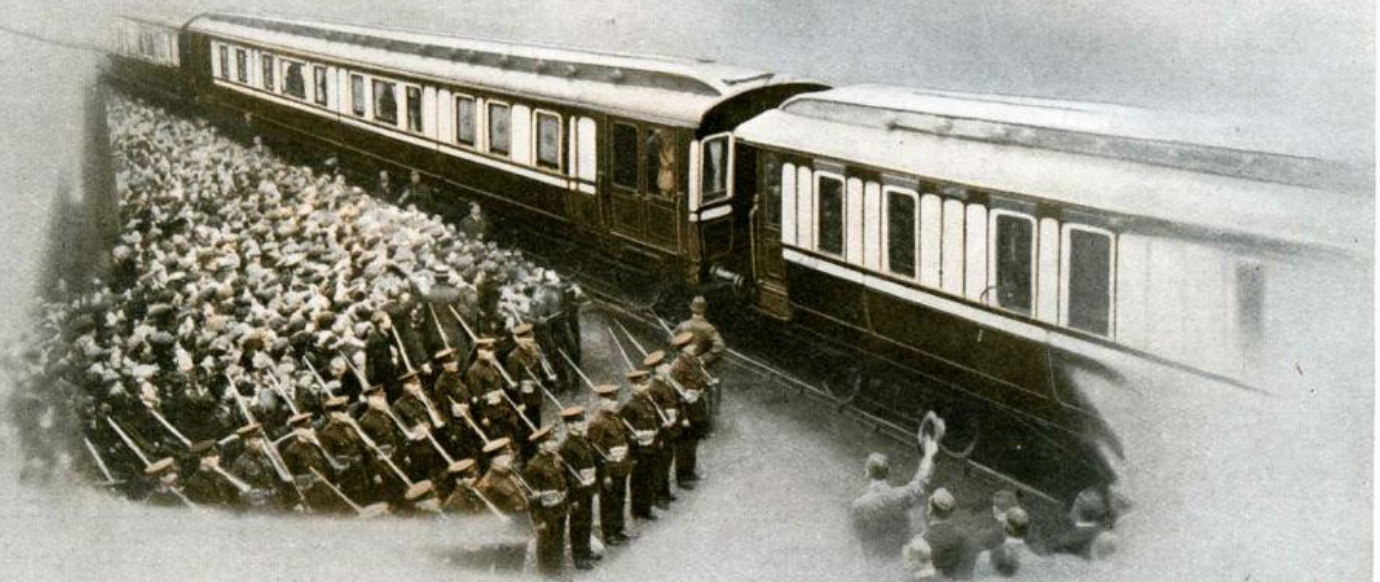
The Royal Party leaving
the East Works



Inspecting the
Wolseley Vehicles



His Majesty expresses
his appreciation



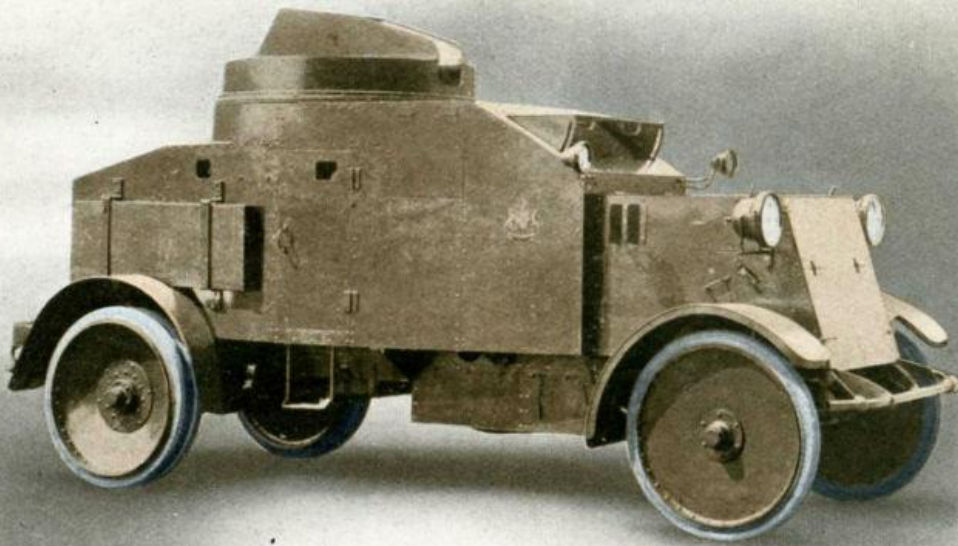
The Royal Train departing from the Wolseley Siding



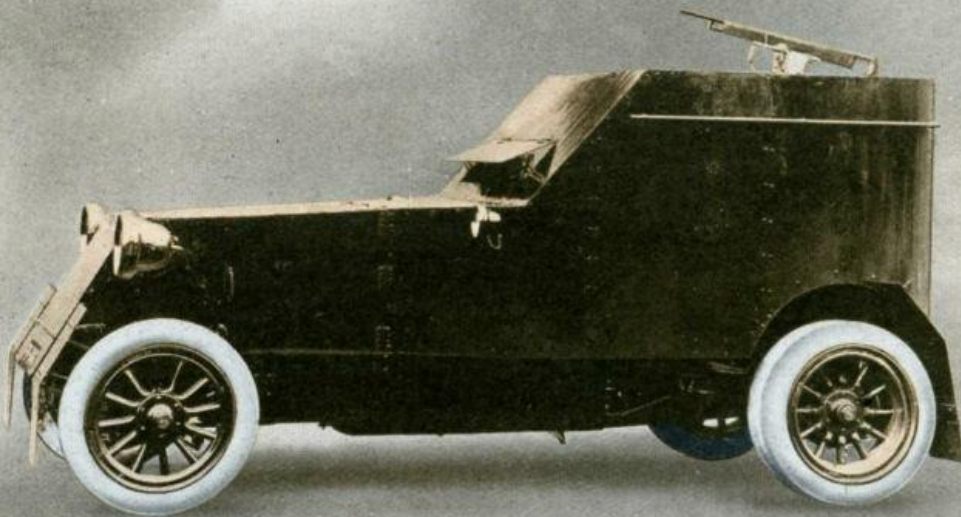
Batch of "Wolseley" Lorries ready for despatch



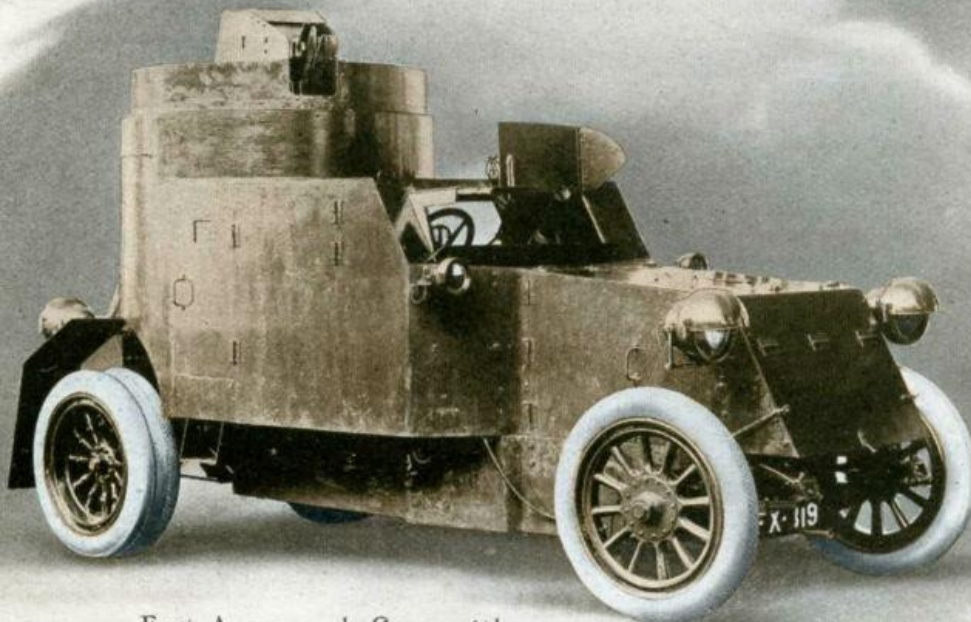
Armoured Lorries and Transport Wagons Leaving the "Wolseley" Works



Armoured Lorry (C.P. Type)
with Revolving Turret.



Fast Armoured Car, Fitted with
Colt Automatic Gun.



Fast Armoured Car, with
Revolving Turret and Machine Gun.



Armoured Lorries fitted with Vickers Anti-Aircraft Guns



"Wolseley" Ambulance on Active Service.

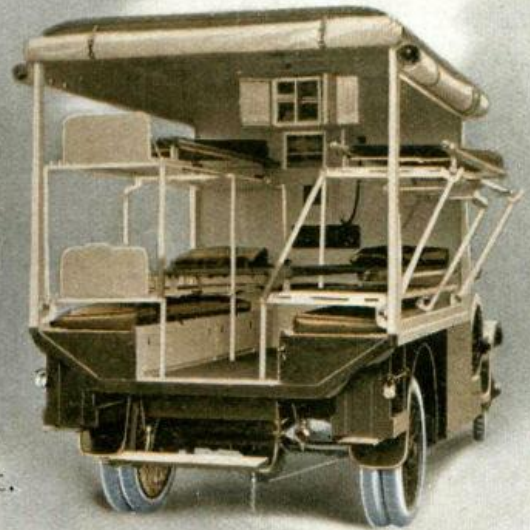
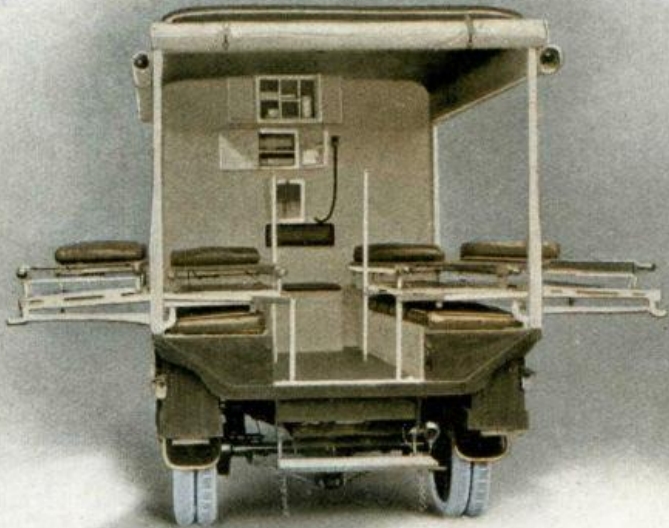
propellers. The success which attended the Wolseley aircraft productions may be judged by a reference to pages 16, 32, 34 and 37.

SHELLS.—In 1915, when the armies began to call for "Shells! shells!" the Wolseley works saw yet another development. The large chassis testing shops were completely transformed, great extensions were built, and very shortly vast quantities of Wolseley-made shrapnel and H.E. shells were being forwarded to the waiting armies. Night and day the factories ran at full stretch, and the directing intelligences made improvement after improvement, never resting until the production of shells had been turned as nearly as possible into an automatic process, of which the output was limited only by the amount of raw material obtainable. Trench bombs and similar lethal weapons were also turned out in large quantities. The Company manufactured all its small components, and the number of shells produced exceeded 3,000,000. See pages 26 to 30.

