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1s. 6d.

# WOLSELEY CARS

1919—1946

*Their Features and Characteristics*

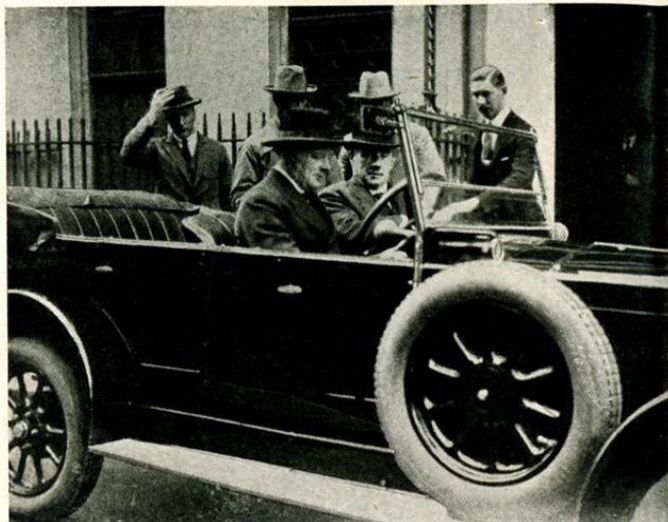
Compiled by  
HERBERT L. WELSH

*Fully Illustrated*

AUTO-SPOTTERS SERIES

THE OFFEN PUBLISHING COMPANY  
REDHILL — — SURREY





MR. CHURCHILL, AS CHANCELLOR, TAKES HIS PREMIER, MR. BALDWIN, FOR A RUN IN HIS WOLSELEY

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## FOREWORD

Stand by a main road on a Saturday afternoon. Cars streaming by—hundreds of them. Now! Here comes one—large, black, a saloon, travelling fast—a few seconds, and it's gone. What was it? It could have been any one of a dozen different types. Did you know the difference? You did? Good. You knew the make. Well, what model was it? Ah, that makes it a bit harder. Was it an old one? No, it didn't look very old, and yet, somehow it didn't look very new. There was something about it, but you couldn't quite tell—something you couldn't be quite sure about—something intangible. If you knew the make, why not the model? Each one differs in some form or another. It's too difficult you say? Well—perhaps it is, if it means making copious notes of every car you see, and sorting them all out. But—if all the numerous small points which make one model distinguishable from another are embodied in a small booklet such as this, then, with a little care and a little study, there is no reason why you should not be able to identify any British car on the road at a glance.

The products of the motor industry of this country are second to none; to know something of them gives one a sense of satisfaction; but identification is the first essential. So if you would know something of British cars, I say to you—first go out, spot them on the road.

H. L. W.



## WOLSELEY CARS

The works of Wolseley Motors Limited have, from their inception, produced cars of exceptionally high quality and performance, and it is interesting to compare the standard of the motor cars of to-day with, what are mistakenly considered by some, the old creaks of earlier days. For instance, twenty-four years ago a 10 h.p. Wolseley, modified to suit track conditions—which included the fitting of a racing body—broke the British Double Twelve Hour Record for the light car class. It was driven at the Brooklands track for twelve hours continuously, travelling 843 miles at an average speed of 70.32 m.p.h. The next day, after having been locked up for the night, it was driven for a further twelve hours and at the conclusion had covered 1,456.6 miles at an average speed for the 24 hours of 61.06 miles per hour. This, one must agree, was a phenomenal performance for a car of such size, but it does not end there. A few months later a 15 h.p. Wolseley, again suitable modified for the track, made a similar run. After the first twelve hourly period it had covered 1,015 miles at an average of 84.64 m.p.h., and had set up no fewer than 40 records in Class D, from 100 to 1,000 miles, from 100 to 1,600 kilometres, and from one to 12 hours, and in addition, the distance covered was sufficient to give it the 13 hours record also.

According to the regulations at Brooklands, not more than twelve hours could be run in one stretch, and the car, still in good shape, was sealed up with a view to further attempts at records on the follow-

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ing day. During the next day the car ran for a further 12 hours, bringing its total mileage up to nearly 1,923 miles, thus for the 24 hours averaging a speed of 80.10 m.p.h. At that time this performance constituted the double 12-hour record in Class D, and also the British Double Twelve Hour Record, irrespective of class.

Admittedly the cars of yesteryear were not, if judged by present standards, things of beauty, as

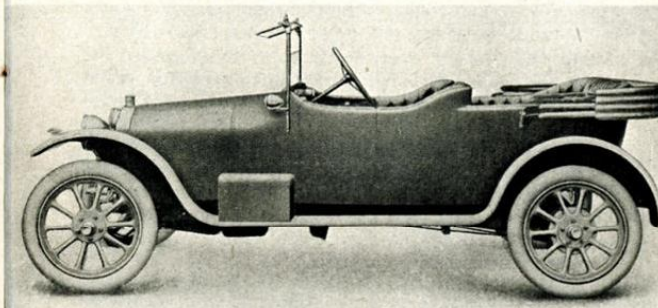


FIG. 1. NOVEMBER, 1919: "TEN" H.P. THREE-SEATER

far as external appearance was concerned. Nevertheless, the necessary "urge" was present, and perhaps the beauty of the cars of this time was confined to what is commonly known as "the works," where all the skill, the pride, and the craftsmanship that went into their production, resulted in a first-class example of engineering of that era. Who, then, shall venture to criticise because, perhaps, in progress the coachbuilders lagged behind? It is regretted that it is impossible

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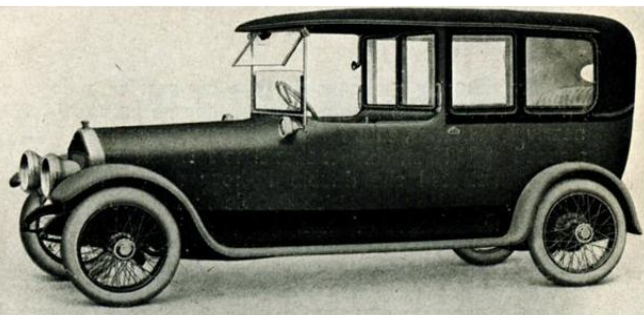


FIG. 2. NOVEMBER, 1919: "TWENTY" H.P. LANDAULETTE to describe, or even illustrate in this booklet the many types of car produced during earlier years, but elsewhere in these pages will be found illustrations (Figs. 1-5) of a few of the more interesting models, produced subsequent to World War I.

Perhaps one of the most interesting of these earlier types was the Wolseley 7 (Fig. 4), and whilst it is not very likely that one will be seen on the roads to-day, no excuse is offered for describing this little car in some detail.

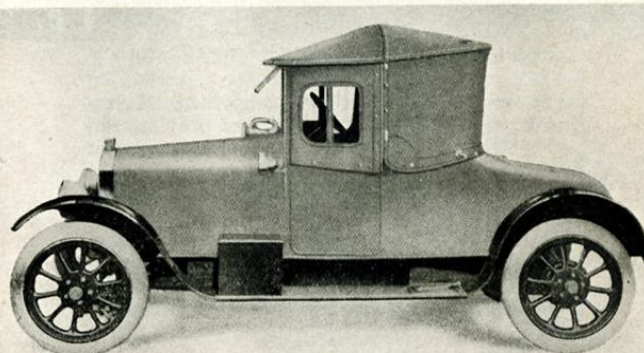


FIG. 3. 1921: "TEN" H.P. TOURER WITH ALL-WEATHER CURTAINS IN POSITION

Although comparatively small and light in weight, this car was built to the usual Wolseley standards and possessed throughout well-known features of big car practice. Its performance is best illustrated by the fact that at its first public performance in the Scottish Six Days Reliability Trial it was awarded the only gold medal in its class. The engine was of the horizontally-opposed twin cylinder type, water-cooled, with a bore and stroke of  $3\frac{1}{4} \times 3\frac{3}{8}$ ". Whilst not being quite so smooth running, this two-cylinder engine possessed advantages over the miniature four-cylinder engine of this time, as the cylinders being of more ample proportions, gave better performance on hills, the water passages being larger and more efficient, and the engine more durable. Undoubtedly this car was ahead of its time.

