

## The BEAN Two-Seater "SEDAN"

### Body Specification.

**CONSTRUCTION** . . Frame of thoroughly seasoned English ash, all panels being of silver steel. Wide door on near side, fitted with inside lever lock and outside handle. Fixed top, covered best quality black leather cloth.

**SCUTTLE DASH** . . In streamline form, continuing the line of the bonnet.

**SEATING ACCOMMODATION** . Comfortable front seat of ample proportions. Extra wide and substantially constructed "dickey" seat at rear, of novel design, eliminating all loose parts (including cushions), and built well down into the body, bringing occupants to same level as those in front seat. A box carrying the lighting and starting batteries, and all tools, is fitted between the rear frame members.

**UPHOLSTERY** . . In best quality grey, antique grain leather; pleated and stuffed with hair; cushions constructed on spring frames; inside of top covered in Melton cloth to match upholstery and finished off with coach lace; loose pile carpet fitted to interior.

*Bedford Cord upholstery can be supplied if specially ordered.*

**INTERIOR LIGHTING** . . One inside roof light with independent switch.

**WIND SCREEN, WINDOWS, etc.** . . "V" type wind screen as illustrated. All windows of polished plate glass. Front windows, to rise and fall, of the frameless type, running in aluminium velvet-lined channels. Rear windows fixed. Large light in rear.

**MUDGUARDS** . . Dome pattern, fitted with valances on inner sides; bolted to forged steel stays and connected to footboards, which are covered with best quality lin rubber and edged with metal angle plate.

**VALANCES** . . Metal, extending full length of footboards and giving complete protection.

**FINISH** . . All metal parts nickel plated.

**PAINTING** . . Superbly finished in rich lake and black.

**PRICE** . . Two-Seater "Sedan" as above, mounted on 11.9 BEAN Chassis, complete with all accessories specified with Chassis, delivered at our works:

**£425**

## THE 11.9 BEAN "SEDAN"

### Chassis Specification.

**ENGINE** . . 11.9 H.P. four-cylinder monobloc. Bore, 69 mm. Stroke, 120 mm.; all valves on one side; cams machined solid with camshaft, which is driven by large silent chain. Aluminium crankcase.

**LUBRICATION** . . Pressure fed by geared pump through hollow crankshaft to all bearings, including small ends of connecting rods; all passes through strainer; level indicator fitted.

**CARBURETTER** . . Zenith, fed by gravity from 8-gallon tank carried in scuttle.

**IGNITION** . . H.T. magneto, driven by silent chain.

**STEERING** . . Of worm and worm wheel type, giving four independent positions for wear on worm wheel. Plug is provided for introducing grease into steering box.

**CLUTCH** . . Metal to fabric inverted cone-type.

**GEAR BOX** . . Provides four speeds forward and one reverse; all shafts short in length and carried on ample bearings; change speed mechanism of selector type, operated by lever through a gate on right-hand side; plug is provided for inserting lubricant, and large inspection plate is fitted; provision is made for positive gear drive for speedometer.

**REAR AXLE** . . Of three-quarter floating type; main gears of helical bevel pattern; ample thrust bearings provided for crown wheel and pinion.

**SPRINGS** . . Front and rear springs are semi-elliptic.

**BRAKES** . . Both foot and hand brakes are compensated and operate on drums mounted on rear hubs; large dimension drums of pressed steel, headed on edge to prevent distortion.

**WHEELS** . . Pressed steel detachable wheels; one spare wheel and tyre also provided.

**TYRES** . . 30 x 3½ Dunlop Magnums.

**ACCESSORIES** . . Electric starting and lighting equipment, including two head lamps, two side lamps and tail lamp; speedometer and mileage recorder; electric horn; dash lamp; kit of tools; jack and tyre pump; registration number plate for front.

**A. HARPER, SONS & BEAN Ltd.**

**HEAD OFFICE** . . DUDLEY, WORC.

**WORKS AT DUDLEY, TIPTON AND SMETHWICK.**

Telegrams—

"Waddams,  
Dudley."



Telephone—

Dudley 2469.

ESTABLISHED 1826.

1923  
*The*  
**BEAN**  
*"Sedan"*



## THE 11·9 BEAN "SEDAN"

A CHASSIS which has proved itself in all the classic events of the year as well as in the hands of thousands of private owners, and coachwork which yields pride of place to none for distinction, comfort and finish, combine in making the Bean "Sedan" a car of which the most fastidious might well approve.

The following extracts from letters received from Doctors are typical of many and speak of the BEAN in use under your conditions.

"I have just done 15,000 miles on my BEAN, and you will no doubt be interested to know how it has behaved.

1. There has never been one hour when it was not able to take me out except on one occasion when I collided with a lamp-post.
2. It is very comfortable to sit in and is really cosy, as you can get so well down in it.
3. Gear changing is seldom required except on starting. I did a run to Perth two months ago and changed down once going and once coming home.
4. It is a car of which one need never feel ashamed."

Another (after 9,000 miles) writes:—

"Engine-power excellent, petrol consumption 28 m.p.g., the easiest engine to start I have ever met.

Gear box . . . has just been taken down after 16 months (9,000 miles) and looks like new.

Brakes . . . too good to be true, but actually A.1.

Tyres . . . The BEAN car is extremely light on tyres. After 9,000 miles of really hard work, covering a period of 16 months, I have all five original tyres in use

Reliability . . . excellent.

To sum up . . . an excellent and reliable car, with plenty of power, an excellent appearance, and the best value for money on the market."

The BEAN "Sedan"  
An Ideal Car for the  
Medical Man.

