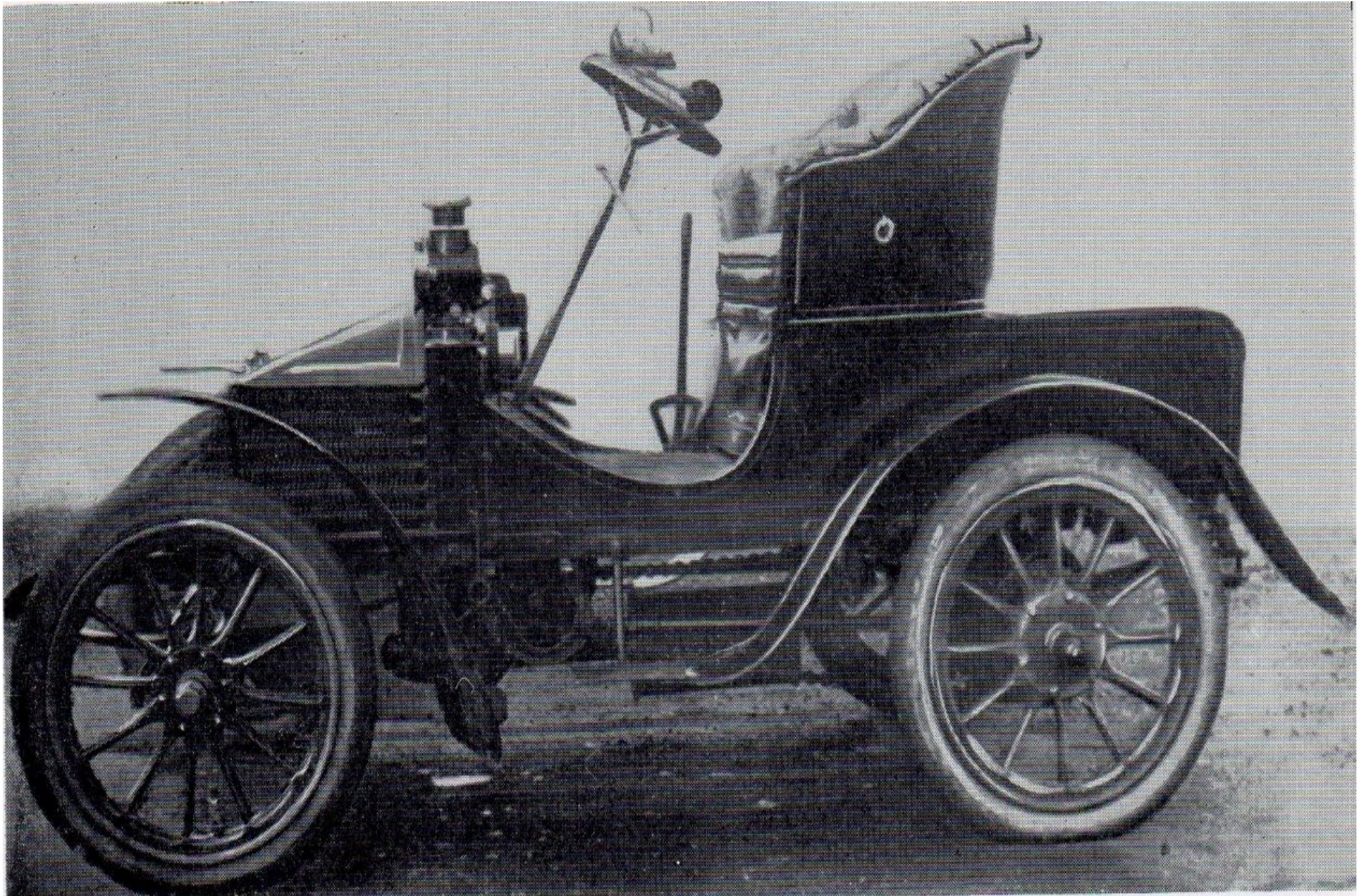


"CARS OF THE CENTURY"—1903-1905

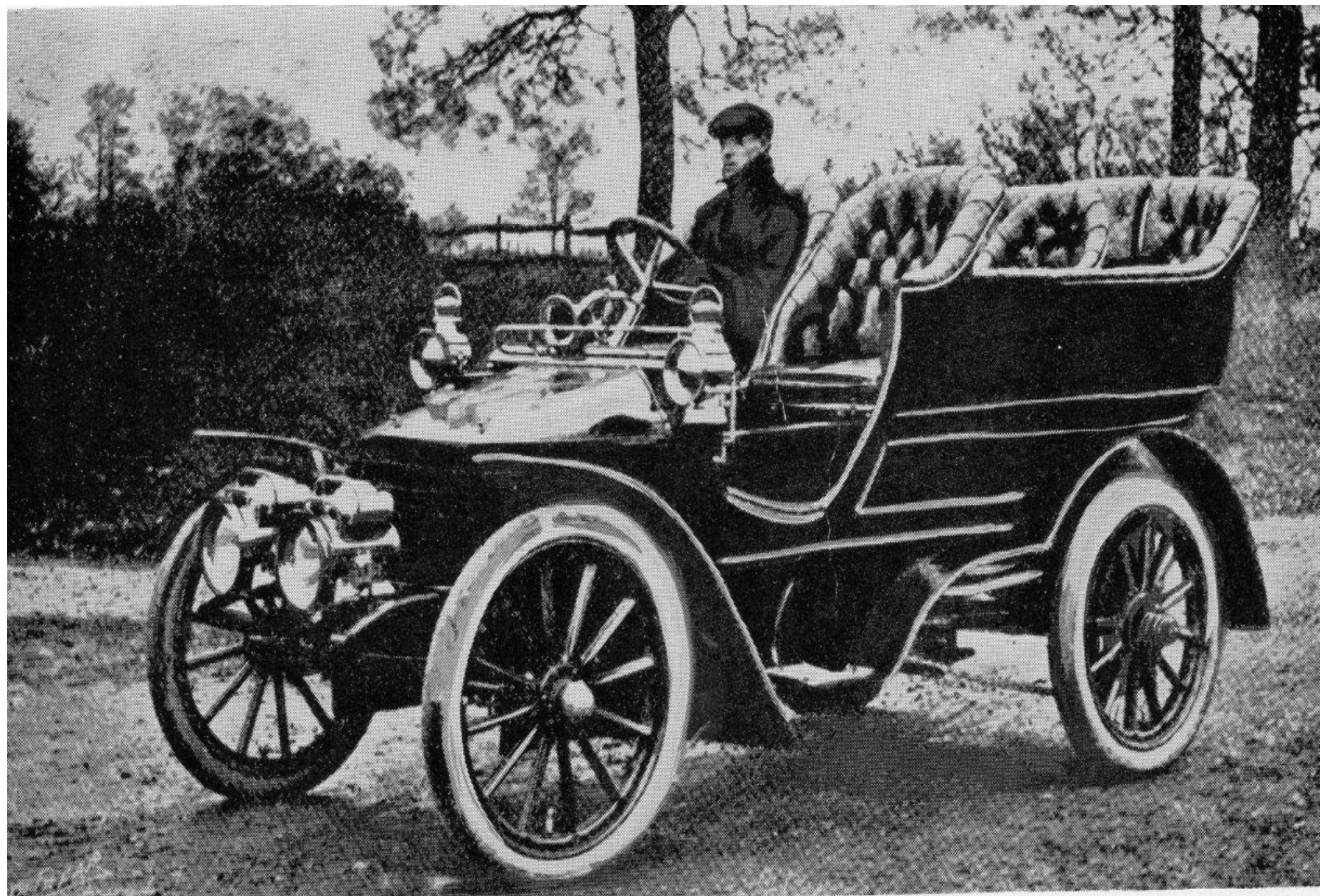


1903

6 h.p. Wolseley

reproduced by courtesy of The Autocar

This is a preview of the 6 h.p. car of 1904, and it is particularly interesting as it represents the first Wolseley car to dispense with a chain final drive. In the picture however, we can plainly see that there was a chain drive from the engine to the live axle. No other Wolseley for 1904 had such an arrangement which could probably have been incorporated in the 8 and 12 h.p. models. Above that h.p. one could reasonably expect to find chain drive, particularly in any car designed specifically for racing. The engine was a single-sylinder with a bore and stroke of $4\frac{1}{2}$ in. x 5 in. with three forward speeds and coil ignition.

