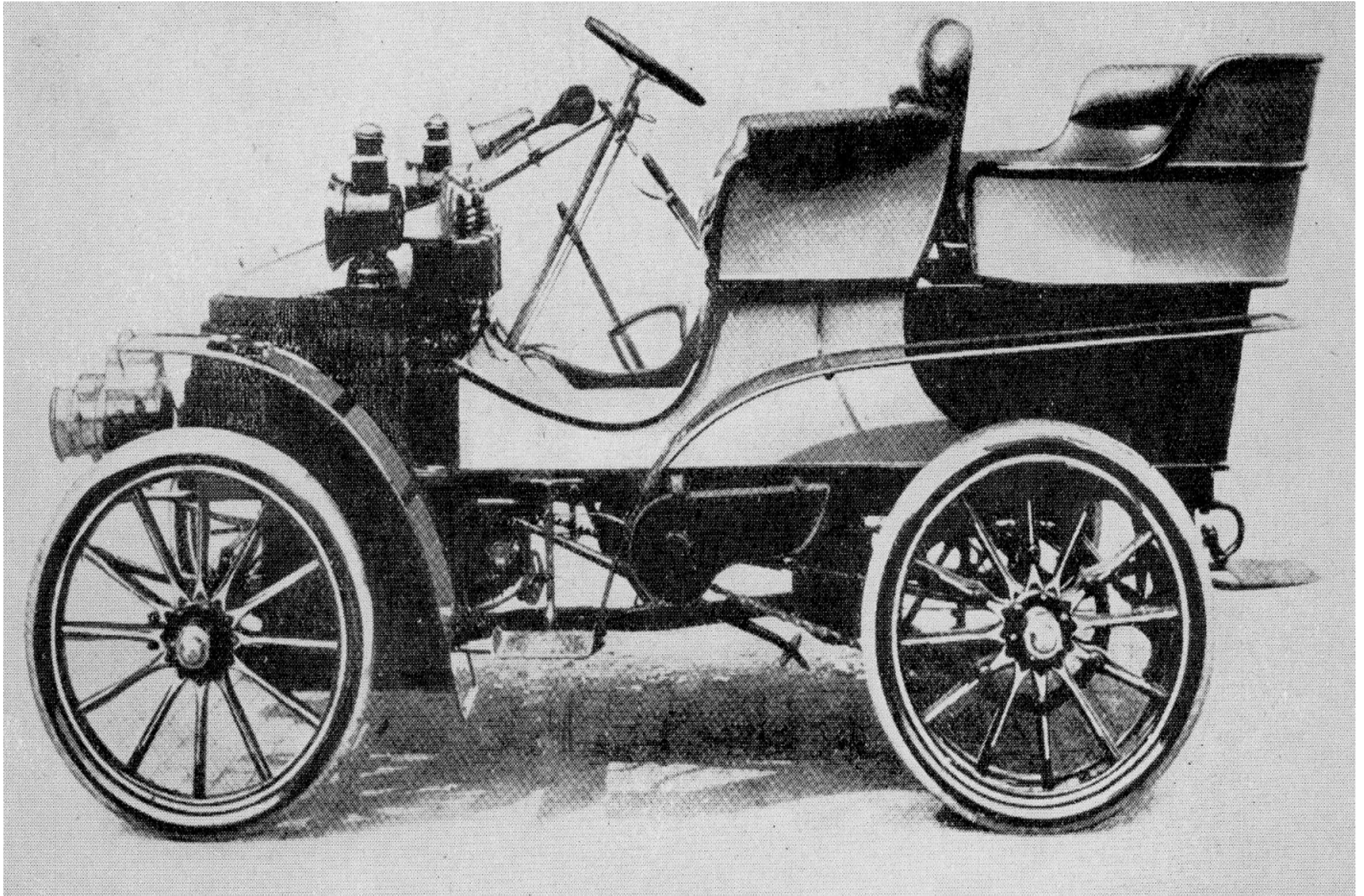


**"CARS OF THE CENTURY"—1902**



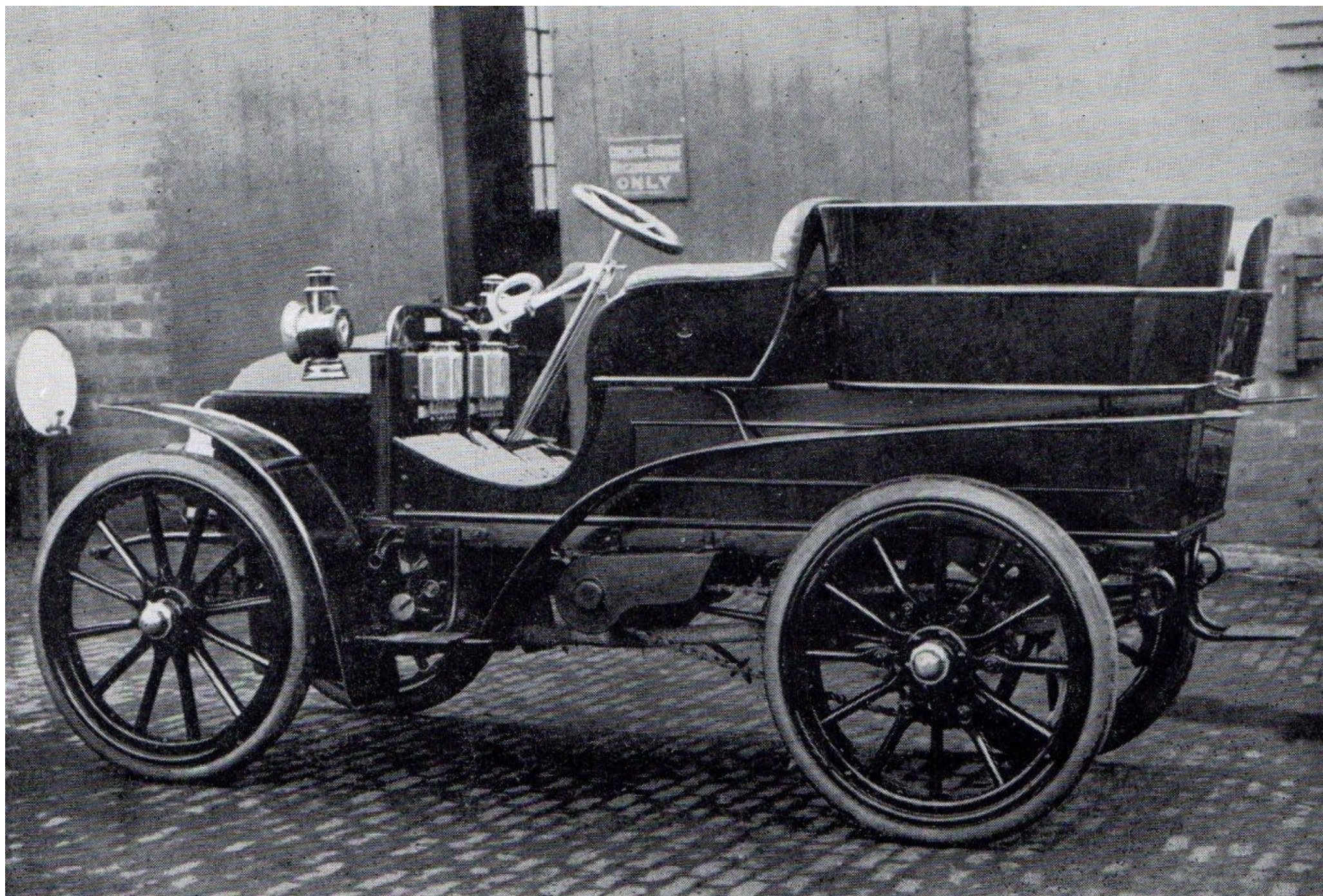
**1902**

## **The 7 $\frac{1}{2}$ h.p. Wolseley**

This was one of the large range built by the company after the take-over by Vickers. The picture quality is not of the highest, but we are still able to identify the various parts of interest — i.e., the chain drive, the drip-feed indicators, the gear or “change-speed” lever, and the massive hand brake lever. Note that it has something resembling an oversize shooting stick suspended underneath, and we have a fairly good idea of what this could be used for !

For the technical, the engine had two cylinders of 4 in. x 4 in. bore and stroke, coil ignition, three forward speeds and chain drive.







