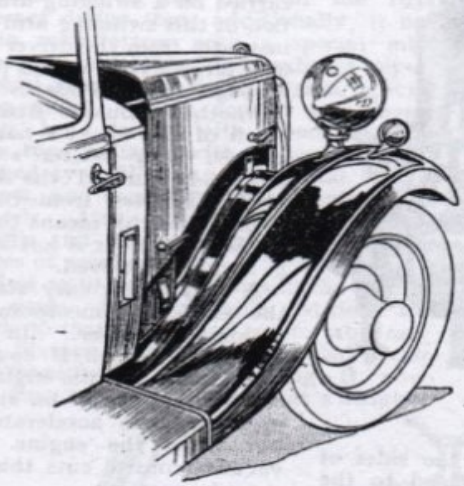
# TWO NEW WOLSELEYS—*AUTOMOBILE ENGINEER AUG 1933*



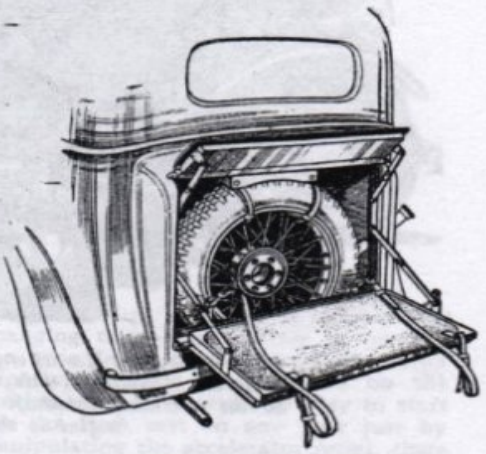
# TWO NEW WOLSELEY CARS



*A feature of the new Wolseley Nine is that on the inner side of the front mudguards there is a flange, which does away with the need for a bonnet board, and helps to stiffen the wing structure.*

## *A Programme Primed With Very Interesting Developments. Synchro-mesh Gears, Controlled Free Wheels, Underslung Cruciform Frames, Automatic Clutch Control, Adjustable Rear Seats, Master Switches, and Many Other Features*

*A large drawing of the Wolseley Nine in photogravure appears on pages 298 and 299, and of the 1934 Hornet chassis on page 300. Preliminary road tests of the new Nine and the Hornet models appear on page 309.*



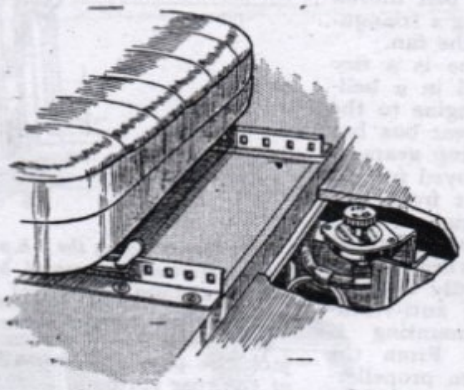
*The lid of the spare wheel box can be used as a luggage carrier on the Wolseley Nine and new Hornet.*

OWNERS of that remarkably attractive four-seater car, the six-cylinder Wolseley Hornet, will be glad to hear that it will be continued for 1934 with only minor alterations in specification and price. But the field of users to whom the individual nature of the Hornet design must appeal will be considerably broadened, because an entirely new and very interesting Hornet is announced, as well as a new Wolseley Nine, a four-cylinder car carrying coachwork identical in size. There is also a new Hornet Special chassis. The larger Wolseleys, the 16 h.p. and 21 h.p. models, are to be continued with additional special features. The following is a list of the various models and their prices:—

