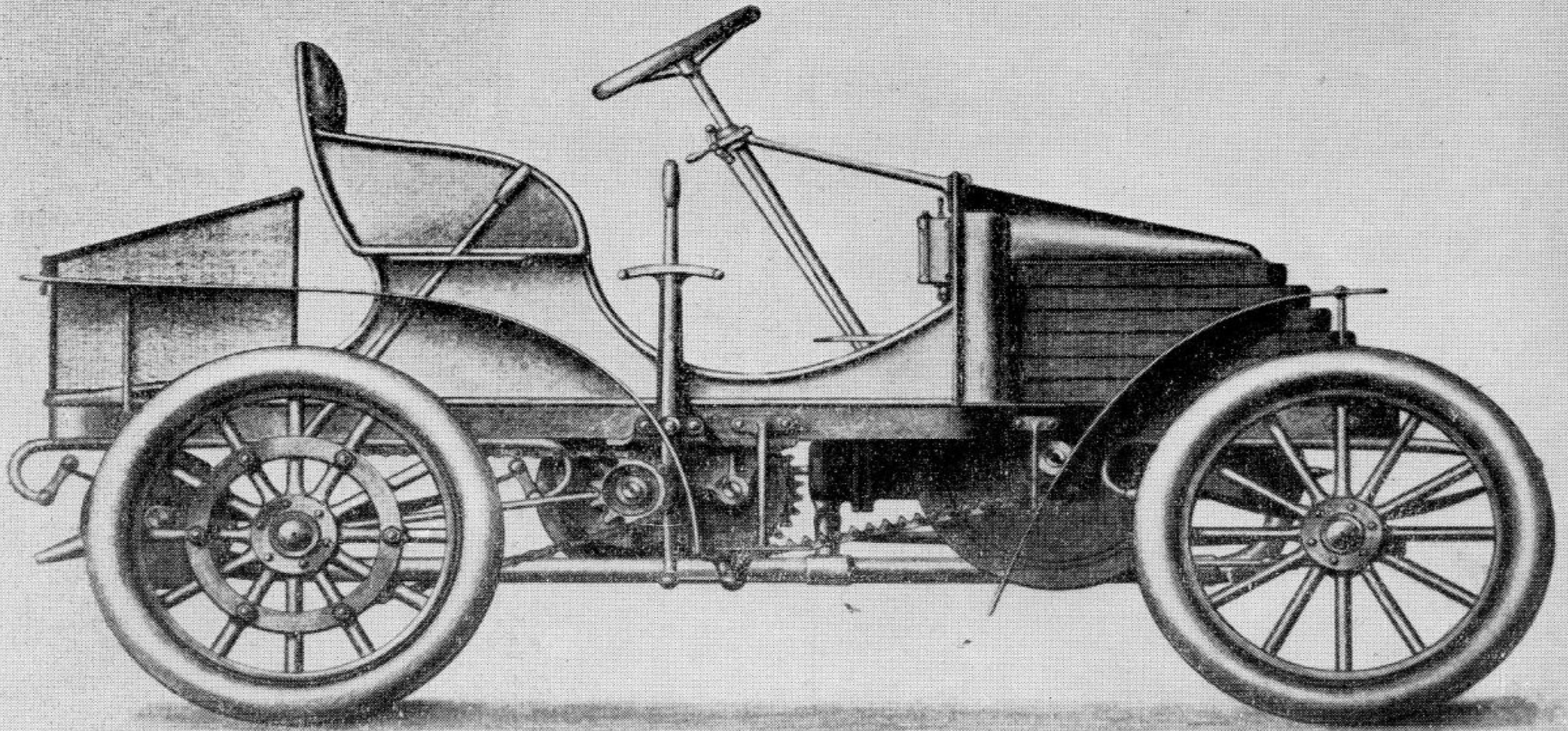


"CARS OF THE CENTURY"—1900-1901



WOLSELEY—RACER.

