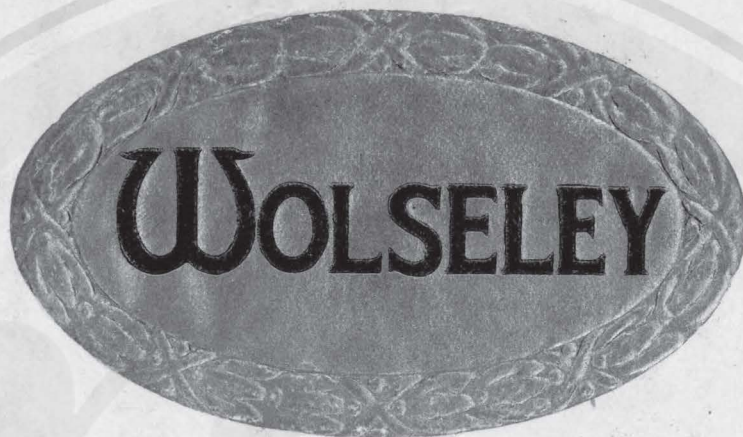


1927



C. F. DINGWALL

INSTITUTE

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NOT TO BE TAKEN AWAY



# WOLSELEY

---

*The Cars of QUALITY*

---

*Designed and Built by*  
**WOLSELEY MOTORS LTD.**

*Adderley Park, BIRMINGHAM.*

Telegrams : "Exactitude Birmingham." Telephone : Central 4361 (12 lines).

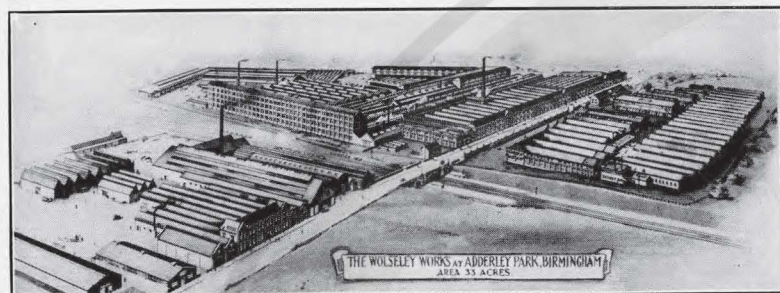
SIR GILBERT GARNSEY, K.B.E.  
THOMAS W. HORTON } *Joint Receivers and Managers.*

*London :*

PETTY FRANCE, WESTMINSTER, S.W.1.

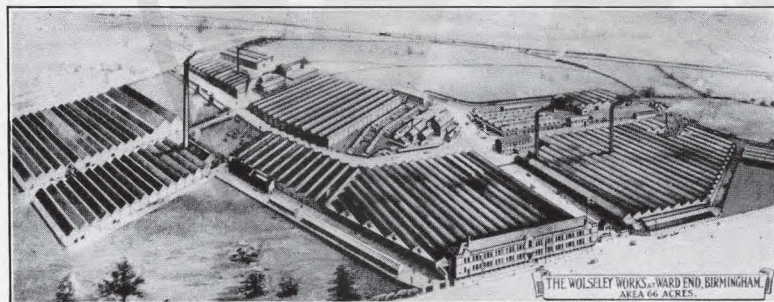
*Indian Depots :* Bombay, Calcutta, Delhi.





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## Wolseley Cars for 1927.

**F**OR season 1927, Wolseley Cars are being listed in three models: 11/22 h.p. (Four-cylinder); 16/45 h.p. (Six-cylinder); and 24/55 h.p. (Six-cylinder).

The 11/22 h.p. model, which has won lasting favour from the small car user, is now fitted with a new engine, designated the “All-gear” engine to distinguish it from its predecessors. It is very silent, not only when new but over a long period of service; whilst the extreme accessibility of all the various units and auxiliaries will instantly appeal to the owner-driver.

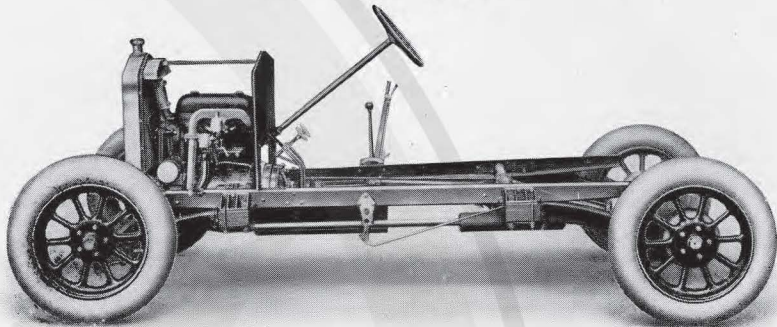
The 16/45 h.p. Six-cylinder (two litre) is an entirely new design, which combines power, refinement and economy in an unparalleled degree. The silky smoothness of the engine, the easy rapidity of acceleration, and its power and speed on the road, place it in the forefront of the “light Six” class.

The 24/55 h.p. Six-cylinder model is a car of real “luxury” type, very fast and powerful, and incorporating every refinement in design and manufacture. The coachwork is of the very highest class, and the finish and equipment of every type mark them as real “cars de luxe.”

Any one of five hundred Wolseley dealers will be pleased to demonstrate to you the outstanding qualities of Wolseley Cars.



THE WOLSELEY  
11/22 H.P. MODEL  
(All-Gear Type)



CHASSIS SPECIFICATION

**DIMENSIONS.**—The chassis is suitable for a two or four-seater open body, or a light saloon.

Wheelbase .. .. .	8ft. 9in. (2,667m/m)
Track .. .. .	4ft. 2in. (1,270m/m)
Overall length of chassis .. .. .	11ft. 1in. (3,378m/m)
Overall width of chassis .. .. .	5ft. 0in. (1,524m/m)
Body space .. .. .	5ft. 11in x 2ft. 6in. (1,083m/m x 762m/m)

<b>MOTOR.</b>	
Number of cylinders .. .. .	Four
Bore .. .. .	2 3/8 in. (65m/m)
Stroke .. .. .	3 1/4 in. (95m/m)
Normal revolutions per minute .. .. .	1,700
H.P. by Treasury Rating .. .. .	10.5
Tax payable .. .. .	£11 0 0

The motor is provided with cylinders of monobloc type with detachable head, overhead valves, overhead camshaft with Wolseley patented spiral bevel driving gear, special aluminium alloy pistons and two-bearing crankshaft of Vickers' crankshaft steel.

**IGNITION.**—High tension ignition by means of a magneto with variable timing.

**STARTING AND LIGHTING.**—Electric starting and lighting equipment of exceptional capacity, specially designed for the car.

**CARBURETTER.**—Patent automatic equalising carburetter designed to provide easy starting and economical running. Petrol is fed by gravity from a tank fitted beneath the scuttle.

**ENGINE LUBRICATION.**—Automatic under pressure by a pump driven by the motor with indicator on instrument board.

**COOLING.**—Polished white metal honeycomb type radiator in front of motor. Thermo-syphon circulation. Additional air draught by fan behind radiator.

**CHASSIS.**

**TRANSMISSION AND GEAR CHANGE.**—Disc clutch, with ball thrust bearing; universally jointed shaft to combined gearbox and live axle. Three speeds forward and one reverse, the third speed being a direct drive; selector gate change speed.

