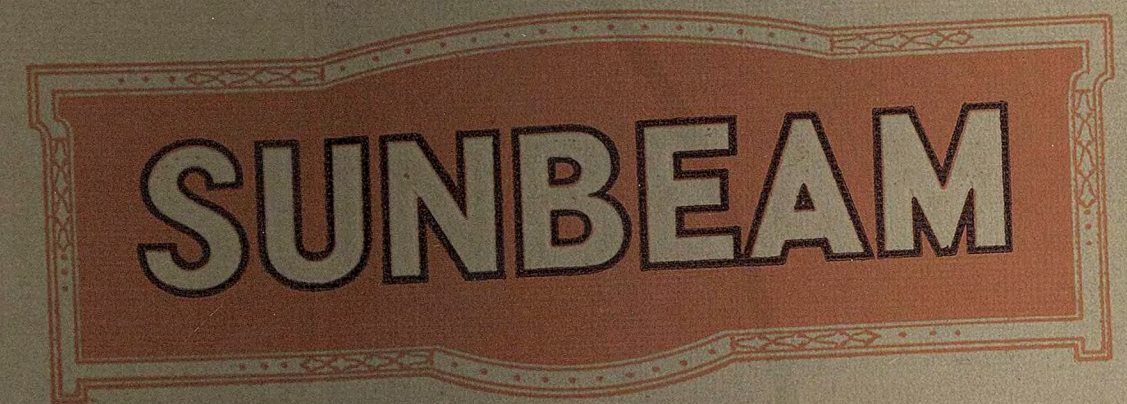


EXPORT EDITION



**THE SUNBEAM
MOTOR CAR CO. LTD.
WOLVERHAMPTON**

SUNBEAM

CATALOGUE OF MOTOR CARS.

1921 MODELS.

THE SUNBEAM MOTOR CAR CO. LD.

MOORFIELD WORKS,

WOLVERHAMPTON.

INSTITUTE

EXPORT DEPARTMENT:

12, PRINCES STREET, HANOVER SQUARE,
LONDON, W1.

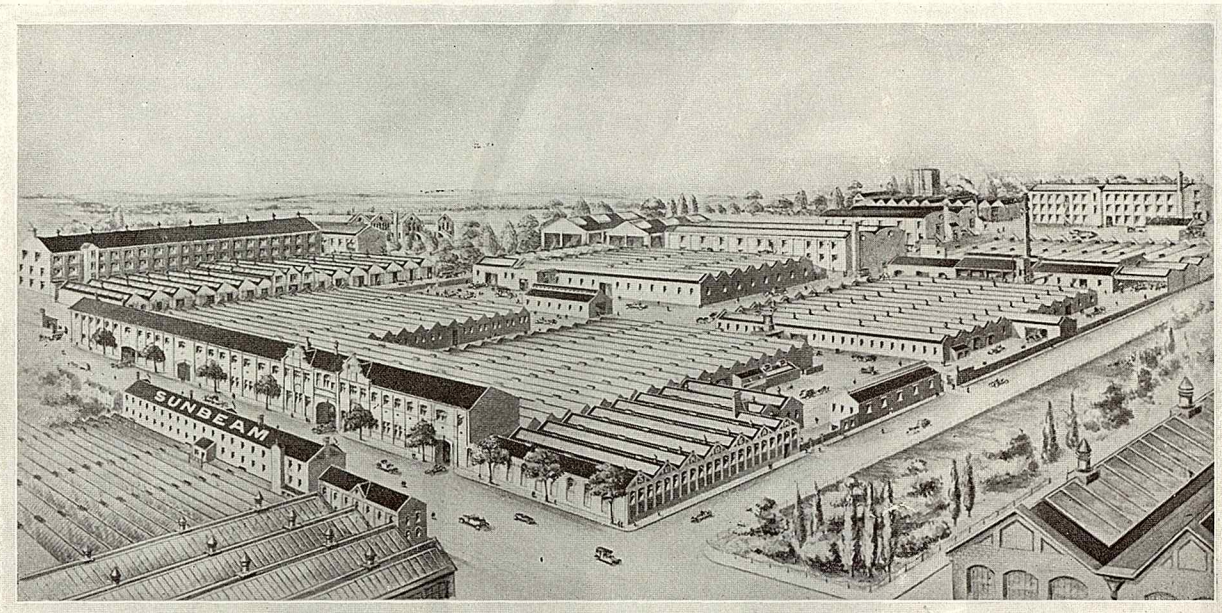
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SUBEAMOCO, LONDON.

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RELIABILITY



THE SUNBEAM MOTOR CAR CO. LTD.
MOORFIELD WORKS, WOLVERHAMPTON.

Established 1899. Incorporated 1905.

The total number of Employees is over 3,500.

The Factory, Offices, Playing Fields, and other property of the Company, cover an area of over 50 acres.

INTRODUCTION



THE outstanding success of the 1920 Sunbeam Cars, of 16 h.p. and 24 h.p. respectively, has determined the Company to adhere more or less closely to the same chassis designs in deciding upon their models for 1921. Consequently it will be found, on comparing the chassis specifications given in the following pages with those for the past year, that differences are slight, and these only in matters of detail.

The universal approval with which they have been received warrants the belief that they meet all requirements.

In the coachwork several minor alterations in design will be noticed. These have been made with the idea of giving greater comfort, and are the result of much careful thought. Such alterations are mainly to be found in the touring and sporting models, the closed carriages remaining approximately the same as last year, though in these also a few details have been improved upon.

