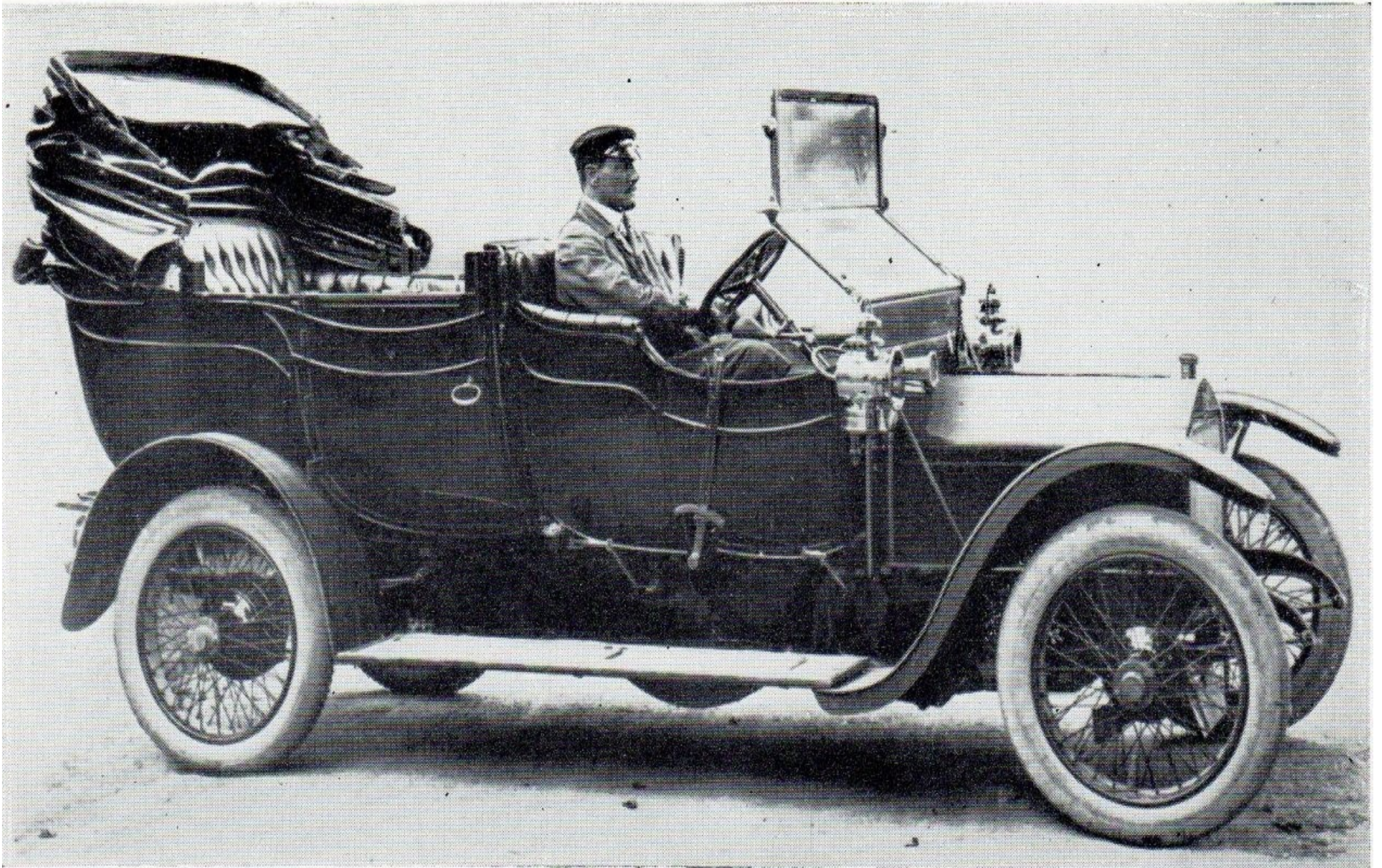


"CARS OF THE CENTURY"—1910-1911

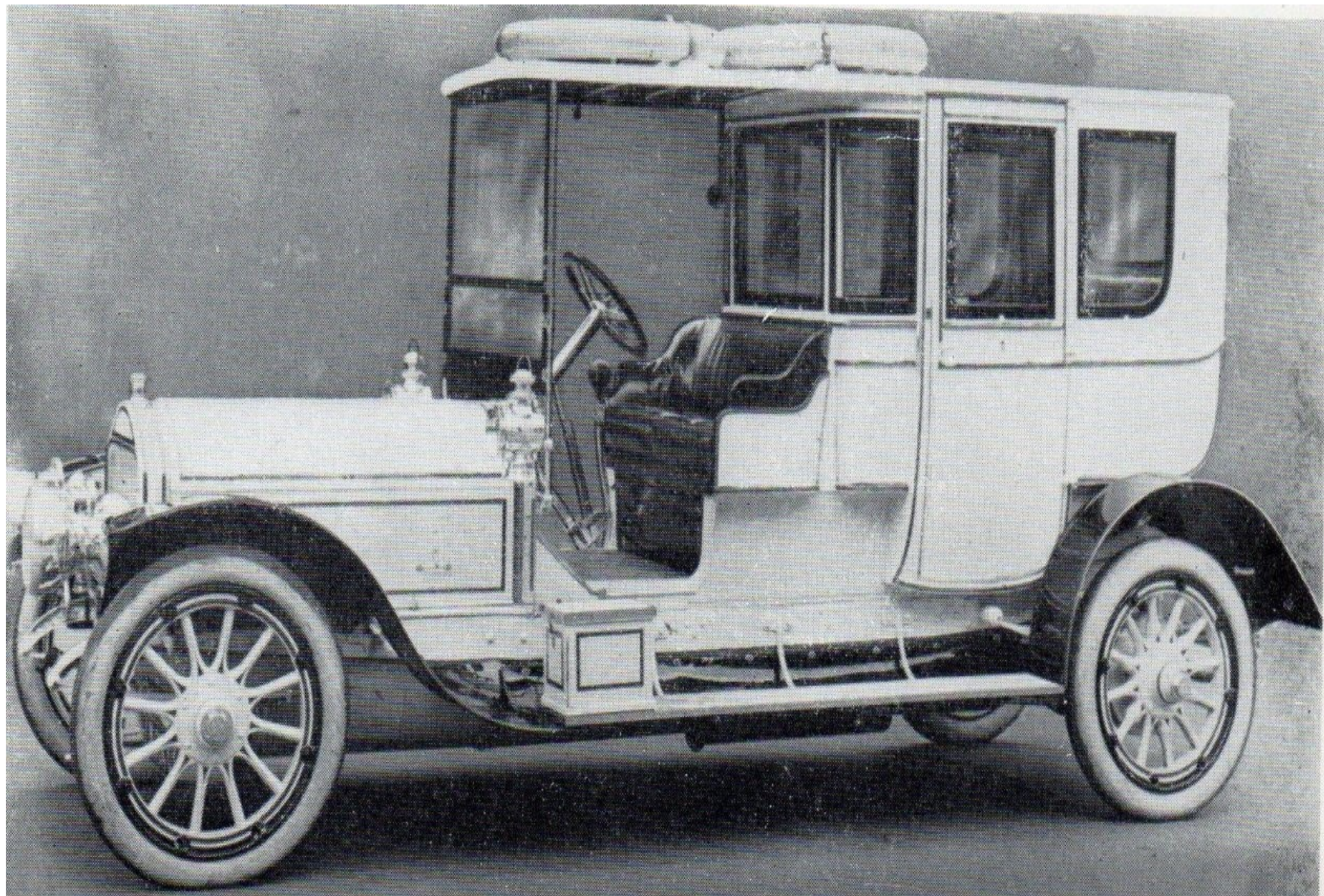


1910
20-28 h.p.
Wolseley-Siddeley

reproduced by courtesy of The Autocar

The name Siddeley became coupled with Wolseley when a young designer of vertical engines named Siddeley joined the company. Up to this time Wolseley had stuck faithfully to the horizontal engine, but now the vertical engine was here to stay. Siddeley and Vickers did not see eye to eye and around this time young Siddeley left to start on his own, and until very recent times the name was well-known.

Austin, of course, had already gone and was well established on his own. This car had a bore and stroke of 102 x 130 and a four-speed gearbox. Lubrication was semi-mechanical.