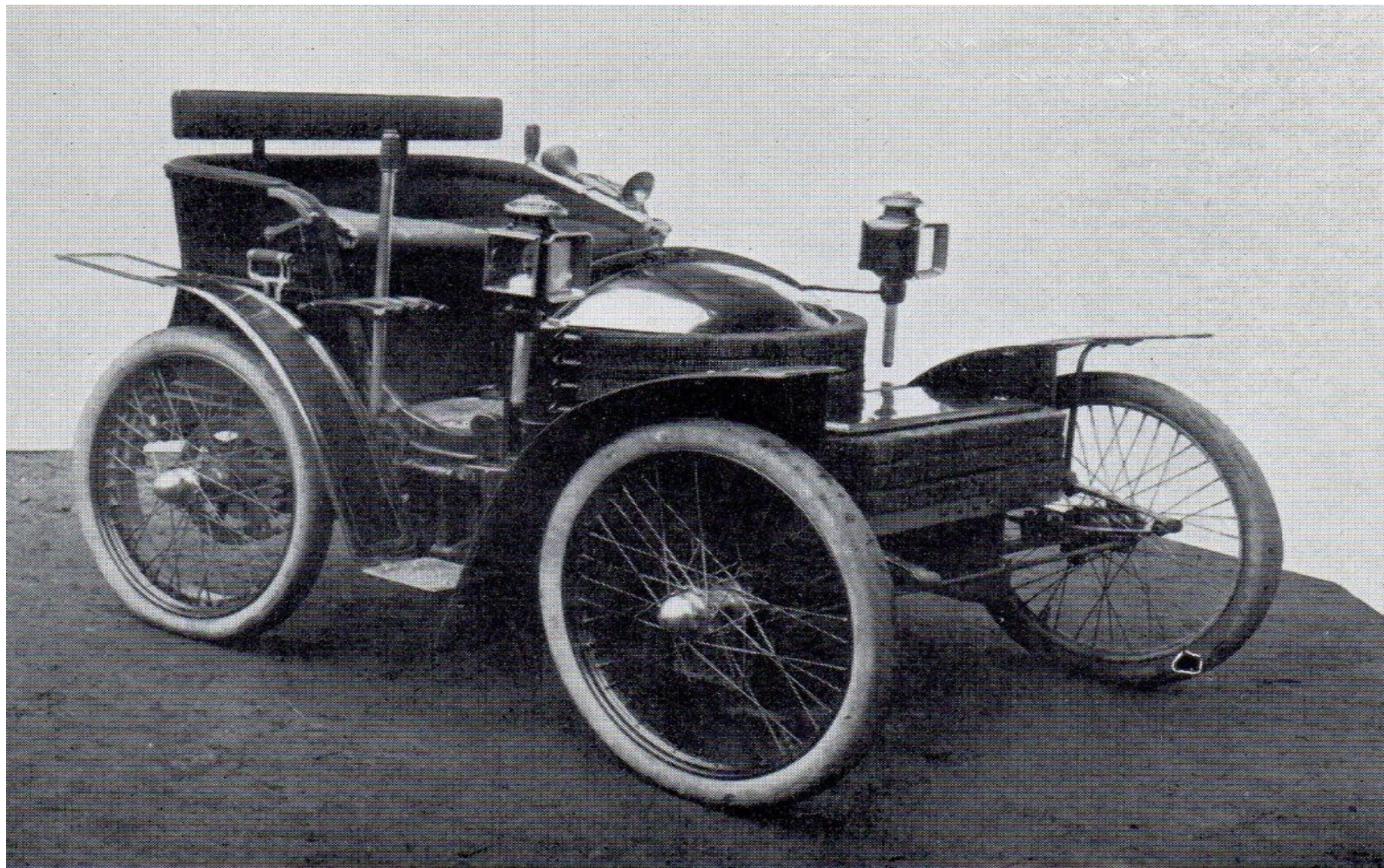
# 1900 Wolseley Racer

*reproduced by courtesy of The Autocar*

Nowadays we do not think of the sophisticated Wolseley as a racing car, but for many years powerful Wolseley racers enjoyed successes at all the principal meetings. Note the enormous flywheel and the chain drive. Chain drive, incidentally, was retained for a long time on the racing cars after normal cars had gone over to shaft drive.

An interesting sidelight on the Wolseley history occurred in 1950 when a Wolseley car made in 1899 was driven from John O'Groats to Lands End and then to Oxford, a distance of 1,200 miles without any trouble — and this was one of the cars that took part in the 1,000 miles trial of 1900 !







