

# SUNBEAM MOTORS





# SUNBEAM CARS

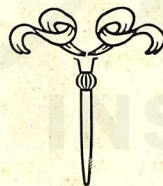
Are Manufactured by the

*SUNBEAM MOTOR CAR Co., Ltd.,*

WOLVERHAMPTON.

*Sole Authorised Agents for West of England :*

R. HUMM & CO.,  
80 & 81, Old Town Street,  
Plymouth.



Telephone •

455 (Private Exchange) (3 lines)

Telegrams :

"HUMM, PLYMOUTH."



All previous lists are hereby cancelled.

We reserve the right to alter any part of this list as may be considered advantageous or to revise our prices without notice.

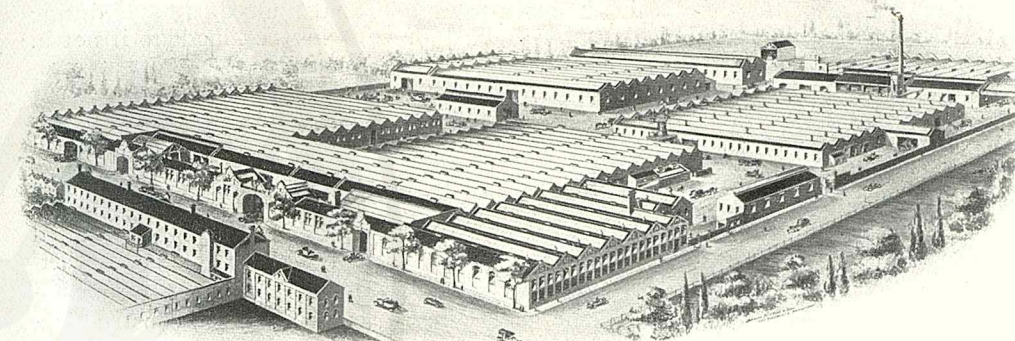
All designs, weights, measurements, prices and quantities must be taken as approximate. Illustrations are given as a general guide, and are not binding in detail.

For guarantee, see pages 42-44.

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

SECOND EDITION.

DECEMBER, 1913.



Where SUNBEAM Cars are made.



## Introductory.

IN presenting a Catalogue it is the usual practice to give a somewhat lengthy introduction, but in the case of Sunbeams this is a necessity that is obviated by reason of the fact, which is incontrovertible, that Sunbeams have, during the past few seasons, been the most talked of cars in the kingdom, if not in the whole world. The reason is not far to seek. The continuous series of successes in competitions, both at home and abroad, have placed the Sunbeam in the very forefront of British motor car construction. On more than one occasion it has fallen to the Sunbeam lot to uphold British prestige, and that they have acquitted themselves honourably is a matter of history.

As we refer to these successes later, it is here only necessary to say that experiments based on the invaluable knowledge gained from past experience have resulted in improvements in production and design, which will retain for Sunbeams their merited pre-eminence in modern automobilism.

Sunbeam Cars are the embodiment of all that is perfect in motor car construction. Nothing but the best quality materials and highest class workmanship enter into their production. The key note in their design is simplicity, and all unnecessary complications are eliminated, without dispensing with anything essential to efficiency.

In price they represent an average, that is to say, there are Cars cheaper and Cars more expensive. But, just as we would warn the public against the ultra low-priced Car, so we believe that, while it is easy to pay more than the Sunbeam figure for equivalent models of other makes, nothing is gained thereby, as purchasers will discover if they will compare our prices with other well-known makes.

Convincing proof of the popularity of Sunbeam Cars is afforded by the fact that, during the past season, it has been found necessary greatly to extend the Works, owing to the ever-growing demand.

## 1914 Alterations and Additions,

The following alterations and additions have been made since the issue of our 1913 catalogue.

Wheel base on open touring models increased.

Springs made from specially selected nickel chrome steel.

Gear box set farther back to enable longer shaft to be fitted between clutch and gear box to reduce angularity due to variations in alignment brought about by frame flexion.

Larger lubricators to spring shackle pins, which are fitted with a catch to prevent them working loose.

Support fitted to steering column and frame to prevent vibration.

Fan on 12-16 H.P. and 16-20 H.P. models driven by belt instead of skew gearing.

Larger cooling area in Radiator on 12-16 H.P. and 16-20 H.P. models.

Belt pulley for Dynamo drive, cast on aluminium cover surrounding the universal joint at front end of propeller shaft.

The oil indicator has a larger piston, making it more sensitive, on the 12-16 and 16-20 H.P. models an air pressure pump is fitted on side of crank case for petrol pressure in place of the exhaust injector.

Larger size steering wheel. New type of silencer. Larger diameter brakes.

Sliding front seat to open touring models suitable for either tall or short driver.

This seat can be locked in any position by a spring catch operated from the seat.

Spring plungers and rubber blocks are fitted to all doors and a special type of lock to prevent rattle.

Polished mahogany strips are fitted round edge of dashboard and sides of body on open Touring Cars, instead of roll upholstery.

Oil Indicator, switch, etc., are all brought forward and fitted on a mahogany board near edge of dash.

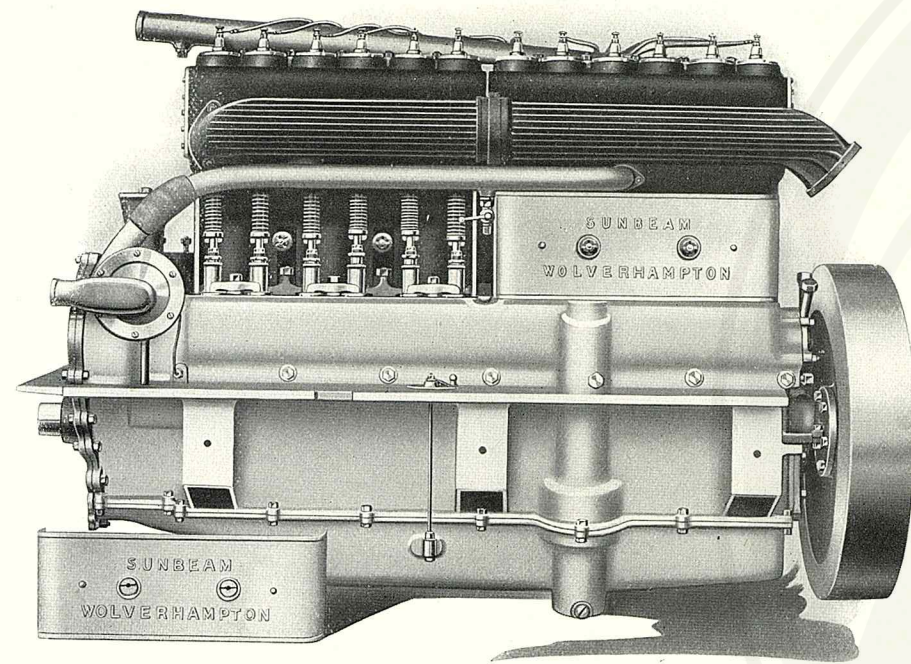
Additional Brackets are fitted on back mudguards to fix to side of body to make them more rigid.

The back mudguards are fitted with a valance on outside edge.

Special one man hood easily operated by one hand.

Dunlop grooved tyres instead of plain are fitted.





**25-30 H.P. 6-Cylinder SUNBEAM Engine.**

*R.A.C. Rating, 30.2.*

## Sunbeam Construction.

**T**HE 12/16 and 16/20 H.P. Engines are of the Monobloc type, the 25/30 H.P. is cast in two sets of three, and the valves are on the left-hand side, slightly inclined to the Cylinders, thus reducing the pocket space to a minimum. The Cylinders are set "desaxe" in relation to the Crankshaft.

THE CAMSHAFT is in the crankchamber between ball thrusts, and is driven by a silent chain. The cams are cut solid from the shaft.

THE TOP HALF OF THE CRANKCASE carries the whole of the mechanism of the engine, the crankshaft and bearings being held by strong bolts. The bottom half is merely an oil well. Bosses are cast on the inside, which are drilled for conveying oil to all the bearings, thus avoiding the employment of internal pipes.

THE CRANKSHAFT is of specially selected high tensile steel, with a bearing between each throw. All bearings are ground to size.

THE CONNECTING RODS are of "H" section steel, the big ends being lined with white metal, and the gudgeon pin ends with hardened steel bushes.

THE PISTONS are constructed of light material. They are made in such a manner as to obviate any warp due to heat from the cylinder walls, and are fitted with three rings.



FORCED LUBRICATION is employed, and is effected by a gear-driven oil-pump, which is immersed in the oil in the sump. This pump forces oil to the main crankshaft bearings, and thence through the crank to the journals, the oil then returning to the sump, being filtered in its course. The pistons are lubricated by splash.

On the dashboard is an oil indicator. The plunger in the indicator when "up" shows that the oil is circulating correctly. In the 25/30 H.P. Six-Cylinder model an oil regulator is fitted. This regulator, when turned to "half oil," controls a bypass, which allows a portion of the oil to pass into the base chamber without going through the bearings. When turned to "full oil," it shuts the bypass and indicates that the whole of the oil is being forced through the bearings.

