

SUNBEAM



"The Supreme Car"

**Where Cars are required
for use overseas**

we supply models embodying certain special modifications to suit the conditions under which they will be used. Full particulars will be supplied by our Export Department, 12, Princes Street, Hanover Square, London, W.1.

We strongly recommend clients who intend taking their cars abroad to acquaint us of this fact at the time of placing their orders.



TELEPHONE NUMBERS AND TELEGRAPHIC ADDRESSES

Head Offices and Works :

Telegrams - - - - "Moorfield, Wolverhampton"
Telephone - - - - - Wolverhampton 985

London Showrooms :

Telegrams - - - - "Sunosales, Wesdo, London"
Telephone - - - - - Mayfair 6280, 1

Export Department :

Cables - - - - - "Subeamoco, London"
Telephone - - - - - Mayfair 2919
Codes used : A B C 5th Edition, Marconi International,
Motor Trade, Bentley's

Southern Service Depot :

Telegrams - - - - "Sunoserv, Harles, London"
Telephone - - - - - Willesden 7022

Northern Service Depot :

Telegrams - - - - - "Sumorep, Manchester"
Telephone - - - - - 507 8 Pendleton

SUNBEAM

MOTOR CARS

ESTABLISHED 1899

THE SUNBEAM MOTOR CAR Co. LTD.

Manufacturers of

MOTOR CARS, AIRCRAFT & MARINE
MOTORS, AIRSHIP POWER PLANTS,
ETC.

CONTRACTORS TO ADMIRALTY, WAR OFFICE, AIR MINISTRY
AND TO COLONIAL AND FOREIGN GOVERNMENTS



MOORFIELD WORKS, WOLVERHAMPTON

LONDON SHOWROOMS and EXPORT DEPARTMENT
12, Princes Street, Hanover Square, W.1.

Southern Service and Repair Works: Chase Road, Willesden,
N.W.10

Northern Service and Repair Works: 288/294, Eccles New
Road, Waste, Manchester.

SPECIAL TYPES OF COACHWORK ON SUNBEAM CHASSIS

These special types of Coachwork are only supplied to order. Prices and specifications will be given on request.



16 h.p. Two-seater Model. A similar model can also be supplied on the 20 h.p. chassis.

16 h.p. Four-seater Coupé with folding head. Also supplied on 20 h.p. chassis.



20 h.p. "Rally" Weymann Saloon with sliding roof. Fitted with special luggage cases at rear.

25 h.p. "Rally" Weymann Saloon with sliding roof. Specially designed for the 25 h.p. chassis.



Foreword

IT has always been the policy of this Company to produce a range of cars of the highest quality, combining high mechanical efficiency with coachwork of exclusive design, and that policy is rigidly maintained in the models illustrated and described in this catalogue.

There are four distinct chassis types in the current range, all with six-cylinder engines and an improved system of central chassis lubrication. The various coachwork designs embody many special features, and we would particularly invite attention to the new sliding roof models available in the Weymann and Coachbuilt Saloon and Four-seater Coupé types, and to the new Weymann Limousine on the 25 h.p. chassis.

The most convincing test of Sunbeam quality and performance is a personal trial of a Sunbeam Car. We shall be pleased to arrange this at any time by appointment, and prove under road conditions the speed, safety and comfort which are embodied in our present models.

THE SUNBEAM MOTOR CAR CO., LTD.

October, 1929

Price List of Extra Fittings and Accessories for Sunbeam Cars

	£	s.	d.
Second spare wheel (steel) and bracket, without tyre, for 16 h.p.	3	11	6
Second spare wheel (wire) and bracket, without tyre, for 16 h.p.	4	13	0
Ditto, for 20 h.p.	5	10	0
Ditto, for 25 h.p.	6	10	6
Ditto, for Three-litre (no Bracket)	4	10	0
Wire wheels on 16 h.p. (instead of steel artillery type)	10	0	0
Auster rear screen (including providing and fitting irons) and fitting on 25 h.p. Touring Car	20	0	0
Ditto, 16 h.p. or 20 h.p.	18	0	0
Providing and fitting irons only for Auster screen	5	0	0
Perfecta rear screen (including fitting) on 25 h.p.	12	12	0
Ditto (including fitting) on 16 h.p. or 20 h.p.	10	10	0
Tonneau cover for Touring Car	5	0	0
Aluminium number plates	1	10	0
Spring gaiters, on 16 h.p. or 20 h.p.	6	6	0
Spring gaiters, on 25 h.p. or Three-litre	7	7	0

Extra Charge for Triplex Glass

The extra charges for fitting Cars with Triplex Glass are as follows :—

	£	s.	d.
16 h.p., 20 h.p. and Three-litre Weymann Saloon	10	0	0
16 h.p. Weymann Limousine	12	0	0
16 h.p. and 20 h.p. Coachbuilt Saloon	12	0	0
16 h.p. and 20 h.p. Coupé	10	0	0
25 h.p. Weymann Limousine	15	0	0
25 h.p. Coachbuilt Limousine or Landalette	15	0	0

Prices of Sunbeam Cars

All models are fitted with Central System of Chassis Lubrication

The models marked with an asterisk are only supplied specially to order. Illustrations of some of these special models are given on page 4. Quotations will be given on request for other special types of coachwork to customers' requirements.

Illustrated and described on pages

12 to 18	16 h.p. Six-cylinder Chassis	£425
	*Two-seater	£550
	Touring Car	£550
	Mulliner Weymann Sun Saloon	£625
	Weymann Saloon	£670
	Weymann Limousine	£695
	Coupé (fixed head, sliding roof)	£695
	*Coupé (folding head)	£695
	Coachbuilt Saloon	£695
20 to 25	20 h.p. Six-cylinder Chassis	£595
	*Two-seater	£750
	Touring Car	£750
	Weymann Saloon	£875
	Coupé (fixed head, sliding roof)	£895
	*Coupé (folding head)	£895
	Coachbuilt Saloon	£895
	20 h.p. Six-cylinder Long Wheelbase Chassis	£620
	*"Rally" Weymann Saloon	£950
27 to 31	25 h.p. Six-cylinder Chassis	£745
	*Touring Car	£950
	Weymann Limousine	£995
	*"Rally" Weymann Saloon	£1075
	Coachbuilt Limousine	£1195
	Coachbuilt Landalette	£1195
32 to 35	Three-litre Six-cylinder Model Four-seater Sports	£850
	Weymann Saloon	£975

SLIDING ROOF MODELS

Any of the Weymann or Coachbuilt Saloon models in our current range can be fitted with sliding roof, similar in design and operation to that standardised on the Fixed-head Coupé, at an extra charge of £10.

ALL PRICES QUOTED ABOVE ARE FOR DELIVERY AT THE COMPANY'S WORKS, WOLVERHAMPTON

Specification of Mulliner Weymann Sun Saloon

as supplied on the 16 h.p. Sunbeam Chassis.

BODY FRAMEWORK.—Constructed in accordance with Weymann patent designs from selected well-seasoned Ash.

DOORS.—Four wide doors are provided, secured by patent locks, and fitted with adjustable rubber sockets and check straps.

WINDOW LIGHTS.—All four windows frameless type, operated by patent mechanical window regulators. Safety glass throughout.

SLIDING ROOF.—Sliding roof easily and quickly operated.

SEATING.—Two adjustable bucket type seats at front with collapsible table and foot rest incorporated in the back of each. Rear seat provides ample room for three persons. Large side arm rests, and centre folding arm rest.

UPHOLSTERY.—Highest grade Vaumol Hide. Deep squabs and cushions made up on spiral spring cases and finished with straight pleats. Front floorboards and rear floorboards covered with pile carpet; front carpet has leather heel pad for driver; lower portion of back of front seats and lower portion of all doors covered with pile carpet.

INSTRUMENT BOARD.—Instruments are grouped in centre of fascia board with cubby hole and locker provided on either side. Electrically illuminated by bulbs fitted at rear of board and operated by a conveniently placed switch.

WINDSCREEN.—One piece adjustable sloping windscreen, and adjustable Sun Visor. Safety glass.

ELECTRIC CORNER ROOF LIGHTS.—Fitted with controlling switch.

BLIND.—Silk blind for back light controlled from driver's seat.

INTERIOR DRIVING MIRROR.—Reflects rearward view of road through window light.

CIGAR LIGHTER AND ASH TRAY fitted over instrument board and ladies' companion at back.

EXTERIOR.—Covered with best quality Zapon fabric to choice of standard colours, black or grey. Lining of canvas with wool interposed.

RUNNING BOARDS.—Specially covered and edged with polished bead.

DOOR HANDLES.—"T" type, chromium plated, and with lever handles on interiors of doors, and door pulls for all doors.

Specifications of Sunbeam Coachwork

As supplied on the 16 h.p., 20 h.p., 25 h.p., and Three-litre chassis

Touring Body

BODY FRAMEWORK.—Soundly constructed from selected well-seasoned ash, reinforced with body irons.

BODY PANELS.—Metal, moulded and hand beaten.

DOORS.—All bodies (except Three-litre Sports and Two-seater models) have four wide doors, hinged from the front pillars on two large hinges, and secured by patent taper bolt locks.

SEATING.—Single front seat, easily adjustable for position, providing ample room for two. Deep cushions and back squab. Low seating position. Three-litre Sports model has separate front seats of the bucket type, each being adjustable.

SIDE CURTAIN LOCKER.—A large locker for the side curtains is provided and the curtains can be quickly erected when required.

UPHOLSTERY.—First grade hand-buffed English leather. Squabs and cushions made up on spiral spring cases, cushions stuffed with best curled hair and finished with straight pleats. Pile carpet fitted over the rear floorboards and over lower portion of back of front seat and lower portion of all doors. Front floor boards are also covered with pile carpet, with leather heel pad for driver.