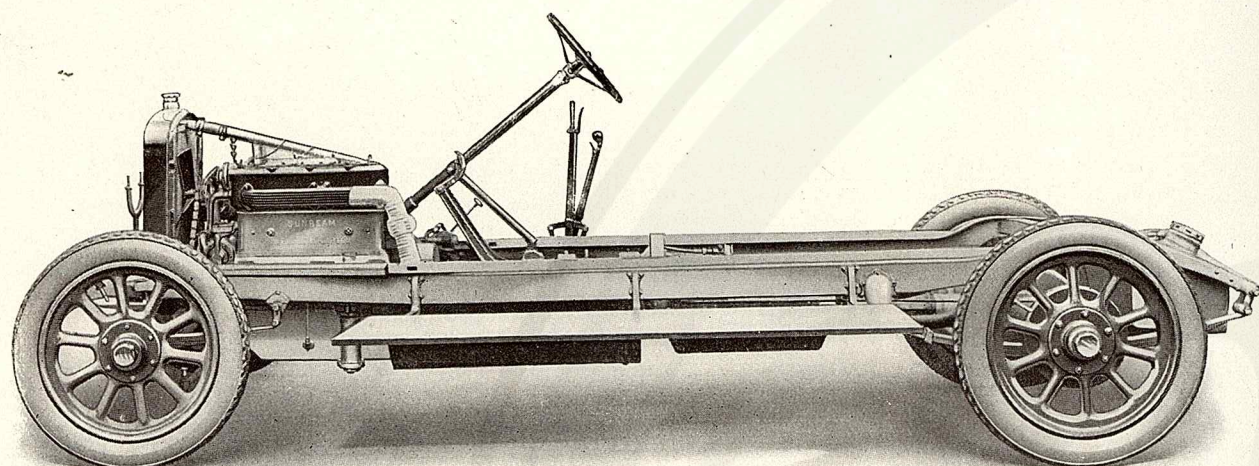
An entirely new model has been added to the list, in the shape of a totally enclosed Saloon, which will appeal specially to owner drivers.

It is confidently expected that the 1921 Sunbeam models will meet with an even more favourable reception at the hands of the motoring public than did their immediate predecessors.

The SUNBEAM MOTOR CAR Co. Ltd.

January, 1921.

4 CYLINDER 16 H.P. SUNBEAM CHASSIS.



GENERAL SPECIFICATION.

ENGINE.

CYLINDERS.—Four in number, in monobloc casting, offset from the crankshaft. Bore 80 m/m., stroke 150 m/m.

VALVES.—Situated all on the near side, and slightly inclined to the cylinders.

CRANKCASE.—Of aluminium throughout; of very light but substantial design, and attached directly to the main frame.

PISTONS.—Of cast-iron with long skirt, three compression rings and a scraper ring being fitted.

CRANKSHAFT.—Of ample dimensions and carried on five die-cast white metal bearings.

OIL PUMP.—Driven by skew gear from the camshaft. Oil is forced through the drilled webs of the crankshaft to the big ends and crankshaft bearings. Splash lubrication is relied upon for the camshaft bearings and other parts.

OIL RELIEF VALVE.—Excess pressure is guarded against by the fitting of an oil relief valve, whilst an oil pressure gauge is also mounted on the dashboard.

CARBURATION.—Fuel is fed by means of an Autovac, and a Claudel-Hobson carburettor is fitted. Effective carburation is ensured by the provision of an inlet pipe water jacket which is connected with the main water circulation.

IGNITION.—A high tension magneto is fitted, driven by skew gear from the crankshaft. The magneto coupling is of Vernier type, admitting of very fine adjustment.

COOLING.—Cooling is by centrifugal pump driven transversely from the camshaft from the other end of the same shaft by which the magneto is driven. The radiator is of pleasing design, and of ample size, and is assisted by a high speed fan.

SELF-STARTER.—The starting motor is attached to the crankcase between the cylinder block and the steering column, and drives the flywheel through a gear ring by inertia pinion as usual. The batteries are carried beneath the body (on the step in sporting models).

CHASSIS.

CLUTCH.—This is of the leather faced cone type and is fitted with auxiliary springs, giving flexibility and an easy pick-up.

GEAR BOX.—This is of customary pattern and is suspended at three points from the cross members. It provides four speeds forward and one reverse. All shafts run on ball bearings.

4 CYLINDER 16 H.P. SUNBEAM CHASSIS—continued.

CHASSIS—continued.

REAR AXLE.—This is of the full floating type, the casing being in cast steel of great strength, and is further underbraced with a tie rod. The final drive is by helical bevel gears, all shafts being carried on ball bearings. Special features of this axle are its clean design and adequacy of ground clearance.

FRONT AXLE.—The front axle is very strong and of "H" section, which is increased in diameter at the points where the spring brackets are situated. The swivels are of selected steel and are mounted on a combination of plain and ball bearings.

BRAKES.—Both are of the internal expanding pattern, the foot brake-pedal operating Ferodo faced shoes in a drum on the driven shaft at the rear of the gear box, while the hand brake lever operates cast-iron faced shoes in specially large drums on the rear axle. Easy means of adjustment for both brakes are provided.

FRAME.—This is of pressed steel, the side members being of ample section and slightly inswept at the front so as to allow a sufficient steering lock. Over the rear wheels they are arched in order to provide space for the movements of the back axle, and to give ample ground clearance. The frame flanges are widened where the insweep takes place, and strengthening gussets are also fitted to the rear cross member.

SPRINGS.—These are semi-elliptic, the front being offset, and the rear being under-

slung from the axle. They are designed so as to be flat under normal load.

STEERING.—This is of the worm and sector pattern, mounted on ball bearings, the column being stayed by a diagonal tubular member. The design has been most carefully considered to give a light steering without backlash, yet with the requisite sensitiveness.

PETROL TANK.—This is carried between the rear ends of the side members of the frame, and has a capacity of eleven gallons. The filler is of large dimensions, is fitted with a filter, and placed in a very accessible position.

WHEELS.—The standard equipment consists of four detachable steel artillery wheels and one spare wheel, all fitted with tyres. Wire wheels may be had as an alternative at an extra charge if specified at the time of ordering.

CONTROL.—Ease of control is a matter that has received very careful consideration in Sunbeam Cars. The clutch and foot brake pedals are conveniently situated and are adjustable. The front seat in open cars is also arranged to slide backwards and forwards so as to be suitable for drivers of varying heights. Ignition and carburettor control levers are fitted to a quadrant on the steering wheel, which is of amply large diameter, the throttle being also controllable by a pedal situated to the right of the brake pedal. The gear change and the hand brake levers are conveniently placed at the driver's right hand.