At normal engine speed of 1,700 revolutions per minute with standard open touring body the approximate road speeds are:—

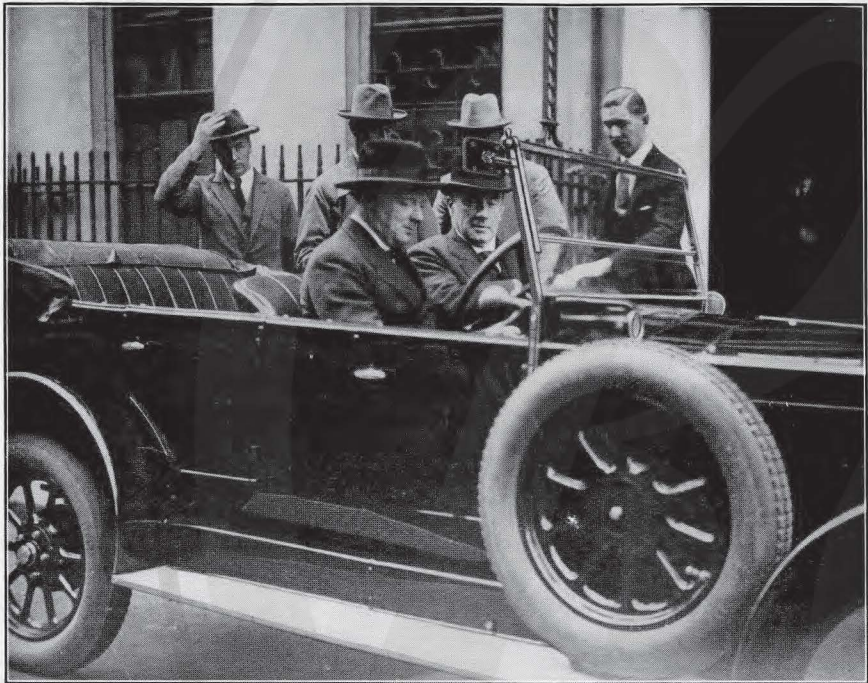
1st .. .. .	6 1/2 miles per hour
2nd .. .. .	14 1/2 " "
3rd .. .. .	25 " "
Reverse .. .. .	8 1/2 " "

The normal range of speed on top gear is from 7 to 45 miles per hour.

The Chassis equipment comprises spare wheel and tyre, pair of headlights, pair of side lamps, tail lamp, wiring and switchboard battery, speedometer, petrol gauge, number plates, and tool-kit.

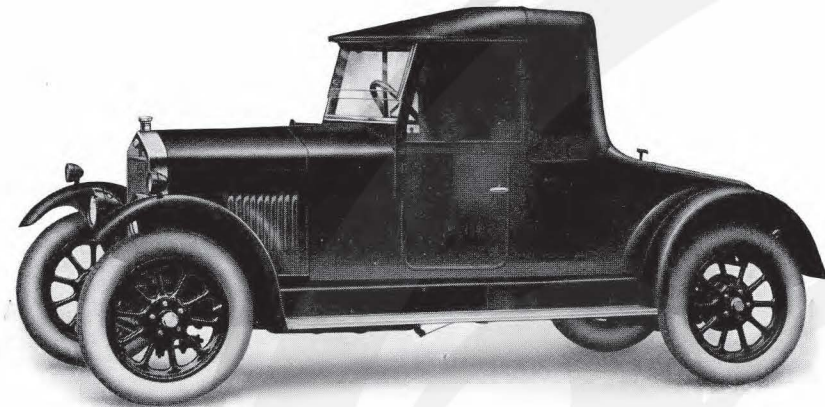
Chassis Price £175; or with Four Wheel Brakes £185

We reserve the right to alter this specification or any part as may be considered advantageous.



Mr. Winston Churchill taking Mr. Baldwin  
for a run in his Wolseley Car.





## 11/22 H.P. TWO-SEATER WITH TWO DOORS

**T**HE new All-Gear Engine, which combines silence and power in a remarkable degree, has definitely established this beautiful little model as the best small car yet manufactured. The remarkable accessibility of this new design also makes the car particularly easy to look after and very economical to maintain.

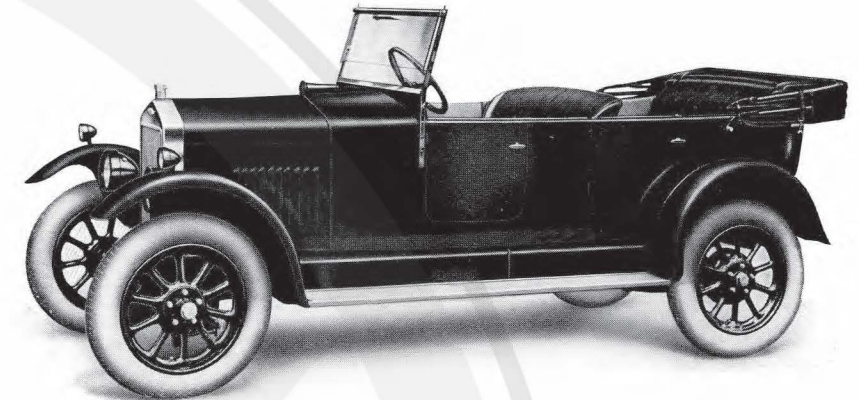
The very smart and modern body is fitted with two doors, and the dickey seat is very roomy, accommodating two in comfort. A choice of colours, cinnamon brown or blue, is offered, with black wheels, wings and valances, ebony black lamps and screen supports, the upholstery being in brown leather cloth.

**Price £215**

*Extra for Four Wheel Brakes, £10.*

*The equipment includes :*

Black folding hood.	Electric lighting and starting outfit, including pair of head lights, pair of side lamps, tail lamp, and dimmer switch.	Speedometer.
Rigid all-weather curtains.	Licence holder.	Petrol gauge.
Dickey seat.	Screen wiper.	Valances.
Sloping adjustable wind-screen.		Shelf in dashboard.
Spare wheel with tyre.		Bulb horn.
Spare wheel carrier.		Number plates.
		Tool-kit.



## 11/22 H.P. FOUR-SEATER WITH FOUR DOORS

**O**NE of the smartest and neatest small touring cars ever manufactured, this delightful small car continues to maintain its popularity. The new All-gear Engine gives it a high degree of road efficiency, and it is particularly good on hills.

It is fitted with four doors, and the seating accommodation for two at front and two at rear is particularly roomy and comfortable. It is finished in blue or cinnamon brown, as desired, with black wheels, wings and valances, ebony black lamps and screen supports, and upholstered in brown leather cloth.

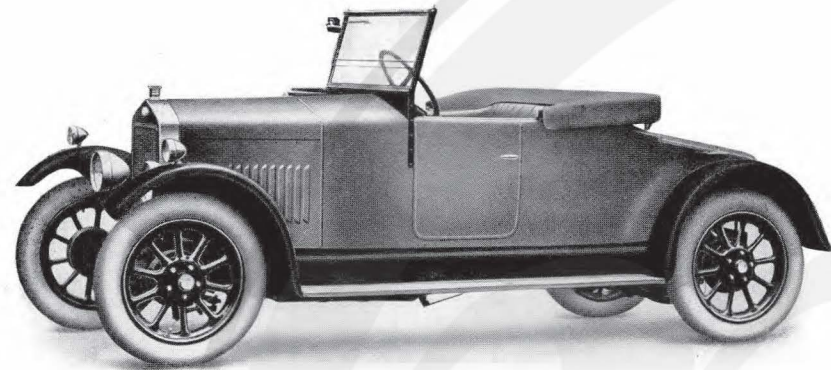
**Price £215**

*Extra for Four Wheel Brakes, £10*

*The equipment includes :*

Black folding hood.	Licence holder.	Electric starting and lighting outfit, including pair of head lights, pair of side lamps, tail lamp, and dimmer switch.
Rigid all-weather curtains.	Screen wiper.	Number plates.
Sloping adjustable wind-screen.	Petrol gauge.	Tool-kit.
Spare wheel with tyre.	Shelf in dashboard.	
Spare wheel carrier.	Valances.	
Speedometer.	Fibre mat.	
	Bulb horn.	





## 11/22 H.P. TWO-SEATER DE LUXE WITH TWO DOORS

**T**HIS car is the de luxe edition of the Two-seater illustrated on Page 6. It is particularly well finished, and more fully equipped. It is upholstered in English leather, and its equipment comprises clock, electric horn, dashboard light, smoker's ash-tray, driving mirror, nickel-plated door pulls, hood cover, luggage grille, fibre mat, and spring gaiters. It is fitted with Four Wheel Brakes.

It is finished as desired in either blue, with blue upholstery ; or lake, with red upholstery ; the wings, wheels, and valances being black. The lamps and screen supports are nickel finish.