THE MAGNETO AND PUMP are set at opposite ends of a cross shaft in front of the engine, and are driven by skew gears, except the Magneto in the Six-Cylinder Model, which is driven by a silent chain. The cross shaft runs on ball bearings, and has double thrust bearings on the Magneto end.

THE STEERING BOX is of the worm and sector type, provided with eccentric adjustment.

THE PETROL TANK is of large capacity and fitted at the rear of the chassis.

THE CARBURETTOR, which is of the Claudel-Hobson type, is fed by air pressure. A petrol filter is fitted between the tank and the carburettor.

THE CLUTCH, which is of "leather to metal" cone type, is particularly efficient and simple. A number of small springs are fitted under the leather, which give it an exceedingly smooth engagement. It is easily adjusted by hand, and is fitted in such a manner that no end thrust is put on either the engine or the gear box bearings.

THE GEAR BOX is suspended at three points to the cross members of the frame. It is a single casting with the exception of the lid, being specially designed in this manner to be oil-tight. The shafts are short, and are carried on large size ball bearings, all the steel used in their manufacture being specially selected and hardened by our own process and ground to size.

VERY SPECIAL CARE is given to the BRAKES. They are compensating and of the internal expanding type with large area, ample protection being given to the shoes by the dust-proof covers, in which they are encased.

THE UNIVERSAL JOINTS at each end of the propeller shaft are both enclosed in metal oil-retaining cases. At the axle end hardened steel dies are employed, working on hardened steel surfaces, all being ground to size.

THE REAR AXLE, or differential case, containing the bevel gear, differential gear box, and live axle, is a malleable casting, into which are pressed strong steel



tubes. The tubes extend and take the bearings of the road wheels. The driving mechanism is carried on heavy ball bearings throughout. The differential and bevel wheels are made from selected steel, are hardened, ground and toughened.

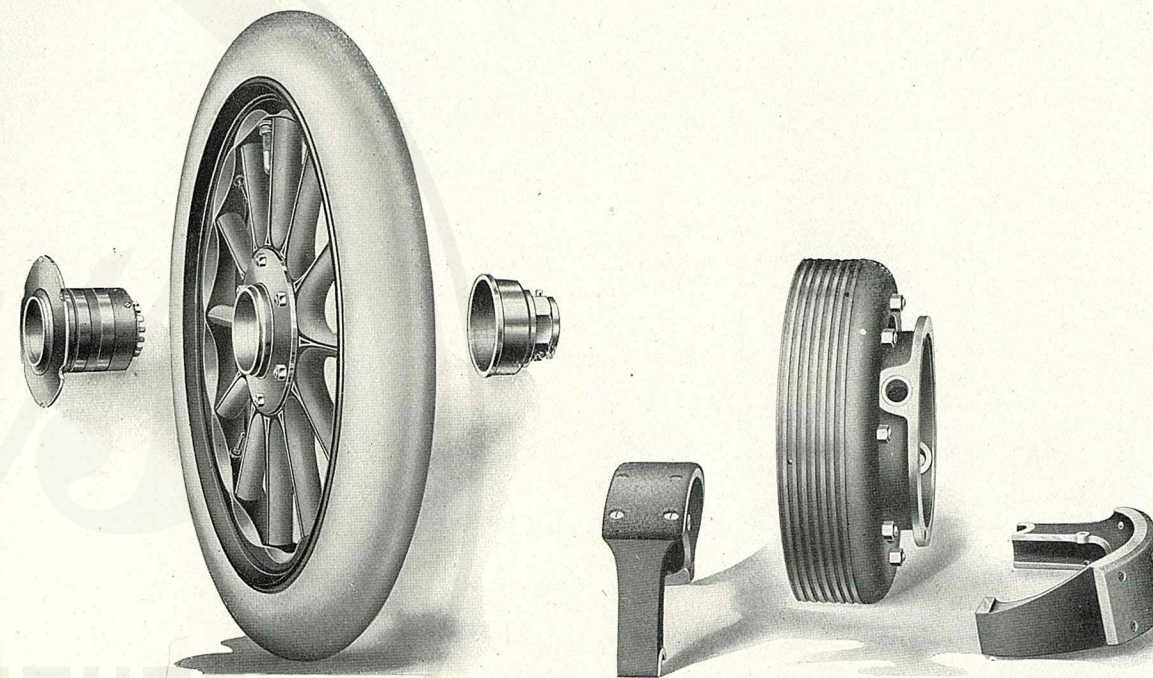
THE FRAME is of pressed steel, and strengthened by widening the frame flanges at the corners, and at the waist, where it narrows to allow a large steering lock.

THE SPRINGS are half elliptical in front, and three-quarter elliptical at the rear. All are bushed, and the shackle pins fitted with greasers. These springs are of Nickel Chrome steel made specially for The Sunbeam Co., and the off and near side springs are of different strength to compensate for the torque. Special springs are made to suit each individual model.

ALL JAWS AND BALL JOINTS on the steering couplings are of large dimensions and carefully hardened. They are encased in leather dust-proof covers, and fitted with greasers.

OUR OWN SYSTEM of Detachable Artillery Wheels are fitted as Standard, but Detachable Wire Wheels can be fitted if desired at an extra cost.

Everything used in the making of SUNBEAM Cars, except raw material and proprietary articles, is manufactured at the Sunbeam Works. Careful attention has been given to keeping down the weight, while important parts, such as axles, steering gear and the frame, have ample margin of strength to withstand far more than the ordinary strains to which the car may be subjected.





## Carriage Work.

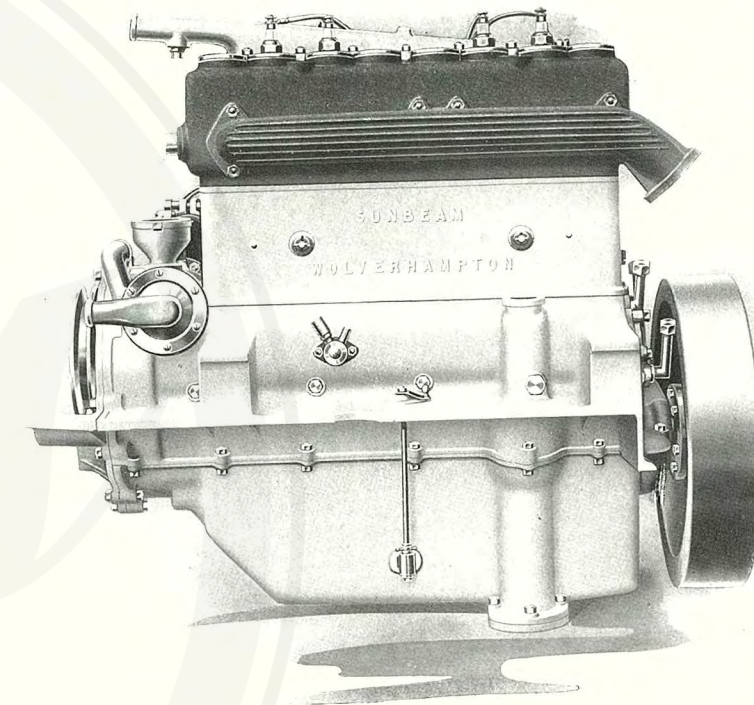
SUNBEAMS have always been noted for the excellence of their body work, and both the open and closed carriages will compare with any for design, finish, and comfort.

All models for 1914 Season are fitted on long wheel base chassis, and the touring models have an adjustable sliding front seat which can be brought into any position to suit the driver and there secured. This seat can be moved forward to allow the foot boards to be removed to facilitate ready access to the foot brake and universal joint.

The materials used are of the very best quality, the timber is specially selected and thoroughly seasoned and has been obtained from the same satisfactory source since we commenced business.

The Sunbeam Works are modern, and having the advantage of being situated at the extremity of the town, on the fringe of the open country, the atmosphere is free from the smoke and smuts usually associated with manufacturing towns, hence the paint work is carried on under practically ideal conditions. Special care is exercised during the varnishing and finishing operations, to prevent dust entering the varnish rooms, and this is secured by a system of hanging glass frames, so arranged that they quite prevent any dust settling on the work.

The colours, varnish and oils are the best procurable. Only first class hides are used in the trimming, with coiled springs and best curled hair. Care is taken that only coach-builders, painters and trimmers who are thoroughly experienced and used to motor and best carriage work are employed.



