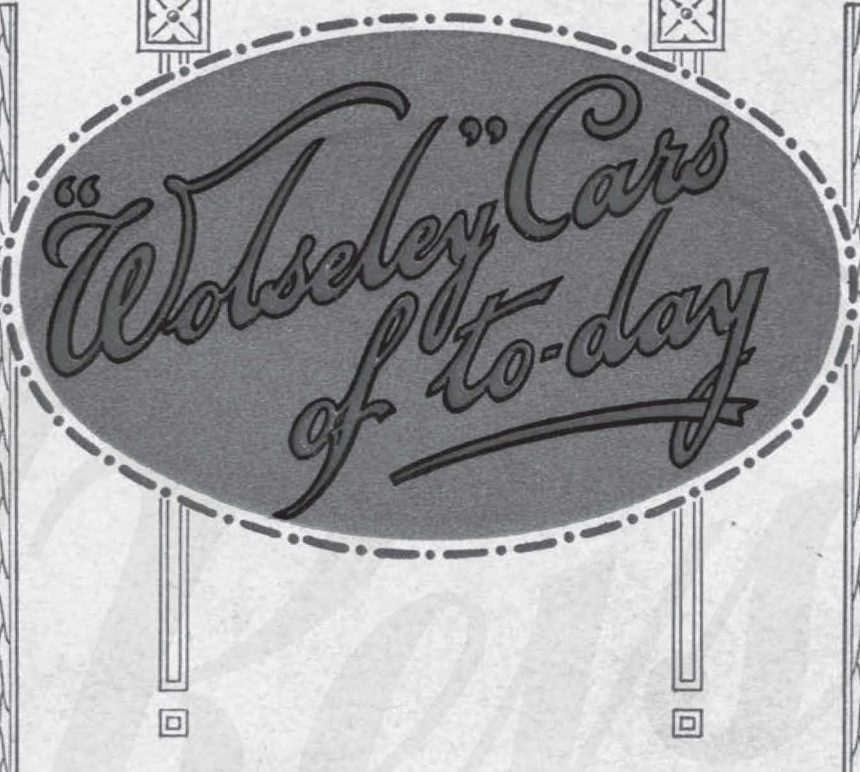


7/1921



*"Wolseley" Cars
of To-day*

INSTITUTE

A few
impartial
opinions

A Few
Impartial Opinions
on the
“WOLSELEYS”
OF TO-DAY

In the following pages we reproduce a few extracts from the numerous articles in the daily press and technical journals, in which well-known motoring experts have dealt with the new Wolseley models.

To these are appended a selection of letters from delighted Wolseley owners, typical of those we regularly receive

Wolseley Motors, Ltd.,

(Proprietors : VICKERS, LTD.)

Adderley Park,
BIRMINGHAM.

London : Petty France, Westminster, S.W.

Reprinted in full from

The Morning Post.

NEW STYLE MOTOR CARS. The Owner-Driver Test.

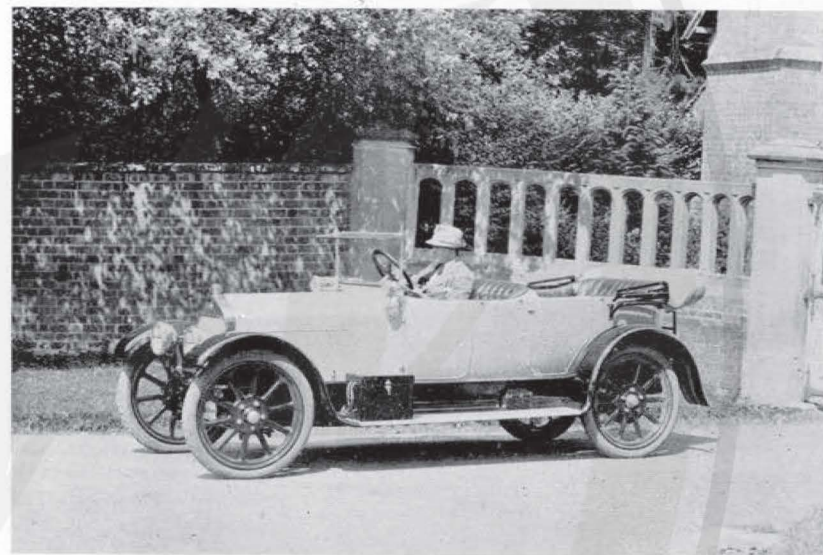
BY H. MASSAC BUIST.

When a motor manufacturer improves this or that detail of a car of conventional construction one's knowledge of its prototype's performance, and the factory organisation and equipment behind it at the given time, usually enables one to express an opinion of the specific development after a road test of anything between fifty and a hundred and fifty miles. Not so, however, in the case of a producer embarking on entirely novel constructional methods throughout. In such a case it behoves one both to pay him the compliment of investigating the proposition thoroughly and to study the public interest by making a very searching trial of it. Very few makers have broken with convention. Fewer still who have done so are of any reputation and have adequate resources. The most conspicuous example in this country, if not in the world, is Vickers' motor manufacturing concern, the Wolseley Company. In the 15.6 h.p. 4-cylinder overhead valve-engined model with entirely new style chassis and suspension scheme it has brought forward a vehicle the progressive design of which has attracted the favourable attention of automobile engineers throughout the world. For its production in series the firm has specially-equipped factories aggregating over 99 acres of floor space, a description of which was given in these columns some months ago. Therefore, it remained adequately to test the standard product from the point of view of the owner-driver, to which end a car has been taken over a distance of 2,500 miles in all parts of the country, notably Cornwall, Devon, Somerset, Glamorgan, and the North of England. The result proved conclusively that there are vast possibilities in regard to breaking with conventional practice. The engine has the advantages of the aircraft type, including economical power output; yet it embodies all the features of flexibility, not required in aircraft work, which are so essential to motor-carriage service. This engine is placed in a chassis designed in all details on as original and scientific lines as the power unit.

REALISING FRESH POSSIBILITIES.

The vehicle brings hitherto unattained degrees of refinement, acceleration, and economy within the range of the motorist of strictly moderate means. This car, scaling 22 cwt. as a four-seater, is notably economical of tyres. The vehicle I tried had done nearly 1,400 miles before I received it, and the speedometer registered over 3,900 miles when I handed it back after having driven it up hill and down dale over all sorts of roads and byways,

including mere cart tracks. Nevertheless, the Dunlop magnum tyres appeared to have merely had the freshness taken off them, and to be good for, certainly, 6,000 miles more at the revealed rate of wear. Yet this is a car which travels at from 5 to 53½ miles an hour on the top gear, on which the acceleration is so pronounced that you can make a high mean speed from point to point across country with relatively low maximum speed, which is the ideal way to drive luxuriously and with safety and consideration. Apart from the light weight of the car, the ease on tyres is due to the patented system of suspension, wherein there is the minimum of unsprung weight, and with which it is possible to ride over given roads at 10 miles an hour faster than cars of conventional construction are able to take them with equivalent comfort. This was tested time and again throughout the trial.



The "Wolseley" Fifteen.

The remarkable elasticity is matched by the brakes. Both sets act on the rear wheels; they are equally powerful; either can pull the car up in a remarkable short space; yet both are very smooth in action. I never had a locked wheel, or momentary skid, throughout the driving. Nor was I able to heat the drums of the brakes despite the fact that, for a test, I released the engine and kept one set of brakes on without relief—which is not good driving—down long, steep falls of the way on Exmoor. The lateral stability of the car is as remarkable as is its fore and aft steadiness. The steering is very light, practically all the driving having been done with the thumb and first finger of the left hand. The amplitude of the wheel lock makes easy the negotiation of tortuous lanes. With the new style plate clutch, which retains all the refinement of its kind, it is possible to change the gears noiselessly as quickly as with a racing car with leather

faced cone clutch. A result is that there is no need to lose way when changing speed in the course of hill-climbing ; nor to submit the tyres to strains at those critical moments. Whether it is a case of changing down from top to second, and second to first ; or upwards from first to second as the gradient eases, it is equally possible to be prompt, silent, and smooth.

ECONOMY WITH EFFICIENCY.