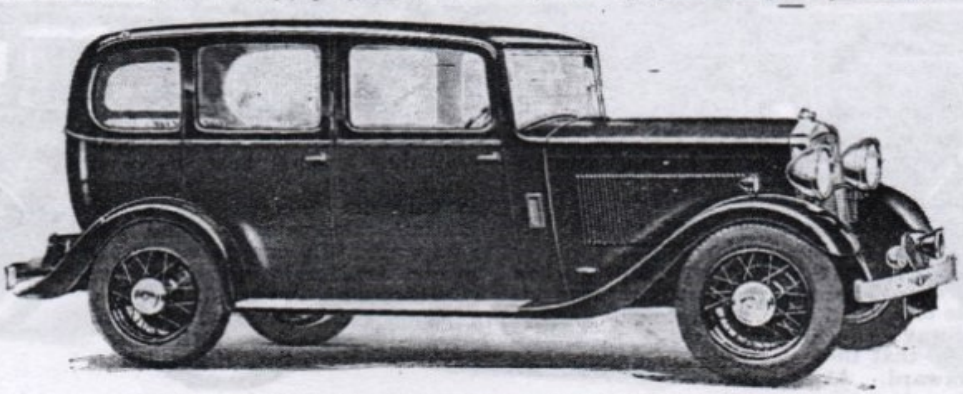
Wolseley Nine saloon, £179; Hornet saloon, £198 10s.; Hornet coupé, £245; new Hornet free wheel saloon, £215; Hornet free wheel Special chassis, £178; Sixteen saloon, £330; Twenty-one-Sixty saloon, £415. The Nine and the normal Hornet saloons have Triplex windscreens, but Triplex glass throughout can be had for £5 extra.

Since the Hornet is so well known and appreciated, a detailed explanation of the whole Wolseley 1934 programme is best begun by announcing that the improvements made to that particular car include the fitting of direction indicators of the swing-arm variety, and the adoption of a synchro-mesh gear box. This has a slightly lower third-gear ratio than in the previous box, whereby the general usefulness is increased.

Entirely different, however, is the new



*The 9 h.p. Wolseley and the new Hornet have a battery master switch, the handle of which projects through the floorboards.*



*The 1934 Wolseley Sixteen, with a longer wheelbase chassis.*

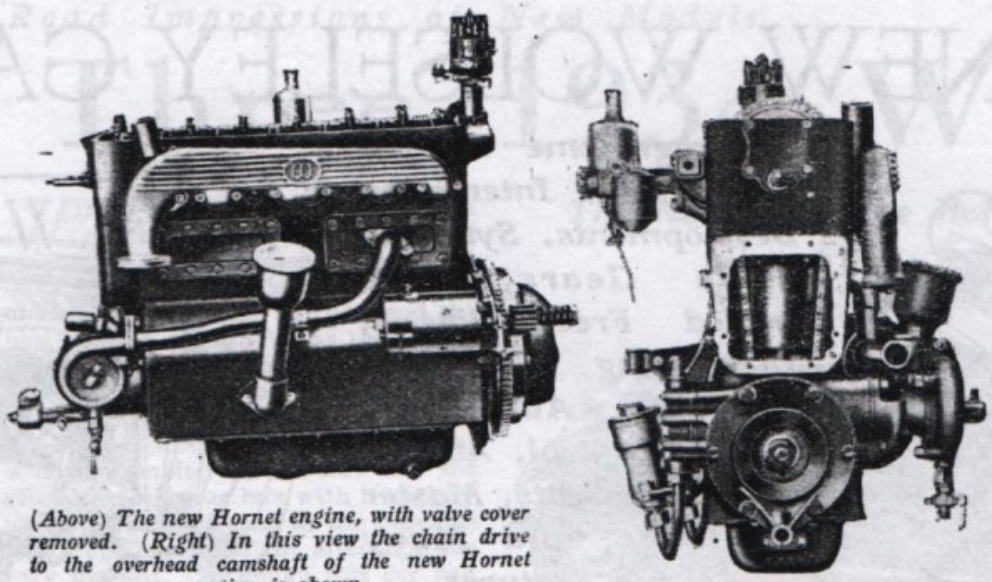
Hornet, and the main features of its design are embodied also in the Nine. These two new cars will be offered with one capacious type of body only, a four-door six-light saloon which does really give ample room for four full-sized people, but the equipment will be less ambitious on the lower-powered model. The design is entirely modern in appearance, and includes a flush-fitting sliding roof and a rear-swept back panel, in which there is a special box compartment to carry and conceal the spare wheel. The lid of this compartment folds downwards to form a luggage platform when required, and when closed the back of the car is as neat as can be.

