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## SPECIAL BODYWORK.

A Brief Survey of Some Recent Productions Embodying Novel Features.

SOME time ago attention was drawn in *The Automobile Engineer* to special coupé bodywork on the Wolseley Hornet Special chassis, by Corsica Coach Works, 11-12, Grimaldi Street, London, N.1, and this concern has produced a very attractive sports two-seater body for the same chassis. The body, of which two illustrations are given, is specially designed for competition work, and the careful attention to detail that characterises the work of this concern is again evident. In designing this body it was realised that whereas the trials and sports owner-driver is fairly well catered for in the matter of bodywork, there is very little choice suitable for the needs of the class of driver who enters for speed events, when the car may be stripped to lighten it.

To be suitable for such a purpose a body must possess the following features: it should be of streamlined form, so constructed that chassis parts are readily accessible, and certain body fittings normally used for road work should be easily detachable. These conditions have been complied with in the construction of the Corsica sports two-seater, a prominent feature of which is the manner in which the tail panel is hinged at its rear end and may be raised, carrying with it the wings, to give access to the rear axle. The rear wing supports are secured by six bolts and are thus readily detachable, while by releasing two pegs the tail panel itself may be removed.

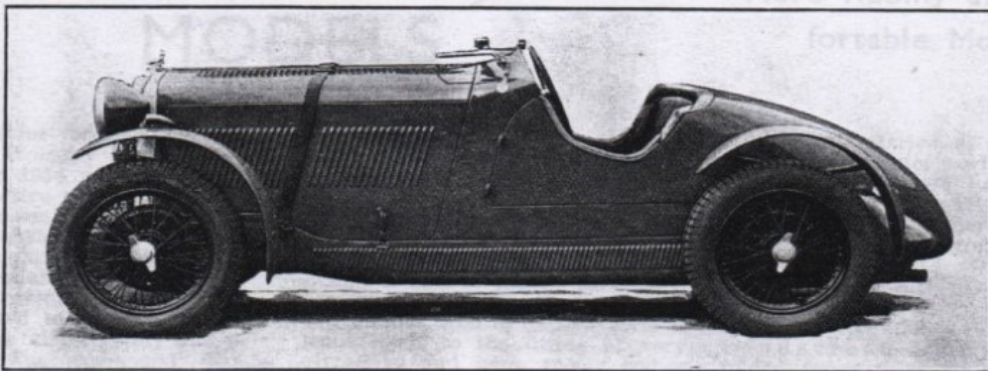
The front wings are held by four bolts, and the lamps are connected to the leads by plugs and sockets. As far as the external appearance of the body is concerned the lines are such as might appeal

to any sporting driver, the long bonnet, secured by a strap, having a raked rear end and being provided with inclined louvres in the side panels, while a series of narrow louvres are formed in the top panels. The short scuttle has upswept wind deflecting panels for each passenger, and the scuttle rail has an inclination that corresponds with that of the steering

bonnet gives a certain amount of room behind the engine, and above the legs of the occupants trays are provided for the reception of tools, parcels, and so on. Certain portions of the trays are detachable to facilitate access to the fascia board wiring, and throughout the body floor traps are provided wherever necessary, these traps being fitted with budget locks.

The car includes the usual sports equipment, such as a revolution counter, thermometers, and so on, and an interesting feature is the manner in which the leads to the wind-screen wiper are dispensed with, contact being made through the screen frame when it is raised. This particular body is finished in red and grey, and looks an

extremely workmanlike job.

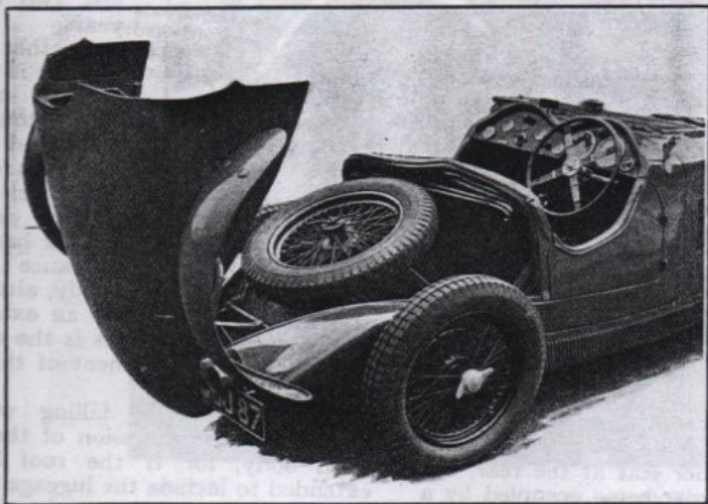


The Corsica-bodied Wolseley Hornet Special for competition use.

wheel, while a joint is effected between the bottom channel of the forward folding screen and the scuttle panel without recourse to a rubber strip.

In the tail are housed the spare wheel and folding hood, metal wells being placed between the backs of the seats and the axle to be used for the accommodation of luggage. Separate bucket-type front seats are adjustable for length, and are fitted with pneumatic cushions, while, as will be noted from the illustration, the seats are staggered. The body side is cut low on the doors and the surrounding edges of the cockpit, with the exception of the scuttle rail, are padded with sponge rubber and trimmed to form a roll.