The power of the engine is remarkable when driven on petrol fuel ; on a mixture of half petrol and half benzol it is astonishing. As regards economy, it pays to follow the simple instructions of the makers with respect to seeing that the extra air action of the carburetter is always free. When the car has got under way along the level, by advancing the spark one can



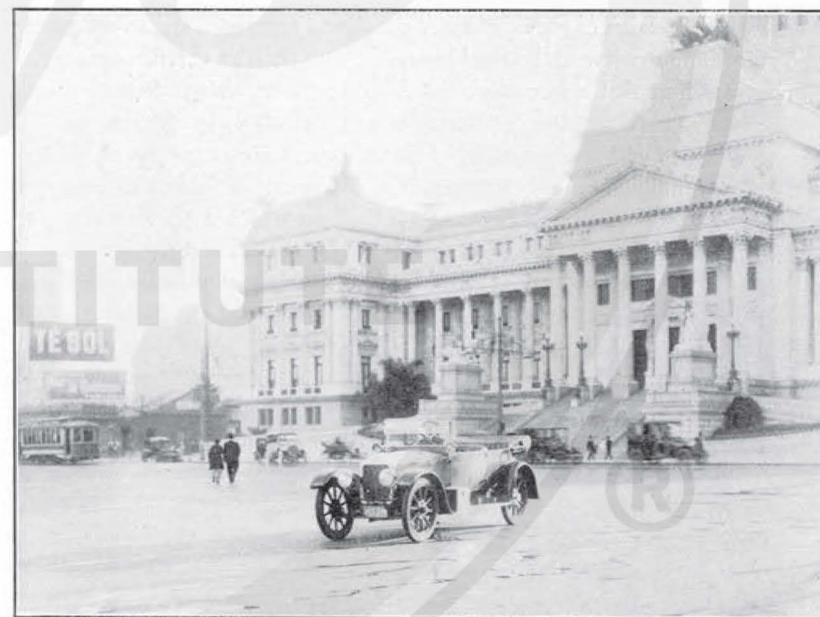
A "Wolseley" Fifteen climbing Red Bank, Grasmere. Gradient 1 in 3·5.

get almost the same effect as in other cars is obtained by opening the throttle fully. I have never known a standard engine to answer so pronouncedly to ignition variation. That makes for economy. The engine balance approximates to perfection so closely that one cannot detect any period at any speed or load. The power plant never labours. The cooling is all that could be desired.

The car proved itself to be really an owner-driver's vehicle. It needed no attention beyond pumping one tyre, gone slack in the garage—throughout the test we never had tyre trouble on the road—tightening

with thumb and forefinger a nut that had shaken loose in the accumulator box, and wiping a drop of excess oil off the magneto. Throughout over 2,500 miles running it was not possible to put quite one gallon of oil into the base chamber, yet it was kept fully supplied always. The back axle did not take a teacupful of oil ; and the gearbox needed no replenishment ; yet we were ever seeking hills to climb. The rest of the lubrication involves about half the labour entailed with a car of conventional practice, many grease caps being eliminated by the construction. The swivel pins of the front axle are effectively lubricated by oil, instead of the usual grease.

The result leaves one entirely satisfied that our largest motor manufacturing firm is thoroughly justified in its daring policy. The charm of the car grows on one the farther one drives it. For its accommodation and performance certainly it is the most economical of tyres, fuel, and lubricant in my experience. The trial I have made gives me the explanation of the very studious attention the American industry is paying to this example of British pioneering in motor-car evolution, for this is a vehicle one is unable to compare with any other on the world's market in that it is wholly original and furnishes at a moderate cost desirable qualities of performance hitherto unattainable. In that sense it will be found that the Wolseley Company is making motoring history at this period, for the car combines with power, alike on the hills and on the flat, such smoothness that it remains always a motor carriage utterly free from any suggestion of coarseness.



A "Wolseley" Fifteen in Buenos Aires.

The Motor

The National Motor Journal

As regards design, the "Fifteen" is an entirely new model in which many features evidencing the famous Wolseley Co.'s war-time experience in aero engine production are apparent. Although new, it retains the various excellences of design which have made Wolseleys famous in the past, and the combination of pre-war experience, as applied to the new productions, bids fair to enhance, if possible, the enviable reputation with which Wolseley Motors Ltd. are universally credited.

Commencing our trial, as we did, from our Birmingham offices in the heart of the city, we were at once provided with ample opportunity for judging of the capabilities of the car in town traffic, and even at this early stage were impressed by the wonderful flexibility of the high-efficiency engine, the torque of which resembles that of a six rather than a four cylinder unit. Threading in and out of the traffic which abounds at about 11 o'clock in the morning, we found it possible to trail behind slow-moving vehicles on top gear and accelerate through opportune gaps with a smoothness and freedom from snatch that rendered the car delightful to handle.

Once clear of the crowded streets we headed for the open country and the one or two test hills of moderate severity spanning the Lickey range. A slight depression of the accelerator pedal, and our speed swiftly mounted to something over twice the legal limit, but with such an absence of fuss or apparent effort that a second glance at the speedometer was necessary for assurance as to the pace of our progress.

As speed is reckoned, the "Fifteen" cannot perhaps be classed a really fast car, 50 m.p.h. being about the maximum limit, but its capacity for steady and fast climbing makes it a car on which high averages are possible, ordinary main road hills being surmounted almost unnoticed.

A certain section of the Bristol Road a few miles out of Birmingham is badly cut up by heavy traffic, and has that wavy and corrugated surface peculiar to some roads over which heavy lorries and omnibuses are constantly passing. On such a surface we found the quarter-elliptic springing to be most efficient at all speeds, although perhaps at their best when travelling really fast. Forty miles an hour over a really bad road was as safe and easy to maintain as 20, since any tendency towards unsteady steering was entirely eliminated.

The remainder of our run was uneventful, but served further to convince us of the charm of this car, the engine of which delights in "revs.," and the gears of which are both silent and easy in operation.

Briefly, the Wolseley Fifteen is a car of distinction and worthy the name it bears.



A "Wolseley" Fifteen near Cape Town.

The Times.

For a number of years I have written in favour of the quarter-elliptic inverted spring (which amounts to a half cantilever) for use both in the front and at the rear of a frame, but this type has until lately been confined to the small, light classes of car, in which, with scientific planning, it has given excellent results. On the 1921 15 h.p. Wolseley this kind of suspension has been adopted, and to judge from a test run which I took last week over *The Times* trial route, it is decidedly successful. The front pair are flat-set, so that the movement of the axle due to spring deflection is negligible in practice. Both at the front and at the rear, the build is robust, and should be well up to hard work, and the bottom leaf of each front spring is not only carried round the shackle bolt but extended further and brought under a clip. Possible danger due to the fracture of the main leaf is thus reduced to a minimum.

The engine is to my mind the most notable feature of the car. It is quiet and fairly well balanced, but its keenness and readiness for powerful acceleration are strongly marked. The gear box provides only three forward speeds, nevertheless the car can be driven at 50 miles an hour on the level with as little mechanical vibration as when pulling slowly under load on top gear.

The body is well arranged and neat in design, and permits driver and passengers to travel comfortably.

In years gone by Wolseley cars established a reputation for general excellence and reliability, but although the engines were always thoroughly sound, they never impressed me as being at all exciting. The new model should appeal to motorists who like to have something really live under their control.



A "Wolseley" Fifteen on the banks of the Murray, New South Wales.

Evening Standard

To say that the running and appearance of the car impressed me favourably is to understate the case. She is altogether delightful; lively to the throttle; sprung so that road shocks are damped out of existence; accessible in regard to those points needing regular attention; splendidly finished, both in detail and general appearance; and, altogether, the car seems bound to step right away into the very front rank.

The Wolseley products have for years been distinguished by sound, if conservative design. The Company has never set itself to build cars for the spectacular chorus lady, but has aimed at turning out chassis able to achieve a maximum mileage, with a minimum of trouble, at the lowest possible cost. The new designs are based on the same fundamental ideas, but five years of war work, in which about twice the normal experience and development of that period have been crowded, have made it possible to build a much livelier car, which is also far more efficient, without sacrifice—so far as I can see—of any of the proved Wolseley characteristics.