INSTRUMENT BOARD.—Instruments are neatly grouped in centre of fascia board. Electrically illuminated by bulbs fitted at rear of board and operated by a conveniently placed switch. On Three-litre models illuminated by dash lamps.

PAINTING.—All panels are specially prepared and afterwards painted out in finest quality coach paint and varnish.

RUNNING BOARDS.—Covered with Lin-rubber, edged with polished metal angle bead.

HOOD.—Metal extending frame, with attachments to windscreen, easily operated by one person. Covered with special lined black waterproof material.

HOOD ENVELOPE.—Special lined black waterproof material.

SIDE CURTAINS.—Rigid type, with narrow metal frames and celluloid panels, providing maximum vision and interior light. These can be used either with the hood up or down.

WINDSCREEN.—One piece with heavily plated metal frame and best quality polished plate-glass. Fitted with automatic windscreen wiper.

DOOR HANDLES.—"T" type, heavily plated, with lever handles on interiors of doors.

Weymann Saloon and Limousine

BODY FRAMEWORK.—Constructed in accordance with Weymann patent designs from selected well-seasoned ash.

DOORS.—Four wide doors are provided, secured by patent locks, and fitted with adjustable rubber sockets and check straps.

WINDOW LIGHTS.—All four windows frameless type, operated by patent mechanical window regulators.

DIVISION.—The Weymann Limousine bodies, as fitted on the 16 h.p. and 25 h.p. chassis, have a glass-panelled division between the front seat and rear compartment. On the 25 h.p. model the division disappears entirely when lowered, leaving the body as an open saloon.

SEATING.—Two adjustable bucket type seats at front. Weymann Limousine models have single front seat. Rear seat provides ample room for three persons, and is adjustable for position. Squab also adjustable. Large side arm rests, and folding centre arm rest for rear seat. Two occasional seats in rear compartment of 25 h.p. Limousine, which are removable when not required.

UPHOLSTERY.—Best quality cloth or hand-buffed English leather. Deep squabs and cushions made up on spiral spring cases, cushions stuffed with best curled hair and finished with straight pleats and overlaid with detachable down-filled cushions. Front and rear floorboards covered with pile carpet; front carpet has leather heel pad for driver; the lower portion of back of front seats and lower portion of all doors covered with pile carpet.

INSTRUMENT BOARD.—Instruments are grouped in centre of fascia board with cubby hole and locker provided on either side. Electrically illuminated by bulbs fitted at rear of board and operated by a conveniently placed switch.

WINDSCREEN.—One-piece adjustable windscreen, set at a slight angle to prevent reflection and fitted with adjustable sun visor and improved ventilating device.

ELECTRIC ROOF LIGHT.—In rear compartment with controlling switch.

(continued overleaf)

Specifications of Sunbeam Coachwork (continued)

BLIND.—Silk blind for rear light, controlled from driver's seat.

INTERIOR DRIVING MIRROR.—Reflects rearward view of road through rear window light.

ASH TRAYS.—Provided in convenient positions.

ROOF VENTILATOR.—Adjustable, with glass centre. Parcel and hat net fitted to roof.

EXTERIOR.—Covered with best quality fabric to choice of standard colours, black, blue or grey. Inner lining of canvas with felt interposed.

RUNNING BOARDS.—Covered with Lin-rubber, edged with polished metal angle bead.

DOOR HANDLES.—"T" type, heavily plated and with lever handles on interiors of doors, and door pulls for all doors.

Coachbuilt Saloon

BODY FRAMEWORK.—Soundly constructed from selected well-seasoned ash and reinforced with body irons.

BODY PANELS.—Aluminium moulded and hand beaten.

DOORS.—Four wide doors are provided. Front door hinged from the front pillars, rear doors from the back pillars by coach hinges with silent buffers. Secured by best quality double slam locks with safety catches. Private lock on nearside front door.

SEATING.—Two adjustable bucket type seats in front. Rear seat provides ample room for three persons, and is adjustable for position. Rear squab also adjustable. Large side arm rests and folding centre arm rest for rear seat.

UPHOLSTERY.—Best quality cloth or hand-buffed English leather. Deep squabs and cushions made up on spiral spring cases, cushions stuffed with best curled hair and finished with straight pleats, and overlaid with detachable down-filled cushions. Front and rear floorboards covered with pile carpet; front carpet has leather heel pad for driver; lower portion of back of front seats and lower portion of all doors covered with pile carpet.

INSTRUMENT BOARD.—Instruments grouped in centre of fascia board with cubby hole and locker provided on either side.

Instruments are electrically illuminated by bulbs fitted at rear of board and operated by a conveniently placed switch.

PAINTING.—All panels are specially prepared and afterwards painted out in finest quality coach paint and varnish.

RUNNING BOARDS.—Covered with Lin-rubber, edged with polished metal angle bead.

WINDSCREEN.—One-piece adjustable wind-screen, set at a slight angle to prevent reflection, provided with sun visor and improved ventilating device.

WINDOW LIGHTS.—Frameless type, operated by patent mechanical window regulators. Can be opened to any desired position.

ELECTRIC ROOF LIGHT.—In rear compartment, with controlling switch.

BLIND.—Silk blind for rear light, controlled from driver's seat.

INTERIOR DRIVING MIRROR.—Reflects rearward view of road through rear window light.

ASH TRAYS.—Provided in convenient positions.

ROOF VENTILATOR.—Adjustable, with glass centre. Parcel and hat net fitted to roof.

DOOR HANDLES.—"T" type, heavily plated and with lever handles on interiors of doors, and door pulls on all doors.

Coachbuilt Enclosed Limousine and Landaulette Types

BODY FRAMEWORK.—Soundly constructed from selected well-seasoned ash and reinforced with body irons.

BODY PANELS.—Aluminium, moulded and hand beaten.

DOORS.—Four wide doors are provided. Front doors hinged from the front pillars, rear doors from back pillars by coach hinges with silent buffers and secured by best quality double slam locks with safety catches. Private locks on nearside doors.

SEATING.—Single front seat: rear seat provides ample room for three persons. Two occasional seats are provided in rear compartment. Rear seat and squab are both adjustable for position. Large side arm rests and folding centre arm rest for rear seat.

DIVISION.—Both the Limousine and Landaulette models have an improved type of division, with sliding glass panels, between the front seat and rear compartment. The two occasional seats in the rear compartment fold into the division when not in use.

(continued overleaf)

Specifications of Sunbeam Coachwork (continued)

UPHOLSTERY.—Best quality cloth or hand-buffed English leather. Deep squabs and cushions made up on spiral spring cases, cushions stuffed with best curled hair and finished with straight pleats and overlaid with detachable down-filled cushions. Front and rear floorboards covered with pile carpet; front carpet has leather heel pad for driver; lower portion of division and of all doors covered with pile carpet.

INSTRUMENT BOARD.—Instruments grouped in centre of fascia board with cubby hole and locker provided on either side.

Instruments are electrically illuminated by bulbs fitted at rear of board and operated by a conveniently placed switch.

PAINTING.—All panels are specially prepared and afterwards painted out in finest quality coach paint and varnish.

RUNNING BOARDS.—Covered with Lin-rubber, edged with polished metal angle bead.

WINDSCREEN.—One-piece adjustable wind-screen, set at a slight angle to prevent reflection, provided with sun visor and improved ventilating device.

WINDOW LIGHTS.—Frameless type operated by patent mechanical window regulators. Can be opened to any desired position.

ELECTRIC ROOF LIGHT.—In rear compartment with controlling switch.

BLIND.—Silk blind for rear light controlled from driver's seat, and silk blinds for quarter lights (Limousine only).

INTERIOR DRIVING MIRROR.—Reflects rearward view of road through rear window light.

ASH TRAYS AND COMPANIONS.—Provided in convenient positions.

ROOF VENTILATOR.—Adjustable, with glass centre, is fitted to the Limousine. Parcel and hat net fitted to roof.

DOOR HANDLES.—"T" type, heavily plated, and with lever handles on interiors of doors, and door pulls on all doors.

Four-seater Coupé

This body is built both with Fixed and Folding head. The Fixed head type has a sliding roof which opens to any position desired (with a maximum opening of 21½ inches) and easily operated from the front seats.

BODY FRAMEWORK.—Soundly constructed from selected well seasoned ash, and re-inforced with body irons.

BODY PANELS.—Aluminium, moulded and hand beaten.

DOORS.—Two wide doors are provided, giving easy access to both front and rear seats, and hinged on front pillars by coach hinges with silent buffers. Secured by best quality slam locks, with safety catch on offside door. Private lock on near side door.

SEATING.—Two adjustable bucket seats in front. Rear seat provides ample room for two persons. Well is provided in rear floorboards and recess in front seats for increased leg room. Large side arm rests and folding centre arm rest for rear seat.

UPHOLSTERY.—Best quality cloth or hand-buffed English leather. Deep squabs and cushions made up on spiral spring cases, stuffed with best curled hair, and finished with straight pleats and overlaid with detachable down-filled cushions. Front and rear floorboards are covered with pile carpet. Front carpet has leather heel pad for driver. Lower portion of back of front seats and lower portion of doors covered with pile carpet.

INSTRUMENT BOARD.—Instruments grouped in centre of fascia board with cubby hole and locker provided on either side. Instruments are

electrically illuminated by bulbs fitted at rear of board and operated by a conveniently placed switch.

PAINTING.—All panels are specially prepared and afterwards painted out in finest quality coach paint and varnish.

