“COUPE BODYWORK” - *AUTOMOBILE ENGINEER JAN 1935*

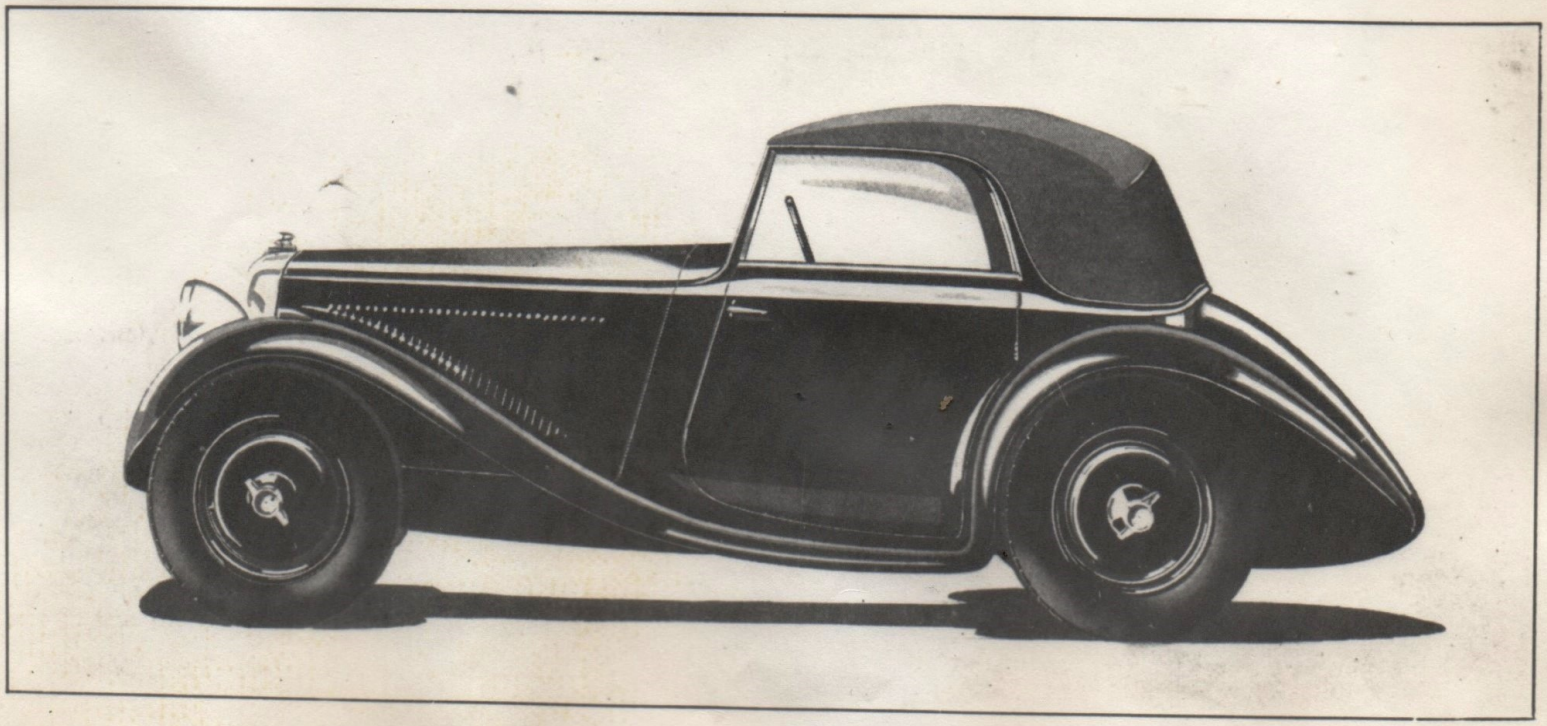
COUPÉ BODYWORK.

A Two-seater Convertible Design to Suit the 14 h.p. Wolseley Special Chassis.

Design No. 4,864.

THE Wolseley Special chassis is one of the few medium-powered models designed and marketed for the fitting of special coachwork by individual body builders. The manufacturers do not propose to offer a standard range of models and, at the moment, it is not intended that closed bodywork should be fitted. Various agents and body builders are producing coachwork on the Wolseley Special chassis, and these, all of the sporting type, are either open or convertible bodies, both two- and four-seaters.