On the road the car touches 50 miles per hour without perceptible effort, and I dare say can exceed this speed when necessary. On top gear the smooth pick-up and quick acceleration from four miles per hour is most unusual, and this quality, coupled with the fine climbing power of the car, makes it very nearly that ideal car of so many drivers—a top gear car altogether. Unless my judgment is all wrong, this new Wolseley "15" is going to set a very hot pace in the moderate-power class of car.

The Autocar

FOUNDED 1895

The Representative British Motoring Journal—Embracing all Types of Cars.

WESTWARD HO WITH A "WOLSELEY."

The West country, offering as it does a combination of rough going, constant turns, and notoriously steep gradients, was the chosen testing ground for a new 15 h.p. Wolseley, which was lately placed at our disposal by Mr. A. J. McCormack, C.B.E., managing director of Messrs. Wolseley Motors Ltd. The excellent impression conveyed by the Wolseley exhibit at Olympia vested the trial with more than ordinary interest, for in no sense is the Wolseley an improved pre-war model. Its highly efficient overhead valve 80×130 mm. four-cylinder power unit represents the very latest practice in car engine design, reflecting in divers details the influence of aero engine practice; and those who know something of the wonderful record of the great Wolseley company in the production of aero engines during the period of hostilities will appreciate the full meaning of that remark.

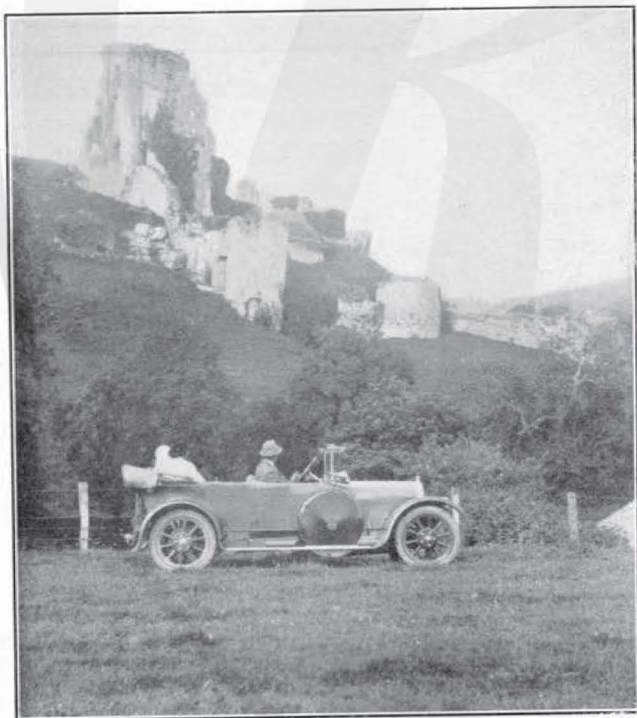
After a preliminary trip over Newnham Hill, near Daventry, the car was driven from Coventry to Lynmouth (195 miles) in a comfortable day's journey. The route lay along the Fosseway *via* Moreton-in-the-Marsh and Stow-on-the-Wold, the engine demonstrating its liveliness by a top gear ascent of the long winding rise leading to the latter village. Through Bath and Wells to Bridgwater, in occasional downpours, which left the road heavy and treacherous, we were able to appreciate the remarkable road-holding qualities of the car. If the quarter-elliptic springs with which the car is fitted all round failed to damp out entirely the smaller pot-holes and the corrugated surfaces created by motor bus traffic, at speed they provided extraordinary comfort on really bad going. There is an entire absence of that pitching sensation often noticeable with cars having semi-elliptic springs, and, as we have said, the manner in which the car sat the road in grease and on gradual bends at legal limit speed provided quite a new experience.

We found that this new highly efficient car with its overhead valve engine revelled in speeds in excess of the legal 20 m.p.h. limit. On the Fosse, deserted that day by reason of the unpropitious weather, it scurried along for mile after mile at a very lively bat, always ready to respond to the merest touch of the accelerator pedal when a gradient hove in sight. Its "revving" powers will come as a surprise to those who have not yet appreciated to the full the efficiency provided by a correctly designed over-

head valve engine, or who may be accustomed to silent and refined engines of the side-by-side valve type. No definite "period" or critical speed was discernible in any of the varied paces through which we put the engine.

After a slight diversion before reaching Minehead to experience once again the delights of the fishing village of Watchet, we approached the Somersetshire terror, Porlock Hill, with its average gradient of 1 in 6 for a distance of over two miles. A chauffeur's advice not to attempt the hill, since he had found the surface impossible with a 12-16 h.p. car, was unheeded, and, without preparation or preliminary cooling, the car was put to the hill. With low gear engaged first before the first steep corner, the engine roared away with spark fully advanced, never hesitating at any point, notwithstanding the full load of four passengers and luggage. Nor did the water in the radiator boil, which is an unusual experience for us on such a gradient as Porlock.

On long winding ascents, as with all high speed or "thoroughbred" engines, effective use can be made of the spark advance lever to maintain speed, and so save a change of gear ratio. As we have already hinted, this new Wolseley gives its best results when allowed "its head," so to speak. It is designed to "rev." and glories in it.



A "Wolseley" Fifteen at Corfe Castle.

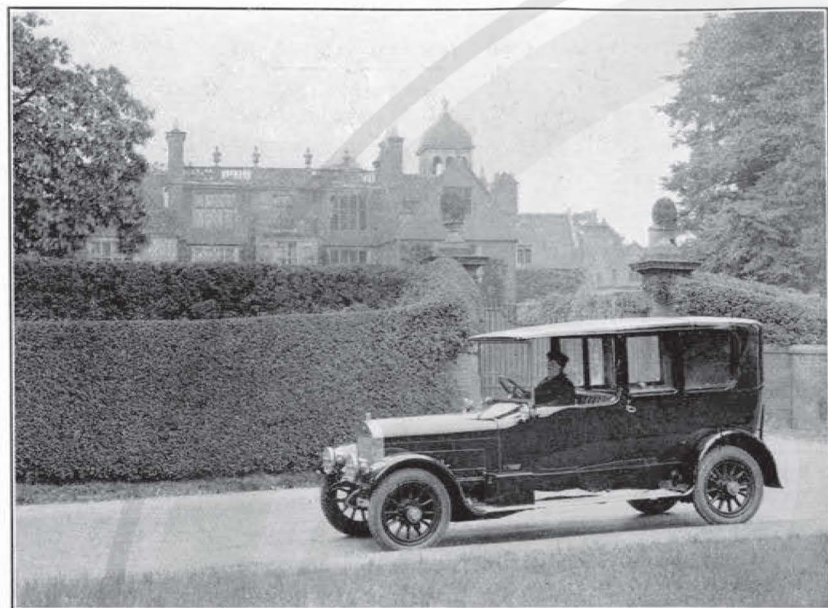


THE "WOLSELEY" TWENTY LANDAULETTE.

One suspects that when its designer was considering the details of the Wolseley Twenty—a true post-war model—he aimed at something that might be said to rise above the merely comfortable and to invade the luxury line without attaining that costliness which the various forties and fifties embody, and must always embody. It has a six-cylinder engine—in itself a form of technical luxury—the Treasury rating of which is 24-h.p., a wheelbase of 11½ ft., cantilever rear suspension, and tyres of 820×135 mm. There, in a few words, we have the causes of the sumptuousness which undoubtedly attaches to this car. It is as smooth riding as most cars of double its rating. It has as much power under its bonnet as will conquer any hill in the Kingdom over which vehicular traffic passes, and on top gear it is relatively noiseless, inside and out. On none of the other three is it aggressive in the way some powerful cars are, but just yields a well-toned drone, telling of accuracy and efficiency in the gear-box. Its pulling powers certainly surprised us, and we tested them fairly severely; but what impressed us most was its suspension. Some of the surfaces we travelled over in it were among the most vile leading out of London, yet, were we not familiar with their atrociousness, we would never have suspected them of being other than good.

The liveliness—the word, perhaps, is not well chosen, for the car's pace was too smooth to suggest frivolity or impetuosity—of the engine is such that, without appearing to travel much faster than the City traffic we were overtaking, we maintained a sound 25 m.p.h. through it all with ease, safety, and entire comfort. To those who drive much in close traffic that short assertion will convey a lot. Had we not the evidence of the clock to determine the point, we would have thought twenty our limit, for there was no attempt to hustle or bustle for openings. Time was simply cut on the open stretches, and so easy was the car travelling that it attracted no particular notice. We linger on this because, to our way of thinking, it evidences a very desirable quality in a town carriage.