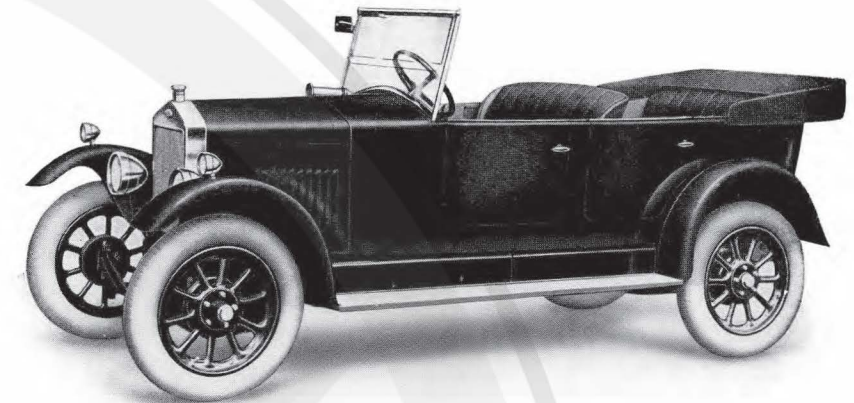
**Price £245**

*The equipment includes :*

Black folding hood.  
Hood cover.  
Rigid all-weather curtains.  
Sloping adjustable screen.  
Electric starting and lighting outfit, including pair of head lights, pair side lamps, one tail lamp, dashboard light, and dimmer switch.

Spare wheel with tyre.  
Spare wheel carrier.  
Speedometer.  
Clock (8-day).  
Driving mirror.  
Smoker's ash-tray.  
Licence holder.  
Screen wiper.  
Petrol gauge.

Shelf in dashboard.  
Valances.  
Electric horn.  
Bulb horn.  
Spring gaiters.  
Fibre mat.  
Luggage grille.  
Number plates.  
Tool-kit.



## 11/22 H.P. FOUR-SEATER DE LUXE WITH FOUR DOORS

**T**HIS very attractive little Four-seater de luxe is fitted with a newly designed body with specially wide doors, and the all-weather equipment is planned to give the maximum visibility from the interior. The upholstery is in English leather, and the additional equipment comprises clock, electric horn, dashboard light, smoker's ash-tray, driving mirror, nickel-plated door pulls, hood cover, luggage grille, two fibre mats, and spring gaiters. The car is fitted with Four Wheel Brakes.

It is finished as desired in either blue, with blue upholstery ; or lake, with red upholstery ; the wings, wheels and valances being black. The lamps and screen supports are nickel finish.

**Price £250**

*The equipment includes :*

Black folding hood.  
Rigid all-weather curtains.  
Hood cover.  
Sloping adjustable wind-screen.  
Electric starting and lighting outfit, including pair of head lamps, pair side lamps, one tail lamp, dashboard light, and dimmer switch.

Valances.  
Licence holder.  
Driving mirror.  
Smoker's ash-tray.  
Screen wiper.  
Spare wheel with tyre.  
Spare wheel carrier.  
Speedometer.  
Clock (8-day).

Shelf in dashboard.  
Petrol gauge.  
Electric horn.  
Bulb horn.  
Two fibre mats.  
Spring gaiters.  
Luggage grille.  
Number plates  
Tool-kit





11/22 H.P. SALOON DE LUXE  
WITH FOUR DOORS

A BEAUTIFUL little carriage which has proved exceedingly popular, not only for town work but also for touring, for which it is eminently suitable owing to its light construction. It is particularly free from vibration or rattle and is very roomy and comfortable. It is fitted with four doors, and the front seats are of the sliding bucket type. Four Wheel Brakes are fitted.

The lower panels are of metal, coach-finished in blue or lake, and the interior is upholstered to the window line in antique leather, the upper portion being finished in cloth.

Price £300

The equipment includes :

- Electric starting and lighting outfit, including pair of head lights, pair side lamps, one tail lamp, dashboard light, and dimmer switch.

Adjustable front glass.

Spare wheel with tyre.

Spare wheel carrier.

Speedometer.
- Valances.

Driving mirror.

Smoker's ash-tray.

Licence-holder.

Screen wiper.

Petrol gauge.

Interior light.

Clock (8-day).
- Shelf in dashboard.

Electric horn.

Bulb horn.

Silk blind to rear light.

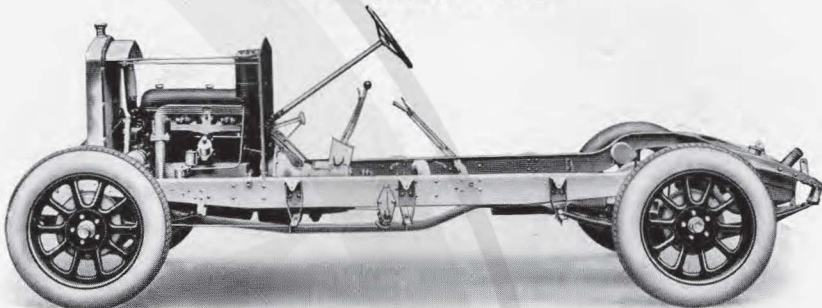
Spring gaiters.

Luggage grille.

Number plates.

Tool-kit.

THE WOLSELEY  
16/45 H.P. SIX-CYLINDER  
(Two-Litre) Model



CHASSIS SPECIFICATION

**DIMENSIONS.**—The chassis is suitable for two-seater or five-seater open bodies, or closed bodies of the Light Saloon type.

Wheelbase	9ft. 9in.	(2.97m)
Track	4ft. 6in.	(1.37m)
Overall length of chassis	13ft. 6½in.	(4.13m)
Overall width of chassis	5ft. 2½in.	(1.58m)
Body space	8ft. x 2ft. 10in.	(2.44 x .86m)

**MOTOR.**

Number of cylinders	Six	
Bore	2 ⅞ in.	(65m/m)
Stroke	4in.	(101m/m)
Total capacity	124 cub. in.	(2025cc)
Normal revs. per minute	1,700	
Treasury rating	15.7	
Tax payable	£16 0 0	

The cylinders of the motor are of the monobloc type and are cast integral with the crankcase. Detachable cylinder head. Overhead valves. Overhead camshaft driven by spiral bevel gear. Special aluminium alloy pistons and Duralumin connecting rods. The crankshaft is of robust proportions and is produced from Vickers' crankshaft steel, and arranged to run in seven white-metal lined bearings, and is accurately balanced. The motor is provided with three-point suspension, substantial rubber blocks being used to damp out vibrations.

**IGNITION.**—High tension ignition by means of a magneto with variable timing.

**STARTING AND LIGHTING.**—Electric starting and lighting equipment of exceptional capacity specially designed for the car.

**CARBURETTOR.**—Patent automatic equalising carburettor designed to provide easy starting and economical running. Petrol is fed by vacuum feed mounted under the bonnet from a tank at the rear of the chassis.

**ENGINE LUBRICATION.**—Full pressure fed from pump driven by the motor with indicator on instrument board.

**COOLING.**—Polished white metal honeycomb type radiator in front of motor. Thermo-siphon circulation. Additional air draught by fan behind radiator.

**CLUTCH.**—A single plate fabric-lined dry type of clutch with ball thrust bearing.

**GEAR BOX.**—The gear box is mounted on the rear end of the engine, ensuring perfect alignment, and has four forward speeds and a reverse. The main and lay shafts run in ball bearings of ample size. Gear changing is effected by a central hand lever working in a visible gate. At the normal engine speed of 1,700 r.p.m. with standard open touring body the approximate road speeds are :—

1st	7.8 m.p.h.	3rd	19½ m.p.h.
2nd	12.9 m.p.h.	4th	30 m.p.h.
Reverse	7.8 m.p.h.		

The normal range of speed on top gear is from 7 to 55 m.p.h.

The Chassis equipment comprises spare wheel and tyre, spare wheel carrier, speedometer, electric horn, pair headlights on brackets, pair of wing mounting side lamps, tail lamp, battery, switchboard, and wiring; spring gaiters, petrol gauge, number plates, and tool-kit.

**The overall gear ratios are as follows :—**

1st	19.2 to 1	3rd	7.72 to 1
2nd	11.65 to 1	4th	5 to 1
Reverse	19.2 to 1		

**TRANSMISSION.**—An open tubular propeller shaft connected to the gear box and rear axle by fabric disc type of universal joints, a ball centering device being fitted to ensure alignment of the propeller shaft.

**FRAME.**—Frame of pressed channel section upswept at the rear, and produced from Vickers' frame steel.

**AXLES.**—The front axle is of stamped axle steel of heavy section to resist the stresses imposed by front wheel brakes. All hubs run on Timken compound taper roller bearings. The rear axle is of the live type driven by spiral bevel gear, and fitted with Timken compound taper roller bearings throughout.

**STEERING.**—The steering is of the worm and wheel type with ample provision for taking up wear. All steering connections are of the ball and socket type, the drag link being arranged longitudinally.

**ROAD WHEELS.**—Five detachable artillery pattern steel wheels approximately 31in. in diameter, fitted with 4½in. for 21in. Dunlop medium pressure tyres.

