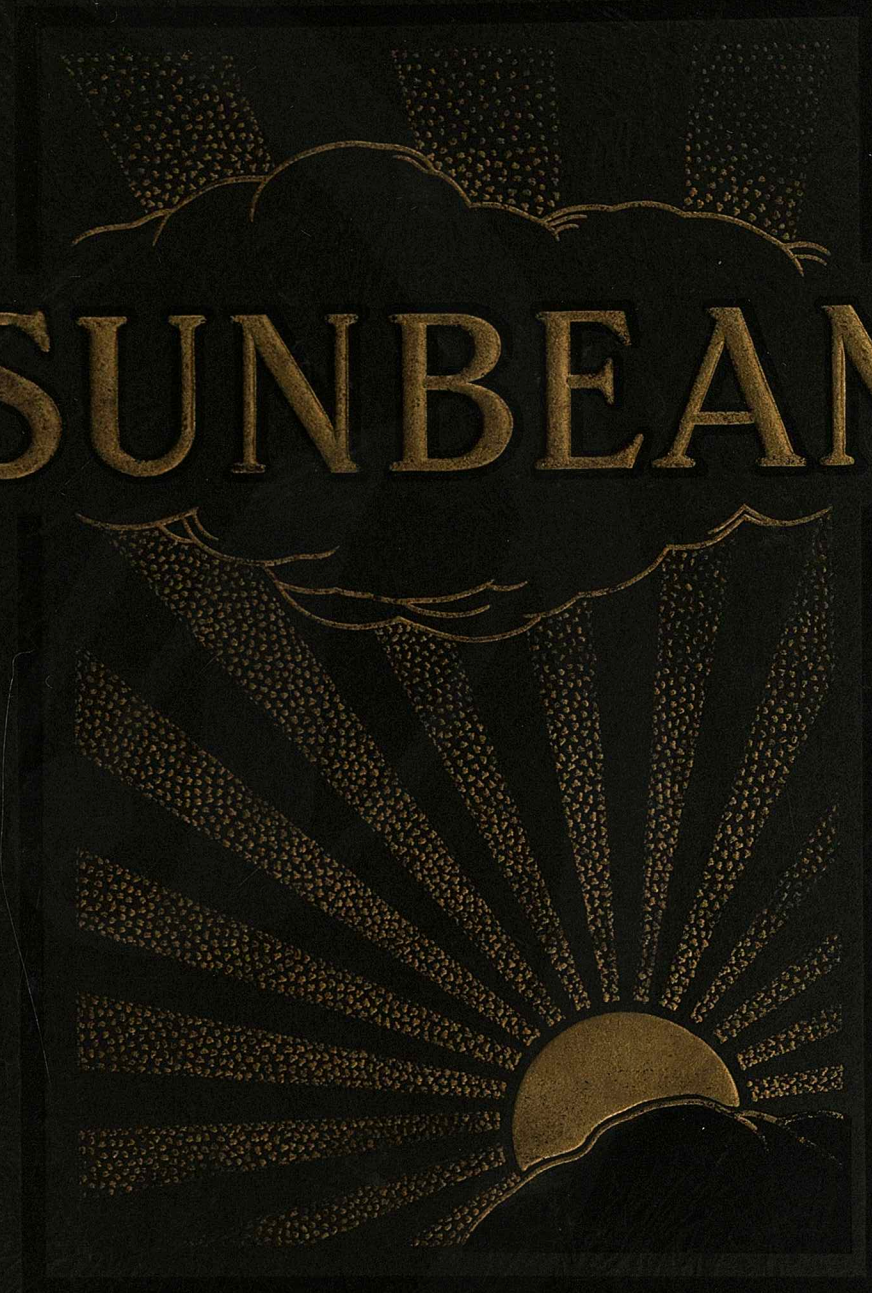


SUNBEAM



The Supreme Car

Where Cars are required
for use overseas

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

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

Sunbeam

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

Manchester Showrooms :
 Telegrams - - - "Sumocar, Manchester"
 Telephone - - - - - City 8638

Southern Service Depot :
 Telegrams - - - "Sunoserv, Act, London"
 Telephone - - - - - Chiswick 800

Northern Service Depot :
 Telegrams - - - "Sumorep, Manchester"
 Telephone - - - - - 507/8 Pendleton

Sunbeam

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.

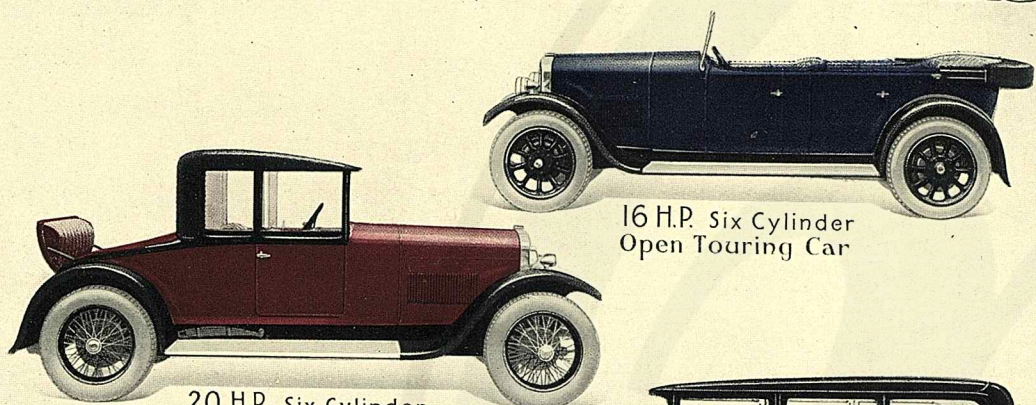
Southern Service and Repair Works: 177, The Vale, Acton,
London, W.3.

MANCHESTER SHOWROOMS - 106, Deansgate

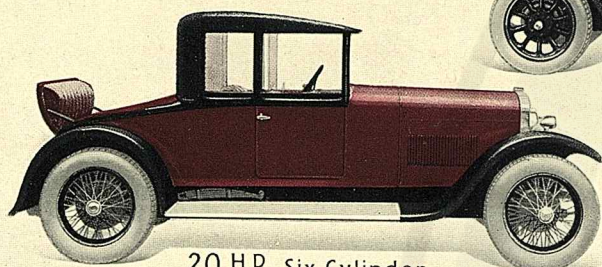
Northern Service and Repair Works: 288/294, Eccles New
Road, Weaste, Manchester.

Sunbeam

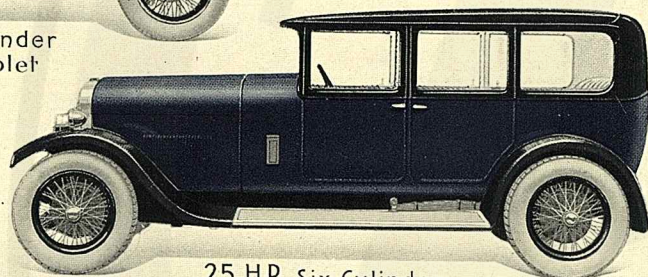
SUNBEAM CARS



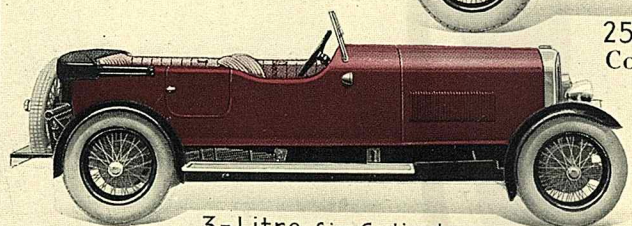
16 H.P. Six Cylinder
Open Touring Car



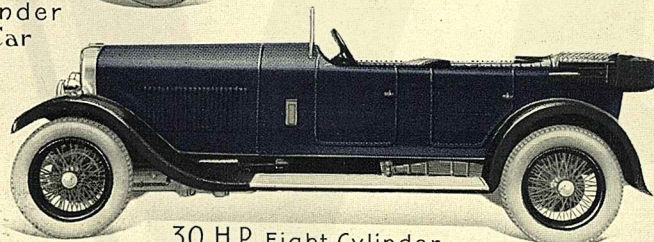
20 H.P. Six Cylinder
Coupé Cabriolet



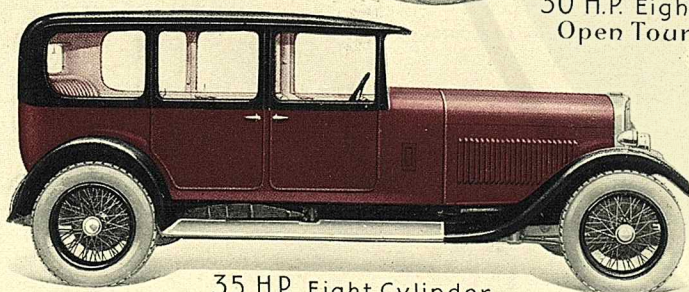
25 H.P. Six Cylinder
Coachbuilt Saloon



3-Litre Six Cylinder
Super Sports Car



30 H.P. Eight Cylinder
Open Touring Car



35 H.P. Eight Cylinder
Enclosed Limousine

A few of the
many types
illustrated in
this catalogue

Foreword

EVER since the first Sunbeam model was constructed—now more than twenty-six years ago—there has been a fixed policy always dominating the production of Sunbeam cars. That policy has been to be satisfied with nothing but the best.

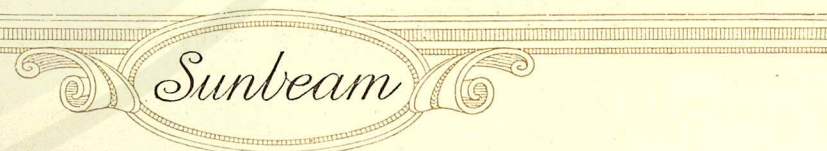
In the latest Sunbeam models the continual progress and development has resulted in higher standards of efficiency being attained, combined with greater price values than ever. Sunbeam engine design has reached an extraordinarily high standard of efficiency. The Sunbeam four-wheel braking system provides the most thoroughly proved and reliable braking yet devised. The steering is unusually light and effortless, and cantilever rear springs are fitted to all models.

In every point of design the unrivalled experience gained over many years, both in the phenomenal successes Sunbeams have achieved in racing on road and track and in building many thousands of high-grade cars, has been fully utilised.

There are six distinct models illustrated and described in the following pages. These range from the 16 h.p. six-cylinder to the 35 h.p. eight-cylinder in line. Each is supreme in its class. The various types of coachwork, all designed and produced throughout in the Sunbeam Works, offer a comprehensive choice, and every requirement of the buyer of a high-grade car is adequately met.

The Sunbeam Motor Car Co. Ltd.

JANUARY, 1927.



