



CELEBRITY TROPHY PRIZE

SUPREME
SILENT
"SUNBEAMS"



"THE TROPHY WINNERS"

SUPREME
SILENT
"SUNBEAMS"

♦ ♦
 CUSTOMERS' CARS ARE
 ONLY DRIVEN
 BY OUR STAFF AT
 CUSTOMERS' OWN RISK
 AND RESPONSIBILITY.
 ♦ ♦



FRENCH GRAND PRIX RACE 1912
 RELIABILITY TEAM PRIZE

FRENCH GRAND PRIX RACE 1912
 COUPE DE L'AUTO

WINNER OF FRENCH GRAND PRIX RACE 1912
 (Three Litre Class)

♦ ♦
 TELEPHONE:
 WOLVERHAMPTON 889.
 TELEGRAPHIC ADDRESS:
 "MOORFIELD
 WOLVERHAMPTON."
 ♦ ♦

SUPREME SILENT

SUNBEAM CARS

— ARE MANUFACTURED BY THE —

SUNBEAM MOTOR CAR CO., Ltd., WOLVERHAMPTON

MANCHESTER: 112 Deansgate.

Telegrams: "SUMOCAR" Telephone 780 City

THE LONDON DEALERS: J. Keele Ltd., 72 New Bond Street, W.

In France, replacements and spare parts may be obtained from U. Rigal, 81 Avenue des Ternes, PARIS.

Second Edition, December 2nd, 1912

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.

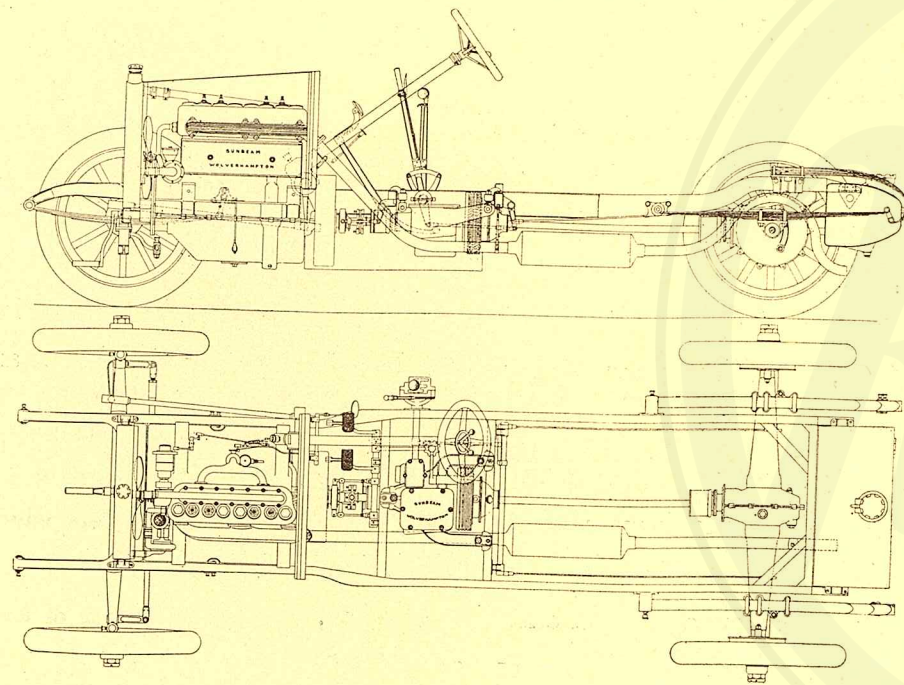
For Guarantee, see page 50

Introduction

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. They are a little higher in price perhaps than some Cars, certainly lower than many, but the quality is there, and quality counts long after the price is forgotten.

In presenting the catalogue of models for 1913 it is 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.

THE SUNBEAM MOTOR CAR COMPANY, LIMITED



PLAN AND ELEVATION 12-16 H.P. CHASSIS

FOR 1913 Season we have again decided to continue to make three separate models, viz., a 12-16 H.P. with 80 mm. \times 150 mm. bore and stroke; a 16-20 H.P. with 90 mm. \times 160 mm. bore and stroke; and a six-cylinder 25-30 H.P. with 90 mm. \times 160 mm. bore and stroke.