Space precluding a really detailed account of each and every model produced, introduces the difficulty of knowing exactly where to start. If we commence too late in the day then the interest of the earlier type is lost, on the other hand, to start with the earliest of models is to cause the reader a certain amount of dissatisfaction, as it is rather unlikely that they will be seen on the road to-day, except on extremely rare occasions.

However, if the reader is to be a "car spotter" of any standing at all, he must be in possession of the knowledge, even though he may seldom require to apply it, and with this in mind we return to the year 1931.

### 1931

This year saw the introduction of the Hornet and Viper series. These were a departure from the 12 and 16 h.p. models previously manufactured, both with regard to price and body styles, and

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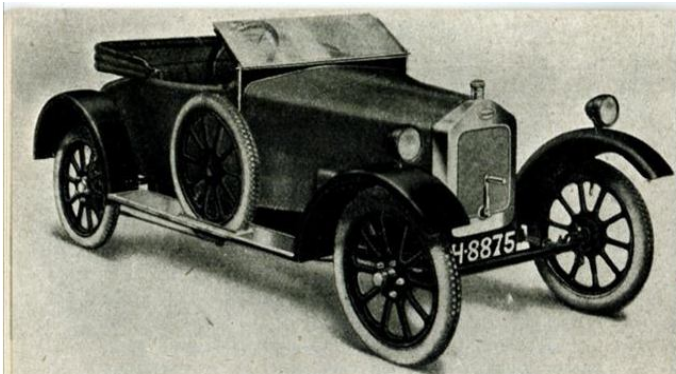


FIG. 4. JUNE, 1922: "SEVEN" H.P. TWO-SEATER TOURER

proved to be an immediate and phenomenal success. In both instances the power unit was a six-cylinder, push-rod operated overhead valve engine, which in the case of the Hornet was of 1,271.3 cc. capacity (rated as 12.08 h.p.) and not as in previous years a 1,542 cc. four-cylinder unit. This was achieved by reducing the bore and stroke dimensions from 69.5 mm. x 101 mm. to 57 mm. x 83 mm. The Viper engine was of the same size as before, viz., 65 mm. x 101 mm., giving a total capacity of 2,025 cc. with a R.A.C. rating of 15.7 h.p.

The Hornet body styles differed considerably from previous models of similar horse-power in several respects. For instance, all models had but two doors, the radiator was more rakishly mounted and assumed the shape and proportions which have to a certain extent been retained to the present day. With the exception of the two-seater Sports Model, 12 h.p. models were available with either fabric or coachbuilt bodies, all types being considerably reduced in weight, the two-seater Sports

being without bumpers, and in the case of other models those of lightweight pattern were fitted. It should be noted that from this year and onwards the fitting of the artillery wheel was discontinued, the wire wheel being substituted.

The Viper was also produced in both fabric and coachbuilt body styles. These were quite different in appearance from any previously manufactured, unless one likens the coachbuilt to a scaled-down version of the 21 h.p. "County" Saloon of the previous year. Also in production at this time were the "County" models of varying sizes and horse-power, for instance, the 21 h.p. eight-cylinder saloon appeared as an enlarged version of its counterpart the 16/45; the 21/60 h.p. six-cylinder was of similar line, but without the built-in luggage boot. The limousine and landaulette, similar in external appearance to the previous year's models, were produced as before.

### 1932

At this time the same pattern wheel as was fitted to the 1931 two-seater, was fitted to all models with the exception of the large limousine and landaulette. This new type of wheel, whilst still being the wire or spoke type, had the fixing nuts enclosed under a round steel chromiured plate, and this small detail provides a ready means of distinguishing this year's models from those of similar lines manufactured previously.

To illustrate this point the "Hornet" two-door fabric saloon and the two-door coachbuilt saloon were very similar to the previous year's models, the difference in the hub-caps being the only reliable means of identifying one from the other, and the same applies to the 16/60 h.p. fabric and

coachbuilt saloons. Agreed, the 16/60 h.p. fabric saloon had a different number of bonnet louvers from the earlier model, but the difference is so small as not to be readily discernible at a glance.

In addition to the two-door "Hornet" models already mentioned, the Wolseley Company extended their range by the introduction of the four-door saloon and the two-door occasional four-seater coupé, and it is interesting to note that at this time the "Hornet" two-door fabric saloon was the cheapest six-cylinder 12 h.p. motor car

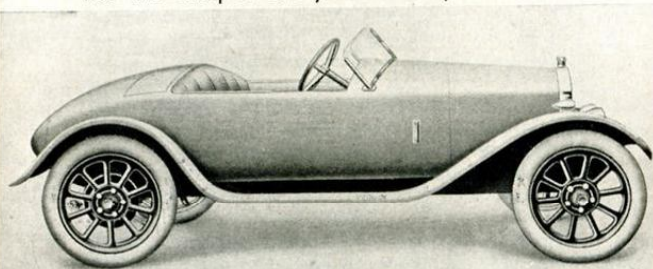


FIG. 5. NOVEMBER, 1922: "TEN" H.P. SPORTING MODEL

ever to be marketed by any manufacturer. As a result, this model was exceedingly popular, and quite a number can still be seen on the roads to-day.

The two-seater sports and two-seater coupé were identical with the previous year's models; the hub-caps being the same as before, there is nothing to distinguish the 1931 from the 1932 model, except one small point, viz., on the later models there is a beading running along the edge of the scuttle adjacent to the rear of the bonnet, this being most easily seen on the sports two-seater.

The 21/60 h.p. six-cylinder "County" saloon, the Limousine and the Landaulette were manufactured as before; the Saloon de Luxe being discontinued.

### 1933

A general recognition feature of models produced this year and afterwards, was that the name badge on the radiator, which had previously been of enamelled metal, was substituted for one of translucent material which was illuminated from behind when the side lights were in use.

The previous year's Sports Two-Seater, the Two-Seater Coupé, the Two-Door Coachbuilt Saloon, and the Two-Door Fabric Saloon of the "Hornet" series were discontinued.

The "Hornet" Four-Door Saloon and the Occasional 4 Coupé were identical in appearance with the previous year's models, with one exception. Traffic indicators of the "arrow" pattern were fitted above the number plates, both fore and aft.

Also introduced in this year was the "Hornet" Special Chassis. This chassis was fitted with bodywork of varying designs by outside specialist coach-builders. One point which makes this special chassis readily distinguishable from the standard models of this time is the radiator cap. This is in the form of a streamlined letter "H" with an "S" superimposed (Fig. 12).

The 16 h.p. saloon and the 16 h.p. Special Close Coupled Saloon superseded the previous year's "Viper" models. The saloon was in many respects similar to the previous "Viper" coachbuilt models, with the exception that on the later model the sun visor was omitted and a shorter wheel-



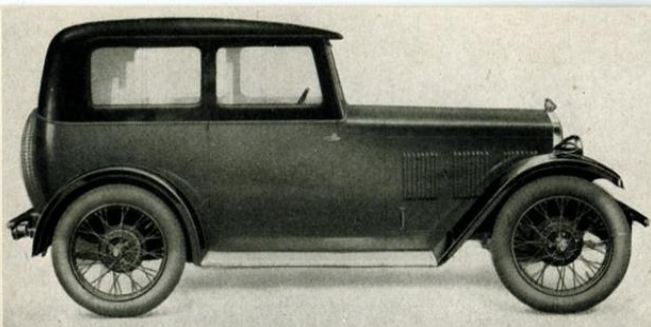


FIG. 6. 1931: 12 H.P. "HORNET" TWO DOOR COACHBUILT SALOON

base chassis used. One recognition feature is the two small ventilators fitted to either side of the scuttle. The new Special Close Coupled Saloon differed from the "Viper" Fabric Saloon, quite apart from the body material. The bodywork was of more pleasing lines, fitted with four windows, and a more streamlined boot, and again small ventilators were fitted to either side of the scuttle. In both instances all-chrome headlamps (instead of as previously, chrome rimmed, with black body) were fitted and these were brought further back in relation to the radiator.