Drop windows are fitted in the four doors, there are pockets in the upholstery, the front seat is in one single piece, and, incidentally, is adjustable for leg room; all seat cushions have pneumatic upholstery, the backs are well sprung, and entry into the car is rendered as easy as possible by the low floor level obtained by an underslung frame.

Neat swing-out direction indicators are countersunk into the centre pillars of the doors, the screen pillars are as narrow as possible to give the widest range of unobscured vision, and the rear blind is controlled by a clever and easily reached lever over the top of the screen.

Although the bodies of the two new cars are similar in size, the Hornet has special trimming, large door pockets with zip fasteners, a reversing light synchronised with reverse gear, and a fog light.

Quite new in design, the chassis of the Wolseley Nine car is interesting from stem to stern. The engine has four cylinders (60 × 90 mm., 1,018 c.c., tax £9), cast monobloc with the crank case, which carries a stout crankshaft in three bearings. Duralumin connecting rods are used, and aluminium alloy centre-seal pistons with four rings. At the front of the engine is a single chain, self-tensioned by means of a spring blade, which drives an overhead camshaft. In the detachable cylinder head the valves are inclined at opposing angles, and are



*(Above) The new Hornet engine, with valve cover removed. (Right) In this view the chain drive to the overhead camshaft of the new Hornet engine is shown.*

operated through bell crank rockers carried on a single rocker spindle, the whole being lubricated under pressure. Miniature sparking plugs of the 14 mm. size are used.

Great care has been taken in the design of the cylinder head to give a good shape of combustion chamber and a straight run out for the valve ports, for the manifolds are on opposite sides of the engine, the inlet manifold on the right and the exhaust on the left. To the inlet is attached an S.U. carburetter, beside the air intake of which there is a breather pipe running to the valve cover, and this acts as a fume extractor. The dynamo is mounted at the side of the engine, in front, and is belt driven and adjustable, the belt giving a triangulated drive, which includes the fan.

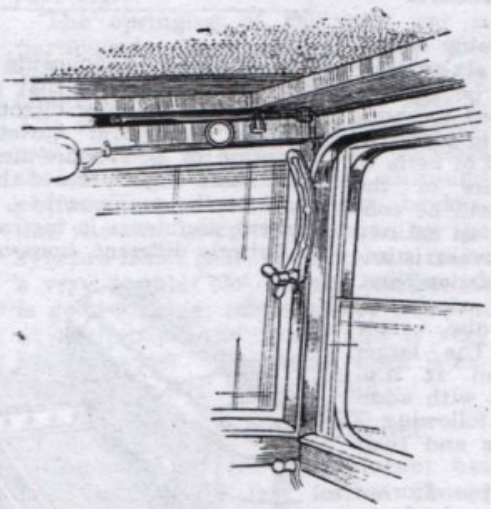
At the back of the engine is a dry single-plate clutch, contained in a bell-housing which couples the engine to the four-speed gear box. This gear box has synchro-mesh on third and top gears.

Flexible mounting is employed for the suspension of the unit. At front and rear it is carried by longitudinal pins passing through rubber bushes, whilst from the region of the flywheel casing lateral arms proceed outwardly and are located between soft rubber anti-vibration pads. This engine mounting is flexible, but not ultra-free. From the rear of the gear box an open propeller-shaft runs back to the spiral-bevel final drive.

### Interesting Frame Design

One of the great features in the design is the frame. This has the normal arches over the front axle, but from this point, rearwardly, the side-members are straight. They incline downwards and backwards, however, and eventually pass beneath the rear axle. Half-elliptic underslung rear springs are fitted. The rear cross-member consists of a steel pan, in which also the spare wheel rests.