All models are made with the choice of two Wheelbases, the object of this being to give a Chassis suitable for either a Touring body (short wheelbase), Landaulette or Limousine (long wheelbase), and when more than the usual leg room is required for a very tall driver, an open body can be made to suit a long Wheelbase Chassis. The fixed and working parts have been reduced to a minimum, enabling us to produce a Chassis which cannot be surpassed for cleanliness of design and straightforward engineering practice. Our long experience in the manufacture of internal combustion engines has helped us in the design and manufacture of Cars which are remarkable for their power on hills, speed on the level, flexibility and liveliness.

Our Cars are so designed that all parts are accessible for the purpose of easy and quick adjustment and removal, and are all built on the same lines.

The Engine (see page 21) is of the Monobloc type, with the valves on the left-hand side, and 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 encased in the crankchamber between ball thrusts, and is driven by a silent chain. The cams are solid with the shafts.

The top half of the Crankcase carries the whole of the mechanism of the engine, the crank being held by strong bolts. Bosses are cast on the inside, which are drilled for conveying oil to all the bearings, thus avoiding the employment of oil pipes throughout. The bottom half is merely an oil well.

The Crankshaft is of specially selected high tensile steel with a bearing between each throw. All bearings are ground to dead 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 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 (see page 10) 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.

On the dashboard is an oil indicator. The plunger in the indicator when "up" shows that the oil is circulating correctly. In 25/30 Six-Cylinder Cars an oil regulator is fitted. The 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 Carburettor is fed by exhaust 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 thrust is put on either the engine or the gear box bearings. Connection to the gear box is by a universal joint of large proportions.

The Gear Box (see p. 11) 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 dead 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 shafts, differential and bevels are all hardened, ground and toughened, and are of selected steel.

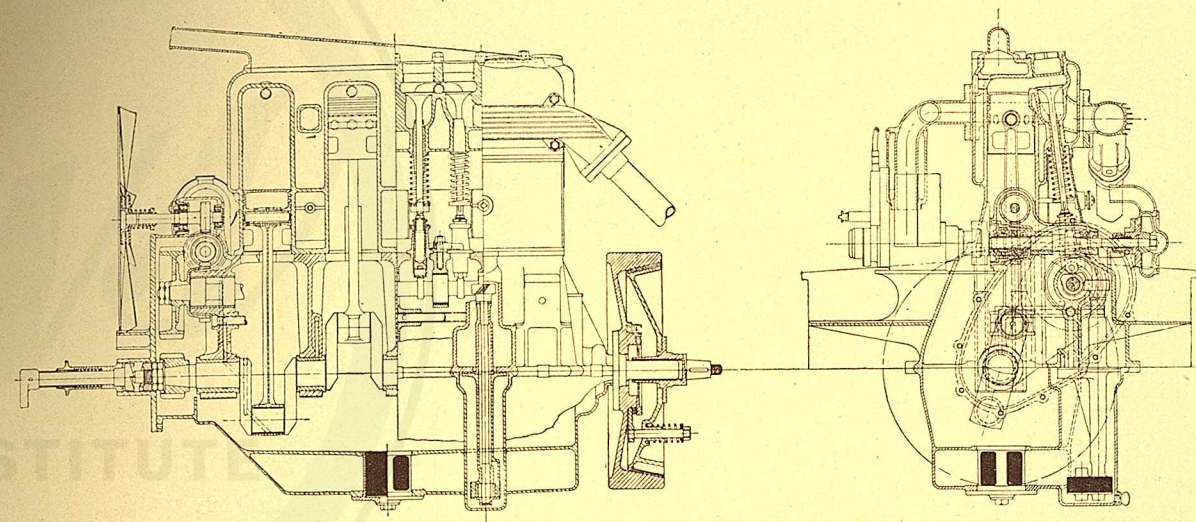
The Frame is pressed steel, and is strengthened by widening the frame flanges at the corners, and at the waist, where it narrows to allow a large steering lock.

The Springs are half elliptical in front, and three-quarter elliptical at the rear. All are bushed, and the shackle pins are fitted with greasers.