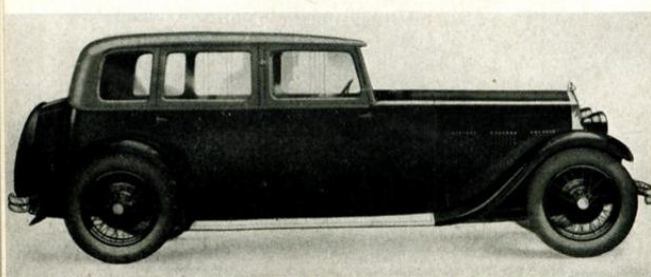


FIG. 7. 1931: 16 H.P. "VIPER" SIX-CYLINDER FABRIC SALOON

The 21/60 h.p. "County" Saloon was again produced, and was of similar but improved lines to previous years' models. Here again the radiator was brought further forward, the headlamps taken further back and raised slightly. The spare wheel was fitted with a metal cover and carried in the same position on the front near-side wing. Additionally a Special Close Coupled Saloon was introduced in this series, being to all intents and purposes a scaled-up version of the 16 h.p. Special.

The 21/60 h.p. seven-seater Landaulette and Limousine were produced as in previous years, but were fitted with an improved type of wheel, the spare wheel being carried at the rear instead of as before, on the front near-side wing. The radiator, as with other models, was brought slightly more forward, the headlamps raised and fitted level with the side lamps.

#### 1934

Generally speaking, the cars of this year may be distinguished from the 1933 models by the trafficators. You will remember that before these were mounted over the front and rear number plates. This year the solenoid-operated arm-type were adopted, these being generally fitted to the centre door pillars.

During this year also was introduced the 9 h.p. Wolseley. This car followed the usual lines of the saloon style of car, and may best be likened to a scaled-down version of the "Hornet" Four-Door with a small boot built in. Trafficators of the later type were fitted.

Again, with the exception of the trafficators, the "Hornet" six-cylinder Four-Door Saloon was practically the same as the previous year's model,

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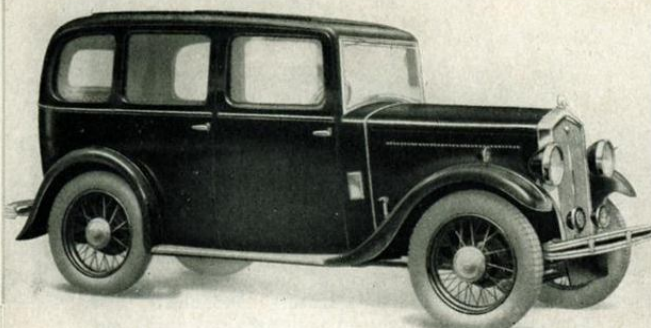


FIG. 8. 1932: 12 H.P. "HORNET" FOUR-DOOR SALOON

and this also applies to the Occasional 4 Coupé. An addition to the existing range of the "Hornet" series was the 12 h.p. Four-Door Saloon with a free-wheel drive. This differed from the standard model in these respects:—

- (a) The front wing "flowed" with a smoother line to the running boards, and these continued to slope downwards to the rear.
- (b) A small built-in boot was fitted at the rear.

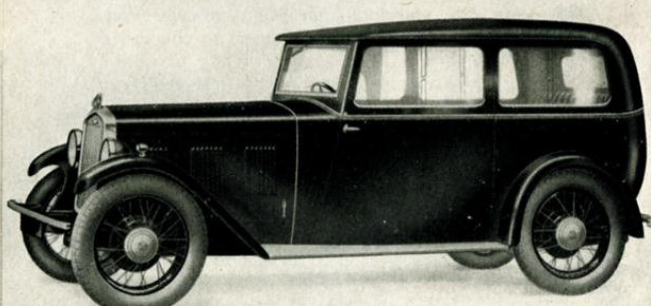


FIG. 9. 1932: 12 H.P. "HORNET" TWO-DOOR FABRIC SALOON

- (c) The louvres on either side of the bonnet were reduced in number to about a quarter of those on the standard model.

The 16 h.p. model was again produced, being very similar to that of the previous year, but with one or two differences externally. For instance, the headlamps were larger, being mounted upon a bar, itself mounted between the two front wings, and the fog lamp and horn were both of a larger pattern. These latter items being mounted, as before, on the bumper supports.

The other model produced this year was the 21/60 h.p. "County" Saloon. Here again this was very similar to the previous year's model, but the body line was changed slightly to give a more compact looking car. The twin bar bumpers of the previous model, with trafficators mounted on and above them, were changed for the flat single bar type, and trafficators, of course, were on door pillars.

#### 1935

At the beginning of this year the 9 h.p. and "Hornet" models were of the same appearance as in 1934. One change in specification was the fitting of a pre-selective self-changing gearbox, instead of the manual type of the previous year.

At this stage a new departure was made with regard to the larger horse-power cars. The 16 h.p. was substituted by a 14 h.p. unit. This was of six-cylinder design, and combined with a body of more pleasing and graceful lines than previously. Another addition was the 18 h.p. six-cylinder model. This was installed in a larger body, but was very similar in outline to its smaller counterpart, the 14 h.p.

The 21/60 h.p. Saloon was produced as before, and in addition there was the 21/60 h.p. Limousine and Landaulette.

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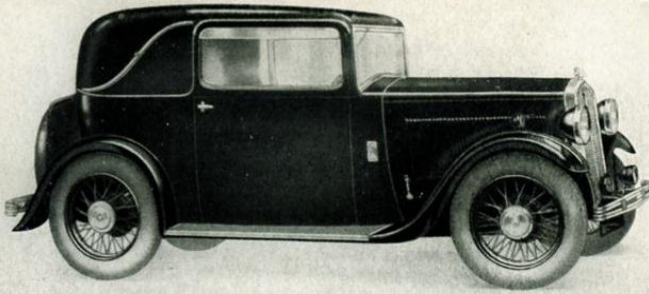


FIG. 10. 1932: 12 H.P. "HORNET" TWO-DOOR OCCASIONAL 4 COUPE

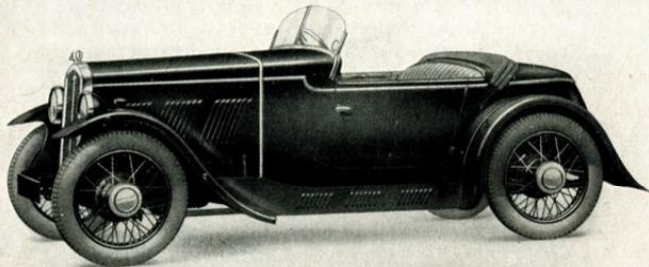


FIG. 11. 1932: 12 H.P. "HORNET" TWO-SEATER SEMI-SPORTS

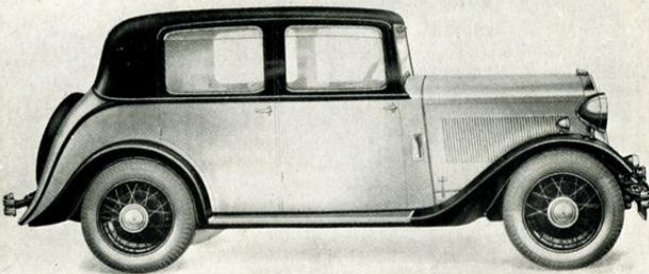


FIG. 13. 1933: 16 H.P. SPECIAL CLOSE-COUPLED SALOON

#### Series Models—"Wasp," "Hornet" and N.F. Fourteen

On the 29th April, 1935, the Wolseley 9 and the existing "Hornet" models were superseded by considerably improved types. From this date the production and building of yearly models, and advertising them as such, was discontinued. Thereafter cars were produced under series numbers which did not necessarily bear any direct relation to their year of manufacture.

The 9 h.p. was replaced by the 10 h.p. model known as the "Wasp." This was marketed in two models, the standard and the de luxe. These were no mere new models, but an entirely fresh development, and as such had many features to distinguish them from earlier types. This also applies to the improved model "Hornets," which although larger, are practically identical in appearance. For instance, one of the first things that becomes apparent, is the difference in the radiator. This is of an improved pattern, and has remained practically unchanged in design to the present day. Set forward level with the front wings, the wings themselves "flowing" forward over the front wheels to a much lower level, and the pressed steel wheels of the "easi-clean" pattern, makes these models easily distinguishable from the early 1935 types.