The main cross-bracing of this new frame, however, is formed by a cruciform member, particularly well carried out. The forward ends of the cross join the side-members about mid-way along the crank case of the engine, so that the stiffening is brought well forward. At the centre of the cruciform there is a triangulated joining bracket to ensure torsional rigidity, and also the sides of the cruciform are again braced to the side-members by additional underslung cross-members, the ends of which carry the running boards. In order to make jacking easy sockets for the head of the jack are provided beneath the rear ends of the rear springs.



*The rear blind on the 9 h.p. Wolseley and new Hornet is operated by a horizontal lever situated in the roof in front of the driver.*

Lockheed hydraulic brakes are fitted, and the drums are of unusually large diameter. In the rear drums an entirely separate cable-operated mechanism is employed to couple up the brake shoes independently to the centrally placed hand lever. A cable from the base of the lever runs forwards over a pulley carried on a swinging arm, and the position of this swinging arm can be adjusted instantly from the driver's seat by means of a large flynut which projects upwards through the floorboards.

Another valuable fitting, also within reach of the driver's hand on the floorboards, is a master switch. If this switch be turned the battery is completely isolated from the whole of the wiring, and this means that the danger of fire when the car is left standing at night is entirely removed.

A very clever easy starting device for the engine is incorporated, called the Pedomatic starter. In this a vacuum-controlled switch is coupled up to the accelerator. If the engine should stop it will automatically be started again immediately the accelerator is depressed, but when the engine is running the vacuum control cuts this switch entirely out of operation.

The wheelbase of the Nine is 7ft. 6in., and the track 3ft. 9in.

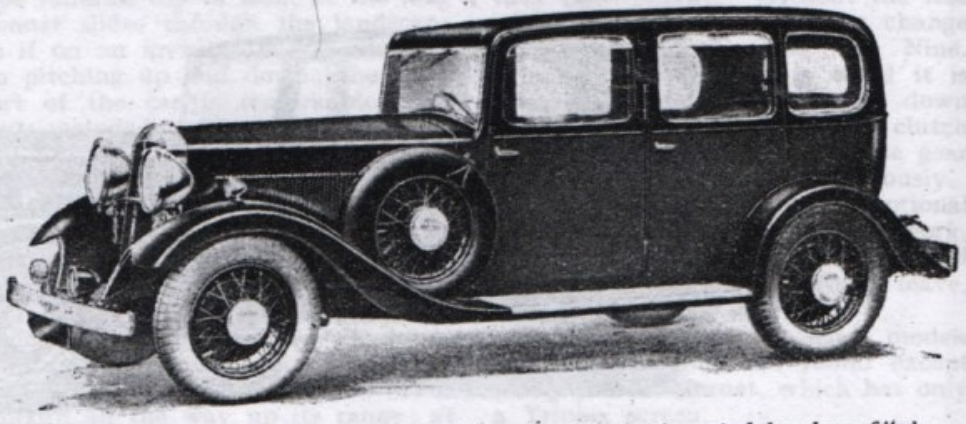


### The New Hornet

In its main principles the chassis of the new Hornet is similar to the new Nine, but there are many detail points of difference. The Hornet six-cylinder engine (57 × 83 mm., 1,271 c.c., tax £12) has the same new type of valve gear and disposition of components, but the cylinders have Centricast hardened liners, water circulation is by pump instead of thermo-syphon, and the cylinder jackets are carried right down to the sides of the crank case to give even cooling and increased rigidity of structure. There is a difference, too, in the air intake to the carburetter, for a Burgess silencer with a Benjamin air cleaner is added. Engine restarting is controlled by a Startix.

Whereas the Nine has a four-speed gear box with synchro-mesh easy gear change on top and third, the new Hornet has a similar gear box, plus a controlled free wheel situated in an extension of the rear of the box. This free wheel gives the easiest possible form of gear change on second, third, and top. In first gear and in reverse it is automatically cut out of action, so that manœuvring in confined spaces, and climbing, backing, or descending steep hills are normally simple procedures.