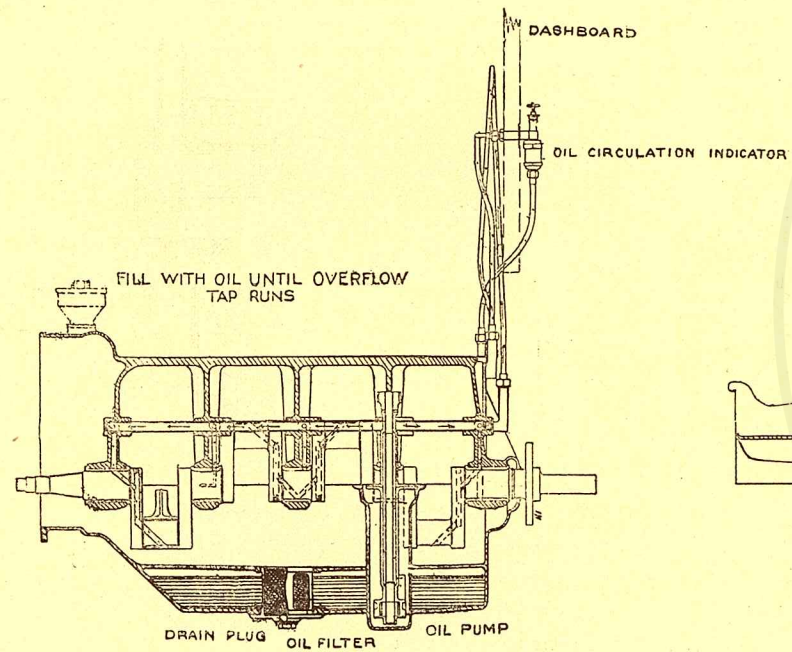
All Jaws and Ball Joints on the steering couplings are of large dimensions and carefully hardened. They are encased in leather dust-proof covers, and are fitted with greasers.

Our own system of Detachable Artillery Wheels are fitted as standard, but Detachable Wire Wheels can be fitted if desired at an extra cost.

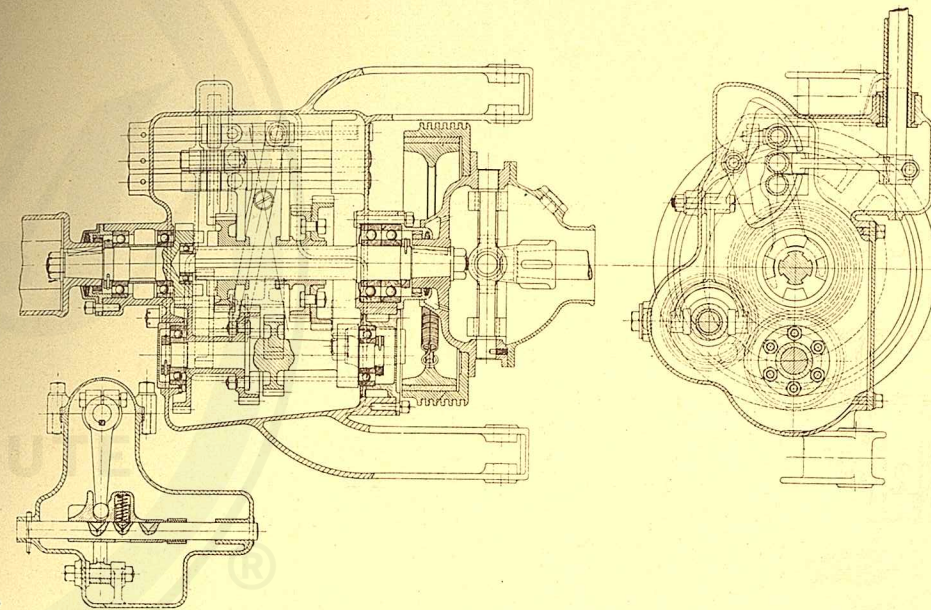
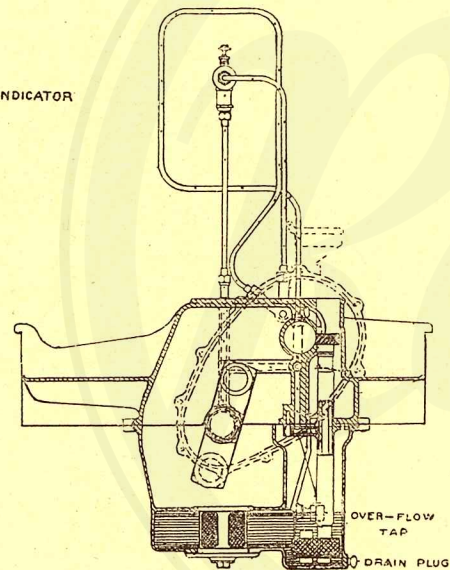
Everything used in making **Sunbeam** Cars, except raw material and proprietary articles, is manufactured at the Sunbeam Works. Careful attention has been given to keeping down the weight, while important parts, such as axles, steering gear and the frame, have ample margin of strength to withstand far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