STEP PLATES.—Oval step-plates are fitted to the Coupé models in place of the usual running boards.

WINDSCREEN.—One-piece adjustable wind-screen set at a slight angle to prevent reflection, and fitted with sun visor and improved ventilating device.

WINDOW LIGHTS.—Frameless type, operated by patent mechanical regulators. On the Folding head type the windows slide within the door panels when the head is lowered.

ELECTRIC ROOF LIGHT.—In rear compartment with controlling switch.

BLIND.—Silk blind for rear light controlled from driver's seat (on fixed head type only).

INTERIOR DRIVING MIRROR.—Reflects rearward view of road through rear window light.

ASH TRAY.—Provided on fascia board.

SLIDING SUNSHINE ROOF.—Easily operated from front seats and locked in position by two small levers.

DOOR HANDLES.—"T" type, heavily plated, with lever handles on interior of doors.

Sliding Roof Models

Any of the Weymann or Coachbuilt Saloon Models in our current range can be fitted with sliding roof, similar in design and operation to that standardised on the Fixed Head Coupé, at an extra charge of £10.

The 16 h.p. Six-Cylinder Sunbeam

FITTED WITH SUNBEAM FOUR-WHEEL BRAKING SYSTEM
AND CENTRAL SYSTEM OF CHASSIS LUBRICATION

PRINCIPAL CHASSIS DIMENSIONS, ETC.

	English	Metric		
Bore	2'657"	67.5 mm.		
Stroke	3'74"	95 mm.		
Cubic capacity of cylinders	124.5 cu. in.	2040 cc.		
Wheel base	10' 6 $\frac{1}{4}$ "	320 cm.		
Track	4' 7"	140 cm.		
Ground clearance	6"	15 cm.		
(Overseas models have considerably higher clearance)				
Length overall	14' 3 $\frac{3}{4}$ "	436 cm.		
Width overall	5' 8 $\frac{1}{2}$ "	174 cm.		
Gear ratios :—				
4th	3rd	2nd	1st	Reverse
5.6 to 1	9.18 to 1	12.82 to 1	22.12 to 1	16.6 to 1
Tyre sizes	5 $\frac{1}{4}$ " for 20" rim
R.A.C. Rating 16.95
Tax £17

Chassis Price : £425

Price of chassis includes front wings and running boards ; fuel tank with petrol level indicator ; four detachable wire wheels and one spare wheel, with tyres ; four shock-absorbers ; electric starter ; electric lighting set with five lamps and fascia lights ; bulb horn, electric horn, clock, speedometer (these latter being fitted up as far as possible before the mounting of the body) ; luggage carrier, and full kit of tools.

N.B.—Bodywork fitted to this chassis should not exceed 7 cwt. in weight. Coachbuilder's drawings supplied on request.

The 16 h.p. Six-Cylinder Sunbeam

CHASSIS SPECIFICATION

ENGINE.—The engine, clutch and gearbox are combined in a single unit, giving increased efficiency by the elimination of joints and ensuring accurate alignment.

CYLINDERS AND VALVE GEAR.—The six cylinders are contained in a monobloc casting with detachable cylinder head. One inlet and one exhaust valve fitted to each cylinder, operated by push rod and rocker mechanism. The entire valve gear is totally enclosed, very silent in operation and quickly accessible.

PISTONS AND CONNECTING RODS.—Pistons of special design with aluminium alloy head, fitted with four rings. Connecting rods are special steel forgings of "H" section, accurately weighed and balanced.

CRANKSHAFT.—The crankshaft is of special steel, machined all over and running in four die-cast white metal bearings. Drilled for oil passage.

ENGINE LUBRICATION.—Oil is forced through the crankshaft to all bearings by gear wheel type pump. Valve rockers lubricated by oil fed to interior of the rocker shafts. Surplus oil lubricates the push rod ball cups and falls by gravity on to the tappets.

IGNITION AND CARBURATION.—The ignition is by coil and distributor. Fuel fed by Autovac to Claudel Hobson V.36 A.D. type carburetter.

CLUTCH.—Specially designed single plate type, with fabric friction surface. Light in operation, combined with smooth but positive engagement.

GEARBOX.—Four forward speeds and reverse, all shafts running on ball bearings. Gear wheels are of special case hardened nickel steel. Right-hand side gear change.

AXLES.—Front Axle of special section and of great strength, designed to take the load arising from the application of front wheel brakes. Rear Axle is semi-floating type. Final drive by spiral bevel.

BRAKES.—Internal expanding type brakes on all four wheels, operated by foot pedal. Hand brake operates separate shoes in rear wheel drums. Easy and accessible adjustment is provided for all brakes.

STEERING. Screw and nut type designed to give easy control with an entire absence of backlash. Steering wheel 18 in. diameter.

SPRINGS.—Semi-elliptic springs both at front and rear.

CENTRAL LUBRICATION.—Central system of chassis lubrication, operated by plunger on dash. Oil tank mounted on engine side of dash. By depressing plunger oil is fed by means of pipes and special feed plugs to the various lubricating points on the chassis.

CHASSIS FRAME.—Pressed steel of great strength, the side members being inswept at the front to provide ample steering lock. The fuel tank is carried at the rear. Capacity 12 gallons.



The 16 h.p. Six-Cylinder Sunbeam

WITH FIVE-SEATER TOURING BODY

ALTHOUGH the enclosed type of car is now preferred by the majority of motorists, we produce specially designed bodies for those who still favour the Touring Car.

This deep-sided five-seater body on the 16 h.p. Chassis is both attractive in appearance and perfectly comfortable in use. Ample protection against wind and rain are provided by the quickly erected side curtains and hood.

Like all Sunbeam coachwork this Touring body is most carefully designed so that the seats ensure the maximum of comfort for driver and passengers.

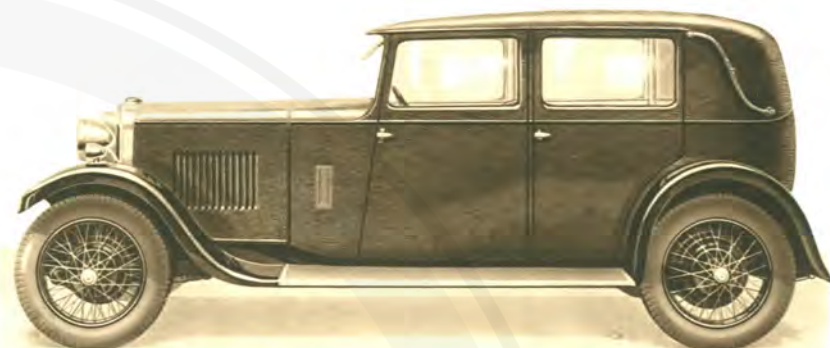
A two-seater model, illustrated on page 4, is also supplied on the 16 h.p. Chassis at the same price as the five-seater.

Standard colours of coachwork : claret or dark smoke blue ; chassis, wheels and wings black ; upholstery in best quality English leather throughout ; bright metal parts chromium plated. Length overall, 14' 3½". Width overall, 5' 8½".

The chassis specification of this model is given on pages 12 and 13
Specification of bodywork on page 9

Price : £550

with equipment as follows :—Full set of Dunlop Cord tyres, spare steel wheel and tyre, four shock absorbers, Rotax electric starter and lighting set, with head, side and tail lamps and fascia lights (head lamps fitted with dipping reflectors), hood and hood envelope, wind screen, automatic wind screen wiper, side curtains, bulb horn, electric horn, number plates, petrol level indicator, clock, speedometer, luggage carrier, licence holder, and full kit of tools.



The 16 h.p. Six-Cylinder Sunbeam

WITH FOUR-DOOR MULLINER WEYMANN SUN SALOON BODY

THIS is an entirely new model, designed and built specially for the 16 h.p. Sunbeam chassis by the well known coach-building firm of Mulliners, Ltd. With its very complete equipment and moderate price it is a most attractive car.

It is a full five-seater saloon, with front seats of adjustable sliding type, each seat having a small collapsible table and foot rest incorporated in the back. The rear seat provides ample room for three persons with side and folding centre arm rests, and the upholstery is in the highest grade Vaumol hide. Safety glass is fitted throughout and all exterior fittings are chromium plated. The sliding roof is very simple in operation, and the sloping windscreen fitted with adjustable sun visor.

A car of pronounced excellence of manufacture, and representing a very high standard of value in Weymann coachwork on a chassis of such proved performance.

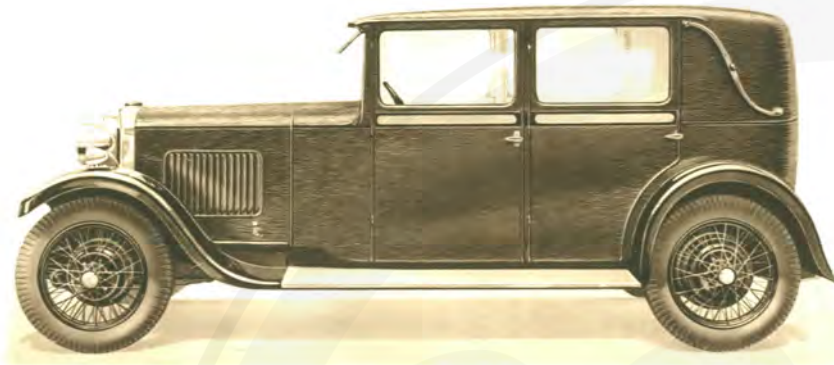
Standard colours : black or grey ; chassis, wheels and wings black ; upholstery in highest grade Vaumol hide ; bright metal parts chromium plated. Length overall, 14' 3½". Width overall, 5' 8½". Maximum height from ground, 5' 9".