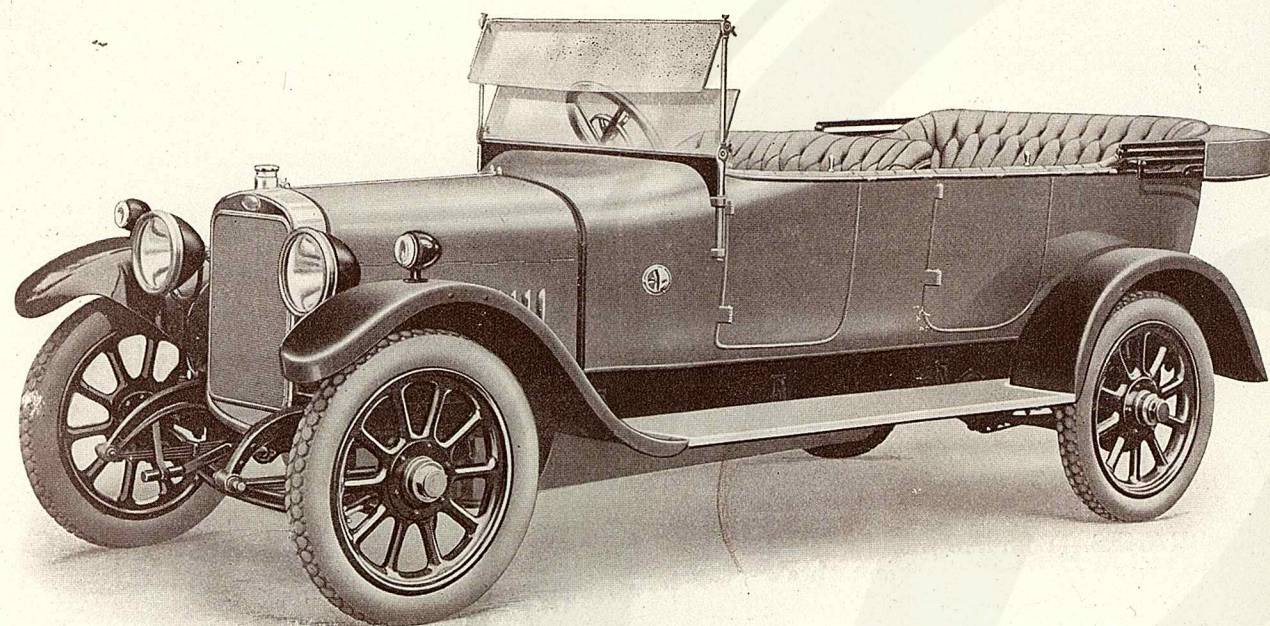
Chassis price, painted one coat only -

The above price includes front wings; petrol tank; four detachable wheels and one spare wheel, fitted with Dunlop Magnum tyres; self starter; lighting set; five lamps; horn; clock; speedometer; these latter being fitted up as far as possible before the body is mounted.

Chassis Dimensions:

		English.	Metric.
Wheel base	- - - - -	10' 4"	314'94cm.
Track	- - - - -	4' 9"	141'54cm.
Length overall	- - - - -	14' 3 $\frac{1}{2}$ "	436'25cm.
Width overall	- - - - -	5' 8 $\frac{1}{2}$ "	173'99cm.
Body space	- - - - -	7' 5 $\frac{1}{2}$ "	227'33cm.
Bore and stroke of Cylinders	- - - - -	3'15 x 5'90	80 x 150m/m.
R.A.C. Rating	- - - - -	15'9	

16 H.P. 5-SEATER TOURING CAR.



HIS Car is of a very distinctive appearance and follows very closely the general lines of its well-known predecessors, which have achieved such remarkable popularity since their first appearance.

The body is of streamline design, and affords the utmost comfort both to passengers and driver, the sliding front seat forming a most desirable adjunct, assisting as it does to greater ease in manipulating the steering and other controls. High-class coachwork and upholstery, combined with the perfect suspension and smoothness of running of the Sunbeam chassis, and the silence and power-reserve of the engine, improved as it is in the light of modern aero engine practice, constitute this model an ideal Touring Car.

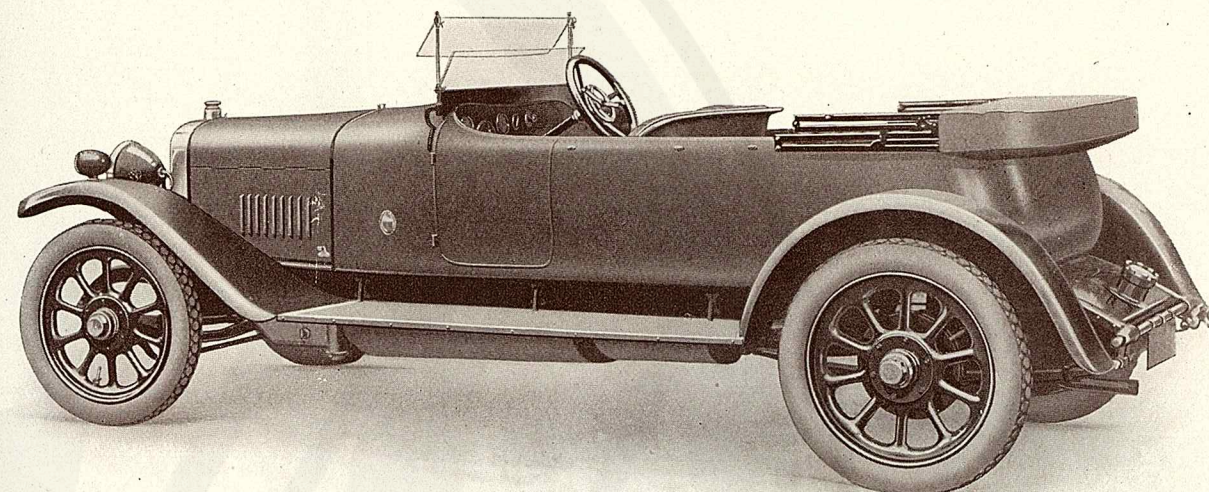
Standard colour of coachwork, Sunbeam grey; chassis, wheels and wings, black; upholstery in black leather; metal fittings finished in nickel.

Price

with equipment as follows:—Full set of tyres, fifth wheel and tyre, electric lighting set, self-starter, hood and hood envelope, wind screen, bulb horn, number plates, clock, speedometer, and full kit of tools.