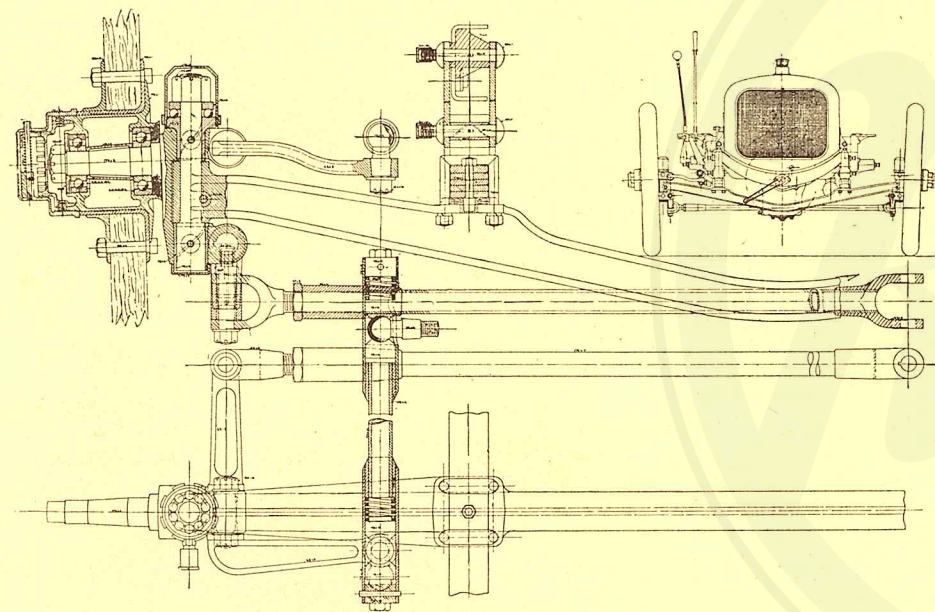
GENERAL ARRANGEMENTS OF ENGINE



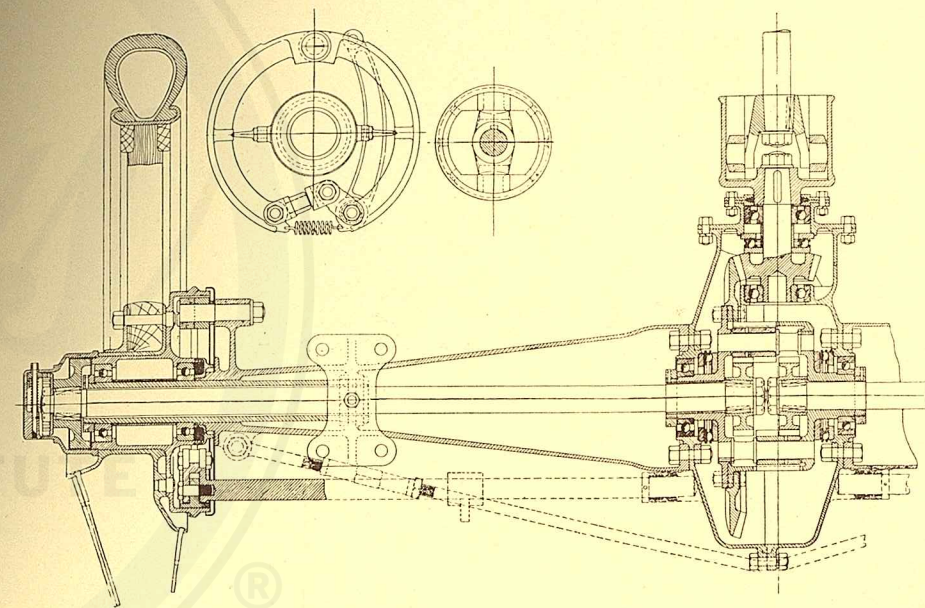
GENERAL ARRANGEMENT OF OILING



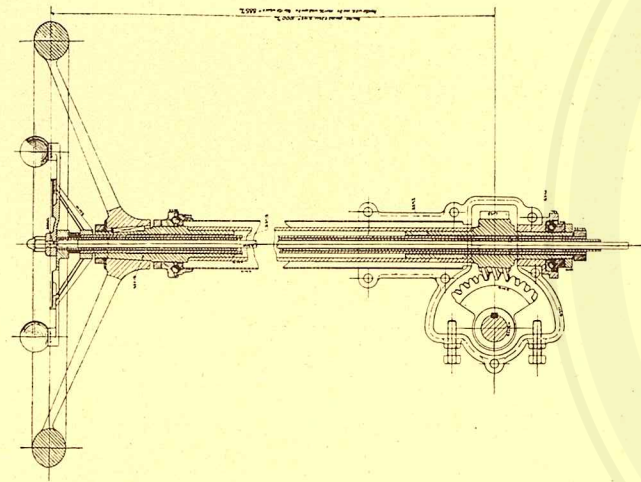
GENERAL ARRANGEMENT OF GEAR BOX



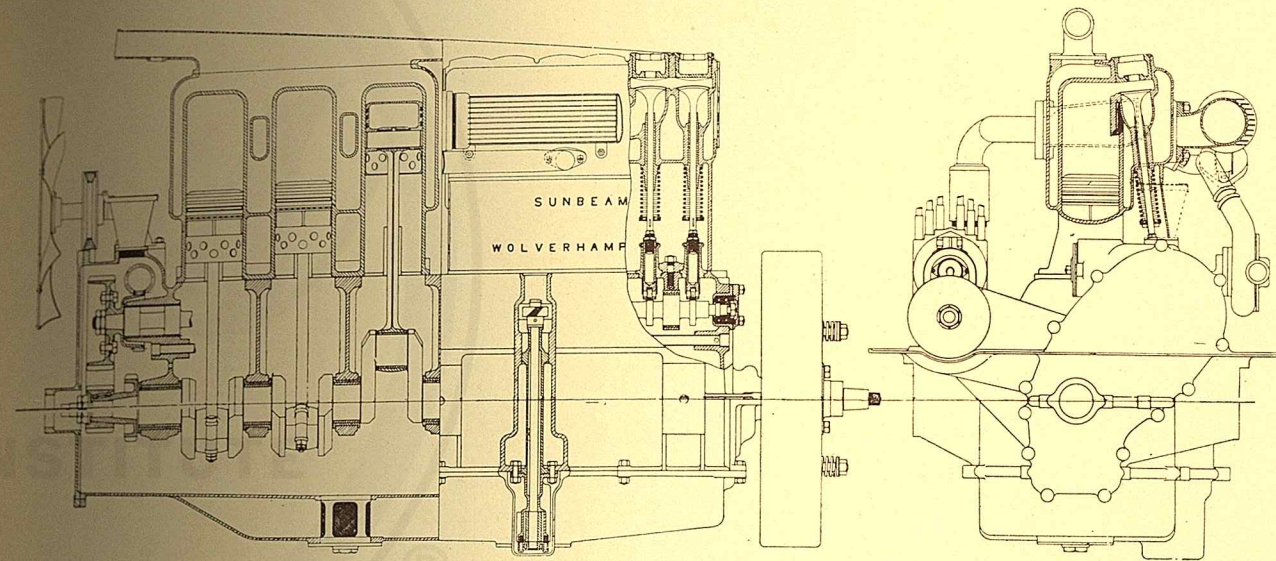
GENERAL ARRANGEMENT OF FRONT AXLE



GENERAL ARRANGEMENT OF BACK AXLE



GENERAL ARRANGEMENT OF
STEERING



GENERAL ARRANGEMENT OF SIX-CYLINDER ENGINE



A SELECTION OF CUPS AND MEDALS SECURED BY THE "SUPREME SILENT SUNBEAMS"

*For Illustrations of Trophies and Grand Prix Winner
see opposite page*

ON June 25th and 26th, 1912, in the 1,000 miles race over the Dieppe Circuit for the **Grand Prix**, Sunbeam Cars achieved a magnificent victory, one, in fact, which is without precedent in the annals of Motor history.

Three 12-16 H.P. Sunbeams driven by V. Rigal, D. Resta, and E. Medinger finished **1st, 2nd, and 3rd** respectively in the three-litre class, winning the **Coupe de l'Auto** and also the **Team Regularity Prize**.

The wonderful consistency with which the Cars ran called forth the praise of the entire Motor World. **The first two Sunbeams finished within one minute and a quarter** of each other, and were only beaten in the race for the Grand Prix by two Cars, one of which was more than double the cylinder capacity and the other nearly five times the cylinder capacity of the Sunbeam.