The latest Wolseley product with its 14 h.p. power unit is likely to attract as great a following as did the original Hornet Special chassis, and for the convenience of coachbuilders who may be approached for a convertible design on this particular chassis, the two-seater



The special design of drop-head coupé on a 14 h.p. Wolseley Special chassis.

drop-head coupé design which accompanies this article has been prepared.

The two-seater type of body has been chosen largely because of the limitations of the chassis, for with a wheelbase of 7ft. 11in., a long bonnet and well-raked steering column, four comfortable seats are impracticable unless a considerable overhang is used. With a chassis of this type performance is of primary importance, and if undue overhang is employed, and the weight of the rear passengers is carried too far to the rear, as it might be in this case, the road characteristics of the chassis are bound to be impaired.

With the exception of the increased engine size, the Wolseley Special differs little from the previous Hornet chassis, the contour and layout of the frame, from a body builder's point of view, being practically unaltered. Slight modifications are to be noted in the bonnet and radiator, whilst the accumulator is now mounted lower in the frame and does not project above the floorboards. Friction-type shock absorbers are now incorporated, those at the rear being mounted behind the axle outside the frame, where they do not interfere with the design of footwells in the case of four-seater bodies. Concerning the off-side footwell, a flexible tube, forming part of the rear brake layout, is mounted in front of the axle and curved round the inside of the frame, and sufficient clearance must be allowed for this in maximum deflection and rebound positions.

The track remains at 3ft. 9in., the wheels being shod with 28·20in. × 5·25in. tyres, the effective radius being 13·30in. At the rear the frame is parallel, but from a point a short distance forward of the rear axle it commences to taper, the width at the rear being 2ft. 4¼in. and at the front 1ft. 9 7/16in. Four brackets 1 7/16in. below the top of the frame are provided for body mounting, and each has an 11/32in. diameter hole; in the case of the rear brackets these holes are 1ft. 5⅞in. from the centre line of the frame, whilst the forward holes are 1ft. 2⅞in. from the centre line. It should be noted that the lengthwise positions of these holes which, taken from the front of the dash, are respectively 1ft. 3¼in. for the front, and 3ft. 2⅜in. for the rear, are measured along the top of the frame, which is downswept towards the rear. Four step brackets are also provided.

A pressed-steel dash is supplied with the chassis, and dimensions enabling the correct contour to be obtained are included in the chassis illustration. Concerning the layout of the flooring, both front and rear compartments are divided by a central tunnel, although the front floor can, if desired, be built up to clear the propeller shaft. The forward portion of the tunnel should be made detachable, or be provided with traps to enable access to be had to lubrication points.