For chassis specification see pp. 4-5.

16 H.P. SEMI-SPORTING CAR.



HIS model will appeal strongly to those who, in addition to the usual advantages of an open touring car, wish to have at their command a vehicle of neat and sporting appearance, with good speed capacity.

The body is low hung and of streamline form, narrowing from the centre, and thus reducing wind resistance to a minimum. There are two doors, one on the near side giving access to the front seat, which is adjustable in a forward and backward direction, and one on the offside giving access to the rear seats. The steering column is specially raked, and the seats are placed as low as possible, being practically on the chassis frame. As a sporting model this will be found to fulfil all requirements.

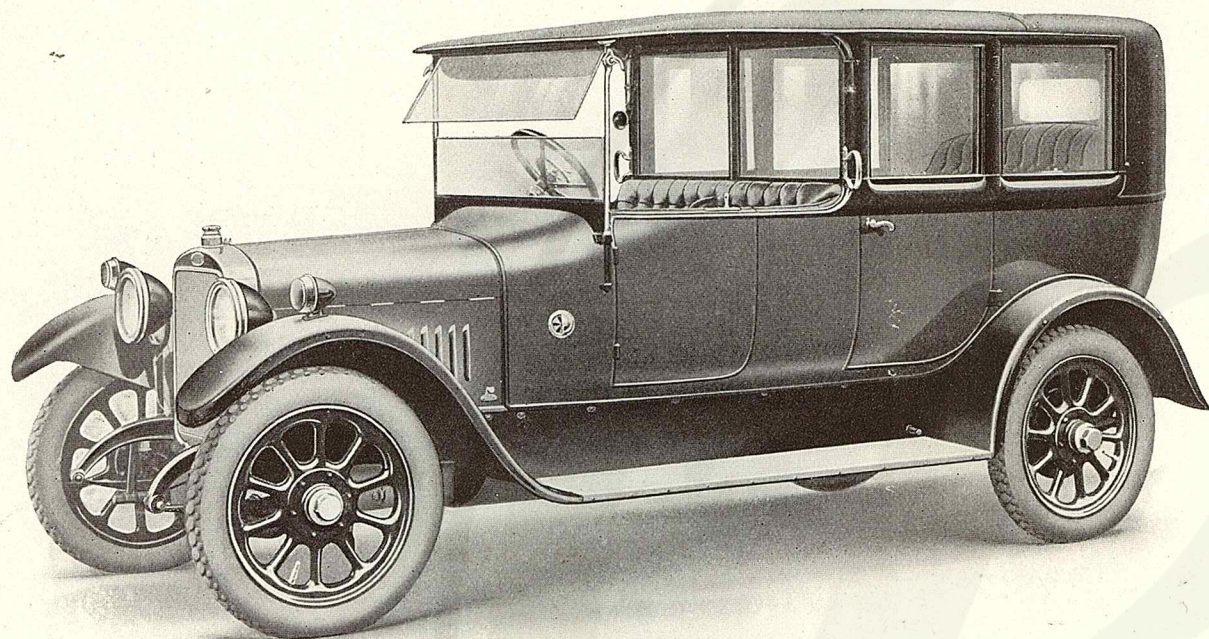
Standard colour of coachwork, Dreadnought grey; chassis, wheels and wings, black; upholstery in black leather; metal fittings finished in nickel.

Price

with equipment as follows:—Full set of tyres, fifth wheel and tyre, electric lighting set, self-starter, hood and hood envelope, wind screen, bulb horn, number plates, clock, speedometer, and full kit of tools.

For chassis specification see pp. 4-5.

16 H.P. LIMOUSINE LANDAULETTE.



HIS handsome vehicle combines many of the advantages both of a town carriage and of a touring car. It has comfortable accommodation for three on the back seat and in addition there are two occasional seats which can be arranged to face either to rear or sideways

The upholstery, which may be either in Bedford cord or leather, is luxuriously comfortable, and there is an entire absence of jar or rattle in the interior when travelling at high speed, the doors butting against rubber pads and the frameless windows sliding in velvet grooves. Altogether a worthy exemplar of Sunbeam quality.

Standard colours of coachwork, claret, dark green or dark blue; chassis, wheels and wings painted black; upholstery in Bedford cord or leather of a suitable colour to match the paint work; metal fittings finished in nickel.

Price

with equipment as follows:—Full set of tyres, fifth wheel and tyre, electric lighting set, self-starter, bulb horn, number plates, clock, speedometer, and full kit of tools.

For chassis specification see pp. 4-5

16 H.P. SUNBEAM CARS.

STANDARD COLOURS.

FIVE SEATER TOURING MODEL - - - Sunbeam Grey
 FOUR SEATER SEMI-SPORTING MODEL - - - Dreadnought Grey
 LIMOUSINE LANDAULETTE - Claret, Dark Green, or Dark Blue

In all cars, the chassis, wheels and mudwings are painted black.

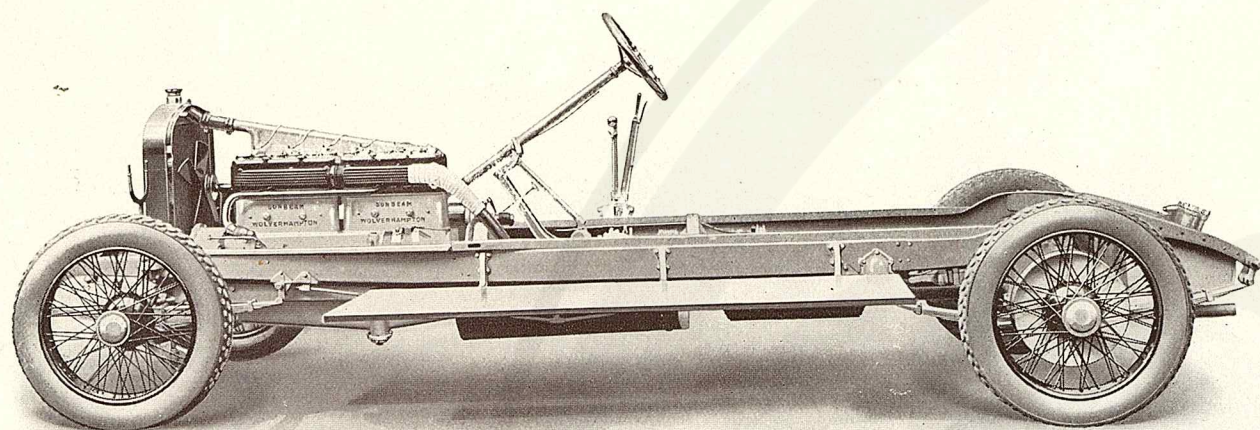
The upholstery in each case is of a suitable colour to match the paintwork, and the metal fittings are finished in nickel only.