**SUSPENSION.**—Semi-elliptic front and rear springs with shock absorbers, providing adequate suspension range under all road conditions. The standard chassis is fitted with springs to suit a body of a weight (including tool-kit, spare wheel, accumulators, lamps and all accessories) not exceeding 9 cwt.

**BRAKES.**—Two sets of brakes are fitted :—

- (1) Internal enclosed double acting shoe brakes operating inside drums mounted on the hubs of the front wheels.
- (2) Two independent fabric-lined internal enclosed double acting shoe type brakes operating inside drums attached to the rear road wheels, the brakes on the front wheels and a pair of brake shoes on the rear wheels are operated simultaneously by foot pedal by means of cable with accessible adjustment. One pair of rear brake shoes are operated by the hand lever through flexible steel cables with accessible adjustment. The hand-brake lever is mounted on the offside of the chassis in a convenient position.

**CONTROL.**—Single throttle independently controlled by a pedal and hand-operated lever on instrument board. The ignition control lever is mounted on the steering wheel.

**PETROL CAPACITY.**—The petrol tank is mounted below the frame at the rear of the chassis and has a capacity of approximately 10 gallons.

**GREASING.**—The chassis lubrication is carried out by means of high pressure grease gun application.

**ROAD CLEARANCE.**—The minimum road clearance is 9in.

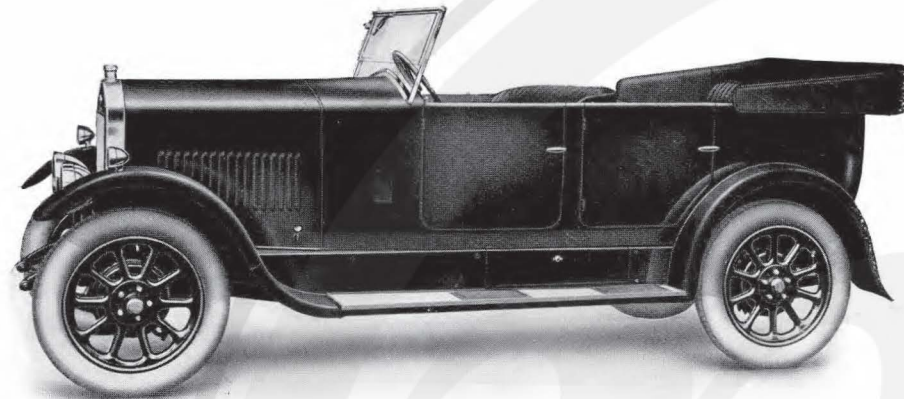
**TURNING CIRCLE.**—The turning circle with standard tyres is approximately 40 feet.

**WEIGHT.**—The approximate weight of the chassis empty is 16½ cwt. (The metric dimensions given are approximate.)

Chassis Price £350

We reserve the right to alter this specification or any part as may be considered advantageous, or to revise our prices without notice





## 16/45 H.P. (Two Litre) Six-Cylinder TOURING CAR

**I**N design this new model is an entirely new and distinctive creation, marking a real advance in motor engineering. Although rated at 15.7 h.p. only, the engine develops well over 45 b.h.p., and at any speed from five to sixty miles per hour its vibrationless running is a revelation.

The body is wide and roomy, carrying two on the front seat and three at the rear. Front seat is adjustable, and the rear seat is fitted with arm rests on near and off-sides. The rear screen folds away into a recess in the back of the front seat. The hood is of a new type, folding down very flat when not in use. The upholstery is in English leather, and the car is finished in blue or brown to choice, with black wheels and wings, nickel-plated lamps and screen, and black-finished instruments. The car is fitted with Four Wheel Brakes.

**Price £450**

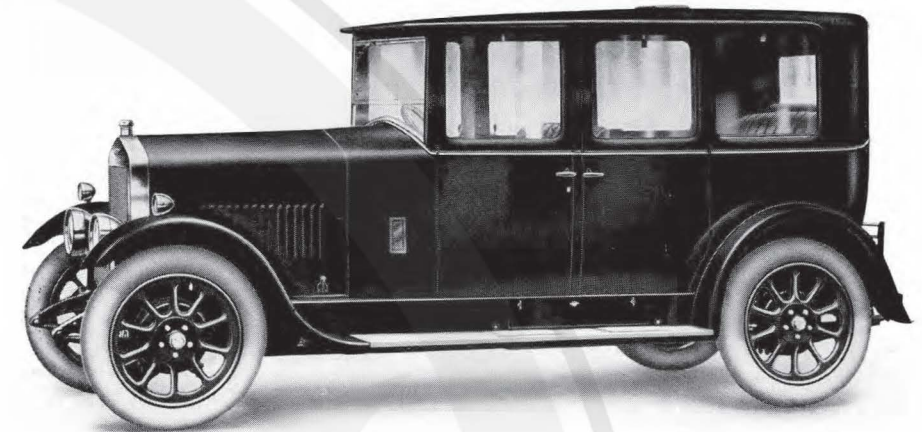
*The equipment includes :*

Black folding hood.  
Hood cover.  
Rigid all-weather curtains.  
Sloping windscreen, with adjustable panel, and lock.  
Electric starting and lighting outfit, including pair of adjustable head lights, pair of side lamps, tail lamp, dashboard lamp, and dimmer switch.

Spare wheel with tyre.  
Spare wheel carrier.  
Folding rear screen, with apron.  
Speedometer, with trip.  
Clock (8-day).  
Four rubber step mats.  
Valances.  
Electric horn.  
Bulb horn.  
Licence holder.

Mechanical screen wiper.  
Driving mirror.  
Petrol gauge.  
Two ash-trays.  
Two shelves in dashboard.  
Two fibre mats.  
Folding luggage grille.  
Spring gaiters.  
Number plates.  
Tool-kit.

*For Seating Plan see page 20.*



## 16/45 H.P. (Two Litre) Six-Cylinder SALOON

**T**HIS is a very smart body of the most modern type, light but very rigid, seating two at the front and three at the rear. The front seats are single shaped seats, independently adjustable, and fitted behind with footrests for the rear passengers. The rear seat has arm rests on either side. All door-windows are opened or closed by hand-operated spring system, and the rear light is fitted with a spring-blind operated from the driver's seat. The near side front door is fitted with a lock, and the other three doors with inside locking handles, enabling the car to be securely locked when left. The upholstery is in leather to the waist line, and above in cloth. The car is finished in blue or lake, with black head, wheels, and wings, nickel-plated lamps and screen, and black-finished instruments. Four Wheel Brakes are fitted.

**Price £495**

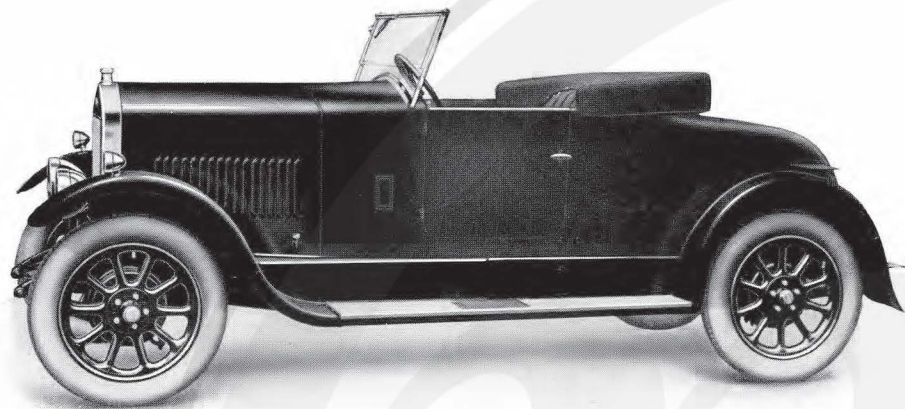
*The equipment includes :*

Electric starting and lighting outfit with pair of adjustable head lights, pair of side lamps, tail lamp, dashboard light, and dimmer switch.  
Spare wheel with tyre.  
Spare wheel carrier.  
Speedometer, with trip.  
Clock (8-day).  
Valances.  
Electric horn.

Driving mirror.  
Bulb horn.  
Smoker's ash-tray.  
Interior roof light.  
Licence holder.  
Lady's and Gent's Companions.  
Foot rests.  
Mechanical screen wiper.  
Petrol gauge.  
Four rubber step mats.  
Silk blinds to quarter lights.