The chassis specification of this model is given on pages 12 and 13

Specification of bodywork on page 8

Price : £625

with equipment as follows :—Full set of Dunlop Cord tyres, spare wire wheel and tyre, four shock-absorbers, Rotax electric starter and lighting set, with head, side and tail lamps and fascia lights (head lamps fitted with dipping reflectors), interior light, wind screen, automatic wind screen wiper, bulb horn, electric horn, number plates, petrol level indicator, clock, speedometer, luggage carrier, licence holder, interior driving mirror, and full kit of tools.



The 16 h.p. Six-Cylinder Sunbeam

WITH FOUR-DOOR WEYMANN SALOON BODY

A VERY distinctive design, built on the genuine Weymann principle, and similar to the Weymann Saloon body mounted on the 20 h.p. chassis. Recent improvements have further enhanced the appearance of this fine car.

The body is well proportioned, the front seats of the adjustable sliding type, the rear seat and back rest are also adjustable for position, and all windows are operated by mechanical regulators. The fittings are of the very best quality throughout, everything being designed to ensure complete comfort.

A Weymann Limousine, with a glass panelled division between the front seat and rear compartment, is also supplied on the 16 h.p. chassis. In appearance it is similar to the model illustrated on this page. Price £695.

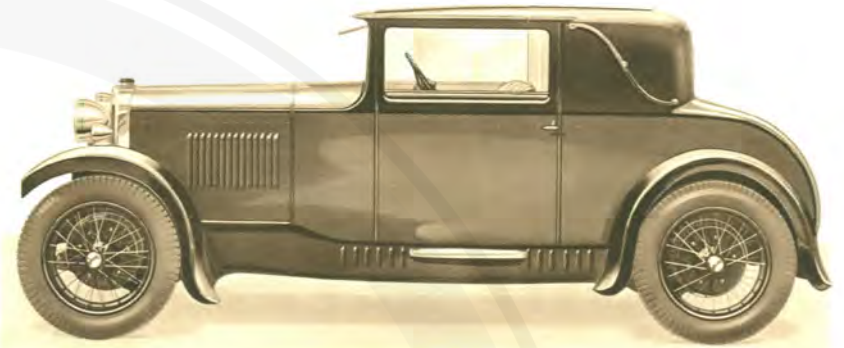
Standard colours : black, blue or grey ; chassis, wheels and wings black ; upholstery in cloth or best quality English leather of suitable colour ; bright metal parts chromium plated. Length overall, 14' 3½". Width overall, 5' 8½". Maximum height from ground, 5' 9".

The chassis specification of this model is given on pages 12 and 13

Specification of bodywork on page 9

Price : £670

with equipment as follows :—Full set of Dunlop Cord tyres, spare wire wheel and tyre, four shock-absorbers, Rotax electric starter and lighting set, with head, side and tail lamps and fascia lights (head lamps fitted with dipping reflectors), interior light, windscreen, automatic windscreen wiper, bulb horn, electric horn, number plates, petrol level indicator, clock, speedometer, luggage carrier, licence holder, interior driving mirror, and full kit of tools.



The 16 h.p. Six-Cylinder Sunbeam

FOUR-SEATER COUPÉ BODY WITH SLIDING ROOF

THIS new and attractive design of four-seater Coupé is one of the latest examples of Sunbeam design. All seats are under the head, a great improvement on the older type of Coupé wherein two persons were accommodated on a dickey seat at the rear.

The sliding roof is a special feature of this fixed head Coupé. When closed the roof line is scarcely distinguishable from that of a fixed roof body, the sliding portion fitting very closely and ensuring a completely weatherproof and draught-proof car. The roof can be opened to the position desired by two levers simply operated and placed within easy reach of the driving seat.

An illustration of this model with the roof open is shown on page 19. A Coupé of similar design but with a folding head can be supplied specially to order.

Standard colours : grey and black, light and dark blue or light and dark green ; chassis, wheels and wings black ; upholstery in cloth or best quality English leather of suitable colour ; bright metal parts chromium plated.

Length overall, 14' 3½". Width overall, 5' 8½". Maximum height from ground, 5' 9"

The chassis specification of this model is given on pages 12 and 13

Specification of bodywork on page 11

Price : £695

with equipment as follows :—Full set of Dunlop Cord tyres, spare wire wheel and tyre, four shock-absorbers, Rotax electric starter and lighting set, with head, side and tail lamps and fascia lights (head lamps fitted with dipping reflectors), interior light, windscreen, automatic windscreen wiper, bulb horn, electric horn, number plates, petrol level indicator, clock, speedometer, luggage carrier, licence holder, interior driving mirror, and full kit of tools.



The 16 h.p. Six-Cylinder Sunbeam

WITH FOUR-DOOR COACHBUILT SALOON BODY

THIS improved design of Coachbuilt saloon on the 16 h.p. chassis is a handsome, well proportioned car—with a road performance of high standard. It is essentially a high-grade car, built to the same standard of quality as our 20 h.p. and 25 h.p. models and very moderately priced. It is fitted with an improved and simply operated central system of chassis lubrication similar to the other Sunbeam models.

The seating accommodation comprises separate front seats of the adjustable sliding type, and the rear seat and back rest are also adjustable for position. It seats five persons in perfect comfort.

As with all our models there is a choice of several colours and the upholstery is in best English leather or cloth as desired.

Standard colours of coachwork: claret and black, grey and black, or blue and black; chassis, wheels and wings black; upholstery in cloth or best quality English leather of suitable colour; bright metal parts chromium plated.

Length overall, 14' 3½". Width overall, 5' 8½". Maximum height from ground, 5' 9".

The chassis specification of this model is given on pages 12 and 13

Specification of bodywork on page 10

Price: £695

with equipment as follows:—Full set of Dunlop Cord tyres, spare wheel and tyre, four shock-absorbers, electric starter and lighting set, with head, side and tail lamps, fascia lights (head lamps fitted with dipping reflectors), interior light, windscreen, automatic windscreen wiper, bulb horn, electric horn, number plates, petrol level indicator, clock, speedometer, luggage carrier, licence holder, interior driving mirror, and full kit of tools.

Sliding Roof Models

THE illustrations on this page show examples of Sunbeam coachwork fitted with sliding roofs.

These models embody the sliding roof feature in the best and simplest form.

When closed the roof line is scarcely distinguishable from that of a fixed roof car. The roof is quickly opened to the position desired by two small levers placed within easy reach of the driving seat. These levers lock the roof in position at any point.



16 h.p. Four-seater Coupé
With Sliding Roof open

When closed it is perfectly taut and weatherproof—and silent.

The 16 h.p. and 20 h.p. Four-seater Coupés, as illustrated on pages 17 and 24, are fitted with sliding roofs as standard, also the "Rally" models on the 20 h.p. and 25 h.p. chassis.

The other Weymann and Coachbuilt saloon models illustrated in this catalogue can be fitted with sliding roofs at an extra charge of £10.



20 h.p. Weymann Saloon
with Sliding Roof open

The 20 h.p. Six-Cylinder Sunbeam

FITTED WITH SUNBEAM FOUR-WHEEL BRAKING SYSTEM,
OPERATED BY DEWANDRE VACUUM SERVO, AND CENTRAL
SYSTEM OF CHASSIS LUBRICATION

PRINCIPAL CHASSIS DIMENSIONS, ETC.

	English	Metric
Bore	2'95"	75 mm.
Stroke	4'33"	110 mm.
Cubic capacity of cylinders	177'9 cu. in.	2916 cc.
Wheel base	10' 4½"	316 cm.
Track	4' 7"	140 cm.
Ground clearance	8"	20 cm.
Length overall	14' 5¼"	439.7 cm.
Width overall	5' 9⅜"	176 cm.

Gear ratios, all Models :—

	4th	3rd	2nd	1st	Reverse
	5'1 to 1	7'4 to 1	14'0 to 1	20'4 to 1	15'3 to 1
Tyre sizes .. .. .	..	..	..	..	6" for 20" rim
R.A.C. Rating .. .. .	..	..	..	..	.. 20.9
Tax .. .. .	..	..	..	..	.. £21

Chassis Price : £595

Price of chassis includes front wings and running boards ; fuel tank, with petrol gauge ; four detachable wire wheels and one spare wheel, with tyres ; four shock-absorbers ; electric starter and electric lighting set with five lamps and fascia lights ; bulb horn, electric horn, clock, speedometer (these latter being fitted up as far as possible before the mounting of the body) ; luggage carrier, and full kit of tools.

N.B.—Bodywork fitted to this chassis should not exceed 7½ cwt. in weight. Coachbuilder's drawings supplied on request.

20 h.p. Special Long Wheel-base Chassis

Supplied only for bodies of the "Rally" Weymann and special close-coupled Coupé types. Bodywork must not exceed 8½ cwt. in weight.

Wheel-base, 10' 11½"—333.5 cm. Overall length, 15' 0"—457 cm.

Chassis Price : £620

Other dimensions, gear ratios, etc., as given above for standard 20 h.p. chassis.

The 20 h.p. Six-Cylinder Sunbeam

CHASSIS SPECIFICATION

ENGINE.—The engine, clutch and gearbox are combined in a single unit, giving increased efficiency by the elimination of joints and ensuring accurate alignment.

CYLINDERS AND VALVE GEAR.—The six cylinders are contained in a monobloc casting with detachable cylinder head. One inlet and one exhaust valve fitted to each cylinder, operated by push rod and rocker mechanism. The entire valve gear is totally enclosed, very silent in operation and quickly accessible.