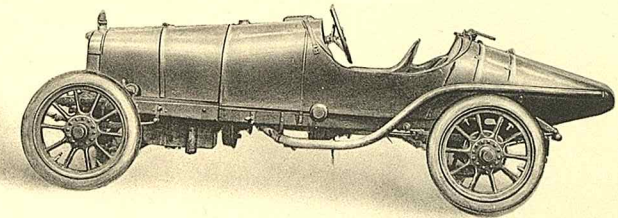
One feature of this great feat which adds considerably to its importance is the fact that the Cars were not fitted with specially built Racing Engines, but engines of standard pattern with only slight modifications of one or two minor details.

"Supreme Silent



FRENCH GRAND PRIX RACE, 1912
RELIABILITY TEAM PRIZE

Sunbeams"



WINNER OF FRENCH GRAND PRIX RACE, 1912
(Three-Litre Class)

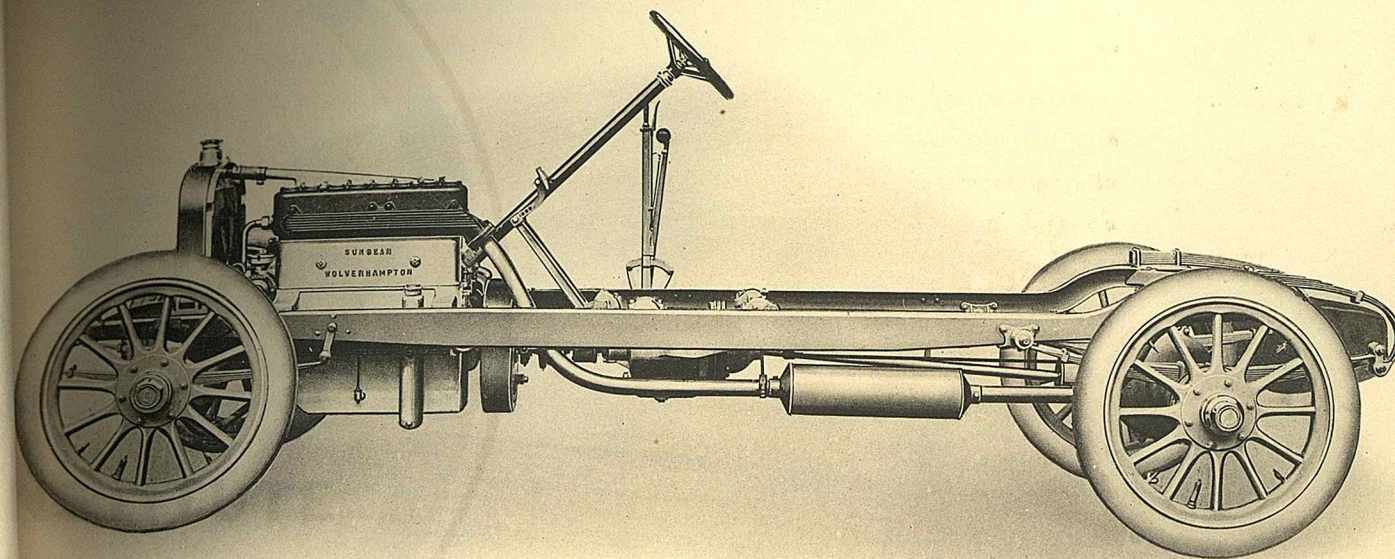
FRENCH GRAND PRIX RACE, 1912
COUPE DE L'AUTO

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 and regulator on dashboard.
- Ignition.** Bosch Magneto with advance and retard lever.
- Carburettor.** Claudel Hobson, fed by gravity augmented by exhaust pressure.
- Cooling.** Honeycomb radiator with centrifugal pump.
- 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.

12-16 H.P.



Price.—Standard Wheelbase Chassis (detachable Wheels)									
..	..	..	..	..	..	..	..	..	£350 0 0
„	Long	„	„	„	„	..	..	..	£360 0 0

Gear Box. Three point suspension ; four speeds forward and reverse ; direct drive on top ; gate change ; ball bearings ; short thick steel shafts, hardened and tempered ; case cast in one piece, with the exception of the lid, and absolutely oil-tight.