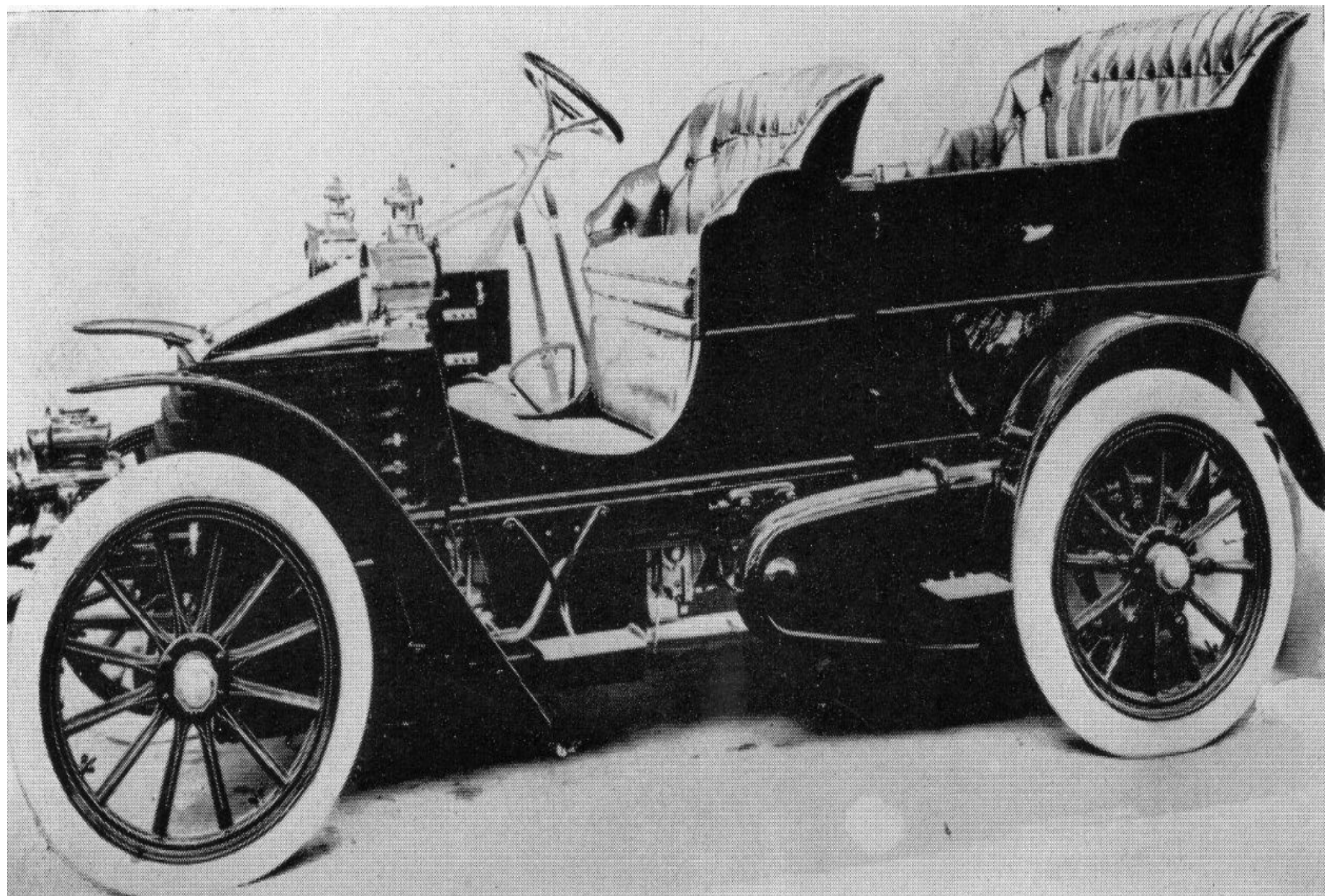


1903

24 h.p. Wolseley

reproduced by courtesy of The Autocar

This car appeared in the pages of *The Autocar* in December, 1903, and was a higher-powered car than we have shown so far, apart from the cars built specially for racing purposes. This car, again, had chain drive — the lengthy chain can be seen on the rear wheel. Note the artillery wheels for the heavier cars and the wire wheels on the smaller; much controversy raged about this at the time and one can read of arguments for and against the wire wheel. The pressed steel wheel had not yet come into being, nor had detachable rims.