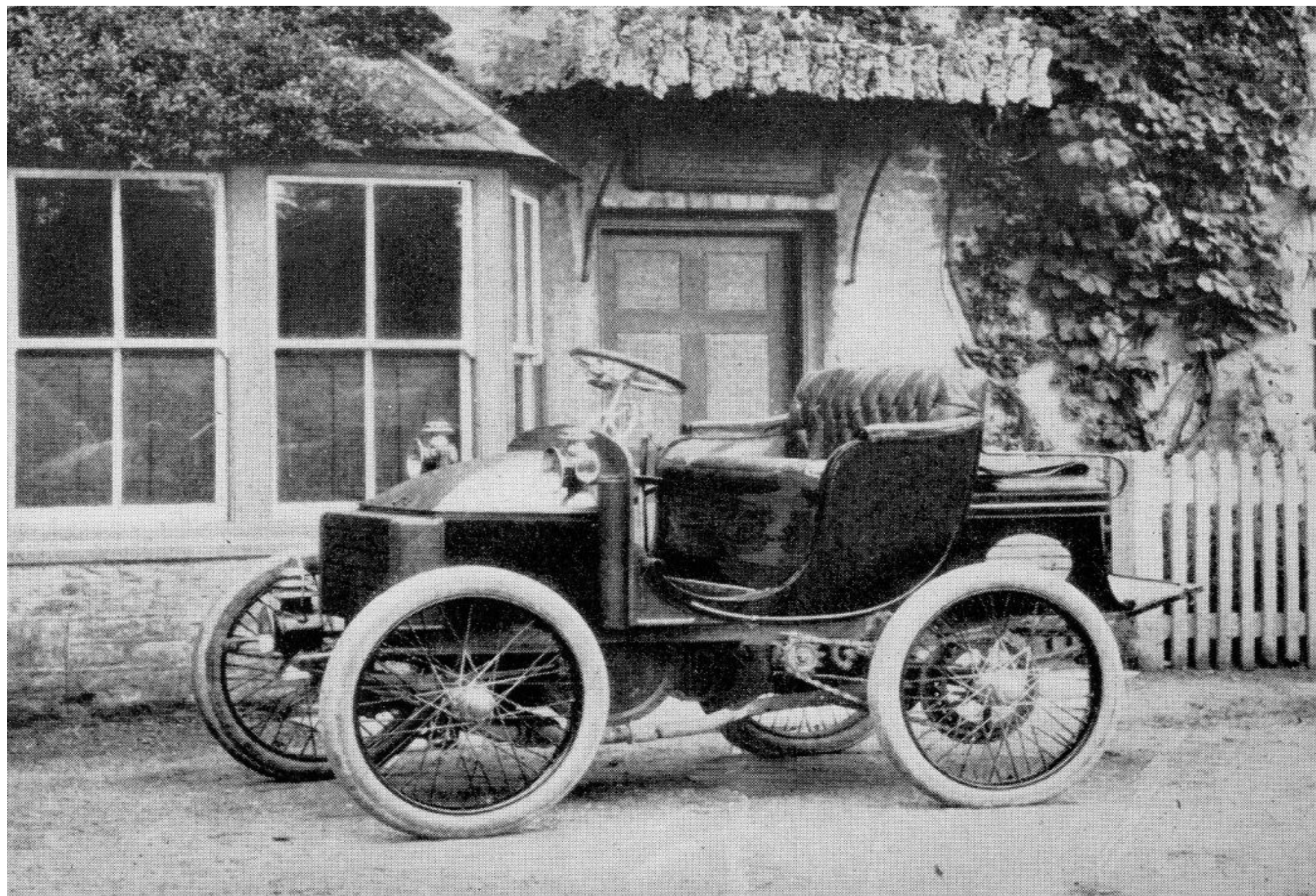
**1900**

# **Two Seater Wolseley**

*reproduced by courtesy of The Autocar*

Unlike the racer, this small car is more in keeping with our ideas of the cars of this time. In this picture we can clearly see the treadless tyres that were the constant source of trouble to any motorist, quite apart from the hazards of the notorious "side-slip." Tiller steering, chain drive and patent leather wings complete the picture for us.