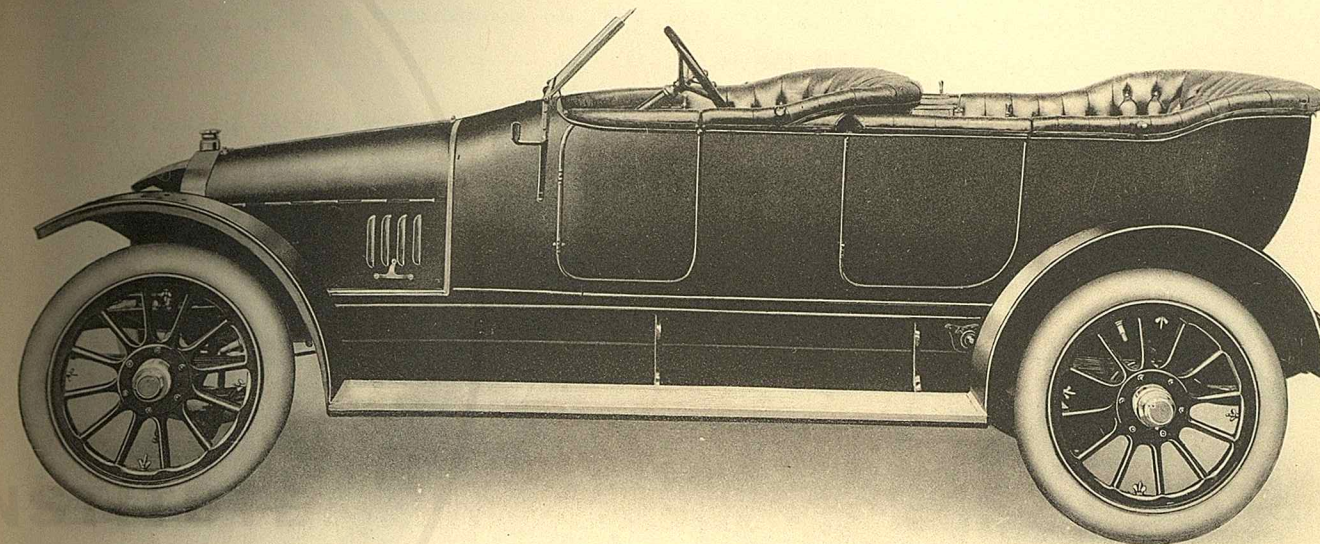
Brakes. Metal to metal. Internal expanding. The side brakes are operated by a hand-lever and are compensating. The shoes are easily renewable. The foot brake is also internal expanding of large diameter and area. Both brakes are easily adjusted, enclosed in dust-proof drums, and hold equally well in 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 can be fitted at extra cost if desired.

Tyres. Dunlops, 815×105, Plain. An extra price will have to be charged for Tyres other than Standard.



Upholstering all buttoned.

Price.—12-16 H.P. Car, Standard body with Screen as above (detachable Wheels) £396 6 0
 Or complete with Sunbeam Set, comprising Hood, Screen, Head-lights, Generator, Side-lights, Tail-light, Horn (as illustrated, page 49), Speed Indicator (as illustrated, page 53), Head-light Brackets, spare detachable Wheel with Dunlop plain Tyre, and Number Plates £442 0 0

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.

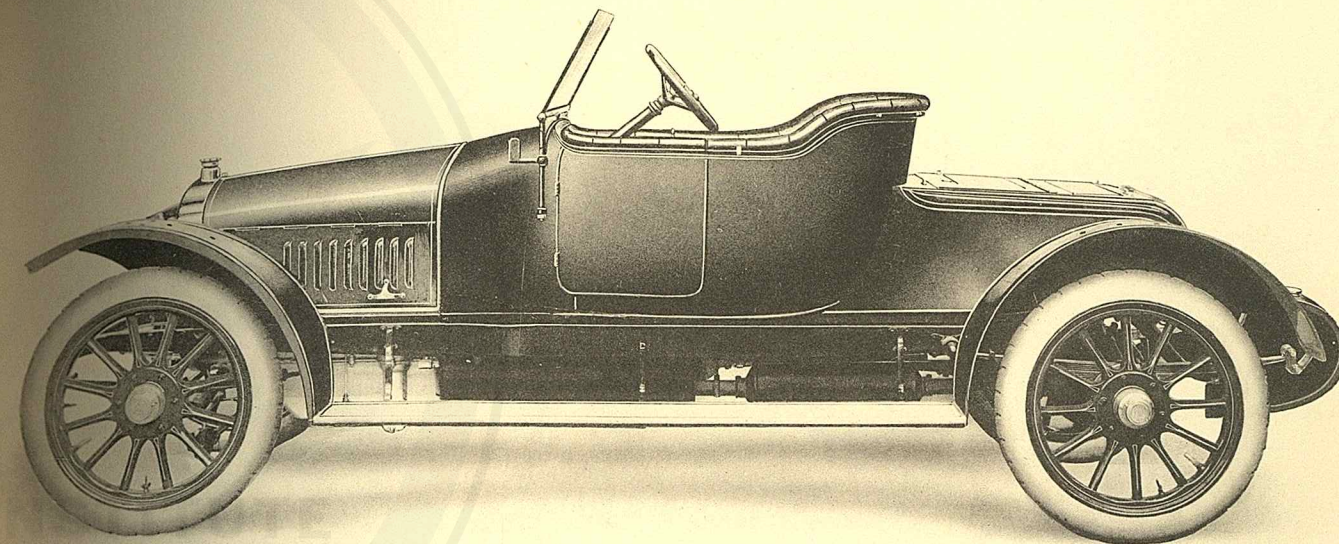
Dimensions.