As a car for the country we found it equally meritorious. Its pace went up quite easily another ten miles an hour without any suggestion of hurrying; beyond that we began to notice that the road had some pot-holes—a sure indication of speed above the economy limit. We took it



A "Wolseley" Twenty Landaulette at Castle Bromwich.

over some of the stiffest rises in the Chiltern Hundreds—and there were a number of considerable length, averaging one in eleven and one in twelve—but nothing seemed to trouble the engine. Once its right gear was given it the gradient seemed to make little difference to its pace, and on the slightest provocation it accepted the step up and appeared to revel in it. The gear changes were simple and easy, brakes were smooth and powerful, and for a car of its length it handled dexterously on cramped turns.

Externally it is a very handsome carriage, as our snapshots of it indicate. Internally it is as commodious as most limousines. In addition to the permanent rear seat, a pair of supplementary folding seats are very neatly recessed into the outer sides of the body in such fashion that when not in use they are quite unnoticed, yet when pulled out and erected form quite a comfortable pair of cushioned seats. Needless to say, the fitting and equipment is in keeping with the exterior, and include the unwonted luxury of a mechanical tyre pump. The self-starter functioned so rapidly and certainly that one was induced to stop the engine for the most brief halt and so economise petrol. In this matter we were not able to form a definite computation, but we should say that consumption ran out at about twenty to the gallon or a trifle worse, which, considering our pace and the route across the Chilterns, was remarkably good. In any review of the cars for 1921 the Twenty Wolseley cannot fail to occupy a prominent and even a singular place, for it is a car of much distinction.

The AUTO

-MOTOR JOURNAL

ESTABLISHED 1896

"The 15 h.p. four-cylinder 'Wolseley' is a model which nobody can ignore. It is super-efficient, and gives travel-service of a class that few cars can equal, much less excel. As I have, I believe, said before, the Wolseley Company have the finest range of three models in the privately-owned, passenger-car class to-day. If I were seriously engaging in the motor industry again, I would rather back their policy and programme than any I know. Their 10 h.p. car is a wonder; their 15 h.p. model competes with much more powerful cars; and their six-cylinder 20 h.p. type is a luxury-car.—S. F. EDGE."

THE TATLER

In these days of specialisation and big outputs, it is not given to many firms to make three distinct models, each of which is equally notable and successful. No doubt the wise selection of types has got something to do with it, but at the same time all the types in the world would be no good unless the stuff was designed right and built right. First of all there is the little 10 h.p. model—and I don't know any two-seater that could beat it. Next, one has—or rather, personally, one wishes one had, in the possessive sense—the brilliant "Fifteen" with its overhead camshaft and overhead valves, and its resulting ginger. This Fifteen adds great vivacity to all the old Wolseley qualities, and it is not by any means an easy car to pass unless its owner happens to be that way inclined. Finally there is the six-cylinder "Twenty"—the nomenclature of which, to my mind, gives an entirely deceitful idea of its power. I know it best as a chassis for covered bodies, for which it is particularly well adapted, and the reputation it has made in this direction is a truly enviable one.

Reprinted in full from

THE CAR

A JOURNAL OF TRAVEL
BY LAND, SEA AND AIR

A ROAD TEST OF THE WOLSELEY "TEN."

A week or two ago Wolseley Motors Ltd. placed at my disposal one of the new "Tens" for a day's run. They brought her round to my office early in the morning, and I was duly thankful that none of the other sex in my family happened to be present, otherwise there would have been precious little peace for the present writer until one of the small cars was added to the fleet.

This new Wolseley light car, which now takes the place of the very popular little Stellite, is one of the prettiest little machines I have ever seen or handled. She is a small pearl amongst cars; and, indeed, without indulging in too many adjectives, I find it almost impossible to express my feelings. Condensed to the utmost, I should say that this two-seater represents the greatest Wolseley achievement in tabloid form. Considering that there must be tens of thousands of gratified users of Wolseley cars of all descriptions now on the road, this is rather a tall statement, but it is justified.

THE GENERAL LAY-OUT.

As is already pretty well known, the Company decided to build an entirely new range of cars as soon as the factories were clear of Government war work. The biggest machine is the six-cylinder 20 h.p.; the next is the four-cylindered 15 h.p. car; while the third and smallest of the batch, about which I am now writing in particular, is the little "Ten."

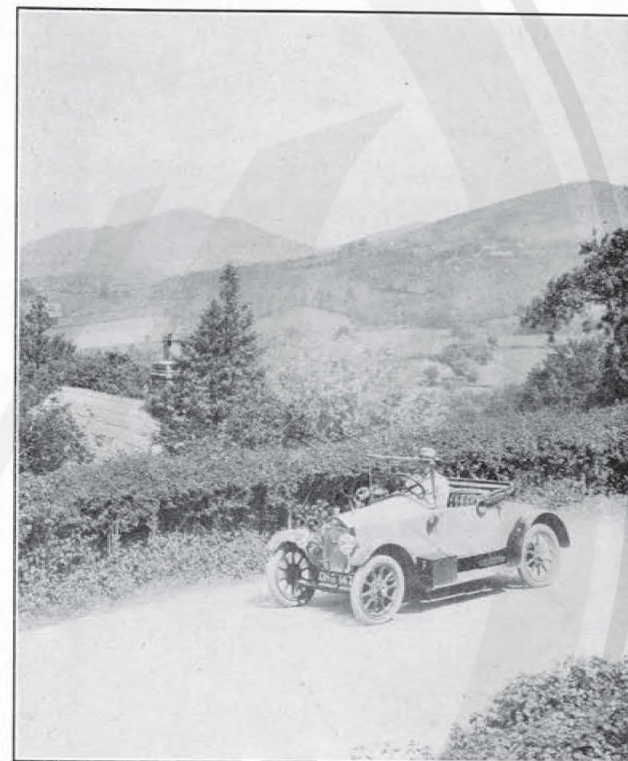
First of all it would be as well to describe her general construction and lay-out before giving evidence of her behaviour and comfort on the road. The engine is of the four-cylindered monobloc type, with overhead valves, the bore and stroke being $2\frac{9}{16}$ in. by $3\frac{3}{4}$ in. respectively. At the normal engine speed of 1,700 r.p.m. the unit gives a road speed of 26 m.p.h. in top gear, and this gives a maximum road speed of between 40 and 43 m.p.h. with the engine "all out."

A TWO-BEARING ENGINE.

So far as my own observation went, the overhead valves are very silent, and I take it that they must have been well designed, constructed and lubricated, partly because of this silence in operation and partly because of the general efficiency of the engine. One needs merely to open the throttle a fraction of an inch to find the engine turning over at an ever-increasing rate, the power and liveliness being not a little astonishing

after handling so many light cars which must be coaxed into their speed. I expected to find a "period" somewhere or other in the engine range, because of the two-bearing crankshaft, but I was disappointed, although it must be confessed that some of the loads imposed in this search for a period were hardly fair—far from it, in fact. Probably the aluminium pistons have something to do with this sweetness in running.