Another very valuable refinement is dynamo voltage control, which ensures



*The latest Wolseley Twenty-one, to which automatic clutch control has been fitted.*

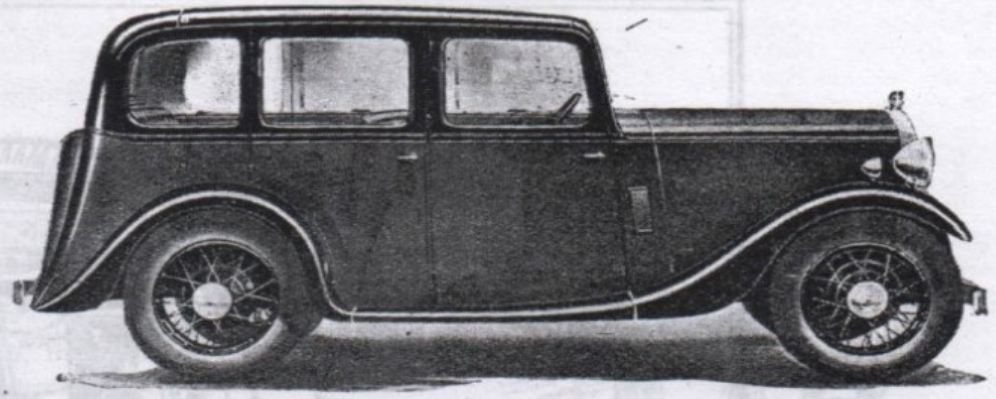
### Two New Wolseley Cars

that the batteries receive charge in direct relationship to their needs, whereby their life is conserved. The new Hornet has the same width of track as the Nine, but the wheelbase is 7ft. 11in.

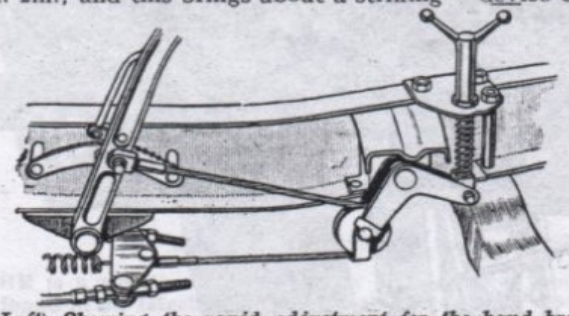
In essentials the new Hornet Special chassis follows the lines of the 1934 Hornet design, but, additionally, it has twin carburetters with a special inlet pipe, an oil cooler, dual exhaust pipes, special silencer, a tuned engine, special gear ratios, remote control gear lever, 10in. head lamps with stoneguards, a new type radiator with stoneguards and hinged type filler cap, large dial instruments, and centre lock-nut Dunlop wire wheels. Also, the steering column length and rake are suitable to sports types of coachwork.

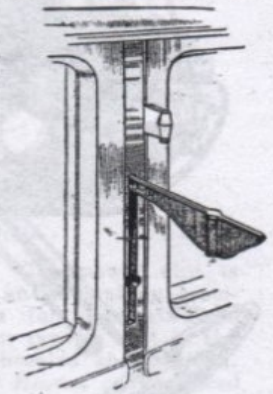
Now as to the larger cars in the Wolseley range. Some valuable additions are made to that roomy and comfortable car, the Sixteen. The wheelbase has been lengthened by 5in., making it now 9ft. 2in., and this brings about a striking improvement in the appearance, besides giving better riding. This car is fitted with a free wheel, but the latest addition is an automatic clutch control. The device can be cut in or out of action at will, and when in action it reduces gear changing to a mere matter of pushing the gear lever into any position after slightly releasing the pressure on the accelerator. It is perfectly easy to start the car from rest on any gear just by manipulating the accelerator pedal, there being no need to touch the clutch. Other additions to the Sixteen include direction indicators, voltage control, master switch for the electrical system, and single-bar bumpers.