**12-16 H.P. 4-Cylinder SUNBEAM Engine.**

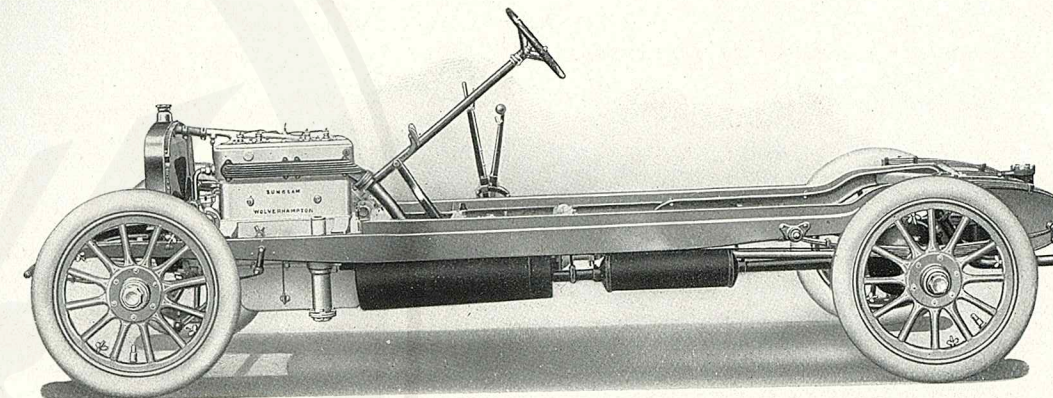
*R.A.C. Rating, 15.9.*



## General Specification 12-16 H.P. Chassis.

*R.A.C. Rating 15.9.      Annual Tax 4 Guineas.*

- Engine.** Four-Cylinder, 80 mm. bore, 150 mm. stroke. Cylinders cast *en bloc*. Crankshaft supported by bearings between each throw; valves all on one side and enclosed in dust-proof case. Adjustable tappets. Camshaft driven by silent chain. Magneto and water pump are driven by skew gears.
- Lubrication.** Forced, by gear-driven pump in the sump with oil indicator on dashboard.
- Ignition.** Bosch Magneto with advance and retard lever.
- Carburettor.** Claudel Hobson, air pressure fed.
- Cooling.** Honeycomb radiator with centrifugal pump and belt-driven fan.
- Clutch.** Large leather-faced cone clutch, entirely self-contained; gives no end thrust to crank or gear shafts; easily adjusted. Two universal joints between engine and gear box.
- Gear Box.** Three point suspension; four speeds forward and reverse; direct drive on top; gate change; ball bearings; short thick steel shafts,



12-16 H.P. CHASSIS, with front wings, petrol tank and detachable wheels .. £350 0 0



**Brakes**

hardened and tempered ; case cast in one piece, with the exception of the lid, and absolutely oil-tight, spiral oil retainers being fitted.

Internal expanding. The side brakes are operated by a hand-lever and are compensating. The shoes are easily renewable. The foot brake is also internal expanding of large diameter and area, with Ferodo lining. Both brakes are easily adjusted, enclosed in dust-proof drums, and hold equally well in either direction.

**Axles.**

Front Axle.—Specially prepared steel of “ H ” section, reinforced at spring brackets, fitted with selected steel swivels mounted on a combination of plain and ball bearings.

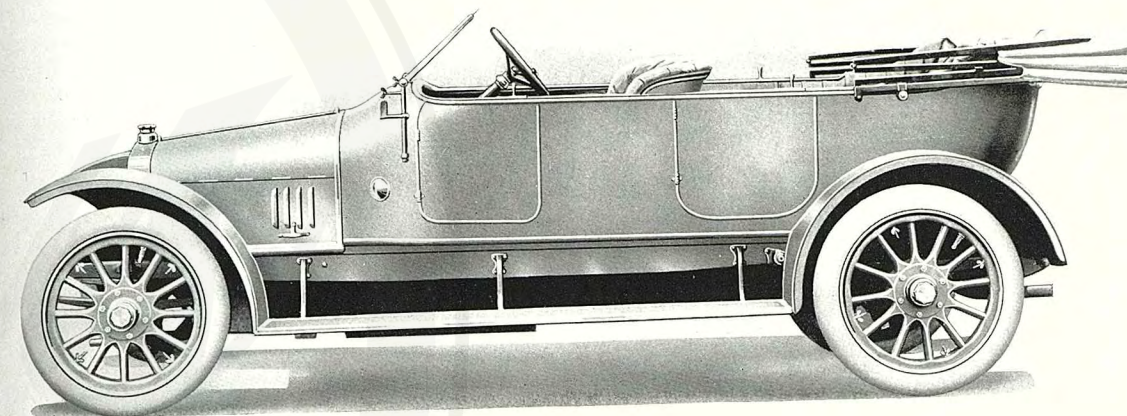
Back Axle.—Bevel drive, specially constructed to resist severe road shocks ; mounted entirely on ball bearings with ball thrusts, the wheels being carried on an outer sleeve so that the differential shafts do not carry any weight.

**Wheels.**

Detachable Artillery are standard, but wire wheels if desired, can be fitted at extra cost.

**Tyres.**

Dunlops, 815×105, grooved. An extra price will be charged for Tyres other than standard.



12-16 H.P. CHASSIS with Front Wings, Petrol Tank and Detachable Wheels ..	£350	0	0
CHASSIS with TORPEDO Body, as illustrated (but without hood and screen) .. .. .	390	0	0

For inclusive price, see page 22.



### Springs.

Front.—Half elliptic. Rear.—Three-quarter elliptic.

These are anchored at one end and are compensated by large shackles fitted with greasers.

### Control.

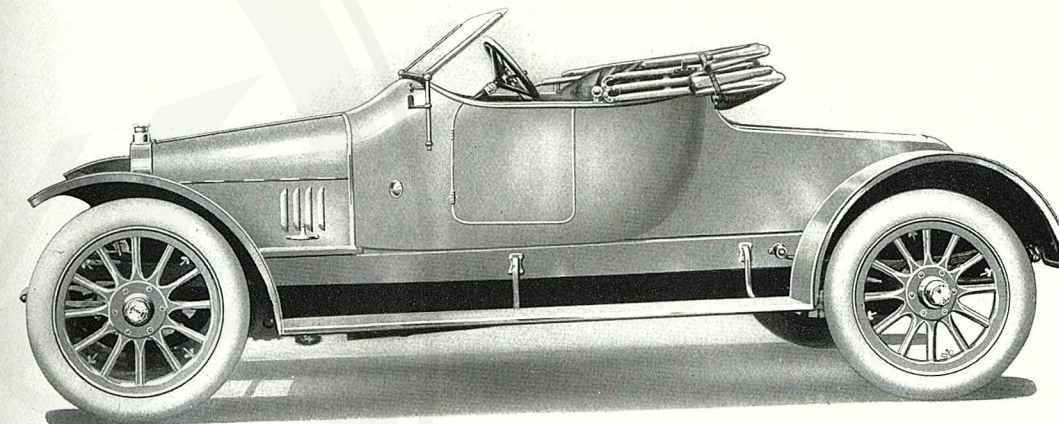
Clutch and foot brake pedals are on the left and right-hand side of steering column respectively ; accelerator pedal is on right of brake pedal and can be worked in conjunction with the hand throttle lever on quadrant on steering column, so that the car can be controlled by hand or foot. A second lever controls the ignition.

### Dimensions.

Wheelbase .. .. .	10 ft. 4 in.
Wheel track .. .. .	4 ft. 6 in.
Overall length .. .. .	14 ft. 3 in.
Overall width .. .. .	5 ft. 7 in.

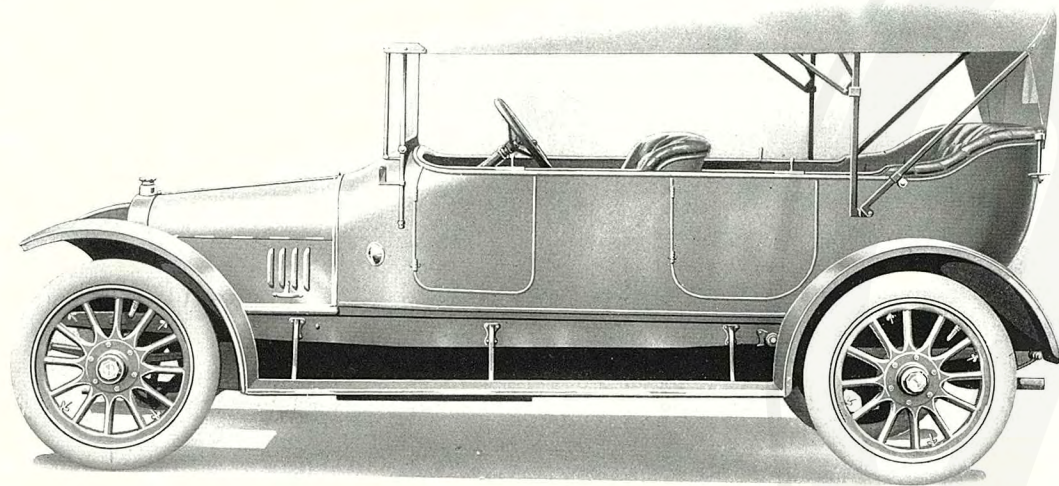
### Finish.

Brass as Standard. For plated finish, including radiator, an extra charge of £3 is made.