When the Wolseley people started out to rebuild their cars, it was not their intention to produce an "assembled" job. They had no

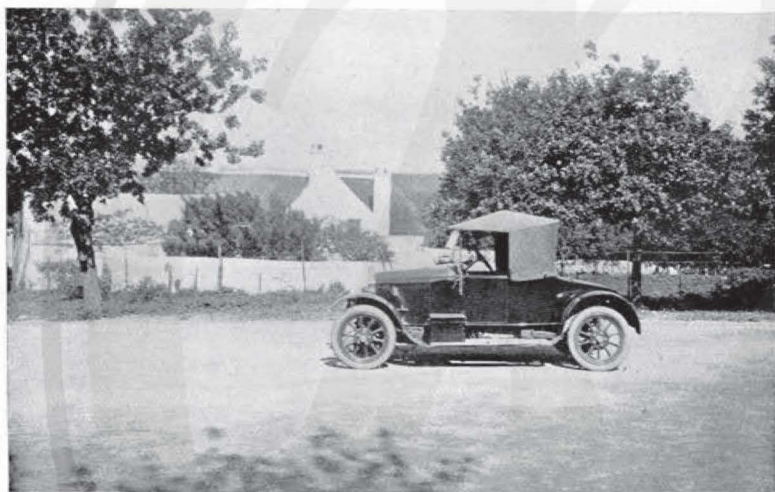


A "Wolseley" Ten. on the Malvern Hills.

intention of hanging odds and ends of standard equipment supplied by various accessory makers on to the chassis simply in order that they might describe it as "completely equipped with all modern improvements." The starting and lighting set, accordingly, were specially designed for the engine, and this explains why engine-starting troubles are practically unknown, and lighting failures need hardly be taken into account. The horror of the run-down battery on a cold and frosty morning, or of headlamps of the glow-worm type on a dark and foggy night, is removed for the owner of this little Wolseley car.

A VERY "SWEET" CLUTCH.

The clutch is of the multiple-disc type, which takes its load very sweetly, and which is so built that it can be abused even beyond reasonable limits. I had an example of this, because on the morning that the car was delivered to me the mechanic was told to inject a charge of clutch oil into the casing. The work was duly performed, but in error afterwards another workman also injected an overdose of pretty thick engine-oil. By all the mechanical rights and wrongs more or less serious clutch trouble should have followed, but actually the only noticeable feature was a very slight clutch slip just on the top of the hill out of Watford, after the car had been rushed up. By depressing the clutch pedal and letting it return with a jerk the slip was cured.



A "Wolseley" Ten on the Rhodes Estate, South Africa.

From the clutch the power is taken to a three-speed gearbox, which has the orthodox side controls; thence the drive is by shaft to the worm-driven axle. Both foot and hand brakes take effect on the rear wheels. Short cantilever springs are fitted both fore and aft, and a personal experience of the car over rough roads and at high speed is needed before the merits of this system can be fully appreciated. For my own part I was both surprised and delighted.

There is nothing particularly outstanding in the design or construction of the steering, but the car answers the helm very sweetly. She can nip through traffic with a dainty ease that makes the driver feel some kind of superior being altogether. The admiring glances of other drivers do something, of course, to add to this feeling of superiority. It is a long time since I drove a car so generally admired.

AN IDEAL LADY'S CAR.

Now a word about the car itself. This little Wolseley car comes very near to perfection for a light car; as a lady's car she is perfection. All the controls are *intelligently* located; both brake and clutch pedals are light in operation and positive in effect, nor is the travel of either inconveniently long. The nickelled finish of the metal gives a bright effect to the car, and is in fine contrast to the black valances and wings. So far



as the upholstery goes it is splendidly comfortable, and those coach builders whose complaint it is that a really comfortable dickey cannot be built in a confined space and without excessive weight should go out of the way to inspect this Wolseley "Ten." The hood can be raised and lowered by the driver alone without need of leaving the driving seat. The engine starts easily from cold on the starter, and the detailed equipment is so well thought out and provided for that it is difficult to imagine even a novice driver being held up on the road. *This little car of Wolseley's is one of the biggest things they have done.*

The Motor

The National Motor Journal

A 500 MILES' TEST OF THE 10 H.P. WOLSELEY TWO-SEATER.

The new 10 h.p. Wolseley interests many prospective light carists, partly because it has the character of being that sound engineering job which one would expect from a concern of such standing as the Wolseley Motor Co., and also because of its distinctive appearance and the reputation of its suspension. Now that the organisation for its quantity production has been completed, I have been able to carry out an extensive test of what is undoubtedly a very wonderful little car, the distance run by a colleague and myself jointly exceeding 500 miles over by no means the best roads in the country.

"SOMNOLENT" SUSPENSION.

The outstanding features of the 10 h.p. Wolseley are its somnolent suspension, its genteel appearance, its noiseless transmission, and its powerful brakes. Its springing comes first. It is not an exaggeration to say that a passenger could read small print quite easily while being driven fast over a bad pot-hole road which, in most small cars, would make it almost impossible to hold a piece of printed paper, let alone read it. On a road of ordinary badness, such as one that has been worn into the typical wave-like formation on a country motorbus service, one is only conscious of the inequalities by the noise of the wheels bumping over the road. The springs are cantilever, or quarter-elliptic, not an uncommon feature nowadays. One can merely surmise the amount of experimental work which must have been carried out to have so perfected this system that a result only associated with larger cars has been obtained on a 10 h.p. two-seater.

In part of the trial this car was run over a course which is frequently used in competitions, including three notable hills, two of them having

particularly atrocious surfaces. The first was Bannacle Hill, near Wormley, Surrey, not particularly steep, but having a water-worn surface giving a drop of 6in. to 10in. as the numerous gullies were crossed. How far any car could stand being driven over a couple of hundred yards of a road of this description at a speed of 10 m.p.h. to 12 m.p.h. is difficult to say, but the amazing point about the Wolseley is that, barring a gentle undulation, neither driver nor passenger were in any way distressed, and that is why I have referred to the springing as of the "somnolent" type. The second hill was that known as Bowler's Green Hill, near Haslemere, and here, on the steepest point, which is about 1 in 8, the car was brought to a standstill and each brake tested. It was restarted with the greatest ease immediately afterwards. The third hill was the famous acclivity of Pitfold, near Hindhead. The gradient and the surface have proved the undoing of many a car in past trials, for although not long, it has an awkward right-angle bend, where the gradient steepens so abruptly that one almost expects to see the front number plate. This bend slowed the speed down to about 10 m.p.h., the rest of the hill being covered at about 14 m.p.h., which, with a 15.8 to 1 bottom gear, gives an engine speed of approximately 2,660 r.p.m.

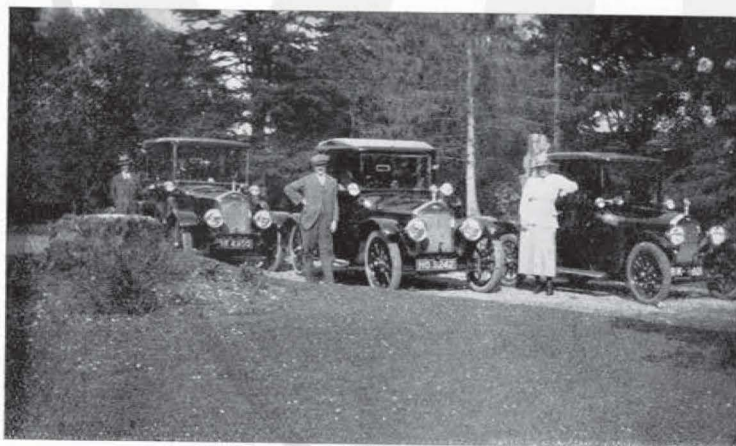
The appearance of the car is very striking, particularly when painted dark blue, which contrasts with the nickel-plated fittings. The lines of the body are distinctly graceful. A concluding point of interest is that the petrol consumption is moderate.



The "Wolseley" Ten Coupe.

COUNTRY LIFE

Undoubtedly the Wolseley Ten can justify its price both by its chassis specification and construction and by its performance on the road, and it is a car that can boldly make its challenge to the public on the present very popular "value for money" basis. I know of several small cars selling at considerably less money than the Wolseley which are undoubtedly inferior value for money propositions, in spite of an almost identical paper specification. There is no room for two opinions on the matter: the Wolseley Ten is a very good chassis. Its performance, combined with the comfort offered by its excellent two-seater body and the flexible springing make it a notable car, able to satisfy any gourmand of small car road achievement. There is a charm about this little car that puts it in quite a class of its own among small cars. The high speed engine has recently come in for a certain amount of unfavourable criticism, but surely only from people who have never sampled the Wolseley Ten. At normal revolutions (1,700 r.p.m., as already given) the road speed is 26 m.p.h.; the absolute maximum speed of the particular car I had on test was 43 m.p.h., and this under favourable conditions on the track; but an easily maintained average speed was 33—35 m.p.h., which is surely extraordinary for a car with such a medium maximum speed. And the Wolseley emerged well from the test that generally detects the weaknesses of small cars—you have told me what it will do, now tell me how it did it. The Wolseley engine did its work with a smoothness and a silence worthy of a much bigger power unit, and never once did it give signs of fatigue or its radiator of boiling.