AIRSHIP MECHANISM.—The whole of the transmission mechanism for the British Rigid Airships built by Messrs. Vickers Ltd., and



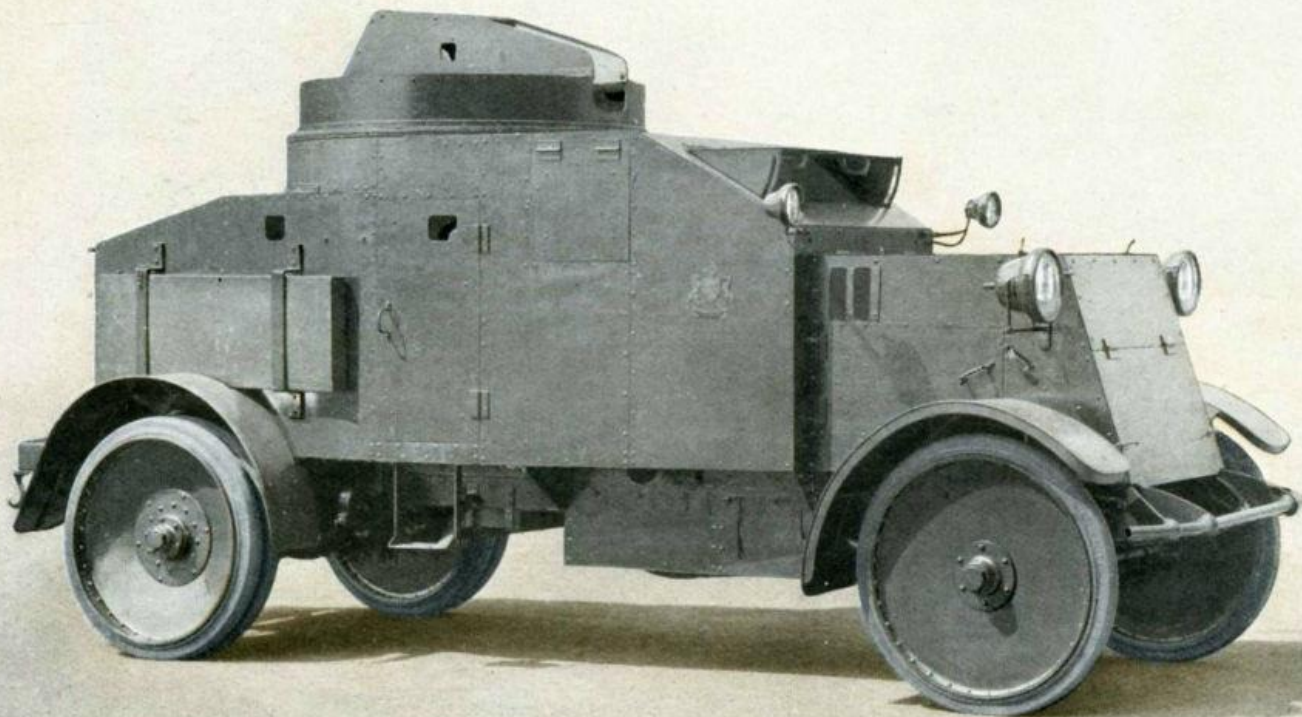
"Wolseley" Ambulances with Australian A.M.C.



Views of
"Wolseley" Ambulance
showing Interior Arrangement.



Batch of "Wolseley" Ambulances leaving the Works.



Armoured Turret Car with Machine Gun.

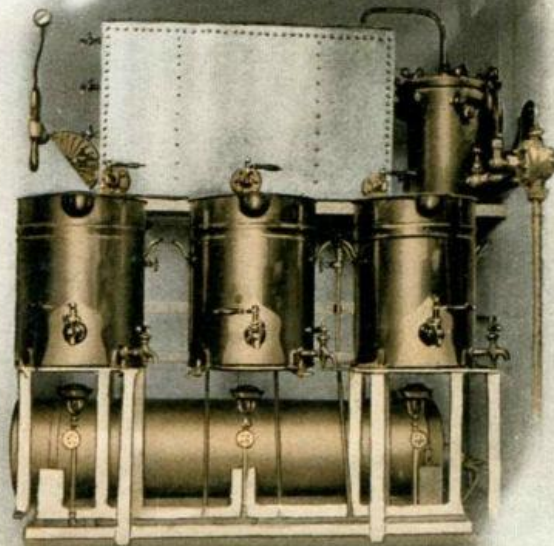
Messrs. Armstrong-Whitworth, has been made and installed in the vessels by Wolseley Motors Ltd. Special Airship engines have also been produced for the Admiralty, and the Company is at present engaged on the engines and transmission gear for the 25L class Airships now being constructed by Messrs. Vickers at Barrow.

NAVAL GUN SIGHT MECHANISM.—Early in 1915 Messrs. Vickers Ltd. called on the Wolseley Company to assist in the manufacture of Director Firing Gear and Gun Sights for the British Navy. It is difficult to convey even an approximate idea of the delicacy and accuracy of this nationally important mechanism, and of the skill and care required in its production. Although Wolseley Motors Ltd. had no previous experience of this work, their efforts met with such success that a new factory had to be built to secure the increased output demanded from them. In all, nearly 300 British warships of various types were equipped with gear made by the Wolseley Company, who received a special letter of commendation from the Admiralty, acknowledging their efforts as special services to the nation.

A "Wolseley" Field Kitchen

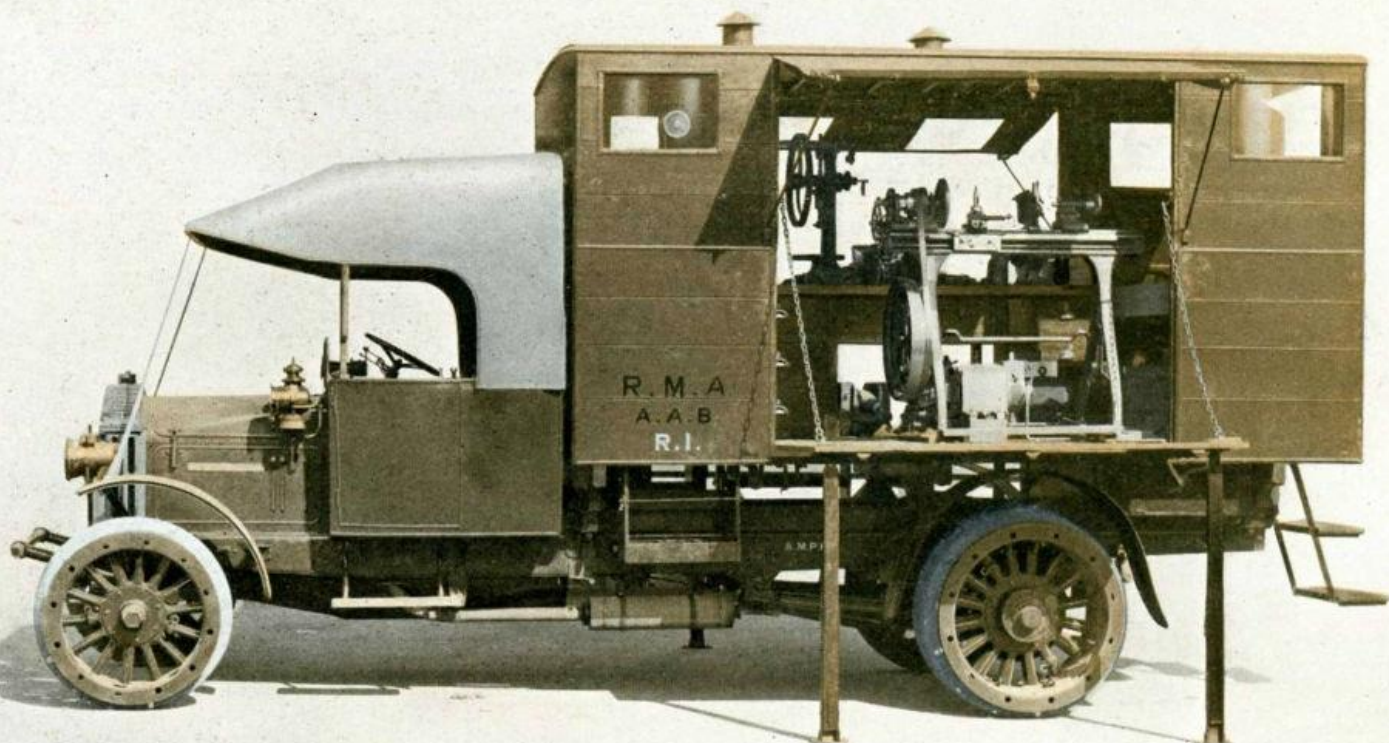


Rear View.



Water Filter, Sterilizer and
Heating Arrangements in Field Kitchen.





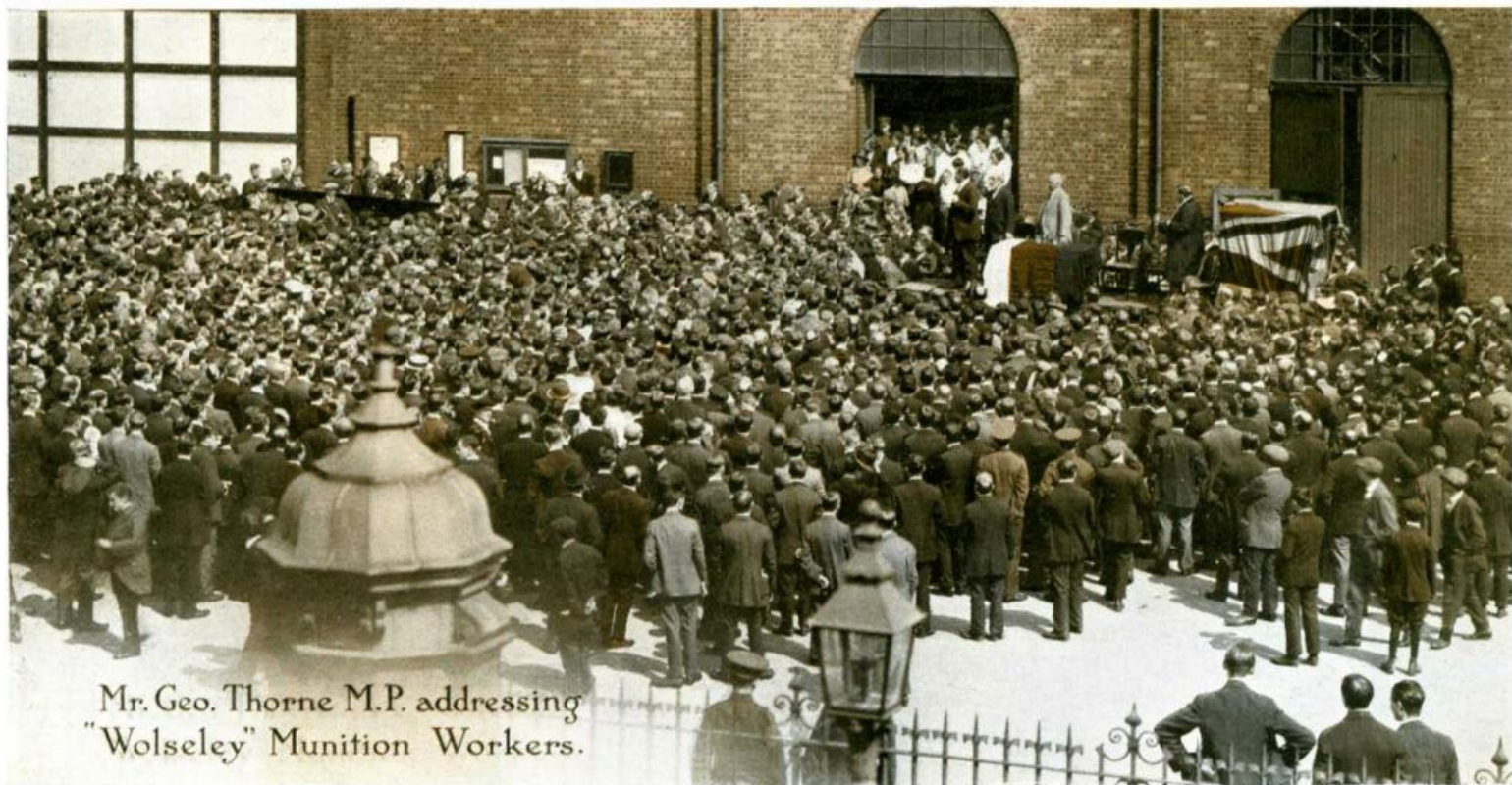
A "Wolseley" Travelling Workshop.

NAVAL GUN MOUNTINGS.—When the diabolical outrages of the enemy submarines rendered it imperative to arm our mercantile marine, the Wolseley factories entered upon yet another branch of activity. Messrs. Vickers, the parent firm, were producing large numbers of guns for this purpose, and the Wolseley Company undertook the manufacture of the necessary gun mountings, thus facilitating the defensive equipment of the hitherto unarmed vessels. These gun mountings were chiefly of the R.F. 12-pounder type complete with telescopic sights, and more than 1,000 were made and supplied.