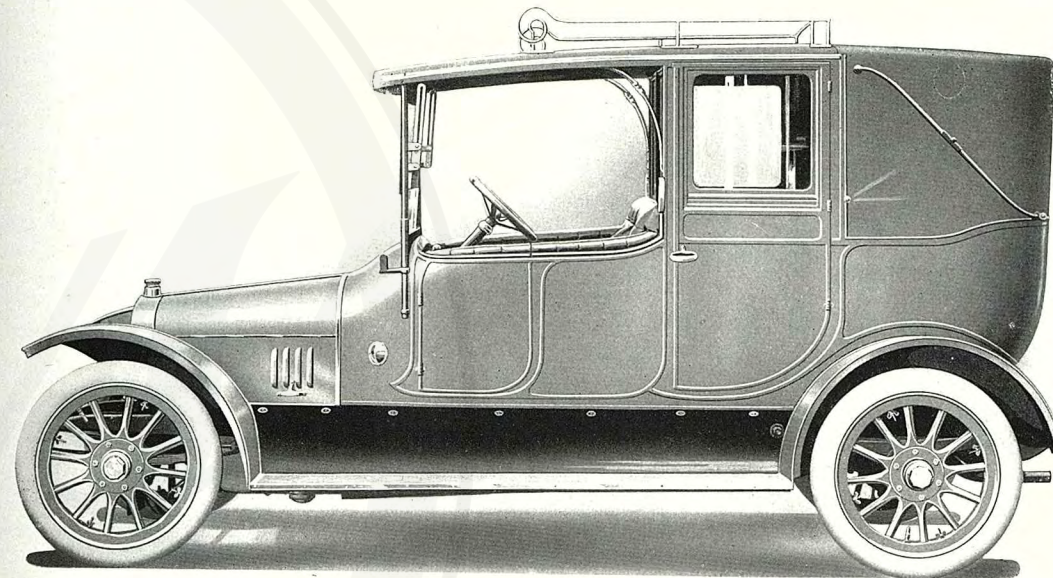


12-16 H.P. CHASSIS with Front Wings, Petrol Tank and Detachable Wheels ..	£350 0 0
CHASSIS with TWO-SEATER Body, as illustrated (but without Hood and Screen) .. .. .	375 0 0
CHASSIS with TWO-SEATER Body, Hood, Half Screen, Head Lamp Brackets, Acetylene Head Lamps and Generator, Side Lamps, Tail Lamp, Spare Wheel and Dunlop Grooved Tyre, Horn, Speed Indicator and Number Plates. COMPLETE—READY FOR THE ROAD .. .. .	426 10 0
Extra for Leitner Electric Lighting Set in place of Sunbeam Set as above .. .. .	£15 10 0





12-16 H.P. CHASSIS with Front Wings, Petrol Tank and Detachable Wheels ..	£350	0	0
CHASSIS with TORPEDO BODY .. .. .	390	0	0
CHASSIS with TORPEDO BODY, One-Man Hood, Half Screen, Head Lamp Brackets, Acetylene Head Lamps and Generator, Side Lamps, Tail Light, Spare Wheel and Dunlop Grooved Tyre, Horn, Speed Indicator and Number Plates. COMPLETE—READY FOR THE ROAD .. .. .	446	10	0
Extra for Leitner Electric Lighting Set in place of Sunbeam Set as above	£15	10	0



12-16 H.P. CHASSIS with Front Wings, Petrol Tank and Detachable Wheels .. .. .	£350	0	0
SINGLE LANDAULETTE, as illustrated .. .. .	510	0	0
SINGLE LANDAULETTE, fitted with Head Lamp Brackets, Acetylene Head Lamps and Generator, Side Lamps, Tail Lamp, Spare Wheel and Dunlop Grooved Tyre, Horn, Speed Indicator and Number Plates. COMPLETE—READY FOR THE ROAD .. .. .	542	10	0
Extra for Leitner Electric Lighting Set in place of Sunbeam Set as above .. .. .	15	10	0
CABRIOLET .. .. .	550	0	0
CABRIOLET fitted with Head Lamp Brackets, Acetylene Head Lamps and Generator, Side Lamps, Tail Lamp, Spare Wheel and Dunlop Grooved Tyre, Horn, Speed Indicator and Number Plates. COMPLETE—READY FOR THE ROAD .. .. .	582	10	0
Extra on each model for Leitner Electric Lighting Set in place of Sunbeam Set as above .. .. .	15	10	0



**Axles.**

Ferodo lining. Both brakes are easily adjusted, enclosed in dust-proof drums, and hold equally well in either direction.

Front axle :—Specially prepared steel “H” section reinforced at spring brackets, fitted with selected steel swivels mounted on a combination of plain and ball bearings.

Back Axle :—Bevel drive, specially constructed to resist severe road shocks ; mounted entirely on ball bearings with ball thrusts, the wheels being carried on an outer sleeve so that the differential shafts do not carry any weight.

**Wheels**

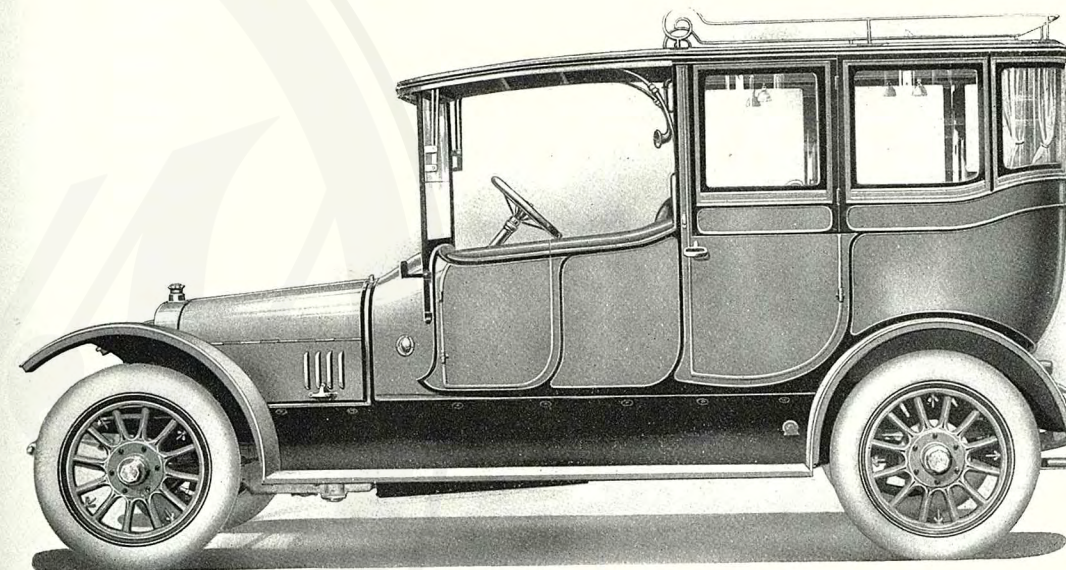
Detachable Artillery are standard, but wire wheels if desired, can be fitted at extra cost.

**Tyres.**

Dunlops 820×120 grooved. An extra price will be charged for tyres other than standard.

**Springs.**

Front :—Half elliptic. Rear :—Three-quarter elliptic. These are anchored at one end and are compensated by large shackles fitted with greasers.



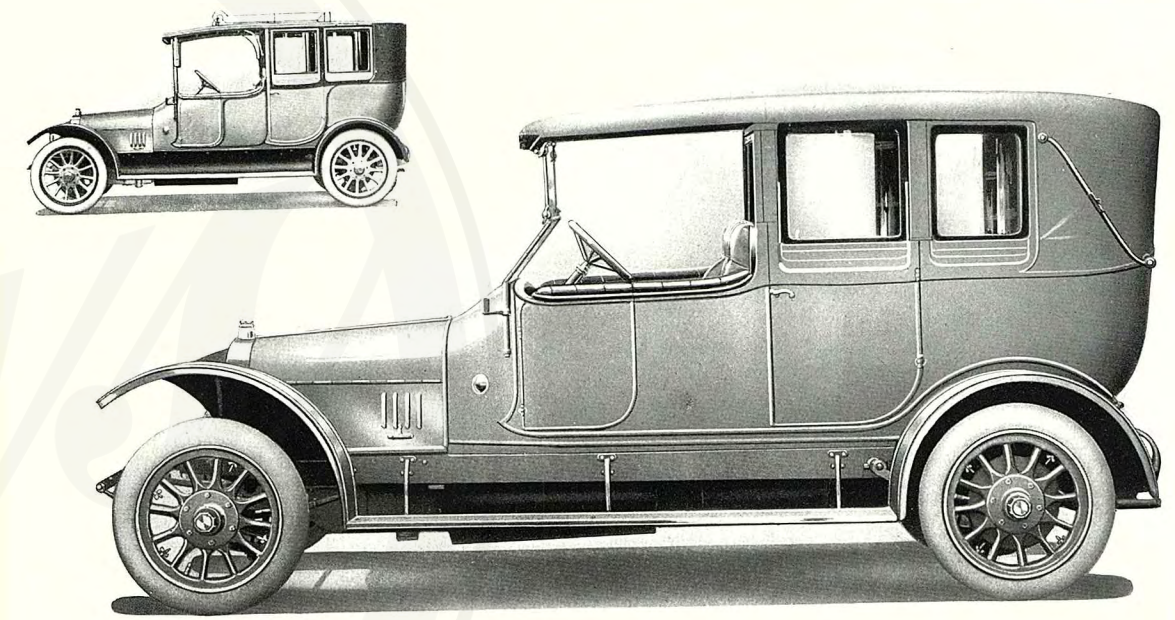
16-20 H.P. CHASSIS with Front Wings, Petrol Tank and Detachable Wheels ..	£460	0	0
LIMOUSINE, as illustrated .. .. .	640	0	0
LIMOUSINE, fitted with Leitner Electric Lighting Set, Head Lamp Brackets, Spare Wheel and Dunlop Grooved Tyre, Speed Indicator, Horn and Number Plates. COMPLETE—READY FOR THE ROAD .. .. .	690	0	0



**Control.** Clutch and foot brake pedals on the left and right side of steering column respectively ; accelerator pedal is on right of brake pedal and can be worked in conjunction with the hand throttle lever on quadrant on steering column, so that the car can be controlled by hand or foot. A second lever controls the ignition.