PRICE LIST OF EXTRA FITTINGS AND ACCESSORIES FOR SUNBEAM CARS

	£	s.	d.
Second spare wheel (wire) without tyre, for 35 h.p.	6	0	0
Ditto (wire) without tyre, for 30 h.p.	4	10	0
Ditto (wire) without tyre, for 25 h.p., or Three-litre	4	0	0
Ditto (wire) without tyre, for 20 h.p.	3	0	0
Ditto (steel) without tyre, for 16 h.p.	2	15	0
Providing and fitting bracket for second spare wheel, all models ...	2	0	0
Auster rear screen (including providing and fitting irons) and fitting on 25 h.p. or 30 h.p.	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. or 30 h.p.	12	12	0
Ditto (including fitting) on 16 h.p. or 20 h.p.	10	10	0
Tonneau cover	5	0	0
Aluminium number plates (set of three)	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
Spring gaiters on 30 h.p. or 35 h.p.	8	8	0
Dewandre braking system	25	0	0

EXTRA CHARGES FOR TRIPLEX GLASS

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

	£	s.	d.
16 h.p. or 20 h.p. Touring Car (wind screen only)	7	10	0
16 h.p. or 20 h.p. Saloon	30	0	0
Three-litre Weymann Saloon	35	0	0
25 h.p. or 30 h.p. Touring Car or Three-litre Super Sports (wind screen only)	8	0	0
25 h.p. Coachbuilt or Weymann Saloon	40	0	0
25 h.p. Limousine or Landaulette	50	0	0
30 h.p. Weymann Saloon	45	0	0
35 h.p. Limousine or Landaulette	60	0	0

Sunbeam

REVISION.

Alteration in Prices of 16 h.p. and 20 h.p. Weymann Saloon Models.

From March 23rd, 1927, the prices of these models will be :

16 h.p. Weymann Saloon	£695
20 h.p. Weymann Saloon	£875

PRICES OF SUNBEAM CARS

LIST OF STANDARD MODELS

All Models illustrated in this Catalogue are equipped with Sunbeam Four-Wheel Brakes.

Illustrated and described on pages									
7-11	16 h.p.	Six-cylinder Chassis	...	...	...	...	...	...	£425
		Touring Car	...	...	...	...	...	...	£550
		Weymann Saloon	...	...	...	...	...	...	£675
		Coachbuilt Saloon	...	...	...	...	...	...	£695
12-19	20 h.p.	Six-cylinder Chassis	...	...	...	...	...	...	£595
		Two-Seater	...	...	...	...	...	...	£750
		Light Four-Seater	...	...	...	...	...	...	£750
		Touring Car	...	...	...	...	...	...	£750
		Coupé	...	...	...	...	...	...	£850
		Weymann Saloon	...	...	...	...	...	...	£850
		Coachbuilt Saloon	...	...	...	...	...	...	£895
20-27	25 h.p.	Six-cylinder Chassis	...	...	...	...	...	...	£795
		Touring Car	...	...	...	...	...	...	£950
		Weymann Saloon	...	...	...	...	...	...	£1150
		Coachbuilt Saloon	...	...	...	...	...	...	£1200
		Enclosed Limousine	...	...	...	...	...	...	£1250
		Enclosed Landaulette	...	...	...	...	...	...	£1275
28-31	30 h.p.	Eight-cylinder Chassis	...	...	...	...	...	...	£1175
		Touring Car	...	...	...	...	...	...	£1395
		Weymann Saloon	...	...	...	...	...	...	£1550
28-29 32-33	35 h.p.	Eight-cylinder Chassis	...	...	...	...	...	...	£1375
		Enclosed Limousine	...	...	...	...	...	...	£1975
		Enclosed Landaulette	...	...	...	...	...	...	£1975
34-37	Three-litre	Six-cylinder Chassis	...	...	...	...	...	...	£950
		Four-Seater	...	...	...	...	...	...	£1125
		Weymann Saloon	...	...	...	...	...	...	£1250

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

Sunbeam

SOME DISTINGUISHED OWNERS OF SUNBEAM CARS

H.M. QUEEN MAUD OF NORWAY.
H.R.H. PRINCE HENRY, K.G., G.C.V.O.
H.R.H. PRINCE NICOLAS OF ROUMANIA.
H.I.H. PRINCE CHICHIBU OF JAPAN.

DUCHESS OF BEDFORD
DUCHESS OF NORFOLK
LADY MAUD BAILLIE
COUNTESS OF CAWDOR
COUNTESS OF HUNTINGDON
VISCOUNTESS HARCOURT
COUNTESS OF ILCHESTER
COUNTESS OF POWIS
VISCOUNTESS RHONDDA
LADY CHOLMONDELEY
LADY GERALDINE ST. LAURENCE
LADY LANGFORD
LADY LATYMER
BARONESS CAMPBELL
HON. LADY COOK
HON. LADY MILLER
LADY BISSET
LADY COLTHURST
LADY DUNN
LADY GALSWORTHY
DUKE OF RICHMOND AND GORDON, K.G., G.C.V.O., C.B.
MARQUESS OF LANSDOWNE, K.G., P.C., G.C.S.I., G.C.M.G.,
G.C.I.E.
MARQUESS OF BLANDFORD
THE MAHARAJAH OF PATIALA
EARL OF BRADFORD
EARL OF BREADALBANE
EARL OF CAVAN, K.C., G.C.M.G., G.C.V.O., K.C.B.
EARL OF CAWDOR
EARL OF CROMER, G.C.I.E., C.V.O.
EARL OF COTTENHAM
EARL OF DARTMOUTH, P.C., K.C.B.
EARL OF DONOUGHMORE, K.P., P.C.
EARL OF DUDLEY, P.C., G.C.B., G.C.M.G., G.C.V.O.
EARL OF DUNRAVEN AND MOUNT EARL, P.C., K.P., C.M.G.,
O.B.E.
EARL OF LICHFIELD, D.L., J.P.
EARL OF LYTTON, P.C., G.C.I.E.
EARL OF MANSFIELD, D.L.
EARL OF POWIS, D.L., J.P.
EARL OF WEMYSS, G.C.B., C.M.G., M.V.O.
EARL OF WILTON, R.N.
VISCOUNT COBHAM
VISCOUNT COMBERMERE
VISCOUNT CLIVE
VISCOUNT CURZON, M.P.
VISCOUNT FALMOUTH
VISCOUNT HAMBLEDEN, D.L.
VISCOUNT RIDLEY
VISCOUNT WILLINGDON
VISCOUNT YOUNGER
LORD WALTER HERVEY
ADMIRAL OF THE FLEET, LORD WALTER KERR, G.C.B.
LORD ALDENHAM, M.S., F.S.A.
LORD ASHCOMBE, C.B.
LORD BEAVERBROOK
LORD DAWSON OF PENN, G.C.V.O., K.C.M.G., C.B., B.Sc., M.D.,
F.R.C.P.
LORD DUNLEATH, J.P.
LORD FORESTER, J.P.
LORD GRIMTHORPE

LORD HATHERTON
LORD LECONFIELD
LORD MANTON
LORD SOMERLEYTON, P.C., G.C.V.O.
LORD WARING
CAPTAIN THE HON. DENYS SCOTT
HON. A. DAWNAY
HON. SIR WILLIAM GERVASE BECKETT, BART.
HON. CLAUDE HOPE MORLEY
CAPTAIN THE HON. HAROLD B. ROBSON, B.A.
HON. H. O. STANLEY.
SIR JOHN EMMOT BARLOW, BART.
SIR ROBERT BIRD, BART., M.P.
GENERAL SIR WILLIAM R. BIRDWOOD, BART., G.C.B.,
G.C.M.G., K.C.S.I., C.I.E., D.S.O., LL.D.
SIR EDWARD BOWEN, BART.
SIR JOHN BRUNNER, BART., J.P.
SIR DAVID BURNETT, BART.
LIEUT.-COLONEL SIR ARTHUR CHURCHMAN, BART, J.P.
SIR CECIL CHUBB, BART., J.P.
SIR HERBERT COOK, BART., M.A., F.S.A.
SIR JOHN HORSBRUGH-PORTER, BART., B.A.
SIR EMANUEL HOYLE, BART.
SIR JOSEPH W. ISHERWOOD, BART.
SIR WILLIAM JOYNSON-HICKS, BART., M.P., P.C.
SIR MARTEINE LLOYD, BART., J.P.
SIR FREDERICK W. R. RICKETTS, BART.
COLONEL SIR JOHN RUTHERFORD, BART., M.P.
SIR JOHN HERBERT VERNON, BART., J.P.
SIR GEORGE WATSON, BART.
SIR THOMAS BAKER
SIR HERBERT BARKER
MAJOR-GENERAL SIR REGINALD BARNES, K.C.B., D.S.O.
SIR JAMES BOYTON, F.S.I., F.A.I., J.P.
SIR ANDREW CAIRD, K.B.E.
LIEUT.-GENERAL SIR ALEXANDER COBBE, V.C., K.C.B.,
K.C.S.I., D.S.O.
SIR MAURICE CRAIG, M.D., F.R.C.P.
MAJOR-GENERAL SIR CHAS. DOBELL, K.C.B., C.M.G., D.S.O.
REAR-ADMIRAL SIR SYDNEY EARDLEY-WILMOT, K.C.I.E.
REAR-ADMIRAL SIR REGINALD HALL, K.C.M.G., C.B.,
D.C.L., M.P.
ADMIRAL SIR HERBERT L. HEATH, K.C.B., M.V.O.
SIR DOUGLAS HOGG, P.C., K.C., M.P.
SIR DONALD HORSFALL
GENERAL SIR ARCHIBALD A. MONTGOMERY, K.C.M.G.,
C.B.
GENERAL SIR CHARLES MUNRO, G.C.B., G.C.S.I., G.C.M.G.
SIR GERALD DU MAURIER
SIR WILLIAM E. NICHOLLS, J.P.
SIR H. E. NICHOLLS.
SIR ARTHUR EUGENE O'NEILL, K.B.E.
SIR ALFRED PICKFORD
SIR MALCOLM RAMSAY, K.C.B.
SIR DOUGLAS A. SHIELDS, M.D.
SIR SYDNEY SKINNER
SIR CAMPBELL STUART, K.B.E.
SIR GRAEME THOMSON, K.C.B.
SIR WALTER TOWNLEY, K.C.M.G.
SIR ASTON WEBB, K.C.V.O., C.B., P.R.A., R.A.
LIEUT.-COLONEL SIR LESLIE WILSON, C.M.G., D.S.O.