A point of some importance is that not one of the before-mentioned forms of war activity was ever permitted to interfere with any other. All were carried on simultaneously, and the output in each case steadily kept to the highest possible; and this in spite of the fact that 1,300 of the Company's employees joined the fighting forces of the Empire. Women workers, carefully trained, helped largely to produce many of the ordinary munition products; whilst great use was made of semi-skilled labour. But the principal factor in the tremendous and varied output was undoubtedly the adoption of the very newest and most



Making Screw Gauges, to National Physical Laboratory requirements, for the Ministry of Munitions.



Mr. Geo. Thorne M.P. addressing
"Wolseley" Munion Workers.

effective improvements in machine tools and factory equipment. The whole of the workshops were reorganised and refitted in the most scientific manner, innumerable innovations were thought out and applied with promptitude, and it is safe to say that during the war no factory in the world stood at a higher level of efficiency and productivity than the Wolseley Works at Adderley Park. This fact will not be without significance in the future activities of the Company.

For there is a debit and a credit side to nearly all things—even to war—and now that the Wolseley Company is turning again to its real business, the building of motor cars, this splendidly-effective organisation will be equally efficient in the arts of peace. The experience in design and construction, the metallurgical and physical research into raw materials, and the improved manufacturing methods, which gave British war-planes the supremacy so vital to our national fortunes, will in large measure be applicable to the building of post-war motor cars; whilst the lessons in quantity production learned under the stress of war, will enable cars to be produced under conditions of manufacture which will give the maximum of value for the minimum of cost.

The advantage resulting to the motorist will readily be appreciated, for the new Wolseley models undoubtedly mark a real "peace advance" in the science of motor car construction.



An appreciation of the "Wolseley Viper" Engines.

MESSRS. WOLSELEY MOTORS, LTD.,
ADDERLEY PARK, BIRMINGHAM.

IN THE FIELD,
March 13th, 1918.

DEAR SIRs,

I am at present with an S.E.5 Squadron which is engined throughout with "Wolseley" Engines, and there are some notes with reference to this particular Squadron which will interest you and all your people.

The Squadron has crashed 280 Huns in about 10 months. One of the pilots has brought down over 50 Huns to date whilst compiling this record, but most of his work has been done on two machines, on the latter of which he has flown 120 hours and put down 33 Huns. It may interest you to know the numbers of the engines he has used in it. They are 8430, replaced 22-1-18 by 8344, replaced again 27-1-18 by 8437, and this again 23-2-18 by 8441.

Another pilot, who was unfortunately lost over the lines a short time ago, had crashed 13 and driven six down out of control, those being probable crashes not actually confirmed.

A third pilot who has just been promoted to the command of another S.E.5 Squadron has 23 Huns to his credit. On one patrol led by this pilot he attacked five enemy two-seaters, diving under one and shooting down the observer, who disappeared into his cockpit, leaving the gun pointing down. He then got on the tail of another hostile, put in 50 Vickers and the remainder of a Lewis drum, and sent it down in a steep dive to crash. The fight ended with all the remaining enemy aircraft being driven down, one being badly damaged and probably crashing.

The performance of this pilot's engine is noteworthy. Its number is 922WD/8497, and in his own favourite machine did 91 hours' flying without overhaul. While the pilot was on leave the engine was taken out for overhaul, fortunately, as another pilot used his machine and crashed it on landing. He has had the engine put in his new machine, and has totalled 130 hours' flying on it since 9-9-17, and has got most of his 23 Huns with it.

I have just heard of another very good fight recently put up by five S.E.5's engined with "Wolseleys." The five attacked 13 hostile scouts, each selecting an opponent, and diving on him. One of our pilots dived to within 20 yards, firing as he came. His opponent stalled, sideslipped, spun down 16,000 feet and crashed. The British pilot zoomed up and was instantly attacked by six enemies. He threw his machine into a spin, and on pulling out of this found five enemies still above him, and one, which had followed him down, in front. He put a burst into this last one, causing it to fall away into a long sideslip and then a spin down. The second pilot dived on his opponent, and put in a burst of fire which immediately sent it spinning down out of control. The third also drove an enemy down, but the finish of both these machines was not seen owing to the fighting being too hot to watch whether they crashed. The fourth pilot on his dive got another hostile with a quick burst, but without seeing the result zoomed up on to another enemy's tail, put in 50 rounds at 20 yards, and sent it down sideslipping and spinning out of sight. Unfortunately one of our machines was lost; it dived with the others, and was last seen hotly engaged with two or three enemies, one of which is thought to have crashed. In the finish, however, the remainder of the 13 enemies broke off the action and cleared out.

As you have no doubt read in recent newspaper reports, the Germans are expected to make a very heavy attack on the Western Front, and you will understand how vitally important it is that our General and Staff should gather as much information as possible about what part of the line the attack is likely to come. This information can best be gained by our machines flying over Hunland and observing enemy movements of troops, transport, concentration of guns, &c. In the gathering of such information Fighting Scout Machines like the S.E.5 have a great deal depending on them, because they have to keep the air sufficiently free of enemy machines to allow our reconnaissance 'planes to go over, photograph and pick up information. The more fighting machines we have the more successfully information can be gathered, and the better chance we have of bringing troops and guns to defend threatened portions of the line. I hope every one of your people understands how much hangs on a plentiful supply of good machines and engines, and how urgent it is in the next few months they should turn out as many as the shops are capable of producing. Please ask them to do their very best to increase the supply of these first-rate fighting machines and their engines.

I shall try to continue to send you from time to time a note of S.E.5 performance in coming actions.

Yours truly,

A. E. EWART, Capt.



A batch of Aero Engines
ready for despatch.



Training Men of the R.A.F. at the Wolseley Works - A Class Room



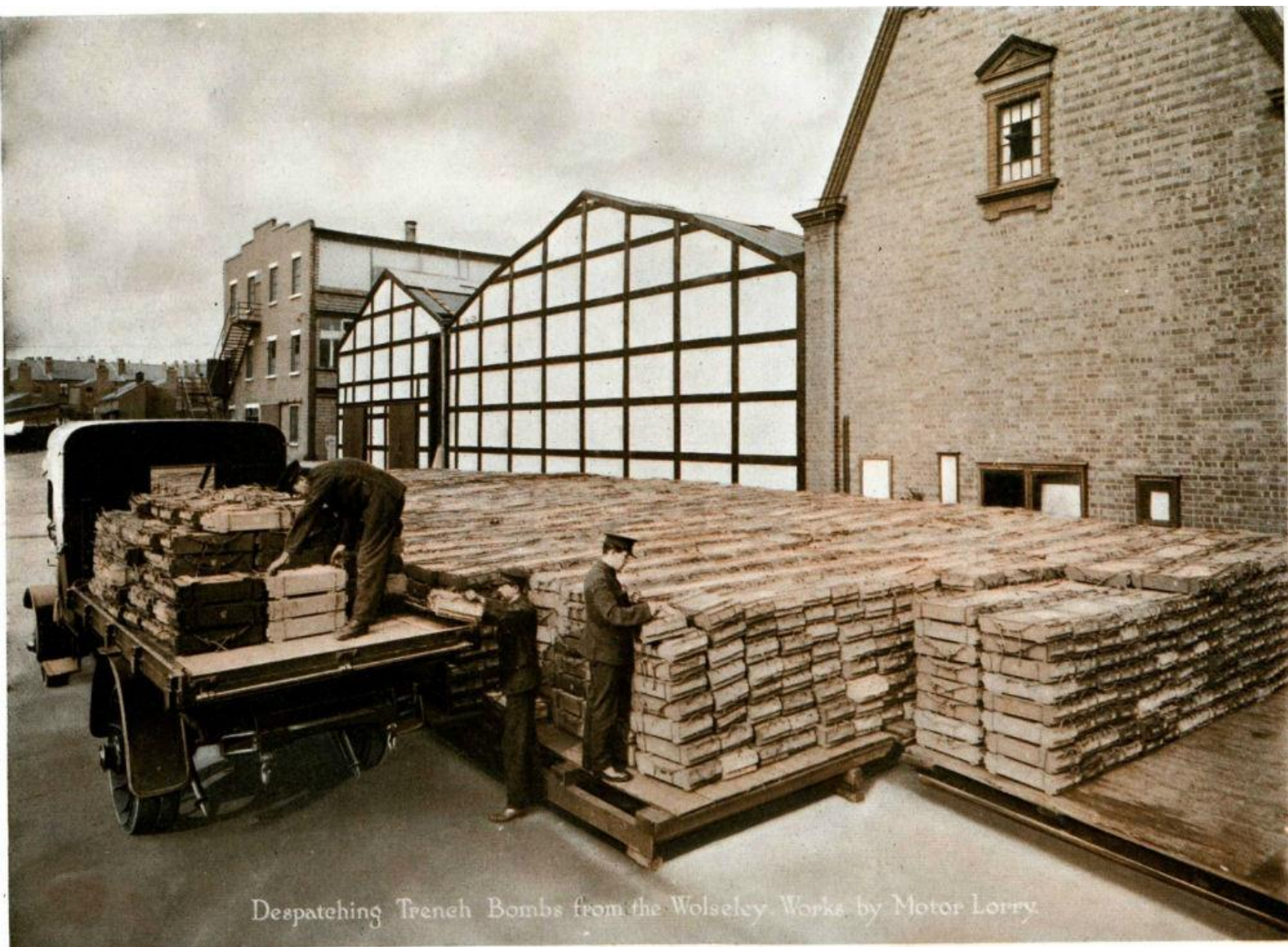
Training Men of the R.A.F. at the Wolseley Works—the
Training Fuselage.



Making Four-Bladed Aeroplane Propellers



Making Gun Sights and Mechanism for British Battleships.



Despatching Trench Bombs from the Wolseley Works by Motor Lorry.



Visit of
General Belaieff,
Chief of the Russian
General Staff,
to the Wolseley Works
July 22nd, 1916.

Leaving the Shell Shops

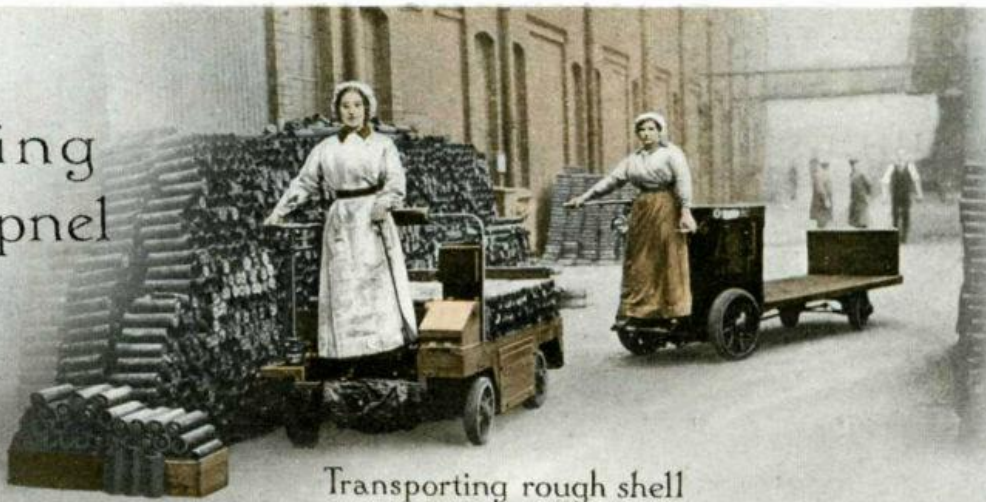


In the Aeroplane Dept

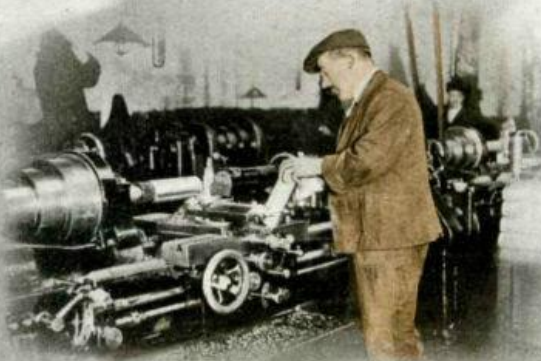


Making Gun Mountings for 12-pounder Naval Guns,
for arming merchant vessels against submarines

Making Shrapnel Shell



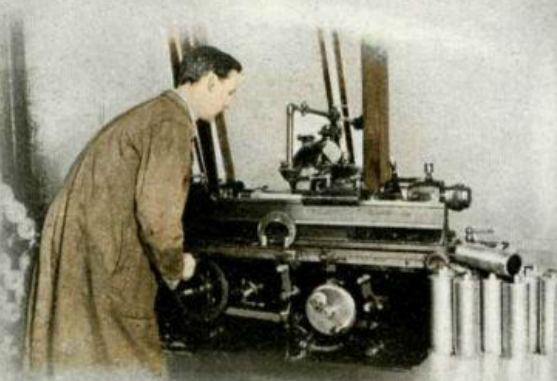
Transporting rough shell
bodies by electric truck.