Two shelves in dashboard.  
Spring gaiters.  
Folding luggage grille.  
Silk blind to rear light.  
Two silk pull-up cords.  
Silk parcels net.  
Roof ventilator.  
Rubber heel mat for driver.  
Pile carpet front and rear.  
Number plates.  
Tool-kit.





16/45 H.P. (Two Litre) Six-Cylinder  
TWO-SEATER

**V**ERY smart and attractive in line, this two-seater is at the same time very roomy and comfortable. The front seat is 50 inches wide and the dickey seat extends across the full width of body, a light rear screen being provided, fitted with side aprons.

The two doors are very wide, and fitted with door pulls. The all-weather equipment is specially effective, the side curtains being of the metal framed type, sliding down into the doors. These curtains register against rubber strips fitted to the hood cant-rail, making them thoroughly draught proof. The upholstery is in English leather, and the car is finished in blue or brown to choice, with black wheels, wings and valances, nickel-plated lamps and screen, and black-finished instruments. Four Wheel Brakes are fitted.

Price £450

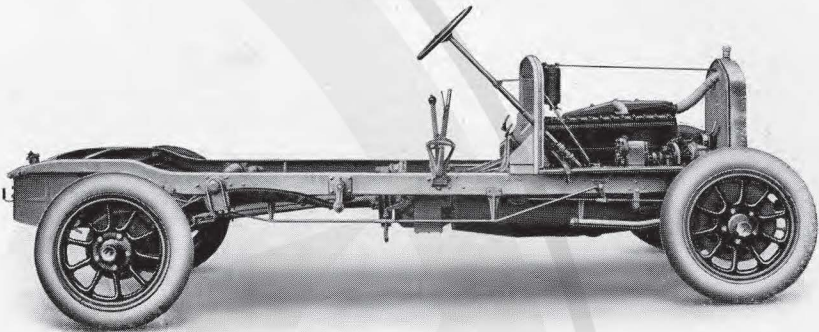
The equipment includes :

Black folding hood.  
Hood cover.  
Rigid all-weather curtains.  
Sloping windscreen, with adjustable panel, and lock.  
Electric starting and lighting outfit, including pair of adjustable head lights, pair of side lamps, tail lamp, dashboard lamp, and dimmer switch.

Spare wheel with tyre.  
Spare wheel carrier.  
Light folding rear screen, with apron.  
Speedometer, with trip.  
Clock (8-day).  
Two rubber step mats.  
Valances.  
Electric horn.  
Bulb horn.  
Licence holder.

Mechanical screen wiper.  
Driving mirror.  
Petrol gauge.  
Ash-tray.  
Two shelves in dashboard.  
Fibre mat.  
Folding luggage grille.  
Spring gaiters.  
Number plates.  
Tool-kit.

THE WOLSELEY  
24/55 H.P. SIX-CYLINDER  
MODEL



CHASSIS SPECIFICATION

**DIMENSIONS.**—The chassis is suitable for open or closed type of body.

Wheelbase .. .. .	11ft. 5in. (3.48m)
Track .. .. .	4ft. 8½in. (1.43m)
Overall length of chassis .. .. .	15ft. 2in. (4.62m)
Overall width of chassis .. .. .	5ft. 7in. (1.70m)
Body space .. .. .	8ft. 8in. x 2ft. 8in. (2.64m x .81m)

**MOTOR.**—

Number of cylinders .. .. .	Six
Bore .. .. .	3½in. (80m/m)
Stroke .. .. .	5½in. (130m/m)
Normal revolutions per minute .. .. .	1,400
H.P. by Treasury rating .. .. .	23.5
Tax payable .. .. .	£24 0 0

The motor is provided with cylinders of L head monobloc type with detachable head, special aluminium alloy pistons, and a four-bearing type of crankshaft of Vickers' crankshaft steel.

**IGNITION.**—High tension ignition by means of magneto with variable timing.

**STARTING AND LIGHTING.**—Electric starting and lighting equipment of exceptional capacity specially designed for the engine.

**CARBURETTER.**—Patent equalising carburetter designed to provide easy starting and economical running. Petrol is fed by vacuum feed mounted under bonnet from the tank at the rear of the chassis.

**LUBRICATION.**—Automatic under pressure from pump driven by the motor, with indicator on instrument board.

**COOLING.**—Polished white metal honeycomb type radiator in front of motor. Circulation by centrifugal pump. Additional air draught by fan behind radiator.

**TRANSMISSION AND GEAR CHANGE.**—Metal-to-metal multi-disc clutch with ball thrust bearings; universally jointed shaft to gear box; sliding spur type gear box providing four speeds forward and one reverse, the fourth speed being a direct drive; selector gate change speed.

At normal engine speed of 1,400 revolutions per minute with standard open touring body the approximate road speeds are:—

1st .. .. .	7½ miles per hour
2nd .. .. .	15 " "
3rd .. .. .	22 " "
4th .. .. .	30 " "
Reverse .. .. .	7½ " "

The normal range of speed on top gear is from 5 to 50 miles per hour.

The Chassis equipment comprises spare wheel and tyre; spare wheel carrier, spare wheel cover, pair of head lamps on brackets, pair of wing mounting sidelamps, tail lamp, battery, switchboard and wiring, speedometer, petrol gauge, electric horn, spring gaiters, number-plates, tool-kit.

Chassis Price £750

We reserve the right to alter this specification or any part as may be considered advantageous.

**FRAME.**—The frame is constructed of channel section, pressed steel (Vickers' frame steel) and is suitably braced.

**AXLES.**—The front axle is of Vickers' axle steel. All hubs run on "Timken" compound taper roller bearings. The rear axle is of the live type driven by spiral bevel gear.

**TORQUE TUBE.**—The rear axle torque member connection to chassis is furnished with a spherical articulation.

**STEERING.**—The steering is actuated by worm and segment.

**ROAD WHEELS.**—Five detachable steel artillery wheels fitted with 32 x 4½in. Dunlop cord tyres.

**SUSPENSION.**—Semi-elliptic front and cantilever rear springs providing adequate suspension range under all road conditions. The standard chassis is fitted with springs to suit a body of a weight—including tool-kit, spare wheel, accumulators, lamps and all accessories—not exceeding 12 cwt.

**BRAKES.**—Three sets of brakes are fitted:—

- (a) Internal enclosed double-acting shoe brakes, operating inside drums mounted on the hubs of the front wheels.
- (b) Double hinged strap brake with positive release operating on a drum fitted to the gear box final drive shaft.
- (c) Internal enclosed double-acting shoe brakes operating inside drums on the rear road wheels.

The brakes on the front wheel and gear box are operated simultaneously by pedal, the hand brake lever operating the rear wheel brakes.

**CONTROL.**—Single throttle independently controlled by a pedal and hand lever. The throttle and ignition levers are mounted on the steering wheel.

**PETROL CAPACITY.**—The petrol tank is mounted below the frame at the rear of the chassis, and has a capacity of approximately 17 gallons.

**INSTRUMENT BOARD.**—Polished instrument board. (The instrument board is not included when chassis only is supplied.)

**GREASING.**—The chassis lubrication is carried out by means of high-pressure grease gun application.

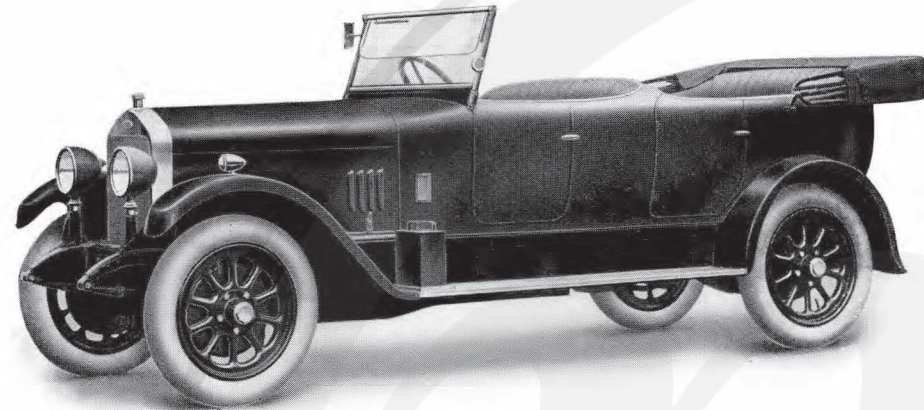
**TURNING CIRCLE.**—The turning circle with standard tyres is approximately 47ft.