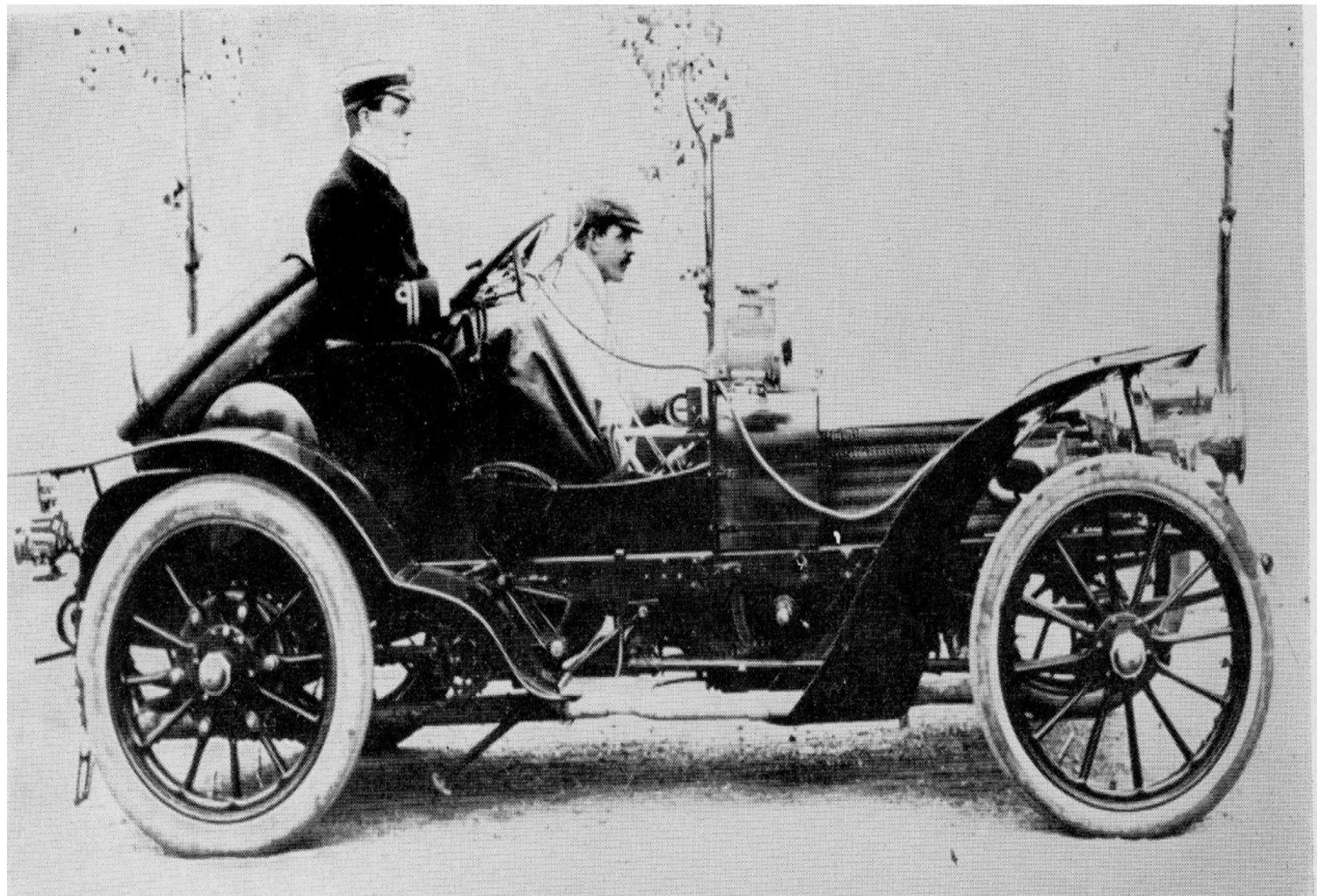
1905

20 h.p. Wolseley

reproduced by courtesy of The Autocar

At this time Wolseley were building quite a range of vehicles, and in 1904 alone could offer a six, eight, twelve, sixteen or twenty-four h.p. car; all had horizontal engines of four cylinders, and excepting the six, employed chain drive. Notice that the chain here is cased, but not as completely as in the Sunbeam models. Generally, all the cars had an appearance of "stodginess" about them, but they were made very solidly.

The motor show of the year was greatly impressed by the improved hand and foot throttle and the automatic carburation. Comment was made that this was one of the first cars with two or more cylinders to be turned out without a governor. At the time of introduction, Wolseley had had many critics, but maintained that a governor was unnecessary with foot and hand throttle control, and it was noticed that many others were now adopting that line of thought.