FIG. 12. 1933: RADIATOR INSIGNIA OF THE "HORNET" SPECIAL CHASSIS

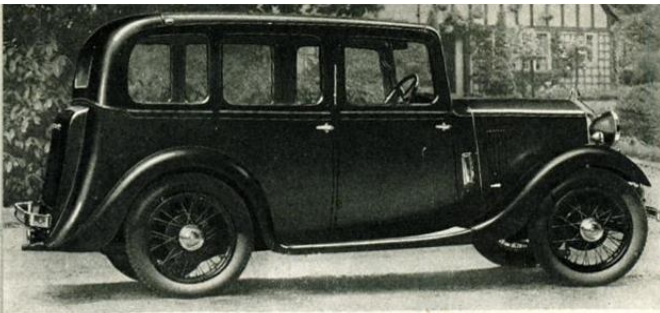


FIG. 14. 1934: "NINE" H.P. SALOON

Another small point is that the vertical bonnet louvres, although smaller in size, are to be found along the whole of both sides of the bonnet. The de luxe models have a chromium fillet along top and bottom of these louvres, and bumpers front and rear.

The "Wasp" engine is of four-cylinder design, with a slightly greater bore dimension than that used in the earlier 9 h.p. unit. The "Hornet" models have 12 h.p. six-cylinder engine units as before, with the exception of the Occasional 4 Coupé, which has the larger 14 h.p. engine.

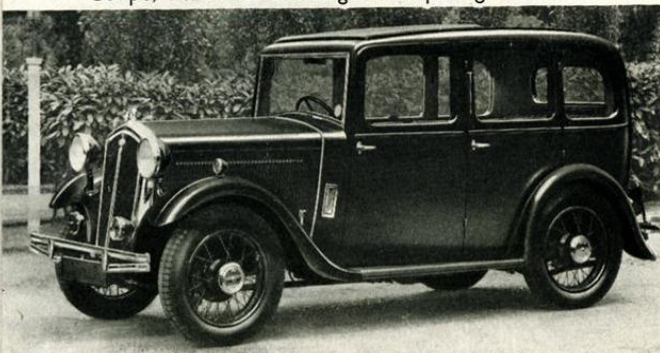


FIG. 15. 1934: 12 H.P. "HORNET" SALOON

The N.F.14 model can best be identified by comparing it with the earlier 1935 14 h.p. model, which it resembles in most particulars, but with a specific difference in the bonnet louvres and wheels. The bonnet louvres are similar to those on the third series models described later, and the wheels are of the pressed steel variety, not wired as on the earlier car.

Apart from the "Hornet," "Wasp" and N.F.14 series, the discontinuation of the manufacture of models on a yearly basis, and the substitution of models produced as a series, lends a certain amount of difficulty to the ready identification of the various types.

#### Series Models II and III

All models introduced from 11th October, 1935, and before October, 1937, are of the Second Series, and all models introduced after the latter date are of the Third. This, however, should not lead one to assume that all models produced after October, 1937, are necessarily of the Third Series, as various members of the Second Series were made for some time afterwards.

One feature that provides a good distinguishing mark between the two series is the bonnet louvres. With the introduction of the second series these are four in number placed horizontally on each side (see illustrations). This design of louvre was on all cars until the beginning of Series III in October, 1937, when this pattern was again modified, and consisted, on all models of 12 h.p. and over, of small vertical louvres enclosed between three long horizontal beadings.

Another feature is the position of the spare wheel. All cars carrying the spare wheel under a



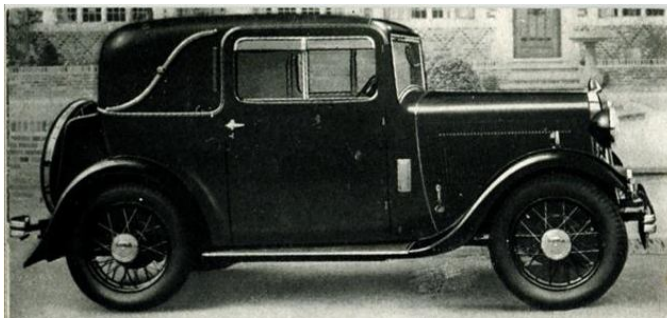


FIG. 16. 1934: 12 H.P. "HORNET" OCCASIONAL 4 COUPE

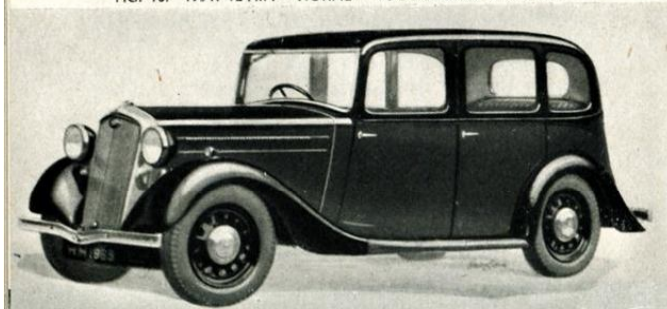


FIG. 17. 1935: 12 H.P. "HORNET" SALOON (SERIES MODEL)

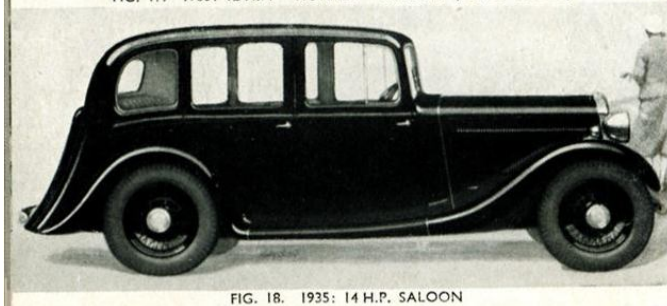


FIG. 18. 1935: 14 H.P. SALOON

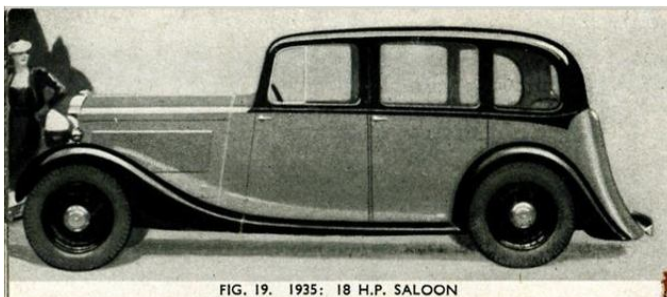


FIG. 19. 1935: 18 H.P. SALOON

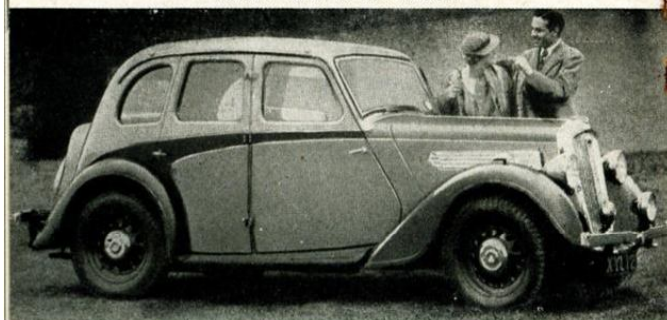


FIG. 20. SECOND SERIES: 10/40 H.P. SALOON

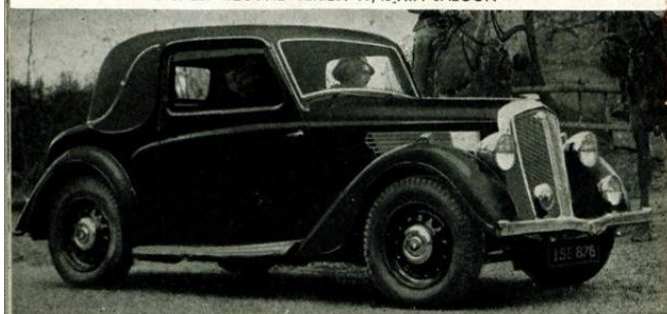


FIG. 21. 12/48 H.P. COUPÉ (SECOND SERIES)

metal cover, vertically on the rear, can be taken as being Second Series models, although not all models of this series necessarily carry the spare wheel in this position. The Third Series models carry the spare wheel horizontally in its own boot, out of sight, the rear number plate being embodied in the boot flap.

Should there be any difficulty in distinguishing the horse-power of the various models, there is a point that can be of assistance, and that is this: on the more modern models of the 12 h.p. and upwards, there is a plaque mounted just beneath the name badge on the radiator, and on this plaque is engraved the relevant horse-power. Our front cover, which is a three-quarter front view of a Wolseley 18/85, illustrates this point.