<b>Dimensions.</b>	Wheel Base	..	..	..	..	..	10 ft.	10 ins.
	Wheel Track	..	..	..	..	..	4 ft.	7 ins.
	Overall Length	..	..	..	..	..	15 ft.	3 ins.
	Overall Width	..	..	..	..	..	5 ft.	8 ins.

**Finish.** Brass as Standard. For plated finish including Radiator, an extra charge of £3 is made.



16-20 H.P. CHASSIS with Front Wings, Petrol Tank and Detachable Wheels	..	£460	0	0
CABRIOLET, as illustrated	..	680	0	0
CABRIOLET, fitted with Leitner Electric Lighting Set, Head Lamp Brackets, Spare Wheel and Dunlop Grooved Tyre, Speed Indicator, Horn and Number Plates. COMPLETE—READY FOR THE ROAD	..	730	0	0
DOUBLE LANDAULETTE	..	640	0	0
DOUBLE LANDAULETTE, fitted with Leitner Electric Lighting Set, Head Lamp Brackets, Spare Wheel and Dunlop Grooved Tyre, Speed Indicator, Horn and Number Plates. COMPLETE—READY FOR THE ROAD	..	690	0	0



and are compensating. The shoes are easily renewable. The foot brake is also internal expanding of large diameter and area, with Ferodo lining. Both brakes are easily adjusted, enclosed in dust-proof drums, and hold equally well in either direction.

**Axles.** Front Axle :—Specially prepared steel of “ H ” section re-inforced at spring brackets, fitted with selected steel swivels mounted on a combination of plain and ball bearings.

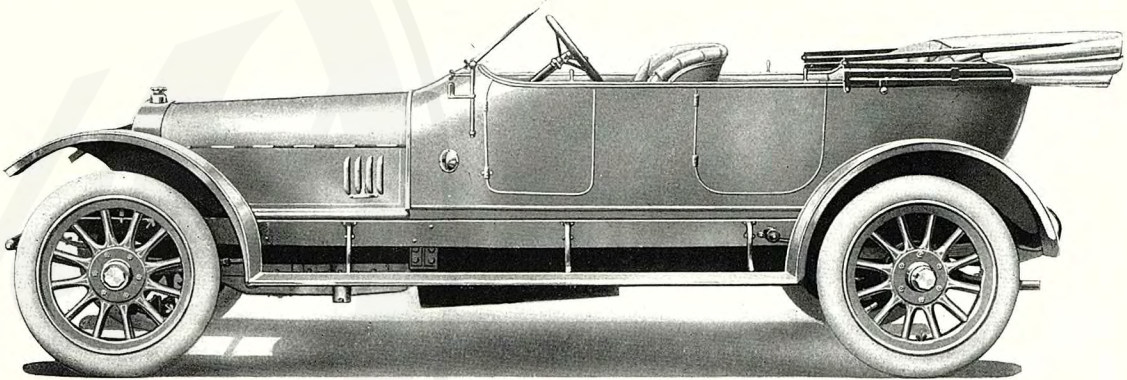
Back Axle :—Bevel drive, specially constructed to resist severe road shocks, mounted entirely on ball bearings with ball thrusts, the wheels being carried on an outer sleeve so that the differential shafts do not carry any weight.

**Wheels.** Detachable artillery are standard, but wire wheels if desired can be fitted at extra cost.

**Tyres.** Dunlops 880×120 grooved. An extra price will be charged for tyres other than standard.

**Springs.** Front :—Half elliptic. Rear :—Three-quarter elliptic. These are anchored at one end and are compensated by large shackles fitted with greasers.

**Control.** Clutch and foot brake pedals are on the left and right hand side of steering column respectively ; accelerator pedal is on right of brake pedal and can be worked in conjunction with the hand throttle lever on quadrant on steering column, so that the car can be controlled by hand or foot. A second lever controls the ignition.



25-30 H.P. CHASSIS, with Front Wings, Petrol Tank and Detachable Wheels ..	£585	0	0
CHASSIS, with TORPEDO Body, as illustrated, fitted with Leitner Electric Lighting Set (but without Hood and Screen) .. ..	673	10	0
With TORPEDO Body, One-man Hood, Half Screen, Leitner Electric Lighting Set, Head Lamp Brackets, Spare Wheel and Dunlop Grooved Tyre, Speed Indicator, Horn and Number Plates. COMPLETE—READY FOR THE ROAD .. ..	719	0	0
Extra for Sunbeam Self Starter .. ..	40	0	0



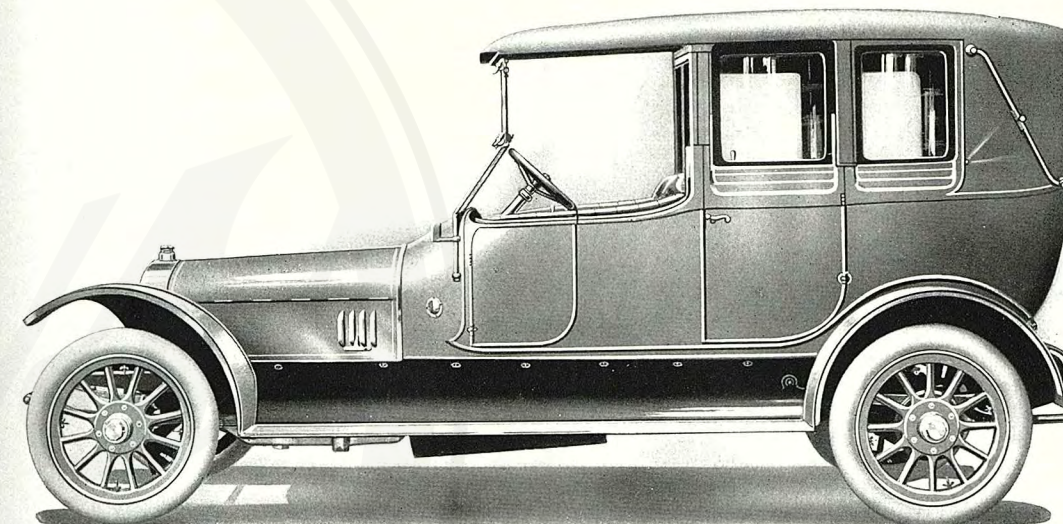
<b>Dimensions.</b>	Wheel Base	..	..	..	..	11 ft.	8½ in.
	Wheel Track	..	..	..	..	4 ft.	7 in.
	Overall Length	..	..	..	..	16 ft.	3 in.
	Overall Width	..	..	..	..	5 ft.	8 in.

**Finish, Brass** For plated finish, including radiator, an extra charge of £3 is made.

**Self Starter.** The Sunbeam Engine Starter can only be fitted to this model. This starter consists of an air engine and compressor, the air engine is fitted on the near side of the main engine and consists of three cylinders and six pocket valves. The air compressor is fitted on the lid of the gear box, the gear wheel on the shaft engaging with one of the gear wheels of the gear box. The air compressor is not always in action but its pinion is moved into mesh by the operation of a rod. An air tank is provided for the storage of the compressed air. A screw valve is provided and also a pressure gauge, the operation of the valves from the driver's seat admitting air to the cylinders of the air engine, the power of this being transmitted to the flywheel of the main engine through a roller chain and sliding pinion. To start the engine the sliding pinion is moved into mesh with teeth cut on the outer periphery of the flywheel, the air valve is opened and air is admitted to the air engine which easily rotates the main engine at a high speed.

When the car is running under normal conditions none of the parts are in motion.

Price of Self Starter, £40.