A "Ten," a "Fifteen," and a "Twenty" calling simultaneously at a Hampshire country house.

The Light Car and Cyclecar

Founded 1903
The only Small Car Journal

AN INTERESTING RUN ON AN INTERESTING CAR.

The latest small Wolseley is of course a development of the Stellite. It possesses the same system of springing which made the Stellite famous, but in other respects it is a very great improvement. The introduction of a more powerful overhead valve engine in place of the overhead inlets on the Stellite and the fitting of a three-speed gearbox in place of the original two speeds have combined to produce a very fine little vehicle.

It must always be remembered that it is not first cost so much as running costs which have to be considered, and that a car that will last for five or six years without requiring heavy repair bills to be frequently settled provides a better investment than a vehicle which, while lower in first cost, is always necessitating visits to the repairer. Moreover, the better the car the lower the annual rate of depreciation.

On the road one quickly falls in love with the little car, for it combines robustness and a really remarkable flexible suspension with the usual qualities particular to the light car. Ease of control, handiness in traffic, quick acceleration and equally quick braking are all taken for granted when considering a light car, and especially a machine of quality. Probably the most interesting feature of the Wolseley is its springing. This is quite exceptional, so supple and well balanced are the four cantilevers.

There is not only an entire insulation from solid road shocks, thuds, and jars, but there is also an absence of excessive springiness in their place. When travelling fairly fast on bad roads one experiences the sensation of riding in the centre of a long plank or springboard swaying gently up and down with a long, spongy movement. Such an excellent suspension will save the chassis and the mechanism of the car in general from many a nasty jar, with the result that all working parts will wear longer, tyre mileage should be increased and breakages should be unknown, quite apart from the fact that with a well-sprung vehicle a higher speed can be maintained over bad roads than with an indifferently sprung machine.

Three people were carried during the trial in question, the third person being accommodated in the dicky seat ; consequently the springs had to adapt themselves to the full load for which they appeared to be perfectly proportioned.

The engine does not possess any noticeable period, even when running all out at 40 m.p.h., at which road speed it is turning over at something like 3,000 r.p.m. ; nor is there any noticeable noise from the overhead camshaft or its drive. As aluminium pistons are fitted as standard with a clearance of only four-thousandths of an inch, one rather naturally looked for tap or some sign of seizing, especially on a brand new engine which had not yet completed its final tests. It suffices to say that the pistons behaved just as ordinary cast-iron pistons of conventional design would have behaved, and had one not been told that they were made of aluminium, one would never have been any the wiser from this point of view.

As regards its construction, materials and workmanship, the fact that it is made by Wolseley Motors Ltd., and a branch of Vickers Ltd., should be quite enough evidence as to its excellence for the most discerning driver.



A "Wolseley" Ten climbing Farlow Bank

OWNERS' OPINIONS of the New "Wolseleys."

The letters quoted on this and following pages are a selection only of the many we have received since the introduction of the new "Wolseley" models.

"SWINBROOK," BURFORD, OXON.,

January 2nd, 1921.

From LORD REDESDALE.
(Wolseley Fifteen.)

"It is quite impossible for me to tell you how pleased I am with the 'Fifteen.' It far surpasses all my expectations—some of the roads round here are in a deplorable condition, but you have to be in some other car to realise it. The way in which it climbs hills without any question of changing down is a revelation."

"WINScombe," HALL ROAD, WALLINGTON.

December 9th, 1920.

(Wolseley Fifteen.)

"I am an old motorist, as you know, and have driven many makes of cars, but your 'Fifteen' has surpassed all my expectations, both for flexibility and smoothness of running, and power on hills. The springing is absolutely perfect, a great boon in these days of bad roads."

A. BRILL.

THE FOLLY HOUSE, CHEPSTOW,

December 15th, 1920.

(Wolseley Fifteen.)

"The car has given me the greatest satisfaction, and is remarkable for its lively engine, quick acceleration, and power on hills. Silence and smooth running have, however, in no way been sacrificed, I am glad to say. The springing is particularly excellent, and is, I consider, one of the great features of the car."

G. L. B. FRANCIS.

HEATON, BRADFORD,

January 26th, 1921.

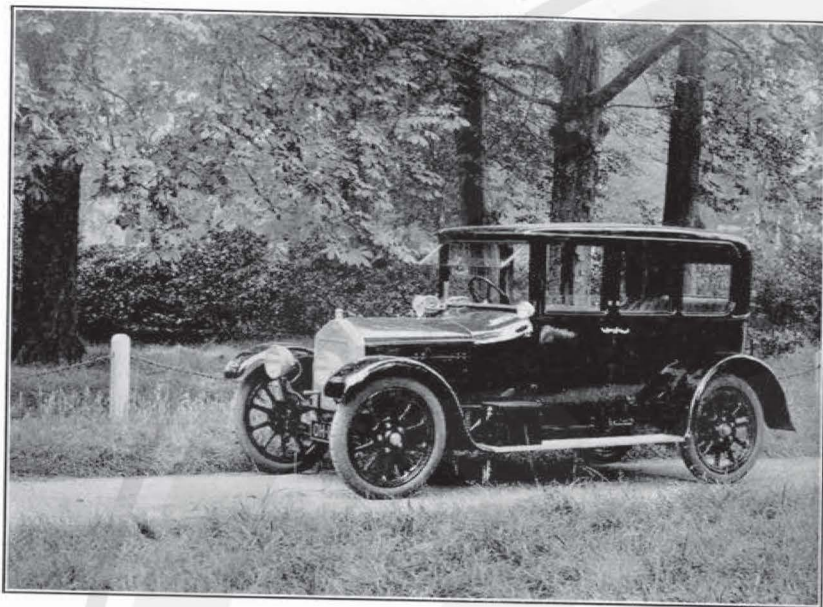
(Wolseley Fifteen.)

"I have much pleasure in letting you know that the 'Fifteen' I purchased through your agent here a month ago is giving every satisfaction, and is fully up to all you claim for this model."

March 1st, 1921.

"Further experience of the 'Fifteen' car, since writing you in January, fully justifies the good opinion then expressed."

T. L. RHODES (Capt.).



A "Wolseley" Fifteen Saloon.

SNEYD PARK HOUSE, STOKE BISHOP, BRISTOL,

March 16th, 1921.

(Wolseley Fifteen.)

"After a service of four months, and a mileage of 3,000 odd, I have pleasure in stating that the 15 Saloon has quite come up to my anticipation of what I should expect.

"I have driven her over all sorts of roads, good, bad, indifferent, some extremely hilly, and must confess she has surpassed my highest expectation. The engine is more lively now than when new, and nothing has been done, not even the valves been ground, since I took delivery.

"On a journey from here to Cardiff, via Gloucester and Ross, the consumption worked out to exactly 23 to the gallon, by measurement. Distance 103 miles, and time $3\frac{3}{4}$ hours, with four persons up.

"Bristol to Salisbury and back, consumption 22.7 to gallon, which is exceedingly good. These figures can be verified by my chauffeur.

"I own other cars of double this h.p., but I never take them out if the 15 Wolseley is available, and in fact desire to dispose of them, as this car does all I want, and from an owner-driver's point of view gives no trouble."

J. VICTOR HARRISON.

ASHCROFT ROAD, DARLINGTON,

September 23rd, 1920.

(From a letter to our Darlington Agent.)

"You told me that your brother had driven the 15 h.p. 'Wolseley' over Kirkstone, from Pooley Bridge End on second speed. I said 'Liar,' but now wish to apologise, and admit I was wrong. I went over yesterday with 4 up, and never dropped below 20 miles an hour. Its hill-climbing is a revelation, and I am highly satisfied."

J. F. LATIMER.

Owners' Opinions of the New "Wolseleys."—Continued.

1 and 3 LONDON HOUSE, LOVEDAY STREET, JOHANNESBURG.

(Wolseley Fifteen.)

"I took delivery of my new 'Fifteen' Wolseley at Adderley Park, Birmingham, in June, 1920, and immediately started on a tour into Scotland, via Harrogate, Newcastle and Carlisle.