THE 16 H.P. SIX-CYLINDER SUNBEAM

Fitted with Sunbeam Four-Wheel Brakes

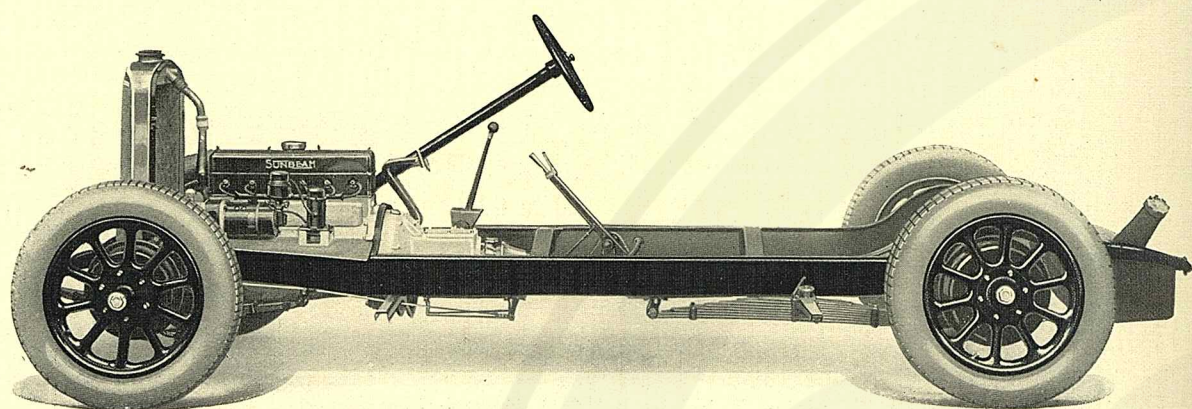
THIS new model embodies many exclusive features of striking interest. It is an entirely new design in which our wide experience has been fully utilised, and the result is a car possessing all the smoothness of running and exceptional road performance of the larger Sunbeam models.

The overhead valve, six-cylinder engine has a capacity of 2,035 c.c., the bore and stroke being 67.5 mm × 95 mm respectively. The Treasury rating is 16.95 h.p. (annual tax, £17). A four-speed gear box, with right-hand change, is provided, and complete riding comfort is assured by the cantilever rear springs. The steering is light and effortless, giving perfect control over the car with an entire absence of fatigue to the driver, even on the longest runs. The coachwork—both in the open and closed models—has most attractive lines, and the accommodation is exceptionally roomy. The recognised high standard of Sunbeam body design, and the care given to the seating and upholstery, ensure the fullest comfort.

Quality has been made the dominant factor of this new 16 h.p. car, as with all Sunbeam models, but our exceptional facilities enable us to offer it at a price which makes it the most attractive medium size six-cylinder model now available for the motorist who requires a car of first grade quality.

Sunbeam

Sunbeam



THE 16 H.P. SIX-CYLINDER SUNBEAM

Principal Chassis Dimensions, Etc.

		English	Metric
Bore		2.657"	67.5 mm.
Stroke		3.74"	95 mm.
Cubic capacity of cylinders		124.186 cu. in.	2035 c.c.
Wheel base		10' 3 $\frac{3}{8}$ "	313.4 cm.
Track		4' 7"	140 cm.
Ground clearance		7 $\frac{1}{2}$ "	19 cm.
Length overall		14' 1"	429 cm.
Width overall		5' 8 $\frac{1}{2}$ "	174 cm.
Gear Ratios (Open Touring Model) ...	4th 5.3 to 1, 3rd 8 to 1, 2nd 12 to 1, 1st 20.9 to 1, Reverse 14.2 to 1		
Gear Ratios (Saloon Model) ...	5.5 to 1, 8.32 to 1, 12.57 to 1, 21.72 to 1, 14.78 to 1		
Tyre sizes			4 $\frac{3}{4}$ " for 21" rim
R.A.C. Rating			16.95
Tax			£17

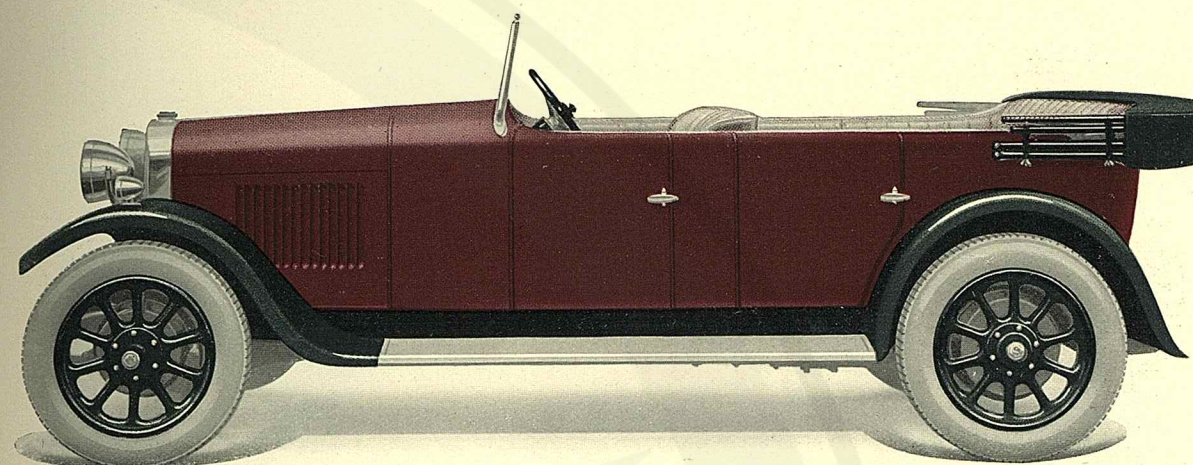
SPECIAL NOTE. The Gear Ratios on both Open and Closed Models are now 4th 5.5 to 1, 3rd 9.05 to 1, 2nd 12.57 to 1, 1st 21.72 to 1, Reverse 16.3 to 1

Chassis Price, £425

Price of chassis includes front wings; four detachable steel 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 (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.

Sunbeam



The 16 h.p. Sunbeam Car

With Five-Seater Open Touring Body

THE deep-sided open touring body on the 16 h.p. chassis is a particularly attractive car. It seats five persons in perfect comfort. The seats have been carefully designed as to slope and height, and the upholstery is extremely comfortable. The front seat is adjustable for position.

The four doors are of ample width, and combined with the low chassis frame make entrance and exit very easy. All weather side curtains, which can be used with or without the hood, are included in the standard equipment. The spare wheel is carried in an accessible position on the running board, clear of the doors. Every detail has received the most careful attention and the result is a car of unusually fine quality—a typical Sunbeam product in every respect.

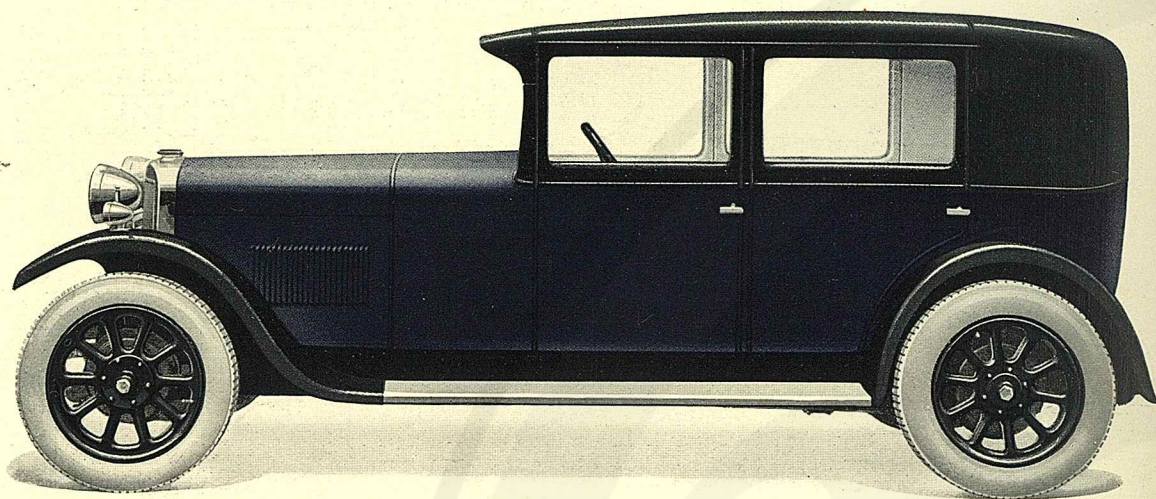
Standard colours of coachwork: claret or dark smoke blue; chassis, wheels and wings, black; upholstery in best quality English leather throughout; bright metal parts finished in nickel.
Length overall, 14' 1" Width overall, 5' 8 $\frac{1}{2}$ "

The chassis specification of this model is given on page 8.

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 dash lamp, hood and hood envelope, wind screen, automatic wind screen wiper, side curtains, bulb horn, electric horn, number plates, clock, speedometer, luggage carrier, licence holder, and full kit of tools.

Sunbeam



The 16 h.p. Sunbeam Car

With Four-Door Weymann Saloon Body



OUR very wide experience in the design and production of Weymann bodies is responsible for the attractive saloon shown in the above illustration.

This four-light type, with four wide doors giving easy entrance and exit to the car, is a very refined design. The door lights are raised and lowered by mechanical regulators, and the front seats are both adjustable for position. The interior is very roomy, five persons being seated in comfort.

All the advantages of the Weymann method of construction are embodied in this model—lightness, freedom from body noises, and a highly-finished fabric exterior which can easily be cleaned.

Standard colours: black or grey; chassis, wheels and wings, black; upholstery in cloth or best quality English leather of suitable colour to match the exterior; bright metal parts finished in nickel.

Length overall, 14' 1"

Width overall, 5' 8½"

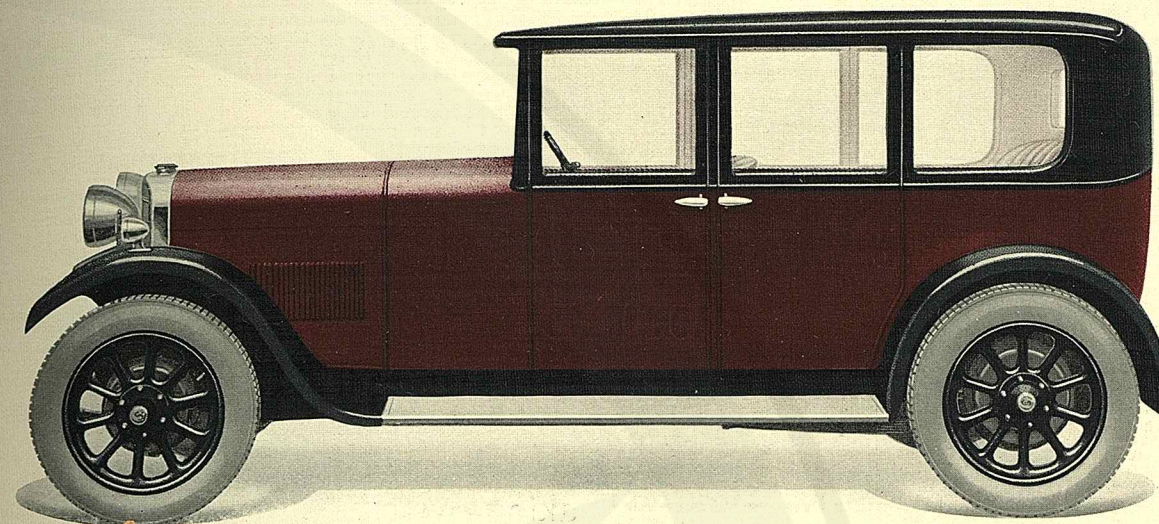
Maximum height from ground, 5' 10"

The chassis specification of this model is given on page 8.