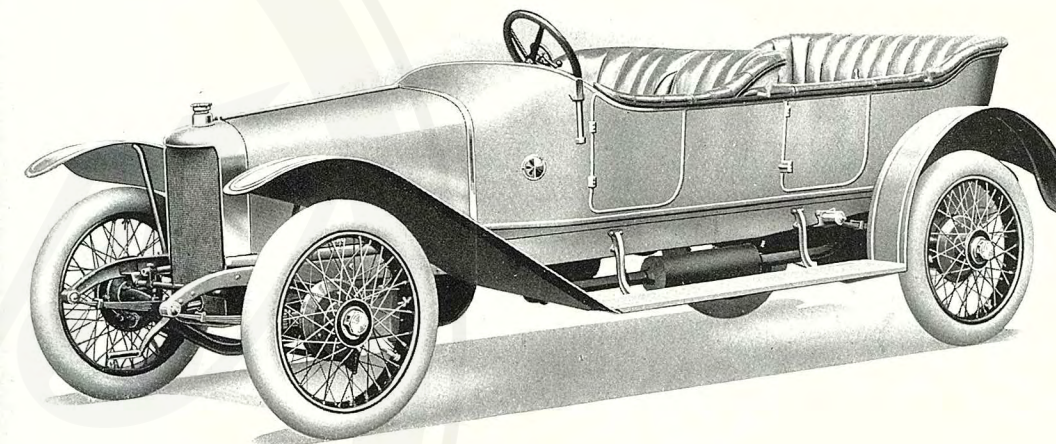


25-30 H.P. CHASSIS with Front Wings, Petrol Tank and Detachable Wheels	..	..	..	..	..	£585	0	0
CABRIOLET, as illustrated	..	..	..	..	..	800	0	0
CABRIOLET, fitted with Leitner Electric Lighting Set, Head Lamp Brackets, Spare Wheel and Dunlop Grooved Tyre, Speed Indicator, Horn and Number Plates. COMPLETE—READY FOR THE ROAD	..	..	..	..	..	860	0	0
Extra for Sunbeam Self Starter	..	..	..	..	..	40	0	0



## Specification of the 12-16 H.P. Four-Cylinder Sporting Model.

- Engine.** Special racing type Four-Cylinder, 80 mm. bore, 150 mm. stroke. Cylinders cast *en bloc*. Crankshaft supported by bearings between each throw; special valves all on the left side and enclosed in dust-proof case. High-pressure forced lubrication, entirely automatic. Camshaft driven by silent chain. Magneto and water pump driven by skew gears. Adjustable tappets.
- Gear Box.** Three point suspension; four speeds forward and reverse; gate change; direct drive on top; ball bearings throughout; short thick steel shafts, hardened and tempered; the case is cast in one piece, and is absolutely oil-tight.
- Ignition.** Bosch Magneto, with advance and retard lever.
- Carburettor.** Special type Claudel Hobson, air pressure fed.



12-16 H.P. SPORTING MODEL, as illustrated . . . . . £440 0 0

Or fitted with Head Lamp Brackets, Leitner Electric Lighting Set,  
Spare Wheel and Dunlop Grooved Tyre, Speed Indicator, Horn  
and Number Plates . . . . . 488 0 0



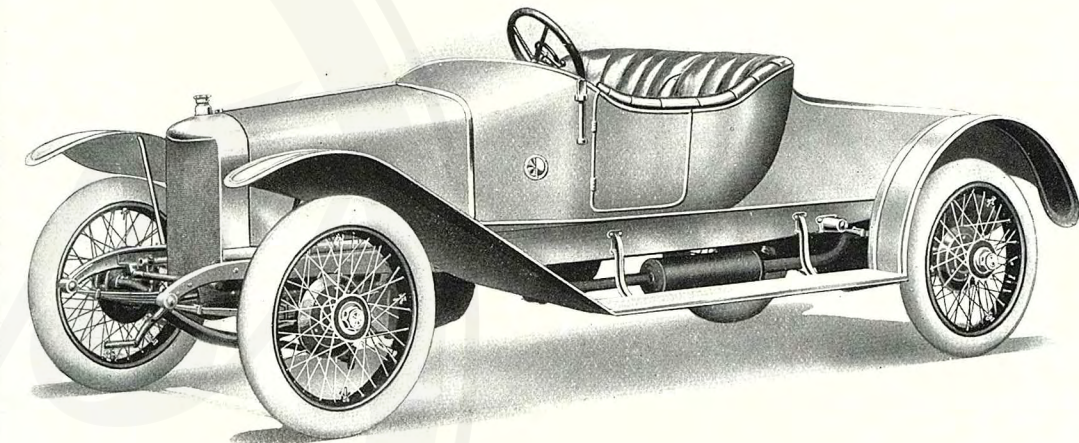
**Back Axle.** Bevel drive, specially constructed to resist severe road shocks, mounted entirely on ball bearings with ball thrusts ; the wheels are carried on an outer sleeve so that the differential shafts do not carry any weight.

**Wheels.** 815 × 105, detachable wire.

**Tyres.** Dunlops 815 × 105, grooved. An extra price will be charged for tyres other than standard.

<b>Standard Dimensions.</b>	Wheelbase .. .. .	10 ft. 4 in.
	Wheel track .. .. .	4 ft. 6 in.
	Overall length .. .. .	14 ft. 0 in.
	Overall width .. .. .	5 ft. 7 in.

**Finish.** Brass as Standard. For Plated finish, including radiator, an extra charge of £3 is made.



12-16 H.P. SPORTING MODEL Two Seater, as illustrated .. .. .	£425 0 0
Or if fitted with Head Lamp Brackets, Leitner Electric Lighting Set, Spare Wheel and Dunlop Grooved Tyre, Speed Indicator, Horn and Number Plates .. .. .	473 0 0



## Sunbeam One Man Hood.

This Season we are fitting a One Man Hood of original design, which is exceptionally easy to raise and lower, in fact it is REALLY a "One Hand" hood. The frame work is made entirely of D shaped steel tubing, no wood being used in its construction. The many advantages of this method will be easily recognised.

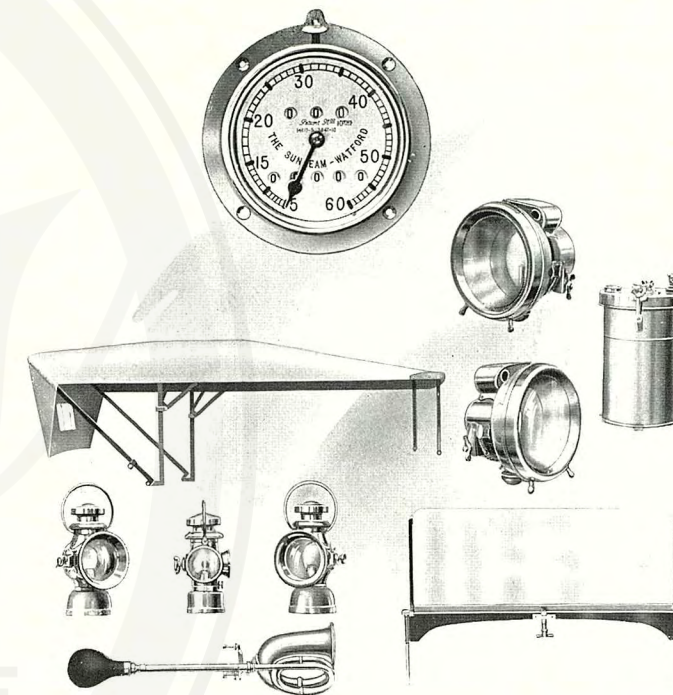
When up, the hood is secured at the front by two metal stays (which fold across the front of the hood) to two supports on the wind screen by means of a wing nut.

The Sunbeam One Man Hood folds very neatly, lies quite parallel with the body, and occupies a much smaller space than is the case with the usual wooden frame type of hood.

When folded down to prevent rattling it is held by two patent metal fitments carried on the top tube.

There are no leather straps to get dirty or lost.

The material used for the cover is of best quality and thoroughly waterproof.



The Sunbeam Set.



## Guarantee and General Remarks.

We are pleased to give intending purchasers every opportunity to inspect our cars at the works, where they can see all the parts being made. We use every effort to deliver cars on 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 and the deposit 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 sizes and are interchangeable.

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 are fitted from outside sources materially differing from those illustrated in this catalogue we do not take any responsibility for the springs sagging, etc.

**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 precautions that are usual and reasonable have been taken to secure excellence of materials and workmanship. In case any chassis or car or any part thereof should appear to be defective, the Company does not accept responsibility for consequential damages, but undertakes to repair and make good, free of charge, any chassis or car sold by them, 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 12 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 or otherwise at his own expense) to the Company's works at Wolverhampton with an advice under separate cover stating the number of the chassis, as shown by the Company's name 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 here entirely at purchaser's risk.

The Company must be satisfied that the breakage or 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 for inspection or in replacing the same, or any new part supplied in lieu thereof.

Where cars are purchased through 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 their guarantee, if sent direct to them, provided the name of the "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 not made by them ; 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 (if at all) by people who are acquainted with them; all accessories forwarded to the works to be fitted to cars must be sent carriage paid and must have a label attached bearing the number of the car, together with an advice, otherwise the Company cannot accept responsibility for such accessories.