"I went by way of Moffat, Edinburgh and Perth to Inverness and Nairn. I returned by Kingussie, Fort William and Glencoe to Loch Lomond, crossed the Clyde at Erskine Ferry, and through Ayr and Turnberry into Galloway and on to Carlisle.

"From Carlisle I proceeded through the Lake District in Cumberland and back to your works at Birmingham, where I handed over my car to be packed for South Africa.

"During the 12 days' tour I completed 1,804 miles with the greatest comfort, and at the same time negotiated some of the steepest grades in Great Britain.

"Since then I have motored 2,700 miles in the Transvaal, and during the whole total distance of 4,500 miles I have never experienced the slightest mechanical trouble. The car has been a revelation to me, its particular features being power on hills, and the flexibility and smooth running of the engine at all speeds.

"I may also state that during the whole distance I have not had a puncture or tyre trouble of any kind, which speaks volumes for the smooth running of the car, and also the efficiency of the Dunlop 'Magnum' Tyres, which is the standard type adopted by your Company.

"I have no hesitation in stating that the new 'Fifteen' is the most efficient car I have ever had.

J. MAC G. LOVE.

SYKES STREET, HULL.

May 6th, 1921.

(Wolseley Fifteen.)

"The new 15 h.p. car is simply perfect; my three previous cars were not to be compared with it. The good workmanship on the body is a detail, but nevertheless better than any post-war model I have seen. As for the engine, your company have not turned anything out so efficient in the past, and if it wears equally well as the others have done, it will be marvellous. Time alone can tell, but even at this early stage I have no real doubts on this point."

ALAN THELWALL.

BARTON CROFT, NEW MILTON, HANTS,

June 17th, 1921.

(Wolseley Fifteen.)

"I am delighted with my car, it is my thirty-eighth car. I brought the fourth car into England and the first car into Ireland thirty years ago—a Benz $1\frac{1}{4}$ h.p. belt drive. I have had almost every good English, French, German car made, and none have pleased me more than this. It is a perfect dream on wheels."

(Doctor) J. F. COLOHAN.

Owners' Opinions of the New "Wolseleys."—Continued.

OVERWEALD, SIDCUP, KENT.

May 25th, 1921

(Wolseley Fifteen.)

"You will be interested to know that since my run in the North of England, finished about a fortnight ago, I was called there again on Friday evening last, owing to the serious illness of one of my family, which necessitated my getting there at the earliest possible moment.

"With nothing more than a hurried oil up, I left here at 10-30 p.m., and with two short stops for food, etc., totalling less than one hour, arrived at Hinderwell, Yorkshire, at 8 o'clock a.m., exactly to the time I had set out to do it in—distance shown by speedometer 282½ miles.

"The car behaved magnificently and did not cause one moment's anxiety, neither did she in coming back on the Monday, when we brought back a lady very ill.

"Going north the car covered a good deal of the distance at 50 m.p.h. I feel quite grateful to her for doing this journey so well. She was delivered to me in October last, and has now run over 4,000 miles, so I feel quite hopeful that in spite of post-war conditions, when we hear that both material and workmanship are much worse than pre-war, that I have got a good car."

DAVID SMALLWOOD.

LEZAYRE, PRENTON, CHESHIRE.

June 11th, 1921

(Wolseley Fifteen.)

"I feel it my duty, and a great pleasure, to write and inform you how pleased I am with the 'Fifteen' touring car I purchased from you last November. This is the eighth car I have owned and driven during the past twelve years.

"My first car was of American manufacture and the remainder were all British cars by well-known manufacturers, including one of 15 h.p. and another 20 h.p. post war, but my first Wolseley car, this 'Fifteen,' is a revelation.

"The control of the car from 5 m.p.h. to 50 m.p.h. on top gear is perfect, no vibration in accelerating from 5 m.p.h. upwards, no gear changing on any ordinary road, and less need to use brakes than any car I have owned, as the perfect carburetter does this automatically. Petrol consumption at 33 to 35 m.p.h. works out at 23 to 24 miles per gallon, and the oil consumption is low.

"In addition to the above points, I admire the general finish of everything about the car, and the chassis, in every detail, is a thorough engineering job.

"In conclusion, I beg to thank you for the very courteous manner in which you have treated me, both in correspondence and when I visited your works, as it is quite a new experience for me with the Motor Trade."

JOSEPH BRUNDRIT, M.I.Mech.E.

"P.S.—You are quite at liberty to make what use you think fit of this letter, and may say that I have no interest whatever, directly or indirectly in the Wolseley Motor Co. Ltd."



A "Wolseley" Fifteen in the Botanical Gardens, Cairo.

SANDGATE, BLUNDELLSANDS.

May 27th, 1921.

(Wolseley Fifteen.)

"For the second time I have taken the car through the famous Trough of Bowland. The following is the description of the road in the Contour Book of England (Northern Division), route 201.

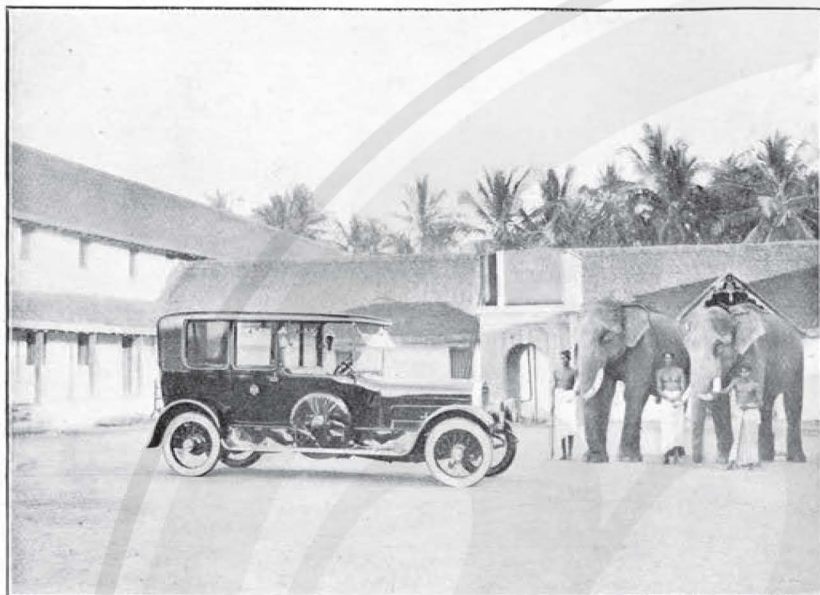
"Class III., a very poor road, with precipitous hills to Whitewell. The road is seldom used as a through route.

"Gradients nearly all very dangerous. At half mile, 1 in 12; 1m., 1 in 10; 1½m., 1 in 10 (very bad turns); 3½m., 1 in 11.8 (bad turns); 4¾m., 1 in 12; 7m., 1 in 10; 7¾m., 1 in 10; 11½m., 1 in 12; 12¾m., 1 in 8; 14m., 1 in 11; 17½m., 1 in 10 (bad turns).

"The road is very loose and stony in places, but I assure you that this light looking and elegant car made slight work of it, and did the whole distance on top, and second, except on two occasions, when we had to go to first. One of these was when we were stopped by a large flock of sheep on a steep gradient, and the car had to be pulled up, but to my great relief she started again easily on first. The other occasion was on one very steep gradient, when I considered wise to give the brakes a rest, and go down on the engine.

"I have no interest in the Wolseley Cars or Company, or in any motor company, so you may make what use you like of my letter. I merely wrote you, because you will remember that from the look of the car I doubted whether she was strong enough for the rough work among the mountains of England and Scotland and Wales. She looked to me a smart ladies' shopping car. So she is—but she is something more, and far better."

HAROLD E. YOUNG.



The Maharajah of Travancore's "Wolseley" Twenty Landaulette.

HANOVER COURT, HANOVER SQUARE, LONDON, W.1.,

(Wolseley Twenty.)

February 7th, 1921.

"I am more than pleased with my new 'Twenty' touring car. It is very easy to control, and the flexibility of the engine, combined with silent running, can scarcely be surpassed. The ease with which hill-climbing is accomplished 'on top' is surprising."

HERBERT T. HINES.

HAREWOOD LODGE, CLAYTON BRIDGE, MANCHESTER.