PISTONS AND CONNECTING RODS.—Pistons of special design with aluminium alloy head, fitted with four rings. Connecting rods are special steel forgings of "H" section, accurately weighed and balanced.

CRANKSHAFT.—The crankshaft is of special steel, machined all over and running in four die-cast white metal bearings. Drilled for oil passage.

ENGINE LUBRICATION.—Oil is forced first through a pressure filter and then through the crankshaft to all bearings by gear wheel type pump. Driven in tandem with this is a small gear pump which forces oil through a cooling radiator, situated between the dumb irons, and returns it to the sump. Valve rockers lubricated by oil fed to interior of the rocker shafts. Surplus oil lubricates the push rod ball cups and falls by gravity on to the tappets.

IGNITION AND CARBURATION.—The magneto is dual ignition type B.T.H. C.E.D.6. Fuel fed by Autovac through petrol filter to Claudel Hobson V.36 B.D. pump type carburetter.

CLUTCH.—Specially designed single plate type, with fabric friction surface. Light in operation, combined with smooth but positive engagement.

GEARBOX.—Four forward speeds and reverse, all shafts running on ball bearings. Gear wheels are of special case hardened nickel steel. Right-hand side gear change.

AXLES.—Front Axle of special section and of great strength, designed to take the load arising from the application of front wheel brakes. Rear Axle is semi-floating type. Final drive by spiral bevel.

BRAKES.—Internal expanding type brakes on all four wheels, operated by Dewandre vacuum servo through foot pedal. Hand brake operates separate shoes in rear wheel drums. Easy and accessible adjustment is provided for all brakes.

STEERING.—Screw and nut type designed to give easy control with an entire absence of backlash. Steering wheel 18 in. diameter.

SPRINGS.—Semi-elliptic springs both at front and rear.

CENTRAL LUBRICATION.—Central system of chassis lubrication, operated by plunger on dash. Oil tank mounted on engine side of dash. By depressing plunger oil is fed by means of pipes and special feed plugs to the various lubricating points on the chassis.

CHASSIS FRAME.—Pressed steel of great strength, the side members being inswept at the front to provide ample steering lock. The fuel tank is carried at the rear. Capacity 12 gallons.



The 20 h.p. Six-Cylinder Sunbeam

WITH FIVE-SEATER TOURING BODY

REAL comfort in a Touring car can be obtained only by extremely careful designing. In this model we claim to have produced a car affording entire comfort, due to the deep-sided body, proper disposition of the seats and deeply sprung upholstery.

Both for the front and rear seats there is ample leg room. The seats are placed low and with the deep-sided body give the maximum of protection against wind. It can quickly be converted into a closed car by means of the hood and side-curtains, or the curtains can be used without the hood when desired.

This is a splendid example of a high-grade car built expressly for the motorist who prefers the touring type of body.

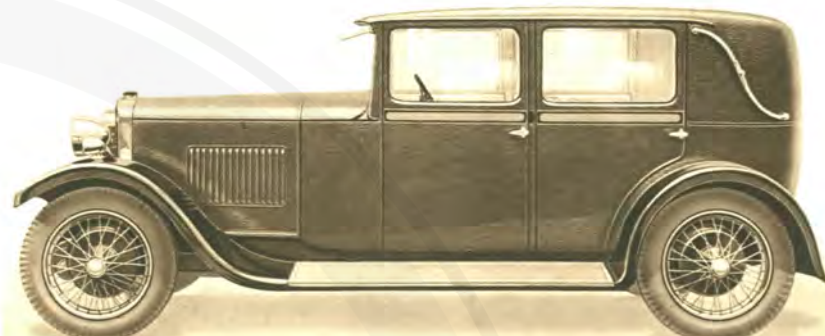
Standard colours of coachwork : claret or dark smoke blue ; chassis wheels and wings black ; upholstery in best quality English leather throughout ; bright metal parts chromium plated. Length overall, 14' 5½". Width overall, 5' 9½".

The chassis specification of this model is given on pages 20 and 21

Specification of bodywork on page 9

Price : £750

with equipment as follows :—Full set of Dunlop Cord tyres, spare wire wheel and tyre, four Hartford shock-absorbers, Rotax electric starter and lighting set, with head, side and tail lamps and fascia lights (head lamps fitted with dipping reflectors), windscreen, automatic windscreen wiper, hood and hood envelope, side curtains, bulb horn, electric horn, number plates, petrol gauge, clock, speedometer, luggage carrier, licence holder, and full kit of tools.



The 20 h.p. Six-Cylinder Sunbeam

WITH FOUR-DOOR WEYMANN SALOON BODY

THIS improved design of saloon body is the outcome of our long experience in the design and construction of Weymann coachwork.

It has many special features, notably the deep-sided body, the graceful roof line, the colour panels on the doors and the single panel windscreen, with tinted sun vizard and ventilator. The sliding front seats are adjustable for position, also the rear seat and back rest. The upholstery and fittings are of the very highest quality.

This is a car of character and refinement, combining a road performance of high efficiency with a degree of comfort seldom attained. It is a beautiful model in every detail of design, construction and finish.

Standard colours : black, blue or grey ; chassis wheels and wings black ; upholstery in cloth or best quality English leather of suitable colour ; bright metal parts chromium plated. Length overall, 14' 5½". Width overall, 5' 9½". Maximum height from ground, 6' 1".

The chassis specification of this model is given on pages 20 and 21

Specification of bodywork on page 9

Price : £875

with equipment as follows :—Full set of Dunlop Cord tyres, spare wire wheel and tyre, four Hartford shock-absorbers, Rotax electric starter and lighting set, with head, side and tail lamps and fascia lights (head lamps fitted with dipping reflectors), interior light, windscreen, automatic windscreen wiper, bulb horn, electric horn, number plates, petrol gauge, clock, speedometer, luggage carrier, licence holder, interior driving mirror, and full kit of tools.





The 20 h.p. Six-Cylinder Sunbeam

FOUR-SEATER COUPÉ BODY WITH SLIDING ROOF

A BEAUTIFULLY designed car and a great improvement on the usual Coupé type. This four-seater model has all the seats arranged under the head, with the advantage of a sliding roof operated very simply from the front seats.

The front seats are of the adjustable sliding type. The rear seat is 41 inches wide, giving ample room for two persons, and there is a well in the rear floorboards to give additional leg room. At the rear the enclosed boot provides good luggage space, and as the top lifts upwards heavy bags can be lifted in with the minimum of effort.

An illustration of one of these models with the sliding roof opened appears on page 19. A similar design of Coupé but with folding head is illustrated on page 4. This is supplied specially to order.

Standard colours : grey and black, light and dark blue or light and dark green ; chassis, wheels and wings black ; upholstery in cloth or best quality English leather of suitable colour ; bright metal parts chromium plated.

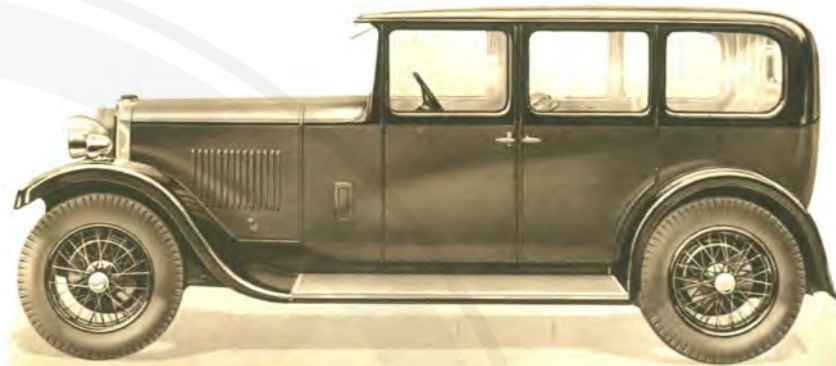
Length overall, 14' 5½". Width overall, 5' 9¾". Maximum height from ground, 6'.

The chassis specification of this model is given on pages 20 and 21

Specification of bodywork on page 11

Price : £895

with equipment as follows :—Full set of Dunlop Cord tyres, spare wire wheel and tyre, four Hartford shock-absorbers, Rotax electric starter and lighting set, with head, side and tail lamps and fascia lights (head lamps fitted with dipping reflectors), windscreen, automatic windscreen wiper, bulb horn, electric horn, number plates, petrol gauge, clock, speedometer, luggage carrier, licence holder, and full kit of tools.



The 20 h.p. Six-Cylinder Sunbeam

WITH FOUR-DOOR COACHBUILT SALOON BODY

THE quality of Sunbeam coachwork has always been regarded as embodying the highest standard of excellence, and this coachbuilt saloon on the 20 h.p. Chassis is a typical example of Sunbeam craftsmanship.

The doors are brought down below the chassis frame, which gives an improved appearance and increased body space. The exterior lines of the car are particularly attractive. There is a special ventilator above the single panel windscreen, and this has a tinted sun visor. The front seats are adjustable, also the rear seat and back rest, with a folding centre arm rest.

Every detail has been carefully studied with a view to providing extreme comfort. The finish, in a choice of colours, is superb. In every way it is a car for the connoisseur.

Standard colours : claret and black, grey and black, or blue and black ; chassis, wheels and wings black ; upholstery in cloth or best quality English leather of suitable colour to match the paintwork ; bright metal parts chromium plated.

Length overall, 14' 5½". Width overall, 5' 9¾". Maximum height from ground, 6' 1".

The chassis specification of this model is given on pages 20 and 21

Specification of bodywork on page 10

Price : £895

with equipment as follows :—Full set of Dunlop Cord tyres, spare wire wheel and tyre, four Hartford shock-absorbers, Rotax electric starter and lighting set, with head, side and tail lamps and fascia lights (head lamps fitted with dipping reflectors), interior light, windscreen; automatic windscreen wiper, bulb horn, electric horn, number plates, petrol gauge, clock, speedometer, luggage carrier, licence holder, interior driving mirror, and full kit of tools.