**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. The Dealer is not authorized to act on behalf of the Company, nor to give any warranty nor make any representation to a purchaser on the Company's behalf.

**DELIVERY.**—At the Works, Wolverhampton.

**TERMS.**—One-tenth with order, balance on delivery of car at our works.

**PAYMENT.**—Cash on receipt of invoice with notification that the car is ready for delivery. If the payment of same after notification is not made within seven days we reserve the right of selling the car.

## Repairs and Replacements.

We have a separate section of the works entirely devoted to repairs, and give careful attention to cars entrusted to us for general repairs and overhauling, undertaking to complete the work with the utmost despatch.

We are also in a position to supply spare parts on short notice.

Worn parts sent as patterns or taken off cars during repairs are not returned unless specially instructed at time of ordering.

## 1914 Sunbeam Standard Colours.

### PAINTING AND TRIMMING.

Ref. No.	TYPE.	Ref. No.	TYPE.	Ref. No.	TYPE.
	12-16 H.P.		16-20 H.P.		25-30 H.P.
No. 1	Ailsa Grey, picked out Darker Grey, fine lined White. Trimmed either No. 45 Light Green leather or Nos. 41 or 56 Grey leather.	No. 1	Ailsa Grey, picked out Darker Grey, fine lined White. Trimmed either No. 45 Light Green leather or Nos. 41 or 56 Grey leather.		Any colour with the exception of White, Cream or Striped. Trimmed any colour.
No. 11	Dark Green, picked out Black, fine lined Light Green. Trimmed No. 9 Dark Green leather.	No. 8	Brown, picked out Black, fine lined Chrome. Trimmed No. 8 Brown leather.		
		No. 11	Dark Green, picked out Black, fine lined Light Green. Trimmed No. 9 Dark Green leather.		
		No. 12	Blue, picked out Black, fine lined White. Trimmed No. 12 Dark Blue leather.		
		No. 13	Carmine, picked out Black, fine lined White. Trimmed No. 6 Dark Red.		

An extra charge of £5 is made for painting Cars any colour other than standard, and an extra charge of £5 is made for deviation of trimming other than Standard.

Alterations to picking out, or fine lines only, £1 extra.

12-16, 16-20, and 25-30 H.P. Landaulettes, Cabriolets and Limousines supplied in any colour (except striped bodies or anything much out of the ordinary) without extra charge.

A quotation will be given for painting Bodies in stripes or any special colour schemes.



# Table of Particulars.

Makers' H.P.	R.A.C. Rating H.P.	Number of Cylinders.	Bore and Stroke.	Number of Gears	Ratio of Back Axle.	M.P.H. at 1,000 revs.	Wheels.	Wheel-base.	Track.	Annual Tax.	Price of Chassis.
12/16	15.9	4	mm. 80 x 150	4	3.6 to 1	High Gear 26½	mm. 815 x 105	ft. in. 10 4	ft. in. 4 6	£4 4 0	£350
16/20	20.1	4	90 x 160	4	High 3.3 to 1 Low 3.59 to 1	High Gear 29½	820 x 120	10 10	4 7	£6 6 0	£460
25/30	30.2	6	90 x 160	4	High 2.9 to 1 Low 3.3 to 1	High Gear 35½	880 x 120	11 8½	4 7	£8 8 0	£585

## Prices of Extras and Fittings.

Cape Cart Hood .. .. .	£17 10 0
Cape Cart Hood with division, etc., etc. .. .. .	19 0 0
Victoria Leather Hood for two seater car .. .. .	27 10 0
Twill Hood for two seater car .. .. .	12 10 0
Victoria Leather Hood for back seats .. .. .	35 0 0
Envelope, for Cape Cart Hood .. .. .	1 10 0
Half Wind Screen .. .. .	6 6 0
Double Folding Wind Screen .. .. .	10 0 0
Fitting Wind Screen other than our make .. .. .	1 0 0
Fitting and supplying Irons for back Screens .. .. .	2 10 0
Dual Ignition for 12-16 H.P. .. .. .	13 0 0
Spare Wheel .. .. .	5 5 0
Wire Wheels .. .. .	7 10 0
Head Lamp Brackets .. .. .	1 10 0
Wiring Car for Electric side and Tail Lamps .. .. .	0 12 6
Sprag .. .. .	2 10 0
Leather Side Shields .. .. .	3 10 0
Leather Shields for back of front seats .. .. .	1 5 0
Leather Panel Pouch .. .. .	2 17 6
Tonneau Cover .. .. .	2 15 0
Waterproof Cover for seats .. .. .	8 10 0
Holland Covers for seats .. .. .	5 0 0
Waterproof Covers for inside Landaulette .. .. .	5 10 0
Holland Covers for inside Landaulette .. .. .	4 0 0
Waterproof Covers for two seater .. .. .	4 10 0
Fitting Speed Indicator .. .. .	0 15 0
Fitting Gabriel Horn, Exhaust Whistle, or Electrical Horns .. .. .	1 0 0
Aluminium Matting for floor boards .. .. .	2 5 0

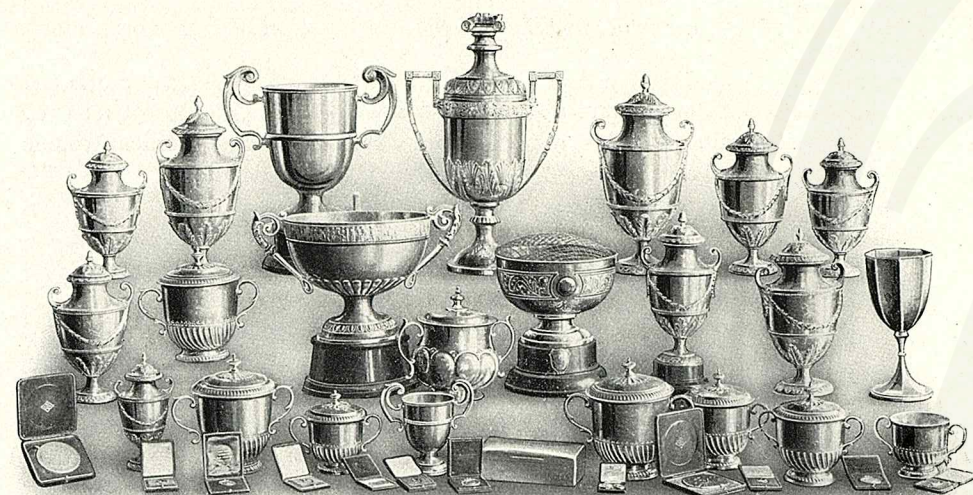


Folding Dickey Seat for two seater .. .. .	£5 0 0
Folding Dickey Seat for two seater (double) .. .. .	7 10 0
Pocket Inside Door of two seater .. .. .	0 15 0
Number Plates and Painting .. .. .	0 5 0
Supplying and Painting Generator Box .. .. .	0 12 6
Supplying and Painting Accumulator Box .. .. .	0 12 6
Folding Luggage Grid .. .. .	4 4 0
Luggage Rail for two seater .. .. .	3 0 0
Silk Blinds to Landaulette .. .. .	6 10 0
Speaking Tube .. .. .	2 2 0
Storm Curtains to Landaulette .. .. . per pair	4 10 0
Tip-up Seats .. .. .	4 5 0
Tip-up Seats, folding backs .. .. .	6 5 0
Monograms, each letter .. .. .	0 5 0
Crest, each .. .. .	1 10 0
Special Crests and Coat of Arms (on application) .. .. .	
Upholstery Pleated .. .. .	3 0 0
Extra for Colonial Chassis and large radiator for 12-16 H.P. .. .. .	2 5 0
Extra for Colonial Chassis and large radiator for 16-20 H.P. .. .. .	5 0 0
Extra for Colonial Chassis and large radiator for 25-30 H.P. .. .. .	5 0 0
Lamps Painted to Match Car .. .. .	1 0 0
Extra for Sunbeam Set Nickel Finish .. .. .	2 0 0
Extra for Sunbeam Set Black Plated Finish .. .. .	3 0 0
Larger Size Wheels to all Cars .. .. . per set	1 0 0
Goodyear Steel Wheels :—	
815×105.. .. . per set	4 0 0
820×120.. .. .	4 15 0
880×120.. .. .	5 5 0
895×135.. .. .	5 15 0

## List of Tools supplied with each Sunbeam Car.

1 Double-ended Spanner each $\frac{1}{4}$ , $\frac{5}{16}$ , $\frac{3}{8}$ and $\frac{1}{2}$ -inch.	1 Funnel.
1 Single-ended Spanner $\frac{3}{4}$ -inch.	1 Oil Can.
2 Box Spanners and Tommy Bar.	1 Wiper.
2 Tyre Levers.	1 Jack.
1 Hammer.	1 Peg Spanner for removing Back Hubs.
1 Screw-driver.	1 Special Hub Cap Spanner with Cam.
1 Adjustable Spanner.	1 Pump (Tyre).
1 Pair Pliers.	1 Box of Nuts, Bolts and Washers.
1 Special Spanner for removing Star Driver.	1 Undershield Hook.
1 Large Open-ended Spanner for Clutch Nut.	1 Scraper for Pistons.