#### 16, 21 and 25 h.p. Super-Sixes

Taking all cars in their order of introduction, the 16, 21 and 25 h.p. Super Sixes of the Second Series were all introduced on the 11th October, 1935, and were not changed until two years later. As will be seen from a list elsewhere in this booklet, the Super Sixes, when first introduced, marked the first of the Second Series models, and when a change was made again two years later they marked the commencement of the Third Series.

The differences between Super-Sixes in these two series are readily discernible. In the first place it will be noted from the illustrations, that with the Second Series, the two doors on either side of the body are both hinged on the same pillar, one door opening to the front, the other to the rear. Also, the rear doors and quarter lights (windows) were raked downwards and to the rear. Now on the Third Series models, all doors swing to open for-

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wards, and the rear doors being hung on separate pillars, were not as a consequence raked backwards. Another good distinguishing feature is the moulded flash along the side of the body. On the Second Series models, this extends along the body to the rear door and then sweeps down the door to follow the line of the rear wing. On the Third Series this flash runs along the body, past the rear door, curves back again, and then sweeps down to follow the line of the rear wing. So you have three good distinguishing features for the two series of these models: the bonnet louvres, the hanging of the doors, and the flash along the body. These features are worth remembering as they make the positive identification of these models easy.

#### 25 h.p. Salon de Ville

Mid-July, 1936, saw the introduction of the 25 h.p. Salon de Ville. This differs from its contemporaries as the body is of more upright lines. Also the doors on this model open forwards, but the four-flute bonnet louvres, and also the louvres fitted to the tops of three windows on either side, serve to identify this model.

#### 18 h.p. Salon de Ville

An 18 h.p. saloon of similar style to the 25 h.p. model was produced in February, 1937, but the shorter wheel base, coupled with the fact that there are louvres on the first two windows of each side only, should avoid difficulty in distinguishing between the two.

#### 10 h.p. Saloon and Coupé

The 10/40 h.p. Saloon and Coupé, introduced on 4th April, 1936, is very similar in line to the earlier



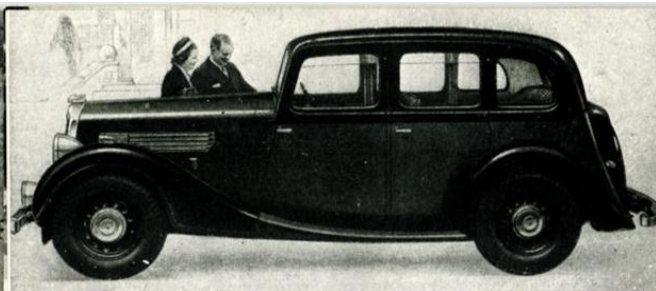


FIG. 22. SECOND SERIES: 14/56 H.P. SALON DE VILLE

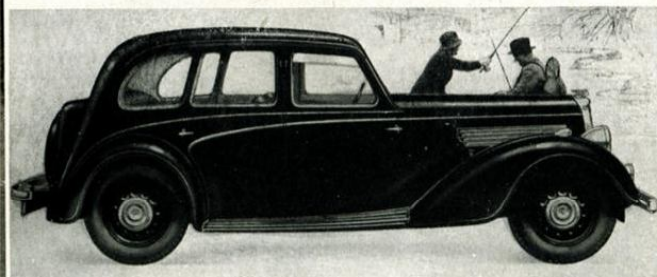


FIG. 23. SECOND SERIES: 14/56 H.P. SALOON

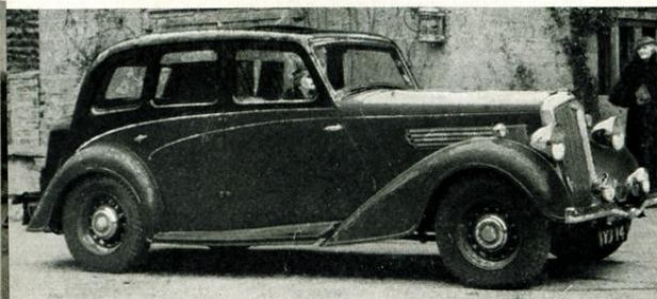


FIG. 24. SECOND SERIES: 17, 21, 25 H.P. SUPER SIXES

Second Series Super Sixes, both as regards the doors, windows and bonnet louvres, but as this is a much smaller car, identification difficulties should not arise.

It was not until February, 1939, that any change took place in the 10 h.p. car, but when it did, however, as may be seen from the illustrations, the differences are obvious.

#### 12 h.p. Models

April, 1936, also saw the introduction of a new 12 h.p. model of the Second Series. This is very similar to the 10 h.p. model of the same date the distinctive features being the greater length of the 12 h.p. model, together with a more streamlined boot at the rear of the car. The 12/48 h.p. model of the Third Series first introduced in October, 1937, is readily distinguishable from the Second Series models, the differing features being the same as for Third Series Super Sixes. In addition, the windscreen on the later model is in a slightly more upright position, so that all-in-all it is quite a simple matter to tell one from the other.

#### 14 h.p. Models

The 14/56 h.p. Second Series Saloon marketed in June, 1936, was not superseded until September, 1938, when the 14/60 h.p. Third Series model was introduced. Here again, the external differences are the same as mentioned for other models previously, viz., bonnet louvres, doors, windscreen, and the position of the spare wheel.

The 14/56 h.p. Salon de Ville was first introduced in September, 1936, this being similar in outline to the earlier 25 h.p. model of this type we have already described. The differences, however, are

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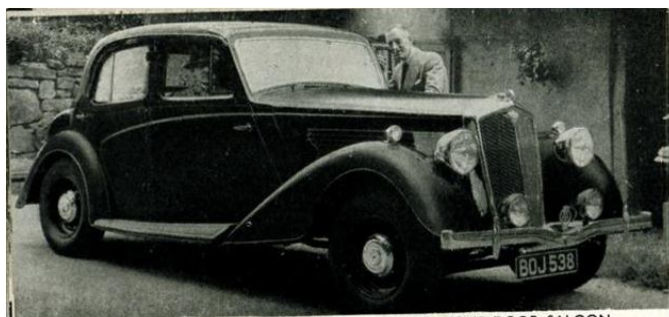


FIG. 28. SECOND SERIES: 25 H.P. SPORTSMAN'S FOUR-DOOR SALOON



FIG. 29. SECOND SERIES: 25 H.P. SUPER SIX LIMOUSINE



FIG. 30. THIRD SERIES (1946): "EIGHT" H.P. SALOON

headlamps being fixed lower and further forward. It differs from its earlier counterpart (14/56 h.p.) by the general features given in connection with other models, i.e., the differences in the bonnet louvres, the positioning of the body flash, forward opening of the doors, the spare wheel arrangement, and in this instance the presence of louvres on four windows.

The 18/85 Saloon also introduced in September, 1938, varies in external appearance by having louvres to all six windows. This distinction by means of the window louvres, however, does not apply to post-war production of these models, as the 14/60 h.p. has now also louvres on all six windows.

As is indicated earlier a new 10 h.p. model was introduced in February, 1939, the model mentioned being a saloon. A few months later in June a Coupé of the same size was marketed, and as the only other Coupé marketed for some years is the 25 h.p. model, no doubt should arise as to which is which.

#### Post War Models

With the end of the war the Wolseley Company decided to re-issue the following models: 12/48 Saloon, 14/60, 18/85 Saloons, the "Ten" Saloon, and in addition a new model, the March, 1946, "Eight" h.p. Saloon.

This new model is smaller than the "Ten" and does not carry the distinguishing feature of the flash along the body curving down in front of the rear wing. The bonnet louvres differ, as also do the headlamps, the windows are without louvres, and the doors hanging from the centre pillar open to the front and rear. This model is a comparative

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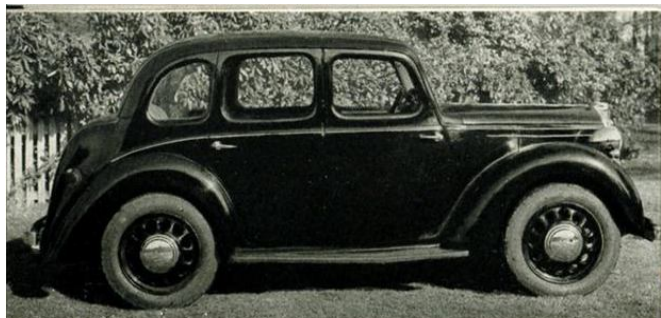


FIG. 31. THIRD SERIES (1946): "EIGHT" H.P. SALOON  
rarity at the moment, but will be seen in increasing numbers on the roads in the future.