Price, ~~£675~~ £695

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 dash lamp, interior light, wind screen, automatic wind screen wiper, bulb horn, electric horn, number plates, clock, speedometer, luggage carrier, licence holder, and full kit of tools.

Sunbeam



The 16 h.p. Sunbeam Car

With Four-Door Coachbuilt Saloon Body



HIS 16 h.p. Saloon is a very handsome model. The chassis space has been utilised to the best possible advantage, and the specially designed body possesses the maximum of roominess in a medium sized car. It seats five persons in perfect comfort.

The front seats are adjustable for position. The window lights are well proportioned and the door lights operated by mechanical regulators as on all Sunbeam enclosed models. A roof ventilator is provided and the interior fittings are in keeping with the high standard of quality which is rigidly maintained throughout. This is a medium size, first-grade car at a very moderate price.

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 suitable colour to match the paintwork; bright metal parts finished in nickel.

Length overall, 14' 1"

Width overall, 5' 8½"

Maximum height from ground, 5' 10"

The chassis specification of this model is given on page 8.

Price, £695

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 dash lamp, interior light, wind screen, automatic wind screen wiper, bulb horn, electric horn, number plates, clock, speedometer, luggage carrier, licence holder, and full kit of tools.

Sunbeam

THE 20 H.P. SIX-CYLINDER SUNBEAM

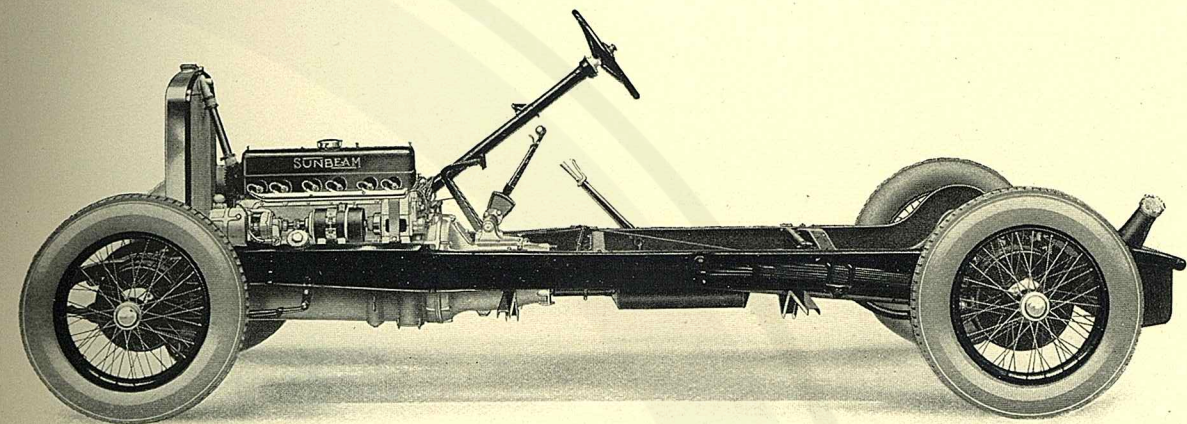
Fitted with the Sunbeam
Four-Wheel Braking System

A VERY smooth running and flexible engine, with exceptionally good acceleration and an abundance of power, is one of the most notable features of this new six-cylinder model. Although the capacity of the engine is similar to the four-cylinder, 80 mm. \times 150 mm., 16 h.p. Sunbeam models manufactured in the past, the actual power developed by the new engine is nearly twice as great.

The road performance obtained from this car is remarkable, particularly the control of the car under varying road conditions and at the high average speeds which can be obtained. The steering is exceptionally light and the four-wheel brakes easy in operation and thoroughly effective in their stopping power.

The range of coachwork on this new 20 h.p. model includes bodies of the Open Touring, two, four and five-seater, Coupé, and Weymann and Coachbuilt Saloon types. For a car of such high-grade quality the price of this new 20 h.p. model is one of its most attractive features. In performance, riding comfort and appearance it is a car of pronounced individuality.

Sunbeam



THE 20 H.P. SIX-CYLINDER SUNBEAM

Principal Chassis Dimensions, Etc.

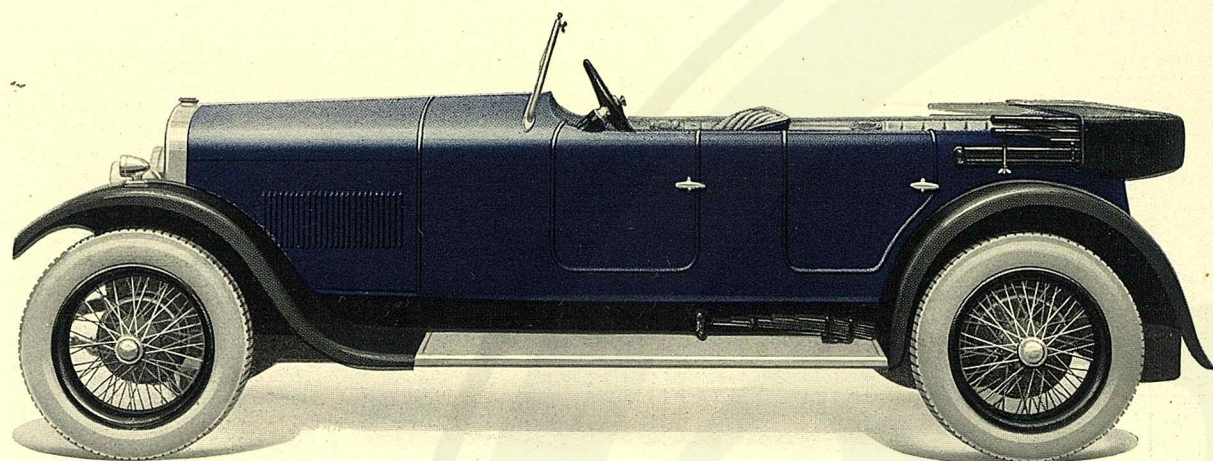
					English		Metric
Bore ...	...	...	...	...	2.95"	...	75 mm.
Stroke ...	...	...	...	...	4.33"	...	110 mm.
Cubic capacity of cylinders	...	...	...	...	178.1 cu. in.	...	2920 c.c.
Wheel base ...	...	...	...	...	10' 4½"	...	316 cm.
Track ...	...	...	...	...	4' 7"	...	140 cm.
Ground clearance	...	...	...	...	8"	...	20 cm.
Length overall	...	...	...	...	14' 3½"	...	435.6 cm.
Width overall	...	...	...	...	5' 9"	...	175 cm.
Gear Ratios (Open Models)	...	4 th 7.27 to 1	3 rd 7.94 to 1	2 nd 13.08 to 1	1 st 18.9 to 1	Reverse	16.7 to 1
Gear Ratios (Closed Models)	...	5 to 1	8.39 to 1	13.73 to 1	20 to 1		17.6 to 1
Tyre sizes	...	...	...	...	...	...	31" \times 5½"
R.A.C. Rating	...	...	...	...	...	...	20.9
Tax ...	...	...	...	...	...	...	£21

Chassis Price, £595

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

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

Sunbeam



The 20 h.p. Sunbeam Car

With Light Four-Seater Body

THE 20 h.p. light four-seater model is an ideal type for the motorist who requires a sporting looking car with all the advantages of abundant power, lively acceleration, smooth and silent running, and a thoroughly reliable four-wheel braking system—developed from Sunbeam experience in racing over a period of many years.

All these desirable features are combined with the comfort of a standardized touring car. The four-door, deep-sided body of this 20 h.p. model has roomy accommodation, finely upholstered seating, and the front seat is adjustable to suit the position preferred by the individual driver. The hood and rigid side curtains provide complete protection against wind and rain. The curtains can be erected in a few minutes and can be used with or without the hood.

The road performance of this model and its quality are incomparable, and the price at which it is offered exceptionally reasonable.

Standard colours of coachwork: claret or dark smoke blue; chassis, wheels and wings, black; upholstery in best quality English leather throughout; bright metal parts finished in nickel.

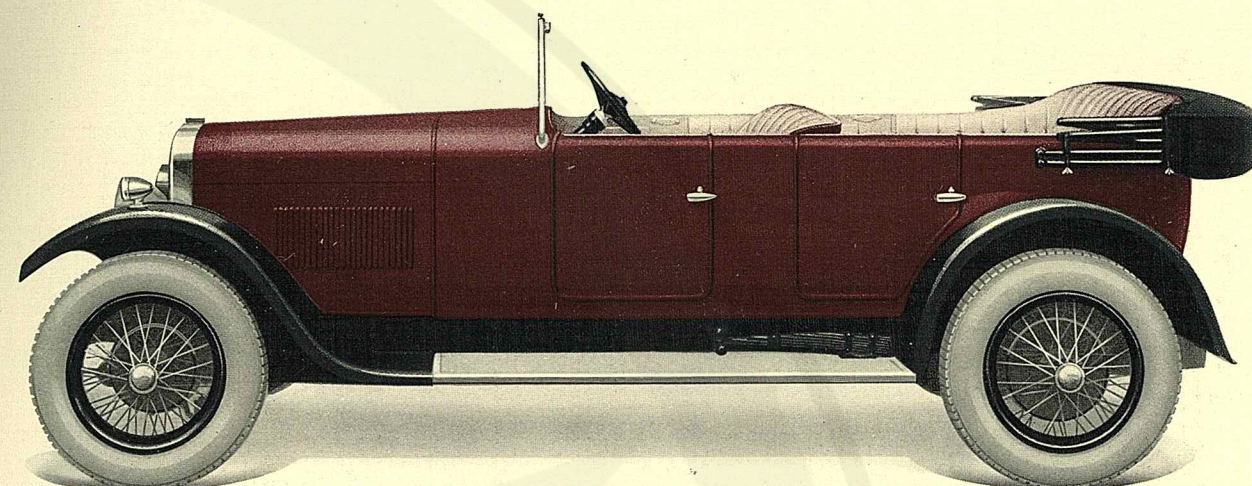
Length overall, 14' 3½"

Width overall, 5' 9"

The chassis specification of this model is given on page 13.

Price £750

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 dash lamp, wind screen, automatic wind screen wiper, hood and hood envelope, side curtains, bulb horn, electric horn, number plates, clock, speedometer, luggage carrier, licence holder, and full kit of tools.



The 20 h.p. Sunbeam Car

With Five-Seater Open Touring Body

THOSE motorists who have a preference for a car of reasonable size, but embodying a highly efficient, smooth running power unit, with the most up-to-date chassis features, will find their requirements adequately fulfilled in this new six-cylinder model.

With a wheelbase of 10' 4½" and ample steering lock this car is very easily handled in traffic or on narrow roads. The deep-sided body combines an attractive appearance with most complete comfort for both driver and passengers. The front seat is adjustable, and all-weather side curtains, any or all of which can be used with or without the hood, are included in the equipment.