A few appreciations from Owners of Sunbeam Cars

THE following extracts from letters received from owners of Sunbeam cars are typical of the innumerable expressions of satisfaction which are constantly coming to hand. No car gives greater all-round satisfaction than the supreme Sunbeam.

Purley, Surrey,
12th July, 1928

"I arrived home yesterday with my 16 h.p. Sunbeam from Athens, via Brindisi Naples, Rome, Tyrol, South Germany, Cologne and Antwerp.

I have completed the journey without even minor trouble and the car is running absolutely perfectly. The coachwork has not developed the slightest rattle after the most gruelling journey to which any car could be subjected.

I find I am the first woman to drive from London to Athens. On arrival at Athens the car was officially examined by members of the Automobile Club of Greece, and they have given me a certificate to the effect that it arrived in perfect condition without the slightest injury and still using the original springs, and have mentioned that it is a standard model. This is the first such certificate issued. It is a most wonderful car."

O.H.B.

Hatfield,
9th July, 1929

"I have had my 16 h.p. Sunbeam for 16 months now, and I am very pleased with it. It is always a pleasure to drive. The steering and flexibility of the engine are beautiful. Except for the adjustment of a valve stem the engine has not been touched for 12,000 miles."

W.E.

Christchurch, New Zealand,
22nd February, 1929

"I am pleased to say the 25 h.p. Sunbeam is doing splendidly. Have not had the least bit of trouble in the 14,000 miles we have done, and it has been hard running and indifferent roads all the time. As a matter of fact, I have not even removed a plug yet, she is running so well, and the springing is far ahead of the majority of cars out here. So in every way she is a very satisfactory car for the Colonies. We are going to Australia in June, right up in the back country; if you would like a few lines from there I shall be pleased to write you."

W.H.

North Devon,
20th August, 1928

"It may interest you to know how my 20 h.p. six-cylinder is to-day. I have now done 10,000 miles, and have just returned from an 1,800 mile run to the north of Scotland and back. The engine was washed out and filled with oil before I started, and although I tested it every day it required no fresh oil for the whole journey, and I only added a cupful of water—which I think is rather wonderful. We drove from 40 to 45 m.p.h. when possible the whole way, and our average, including stops, was 30 m.p.h., and my petrol consumption was exactly 20 miles per gallon—very good considering the heavy load we had."

P.H.E.

The 25 h.p. Six-Cylinder Sunbeam

FITTED WITH SUNBEAM FOUR-WHEEL BRAKING SYSTEM,
OPERATED BY DEWANDRE VACUUM SERVO, AND CENTRAL
SYSTEM OF CHASSIS LUBRICATION

PRINCIPAL CHASSIS DIMENSIONS, ETC.

	English	Metric			
Bore	3' 149"	80 mm.			
Stroke	4' 72"	120 mm.			
Cubic capacity of cylinders	220' 72 cu. in.	3619 cc.			
Wheel base	11' 5 3/8"	349 cm.			
Track	4' 9"	145 cm.			
Ground clearance	8"	20 cm.			
Length overall	15' 8 3/4"	480 cm.			
Width overall	6' 3"	190' 4 cm.			
Gear ratios (Closed Models only) :—					
	4th	3rd	2nd	1st	Reverse
	4' 727 to 1	6' 8 to 1	13' 08 to 1	18' 9 to 1	14' 2 to 1
Tyre sizes	6" for 21" rim
R.A.C. Rating 23.8
Tax £24

Chassis Price : £745

Price of chassis includes front wings and running boards; fuel tank, with petrol gauge; four detachable wire wheels and one spare wheel, with tyres; four shock-absorbers; Rotax electric starter and electric lighting set, with five lamps and fascia lights; bulb horn, electric horn, clock, speedometer (these latter fitted up as far as possible before the mounting of the body); luggage carrier, and full kit of tools.

N.B.—Bodywork fitted to this chassis should not exceed 12 cwt. in weight. Coachbuilder's drawings supplied on request.

The 25 h.p. Six-Cylinder Sunbeam

CHASSIS SPECIFICATION

ENGINE.—The engine, clutch and gearbox are combined in a single unit, giving increased efficiency by the elimination of joints and ensuring accurate alignment.

CYLINDERS AND VALVE GEAR.—The six cylinders are contained in a monobloc casting with detachable cylinder head. One inlet and one exhaust valve fitted to each cylinder, operated by push rod and rocker mechanism. The entire valve system is totally enclosed, very silent in operation and quickly accessible.

PISTONS AND CONNECTING RODS.—Pistons are of aluminium alloy, fitted with four rings. Connecting rods are special steel forgings of "H" section, accurately weighed and balanced.

CRANKSHAFT.—The crankshaft is of special steel, machined all over and running in seven die-cast white metal bearings. Drilled for oil passage.

ENGINE LUBRICATION.—Oil is forced through the crankshaft to all bearings by gear wheel type pump. Valve rockers lubricated by oil fed to interior of the rocker shafts. Surplus oil lubricates the push rod ball cups and falls by gravity on to the tappets.

IGNITION AND CARBURATION.—The magneto is dual ignition type B.T.H. C.E.D.6. Fuel fed by Autovac to the carburetter.

CLUTCH.—Specially designed single plate type, with fabric friction surface. Light in operation, combined with smooth but positive engagement.

GEARBOX.—Four forward speeds and reverse, all shafts running on ball bearings. Gear wheels are of special case hardened nickel steel. Right-hand side gear change.

AXLES.—Front Axle of special section and of great strength, designed to take the load arising from the application of front wheel brakes. Rear Axle is semi-floating type, strongly constructed with casing of pressed steel. Final drive by spiral bevel.

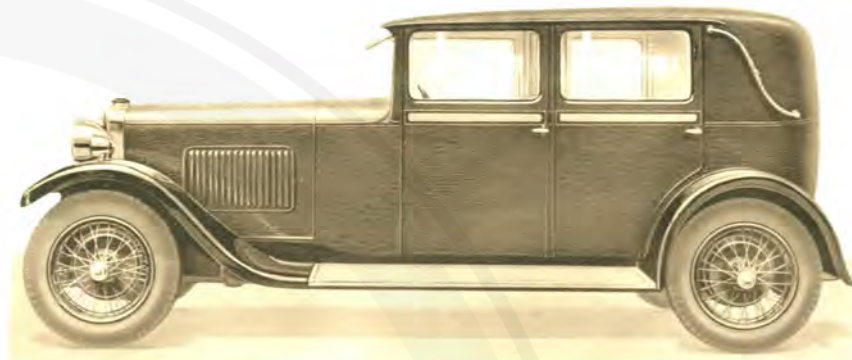
BRAKES.—Internal expanding type brakes on all four wheels, operated by Dewandre vacuum servo through the foot pedal. Hand brake operates separate shoes in rear wheel drums. Easy and accessible adjustment is provided for all brakes.

STEERING. Screw and nut type designed to give easy control with an entire absence of backlash. Steering wheel 18 in. diameter.

SPRINGS.—Semi-elliptic front springs. Cantilever rear springs.

CENTRAL LUBRICATION.—Central system of chassis lubrication, operated by plunger on dash. Oil tank mounted on engine side of dash. By depressing plunger oil is fed by means of pipes and special feed plugs to the various lubricating points on the chassis.

CHASSIS FRAME.—Pressed steel of great strength, the side members being inswept at the front to provide ample steering lock. The fuel tank is carried at the rear. Capacity 16 gallons.



The 25 h.p. Six-Cylinder Sunbeam

WITH FOUR-DOOR WEYMANN LIMOUSINE BODY

THIS Seven-seater Weymann Limousine is an entirely new design on the 25 h.p. chassis. In appearance, comfort and price it is not only an outstanding achievement but also sets a new and higher standard of value.

The interior accommodation is similar to that of our Coachbuilt models. Deeply sprung seats, adjustable rear seat, arm rests, roomy pockets for maps and books, ash trays, roof net and other fittings are all provided. Everything desirable for complete comfort is embodied in this handsome car.

The division between the front and rear seats disappears behind the driving seat when lowered leaving the car as an open saloon. It is a real dual purpose car, ideal for the owner-driver who also requires on occasions a chauffeur-driven car. There are two removable occasional seats in the rear compartment.

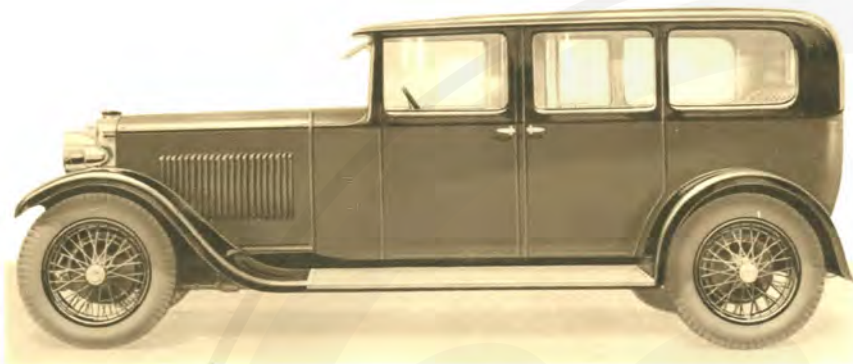
Standard colours: black, blue or grey; chassis, wheels and wings black; upholstery in cloth or best quality English leather of suitable colour; bright metal parts chromium plated. Length overall, 15' 8½". Width overall, 6' 3". Maximum height from ground, 6' 1".