Turning



Nosing



Grinding



Pressing on the bands



Gauging the finished
Shell bodies

Making Shrapnel Shell



Fixing the Diaphragm



Loading with Bullets



Adding Flash and Smoke Composition



Varnishing and Finishing



Packing in Boxes

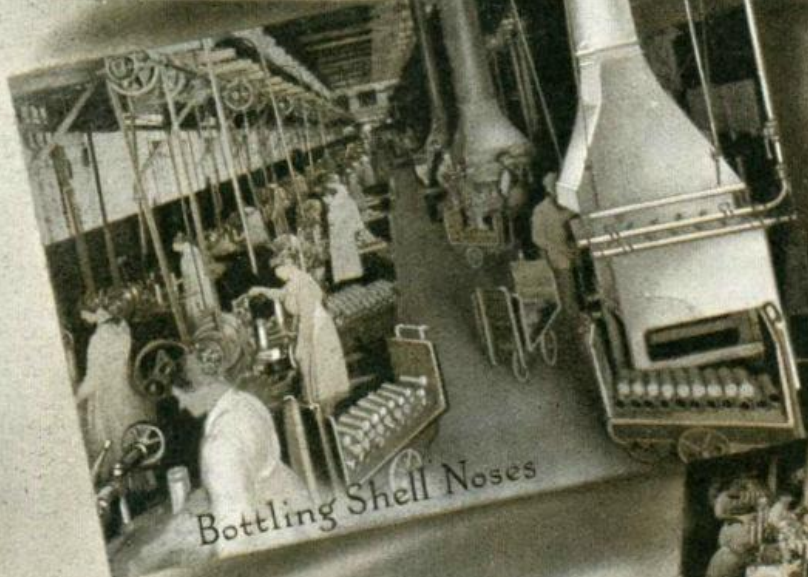


Marking Boxes
Ready for Despatch



Pressing on Copper Bands

Views in Shell Shops



Bottling Shell Noses



Finishing and Assembling



Shell Inspection



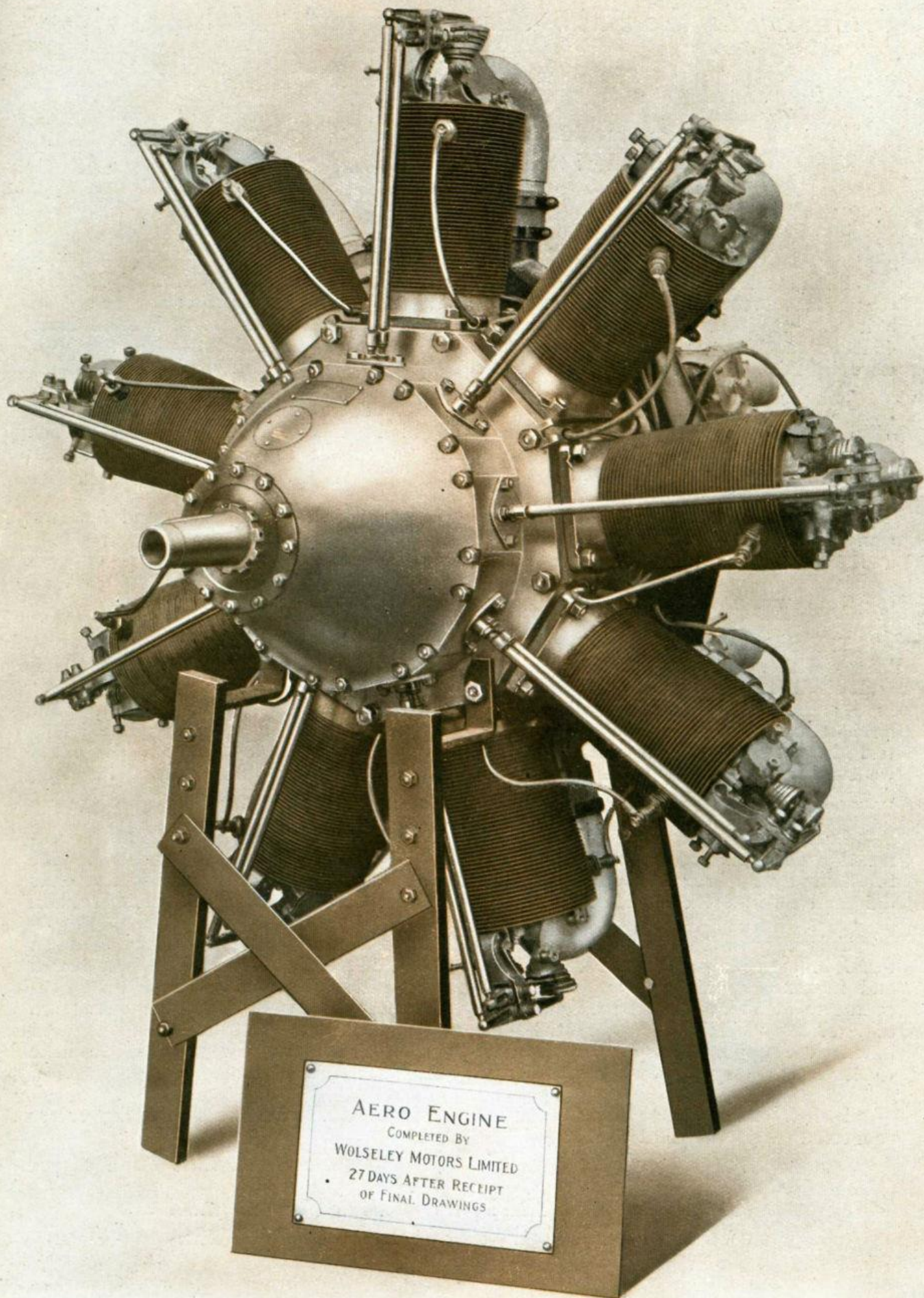
One of the "Wolseley" Chassis Testing Shops. - photographed before the War.



A remarkable transformation. View of the same shop turned into a Shell Factory.



Women Munition Workers Machining 18-pdr Shrapnel Shell.



AERO ENGINE
COMPLETED BY
WOLSELEY MOTORS LIMITED
27 DAYS AFTER RECEIPT
OF FINAL DRAWINGS

Testimony to the S.E.5 Aeroplanes and "Wolseley-Viper" Engines

These machines were amongst the most successful of the British Fighting Aeroplanes.

IN THE FIELD,

February 3rd, 1918.

I am glad to be able to tell you that the S.E.5, fitted with "Wolseley" Engines, continues to do most excellent work out here. It may not be known to you, but may be of interest, that Voss, the crack German pilot, who was credited with having brought down 46 Allies' machines, was shot down in combat with an S.E.5. I have talked with pilots who were in this fight, and they all tell me that Voss was an amazingly clever flyer, and that unless they had been flying a really first-rate machine like the S.E.5 they would have stood no chance against him. There were about equal numbers of S.E.5's and enemy scouts actually engaged in this combat, but other enemy aircraft were hovering over the fight, waiting a chance to dive down on any of our machines.

Our pilots foiled an attempt at such an attack by keeping Voss and his two companions closely engaged, and here again only speed and handiness (with power and flexibility of engine) of the S.E.5 allowed them to succeed.

Voss was flying a tri-plane, and fought magnificently.

The S.E.5 pilot who brought him down succeeded in getting in several good bursts without apparent effect, but eventually he got a little above the tri-plane and dived, firing straight at it, with Voss coming at him, nose on. The S.E.5 put in a whole drum of Lewis and a corresponding number of Vickers, but Voss held straight on, and the S.E.5 actually cleared his wing tip by inches, zoomed up, turned, and saw the tri-plane with engines apparently off, gliding west. The S.E.5 went after him, and put in another burst, and saw the tri-plane turn, still going down.

Immediately after, this pilot became engaged with another of the Huns, a red-nosed Scout, and with a short burst put him spiralling down, out of control. The S.E.5 pilot who brought Voss down did not actually see him crash, but other pilots did, and he and the smashed tri-plane were afterwards picked up behind our lines.

This happened some little time ago, but it is not generally known that an S.E.5 brought down this crack German, and I think it is worth putting on record and informing your workers. It should be of interest to them, and, I hope, encouragement to go on producing as many of these fine machines as they can turn out. Every possible one is wanted out here, and since a great deal hangs on our having the upper hand in the air fighting within the next few months, we hope to have the largest possible number of S.E.5's in the fighting.

I shall endeavour to inform you from time to time of other interesting events connected with the S.E.5.

(Signed) A. E. EWART (Capt.)

(The machine which actually brought down Voss was fitted with a "Viper" Engine built in the Wolseley Works.)



One of the Aeroplane erecting shops.



A "Wolseley" built SE5 Aeroplane, with
Wolseley "Viper" Engine

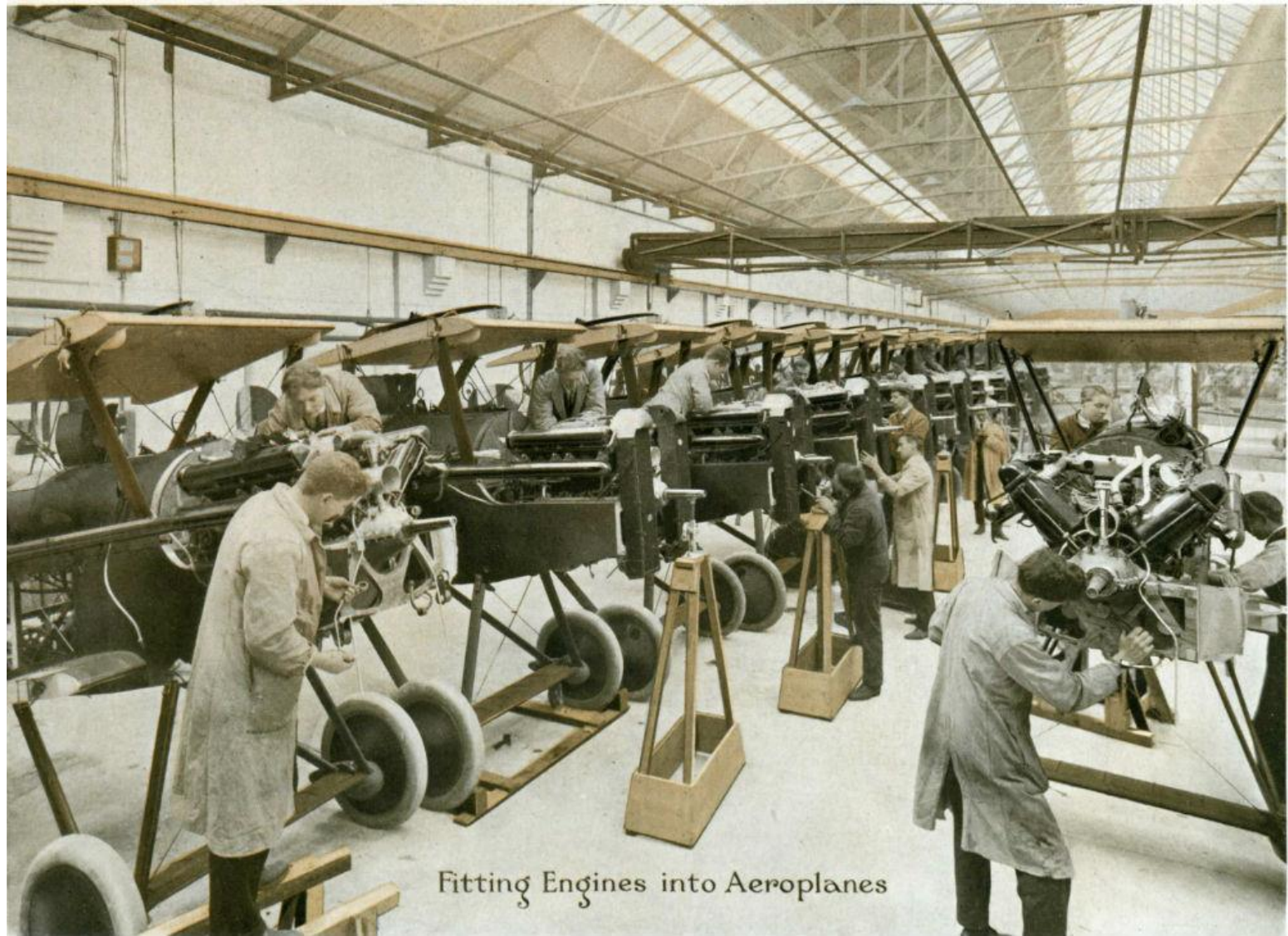
WOLSELEY MOTORS LTD. RECEIVED
THE FOLLOWING MESSAGE FROM
THE AIR MINISTER, March 22nd, 1918.