In every detail this new 20 h.p. Sunbeam model is a car of the highest quality, and the moderate price at which it is offered is one of its most attractive features.

Standard colours of coachwork: claret or dark smoke blue; chassis, wheels and wings, black; upholstery in best quality English leather throughout; bright metal parts finished in nickel.

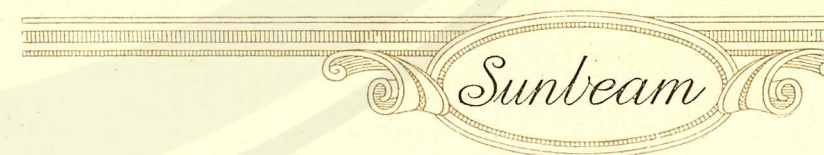
Length overall, 14' 3½"

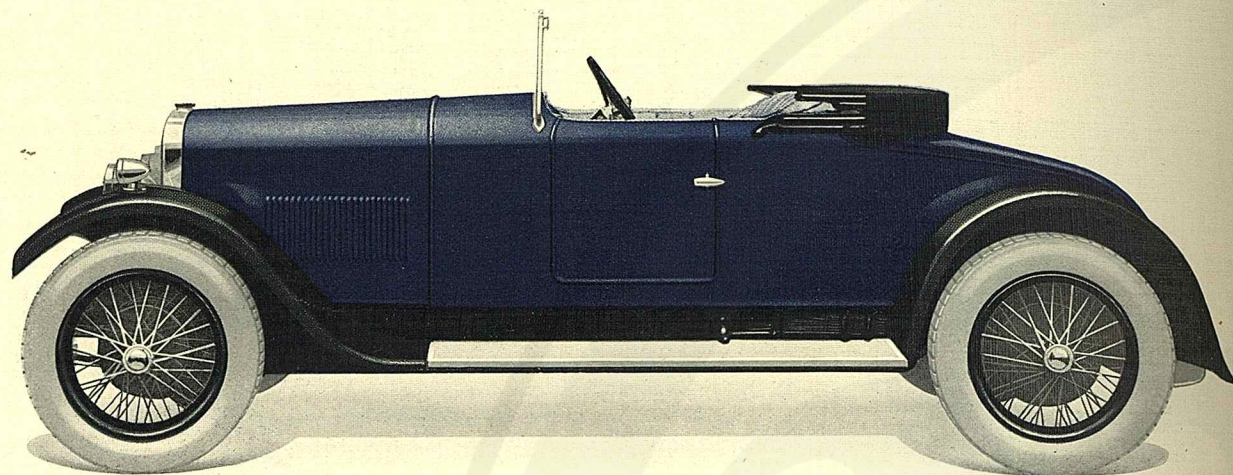
Width overall, 5' 9"

The chassis specification of this model is given on page 13.

Price, £750

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 dash lamp, wind screen, automatic wind screen wiper, hood and hood envelope, side curtains, bulb horn, electric horn, number plates, clock, speedometer, luggage carrier, licence holder, and full kit of tools.





The 20 h.p. Sunbeam Car

With Two-Seater Open Touring Body

THIS illustration shows the very pleasing lines of the two-seater touring body on the new 20 h.p. six-cylinder chassis. The seating accommodation is very comfortable, the seat being adjustable over a range of several inches. The two doors are of ample width.

There is a wide dickey seat at the rear with ample leg room, seating two additional passengers when this extra accommodation is required. When the dickey seat is not in use the space is available for extra luggage.

The performance of this car is exceptional. High average speeds can be maintained with perfect safety, the efficiency of the engine being matched by the security of the four-wheel brakes.

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

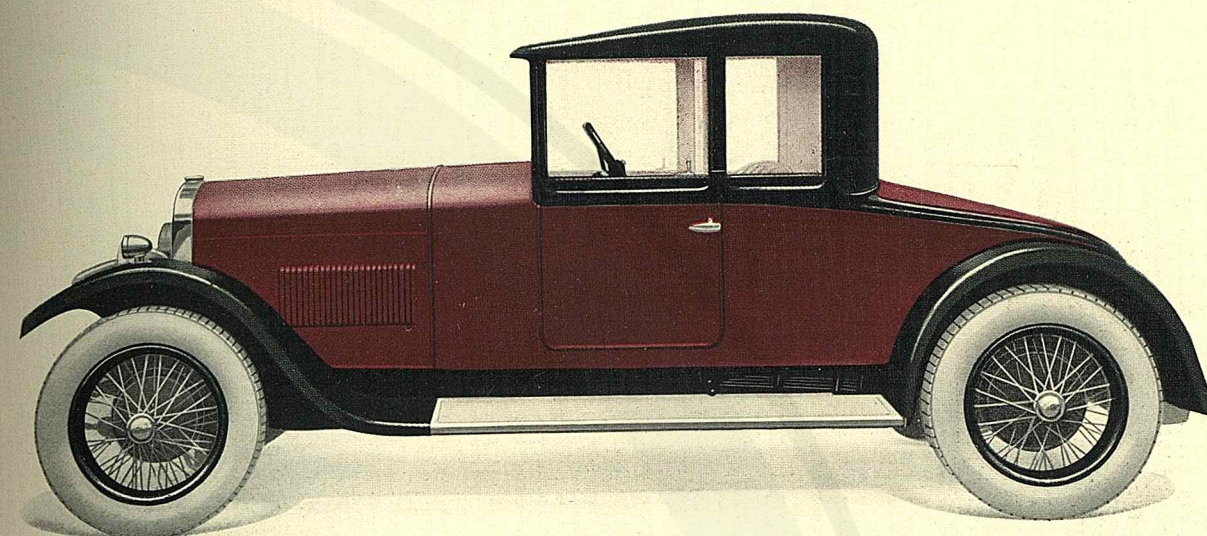
Width overall, 5' 9"

The chassis specification of this model is given on page 13.

Price, £750

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 dash lamp, wind screen, automatic wind screen wiper, hood and hood envelope, side curtains, bulb horn, electric horn, number plates, clock, speedometer, luggage carrier, licence holder, and full kit of tools.

Sunbeam

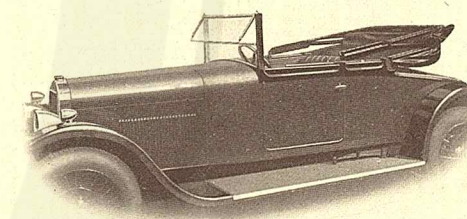


The 20 h.p. Sunbeam Car

With Coupé Cabriolet Body

THIS new 20 h.p. chassis with Coupé body is a car of distinctive appearance. For town use its appearance is beyond reproach. In the country its adaptability is a valuable feature, combining as it does the advantages of an open and closed car.

The driving seat is adjustable and the large window lights slide within the door panels when the head is lowered. There is a comfortable and well protected dickey seat at the rear, with sufficient room for two persons when this extra accommodation is required. When the seat is not in use the well provides additional space for luggage.



Showing Coupé with head lowered.

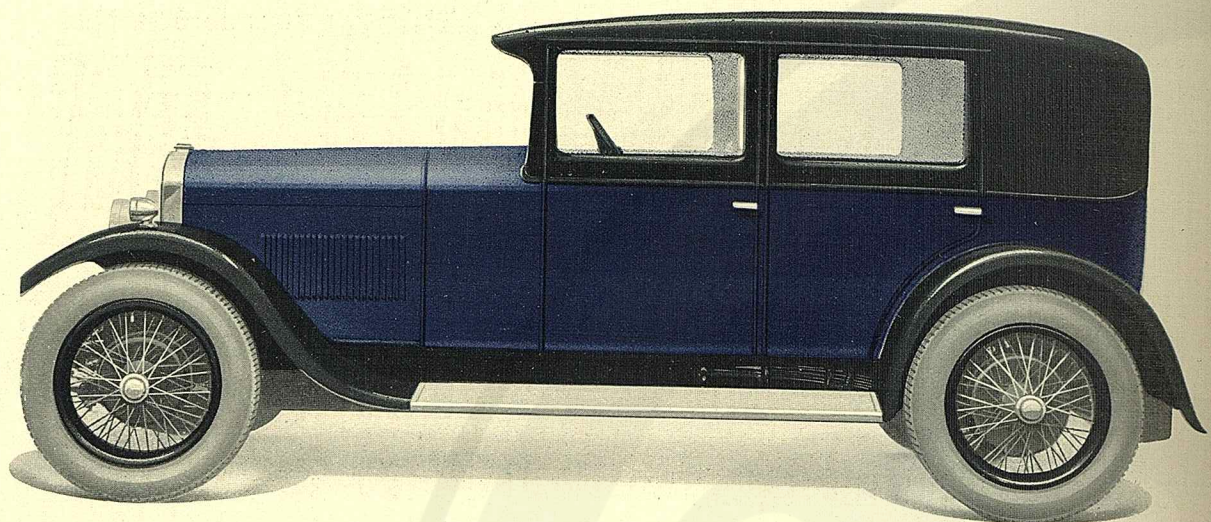
Standard colours of coachwork: claret, dark smoke blue or dark blue; chassis, wheels and wings, black; upholstery in cloth or best quality English leather of suitable colour to match the paintwork; bright metal parts finished in nickel.
Length overall, 14' 3½" Width overall, 5' 9" Maximum height from ground, 6' 1½"

The chassis specification of this model is given on page 13.

Price, £850

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 dash lamp, wind screen, automatic wind screen wiper, bulb horn, electric horn, number plates, clock, speedometer, luggage carrier, licence holder, and full kit of tools.

Sunbeam



The 20 h.p. Sunbeam Car

With Four-Door Weymann Saloon Body

THIS new saloon model is typical of the Weymann method as expressed by Sunbeam craftsmen. The fine lines of design, the well-proportioned window lights, and the quality of the upholstery and interior fittings, combine to make an enclosed car of distinctive appearance.

The Weymann method of construction has many outstanding advantages, notably the flexibility of the body and absence of drumming. The accommodation is similar to that of the coachbuilt saloon illustrated on the opposite page. The front seat is adjustable, and the door lights are operated by mechanical regulators.

This body has been specially designed for the new 20 h.p. chassis, and maintains the high standard of Sunbeam quality throughout.

Standard colours : claret, black or grey ; chassis, wheels and wings, black ; upholstery in cloth or best quality English leather to match the exterior ; bright metal parts finished in nickel.