#### General Information

No doubt the reader will, after familiarising himself with all the varied models of the Wolseley range, wish to know something of the mechanical side of the cars. To give full details and specifications of even a few of the models, is beyond the scope of such a small book as this. However, information of a general character concerning the later models will no doubt prove interesting and



FIG. 32. THIRD SERIES: "TEN" H.P. SALOON

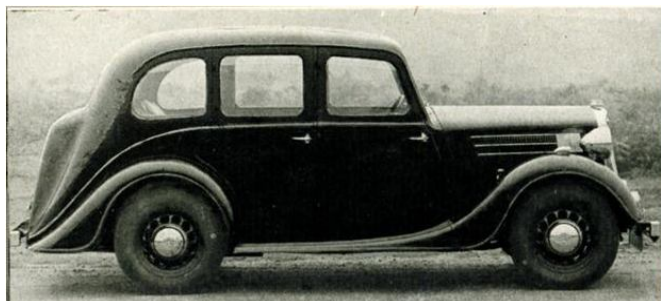


FIG. 33. THIRD SERIES: 12/48 H.P. SALOON

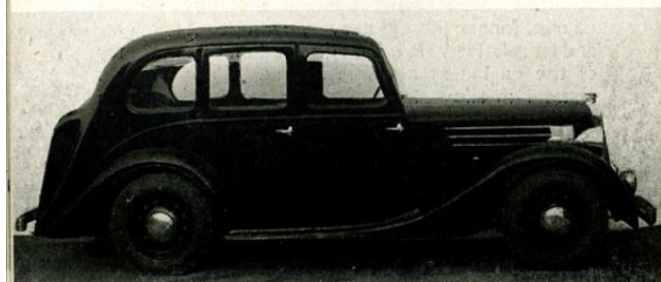


FIG. 34. THIRD SERIES: 14/60 H.P. SALOON

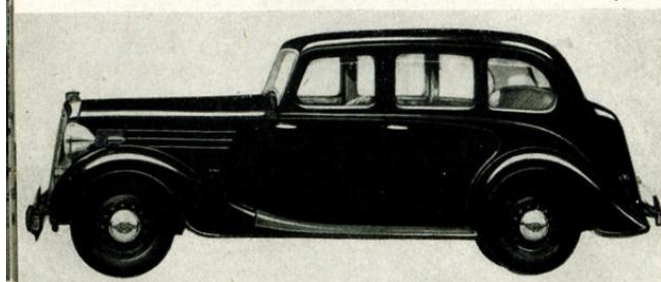


FIG. 35. THIRD SERIES: 16, 21, 25 H.P. SUPER-SIXES

some of their more special features are given in the following notes.

Dealing firstly with the engine unit. On all sizes of car this is a push-rod operated, overhead valve unit of either four or six cylinders, with the cylinder block integral with crankcase. Pre-war the pistons were the "Flower" composite type, that is to say, the crown of the piston was of aluminium alloy, and the skirt of steel. As is well known, the cast-iron or steel piston can be fitted with smaller clearances to the cylinder bore, resulting in decreased wear of the bore and, of course, longer life. However, owing to its weight, and its relatively slow heat dissipation, the efficiency of the engine as a whole suffers. Now with an aluminium alloy piston there is less weight, and a much more rapid rate of heat loss, but owing to the greater expansion of the piston it has to be fitted to the cylinder with a greater clearance. This results in piston slap when the engine is cold, which very gradually gets worse and worse as the engine gets older. This becomes quite noticeable when starting up on a cold morning. The "Flower" piston, by reason of the aluminium crown, loses its heat rapidly and combined with the steel skirt, enables it, as has been said before, to be fitted with close clearances. Since the war a new form of bi-metal piston is fitted with the same object of controlling the expansion of the piston, and reducing friction.

Attention has been given to the lubrication system of the engine with a view to providing an adequate supply of clean oil to all the bearings. The oil, which is carried in the sump at the base of the engine naturally, over a period of time, becomes sludgy and dirty and if oil in this condition were

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pumped straight to the bearings this would result in continued and increasing wear of the surfaces.

The dirty or sludgy oil being heavier, tends to sink to the bottom of the sump, and by taking advantage of this and drawing off clean oil by means of a special intake floating on the surface, then passing the oil under pressure from the pump through a Tecalemit full-flow oil filter of large capacity, the oil supplied to the bearings is in the best possible condition. By reason of this care given to the lubrication system, wear and, of course, maintenance costs, are reduced to a minimum.

Lockheed hydraulic brakes are fitted as standard on all models. These give powerful braking, are easily adjustable and self-balancing. As the system under which they operate is quite different from the more usual cable- or rod-operated type, a brief description of their principle may be of interest. When the brake pedal is depressed a piston in an oil-filled cylinder pumps oil through narrow gauge pipelines to smaller cylinders at each of the four wheels. Pistons in these smaller cylinders move equally and expand each pair of brake shoes to the same extent and with the same pressure, giving a powerful and what is most important, equal effect at each wheel.

Introduced during the third series era is the Wolseley Phased Suspension: this gives the car a smooth and comfortable ride over bad surfaces or rough roads. It was through the study of the periodicity of springs, that the necessary data was acquired which brought into being the present system.

Briefly it is this: if a spring of a given length is suddenly depressed, or loaded, to a definite degree, the time taken for it to return to normal

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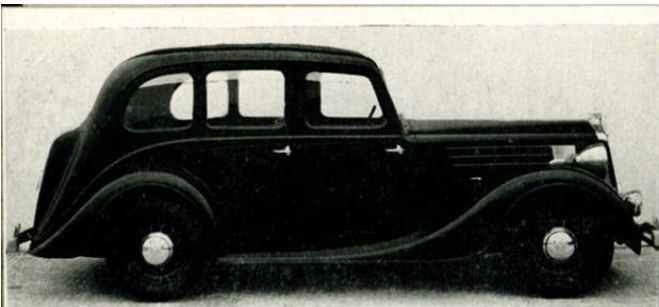


FIG. 36. THIRD SERIES: 18/85 H.P. SALOON

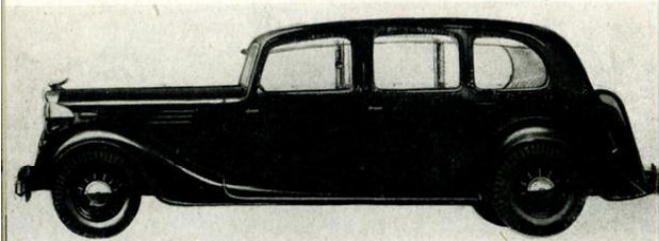


FIG. 37. THIRD SERIES: 25 H.P. LIMOUSINE (L.W.B.)

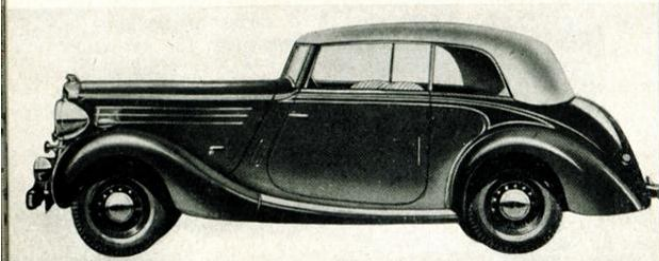


FIG. 38. THIRD SERIES: 25 H.P. DROP HEAD COUPE

is constant. With a spring of shorter length, the time or periodicity is shorter, and vice versa. On a car with springs of similar periodicity front and rear, a pitching, or see-saw effect is experienced by the occupants when travelling over bad surfaces. With the Wolseley Phased Suspension the periodicities of the front and rear springs are at pre-determined variations so that when travelling under these conditions this see-saw movement is ironed out.

Other details too numerous to describe, i.e., built-in jacking system, sound exclusion system, fume and heat extractors, etc., all serve to make these cars first-class examples of the products of the British motor industry.