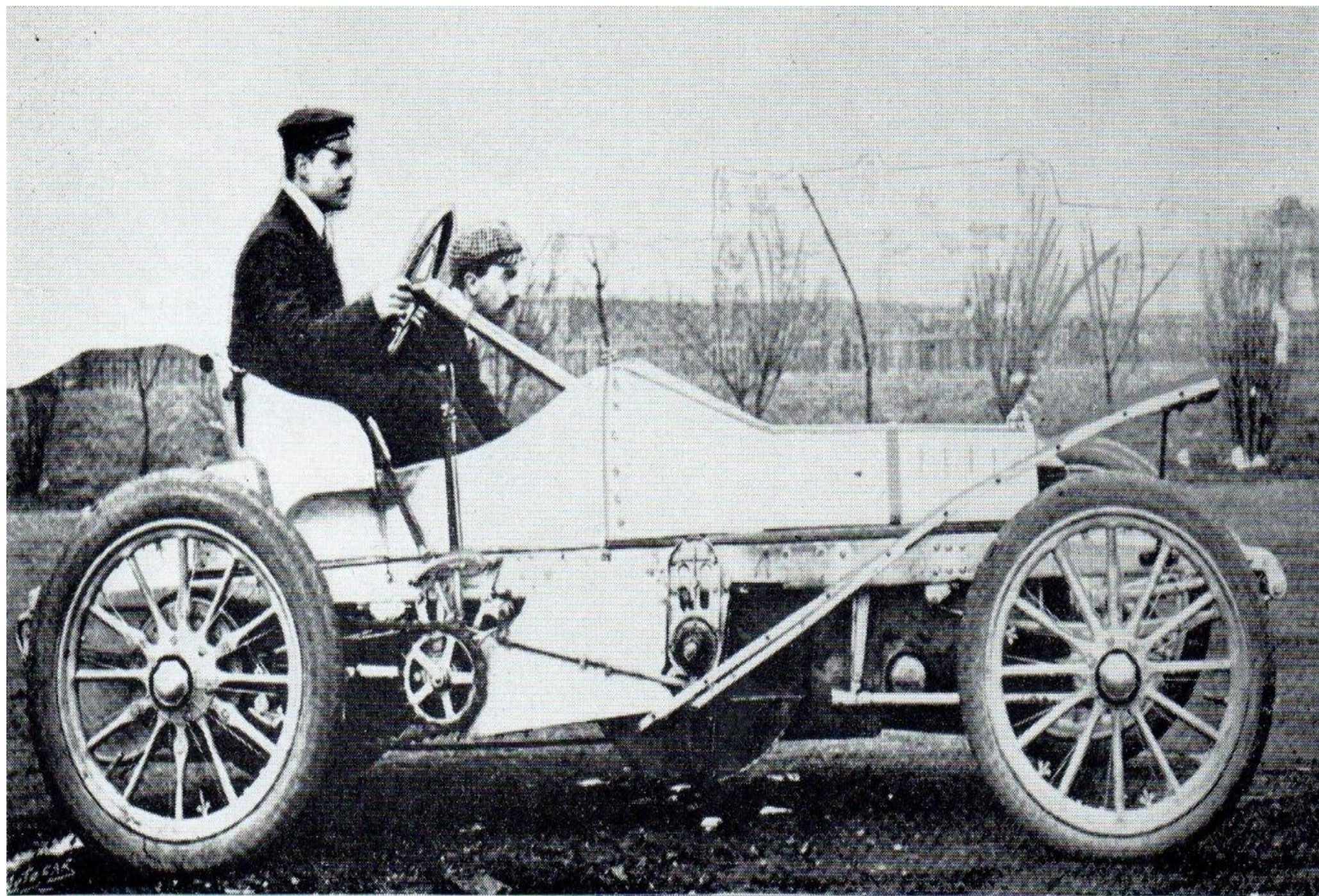


1905 50 h.p. Wolseley

reproduced by courtesy of The Autocar

Another example of where the sedate family Wolseley led a double life as a relation to a racing car. At the wheel of the vehicle is Gunnery Lieut. F. S. Halahan, or — to add a nautical flavour as used in the original caption — “at the helm.”

We are told that poor Halahan was one of the victims of a current gun disaster on H.M.S. *Magnificent* and suffered severe injuries.



1905 **Wolseley Racer**

reproduced by courtesy of The Autocar

This lethal - looking vehicle was the Wolseley racer for 1905, and we are fortunate that some records exist of its specifications. The car had a four-cylinder engine developing 90 b.h.p. at 1,000 r.p.m. The crankshaft was of nickel steel and carried three bearings. The water jacket was aluminium and cast in one piece. A centrifugal governor operated on the throttle, but there was also a hand control and a pedal to cut out the governor when it was desirable to race the engine. Ignition was high tension by means of accumulators and coil.