Length overall, 14' 3½"

Width overall, 5' 9"

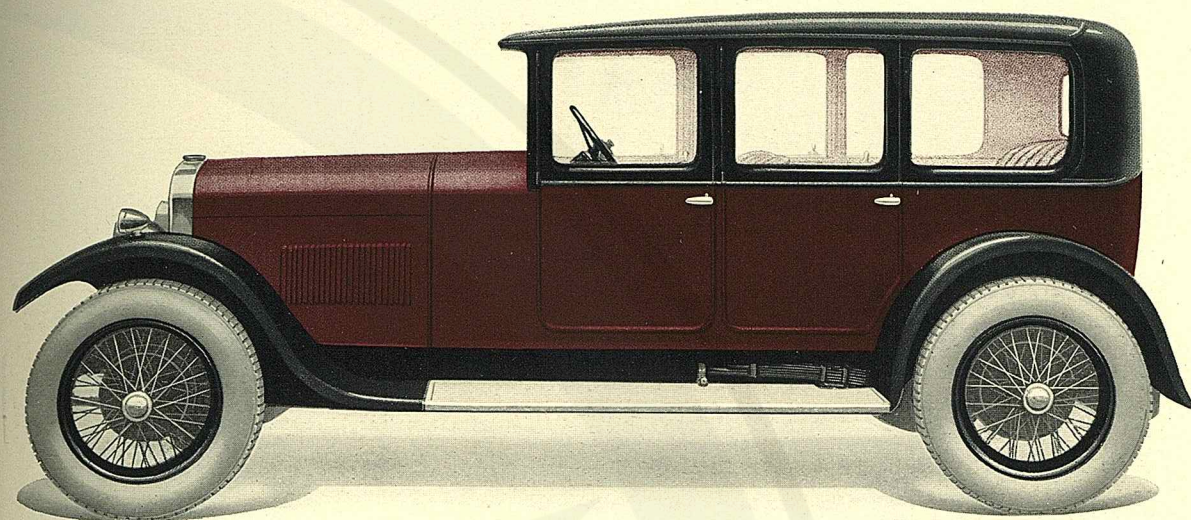
Maximum height from ground, 6' 1½"

The chassis specification of this model is given on page 13.

Price, ~~£850~~ £875

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 dash lamp, interior light, wind screen, automatic wind screen wiper, bulb horn, electric horn, number plates, clock, speedometer, luggage carrier, licence holder, and full kit of tools.

Sunbeam



The 20 h.p. Sunbeam Car

With Four-Door Coachbuilt Saloon Body

THIS coachbuilt Saloon on the 20 h.p. six-cylinder chassis is a very fine example of Sunbeam design and craftsmanship. The front seat is adjustable over a range of several inches, and the large and well-proportioned lights afford unrestricted vision. There is seating accommodation for four or five persons.

Mechanical regulators are fitted to the door lights, and the four wide doors permit of easy entrance and exit. The leather top is laid on felt to prevent drumming and the interior well ventilated. In every detail of construction this Saloon model is typical of the high standard of quality which has always been associated with the Sunbeam name.

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 suitable colour to match the paintwork ; bright metal parts finished in nickel.

Length overall, 14' 3½"

Width overall, 5' 9"

Maximum height from ground, 6' 1½"

The chassis specification of this model is given on page 13.

Price, £895

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 dash lamp, interior light, wind screen, automatic wind screen wiper, bulb horn, electric horn, number plates, clock, speedometer, luggage carrier, licence holder, and full kit of tools.

Sunbeam

THE 25 H.P. SIX-CYLINDER SUNBEAM

Fitted with the Sunbeam
Four-Wheel Braking System

THIS Sunbeam model is an exceptionally fine example of automobile design. It has an abundance of power and one of its most pronounced features is the extreme smoothness of running at all speeds. The coachwork is roomy and well proportioned, and there is a wide range of bodies provided in the various types described in the following pages.

Besides the smooth-running, overhead valve engine, other features which combine towards the general excellence of this 25 h.p. model include the particularly light and effortless steering; cantilever rear springing, which gives uniform riding comfort over roads both good and bad; low chassis frame, providing easy entrance and exit to the car; and the security of Sunbeam four-wheel brakes. These brakes enable high average road speeds to be maintained with perfect safety, pressure on the pedal applying the brakes on all four wheels simultaneously. The handbrake lever operates separate brake shoes on the rear wheels, this system providing six brakes in all.

The 25 h.p. model is constructed in two chassis lengths. The shorter chassis has a wheelbase of 10' 11 $\frac{3}{8}$ " and the Open Touring model is supplied on this. The Saloon, Limousine and Landaulette models are supplied on the longer chassis of 11' 5 $\frac{3}{8}$ " wheelbase.

Sunbeam

Some Comments from the Press on the remarkable qualities of the 25 h.p. Six-Cylinder Sunbeam

"THE AUTOCAR," July 23rd, 1926.

" A road trial greatly impresses by reason of the flexibility on top gear. Although the car is capable of a really high maximum speed, it is absolutely tractable, and can be taken at literally walking pace round corners or in traffic on top, yet it will accelerate away from the slow speeds without a falter. It is possible to start at the foot of a 1 in 8 gradient at about 15 m.p.h. and hold or increase this speed all the way up to the top without the least sign of labouring, a most impressive performance. At all speeds the car runs quietly.

" The car is beautifully light for the driver to handle, the gear change is not difficult, and the steering is of the kind where the driver unconsciously guides the car at all speeds up to the maximum and is not aware of actually performing the function of steering."

"THE MOTOR," July 27th, 1926.

" To all intents and purposes the 25 h.p. Sunbeam is a top-gear car both for the open road and when pottering through traffic at 5 m.p.h. to 7 m.p.h. At all speeds the engine fires with perfect regularity, and down as low as 4 m.p.h. there is no sign whatever of snatch or jar in the transmission. Altogether, we should say that the 25 h.p. Sunbeam is a refined, speedy and silent car, incorporating features which the owner-driver appreciates."

THE EARL OF CARDIGAN, in "CAR AND GOLF," October, 1926.

" The new 25 h.p. Sunbeam took my fancy from the moment of our introduction, nor did I find much cause to quarrel with it in the course of about 120 miles of driving. Although over 6ft. in width, the car never gives the impression of being cumbersome, and can be handled, both in traffic and on the open road, with the minimum of fatigue to the driver I may say at once that the Sunbeam did herself justice—and something more, in the course of the trip."

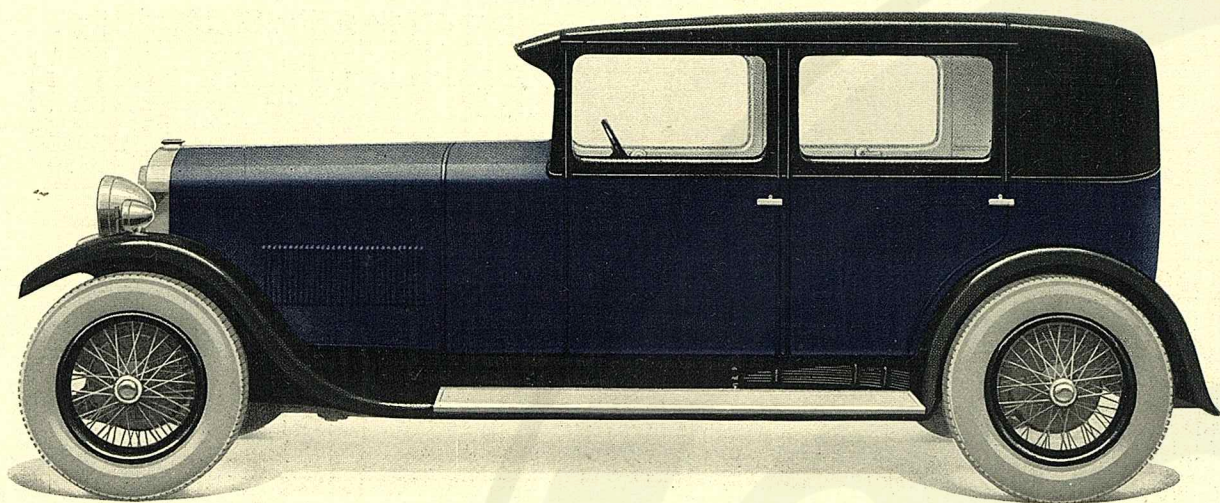
Mr. H. MASSAC BUIST, in "THE MORNING POST," July 24th, 1926.

" Once again Britain's foremost manufacturing firm engaging in the lists of Blue Riband International competitions has eclipsed all its outstanding past performances by introducing to-day a new standard car type, of which I have made personal trial under owner-driver conditions in selected hill country over a distance of more than 650 miles In sum, the new Sunbeam impresses me as combining at a practical cost the greatest variety of qualities the owner of a powerful and refined motor carriage desires, together with some aspects of performance not hitherto achieved by the industry. This car sets a new standard in luxurious motoring at moderate outlay."

"DAILY TELEGRAPH," September 23rd, 1926.

" Smooth and silent running on top gear, whether proceeding at walking pace of between 2 and 3 miles an hour, or speeding at over a mile a minute, is the outstanding characteristics on the road of the new 25 h.p. six-cylinder Sunbeam The car tested had already travelled 14,000 miles, silently and effectively. I have driven faster cars and more expensive carriages, but this new 25 h.p. six-cylinder Sunbeam, combining great power with flexibility, flattens hills so easily that driving it would be monotonous if it were not for the engine being very sensitive to the ignition advance."

Sunbeam



The 25 h.p. Sunbeam Car

With Four-Door Weymann Saloon Body

THIS 25 h.p. model is similar in design to the new Weymann bodies illustrated on the 16 h.p. and 20 h.p. chassis, although the larger chassis of the 25 h.p. model enables a more spacious body to be fitted. It is an unusually roomy car, the seating accommodation luxuriously comfortable and the appearance beyond reproach.

The four-light type of body on a chassis of this size presents a most distinguished appearance. The interior is upholstered with the same character and taste as our coachbuilt models. The front seat is adjustable over a range of several inches, the door lights are all operated by mechanical regulators, and there is an atmosphere of comfort and refinement, which makes travelling in the 25 h.p. Sunbeam thoroughly pleasurable.

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

Length overall, 15' 7 $\frac{1}{4}$ "

Width overall, 6' 0 $\frac{1}{2}$ "

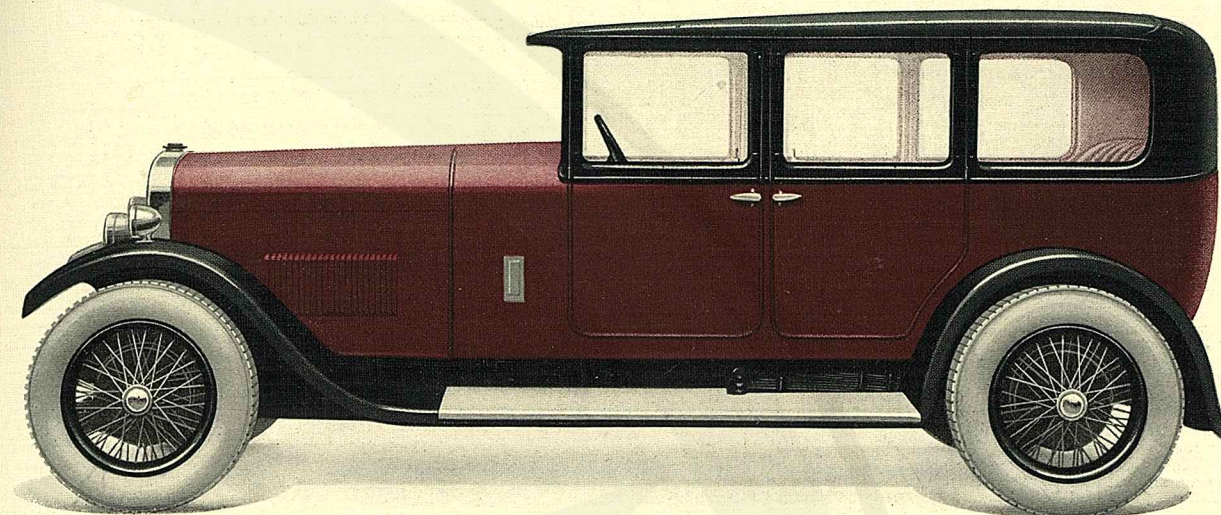
Maximum height from ground, 6' 2"

The chassis specification of this model is given on page 22.