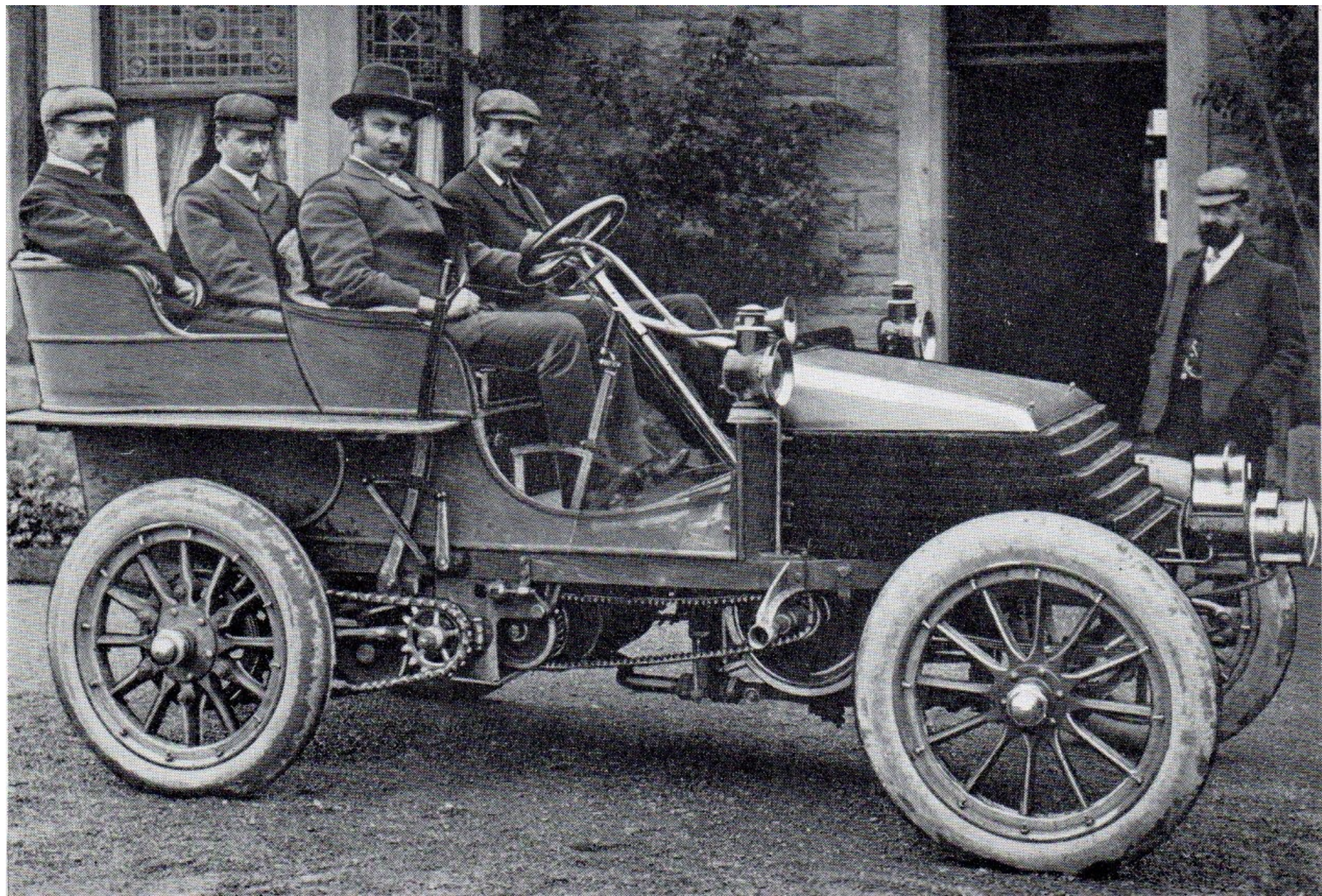
# 1900 Wolseley S.S.

*reproduced by courtesy of The Autocar*

In these days Wolseley production was greatly influenced by the great Herbert Austin, who had been associated with F. Y. Wolseley in a mechanical sheep shearing business in Australia. An interesting fact about Wolseley cars is that for many years the steering wheels had only one spoke, giving accessibility to the engine controls on the column.

It is worth remembering that the first of the Wolseley cars had been produced in 1895, which makes the line very old indeed.







# 1901

## 21 h.p. Wolseley

*reproduced by courtesy of The Autocar*

At this time Austin, who was now the power in the Wolseley concern, assisted Sir Hiram Maxim with his steam flying machine, which led to Vickers (of which Sir Hiram was a director) taking over Wolseley and opening up at a much larger works in Birmingham. The range of vehicles immediately increased, and the prospective purchaser had plenty to select from, including delivery vans.

This picture is of particular interest, as we see Herbert Austin at the wheel. For its time, the picture is remarkably clear and we can examine the car in detail. Note the large fly-wheel and the chain drive. Two brake handles are visible, and though we are not told we can assume that one worked on rear wheel bands and the other on the transmission, which was common practice at the time.