The chassis specification of this model is given on pages 27 and 28

Specification of bodywork on page 9

Price : £995

with equipment as follows:—Full set of Dunlop Cord tyres, spare wire wheel and tyre, four Hartford shock-absorbers, Rotax electric starter and lighting set, with head, side and tail lamps and fascia lights (head lamps fitted with dipping reflectors), interior light, windscreen, automatic windscreen wiper, bulb horn, electric horn, number plates, petrol gauge, clock, speedometer, luggage carrier, licence holder, interior driving mirror, and full kit of tools.



The 25 h.p. Six-Cylinder Sunbeam

WITH FOUR-DOOR ENCLOSED LIMOUSINE BODY

EVER since its introduction the 25 h.p. model has been regarded as an outstanding example in the Sunbeam range. The coachwork, always of the very highest quality, has again been improved in many of its details.

The Enclosed Limousine accommodates seven persons, having two occasional seats in the rear compartment. These fold into the division when not in use. The rear seat and squab are adjustable, and the fittings and appointments have all been designed to ensure complete comfort and convenience.

Although this beautiful model is comparable with the best examples produced by the British coach-building industry, it is most moderately priced. It represents an unusually high standard of quality.

Standard colours of coachwork : claret, dark smoke blue or dark blue ; chassis, wheels and wings black ; upholstery in cloth or best quality English leather of a suitable colour to match the paintwork ; bright metal parts chromium plated.

Length overall, 15' 8½". Width overall, 6' 3". Maximum height from ground, 6' 4".

The chassis specification of this model is given on pages 27 and 28

Specification of bodywork on page 10

Price : £1195

with equipment as follows :—Full set of Dunlop Cord tyres, spare wire wheel and tyre, four Hartford shock-absorbers, Rotax electric starter and lighting set, with head, side and tail lamps and fascia lights (head lamps fitted with dipping reflectors), interior lights, windscreen, automatic windscreen wiper, bulb horn, electric horn, number plates, petrol gauge, clock, speedometer, luggage carrier, licence holder, interior driving mirror, and full kit of tools.



The 25 h.p. Six-Cylinder Sunbeam

WITH FOUR-DOOR ENCLOSED LANDAULETTE BODY

THE special advantages of the Enclosed Landaulette type of body are generally appreciated. When the head is raised the appearance follows very closely the lines of the Enclosed Limousine illustrated on the opposite page. With the rear portion of the head folded down it has all the advantages of a semi-open car.

The interior accommodation is exactly the same as the Limousine. All the seats are wide and deeply sprung and there are two occasionable seats in the rear compartment. These fold away into the division when not in use. With the occasional seats in use there is accommodation for seven persons.

In every detail of construction and finish this is a car of superb quality.

Standard colours of coachwork : claret, dark smoke blue or dark blue ; chassis, wheels and wings black ; upholstery in cloth or best quality English leather of a suitable colour to match the paintwork ; bright metal parts chromium plated.

Length overall, 15' 8½". Width overall, 6' 3". Maximum height from ground, 6' 6"

The chassis specification of this model is given on pages 27 and 28

Specification of bodywork on page 10

Price : £1195

with equipment as follows :—Full set of Dunlop Cord tyres, spare wire wheel and tyre, Hartford shock-absorbers, Rotax electric starter and lighting set, with head, side and tail lamps, and fascia lights (head lamps fitted with dipping reflectors), interior light, windscreen, windscreen wiper, bulb horn, electric horn, number plates, petrol gauge, clock, speedometer, luggage carrier, licence holder, interior driving mirror, and full kit of tools.



The Three-Litre Six-Cylinder Sunbeam

FITTED WITH SUNBEAM FOUR-WHEEL BRAKING SYSTEM,
OPERATED BY DEWANDRE VACUUM SERVO, AND CENTRAL
SYSTEM OF CHASSIS LUBRICATION

PRINCIPAL CHASSIS DIMENSIONS, ETC.

	English	Metric
Bore	2.95"	75 mm.
Stroke	4.33"	110 mm.
Cubic capacity of cylinders	177.9 cu. in.	2916 cc.
Wheel base	10' 10½"	331.4 cm.
Track	4' 7"	140 cm.
Ground clearance	8"	20 cm.
Length overall	15' 8"	477.5 cm.
Width overall	5' 7"	170 cm.

Gear ratios:—

4th	3rd	2nd	1st	Reverse
4.5 to 1	6.46 to 1	9.2 to 1	14.26 to 1	12.46 to 1

Tyre sizes 5¼" for 21" rim.

R.A.C. Rating 20.9

Tax £21

Price of chassis includes front wings, rear wings and running boards; fuel tank, with petrol gauge; four detachable wire wheels and one spare wheel, with tyres; four shock-absorbers; electric starter; electric lighting set with five lamps and dash lamp; bulb horn; electric horn; clock, speedometer, Boyce motometer, revolution counter (these latter being fitted up as far as possible before the mounting of the body); and full kit of tools.

N.B.—Bodywork fitted to this chassis should not exceed 8½ cwt. in weight.



The Three-Litre Six-Cylinder Sunbeam

CHASSIS SPECIFICATION

ENGINE.—The engine, clutch and gearbox are combined in a single unit, giving increased efficiency by the elimination of joints and ensuring accurate alignment. Three-point suspension.

CYLINDERS AND VALVE GEAR.—The six cylinders are contained in a monobloc casting. One inlet and one exhaust valve fitted to each cylinder, operated by two overhead camshafts, these being driven by a train of gears from the crankshaft. The valves are set at an angle in spherical shaped head. The entire valve system is totally enclosed and very silent in operation.

PISTONS AND CONNECTING RODS.—Pistons are of special design with aluminium alloy head, fitted with four rings. Connecting rods are special steel forgings of "H" section, accurately weighed and balanced.

CRANKSHAFT.—The crankshaft is of special steel, machined all over and running in eight die-cast white metal bearings. Drilled for oil passage.

ENGINE LUBRICATION.—Dry sump principle, two pumps being provided. Oil is forced first through a pressure filter to the main bearings and then through the crankshaft to the connecting rods, camshafts and timing gear.

IGNITION AND CARBURATION.—The magneto is B.T.H. C.E. 6 type. Fuel fed by Autovac system to two Claudel-Hobson carburetters, type H.42.

CLUTCH.—Specially designed single plate type, with fabric friction surface. Light in operation combined with smooth but positive engagement.

GEARBOX.—Four forward speeds and reverse, all shafts running on ball or roller bearings. Gear wheels are of special case hardened nickel steel.

AXLES.—Front Axle of special section and of great strength, designed to take the load arising from the application of front wheel brakes. Rear Axle is semi-floating type, strongly constructed, with casing of pressed steel. Final drive by spiral bevel.

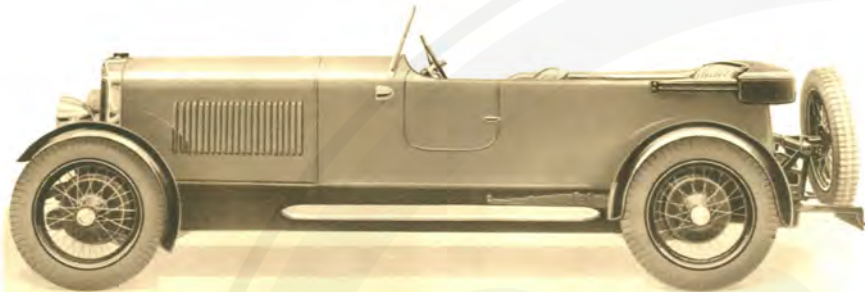
BRAKES.—Internal expanding type brakes on all four wheels, operated by Dewandre vacuum servo through the foot pedal. Hand brake operates separate shoes in rear wheel drums. Easy and accessible adjustment is provided for all brakes.

STEERING.—Screw and nut type designed to give easy control with an entire absence of backlash.

SPRINGS.—Semi-elliptic front springs. Cantilever rear springs.

CENTRAL LUBRICATION.—Central system of chassis lubrication, operated by plunger on dash. Oil tank mounted on engine side of dash. By depressing plunger oil is fed by means of pipes and special feed plugs to the various lubricating points on the chassis.

CHASSIS FRAME.—Pressed steel of great strength, the side members being inswept at the front to provide ample steering lock. The fuel tank is carried at the rear.



Three-Litre Six-Cylinder Sunbeam

WITH FOUR-SEATER SPORTS BODY

THE Three-litre Sunbeam is a car of amazing speed, and combines with it an ease of control and standard of comfort seldom obtained with a sports type of car. Even at its lowest speeds it is perfectly tractable.

One owner of a Three-litre Sunbeam recently stated in a prominent motoring journal that after covering 60,000 miles on his car he was convinced it had no equal for reliability, docility and fast acceleration.

The four-seater body illustrated above has sliding adjustable front seats, and has been designed to provide comfort at all speeds, while retaining the full lines desirable in a super-sports type of car.

Standard colours of coachwork: claret or dark smoke blue; chassis wheels and wings black; upholstery in best quality English leather throughout; bright metal parts chromium plated. Length overall, 15' 8". Width overall, 5' 7".

The chassis specification of this model is given on pages 32 and 33

Specification of bodywork on page 9

Price: £850

with equipment as follows:—Full set of Dunlop Cord tyres, spare wheel and tyre, Hartford shock-absorbers, Rotax electric starter and lighting set, with head, side and tail lamps, dash lamp (head lamps fitted with dipping reflectors), special hood and hood envelope, windscreen, automatic windscreen wiper, side curtains, bulb horn, electric horn, number plates, petrol gauge, clock, speedometer, Boyce motometer, revolution counter, licence holder, and full kit of tools.