"BOYD CABLE WIRES FROM THE FRONT
AS FOLLOWS:

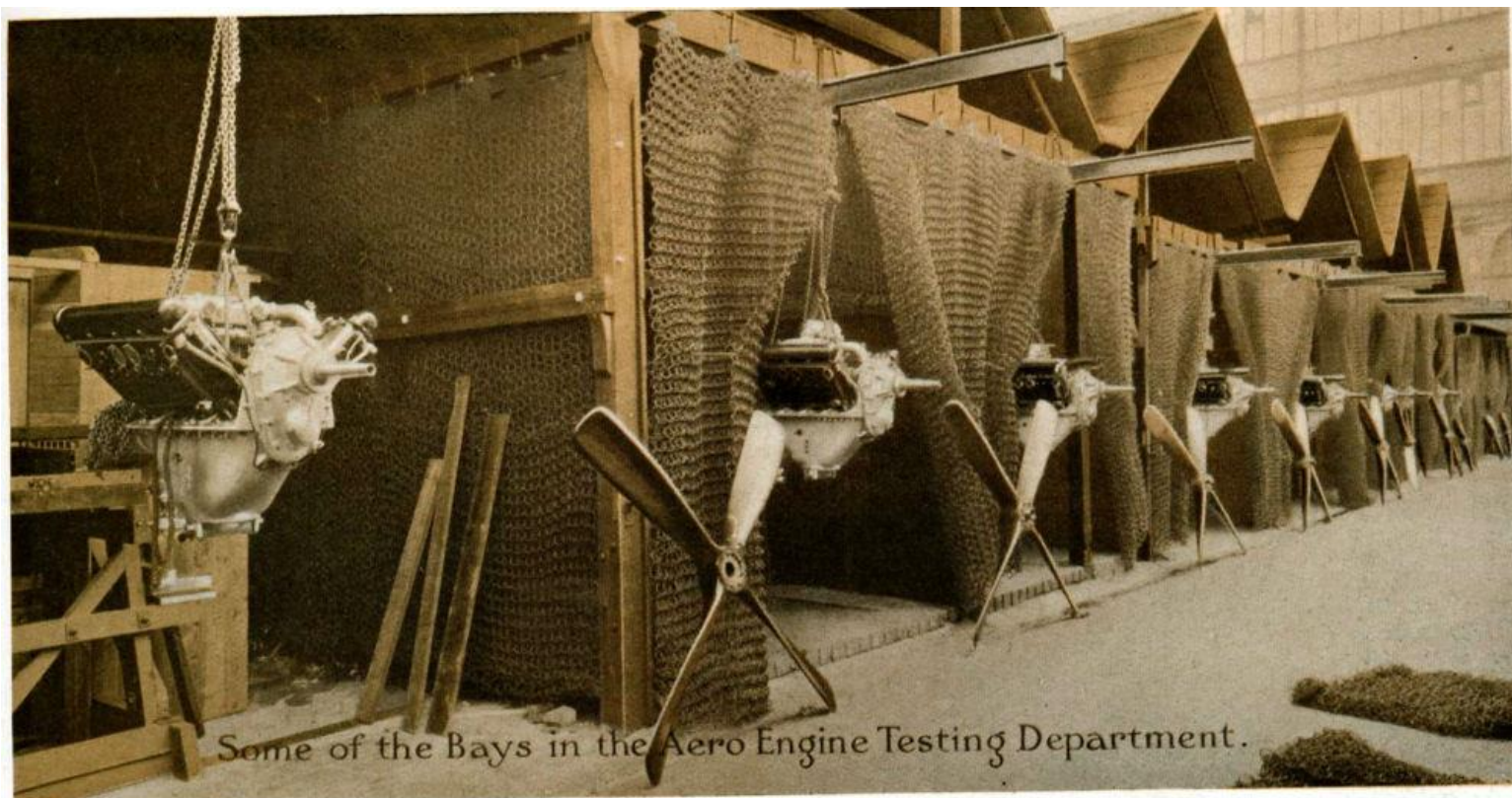
'Out of total 274 Huns in four weeks,
108 downed by "Wolseley" Engined S.E.5's.'"



Erecting Aeroplane Fuselages.



Fitting Engines into Aeroplanes

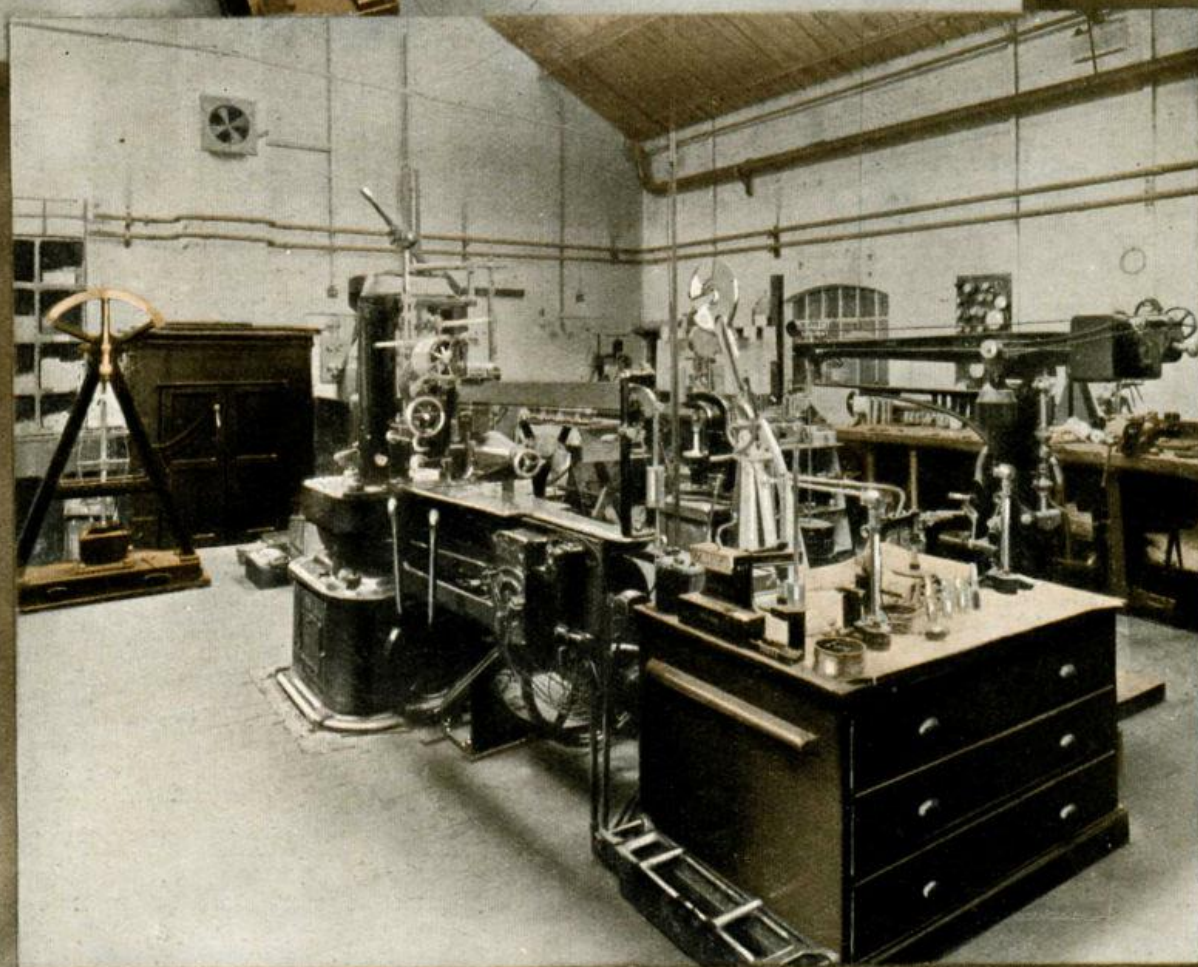
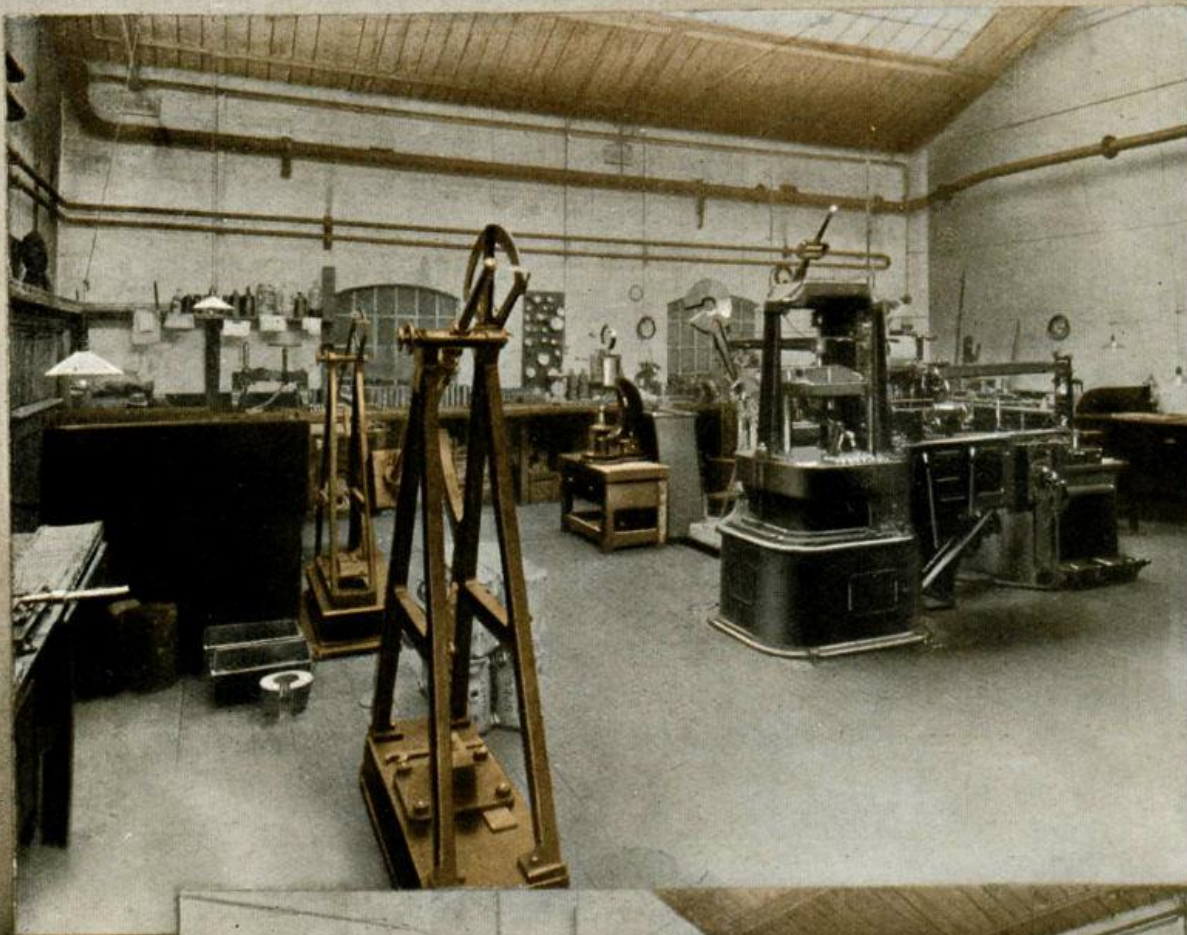


**Telegram received by WOLSELEY MOTORS, LTD., from
General ALEXANDER on April 18th, 1918:—**

“Secretary of State for Air and Air Council ask me to convey to your firm, your staff and workers, their sincere thanks and appreciation for your able efforts during the past six months, which have enabled the Royal Air Force in the field to receive such satisfactory supply of aircraft equipment, and to make good their losses during the unexampled fighting of the last month.”