The complete car weighs less than 15½ cwt., aluminium panels being used throughout, with ash framing for the scuttle and doors, while the tail panels are turned over steel members, there being no timber in this portion. The extension of the



The hinged tail of the Corsica sports two-seater.



indicators are let flush into the quarters, just behind the hinged standing pillars, and the roof is provided with a sunshine fitting.

To obtain a complete drop for the door windows, fixed portions of glass are arranged on the hinged side, and an

tone with the upholstery. The woodwork is inlaid with stainless steel. The spare wheel is carried on the hinged lid of the luggage boot, through the side panel of which projects the petrol filler. The body is finished in a high class manner and all the materials used in its construction

and furnishing are of good quality, while safety glass is fitted throughout.

These three bodies are interesting as they show present tendencies in widely different spheres. Thus, the Corsica-bodied Wolseley Hornet is specially produced for competition use, and its features are largely the outcome of the particular points that have had to be considered in a special purpose body. The Delage is an excellent example of

Continental practice in close-coupled coachwork, and it is also typical of the effort to provide something distinctive in the way of a decorative scheme. The Maltby Wolseley Horney coupé is representative of an already large and rapidly growing class, that is, the roomy special coachwork of distinctive appearance carried on small chassis.

One interesting feature of the Letourneur et Marchand saloon is the treatment of the waist line, which falls away from the screen pillar towards the rear, practically touching the top of the rear wing. This idea is also followed in the quarter lights and in the cant rails, and it is seen to some

extent in the general design of the roof. There seems, in fact, a tendency to explore the possibilities of the falling waist line, although it is not actually an innovation, since it has occasionally been utilised during the last two or three years.

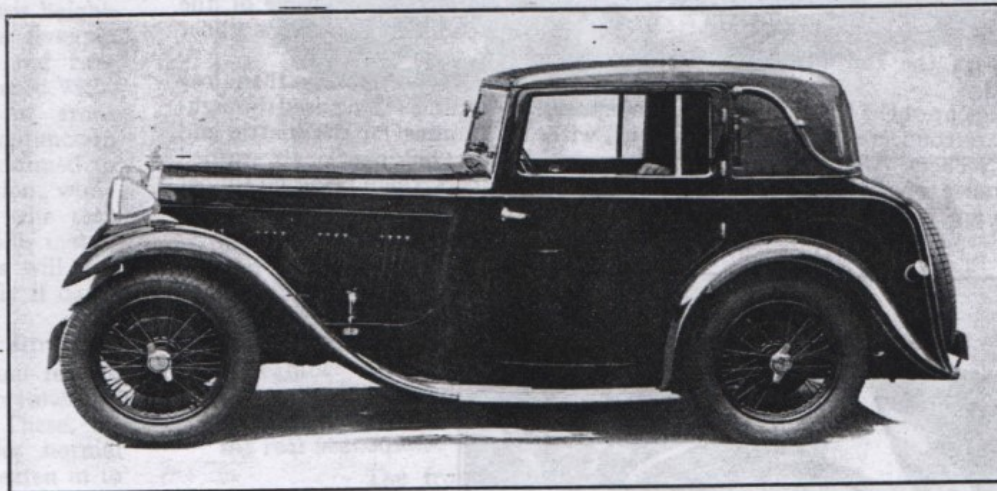
Another point of interest is the large luggage trunk on the Letourneur et Marchand saloon, the lines of which blend well with the general design, so that it has the appearance of being

an integral part of the body, although the sides are not formed by an extension of the body side panels as is the case with the luggage compartment of the Maltby coupé.

In a way the falling waist line suggests some impression of the streamlined body, for if the roof line were extended to include the luggage trunk the result would be an approximation to an aerodynamic design, of which several examples have already appeared.

I-section channel enables parallel runs to be obtained without fouling the door spurs. An extended bonnet is used, leaving a short scuttle, and the body side panels are carried down to the swept running boards, which, in line, continue the sweep of the front wings.

The running boards are totally covered in rubber and are protected by polished metal strips which are carried forward on to the front wings. A centre swage is formed down the middle of the front and rear wings, which are of ample dimensions, while the rear ends of the hind wings are carried sufficiently far back to line up with the bottom of the rear panel. The



The Maltby two-three-seater coupé on a Wolseley Hornet Special chassis.

side panels are divided by a polished metal bead which commences at the radiator, and, at the rear, follows the line of the tail which is of somewhat angular shape.

The seating arrangements consist of two independent sliding seats at the front and a third corner seat at the rear, the opposite rear corner being occupied by a locker. The trimming is carried out in leather, while the interior cabinet work is in mahogany, which is cellulosed to

The third body illustrated is a two-three-seater coupé on the Wolseley Hornet Special chassis, and this was designed and built by Maltby's Motor Works and Garage, Ltd., 141-143, Sandgate Road, Folkestone. The body is of the fixed head type, the roof being covered with leather and ornamented with dummy stretchers. Traffic