1910

50 h.p. Wolseley

reproduced by courtesy of The Autocar

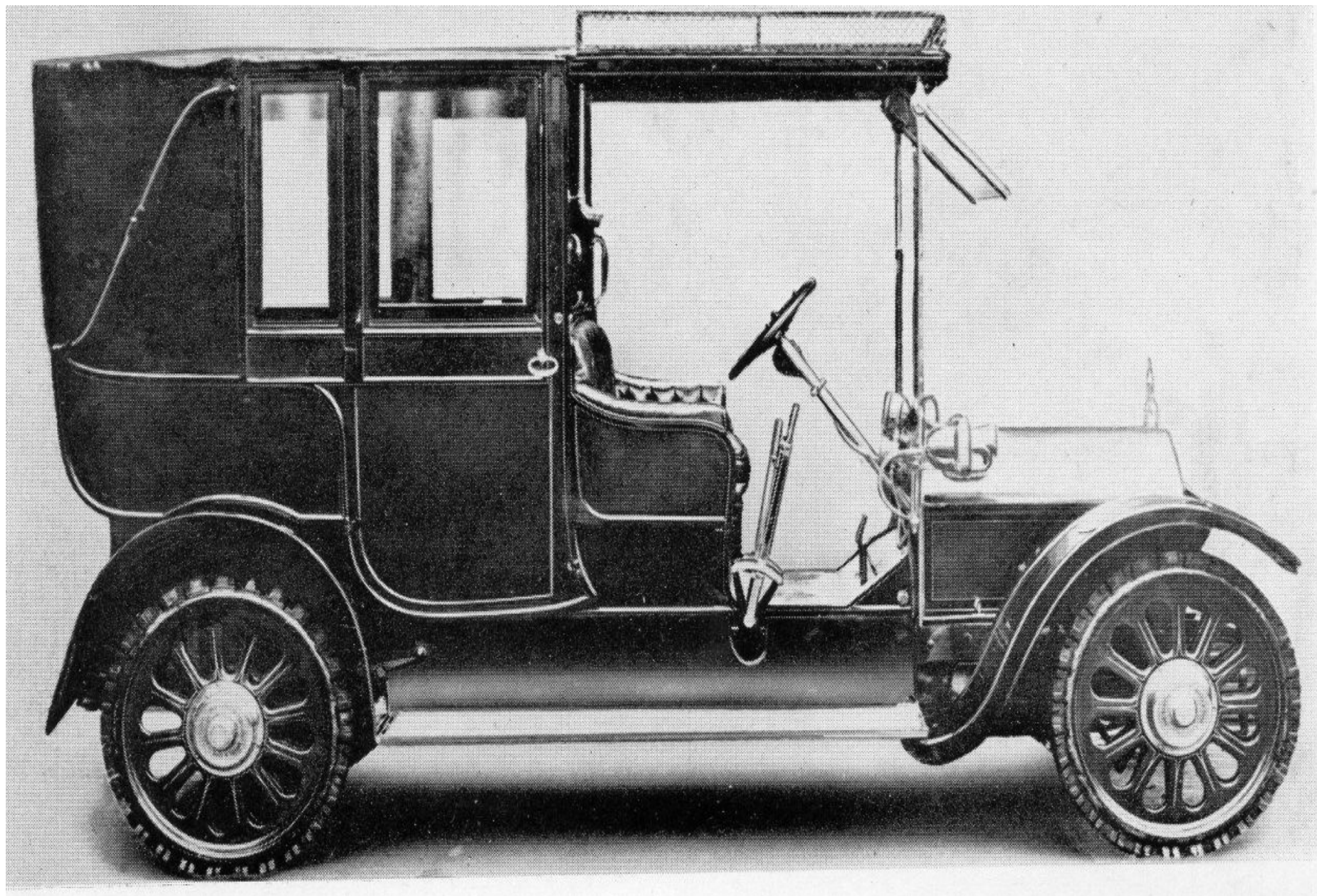
This was the model as supplied to H.M. The Queen Mother in 1910. The engine had six cylinders of 108 x 140 bore and stroke; dual ignition was fitted with a Bosch magneto and water pump. Forced feed lubrication was employed and the transmission ran in ball bearings. The box had four gears with direct drive on third.



1910
60 h.p.
Wolseley-Siddeley

reproduced by courtesy of The Autocar

This imposing five-seater limousine was built for the Duke of Westminster, and without the square superstructure would have quite elegant lines. The engine had six cylinders.