## LIST OF YEARLY MODELS

### 1931

- 12 h.p. "Hornet" 6-cylinder Fabric Saloon.
- " " Coachbuilt Saloon (Fig. 6).
- " " Fabric Saloon (new Coachwork).
- " " Coachbuilt Saloon (new Coachwork).
- " " Sports Two-seater.
- 16 h.p. "Viper" 6-cylinder Fabric Saloon (Fig. 7).
- " " Coachbuilt Saloon.
- 16/45 h.p. "County" Saloon de Luxe.
- 21/60 h.p. " " " "
- " " Coachbuilt Saloon de Luxe.
- " " Safety Six Saloon.
- " " Coupé Sportif de Luxe.
- " " Long Wheelbase Landalette de Luxe.
- " " " " Limousine de Luxe.

### 1932

- 12 h.p. "Hornet" 4-door Six Light Saloon (Fig. 8).
- " " Occasional Four Coupé (Fig. 10).
- " " 2-door Coachbuilt Saloon.
- " " 2-door Fabric Saloon (Fig. 9).
- " " Semi-sports 2-seater (Fig. 11).
- " " 2-seater Coupé.
- 16 h.p. "Viper" Coachbuilt Saloon.
- " " Fabric Saloon.
- 21/60 h.p. "County" Saloon de Luxe.
- " " Long Wheelbase Landalette de Luxe.
- " " " " Limousine de Luxe.

### 1933

- 12 h.p. "Hornet" Six Light Saloon.
- " " Occasional Four Coupé.
- " " Special (chassis only).
- 16 h.p. Saloon.
- " " Special (Close Coupled) Saloon (Fig. 13).
- 21/60 h.p. "County" Saloon.
- " " Special (Close-Coupled) "County" Saloon.
- " " Long Wheelbase Landalette de Luxe.
- " " " " Limousine de Luxe.

### 1934

- 9 h.p. Four Door Saloon (Fig. 14).
- 12 h.p. "Hornet" 4-door Saloon (Fig. 15).
- " " Occasional Four Coupé (Fig. 16).
- " " 4-door Saloon (Free-wheel Model).
- " " Special Chassis.
- 16 h.p. 4-door Saloon.
- 21/60 h.p. 4-door Saloon.

### 1935

- 9 h.p. 4-door Saloon.
- 12 h.p. "Hornet" Pre-Selector 12/6 Saloon.
- " " Occasional Four Coupé.
- 14 h.p. 4-door Saloon (Fig. 18).
- 18 h.p. " " (Fig. 19).
- 21/60 h.p. Saloon.
- " " Limousine and Landalette.



## PARTICULARS OF SERIAL PRODUCTION

### MODELS AND SERIAL NUMBERS

Model.	Date of Introduction.	Commencing Serial Nos.
10 h.p. Wasp Saloon ...	29th Apr., 1935	200001
12 h.p. "Hornet" Saloon (Fig. 17) ...	29th Apr., 1935	500001
N.F. Fourteen Saloon ...	11th July, 1935	NF.501

#### Second Series

16 h.p. Super Six (Fig. 24) ...	11th Oct., 1935	216/501
21 h.p. " " (Fig. 24) ...	" "	212/502
25 h.p. " " (Fig. 24) ...	" "	225/501
25 h.p. Salon de Ville (Fig. 27) ...	Mid-July, 1936	"
25 h.p. Sports Saloon (Fig. 28) ...	End-Sep., 1936	"
25 h.p. L.W.B. Limousine (Fig. 29) ...	11th Oct., 1935	225L/501
10-40 h.p. Saloon (Fig. 20) ...	4th Apr., 1936	210/501
12-48 h.p. Saloon and Coupé (Fig. 21) ...	4th Apr., 1936	212/501
14-56 h.p. Saloon (Fig. 23) ...	26th June, 1936	214/499
14-56 h.p. Salon de Ville (Fig. 22) ...	End Sep., 1936	"
18-80 h.p. Saloon (Fig. 26) ...	3rd Feb., 1937	218/501
18-80 h.p. Salon de Ville (Fig. 25) ...	" "	"

#### Third Series

16 h.p. Super Six (Fig. 35) ...	14th Oct., 1937	316/501
21 h.p. " " (Fig. 35) ...	" "	321/501
25 h.p. " " (Fig. 35) ...	" "	325/501
12-48 h.p. (Fig. 33) ...	" "	312/501
25 h.p. Coupé (Fig. 38) ...	29th Mar., 1938	325/5501
25 h.p. L.W.B. Limousine (Fig. 37) ...	6th May, 1938	325L/3501
16-65 h.p. Saloon ...	27th Sep., 1938	316/1001
14-60 h.p. Saloon (Fig. 34) ...	" "	314/501
18-85 h.p. Saloon (Fig. 36) ...	" "	318/501
"Ten" Saloon (Fig. 32) ...	10th Feb., 1939	310/501
"Ten" Coupé ...	20th June, 1939	310/15501
"Eight" Saloon (Figs. 30 and 31) ...	29th Mar., 1946	308/501

**Note:** The first three figures of the Serial No. indicate the series and the horse-power.

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## GLOSSARY OF TERMS

Beading ...	Semi-cylindrical or similar moulding.
Body, coachbuilt ...	Wood or metal body on timber frame, built by craftsmen.
Body, fabric ...	Body of woven or other pliable material stretched over wooden frame.
Bonnet ...	The covering over the engine.
Boot ...	Receptacle for luggage, etc., at rear of car.
Close-coupled ...	Cars with short distance between front and rear seating.
Coupé ...	A close-coupled or two-seater closed car, with fixed or collapsible roof.
Fillet ...	A raised rim, ridge, or strip.
Flash ...	A raised band running in sweeping curves, emphasising the line of the car.
Landaulette ...	Large type of closed car with collapsible roof over rear seats.
Light ...	Side window.
Limousine ...	Large type of closed car with screen between driver and rear passengers.
Louvres ...	Overlapping strips of metal or glass designed to provide ventilation.
Plaque ...	Ornamental plate or tablet.
Running board ...	The continuous footboard along either side of the car.
Saloon ...	Closed type of car without screen behind driver.
Salon de Ville ...	Saloon car for town use.
Scuttle ...	Portion of body behind bonnet and in front of doors and windscreen.
Sump ...	Well at base of engine containing oil supply.
Sun vizor ...	Device on windscreen to prevent glare from sun.
Trafficators ...	Indicators to show driver's intention to turn.
Wheel, artillery ...	Old-fashioned heavy type of wheel with large spokes.
Wheel, wire ...	Wheel with wire spokes.
Wheel-base ...	Distance between centres of front and rear wheels.
Wings ...	Mudguards.

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## KEY TO REGISTRATION LETTERS

(Indicating where car was originally registered)

**Note:** To trace registration area of car with three-letter number plate, the first letter should be ignored, e.g., DCD39 —CD—Brighton.

A London	BO Cardiff
AA Southampton	BP West Sussex
AB Worcester	BR Sunderland
AC Warwick	BS Orkney
AD Gloucester	BT East Riding, Yorks.
AE Bristol	BU Oldham
AF Cornwall	BV Blackburn
AG Ayr	BW Oxford
AH Norfolk	BX Carmarthen
AJ North Riding, Yorks.	BY Croydon
AK Bradford (Yorks.)	C West Riding, Yorks.
AL Nottingham	CA Denbigh
AM Wilts.	CB Blackburn
AN West Ham	CC Caernarvon
AO Cumberland	CD Brighton
AP East Sussex	CE Cambridge
AR Hertford	CF West Suffolk
AS Nairn	CG Southampton
AT Kingston-upon-Hull	CH Derby
AU Nottingham	CJ Hereford
AV Aberdeen	CK Preston
AW Salop	CL Norwich
AX Monmouth	CM Birkenhead
AY Leicester	CN Gateshead
B Lancaster	CO Plymouth
BA Salford	CP Halifax
BB Newcastle-upon-Tyne	CR Southampton
BC Leicester	CS Ayr
BD Northampton	CT Lincs. (parts of Kes-
BE Lincs. (parts of Lind-	CU South Shields
se)	CV Cornwall
BG Birkenhead	CW Burnley
BH Bucks.	CX Huddersfield
BJ East Suffolk	CY Swansea
BK Portsmouth	D Kent
BL Berks.	DA Wolverhampton
BM Bedford	DB Stockport
BN Bolton	