In reply, the following wire was sent by the Management:—

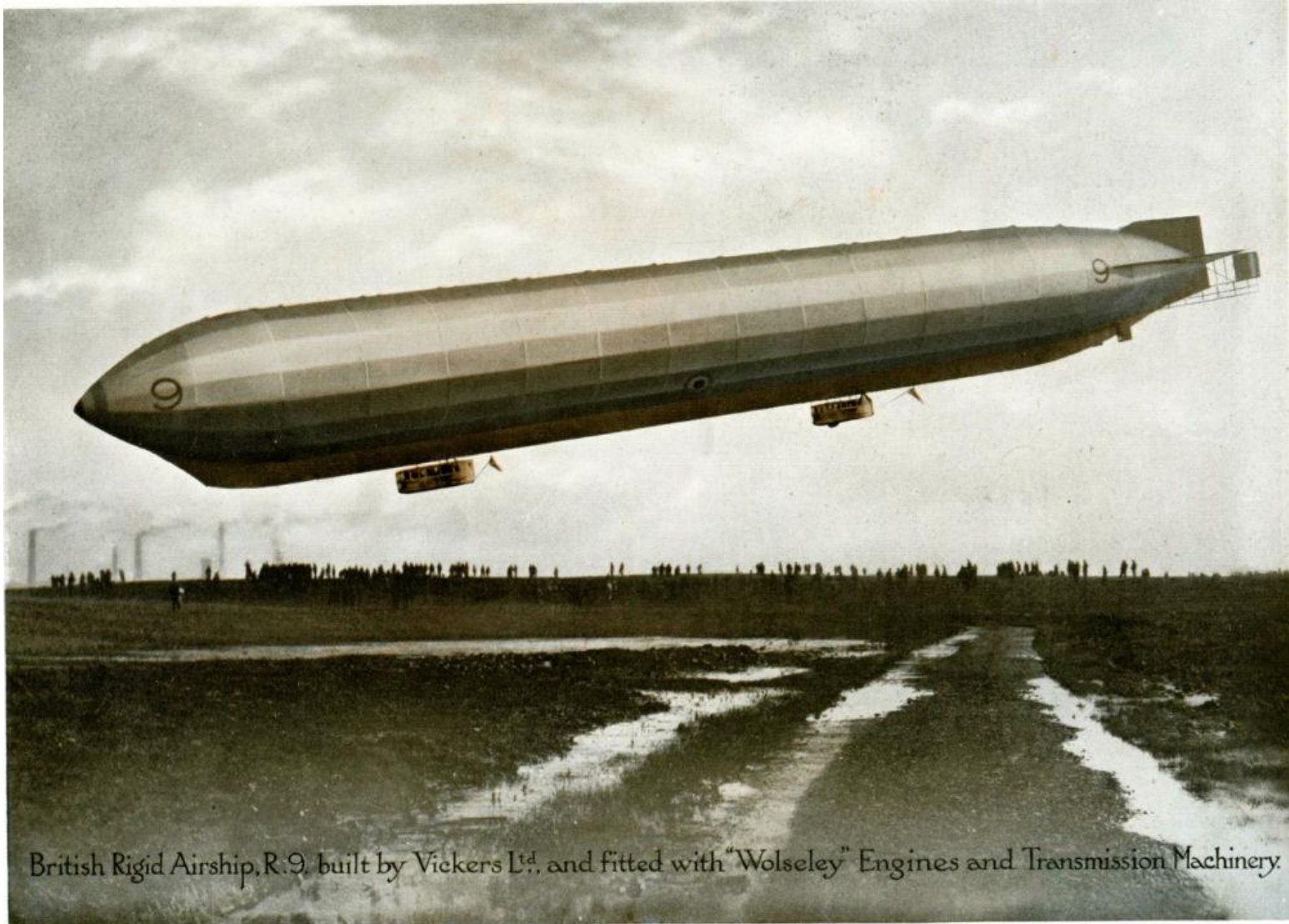
“We beg to thank you for your telegram just to hand, and highly appreciate the message from the Secretary of State for Air and Air Council. Please rest assured that no effort on the part of our staff or men will be spared to meet the Government requirements for Wolseley ‘Viper’ Engines and Aeroplanes.”



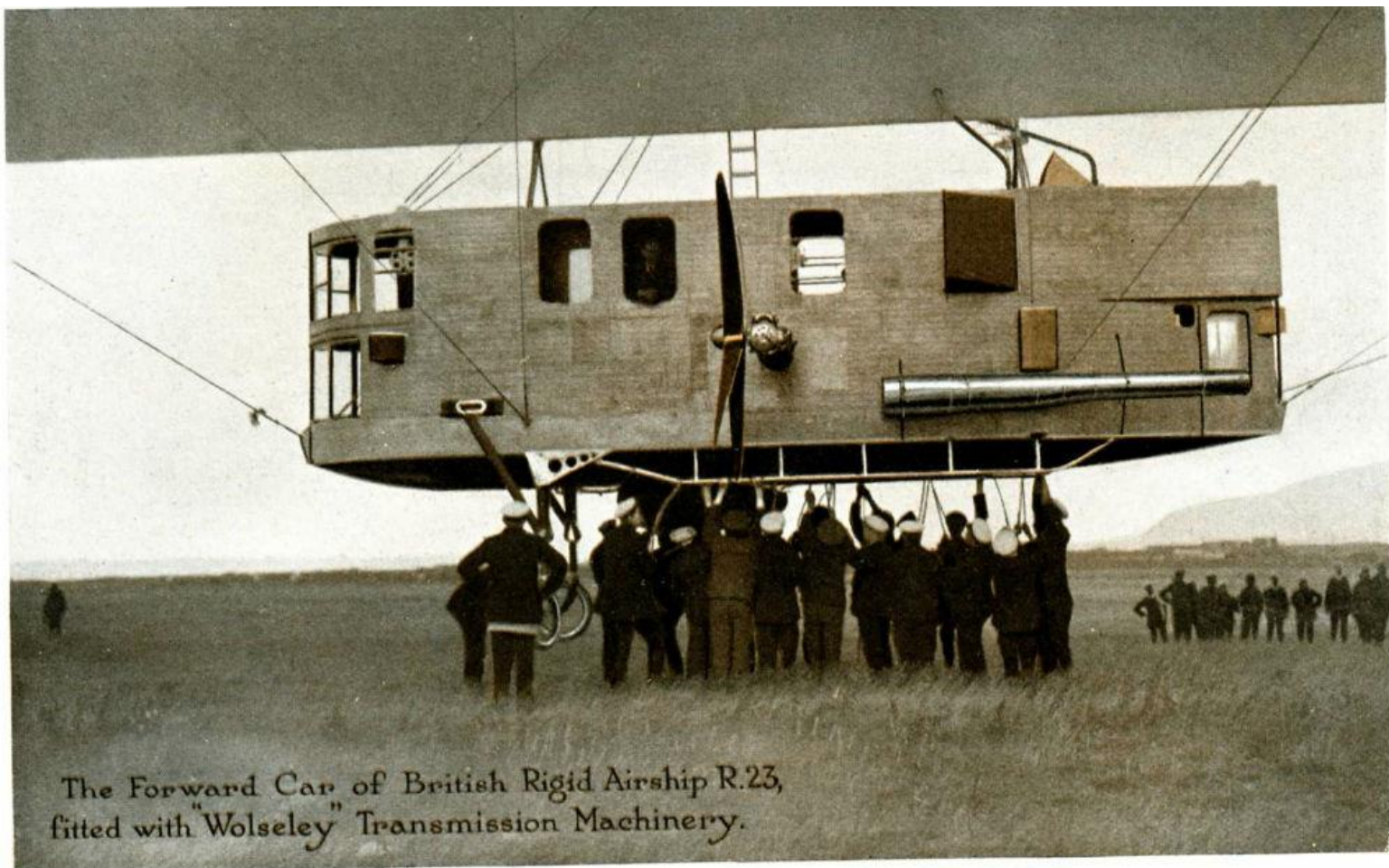
Where the "Wolseley" Raw Materials are tested.
Physical Laboratories at the "Wolseley" Works.



Chemical Laboratories at the Wolseley Works.



British Rigid Airship, R.9, built by Vickers Ltd., and fitted with "Wolseley" Engines and Transmission Machinery.



The Forward Car of British Rigid Airship R.23,
fitted with "Wolseley" Transmission Machinery.

"Wolseley" Cars in the War Area.

MESSRS. WOLSELEY MOTORS, LTD.

July 20th, 1917.

DEAR SIRs,

It is with great pleasure I write to you of the splendid success of our six six-cylinder Wolseley Cars on this Headquarters Staff.

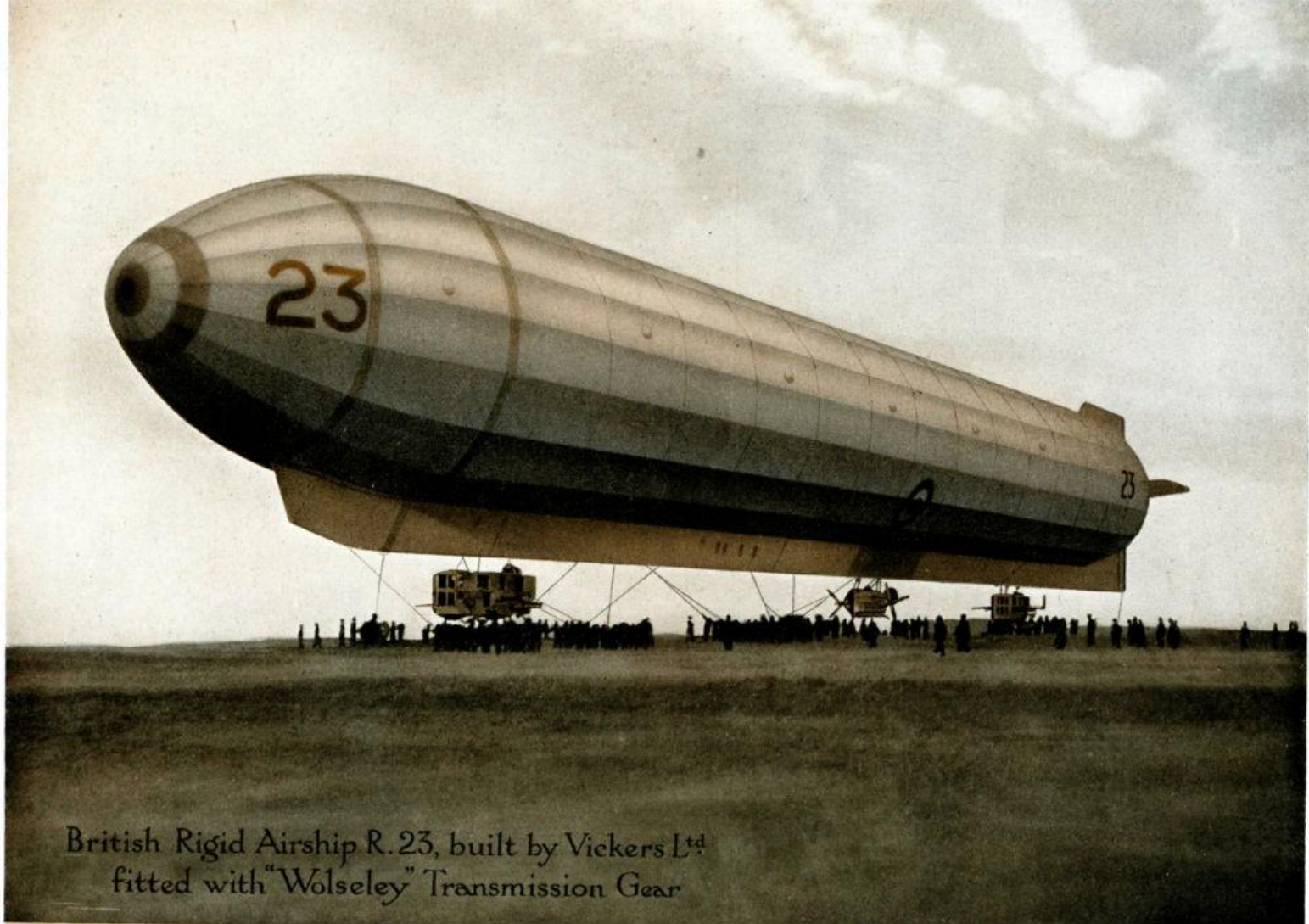
For the past two and a half years these cars have had to do the most strenuous work, always being in great demand by the officers owing to their being so very comfortable, and the wonderful average of speed they maintain. They have given very little trouble considering the terrible state of the roads, being at work practically every day, each of the fleet having averaged between 50 and 60 miles per day. They were at work during the whole of the Battle on the Somme, where the roads were in a most deplorable state, especially during the latter part, when we had so much mud to contend with. They were also at work during the recent Battle of Arras, where the roads were little or no better.