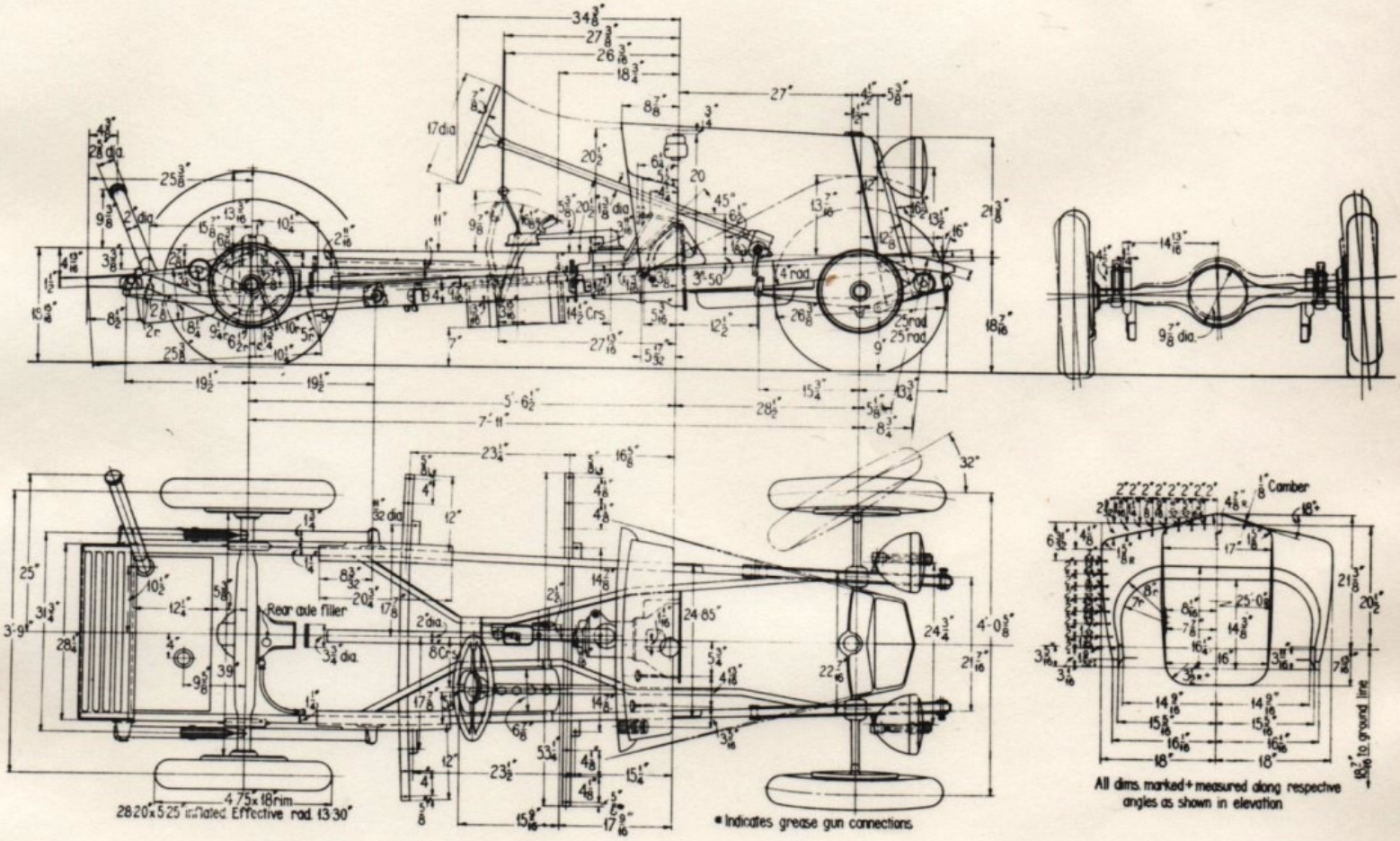
The design of body follows attractive lines, and the seating compartment, to obtain the length necessary for a shapely head, contains a platform at the rear upon which luggage may be carried. There is also a luggage boot in which the spare wheel is housed, although this can, on occasions, be mounted on the panel itself, thus increasing luggage capacity. Normally, it will be found that luggage sufficient for two passengers can be accommodated within the body, and only on infrequent occasions will additional space in the tail be needed.

Although the design follows conventional lines, certain aerodynamic principles have been observed, the front wings, for instance, being carried well forward over the wheels to reduce resistance. The rear wings also conform to streamlined theories, and the continuous sweep employed is also carried out on the tail design.

The folding head can be either of the contracting cant-rail type or of the three-position pattern, although the former would be more suitable, and owing to its moderate dimensions the head could be neatly stowed. By using inclined runs the door glasses can be fully dropped, the rearward glass carriers being made to hinge down, whilst the forward carriers are fixed.

The boot does not form a continuation of the side panels but is equal in width to the distance between the wheel arches. Thus there are no cavities between the wings and the boot sides and a clean appearance is presented. The rear wing tips line up with the lower edge of the boot, and the number plate can be neatly recessed in the centre of the rounded panel at the base of the boot.

Traffic indicators may be mounted in the upper portions of the scuttle side panels, or there is sufficient room for their accommodation above the wheel arches on the hinge standing pillars. An adjustable wind screen is provided and the screen pillars could easily be arranged to fold forward, as on the modern sports body. The broad chromium waist mouling is slightly downswept towards the rear.



Body builder's dimensions of the 14 h.p. Wolseley Special chassis.