A Few Sunbeam Trophies.

## Sunbeams at speed on hill, road and track.

**I**N every kind of test and trial the SUNBEAM Car has from the first been highly successful.

Its reliability was strikingly proved by the Scottish and Irish Reliability Trials, which were held from 1903 to 1909, in every one of which the SUNBEAM gained the highest possible honours, never having to stop for any mechanical trouble. So persistently did the SUNBEAM gain full marks for Reliability that the Press came to describe its performance as "monotonous."

Remarkable consistency has been shown in the wonderful series of continued successes.

In the past four years nearly 300 Cups, Medals and other prizes have been won.

During the 1913 season the SUNBEAM Car continued its successful career, and figures largely in the list of winners at many of the most important hill climbs and speed trials organized throughout the country. One highly significant feature of these events, and one which it is a great pleasure to be able to record, is the large number of successes achieved by private owners.

The most striking of SUNBEAM successes was in the "Coupe de l'Auto" race of 1912, when three SUNBEAMS of 15.9 h.p. gained FIRST, SECOND AND THIRD places; and in the Grand Prix race, run at the same time, the same three cars were THIRD, FOURTH AND FIFTH, though they were pitted against cars of unlimited horse-power.

These three cars were of approximately standard design.



IN the Grand Prix and Coupe de l'Auto races of 1913, the Sunbeam success was hardly less. In the former, a limited fuel race of 570 miles, SUNBEAM Cars, fitted with 6 cyl. engines, with a capacity of 4,494 cubic centimetres, finished Third and Sixth. The regularity with which they covered lap after lap of the course with but a few seconds' variation aroused the highest admiration. The cylinder capacity of the SUNBEAMS was the smallest of any of the eleven cars which finished, that of the winning car being greater by 25%. It is important to notice that the SUNBEAM car which finished Third was only beaten by one firm, whose cars were fitted with special racing engines, while the SUNBEAM engines were of standard design and size.

In the Coupe de l'Auto race of 1913, a 12-16 h.p. SUNBEAM was Third, and was only beaten by cars of purely racing design, whilst the SUNBEAM was again approximately a standard car.

It has been the SUNBEAM policy always to exploit their standard cars in these long international races, believing that they are thus best serving motoring interests.

An event of considerable importance, and one which was looked forward to with great interest, was the 100 m.p.h. Benzole Handicap at Brooklands, in June. The race attracted considerable attention, the occasion being the first on which the new Motor Spirit had been tested on the racing track under official supervision, and was won by a 15.9 h.p. SUNBEAM at a speed of  $80\frac{1}{4}$  m.p.h. The first Speed Records on Benzole, those for 10 laps and the half-mile, were also established by a 15.9 h.p. SUNBEAM on May 13th.

IT will be remembered that in 1911 and 1912, at Brooklands, SUNBEAM cars put up an astonishing series of records up to twelve hours. During the Summer of 1913, whilst the racing staff were engaged on the Continent, these records were taken from them, so that when the track was visited again in October, not a single World's record stood to the Sunbeam credit. But in one day, October 1st, every World's record, from two hours up to twelve hours, was regained, the SUNBEAM showing the extraordinary score of 1,078 MILES FOR TWELVE HOURS, an average of practically 90 miles an hour. The SUNBEAM is thus the first car to travel 1,000 miles in twelve hours.

A week later the 12-cylinder SUNBEAM added over a mile to the hour record, raising this to 107 miles 1,672 yards, also beating the 150 miles record by nearly four minutes. At the moment of writing the SUNBEAM holds all World's records from 100 to 1,000 miles and one to twelve hours.

Besides conquests on land SUNBEAM engines have also a share in victories on the sea. Early in the year at the Monaco Motor Boat Meeting, several motor boats fitted with SUNBEAM engines competed and succeeded in capturing 3 First, 1 Second and 3 Third Prizes, also winning the 100 Guinea Cup in the Grand Criterium des 21 pieds.

There remains the air; and an eight-cylinder SUNBEAM Aero Engine has already satisfactorily passed its tests, and more may be shortly expected from this engine.



## What Owners think of Sunbeams.

Originals may be inspected at Sunbeam Offices if desired.

12th Oct., 1913.

As a Sunbeam owner, I should like to congratulate you on your splendid performances at Brooklands, and in the Grand Prix and the Coupe de l'Auto.

I have been more than satisfied with the Car; its power and smoothness are wonderful and, although four persons have learnt to drive on it, there is no sign of weakness anywhere.

W. W. WEECH.

9th Sept., 1913.

I have just taken down the Sunbeam 20 H.P. Car I bought from you in February, 1909. She has travelled 78,792 miles by Speedometer, but I find absolutely no wear in the engine or gear box bearings, while the gears are as good as new.

FRANCIS CAPEL CURE.

16th Sept., 1913.

I want to let you know how delighted I am with the running of my 16-20 Sunbeam. I and a friend went off for a week on tour to Scarborough, and between Thirsk and Helensby we struck absolutely the worst hill I think I have ever been up. However, the Car went up fine without a hitch, carrying two and luggage, and finished at the top with plenty in hand. I was told it was one of the worst hills to climb in England, and I quite believe it. As for the rest of the trip it was the usual almost monotonous regularity the whole time.

(Still, as in years gone by, an absolutely satisfied user of Sunbeams).

L. MAWSON.

Feb. 19th, 1913.

I can only say that the Car I am running travels as well as the day she came from your works, and there is no hill in the country she cannot climb.

The Sunbeam Cars are well named, as they shed a ray of sunshine upon motorists who want a reliable machine.

9th April, 1913.

I have only done about 800 miles with it, but I'm immensely pleased with its running.

EDWARD J. THOMPSON.

In reply to your letter of the 14th inst. I am pleased to say that I have already got one of your 12/16 H.P. 1913 Cars. I have only been about 1,700 miles so far, but have nothing but praise for the car.

Its speed and hill-climbing powers are astonishing, not only to myself, but to others whom I have driven in it.

My brother also got a 12/16 H.P. at the same time as I did and is equally pleased with his.

J. A. LIDDELL.

22nd May, 1913.

I have made a test with Benzole in my 12-16 Car—result as follows :—  
Car ran to Blackpool, then to the Lake District and toured about there and home, via Shap, total distance 277 miles, per Smith's Speedometer. Benzole used, 9 gallons—30 miles to gallon. My man says it works out at 32 miles to the gallon, because tyres used are 810 x 100, whereas 810 x 90 were on Car when speedometer was fixed.

He used a little more air than when using Shell.  
The Car ran sweeter, was more powerful and took hills better on Benzole.

F. PENDLEBURY.

13th Feb., 1913.

I have just completed 15,000 miles on my 12-16 H.P. Sunbeam without an involuntary stop and never yet had the engine taken down, the valves ground, the clutch adjusted, or Collan Oil put on the clutch leather, nor had I to touch a nut or a sparking plug (the original plugs are still in use), and my "Sunbeam" is running absolutely as well as ever.

I am simply charmed with the car, and hence my letting you know of its marvellous performance.

WENTWORTH ALLEN.



## A Few distinguished owners of "Sunbeams."

His Grace The Duke of Westminster.	Sir James Cotter, Bart.
His Grace The Duke of Marlborough.	Sir E. Phillipson Stowe, Bart.
The Most Hon. The Marquis of Lansdowne.	Sir Walter Trevelyan, Bart.
The Right Hon. The Earl of Dudley.	Sir F. Denys Burton.
The Right Hon. The Earl Minto.	Sir R. Butler.
The Right Hon. The Earl of Erne.	Sir Lovelace Stamer.
The Right Hon. Viscount St. Aldwyns.	Sir Richard Stapley.
The Right Hon. Viscount Clifden.	Sir H. W. Trickett.
The Right Hon. Viscount Northland.	Sir Edward Pryce Rice.
The Right Hon. Lord Howard de Walden.	Sir Chas. Chadwycke Healey.
The Right Hon. Lord Lytton.	Sir John Lynch.
The Right Hon. Lord Selborne.	Sir Frederick Ricketts.
The Right Hon. Lord Ranfurley.	Col. The Hon. A. B. Bathurst, M.P.
Lady Essex.	The Hon. Mrs. St. John Mildmay.
Sir R. K. Arbutnot, Bart.	The Hon. Mrs. Gerard.
Sir John Arnott, Bart.	The Hon. Ed. Hewitt.
Sir Raymond Beck, Bart.	His Honour Judge Lumley Smith.
Sir W. Baird, Bart.	Rear Admiral W. R. Clutterbuck.
Sir John Carden, Bart.	Captain J. Gordon Dugdale.
Sir G. H. Cloughton, Bart.	T. Kingscote, Esq., M.V.O.

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