We have several makes of car on this Staff (Staff Cars, 1st Echelon, G.H.Q., B.E.F.), but I venture to say that none other has stood the test so well all round as the Wolseley, notwithstanding that two of them are early 1913 type, and the other four came to us in 1914. I have driven different makes of car out here, but prefer the Wolseley, owing to everything being so very accessible. The oil system is perfect, and has given me no trouble, and the large capacity petrol tank is a boon, especially to us with the long journeys we frequently have to make. The carburetter gives highly satisfactory results, and the engine and transmission is all that can be desired.

I have driven several types of Wolseley Cars before the war, and cannot speak too highly of them either at home or out here, and I am anxiously waiting the time when I can take up my old place behind a Wolseley wheel in Blighty.

(Signed) L. J. HIGGS,
Mechanical Cpl. i/c.

(Continued on page 45.)



British Rigid Airship R.23, built by Vickers Ltd
fitted with "Wolseley" Transmission Gear

Staff Cars
at the
Front



Picardy



Flanders



Mesopotamia



1. Bringing up Wounded Man.



2. Lifting Stretcher into Position.



3. Slipping Stretcher Home, & Buckling up



4. Closing Ambulance.

Operating a Wolseley Ambulance
in the Firing Line in Flanders.



5. Off to the Hospital.

"Wolseley" Cars in the War Area—(continued).

HEADQUARTERS CAVALRY CORPS,
BRITISH EXPEDITIONARY FORCE,
Sunday, April 4th, 1915.

Messrs. WOLSELEY MOTORS, LTD.

GENTLEMEN,

I thought perhaps the enclosed photo. might be of interest to you. I felt I must have photo. taken and send you, as the car really has done marvellously well. I left England in August, and have driven it till the present day, and she runs almost as well now as when I took her over. The only thing done to her has been oil and grease. I assure you I have driven her thousands of miles over most fearful roads—shell torn and traffic torn—in fact, roads one would hardly venture to drive a horse and trap over in England, but still she is going strong, and I freely admit I shall be loath to part with her. The times she has been under shell fire are too numerous to mention, but I never had the slightest difficulty in starting and getting away. I thought perhaps it might interest you to know she has done so well, hence my sending.

(Signed) W. S. (Driver 1959, A.S.C.)

TO MESSRS. WOLSELEY MOTORS, LTD.

BOMBAY, 26th August, 1916.

SIRS,

The enclosed is an account of the 16/20 Wolseley Car owned by Sir John Nixon, and driven by me during his command in the field in Mesopotamia.

I took over the car on the 17th August, 1915, at Basra, Persian Gulf, to drive and look after same for the Army Commander. On the 25th August, 1915, I left Basra with the Wolseley car on a boat, to proceed up the river Tigris to a place some 30 miles this side of Kut-el-Mara. The car was taken off the river boat, and from then up to the month of December, 1915, it was being used continuously by the General and his Staff. It also did splendid work at the battle of Kut-el-Mara in September, 1915, when I drove the Commanders about the field of action, and brought in wounded from the position to the hospital boat, a distance of many miles across rough, broken country full of swamps. The car was running all day and night, stopping only for petrol supply, eight to ten men at times being put into the car, and rifles to the number of 50 on the luggage-carrier. The car at times would sink up to the springs, the ground traversed being so bad that only first and second speeds could be used. When the forces pushed on into Kut after the battle I drove the Wolseley car, which had only 6½ inches clearance, into Kut, with a full load up, and at times it became necessary to use the pick and shovel to dig the car out of Nullas, which run parallel with the Tigris. The engine never once stopped even for petty adjustments, and often went miles before water was obtained to refill. In sandy parts tyres had to be deflated to get along, and then only on second gear. The car was used extensively at the battle of Ctesiphon, in November, 1915, bringing up food and water from the river to the field of action, and conveying wounded back to the Hospital Boat.

Colonel Beach was badly wounded standing behind the Army Commander at the battle of Ctesiphon, and was motored back to the Hospital Ship in the Wolseley car. On the retirement from Ctesiphon to Kut-el-Mara, the car performed its work splendidly, and did good service in helping along the wounded. It proved very useful to General Townsend and his Staff at Kut before the siege.

This Wolseley is still in splendid running order, and performing its work in Mesopotamia.

(Signed) F. H. HANLON, 2nd C.V.R

"THE WOMEN OF PERVYSE."

The facing photographs show the celebrated "Women of Pervyse"—the two intrepid English ladies who for three years maintained a concealed dressing station, famous as the "Cellar House of Pervyse," in the actual fighting lines on the Belgian front. The following extract from a letter to us by the Baroness T'Serclaes shows how well their Wolseley Ambulance did its duty.

"Oh! how we long for the Wolseley—one feels lost without it. However, we must make the best of things, and it will be lovely having her back as new. I hope you will show her to everyone in Birmingham, because hers is a wonderful record—three years' work night and day, and evacuated over 2,000 wounded and sick in one single ambulance; and barring punctures, and the one big trouble when she broke her front axle by falling in a shell hole, she has never broken down. We miss her dreadfully—she is awfully well known out here, and she goes by the name of 'The Wonderful Wolseley,' even among the soldiers."

Extract from "THE CELLAR HOUSE OF PERVYSE."

(Publishers—MESSRS. BLACK, Ltd., Soho Square.)

PAGE 236.

"The Wolseley car, already mentioned as having been presented by Sutton Coldfield and district, did wonderful work. Mairi says of it, 'It is a car in a million.' Since March, 1915, up to the time of writing, it has carried 1,500 sick and wounded men, and that without any breakdown—a record any car might be proud of. The car has always been driven by one of the Two themselves, and that has helped to keep it in order, for careful driving goes a long way towards preserving the life of cars."

PAGE 240.

"One day the Two were at Oestkerke, when the shelling was very hot. Every movement must have been visible to the enemy. They were in the Wolseley Ambulance, and turned to the right at some cross-roads and drew up beside a farmhouse. A captain came out from the house and told them there was a wounded man in the village needing them, so they turned and raced back to fetch him under a killing fire. They managed to find him, and dashed back, though one shell burst right behind the car. Gipsy, who was in the front seat beside the chauffeur, looked sharply back, expecting to see that the rear part of the car had been sliced off. But for the splendid qualities of the Wolseley car they would never have got out alive, and the Sutton Coldfield donors may feel satisfied that their contributions have achieved notable work. It was for this feat they were mentioned in despatches. The orders of the day ran:—

"J'exprime tous mes remerciements a Madame Klocker* et a Mademoiselle Chisholm pour le nouvel acte de devouement qu'elles ont pose le 25 courant en allant relever un de nos blesses dans une endroit battu par l'artillerie ennemie."

* Now Baroness T'Serclaes.



The heroic "Women of Pervyse," Miss Marie Chisholm and Baroness T'Serclaes, with their "Wonderful Wolseley" Ambulance on the Belgian Front.





“Wolseley” Cars in the War Area—(continued).

SOMEWHERE IN FRANCE,
January 12th, 1918.

MESSRS. WOLSELEY MOTORS, LTD.

DEAR SIRs,

I am sending you a photograph of part of a section of Wolseley Ambulances, three of a number of fifteen in this Division. They have been serving with various units since early in 1914, and it may interest you to know they have given very satisfactory service.

The centre car is one of your six-cylinder 24/30 h.p. models, as you will see, and the other two 16/20 h.p. models.

The signatures on the photograph are those of the drivers on their respective cars, who join with me in saying that from personal experience the Wolseley car on war work is one of the best, and we can testify that they have had some stiff times in several of the “big pushes” out here.

The rest of the men on the photo. include the R.A.M.C. orderlies with the ambulances, the motor cyclist, Section Sergeant, and the Second in Command of our unit; he will be seen in the centre of driving seat on the centre car.

Wishing you every success, and confident that while Wolseley cars maintain their present standard they will be hard to beat

I remain,

Yours sincerely,

PTE. H. HONEYBONE, 103075,
A.S.C., M.T., 130th (St. John) Field Ambulance,
B.E.F., France.

(Continued on page 50.)



With the Indian Cavalry in France.

"Wolseley" Cars in the War Area—(continued.)

FIRST BIRMINGHAM WAR HOSPITAL,

RUBERY, BIRMINGHAM, *February 14th, 1917.*

MESSRS. WOLSELEY MOTORS, LTD.

DEAR SIRs,

Perhaps you will be interested to learn of the behaviour of a car of your manufacture. I was, up to being wounded, a car driver in France; my car was one of yours, and same was simply "the thing." I have driven her over all kinds of roads, axle deep in mud, and great holes in many places, in fact, often have I wondered that she was not broken in two, but I am pleased to say I never had any engine trouble and I had the same car for upwards of twelve months. When the Battle of Messines took place her petrol tank was pierced by shrapnel, and also the rear tyres, and she pulled myself and two officers and a sidecar machine, with passenger, out of the danger zone, with only a wood plug driven into the tank to prevent losing all the pressure.

Yours faithfully,

J. R. CURTIS, Despatch Rider, R.A.

P.S.—I was wounded whilst riding a motor cycle after repairing same on the Menin road.

ENDON, STOKE-ON-TRENT,

July 6th, 1917.

MESSRS. WOLSELEY MOTORS, LTD.

DEAR SIRs,

I cannot let the opportunity of my being on leave in England pass without writing to tell you of the pleasure I have had during the last two years in driving one of your cars on active service in France.

The car has been employed on the Headquarters Staff of the Inland Water Transport, and has not given a moment's trouble since I took it over in August, 1915. As you doubtless know, the roads out there are anything but good, and some of the canal banks along which I often take the car are in such a condition that, before the war, I should have thought twice before taking a horse along them.

Of course the car has worn, but the thing that pleased me when I took it down a few months ago was the evenness of the wear in the whole of parts; there was no abnormal wear anywhere. I am sorry to say I have no record of the mileage done, but as a 200 mile run in a day is by no means unusual, you will see it is considerable.

You will know my opinion of your car when I tell you that I had the opportunity to exchange it for a new car of higher power, and I refused.

Thanking you again,

Yours truly,

(Signed) J. G. BILTON, A.S.C.

CLAIMS COMMISSION, BOULOGNE BASE,

B.E.F., FRANCE, *July 16th, 1917.*

MESSRS. WOLSELEY MOTORS, LTD.

DEAR SIRs,

I have driven one of your 16/20 h.p. Wolseley Cars out here since October, 1915, to the present date, the car having done a great mileage, and it is practically in as good condition to-day as the day I took the car over. The car was not new then, and has been driven by me practically all over the country and on some of the roughest roads in France and Belgium. It was in the workshops for complete overhaul last July, and all that was required new was shackle pins and bushes for universal joint and tie rod.