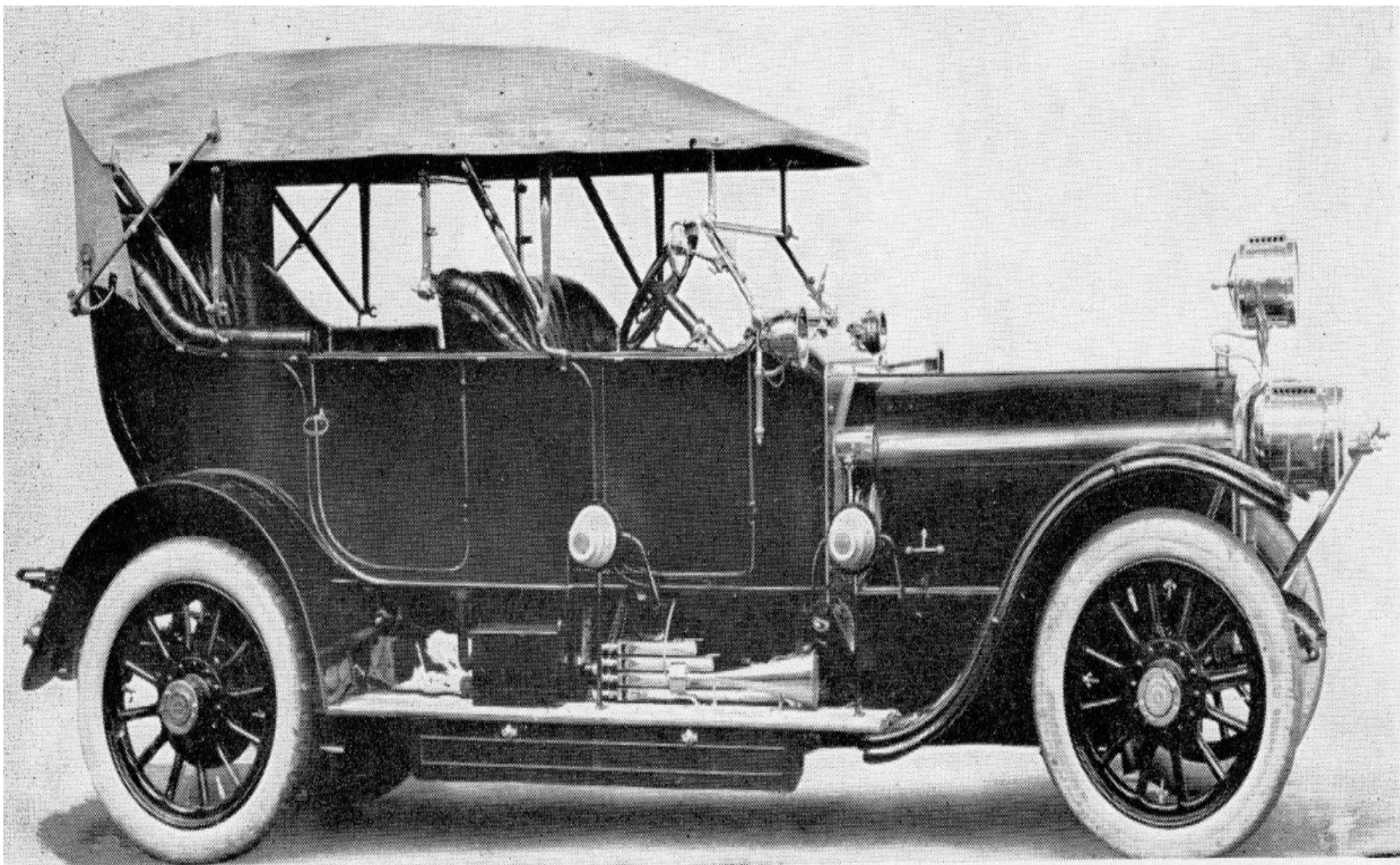


1911

16-20 h.p. Wolseley

reproduced by courtesy of The Autocar

Tyre manufacturers were still looking for the answers and here we see what was termed the “Lynton wheel and tyre” which was of the sprung variety. This model had a four-cylinder engine with a bore and stroke of 90 x 121. Final drive was by worm and the lubrication was semi-mechanical. Dual ignition was fitted as standard.



1911

50 h.p. Wolseley

reproduced by courtesy of The Autocar

This impressive - looking vehicle was specially built for Ceylon. The engine had six cylinders and the car was fitted with Rudge Whitworth detachable artillery wheels. Many refinements were incorporated including a triple Auster screen behind the driver, foot rests, glove box, driving mirror, speedometer, gradeometer and consumeter. There was a cattle fender on the front and the side and tail lights were operated by electricity. Head lamps were acetylene including the large Rushmore searchlight mounted on the bonnet. Two spare wheels were carried, and no less than six different horns, though the significance of this last piece of information is lost on us !