Automatic clutch control has also been added to the 21-60 h.p. Wolseley, the springing of which has been carefully redesigned to gain improved riding comfort. The same detail improvements as for the Sixteen are added. These two larger models are remarkable for their quietness, comfort, roominess, and general refinement of running, and they represent extremely good value for money in a style of car above the average.

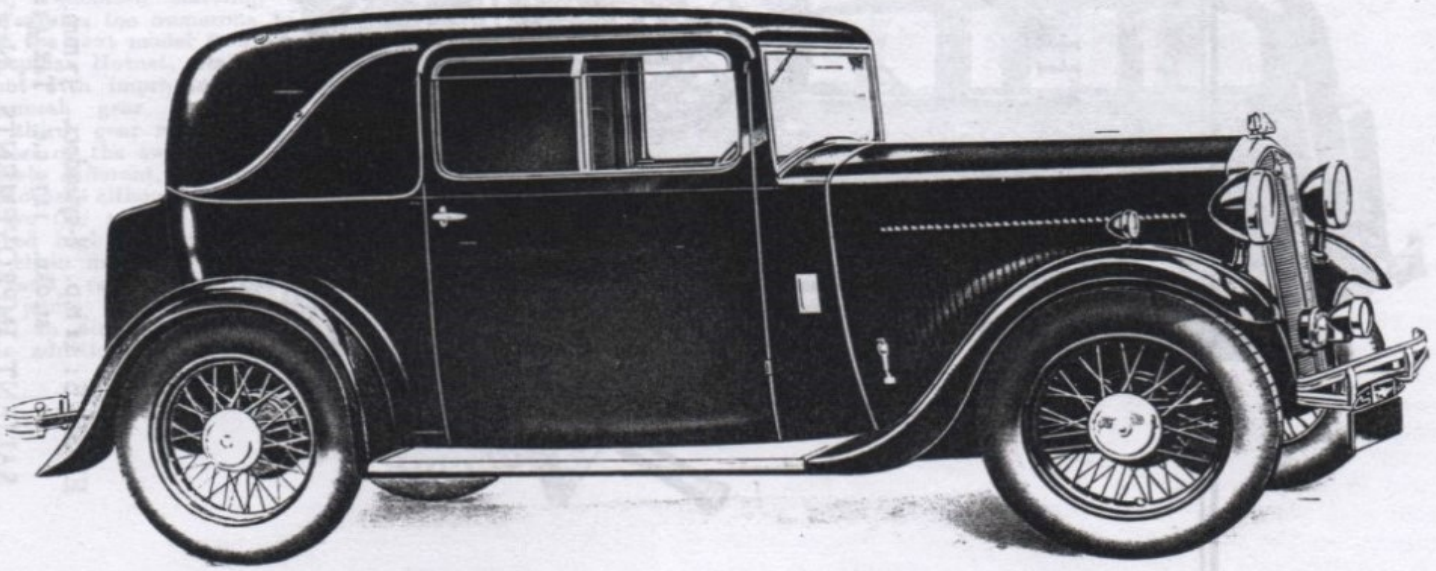


*The 1934 new Wolseley Hornet four-door six-light saloon.*



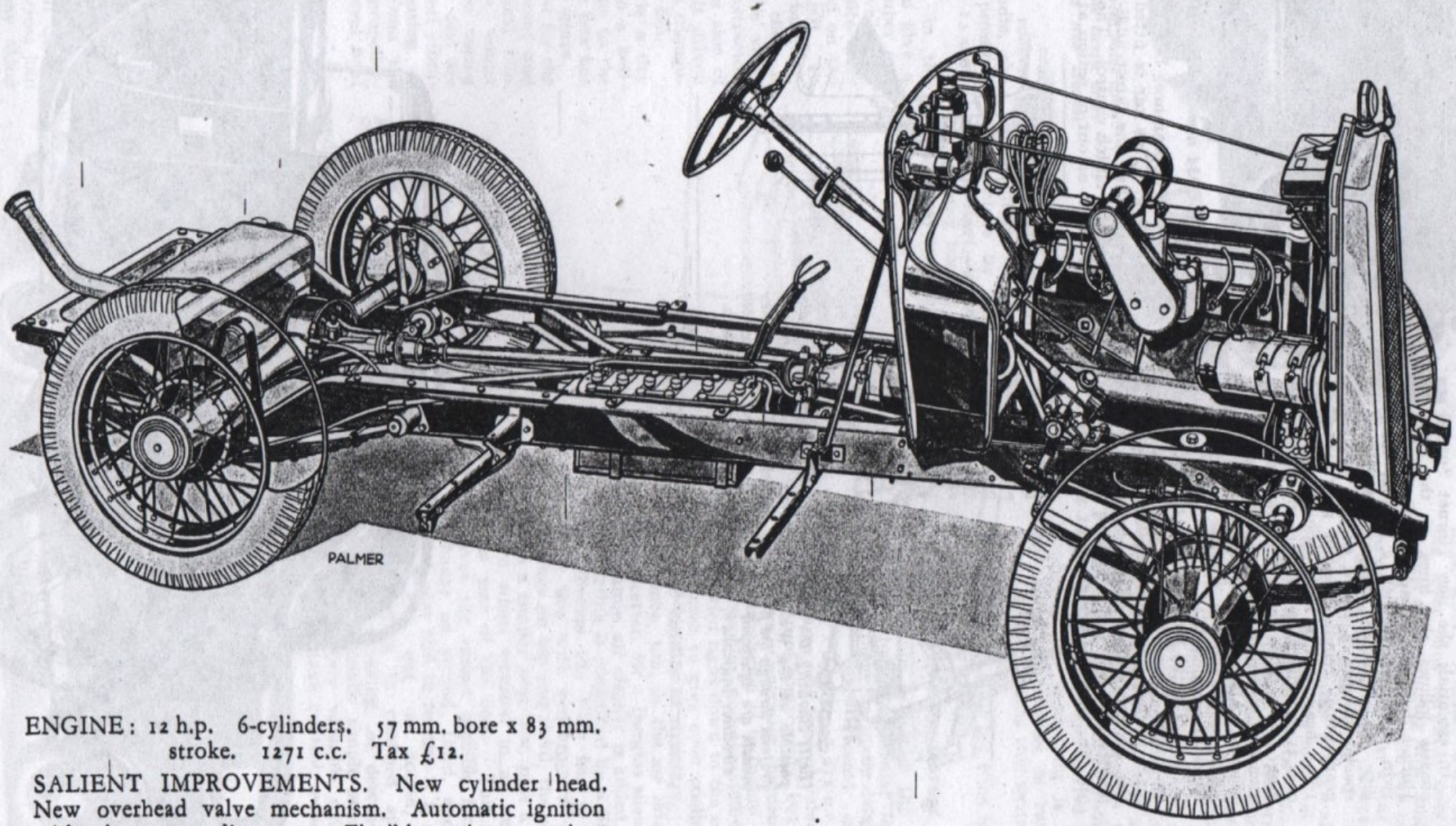


*(Left) Showing the rapid adjustment for the hand brake possible on the Wolseley Nine and Hornet. The flynut projects through the floorboards. (Right) All 1934 Wolseley models are equipped with these neat electrically operated direction indicators, which fit flush with the bodywork.*



THE WOLSELEY HORNET OCCASIONAL-FOUR COUPÉ.

# THE 1934 WOLSELEY HORNET




ENGINE: 12 h.p. 6-cylinders. 57 mm. bore x 83 mm. stroke. 1271 c.c. Tax £12.

SALIENT IMPROVEMENTS. New cylinder head. New overhead valve mechanism. Automatic ignition with micrometer adjustment. Flexible engine mounting. Cruciform frame underslung at rear. Longer wheelbase (now 7 ft. 11 ins.). Brake adjustment from driver's seat. Controlled free wheel. Price £215.

The Autocar

August 25th. 1933.