Yours faithfully,

DRIVER J. MORTERS (M. 38463), A.S.C., M.T.

(Continued on page 53.)



A Convoy of
"WOLSELEY" Transport Lorries
conveying troops back to the base.



Men of the Irish Brigade
going back in "WOLSELEY" Lorries
after the taking of Guillemont.

"Wolseley" Cars in the War Area—(continued).

HEADQUARTERS STAFF, 49TH DIV., B.E.F. 27th September, 1917.

To Messrs. WOLSELEY MOTORS, LTD.

DEAR SIRS,

It has occurred to me that you may be pleased to hear of the performance of one of your 16/20 Landaulette models, which has seen practically continuous service for 15 months, and has traversed some of the very worst roads in France. A more reliable car has yet to be created, and the Wolseley out here has earned great distinction as regards reliability. I have never had an involuntary stop, and the conditions out here are, as you are doubtless aware, anything but ideal.

The engine runs as smoothly to-day as the day I took it over here, and I must take this opportunity to praise and to thank the designers of such a perfect model of engineering skill.

The Wolseley has the reputation of the "no trouble car," and I am sure that all Wolseley drivers out here are of the same opinion.

I have had experience with cars of all descriptions now for over eight years, and consider, apart from the power question, that the 16/20 Wolseley is absolutely the finest all-round car manufactured.

Faithfully yours,

(Signed) FREDERICK S. GIBSON (074034),
M.T., A.S.C.

To Messrs. WOLSELEY MOTORS, LTD.

19th June, 1918.

GENTLEMEN,

I enclose a photo. of Wolseley Car No. 562, which has been on active service since 1914. I am forwarding the photo. to you thinking it will interest you to know that this car has done and is still doing yeoman service. If it came to an argument I dare say this is one of the hardest worked cars in France at the present time. I generally leave my billet at 9 a.m., and very seldom return until 7 p.m. and 8 p.m. week in and week out. I have just reckoned up the mileage since the end of March, and the distance covered is 6,000 miles.

The engine of the car and other internal parts are still in a magnificent condition, and she runs as smoothly as when she first crossed the water.

Trusting this be of interest to you,

I remain, yours faithfully

F. BALSHAW (PTE.), No. 104497, M.T., A.S.C.

P.S.—You may keep the photo. as a souvenir.

BRITISH RED CROSS GARAGE, A.P.O. 3

B.E.F., FRANCE, November 20th, 1918.

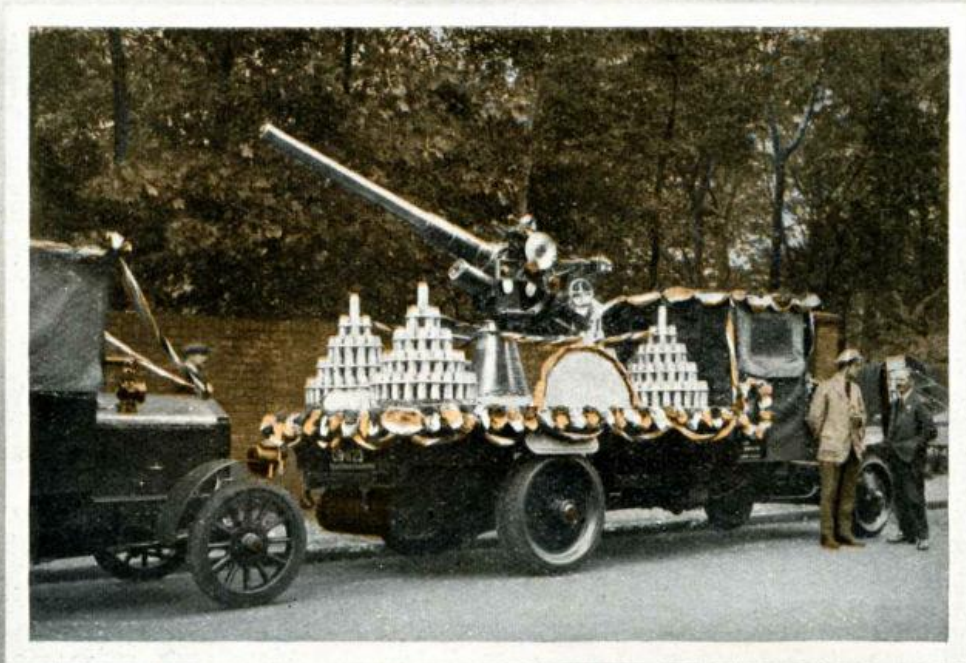
To Messrs. WOLSELEY MOTORS, LTD.

DEAR SIRS,

Perhaps it will be of some interest to you to learn a few experiences I have had in driving one of your Ambulances out here. The car I refer to is one of the fleet presented to the B.R.C. by the Scottish Mine Workers, viz., the "Dennis Bailey Fund" (Chassis No. 23975, Engine No. 416/1634, Car No. 23975). I have driven this car for some considerable period, and have had not the *least* trouble with it whatever. For weeks during the heavy fighting this year and last my car was never cold. We were running at times 22 hours per day. Despite the fact that all our cars stand out in the open, exposed to all weather, I can go to my car any morning, in any weather, and start her up without the slightest exertion. Of course I admit I look well after her (it pays). In peace time I am head chauffeur for a well-known member of Parliament, and I hope to be with him again very soon now.

We have four cars at present, but on my return we intend to convert our old touring car into a shooting party wagonette, and my governor instructed me when I first came out here, three and a half years ago, to form my opinion from experience what car we should select to replace the above. When I was home on special leave recently I spoke to my boss, and related my experience not only with my ambulance but with one of your six-cylinder touring cars, which we have here, and which I have driven some thousands of miles. Censorship prevents me stating a few notable personages I have carried in the latter. (To be continued in our next.) I can, however, assure you that our new car will be a "Six-cylinder Wolseley."

(Signed) DRIVER R. D. HOSKINS.



Wolseley Exhibits in the
Birmingham "Win the War" Day
Procession. Sept 21st, 1918.





The Right Hon. George Roberts, M.P. Minister of Labour,
explaining the "Labour Demobilisation" scheme to the Wolseley employees.

"Wolseley" Cars in the War Area—(continued).

TO MESSRS. WOLSELEY MOTORS LTD.

87TH SIEGE BATTERY, R.G.A.,
B.E.F., FRANCE,
January 6th, 1919.

DEAR SIRS,

It may interest you to hear of the most excellent performances under the most adverse conditions on active service a four-seater open "Wolseley" Car (Chassis No. 23712, Engine No. 303/1634) has put up.

The car came to France with the unit under my command in August, 1915, and has been with the unit ever since. As no doubt you know, a unit such as mine is seldom more than three miles from the front lines, and the car has been parked when not in use near the guns.

Seventy per cent. of duty was under shell fire on the worst possible roads, full of shell holes and mud, and would have been termed impossible by motorists before the war.

The car is always parked in the open, with the hood and bonnet cover on, and has been subject to all weathers.

She has never given serious trouble, and has never let us down on the road by breaking down, &c. The car has done about 40,000 kilometres, and is as good as the day she came out.

I have had one driver wounded and the car hit several times, therefore the change of drivers has not affected the running.

This old Wolseley has outlasted five cars of well-known make in the same Brigade to which I am attached.

(Signed) W. W. WHITE, M.C. (MAJOR).

(Continued on page 57.)



When the Armistice was signed — Wolseley employees demonstrating on the Wolseley Motor Track.



"Wolseley" Cars in the War Area—(continued).

To Messrs. WOLSELEY MOTORS, LTD.

19TH DIVISION HEADQUARTERS, B.E.F., FRANCE,

DEAR SIRs,

April 29th, 1919.

I am sending you a photo. of one of your 16-20 cars which I brought out to France in July, 1915, and I am sorry to say I have lost it about two weeks ago, as it had to go to another Division. This car has had a very rough time out here, being with the Artillery the whole time, and travelling over the worst of roads up to the Batteries. It has been under shell fire practically the whole time except when we were at rest, but I have been very lucky, and only got a few small splinters in the body of the car. I never had any serious trouble whatever on the road, the engine never gave me any trouble, for which I was very thankful. The only repairs which I have had done have been done by our own Divisional Workshops. I might add that it is the only car left out of nine or ten which came out with the Division. The only thing I regret is not being able to take it back to England with me when I go.

You may use this letter as a recommendation of your 16-20 in whatever way you wish.

(Signed) SERGT. JEFFREYS, A.S.C.

To Messrs. WOLSELEY MOTORS, LTD.

GUARDS DIVISION TRAIN,

ARMY OF OCCUPATION, COLOGNE,

DEAR SIRs,

21st February, 1919.

I have read with interest (while home on leave) in a motor journal some records of cars, plugs, &c., while on active service, so I think the following may interest your firm to be as fine a record as possible for one of your 16-20 h.p. cars—Car No. 23,735, Engine No. 34/2031, Government No. 14,839. I drew this particular Wolseley at the Army M.T. Department, Camberwell, the end of July, 1915, to join the Guards Divisional Train at Shoreham. We sailed for France the 20th of August, 1915. Since then and right up to now has done splendid service.

This car has never at any time had a cushy job or well garaged. It has been kept right at it. It has travelled from one end of the British line (when the war was on) to the other as the Senior Supply Officer's car (Major Landon, D.S.O.), who was responsible for the feeding (from the pack train at the railroad, wherever it was) the whole of the Guards Division.

It has never been during the whole of that time, well over three years, under cover more than four months; and while on the Somme from August, 1916, till May, 1919, first at Mindem Post Carnoy, later on at Maricourt, all during the worst winter out here, it never had even a sheet over it. It has never at any time been more than seven miles behind the front line whenever the Division was in the line, and on the advance last September to November, Saulty to Maubege (and the roads were not ideal for motoring as we got on), and then on to Cologne, and out here daily since.

To-day I went to Duren, which is 35 kilos. each way (app. 22 miles) from here. I got there in one hour, and came back just under, on a bad road full of pot holes—not so bad!

Now during the whole of the time, from August, 1915, till now, only once have I been stuck with engine trouble, and that was when the magneto refused to spark.

While on the Somme in 1916-1917, when the roads first gave way, and again after the very severe frost, it was nothing to travel miles and miles on first and second speed through 6 to 18 inches of thick stiff mud and holes. Only those who saw the Somme roads then fully understand what they were really like. All horse wagons always had double number of horses on them that time to get through, but the old 16-20 plodded on all the time.

Now to give you a few details of what new parts have been fitted to this car during the whole time:—One new piston, connecting rod complete, magneto (when the other stuck), four gudgeon pins, needle and jet for carburetter, four sparking plugs, timing chains, two valves, and new bushes to fan. That completes the number of parts fitted to engine. It hardly sounds true, but I can assure you it is so on my word!—after doing between 40,000 to 50,000 miles, putting it mildly, under active service conditions.

It must be understood that the engine has had three M.T. Workshop overhauls, and each time all crank bearing big ends and general slackness was taken up; but beyond what I have stated all are original parts fitted by you when it was erected as follows:—Cylinders, radiator there pistons, three connecting rods, four valves, crankshaft, all valve tappets, camshaft never once been removed from its bearings the whole time. All oil pipes, water pump, and all connecting rods, carburetter (except needle and jet), flywheel, clutch, and all clutch plates original ones. Gearbox (this has also never been touched, only washed out and refilled), both shafts, all bearings, and all gear wheels as fitted by you. This box still has the original split pins in bolts that hold the box in position. Foot brake drum original (all brake liners until May, 1918). Propeller shaft, torque rod, and back axle complete as fitted by you (the back axle was taken apart by me during my second overhaul). It was inspected by the officer in charge of workshops, cleaned, re-erected, and has carried on since, and has all five original wire wheels.

Now I consider myself (and I am a chauffeur in civil life, and had been so many years before the war) that this is a wonderful record for your cars, and I am very proud of it. The Division will soon be proceeding to England to be demobilised, and I myself will soon be for England and demobilised, so I thought I would send you along this record now, before I leave 14,839 to carry on with some other driver, who will not know her record. She has been a good car, and our country never lost much on what the cost was and the work it has done.

Believe me, Sirs,

Yours respectfully,

W. SAGE (Pte.), M/2106251.



Reconstruction:— The first batch of Cars made since the Armistice, ready for despatch, March 1919.