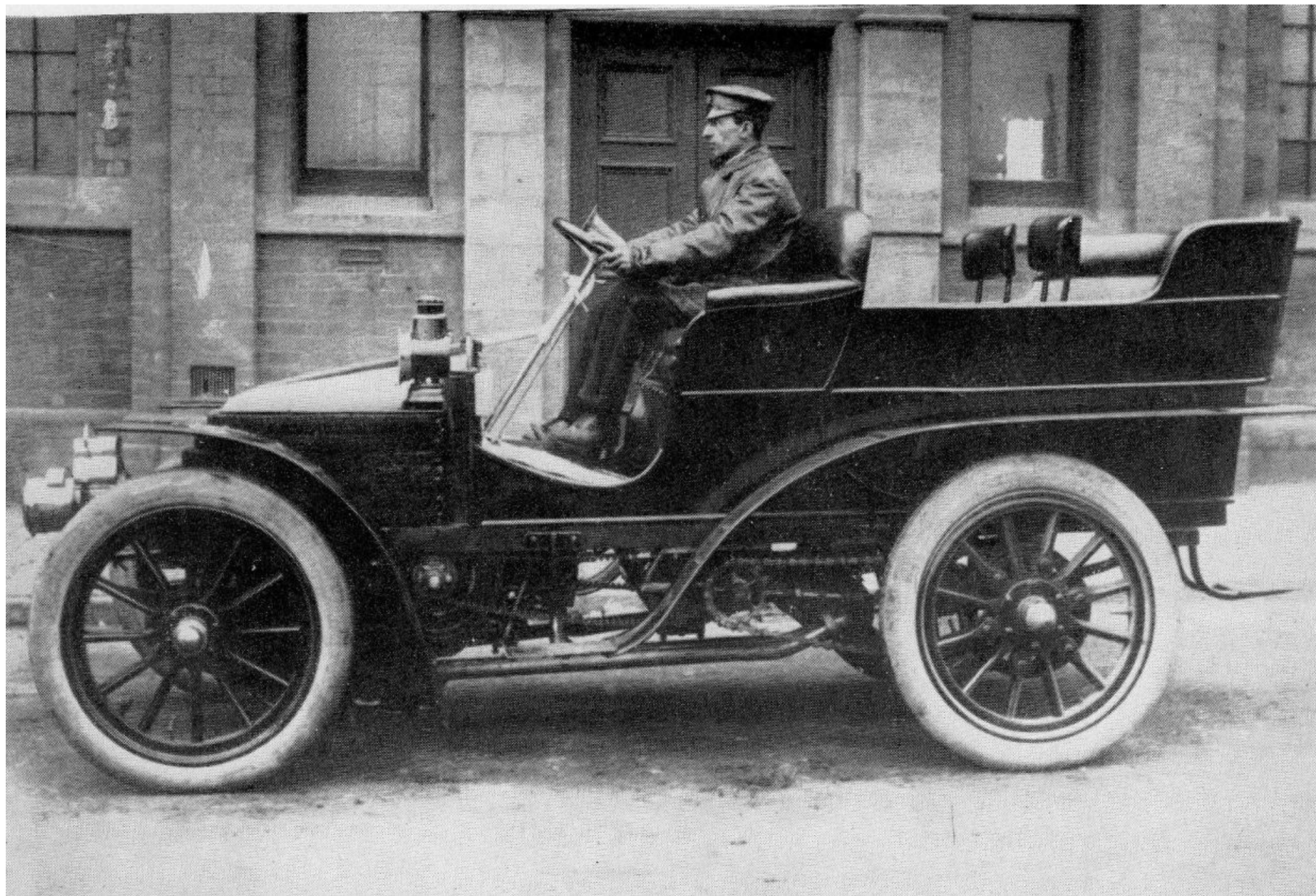
# 1902

## 10 h.p. Wolseley

*reproduced by courtesy of The Autocar*

In this model we can see the family lines when compared with the 7½ h.p. In these days, all the Wolseleys had the horizontal engine which, if rather slow had the reputation for reliability. This particular model had the 10 h.p. horizontal side-by-side engine of two cylinders with a bore and stroke of 4½ in. x 5 in., four forward speeds and coil ignition. As usual the drive was by chain.