THE STANDARD EQUIPMENT OF ALL CARS

INCLUDES THE FOLLOWING:

Set of Dunlop Magnum Tyres, fifth wheel and tyre, electric lighting set, self-starter, hood and hood envelope (for open cars), wind-screen, bulb horn, number plates, clock, speedometer, and full kit of tools

6 CYLINDER 24 H.P. SUNBEAM CHASSIS.



GENERAL SPECIFICATION.

ENGINE.

CYLINDERS.—Six in number, cast in two blocks of three, offset from the crankshaft; bore 80 × stroke 150 m/m.

VALVES.—Situated all on the near side, and slightly inclined to the cylinders.

CRANKCASE.—Of aluminium throughout; of very light but substantial design, attached to a sub-frame suspended from the main frame at three points.

PISTONS.—Of cast-iron with long skirt, three compression rings and a scraper ring being fitted.

CRANKSHAFT.—Of ample dimensions and carried on seven die-cast white metal bearings.

OIL PUMP.—Driven by skew gear from the camshaft. Oil is forced through the drilled webs of the crankshaft to the big ends and crankshaft bearings. Splash lubrication is relied upon for the camshaft bearings and other parts.

OIL RELIEF VALVE.—Excess pressure is guarded against by the fitting of an oil relief valve, whilst an oil pressure gauge is also mounted on the dashboard.

CARBURATION.—Fuel is fed by means of an Autovac, and a Claudel-Hobson carburettor is fitted. Effective carburation is ensured by the provision of an inlet pipe

water jacket which is connected with the main water circulation.

IGNITION.—A high tension magneto is fitted, driven direct from the crankshaft by silent chain, the magneto shaft being mounted on ball bearings. The magneto coupling is of Vernier type, admitting of very fine adjustment.

COOLING.—Cooling is by centrifugal pump driven by silent chain from the camshaft, the pump shaft itself being mounted on ball bearings. The radiator is of pleasing design and of ample size, and is assisted by a high speed fan.

SELF-STARTER.—A starting motor is attached to the crankcase between the cylinder block and the steering column, and drives the flywheel through a gear ring by inertia pinion as usual. The batteries are carried beneath the body (on the step in sporting models).

CHASSIS.

CLUTCH.—This is of the leather faced cone type and is fitted with auxiliary springs giving flexibility and an easy pick-up.

GEAR BOX.—This is of customary pattern and is suspended at three points from the cross members. It provides four speeds forward and one reverse. All shafts run on ball bearings.

6 CYLINDER 24 H.P. SUNBEAM CHASSIS—continued.

CHASSIS—continued.

REAR AXLE.—This is of the full floating type, the casing being in cast steel of great strength, and is further underbraced with a tie rod. The final drive is by helical bevel gears, all shafts being carried on ball bearings. Special features of this axle are its clean design and adequacy of ground clearance.

FRONT AXLE.—The front axle is very strong and of "H" section, which is increased in diameter at the points where the spring brackets are situated. The swivels are of selected steel and are mounted on a combination of plain and ball bearings.

BRAKES.—Both are of the internal expanding pattern, the foot brake pedal operating Ferodo faced shoes in a drum on the driven shaft at the rear of the gear box, while the hand brake lever operates cast-iron faced shoes in specially large drums on the rear axle. Easy means of adjustment for both brakes are provided.

FRAME.—This is of pressed steel, the side members being of ample section and slightly inswept at the front so as to allow a sufficient steering lock. Over the rear wheels they are arched in order to provide space for the movements of the back axle, and to give ample ground clearance. The frame flanges are widened where the insweep takes place, and strengthening gussets are also fitted to the rear cross member.

SPRINGS.—These are semi-elliptic, the front being offset and the rear being underslung from the axle. They are designed so as to be flat under normal load.

STEERING.—This is of the worm and sector pattern, mounted on ball bearings, the column being stayed by a diagonal tubular member. The design has been most carefully considered to give a light steering without backlash, yet with the requisite sensitiveness.

PETROL TANK.—This is carried between the rear ends of the side members of the frame and has a capacity of fifteen gallons. The filler is of large dimensions, is fitted with a filter, and placed in a very accessible position.

WHEELS.—The standard equipment consists of four detachable steel artillery wheels and one spare wheel, all fitted with tyres. Wire wheels may be had as an alternative at an extra charge if specified at the time of ordering.

CONTROL.—Ease of control is a matter that has received very careful consideration in Sunbeam Cars. The clutch and foot brake pedals are conveniently situated and are adjustable. The front seat in the open cars is also arranged to slide backwards or forwards, so as to be suitable for drivers of varying heights. Ignition and carburettor control levers are fitted to the steering wheel which is of amply large diameter, the throttle being also controllable by a pedal situated to the right of the brake pedal. The gear change and the hand brake levers are conveniently placed at the driver's right hand.