**WEIGHT.**—The approximate weight of the chassis empty is 30 cwt.

**FINISH.**—The standard finish is nickel plate.

(The metric dimensions given are approximate.)<sup>1</sup>





## 24/55 H.P. Six-Cylinder TOURING CAR

**A** FAST and powerful six-cylinder car de luxe of the most modern type, incorporating every refinement in design. The body is smart and roomy, and the low deep seats are specially designed and upholstered for comfort. All the controls are very conveniently arranged, and the car is very easy to handle. It is fitted with Four Wheel Brakes.

The upholstery is in best English leather, and the detail finish and equipment are irreproachable. In every respect it is a luxury car of the highest class.

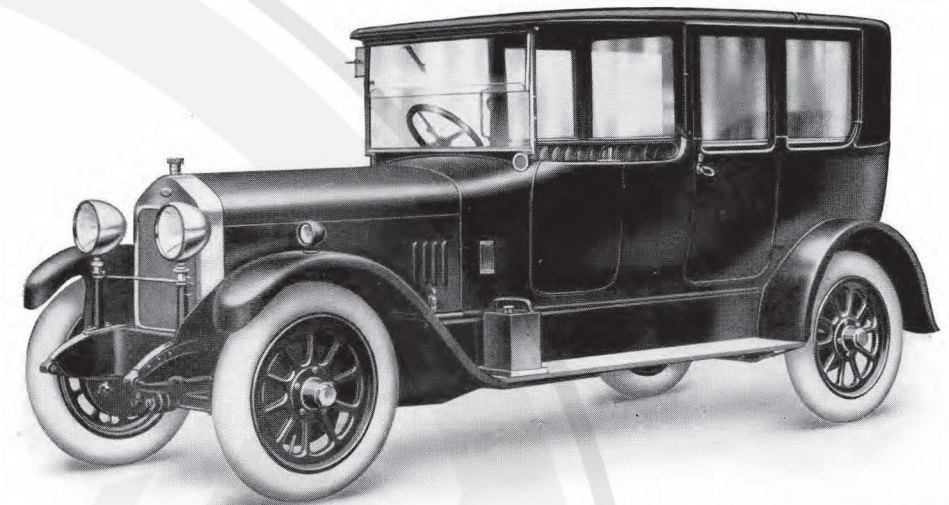
Price £985

*The equipment includes :*

Black folding hood.  
Hood cover.  
Rigid all-weather curtains.  
Windscreen with adjustable panel.  
Folding windscreen with apron to rear seat.  
Spare wheel with tyre.  
Spare wheel carrier.  
Spare wheel cover.  
Speedometer.  
Clock (8-day).

Electric lighting and starting outfit, with pair of head lamps, pair of side lamps, tail lamp, and two dashboard lights.  
Smoker's ash-tray.  
Dimmer switch.  
Licence holder.  
Screen wiper.  
Petrol gauge.  
Driving mirror.  
Rubber step mats.

Recessed shelf in dashboard.  
Electric horn.  
Bulb horn.  
Spring gaiters.  
Valances.  
Petrol tin and carrier.  
Luggage grille.  
Fibre mats to front and rear.  
Tyre pump (on engine).  
Number plates.  
Tool-kit.



## 24/55 H.P. Six-Cylinder LANDAULETTE

**T**HIS handsome town carriage is a type for which we have long possessed an enviable reputation. The coachwork is very smart and modern, and the detail finish and equipment are of the highest degree of excellence.

The folding head is of enamelled leather, and the windows are all fitted with frameless lights, made to drop into the body. The seating capacity is for four persons inside—two on the rear seat, and two on folding chair seats which face forward. The car is fitted with Four Wheel Brakes.

Price £1,200

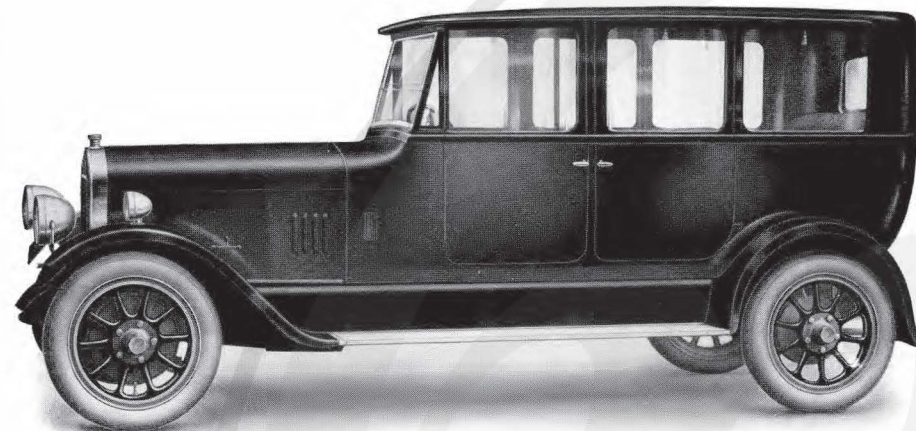
*The equipment includes :*

Electric starting and lighting outfit, with pair of head-lights, pair side lamps, tail lamp, and two dashboard lights.  
Dimmer switch.  
Interior light.  
Spare wheel with tyre.  
Spare wheel carrier.  
Spare wheel cover.

Speedometer.  
Clock (8-day).  
Licence holder.  
Screen wiper.  
Petrol gauge.  
Smokers' ash-trays.  
Driving mirror.  
Recessed shelf in dashboard.  
Electric horn.  
Rubber step mats.

Bulb horn.  
Valances.  
Spring gaiters.  
Fibre mat.  
Luggage grille.  
Tyre pump (on engine).  
Petrol tin and carrier.  
Number plates.  
Tool-kit.





## 24/55 H.P. Six-Cylinder SALOON LIMOUSINE

**S**PECIALLY designed in the interests of the owner-driver, this handsome carriage is arranged to seat two in front and two at the rear, and a partition is fitted between the front and rear, which can be let down if desired. All the windows are fitted with frameless lights, made to drop into the body, and the front glass is adjustable. The interior is luxuriously upholstered in best cloth, and two electric lights are fitted. The detail finish and equipment are of the highest class, and the car is fitted with Four Wheel Brakes.

If desired, this carriage can be supplied with Landaulette Folding Head.

Price £1,300

### The equipment includes :

Electric starting and lighting outfits with pair of head lights, pair side lamps, tail lamps, and two dashboard lights.  
Dimmer switch.  
Two interior lights.  
Spare wheel with tyre.  
Spare wheel carrier.  
Spare wheel cover.

Speedometer.  
Clock (8-day).  
Silk blinds.  
Licence-holder.  
Screen wiper.  
Petrol gauge.  
Driving mirror.  
Smoker's ash-trays.  
Recessed shelf in dashboard.  
Electric horn.  
Bulb horn.

Silk parcels net.  
Lady's companion.  
Valances.  
Rubber step mats.  
Spring gaiters.  
Fibre mat.  
Luggage grille.  
Tyre pump (on engine).  
Petrol tin and carrier.  
Number plates.  
Tool-kit.

## Terms of Business.

**PAYMENT AND DELIVERY.**—All prices quoted are for net cash upon notice being sent that the Autocar or Chassis is ready for delivery. No Autocar or Chassis will be allowed to leave the Works before payment has been completed. Delivery is given at the Company's Works, Birmingham, carriage and insurance therefrom being payable by the customer. The Company will use its best endeavours to adhere as far as possible to the delivery dates from time to time furnished by it. These dates are in all cases estimated, and the Company cannot give guaranteed dates of delivery. It is agreed that no claim shall be made upon the Company in respect of any delay in delivery, or any loss or damage arising therefrom.

**DEPOSIT.**—It is the Company's rule to ask for a sum of £50 by way of a deposit on each Autocar or Chassis, except in the case of an order for forward delivery when a deposit of 15 per cent. of the value of the order is asked for.

**GUARANTEE.**—The Company's Official Guarantee is as under and will be issued on application to the Registered Owners of Wolseley Autocars and Chassis :

"Wolseley Motors Limited guarantee as follows :—

That all precautions that are usual and reasonable have been taken to secure excellence of materials and workmanship in Autocars and Chassis sold by them.