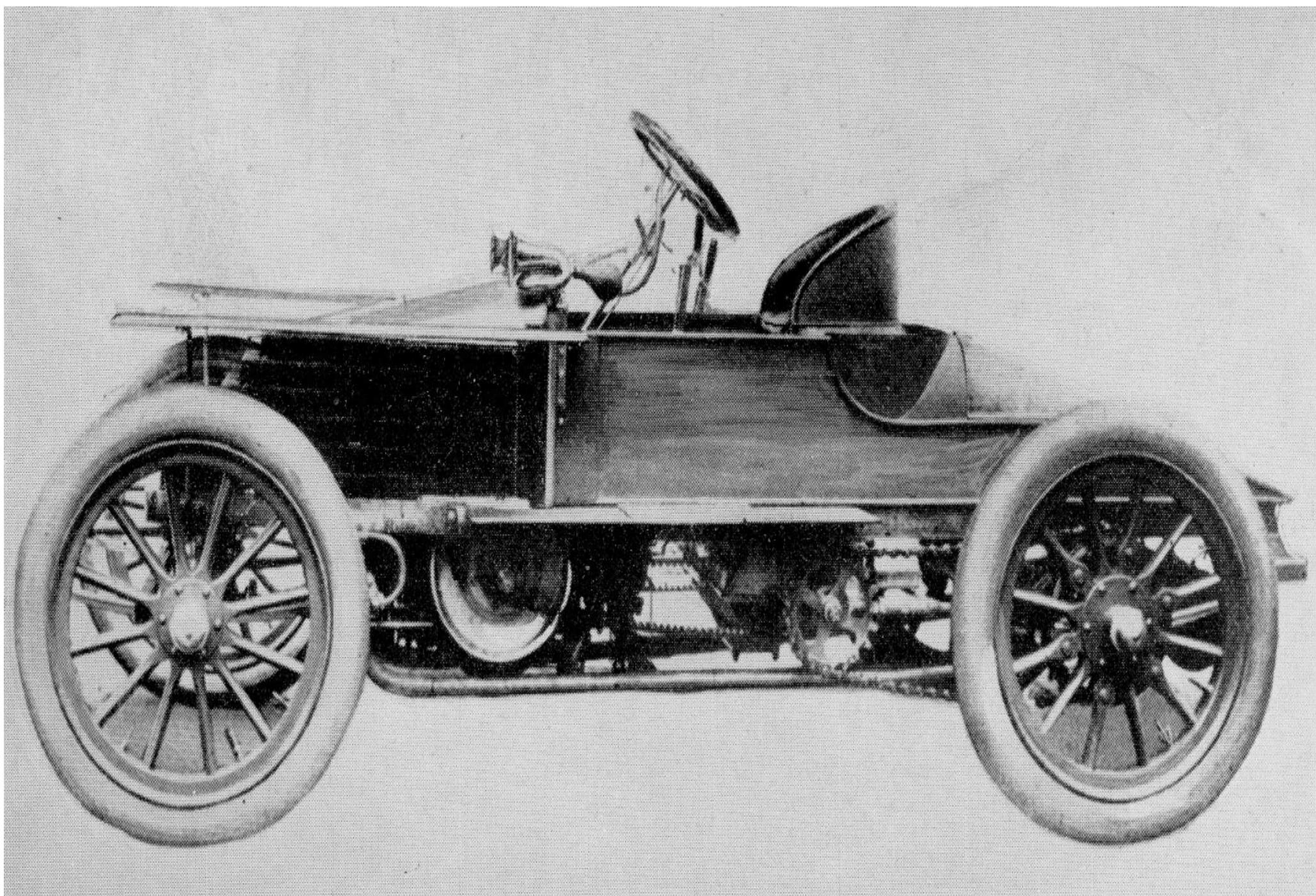
# 1902 22 h.p. Wolseley

*reproduced by courtesy of The Autocar*

This is yet another in the bewildering range of Wolseley vehicles that came into being in this period, though little mention is made of this one in contemporary publications. With the great ground clearance we can see the flywheel and chain drive principle quite clearly. In common with its smaller contemporaries, this car had the horizontal engine.

Brief technical details are as follows: Four cylinders, bore and stroke  $4\frac{1}{2}$  in. x 5 in., coil ignition, four forward speeds with chain drive.





# 1902

## 30 h.p. Wolseley Racer

*reproduced by courtesy of The Autocar*

For a couple of years Wolseley had been making the odd racing car to special order, but in 1902 Herbert Austin successfully prevailed on his directors to allow him to design a car that the firm would race. The 30 h.p. was the first of a long line and had a flat four engine. The car was entered for the Paris-Vienna race, but had crankshaft trouble, which caused Austin to do some lubrication redesigning. The lines of this car are remarkably advanced for its year, and unless told it could be very difficult to place it exactly.

Cylinder dimensions were 5 in. x 5 in. bore and stroke; the ignition was by coil, and the car had four forward speeds with chain drive.







# 1902

## 45 h.p. Wolseley Racer

*reproduced by courtesy of The Autocar*

One eminent authority on the time states that after the fiasco in the Paris-Vienna race, Austin designed three 50 h.p. racing cars that were entered by amateurs in the 1903 Paris-Madrid race — again with disastrous consequences, two breakdowns, and a mechanic killed in a dreadful accident. This car appeared in the *Autocar* in July, 1902, and was, presumably, the forerunner of the following year's cars. It is an indication of the times possibly, that the car has two horns but extremely inadequate brakes on the rear wheels only !

With a bore and stroke of 6 in. x 6½ in. on its four cylinders, this must have been a very formidable car.