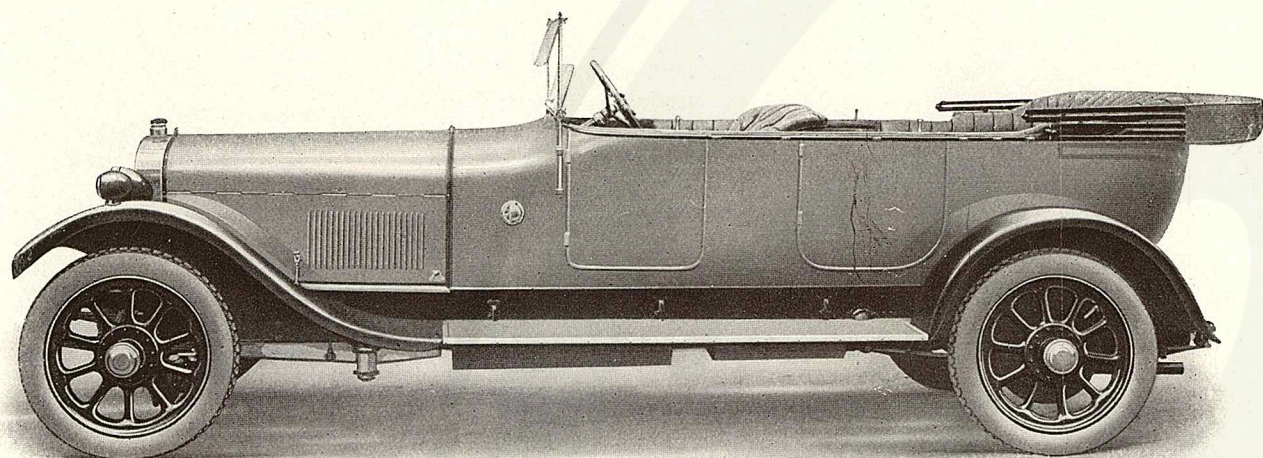
Chassis price, painted one coat only, (with short wheel base) -
 " " " " " " (with long wheel base) -

The above price includes front wings; petrol tank; four detachable and one spare wheel, fitted with Dunlop Magnum tyres; self starter; lighting set; five lamps; horn; clock and speedometer; these latter being fitted up as far as possible before the body is mounted.

Chassis Dimensions:

	English.	Metric.
Wheel base, for open models -	11' 4½"	346·71cm.
" " " " " " (with long wheel base) -	12' 0"	365·74cm.
Track -	4' 9"	141·54cm.
Length overall (short wheel base) -	15' 9½"	483·95cm.
" " " " " " (long wheel base) -	16' 2"	492·76cm.
Width overall -	5' 8½"	173·99cm.
Body space (short wheel base) -	7' 5"	226·06cm.
" " " " " " (long wheel base) -	8' 1"	246·37cm.
Bore and stroke of cylinders -	3·15 × 5·90"	80 × 150m/m.
R.A.C. Rating -	23·8 h.p.	

24 H.P. 5-SEATER TOURING CAR.



HIS Car should prove a great favourite for all-round use. Following as it does very closely the general design of the celebrated 16 h.p. Sunbeam, which has won such wide acceptance since its introduction in its original form some years ago, it has naturally a high reputation to maintain, and it will be found to fulfil the utmost expectations. The obvious advantages of this model are the more powerful engine and the longer frame, which allows of more room in the coachwork and also assists to give the car an extremely handsome and imposing appearance.

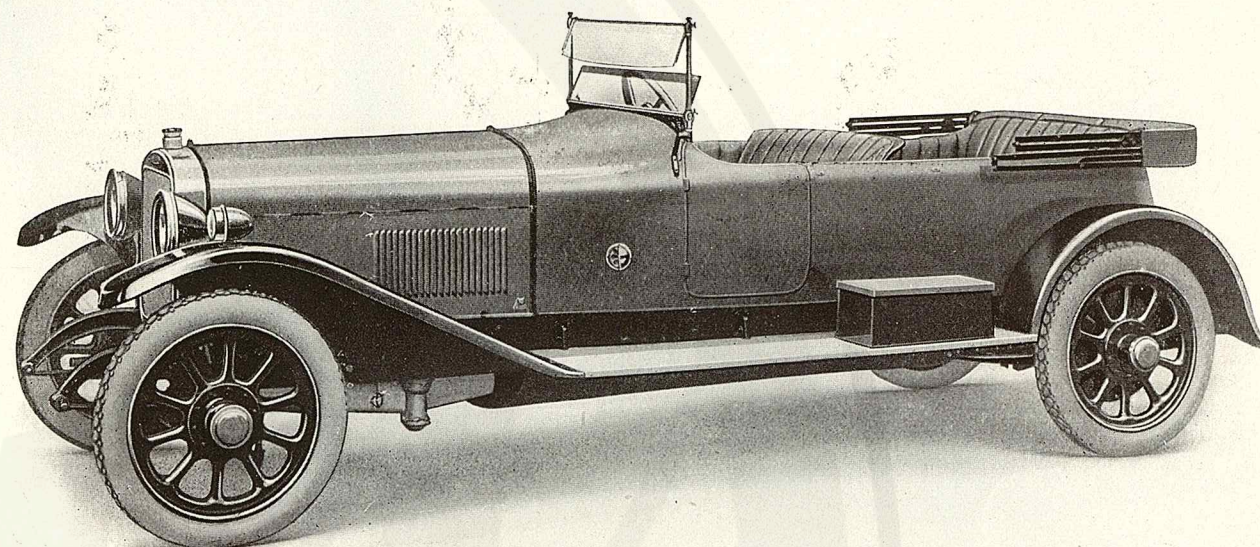
Standard colour of coachwork, Sunbeam grey; chassis, wheels and wings, black; upholstery in black leather; metal fittings finished in nickel.

Price

with equipment as follows:—Full set of tyres, fifth wheel and tyre, electric lighting set, self-starter, hood and hood envelope, wind screen, bulb horn, number plates, clock, speedometer, and full kit of tools.

For chassis specification see pp. 10-11

24 H.P. 4-SEATER SEMI-SPORTING CAR.



HIS model is on similar lines to the smaller 4-cylinder Sporting Car (illustrated on page 7) and its main features are practically identical. The greater power which is obtained from the 6-cylinder engine, however, is very desirable, particularly where very hilly and difficult country is to be negotiated. The long wheel base, the neat, low-hung body, the high running board, and many other features all go to make up a sporting car of most original and distinctive character.