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DC Middlesbrough	EY Anglesey
DD Gloucester	F Essex
DE Pembroke	FA Burton-on-Trent
DF Gloucester	FB Bath
DG Gloucester	FC Oxford
DH Walsall	FD Dudley
DJ St. Helens	FE Lincoln
DK Rochdale	FF Merioneth
DL Isle of Wight	FG Fife
DM Flint	FH Gloucester
DN York	FJ Exeter
DO Lincs. (parts of Hol-	FK Worcester
land)	FL Soke of Peterborough
DP Reading	FM Chester
DR Plymouth	FN Canterbury
DS Peebles	FO Radnor
DT Doncaster	FP Rutland
DU Coventry	FR Blackpool
DV Devon	FS Edinburgh
DW Newport, Mon.	FT Tynemouth
DX Ipswich	FU Lincs. (parts of Lind-
DY Hastings	se)
E Stafford	FV Blackpool
EA West Bromwich	FW Lincs. (parts of Lind-
EB Isle of Ely	se)
EC Westmorland	FX Dorset
ED Warrington	FY Southport
EE Grimsby	G } Glasgow
EF West Hartlepool	GA } Glasgow
EG Soke of Peterborough	GB } London
EH Stoke-on-Trent	GC } Glasgow
EJ Cardigan	GD } Glasgow
EK Wigan	GE } London
EL Bournemouth	GF } Glasgow
EM Bootle	GG } Glasgow
EN Bury	GH } London
EO Barrow-in-Furness	GJ } London
EP Montgomery	GK } Bath
ER Cambridge	GL } Motherwell & Wishaw
ES Perth	GM } London
ET Rotherham	GN } London
EU Brecknock	GO } London
EV Essex	GP } Sunderland
EW Huntingdon	GR } Perth
EX Great Yarmouth	GS } Perth

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GT	} London	JO	Oxford	
GU		JP	Wigan	
GV	} West Suffolk	JR	Northumberland	
GW		JS	Ross and Cromarty	
GX	} London	JT	Dorset	
GY		JU	Leicester	
H	} Middlesex	JV	Grimsby	
HA		JW	Wolverhampton	
HB	} Smethwick	JX	Halifax	
HC		JY	Plymouth	
HD	} Dewsbury	K	} Liverpool	
HE		KA		
HF	KB			
HG	KC			
HH	} Carlisle	KD	} Kent	
HJ		KE		
HK	} Southend-on-Sea	KF		Liverpool
HL		KG		Cardiff
HM	} Wakefield	KH	Kingston-upon-Hull	
HN		KI		
HO	} Southampton	KJ	} Kent	
HP		KL		
HR	} Wilts	KM		} Kent
HS		KN		
HT	} Renfrew	KO	} Kent	
HU		KP		
HV	} East Ham	KR		} Kent
HW		KS		
HX	} Middlesex	KT	Roxburgh	
HY		KU	Kent	
J	} Durham	KV	Bradford (Yorks)	
JA		KW	Coventry	
JB	} Stockport	KX	Bradford (Yorks)	
JC		KY	Bucks	
JD	} West Ham	LA	Bradford (Yorks)	
JE		LB	Glamorgan	
JF	} Isle of Ely	LC	} London	
JG		LD		
JH	} Canterbury	LE		} London
JJ		LF		
JK	} Hertford	LG	Chester	
JL		LN	London	
JM	} Lincs. (parts of Hol-land)	LH	Bournemouth	
JN		LO		

LK	} London	NH	Northampton
LL		NJ	East Sussex
LM		NK	Hertford
LN		NL	Northumberland
LO	} London	NM	Bedford
LP		NN	Nottingham
LR		NO	Essex
LS		NP	Worcester
LT	} Selkirk	NR	Leicester
LU		NS	Sutherland
LV		NT	Salop
LW		NU	Derby
LX	} Liverpool	NV	Northampton
LY		NW	Leeds
M		NX	Warwick
MA		NY	Glamorgan
MB	} Chester	O	} Birmingham
MC		OA	
MD		OB	
ME		OC	
MF	} Middlesex	OD	} Devon
MG		OE	
MH		OF	
MJ		OG	
MK	} Bedford	OH	} Birmingham
ML		OI	
MM		OJ	
MO		OK	
MP	} Berks	OL	} Birmingham
MR		OM	
MS		ON	
MT		OO	
MU	} Middlesex	OP	} Southampton
MV		OS	
MW		OT	
MX		OU	
MY	} Wilts	OV	} Southampton
N		OW	
NA		OX	
NB		OY	
NC	} Manchester	P	} Birmingham
ND		PA	
NE		PB	
NF		PC	
NG	} Norfolk	PD	} Surrey
		PE	

PF	} Surrey	RY	Leicester
PG		S	Edinburgh
PH		SA	Aberdeen
PJ		SB	Argyll
PK	} East Sussex	SC	Edinburgh
PL		SD	Ayr
PM		SE	Banff
PN		SF	Edinburgh
PO	} West Sussex	SG	Berwick
PP		SH	Bute
PR		SJ	Caithness
PS		SK	Clackmannan
PT	} Durham	SL	Dumfries
PU		SM	Dunbarton
PV		SN	Moray
PW		SO	Fife
PX	} Ipswich	SP	Angus
PY		SR	East Lothian
QA		SS	Inverness
QB		ST	Kincardine
QC	} London	SU	Kinross
QD		SV	Kirkcudbright
QE		SW	West Lothian
QF		SX	Midlothian
QG	} Derby	SY	Devon
QH		T	Lancaster
QI		TB	Lancaster
QJ		TC	Lancaster
QK	} Reading	TD	Glamorgan
QL		TE	Carmarthen
QM		TF	Lancaster
QN		TG	Dorset
QO	} Stafford	TH	Lincs. (parts of Kes-teen)
QP		TJ	Bedford
QQ		TK	Newcastle-upon-Tyne
QR		TL	Nottingham
QS	} Aberdeen	TM	Portsmouth
QT		TN	Southampton
QU		TO	Dundee
QV		TP	Devon
QW	} Kingston-upon-Hull	TR	
QX		TS	
QY		TT	
QZ			

TU	Chester	VR	Manchester
TV	Nottingham	VS	Greenock
TW	Essex	VT	Stoke-on-Trent
TX	Glamorgan	VU	Manchester
TY	Northumberland	VV	Northampton
U	} Leeds	VW	Essex
UA		VX	York
UB		VY	Sheffield
UC		WA	Warwick
UD	} London	WB	Sheffield
UE		WD	East Riding, Yorks
UF		WE	Stirling
UG		WF	Bolton
UH	} Cardiff	WG	Sheffield
UI		WH	Coventry
UJ		WI	Oxford
UK		WM	Southport
UL	} Salop	WN	Swansea
UM		WO	Monmouth
UN		WP	Worcester
UO		WR	West Riding, Yorks
UP	} Wolverhampton	WS	Edinburgh
UQ		WT	West Riding, Yorks
UR		WU	Wilts
US		WV	West Riding, Yorks
UT	} Leicester	WX	Northumberland
UU		WY	
UV		X	
UW		XA	
UX	} London	XB	
UY		XC	
V		XD	
VA		XE	
VB	} Croydon	XF	
VC		XG	
VD		XH	
VE		XL	
VF	} Cambridge	XM	
VG		XN	
VH			
VJ			
VK	} Huddersfield		
VL			
VM			
VN			
VO	} Hereford		
VP			



XO }  
 XP } London  
 XR }  
 XS } Paisley  
 XT }  
 XU }  
 XV } London  
 XW }  
 XX }  
 XY }  
 Y }  
 YA }  
 YB } Somerset  
 YC }  
 YD }  
 YE } London  
 YF }

YG West Riding, Yorks  
 YH London  
 YJ Dundee  
 YK }  
 YL }  
 YM }  
 YN } London  
 YO }  
 YP }  
 YR } Glasgow  
 YS }  
 YT }  
 YU }  
 YV } London  
 YW }  
 YX }  
 YY }

### AUTO-SPOTTERS SERIES

This series will eventually be representative of the whole range of British Cars. Booklets in active preparation include:

RILEY  
 M.G.  
 ROVER, &c., &c.