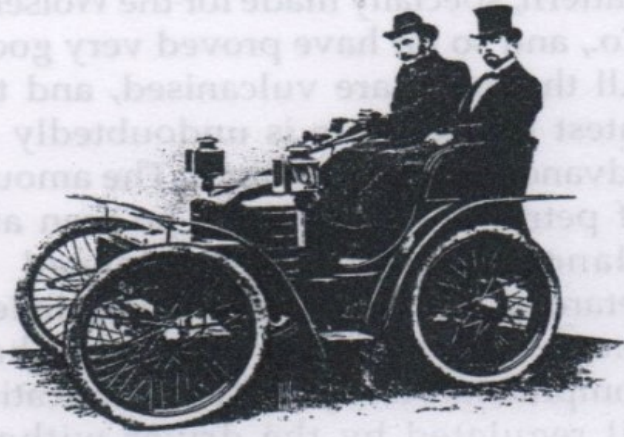


THE WOLSELEY AUTOCAR

from "The Autocar" January 6th, 1900



For over three years the Wolseley Sheep Shearing Machine Co., of Sydney Works, Alma Street, Birmingham, have been carefully experimenting with autocars, and their works manager, Mr. H. Austin, has devoted a very great deal of attention to the subject. The experimental stage has now been passed, and the firm are preparing to put their cars on the market. Their present factory, though in every way an excellent one, and installed with the most up-to-date machine tools, is too fully occupied with manufacturing sheep shearing machines and other things for them to undertake the building of automobiles on the same premises, and the firm are at present searching for a suitable factory in the Midlands which they will devote entirely to the manufacture of motor carriages. The machine we illustrate is the latest design of Wolseley car, and as at present arranged it has seating capacity for two persons, but the motor is quite powerful enough to carry four, of course at a slightly reduced speed. The length overall is 7ft. 3in., and width

4ft. 1in.

Total weight, with full equipment and tank full, just twelve hundredweight. Speeds—forward, six, fourteen, and twenty-two miles an hour; reverse, six miles. These can be varied by changing the sprockets. The fixed petrol tank holds three and a half gallons, sufficient for one hundred miles, but there is plenty of room to make this larger, or to carry an additional tank under the seat.

Only one gallon of water is carried, and it has been found possible with a proper system of forced circulation, good radiators, and the breech of the engine well exposed to the air, to run the car for any distance without showing a sign of steam or making the water boil. The cylinder is four and half inch bore, stroke five inch, and the valves and combustion chamber are jacketed.

The air valve is worked from a cam on side shaft in a similar way to the exhaust valve, and the makers believe that this increases the power considerably over an automatically operated valve.

All joints are ground fits, no packing being used, and the breech end can be detached and piston taken out by removal of four nuts. The Wolseley Machine Co. consider that all packing of joints is unnecessary, and should be abolished. The main frame and crank chamber are gun metal, and the piston, liner, and combustion chamber cast iron. All the bearings are lubricated from a sight feed lubricator fixed to the splashboard, which carries enough for about 150 miles run. The steering is by lever and a new method of connection

which, it is claimed, gives all the security of a wheel steering with the advantage of the quick and direct lever, for no obstruction could possibly move the lever, as the steering is locked in any position. The ignition is electrical, and two special accumulators and a Blake coil are used, the former being sufficient to run the car about five hundred miles at one charge. The two brakes operate on a special rim, which is fixed to the ordinary rim of each hind wheel, and the firm consider, and we agree with them, that a rim brake is the only absolutely safe form to adopt if pneumatic tyres and chains are used. If the brake is applied to the balance gear, and a chain were to break while going quickly in wet weather, it would mean that a serious side slip and possible capsizing would result from a sudden application of the brakes. All experience goes to prove that the tyre is the most reliable and only really safe place to apply the brake, and as it is not possible to do so on a pneumatic tyre, the next best thing is to put it on the rim. The tyres on the car in the photograph reproduced above are



THE 'WOLSELEY.'

Dunlop two and threequarter in. heavy pattern, specially made for the Wolseley Co., and so far have proved very good. All the joints are vulcanised, and the latest Dunlop tyre is undoubtedly an advance on the right lines. The amount of petrol in the tank can be seen at a glance, the ignition advanced or retarded, supply of mixture curtailed, the exhaust cam put on half compression, and petrol and lubricating oil regulated by the driver without leaving his seat. The patented speed change and reverse is effected by two cone pulleys and belt, and is quite noiseless in action.

Any intermediate speed may be run by tightening or slackening the belt, without "squealing." No jockey pulleys are used.

The car has been entered for the trials in connection with the Birmingham Cycle and Motor Show, to be held on the 25th inst., and has successfully run over the proposed course, and climbed Mucklow Hill, near Hagley, the hill up which the climbing trial will be made.

Made by the . .

WOLSELEY

S.S.

MACHINE

CO., Ltd.,

Alma Street,

BIRMINGHAM.



*Correspondence
solicited.*

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