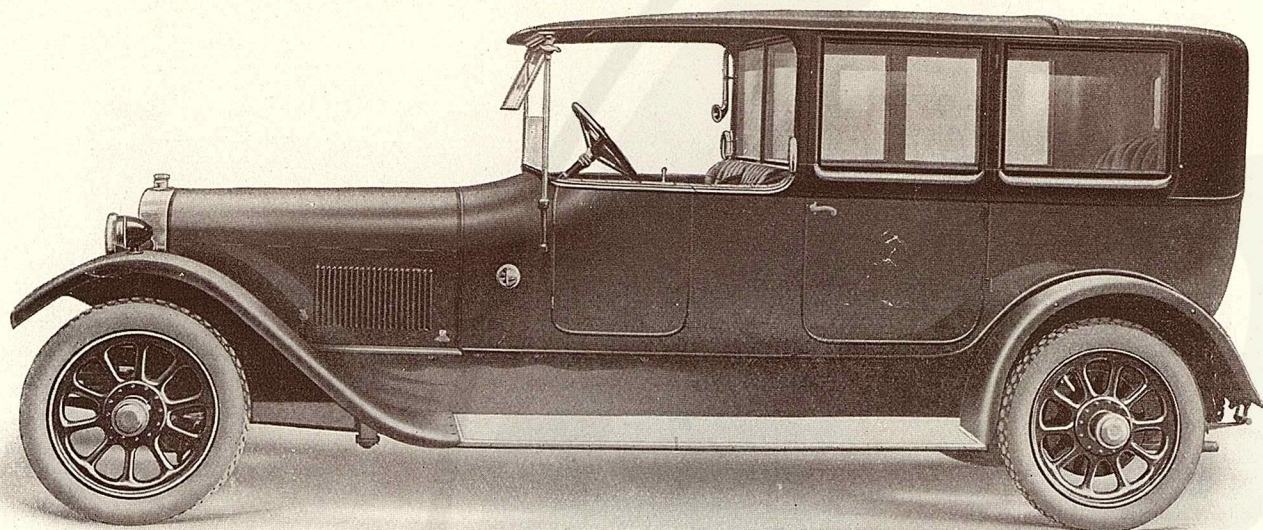
Standard colour of coachwork, Dreadnought grey; chassis, wheels and wings, black; upholstery in black leather; metal fittings finished in nickel.

Price

with equipment as follows:—Full set of tyres, fifth wheel and tyre, electric lighting set, self-starter, hood and hood envelope, wind screen, bulb horn, number plates, clock, speedometer, and full kit of tools.

For chassis specification see pp. 10-11

24 H.P. LIMOUSINE LANDAULETTE.



THE very handsome and sumptuously appointed limousine landaulette body, here illustrated, is fitted as standard to a chassis with specially long wheel base. This vehicle furnishes an ideal combination for both touring and town work, and may be confidently recommended. There is ample accommodation in the interior for five persons, the long wheel base admitting of the greater body space thus called for. The interior front seats are removable and may be arranged so as to face to front, to the rear, or sideways. There is also a seat at the front beside the driver; communication can be effected with the latter through the speaking tube fitted.

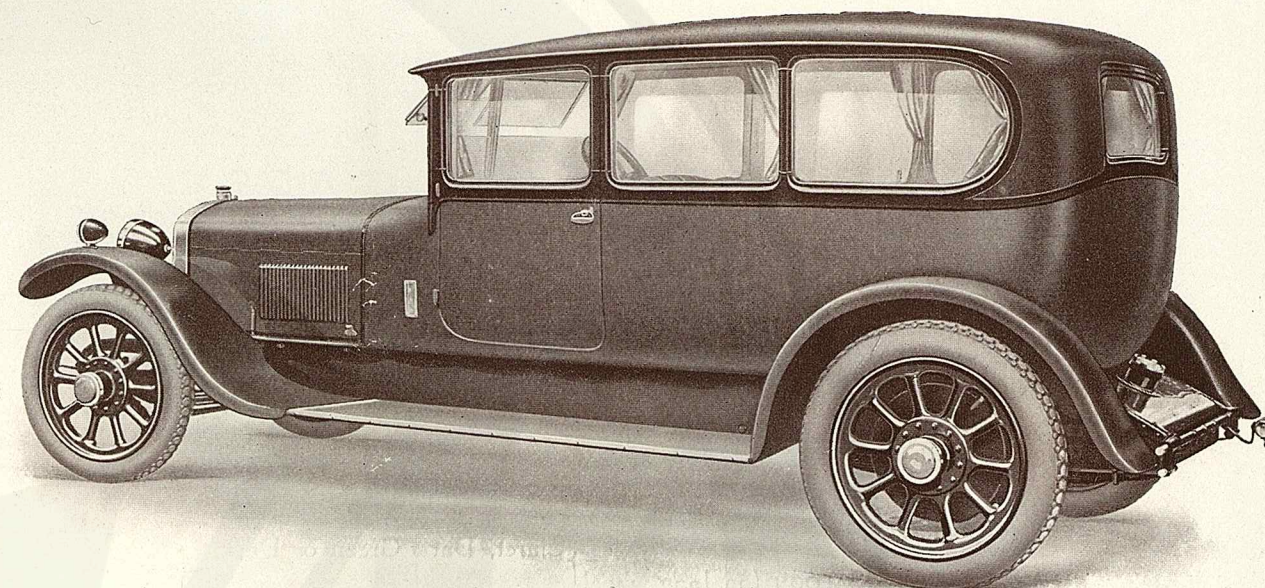
Standard colour of coachwork, claret, dark green or dark blue; chassis, wheels and wings painted black; upholstery in Bedford cord or leather of a suitable colour to match the paint work: metal fittings finished in nickel.

Price

with equipment as follows:—Full set of tyres, fifth wheel and tyre, electric lighting set, self-starter, bulb horn, number plates, clock, speedometer, and full kit of tools.

For chassis specification see pp. 10-11.

24 H.P. SALOON.



THIS model has been universally admired since its first appearance at the Paris Show of 1919. For those who desire a superlatively comfortable town carriage, with interior drive, it makes an irresistible appeal.

There are two doors, one on the near side at the front and one at the off side at the rear, and access to the rear seats may also be gained from the front by a narrow passage between the two front seats, which are removable and adjustable as to position. Similar remarks as to the noiselessness and comfort of the limousine landaulette may be made in connection with this car, which, likewise, presents an extremely handsome appearance.

Standard colour of coachwork, claret, dark green or dark blue; chassis, wheels and wings painted black; upholstery in suitable coloured Bedford cord or leather; metal fittings finished in nickel.