(Wolseley Twenty.)

July 4th, 1921.

"The Wolseley 'Twenty' touring car which you delivered to me in March last, has now done 3,600 miles over every variety of road and gradient. I have not had the slightest trouble of any kind and am delighted with the running of the car. The longest run in one day was just over 200 miles in Wales, and the car was perfect."

CHAS. ROTHWELL.

"THE WOODLANDS," ROTHERHAM,

(Wolseley Twenty.)

July 7th, 1921.

"With reference to my new six-cylinder Wolseley which you supplied, I am pleased to inform you that I am well satisfied with same and she never gives us the slightest trouble. I should be glad to show it to any of your friends by appointment at any time. I find her exceedingly flexible, and she has great reserve power."

GERARD WALKER.

Owners' Opinions of the New "Wolseleys."—Continued.

"RANMORE," BEVERLEY HIGH ROAD, HULL,

(Wolseley Ten.)

November 24th, 1920.

"It is a wonderful car. I find I can drive it all over the East Riding, never exceeding 26 m.p.h., and averaging 22. At from that to 30 m.p.h., including stops and running in and out of garages, it does 35 m.p.g.; at 35 to 45 m.p.h. it does 32 m.p.g. It climbs beautifully, and the springing is excellent."

GEORGE MORLEY, Chief Constable.

STATION ROAD, HARPENDEN, HERTS,

(Wolseley Ten.)

December 8th, 1920.

"I feel I must write and congratulate you on your excellent production. It is a very easy car to handle and holds the road well, even at 45 miles per hour. The lack of vibration at all speeds is also a very commendable feature in an engine of this horse-power. The body is roomy and comfortable, and great attention has been paid to detail, of which I am sorry to say most light cars are entirely destitute."

C. E. CHIRNEY.

4 EAST PARADE, LEEDS.

(Wolseley Ten.)

February 3rd, 1921.

"I should like to take this opportunity of expressing my opinion as to the excellence of this car. I don't think there is anything to equal it on the market of the kind. The running is so quiet and smooth and the springing so good as to be unsurpassable by any car, whatever its size or power, I think."

W. S. HANNAM.

CREN DAHR, OLD CHRISTCHURCH ROAD, BOURNEMOUTH.

(Wolseley Ten.)

May 1st, 1921

"I should like to say how pleased I am with the Wolseley 10 h.p. car, delivered by you last December. I have done about 2,300 miles without any troubles, and last week, after a run of 102 miles, found the amount of petrol and benzol used worked out at 43 miles to the gallon. The next day 90 miles gave the same result. Both days were spent in fairly hilly country, and were rather cold, so that warm weather may have given even a better mileage to the gallon.

"I might add that the small consumption did not in any way detract from the sweet running of the car. I got her up to 42 m.p.h. quite easily, and think she would have done more if the road had been fit for it, and she climbed wonderfully well, doing almost every ordinary hill on top and the remainder on second gear."

E. R. WORTH.



A "Wolseley" Fifteen in India.

NORTON HALL, near BATH,

February 7th, 1921.

(Wolseley Ten.)

"I am delighted with her. I have done about 750 miles on her, and she goes better every day.

"It is astonishing the number of people who turn back to have a look at her when standing anywhere.

"I am surprised at the 'life' she has, also speed; I have given up fast driving, but find I can get 50 miles per hour quite easily if necessary, but do not do this unless some bolder thinks because I have a small car I cannot pass him."

L. B. BEAUCHAMP.

"HILL CREST," DIVINITY ROAD, OXFORD,

May 9th, 1921.

(Wolseley Ten.)

"Car is running splendidly. I have just completed a 350 mile tour, namely, Oxford, Northampton, Wellingborough, Peterborough, Lincoln, Skegness, return to Oxford via Boston on *top gear all the way*. I did not change once the whole journey, an astounding performance, as car was packed as follows:—my wife, son and self, 4 tins petrol and luggage. Is there any other car of this size to beat this?

"I really must congratulate Wolseley's on producing such a magnificent small car."

S. C. BOULTON.

"You may use above with my full sanction; in fact, I think you ought to do so."

Owner's Opinions of the New "Wolseleys."—Continued.

"CASLONIA," 10 SALISBURY ROAD, CHORLTON-CUM-HARDY,

January 2nd, 1921.

(Wolseley Ten.)

"'Good wine needs no bush,' and the reputation of Wolseley cars is too well established to need 'puff.' Nevertheless I thought perhaps you might like to have an expression of satisfaction from one whom the terms 'near enough' or 'good enough' are an abomination. With motoring, as with other things, I am never satisfied until I have got the best within my reach.

"When increased cost in production forced up prices, I had to choose between a low-priced four-seater and a small car from which I could expect satisfaction. I decided on a Wolseley Ten, and after having run my car for several months, I feel I have achieved my ideal and got the best."

H. SAMBROOK.

April 26th, 1921.

"Since writing you my appreciation of the above car I have had a Manchester to London run, and am very pleased with the results.

"Both on outward and return journeys it was only necessary to drop from top gear at two hills: outward, at Coleshill and Elstree; returning, between Edgware and Elstree, and at the dangerous hill and corner at Congleton.

"With a trip into Kent and town work in London the distance covered was 456 miles, and for this 11 $\frac{3}{4}$ gallons of mixed petrol and benzol were used. The only attention the car received was oil and fuel. Incidentally, the car appears to be light on tyres, having done over 3,000 miles without appreciable signs of wear and not a single puncture."

H. SAMBROOK.

WYNDHAM'S THEATRE, LONDON, W.,

June 14th, 1921.

(Wolseley Ten.)

"Having just completed 1,000 miles on the 'Wolseley' Ten supplied to me, I can honestly say that it is a most delightful little car.

"The principal points I admire, other than its appearance, which is so well known, are its perfect suspension, acceleration, and wonderful hill-climbing capabilities; in fact, it is 'a faultless little car of superb workmanship.'

"I now look forward to the time when I take delivery of a Fifteen Wolseley two-seater coupe, which, judging by my experience with this little Ten, should prove a wonderful proposition."

DOROTHY TETLEY.

Owners' Opinions of the New "Wolseleys."—*Continued.*

THE WHITE HOUSE, SANDYGATE PARK, SHEFFIELD,

(*Wolseley Ten.*)

May 24th, 1921.

"I thought it might interest you to hear the result of a run I made with my car this Whitsuntide.

"I started upon the Saturday before the holiday, returning upon the Thursday, the mileage covered amounting to 678, which I managed to do upon 15 gallons of petrol and benzol and half a gallon of 'N.B.Co.' lubricating oil. The petrol consumption I consider particularly good, and should be glad to hear if you have heard of similarly good or better results.

"I am most careful in checking my petrol consumption and can absolutely guarantee the accuracy of my figures. I had one passenger and a small amount of luggage, and the car ran admirably throughout, and the fact that she has now done 5,000 miles without having had the cylinder heads off makes the petrol consumption all the more wonderful.

"I covered 187 miles on the first day from Sheffield to Staines, via the Great North Road; on the third day 124.4 miles from Staines to Weston-super-Mare, via Reading and Bath. Upon the sixth day the run from Weston-super-Mare to Sheffield, via Worcester, worked out at 189.2 miles. Shorter runs in the intermediate days counted for the remainder."

G. W. VICKERS.

HIGH STREET, ASTON MANOR, BIRMINGHAM,

(*Wolseley Ten.*)

June 4th, 1921.

"I thought perhaps, as I believe, I became the owner of one of the first Clover Leaf 10 h.p. Wolseley cars which left your works, you would be pleased to hear my experience.

"The comfort of the seating is a revelation to my passengers, and I, as driver, do not feel at least fatigued after a 200 mile journey. The main features of the car, however, are the silence and sweet running of the engine, and its remarkable hill-climbing powers.

"It will interest you to know that last Saturday I climbed the Broadway Hill on second gear, never dropping to less than 15 miles p.h. with one passenger.

"The car is as sweet to run as it is pretty to look at, and is the object of universal admiration in the different parts of the country where it has been.

"I should like also to note with appreciation the unfailing attention of your Service Dept., both at Adderley Park and Drews Lane."

J. LEONARD MONK.