That subject to compliance with the undermentioned procedure the Company will repair and make good within the Guarantee period any part or parts which within such period may be discovered to be defective in material or workmanship, but the purchaser shall not be entitled to claim consequential loss or damage. The Guarantee period for Autocars and Chassis is Twelve Months from the date of delivery to the Purchaser.

The procedure referred to above is :—(a) That the defective Autocar/Chassis or part thereof be taken or delivered, within 21 days of the discovery of the defect, to the Dealer from whom the Autocar was purchased, except when the purchaser is on tour, when it should be taken to the nearest Wolseley Dealer shown in the 'List of Wolseley Dealers,' supplied with the Autocar.

(b) That the Wolseley Dealer be advised at the same time in writing :—The Maker's number and hp. of the Autocar ; the date of commencement of the Guarantee ; the nature of the defect ; the circumstances leading up to the discovery of the defect ; and the mileage the Autocar has run.

If the part or parts are after careful examination, found to be defective, the Company will forward to the Wolseley Dealer the repaired parts or the necessary replacements free of charge and carriage paid.

With regard to tyres, accessories and other proprietary articles, the Company cannot give any guarantee, but will endeavour on behalf of the purchaser to secure from the makers that any defects discovered within the period of the Guarantee are duly made good by them.

This guarantee is given in lieu of any Guarantee or Warranty either expressed or implied by Statute or otherwise, and excludes all representations, conditions and other liabilities, and is limited to new Autocars and Chassis which bear the Company's number plate, and have had no structural alterations made since delivery by the Company, and no other Guarantee or Warranty whatsoever is given or is to be implied.

In the event of the sale of an Autocar/Chassis during the Guarantee period the Company will on application transfer the Guarantee to the new owner for the unexpired period."

**TYRES.**—The price of the Autocar or Chassis includes Dunlop Tyres. Other makes to order ; in some cases at extra charges. If the weight of the Autocar is increased by additional equipment, or where road conditions are unfavourable, it may be advisable to order tyres of larger or stronger section than the standard size.

**PROPRIETARY ARTICLES, &c.**—The Company has taken reasonable precaution to ensure prompt delivery of the various articles produced by other manufacturers comprised in the equipment of the Autocar or Chassis and included in the specification, but in the event of strikes or other unforeseen circumstances the Company reserves the right to deliver the Autocar or Chassis in running order and to make allowances for such details of equipment as cannot be obtained, or to substitute other articles of equipment in lieu thereof.

**SPECIFICATION.**—The abridged descriptions of Autocars and Chassis in the Company's current catalogues are given for the guidance of intending purchasers. The Company does not, however, bind itself to the exact details specified or illustrated, but will be pleased to furnish a complete specification if desired, at the time the order is placed. The Company reserves the right to alter any part of the Autocar as may be considered advantageous.

**REPAIRS.**—All parts sent to be repaired must be forwarded carriage paid, and be accompanied by an advice bearing the sender's name and address, and the Autocar number. Repairs to an Autocar or Chassis are undertaken only on the understanding that the Autocar or Chassis may be driven by any person, duly authorised by the Company, on his behalf and at his risk and responsibility. Customers' Autocars or Chassis sent to the Works for any purpose are only received at owner's risk, and the Company accepts no responsibility for loss or damage to same arising from fire or any other cause.

**SPARE PARTS.**—To avoid the possibility of error it is essential in ordering Spare Parts by post that the Number of the Autocar shown on the Company's Number Plate and the Horse-power should be given with each order and, if possible, the reference numbers of the parts as quoted in the Company's catalogues of Spare Parts.

**OFFICIALLY APPOINTED DEALERS.**—The Company have nominated certain traders as Officially Appointed Dealers in Wolseley Autocars, but these Traders are not authorised to incur any debts or liabilities on its behalf ; nor are they authorised to give any warranty or make any representation on behalf of the Company. Dealers or Traders selling Wolseley Autocars and Chassis act in the capacity of Principals only both between themselves and the Company, and in their relations with the public.

**EXHIBITIONS.**—All goods are sold subject to the condition that they are not to be exhibited at any Exhibition or Show of any kind or entered for any event not approved by the Society of Motor Manufacturers and Traders Ltd. Any breach of this condition renders the purchaser liable for damages not exceeding £250.

**CONTRACT.**—All contracts shall be construed in accordance with English Law.

**MARKET FLUCTUATIONS.**—In view of the exceptional conditions prevailing, the Company reserves the right to vary the Catalogue prices according to the circumstances affecting the cost. In the event of an increase in the Catalogue price, customers have the right to cancel their order by giving notice in writing within seven days of receipt of formal notice from the Company that the price of their order has been increased.

All previous catalogues are hereby cancelled. The issue of this catalogue does not constitute an offer. We reserve the right to revise our prices without notice.

## Insurance.

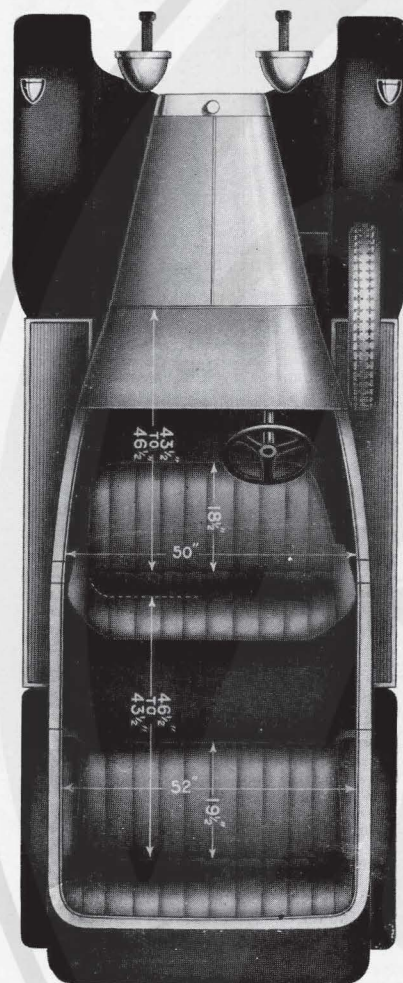
A special "Wolseley" Prospectus is issued by the Provident Accident and White Cross Insurance Co. Ltd., 5, Kinnaird House, Pall Mall East, London, S.W.1, which is the leading office for Motor Insurance. Particulars can be obtained on application to any of our offices, Depots or Officially-Appointed Dealers.

We are able to effect Insurance either with Lloyd's or any Insurance Company of repute to suit the convenience of our Customers and Prospectuses are available dealing with this important question.

Lowest current rates will be quoted on application.

December, 1926.





Bird's eye view of 16/45 h.p. Six-cylinder (Two Litre)  
Touring Car, showing seating accommodation.



# Trying out the new Wolseley "Six."

16/45 H.P. (Two-litre) Six-cylinder Model.

The remarkable enthusiasm with which press and public have greeted this new model leads us to believe that the following details will be of interest. In proving-out the design, a total distance of over 44,000 miles was covered by our experimental cars.

A Saloon car was sent to Brooklands Track, the maximum speed on the track being 60 m.p.h., but the car ran continuously for two hours and in that time covered a distance of 114 miles, i.e. 57 m.p.h.

A Saloon car was sent down to North Devon, and on the various hills gave a performance as follows :

				Min.	Max.
<b>Porlock (Toll Rd.)</b>	3 up and luggage	3rd speed only	—	—	—
<b>Lynton</b> ...	do. do.	1st speed	14 m.p.h.	—	—
<b>Countisbury</b> ...	2 up	2nd & 3rd speeds	18½ m.p.h.	27 m.p.h.	—
<b>Parracombe</b> ...	3 up	2nd speed	Easily	—	—

The car was driven on two well-known hills in the South of England, viz. :

<b>Titsey</b> ...	2 up	3rd speed and top	11½ m.p.h.	36 m.p.h.
<b>Westerham</b> ...	1 up	3rd speed	19 m.p.h.	—

One engine has twice been run on the bench for 90 hours, during which time the engine was running continuously, the only stops being for replenishment of oil and to adjust sparking plugs.

During the first 90 hours run the speed average was 3,250 r.p.m. which is equal to 57 m.p.h. on top gear. The second run of 90 hours was carried out at a speed of 3600, which is equivalent to 62 m.p.h. on top gear. An actual non-stop run of 36 hours at 3600 was obtained. During the whole of the 180 hours running at these high speeds no mechanical failure occurred, an occasional tappet adjustment was called for, and the sparking plug gaps were reset.