Three-Litre Six-Cylinder Sunbeam

WITH FOUR-DOOR WEYMANN SALOON BODY

LONG experience in the design and construction of bodies on the Weymann principle has proved that this is the most suitable type of coachwork on a chassis intended for high-speed travel. The model illustrated above is an entirely new design with many special features.

In appearance this is a beautifully proportioned body, and the seats have been carefully designed to provide complete comfort for driver and passengers. The front seats are of the bucket type, adjustable for position, and the rear seat is also adjustable.

There is no high-speed model of more interesting design or more satisfying in its performance than the Three-litre Sunbeam.

Standard colours: black, blue or grey; chassis, wheels and wings black; upholstery in cloth or best quality English leather of suitable colour; bright metal parts chromium plated. Length overall, 15' 8". Width overall, 5' 7". Maximum height from ground, 5' 10".

The chassis specification of this model is given on pages 32 and 33

Specification of bodywork on page 9

Price: £975

with equipment as follows:—Full set of Dunlop Cord tyres, spare wheel and tyre, Hartford shock-absorbers, Rotax electric starter and lighting set, with head, side and tail lamps and dash lamp (head lamps fitted with dipping reflectors), interior light, windscreen, automatic windscreen wiper, bulb horn, electric horn, number plates, petrol gauge, clock, speedometer, Boyce motometer, revolution counter, licence holder, interior driving mirror, and full kit of tools.

The Supremacy of the Sunbeam

PROVED BY PERFORMANCE ON LAND,
SEA AND IN THE AIR

THE full list of Sunbeam achievements is too lengthy for inclusion in this catalogue, but the following are a few of the many outstanding successes during recent years.



The first aerial journey across the Atlantic and back again ever accomplished. British Airship R-34 fitted with Sunbeam-Coatalen engines.

- 1919.—The British Airship R-34, fitted with Sunbeam-Coatalen engines, crossed to America and back again, 7,000 miles, in 183 flying hours—the first occasion on which a double flight was made across the Atlantic. This performance constituted a record for over nine years.
- 1922.—Tourist Trophy Race, Isle of Man, won on a Sunbeam at an average speed of 55.78 m.p.h.
- 1923.—In the Grand Prix de France Sunbeam cars finished First, Second and Fourth. The Sunbeam is the only British car that has won this great International race.
- 1924.—Spanish Grand Prix, won by a Two-litre Sunbeam. This race was also won in 1923 by a Sunbeam.
- 1926.—Motor Boat "Newg" fitted with Sunbeam engine, won Duke of York's International Trophy and John Ward Trophy. "Miss Betty," fitted with Sunbeam engine, won the Duke of York's Trophy in 1928.
- 1927.—Six Hours' Race, Brooklands, won by a standard Three-litre Sunbeam, covering 385.9 miles, at an average speed of 64.3 m.p.h.
- 1927.—A Sunbeam, driven by Sir Henry Segrave, was the first car in the world to attain a speed of over 200 m.p.h. (mean speed of two runs over measured mile 203.7928 m.p.h.)
- 1928.—During 1928, Mr. Kaye Don, driving Sunbeams, set up twenty-two British Records and fifteen International Records. He also won the Brooklands "Gold Star" Handicap at an average of 128.36 m.p.h.
- 1929.—During 1929 Mr. Kaye Don, driving 2-litre and 4-litre Sunbeam cars, set up three World's records and eleven International records. Broke his own Brooklands lap record, flying start, by averaging 134.24 m.p.h., and set up a new Brooklands lap record, standing start, at an average of 115.29 m.p.h. Mr. J. Dunfee also made numerous new records at Brooklands with his 2-litre Sunbeam.



The 1000 h.p. Sunbeam, the first car in the world to attain a speed of over 200 m.p.h.

General Remarks and Terms of Business

WE are always glad to give intending purchasers the opportunity to inspect cars at the Works, where they can see all the parts being made.

We strongly advise purchasers to adhere to our standard patterns, and we are compelled to decline all responsibility in the event of our cars being altered or repaired other than by our own workmen. All parts of our cars are made to standard size and are interchangeable.

All designs, weights, measurements, prices and quantities mentioned in our catalogue must be taken as approximate. Illustrations are given as a general guide, and are not binding in detail. We regret we cannot accept orders for extra fittings and accessories for our cars other than those given on page 6 of this catalogue, and then only provided they are specified at the time when the cars are ordered.

Customers' cars are only driven by our staff at customers' own risk and responsibility.

DEPOSIT.—10 per cent. of the full amount to be deposited when the order is placed, the balance becoming payable on delivery of the car at our Works.

PAYMENT.—Cash on receipt of invoice with notification of the date when the car will be ready for delivery. If payment is not made within seven days of such notification, we reserve the right of selling the car.

The Sunbeam Motor Car Co., Ltd. (hereinafter called the Makers) desire to draw the attention of Retail Purchasers of Sunbeam cars to the following Conditions of Sale, and also to the Guarantee on the following page :

Conditions of Sale

GENERAL

The Makers reserve the right to alter their catalogues and lists, and the standard specifications stated therein, without any previous notice.

The Makers shall not be responsible for delay in delivery due to strikes, lock-outs, fire, accidents, combinations of workmen, delays in obtaining material, or other causes outside the control of the Makers and they may cancel any order which they are unable to execute within two months of the due date owing to causes falling within this clause.

The Makers shall not by naming or accepting a date or time for delivery be deemed to have undertaken to give delivery on such date or within such time, but only to have undertaken to use their best endeavours to complete the order by such date or within such time. In case delivery shall not be made within six weeks of the due date as aforesaid, the Purchaser may thereupon, if he thinks fit, give the Makers fourteen days' notice to deliver and failing delivery may cancel the order for the same, but shall have no claim against the Makers for damages or compensation.

CONDITIONS OF SALE *(continued)*

The sale is made at the Makers' catalogue or list price current at the time the order is accepted, but the Makers reserve the right to alter their catalogue or list prices at any time, and will invoice at the prices current at the date of delivery, but the Purchaser may within 14 days after being notified of an increase in price cancel the order in which case any deposit paid thereon will be returned.

All prices quoted in the Makers' Catalogues are for delivery at the Makers' Works, and all orders for cars or chassis accepted by the Makers shall be paid for in cash at their Registered Office, or to their authorised representative. The Purchaser shall accept and pay for the car or chassis ordered when same is ready for delivery. After delivery all cars and chassis shall be at the Purchaser's risk. If a car or chassis is ready for delivery and paid for, but delivery is postponed at the Purchaser's request, same shall be at the Purchaser's risk as from the date of payment.

FORFEITURE

If the Purchaser fails to carry out his obligations hereunder the Makers may thereupon or at any time thereafter cancel the order and confiscate any deposit paid thereon.

GUARANTEE

The following guarantee is given in lieu of any guarantee or warranty implied by statute or otherwise, and no other guarantee or warranty whatsoever is given or is to be implied :— The Makers guarantee that all precautions which are usual and reasonable have been taken by them to secure excellence of material and workmanship. This guarantee is applicable only to new cars or chassis or parts thereof, and is to be in force for one year only from the date when the car or chassis is delivered new from the Makers' works. The liability of the Makers is limited to the replacement (free at the Makers' works) of the part or parts found by the Makers to be defective, and no guarantee is given in respect of defects caused by wear and tear, accident, misuse or neglect, nor do the Makers accept any responsibility for consequential damage.

If a defective part be found in any car or chassis it is to be sent to the Makers' Works, carriage paid, with an advice under separate cover stating the number of the chassis, as shown by the Makers' number plate, the name of the dealer (if any) from whom it was purchased, the date of purchase, and an intimation that the sender desires to have it replaced or made good free of charge under this guarantee. Parts returned to the Works without such advice will be at the risk of the sender, and this guarantee shall not be enforceable.

The Makers are not responsible for any expense a purchaser may be put to in removing any part to be sent for inspection or in replacing same or any new part supplied in lieu thereof.

Only cars or chassis bought direct from the Makers, or from one of their duly authorised dealers, are guaranteed, and the Makers do not guarantee or accept responsibility for accessories not made by them or for fixing. Many of these accessories are novelties with which the Makers' workmen are not familiar, and should be fixed (if at all) by persons who are acquainted with them.

The chassis supplied by the Makers are intended to be fitted with bodies similar in weight and general character to those shown in the Makers' Catalogue, and unless the Makers are allowed to inspect, test, and finally approve the chassis after a body not of the Makers' manufacture has been fitted, the foregoing guarantee will not apply to the said chassis.

This guarantee is given and shall be accepted in substitution for any warranty or guarantee implied by statute or otherwise as to the Makers' cars or chassis, and any such implied warranty or guarantee is hereby excluded. The Makers do not give any guarantee in respect of second-hand goods sold by them.

REPAIRS

In no case will the Makers be responsible to the Purchaser or anyone else for expenses incurred on repairs and adjustments executed to the Makers' productions without express written permission from the Makers.

AGENT

The term "Agent" applied to a Dealer in the Makers' Cars is used in a complimentary sense only, and the relationship of principal and agent does not in fact exist between the Makers and a Dealer. No Dealer is authorised to act on behalf of the Makers, or to give any warranty or make any representation to a Purchaser on the Makers' behalf.

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**Where Cars are required
for use overseas**

we supply models embodying certain special modifications to suit the conditions under which they will be used. Full particulars will be supplied by our Export Department, 12, Princes Street, Hanover Square, London, W.1.

We strongly recommend clients who intend taking their cars abroad to acquaint us of this fact at the time of placing their orders.

INSTITUTE