Price

with equipment as follows:—Full set of tyres, fifth wheel and tyre, electric lighting set, self-starter, bulb horn, number plates, clock, speedometer, and full kit of tools.

For chassis specification see pp. 10-11.

24 H.P. SUNBEAM CARS.

STANDARD COLOURS.

FIVE SEATER TOURING MODEL	-	-	Sunbeam Grey
FOUR SEATER SEMI-SPORTING MODEL	-	-	Dreadnought Grey
LIMOUSINE LANDAUETTE (mounted on long wheel base chassis)	{	Claret, Dark Green or Dark Blue	
FIVE SEATER SALOON (on long wheel base chassis)			

In all cars, the chassis, wheels and mudwings are painted black.

The upholstery in each case is of a suitable colour to match the paintwork, and the metal fittings are finished in nickel only.

THE STANDARD EQUIPMENT OF ALL CARS

INCLUDES THE FOLLOWING:

Set of Dunlop Magnum Tyres, fifth wheel and tyre, electric lighting set, self-starter, hood and hood envelope (for open cars), wind-screen, bulb horn, number plates, clock, speedometer, and full kit of tools.

PRICE LIST OF EXTRA FITTINGS AND ACCESSORIES.

	£	s.	d.
Second spare wheel, without tyre, including webbing strap for attaching to first spare wheel	-	-	-
Klaxon Horn, fitted at our works	-	-	-
Folding luggage grid with straps	-	-	-
Monograms	-	-	each letter from
Crests	-	-	each from
Auster rear screen, and fitting same	-	-	-
Providing and fitting irons only for above screen	-	-	-
Tool Box on step (for sporting models only)	-	-	-
Colonial Models	-	-	extra
Long wheel base for 24 h.p. chassis only	-	-	„
Wire Wheels	-	-	„
Tonneau Cover	-	-	-
Aluminium Number Plates	-	-	-

Tyres other than standard, charged extra according to size.

GENERAL REMARKS AND TERMS OF BUSINESS.



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

Every effort is made to deliver cars by the date promised, but we cannot accept any responsibility for delay, although if this should exceed two months, the order may be cancelled if desired by giving one month's notice, and any deposit paid will be refunded.

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 inter-changeable.

The chassis we supply are intended to be fitted with bodies similar in weight and general character to those shown in our illustrations, and if other bodies not made by us or materially differing from those illustrated are fitted, we can take no responsibility in the event of the springs sagging, etc.

We reserve the right to alter any part of this list as may be considered advantageous, or to increase our prices to cover any increase in the cost of manufacture; but the purchaser may, if he thinks fit, cancel his order within 14 days after being notified of such increase.

All designs, weights, measurements, prices and quantities 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 17 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.

AGENTS.—The term agent applied to a dealer in our cars is used in a complimentary sense only, and the relationship of principal and agent does not, in fact, exist between the dealer and ourselves. The dealer is not authorised to act nor to give any warranty nor to make any representation to a purchaser on our behalf.

TERMS.—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.

DELIVERY.—The prices herein quoted are in all cases for delivery at our Works at Wolverhampton.

REPAIRS OR REPLACEMENTS.

We have separate sections of the Works and Depots entirely devoted to repairs, and are able to give careful attention to cars sent to us for general repairs and overhauling, and we undertake to complete any work entrusted to us with the utmost despatch. We are also in a position to supply spare parts for most of our models at short notice. Worn or broken parts sent as patterns, or taken off cars during repairs, are not returned unless special instructions are given at the time of ordering.

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 Company guarantees that all precautionary and reasonable steps have been taken to secure excellence of material and workmanship. In case of any chassis or car or

any part thereof which appears to be defective, the Company does not accept responsibility for consequential damage, but undertakes to repair and make good, free of charge, any chassis or car sold by it, or any part thereof which may be found to be defective in material or workmanship, subject to the following conditions:—This guarantee is limited to defects of which notice in writing is given to the Company within a period of twelve months from the date when the chassis or car was completed and delivered new from the Company's works. The defective chassis, car or part thereof, is to be returned by the purchaser, carriage paid, with an advice under separate cover stating the number of the chassis, as shown by the Company's number plate, the date and place of purchase, and the nature of the alleged defect or want of repair. Parts returned to the Works without such advice cannot be dealt with and lie there entirely at the purchaser's risk. The Company must be satisfied that the alleged defect is within the terms of this guarantee and in no case does the Company undertake to make good, free of charge, defects caused by wear and tear, misuse or neglect. The Company is not responsible for any expense the purchaser may be put to in removing any part to be sent either for inspection or any replacement to same or any new parts supplied in lieu thereof. Where cars are purchased from a dealer, the complaint should be addressed to him, as the Company's Agents are only so called in a complimentary sense, but to save time the Company usually deals with matters arising under its guarantee if sent to it direct, provided the name of agent or dealer be given in the advice in addition to the other particulars. This guarantee only applies to cars sold through authorised channels.

ACCESSORIES.—All Sunbeam accessories bear the Company's name, and are covered by the above guarantee. The Company does not warrant or guarantee accessories, including lighting sets, self-starters, tyres, etc., not made by it. If a customer wishes to have other accessories fitted to a car, the Company will take every care to carry out his instructions, but does not accept responsibility either for the accessories or for the method of fixing. Many of these accessories are novelties with which the Company's workmen are unfamiliar and should be fixed by those who are acquainted by them.

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16 H.P. SEMI-SPORTING CAR - - - - -	7
16 H.P. LIMOUSINE LANDAULETTE - - - - -	8
STANDARD COLOURS, EQUIPMENT, ETC. - - - - -	9
6 CYLINDER 24 H.P. CHASSIS SPECIFICATION - - - - -	10-11
24 H.P. 5-SEATER TOURING CAR - - - - -	12
24 H.P. 4-SEATER SEMI-SPORTING CAR - - - - -	13
24 H.P. LIMOUSINE LANDAULETTE - - - - -	14
24 H.P. SALOON - - - - -	15
STANDARD COLOURS, EQUIPMENT, ETC. - - - - -	16
PRICE LIST OF EXTRA FITTINGS AND ACCESSORIES - - - - -	17
GENERAL REMARKS AND TERMS OF BUSINESS - - - - -	18
GUARANTEE - - - - -	19