Price, £1150

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 dash lamp, interior light, wind screen, automatic wind screen wiper, bulb horn, electric horn, number plates, clock, speedometer, luggage carrier, licence holder, and full kit of tools.

Sunbeam



The 25 h.p. Sunbeam Car

With Four-Door Coachbuilt Saloon Body

THE enclosed drive Saloon is the ideal type of closed car for the owner-driver. As there is no division between the front and rear seats, the driver and passengers are able to converse with ease.

The driving seat is adjustable over a range of several inches. The lights are large and well-proportioned. The rear window light is provided with a curtain and the door lights are operated by mechanical regulators. There is spacious accommodation for five persons. Four wide doors, a well ventilated interior and the leather top laid on felt to avoid drumming, are other features of this model.

The 25 h.p. Sunbeam is the most moderately-priced, high-grade car of its size ever offered to the motoring public.

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 finished in nickel.

Length overall, 15' 7 $\frac{1}{4}$ "

Width overall, 6' 0 $\frac{1}{2}$ "

Maximum height from ground, 6' 2"

The chassis specification of this model is given on page 22.

Price, £1200

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 dash lamp, interior light, wind screen, automatic wind screen wiper, bulb horn, electric horn, number plates, clock, speedometer, luggage carrier, licence holder, and full kit of tools.

Sunbeam

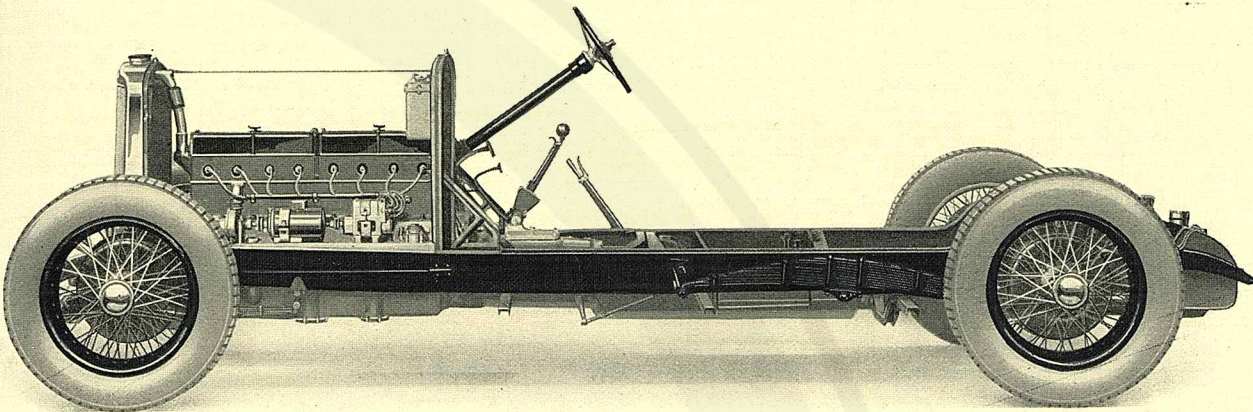
THE 30 H.P. & 35 H.P. EIGHT-CYLINDER SUNBEAM CARS

Fitted with Servo-Operated
Sunbeam Four-Wheel Brakes

THE Sunbeam eight-cylinder models have attracted very great attention by reason of their remarkable design and imposing appearance. They represent the outcome of many years' experience in building high-grade cars, added to our specialized knowledge in the design and construction of multi-cylinder engines.

Both the 30 h.p. and 35 h.p. eight-cylinder models are "straight-eights," *i.e.*, the cylinders are placed in line. This enables the power unit to be designed on exceptionally clean lines, with ready accessibility to all important parts and accessories. The dimensions, both of engine and chassis, are larger in the 35 h.p. model, as will be seen from the specifications on the opposite page. Both engines have a very high power output, but this is produced so smoothly and quietly that travelling in either car is a sheer delight. The top gear performance is extraordinary, and the engine so flexible that the car can be driven through traffic with perfect ease.

On both models the four-wheel brakes are operated by a Servo motor, which provides braking power abundantly sufficient even for such large and powerful cars as these, and high average road speeds can be maintained with safety. The provision of the Servo motor system obviates the need for any unusual physical exertion on the part of the driver, only comparatively light pressure being required to depress the brake pedal.



This illustration shows the 35 h.p. eight-cylinder chassis.

THE 30 H.P. & 35 H.P. EIGHT-CYLINDER SUNBEAM CARS

Principal Chassis Dimensions, Etc.

				30 h.p. Model.		35 h.p. Model.	
				English	Metric	English	Metric
Bore ...	...	...	...	3.149"	80 mm.	3.346"	85 mm.
Stroke ...	...	...	...	4.72"	120 mm.	4.72"	120 mm.
Cubic capacity ...	...	...	...	295.9 cu. in.	4850 c.c.	331.408 cu. in.	5447 c.c.
Wheel base ...	...	...	...	11' 5 3/8"	348.9 cm.	12' 3"	373.4 cm.
Track ...	...	...	...	4' 9"	145 cm.	4' 11"	149.8 cm.
Ground clearance ...	...	...	...	8"	20 cm.	7 3/4"	19.7 cm.
Length overall ...	...	...	...	15' 7 1/4"	475.2 cm.	16' 9"	510.3 cm.
Width overall ...	...	...	...	6' 1"	186 cm.	6' 3"	191 cm.
Tyre sizes ...	...	...	...	...	33" x 6"	...	35" x 6 3/4"
R.A.C. Rating ...	...	...	...	...	31.7	...	35.9
Tax ...	...	...	...	...	£32	...	£36

Gear Ratios for 30 h.p. Model—

	4th	3rd	2nd	1st	Reverse
	4 to 1	6.05 to 1	9 to 1	15.01 to 1	15.01 to 1
Gear Ratios for 35 h.p. Model—	4.727 to 1	7.1 to 1	10.65 to 1	17.7 to 1	17.7 to 1

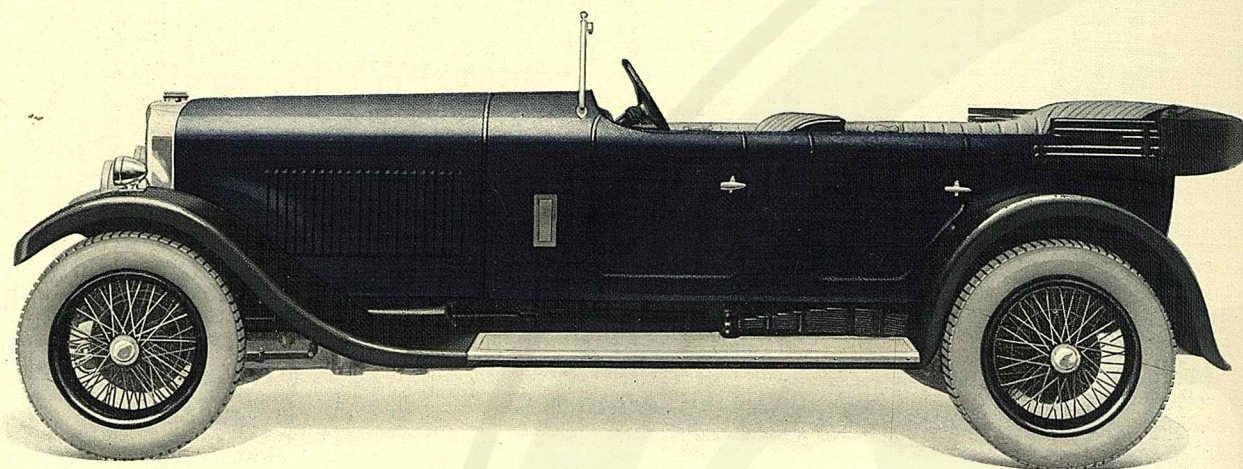
Chassis Price, 30 h.p. Model, £1175
 " " 35 h.p. Model, £1375

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

N.B.—Bodywork fitted to the 30 h.p. chassis should not exceed 10 cwt. in weight; on the 35 h.p. chassis the maximum weight is 14 1/2 cwt. Coachbuilder's drawings supplied on request.

Sunbeam

Sunbeam



The 30 h.p. Sunbeam Car

With Five-Seater Open Touring Body.

THE special feature of this model is the eight-cylinder engine, with the cylinders arranged in line. In this engine we have produced a power unit which develops an abundance of power in a perfectly smooth and effortless manner.

The Open Touring car illustrated above is exceedingly attractive in design. Four wide doors are provided. The seating is very comfortable, the front seat being adjustable over a range of several inches, and it is finished with that inimitable taste which is found on all Sunbeam products.

This model is a veritable touring car *de luxe*, its remarkable road performance being fully matched by the fine coachwork and appearance. The cantilever rear springs provide the maximum of riding comfort over every variety of road surface.

Standard colours of coachwork: claret or dark smoke blue; chassis, wheels and wings, black; upholstery in best quality English leather throughout; bright metal parts finished in nickel.

Length overall, 15' 7½"

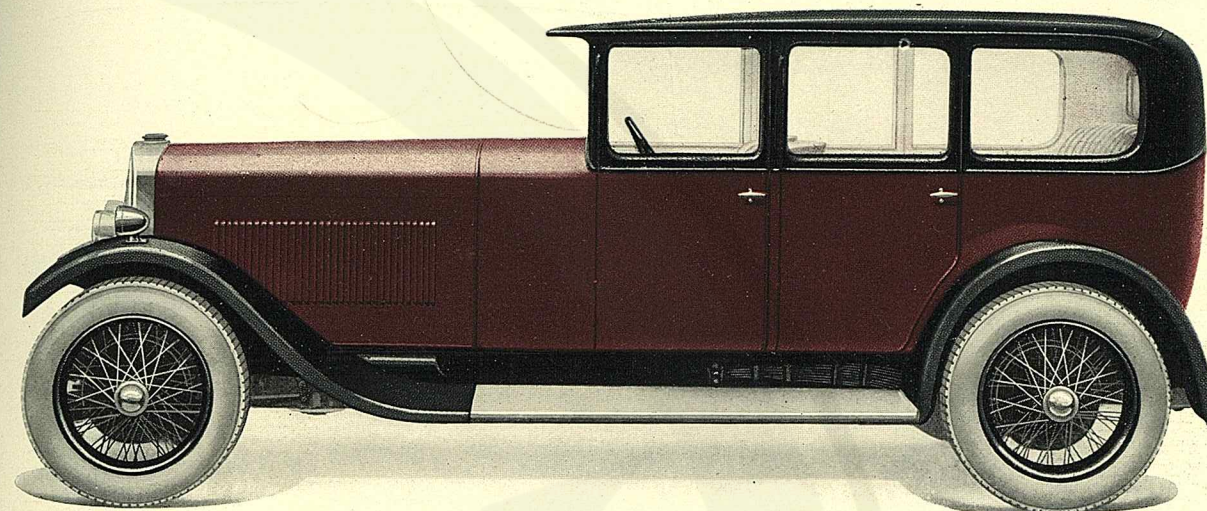
Width overall, 6' 1"

The chassis specification of this model is given on page 29.