In addition to the above a Saloon car has been driven on the Continent, covering the following route :

Havre to Madrid via Rouen, Tours, Angouleme, Bergerac, Biarritz, San Sebastian, Vittoria, Burgos, over the Guadarrama Mountains to Madrid. The general running speed for long stretches was maintained at 56 m.p.h. over varying conditions of road surface, the maximum speed obtained during the run being 62 m.p.h. The longest day's run was on the return journey from Madrid to San Sebastian which is a distance of 300 miles, when this distance was covered without incident, and without the driver experiencing any fatigue. During the climb over the mountain ranges very little water was used, and in no instance did the water in the radiator reach boiling point. The petrol consumption for the out and return journey equalled 21 m.p.g.



The second long distance run on the Continent was from Boulogne to Geneva, returning via Antwerp, the route taken being as follows:

Amiens, Reims, Dijon, Dole and Poligny; the return journey being via Lausanne, Yverdon, Pontarlier, Besancon, Sedan, Namur, Bruxelles. During this tour the car was driven over the Col de la Forclaz, which is some 12½ miles in length, with 30 or 40 hairpin bends, with a gradient of 1 in 5 and 1 in 6 between the bends, and about 1 in 3 on the actual corners. This climb was made easily on 1st and 2nd gears, without the water in the radiator boiling, or any appreciable loss of cooling water. The Col des Montets, which is some 4,800 feet high was climbed without any difficulty. The petrol consumption during this run of 1,650 miles, despite the amount of hill climbing, worked out at 20 m.p.g.

In addition cars have been kept on the road continuously, and have been driven not only in the home counties, but over the hilliest parts of Wales and Devonshire, so that it is perfectly safe to say that this model has been subjected to far more strenuous driving than it is likely to receive in the hands of private owners. The experience gained has proved invaluable, and the models which are being offered to the public eliminate all the weaknesses which have been found, and incorporate all the improvements which have been found necessary to give reliable, comfortable and economical running.

Bwlch-y-Groes was climbed many times, the minimum speed with Saloon body and four passengers being 12 m.p.h. on the awkward hair-pin bend at the bottom, and 16 m.p.h. average.

On the Cotswold Hills, a Saloon car carrying two passengers and weights equal to a total of four passengers was driven over most of the well-known hills, with the following results:

**Saintbury Hill.** On the steepest portions this hill has a gradient of 1 in 6 and was climbed easily on 2nd speed, the minimum speed during the climb being 18 m.p.h.

**Willersley Hill.** This has a gradient between 1 in 5 and 1 in 6 and was climbed on 2nd and 1st speed, the minimum speed on 1st being 17 m.p.h. This hill would have been climbed on 2nd gear but for the fact that the road surface was very loose and muddy.

**Sudeley Hill.** This has a maximum gradient of 1 in 5 and was climbed on 3rd and 2nd speeds, the minimum speeds being 16 m.p.h.

**Birdlip Hill.** This was climbed mainly on 3rd and 2nd speeds, the 2nd only being needed at the top bend, the minimum speed being 17 m.p.h.

**Bushcombe Hill, near Cheltenham,** which is somewhat of a freak hill, has a gradient of approximately 1 in 3½ with a very rough and slippery surface, and was climbed on 1st speed, the minimum speed being 12 m.p.h.

SIR GILBERT GARNSEY, K.B.E. & THOMAS W. HORTON, Joint Receivers and Managers.

WOLSELEY MOTORS LIMITED, Adderley Park, BIRMINGHAM.

## WHAT THE EXPERTS SAY.

### DAILY TELEGRAPH.

"This new 16/45 h.p. Wolseley is a fine example of modern improvement in the things that matter to a discerning driver. The engine runs noiselessly and smoothly, and but for the speed showing on the dial of the speedometer the driver would not know from the sound that the engine was running any faster. There is no "fuss" whatsoever in its running, and it is certainly the best engine and car the Wolseley firm have built. Fully equipped with comfortable upholstery, this four-five seater 16/45 h.p. Wolseley saloon should be one of the most sought-for new models during the coming season, especially having regard to its moderate price."

### THE TIMES.

"An unusually progressive and valuable production. The engine was delightfully silky, especially at high speed. The driver's controls are well placed, and the view is not obstructed: in fact this saloon is one of the most comfortable cars I have driven. The car will keep its steady 40-45 miles an hour against a considerable gradient quite happily."

### DAILY MIRROR.

"The main thing about the newest Wolseley is its life and vigour. It accelerates in a remarkable manner. With two up this ample saloon reached something not far short of sixty miles an hour in a creditably short time. It is an excellent hill climber, and trying rises can be taken on the almost inaudible third gear at between thirty-five and forty miles an hour."

I have very rarely driven so smooth-running an engine. It was a positive delight. So suave is its action that you find it hard to believe the speed indicator. I place the newest Wolseley engine very high indeed in the list of well-balanced motors.

The bodywork, which is the company's manufacture, is of the same class, and really comfortable. The car had run a little over 1,000 miles, and there was no sign of noise or rattle anywhere. It was in every way an excellent travelling carriage, decently built, decently finished, a carriage of pride."

### FINANCIAL TIMES.

"By far the best production of the firm since the war, and in my opinion represents outstanding value. The car gives one the impression of a much larger one, and certainly of a more expensive type, for it glides along so smoothly and quietly, and the engine is one which is happier the faster it is driven. As a matter of fact, on a favourable stretch I ran the car over the 60 mark on top, and there was no clatter or fuss. One need not be afraid of ascending or descending really steep hills on this machine. Should attract widespread attention both here and abroad, for it meets the needs of so many people, and is, to judge from the general lay-out and road performance, exceptional value."

### MOTOR WORLD.

"A chassis which is entirely new from stem to stern is not too often met with nowadays, and the introduction of one by an old-established firm of the standing of Wolseley Motors Limited is enough to ensure for it the interested attention of all who take any note of improvements in design. The new car is a two-litre "six," to be known as the 16/45 h.p., and possesses an unusual store of smooth and vibrationless power."

### MOTOR TRADER.

"Bidding for the patronage of the owner-driver who wants a trouble-free, fast and powerful car which has distinction, especially in closed car form. It is also certain to be the carriage of many who do not themselves drive."

### AUTOCAR.

"The new six-cylinder Wolseley is of more than normal interest to those who are enthusiasts for progress. Six-cylinder cars of about this size are about to become a vogue. If all the new small British six-cylinder engines are going to be as smooth and vibrationless as the two-litre Wolseley proved to be when in our hands, then the purchasers of moderate-size cars are about to enter upon a fresh era of motoring refinement which will be much appreciated."

The Wolseley is a thoroughly nice car all round, a pleasure to drive and to handle, capable of an excellent

road performance, and the most attractive design which has yet issued from this old-established concern.

Running idly, the engine is practically inaudible to the occupants of the body, and when pulling hard at speed it seems effortless and silky. The steering is light yet definite; road shocks are not transmitted back as "snatch" on the wheel. If a study be made of the design—the chassis is entirely new from end to end, and is intended to carry five-seater open bodies or light saloons—it becomes apparent that engineering art and not accident has secured the refinement."

### AUTOMOTOR JOURNAL.

"The Wolseley designers have given us a vehicle of remarkable interest. The design embodies nothing of an experimental or speculative nature, yet is wonderfully advanced and keeps the Wolseley right up into the front rank of finely-engineered motor carriages, and even a little 'ahead of the band.'"

### LIVERPOOL POST.

"The new Wolseley is a distinctly attractive proposition, and experience with it on the road adds to its attraction from both the driver's and the passengers' standpoints. It has several features of note that are conducive to its smoothness in running: the massive seven-bearing crankshaft is one, the flexible three-point support for the engine is another, while a third is the use of duralumin connecting rods in conjunction with aluminum pistons."

### BIRMINGHAM POST.

"So smooth and silent was the running of the car that its speed proved difficult to estimate. In fact, when running at a speed that by ordinary car standards one would feel to be, say, 30 miles per hour, a glance at the speedometer (which a check showed to be accurate within two per cent.) showed 45 on the dial."

The gears ran very quietly . . . and changed so easily that one was tempted to make use of them . . . The driver of the Wolseley soon comes to feel a pleasure in making proper use of his gears, and in so doing is able to give astonishing surprises to other motorists, for the acceleration of the new "six" is really wonderful."