Price, £1395

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, two dash lamps, clock, speedometer, hood and hood envelope, wind screen, automatic wind screen wiper, side curtains, bulb horn, electric horn, number plates, petrol tank gauge, luggage carrier, licence holder, and full kit of tools.

Sunbeam



The 30 h.p. Sunbeam Car

With Four-Door Weymann Saloon Body

THIS Saloon model has all the advantages pertaining to the fabric type of body with an exterior finish which needs little attention. With the Weymann method of construction no metal panels are used and there is no tendency for "drumming" or body noises to develop.

The interior is very roomy, and is upholstered in the same character and taste as our coachbuilt models. The lights are well proportioned, the door lights operated by mechanical window regulators. The front seat is adjustable, and there is an atmosphere of spaciousness and comfort due to the careful design and the large body space available.

With the well balanced eight-cylinder engine, perfectly smooth and quiet in its running, this 30 h.p. model sets up a very high standard of performance.

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

Length overall, 15' 7½"

Width overall, 6' 1"

Maximum height from ground, 6' 1"

The chassis specification of this model is given on page 29.

Price, £1550

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, two dash lamps, interior light, clock, speedometer, wind screen, automatic wind screen wiper, bulb horn, electric horn, number plates, petrol tank gauge, driving mirror, luggage carrier, licence holder, and full kit of tools.

Sunbeam

THE THREE-LITRE SIX-CYLINDER SUNBEAM

Fitted with The Sunbeam
Four-Wheel Braking System

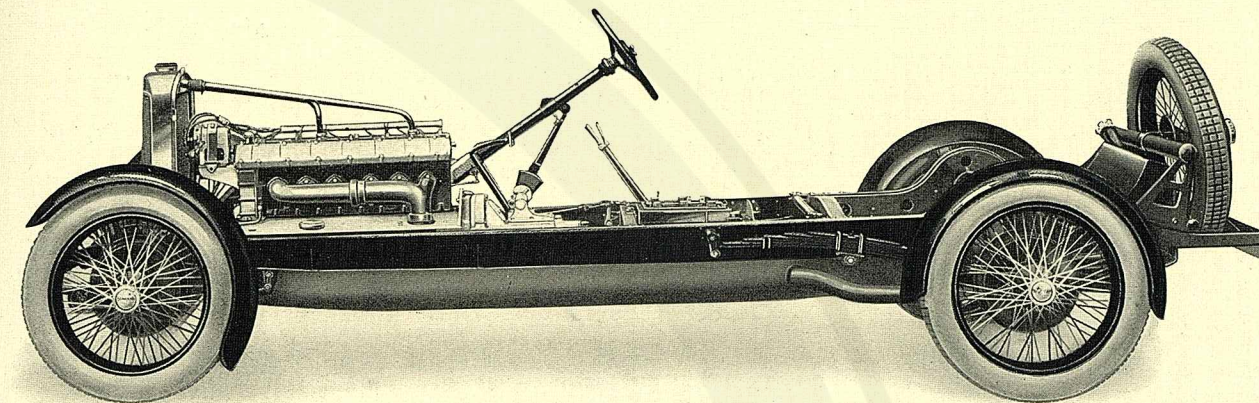
THE Three-litre Sunbeam has proved itself to be the most highly efficient super-sports car ever produced, and has been aptly described as "the most wonderful car in the world." In no other car have speed, flexibility and riding comfort ever been combined to such an extent.

Although essentially a high-speed car, the Three-litre can be handled in traffic or at the slowest touring speed with perfect ease. The acceleration is extraordinarily good, the steering light and effortless, and the seating accommodation both roomy and comfortable. The four-wheel brakes are easy in operation and give complete security at all speeds, a very necessary feature on a super-sports car.

Amongst the many well-known motorists who are owners of Three-litre Sunbeams may be mentioned the following :—

H.R.H. PRINCE NICOLAS OF ROUMANIA.
LADY CHOLMONDELEY.
EARL OF COTTENHAM.
LORD BEAVERBROOK.
VISCOUNT CURZON.
VISCOUNT RIDLEY.
SIR THOMAS G. DEVITT.
SIR BERKELEY VINCENT.
MAJOR D. McCALMONT.
CAPTAIN FITZWILLIAM DEL COURT.
H. GORDON SELFRIDGE, JNR., ESQ.

Sunbeam



THE THREE-LITRE SIX-CYLINDER SUNBEAM

Principal Chassis Dimensions, Etc.

		English	Metric
Bore ...	...	2.95"	75 mm.
Stroke ...	...	4.33"	110 mm.
Cubic capacity of cylinders ...	...	178.1 cu. in.	2920 c.c.
Wheel base ...	...	10' 10½"	331.4 cm.
Track ...	...	4' 7"	140 cm.
Ground clearance ...	...	8½"	21.6 cm.
Length overall ...	...	16' 0"	487.5 cm.
Width overall ...	...	5' 6"	168 cm.
Gear Ratios ...	...	4.5 to 1	6 to 1
Tyre sizes ...	...	7.43 to 1	14.32 to 1
R.A.C. Rating ...	...	1st	13.2 to 1
Tax ...	...	5½"	for 21" rim
			20.9
			£21

Chassis Price, £950

Price of chassis includes front wings, rear wings; fuel tank; four detachable wire wheels and one spare wheel, with tyres; four shock absorbers; electric starter; electric lighting set with five lamps, 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. Coachbuilder's drawings supplied on request.

Sunbeam

THE SUPREMACY OF THE SUNBEAM

THE following list contains but a few of the many successes and records achieved on Sunbeam cars during recent years, together with some of the principal motor boat successes gained by Sunbeam engined boats during 1926. The Sunbeam is still the only British car which has ever won the great European race—the Grand Prix de France.

- 1923 Grand Prix de France, SUNBEAMS First, Second and Fourth.
- 1923 Spanish Grand Prix, SUNBEAM First.
- 1924 European Grand Prix, the fastest circuit and highest speed recorded were accomplished on SUNBEAMS.
- 1924 Spanish Grand Prix, SUNBEAM First.
- 1925 New Zealand Motor Cup (50 miles race), won by an 11 year old SUNBEAM.
- 1925 Australasian 5-mile Motor Beach Record set up on an 11 year old SUNBEAM.
- 1925 Shelsley Walsh Hill Climb, fastest time of the day secured by Two-litre SUNBEAM.
- 1925 Grand Prix d'Endurance. The SUNBEAM was the only British car to finish, covering 1,342 miles in the 24 hours. Special awards for the most comfortable bodywork and for the greatest distance covered during the first hour of the race were also secured by SUNBEAM cars.
- 1925 Klausen Hill Climb—Europe's leading hill climb—won *at phenomenal speed* by a SUNBEAM, beating all previous records.
- 1925 Southport Motor Club's Speed Trials—Eleven Firsts in Eleven events, including fastest car time of the day, and Four Special Trophies won on Two-litre SUNBEAM.
- 1926 Brooklands Gold Vase, $5\frac{3}{4}$ -mile handicap, won by Two-litre SUNBEAM.
- 1926 Duke of York's International Trophy won by the motor boat "Newg," equipped with a $1\frac{1}{2}$ -litre SUNBEAM Marine Engine.
- 1926 World's Records. Boulogne Speed Trials. A Four-litre SUNBEAM secured the World's record road speed, covering a 6-kilometre course at an average speed of 140.6 m.p.h.
- 1926 John Ward International Trophy secured by the motor boat "Newg," equipped with a $1\frac{1}{2}$ -litre SUNBEAM Marine Engine.
- 1926 The Motor Boat "Newg" set up World's Record (subject to official confirmation) for $1\frac{1}{2}$ -litre craft at a speed of 39.26 knots. This boat is equipped with a SUNBEAM Marine Engine.

Sunbeam

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 4 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.

WE DESIRE ALSO TO DRAW THE ATTENTION OF PURCHASERS TO THE FOLLOWING CONDITIONS OF SALE, AND ALSO TO THE GUARANTEE ON THE FOLLOWING PAGE :—

"The Company reserves the right to alter its catalogues and lists, and the standard specifications stated therein, without any previous notice.

"The Company 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 Company, and it may cancel any order which it is unable to execute within two months of the due date owing to causes falling within this clause.

"The Company shall not by naming or accepting a date or time of delivery be deemed to have undertaken to give delivery on such date or within such time, but only to have undertaken to use its 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 Company 14 days' notice to deliver, and, failing delivery, may cancel the order for the same, but shall have no claim against the Company for damages or compensation.

"All prices quoted in the Company's Catalogues are for delivery at the Company's Works, and all orders for cars or chassis accepted by the Company shall be paid for in cash at its Registered Office, or to its authorised representative. Payment to be made on or before 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 day of payment.

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

Sunbeam

" The Purchaser shall accept and pay for the car or chassis ordered by him when same is ready for delivery.

" The sale is made at the Company's catalogue or list price current at the time the order is accepted, but the Company reserves the right to alter its 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 this order, in which case any deposit paid thereon will be returned.

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

" If the Purchaser fails to carry out his obligations hereunder, the Company may thereupon or at any time thereafter cancel this agreement, and forfeit any deposit paid thereon."

Guarantee

The Company guarantees 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 was delivered new from the Company's works. The liability of the Company is limited to the replacement (free at the Company's works) of the part or parts found to be defective, and no guarantee is given in respect of defects caused by wear and tear, accident, misuse, or neglect.

If a defective part be found in any car or chassis it must be sent to the Company's Works, carriage paid with an advice under separate cover stating the number of the chassis, as shown by the Company's 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 Company is 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 Company, or from one of their duly authorised dealers, are guaranteed, and the Company does not guarantee or accept responsibility for accessories not made by them or for fixing. Many of these accessories are novelties with which the Company's workmen are not familiar, and should be fixed (if at all) by persons who are acquainted with them.

The chassis supplied by the Company are intended to be fitted with bodies similar in weight and general character to those shown in the Company's catalogue, and unless the Company is allowed to inspect, test, and finally approve the chassis after a body not of the Company's 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 Company's cars or chassis, and any such implied warranty or guarantee is hereby excluded. The Company do not give any guarantee in respect of second-hand goods sold by them.

Sunbeam