Wheelbase	..	..	..	..	..	9 ft. 9 in.
Wheel gauge	..	..	..	..	..	4 ft. 6 in.
Overall length	..	..	..	..	..	13 ft. 5 in.
Overall width	..	..	..	..	..	5 ft. 7 in.

Long wheelbase is 7 in. longer.

Weight of Chassis, approx., 18 cwt.

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

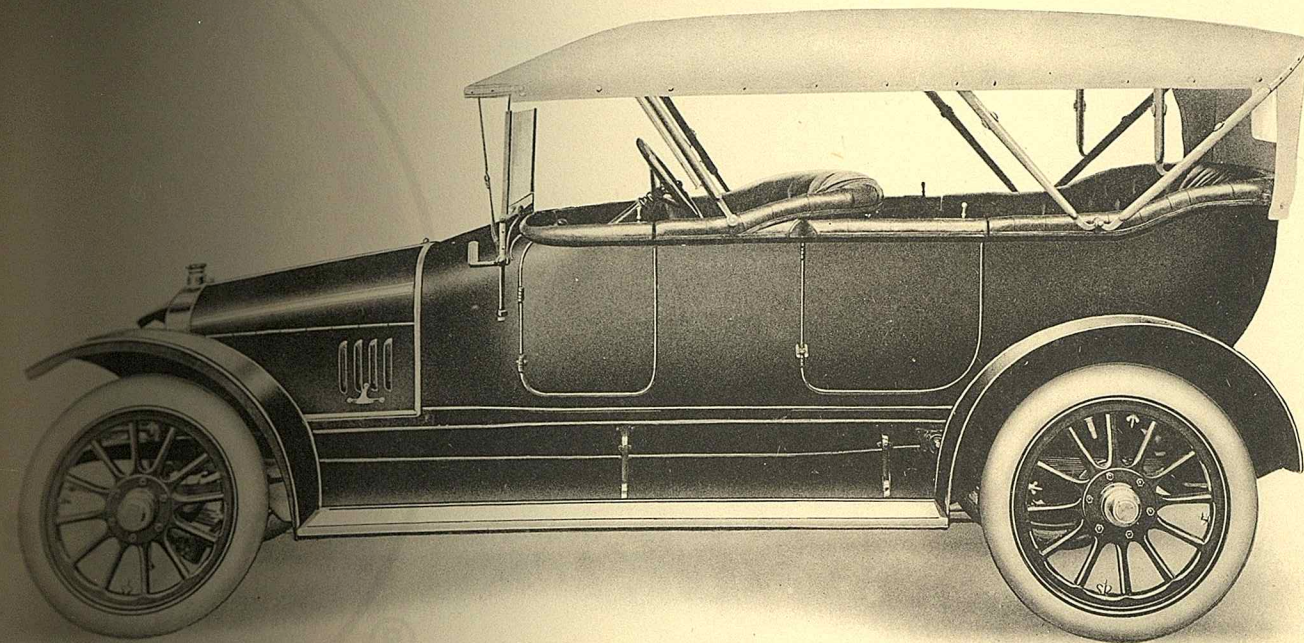


Price.—12-16 H.P. Two-seated Car, with Screen as above (detachable Wheels) £381 6 0
 Or complete with Sunbeam Set, comprising Hood, Screen, Head-lights, Generator, Side-lights, Tail-light, Horn (as illustrated, page 49, with the exception of Hood), Speed Indicator (as illustrated, page 53), Head-light, Brackets, spare detachable Wheel with Dunlop plain Tyre, and Number Plates £422 0 0

Prices of 12-16 H.P. Car

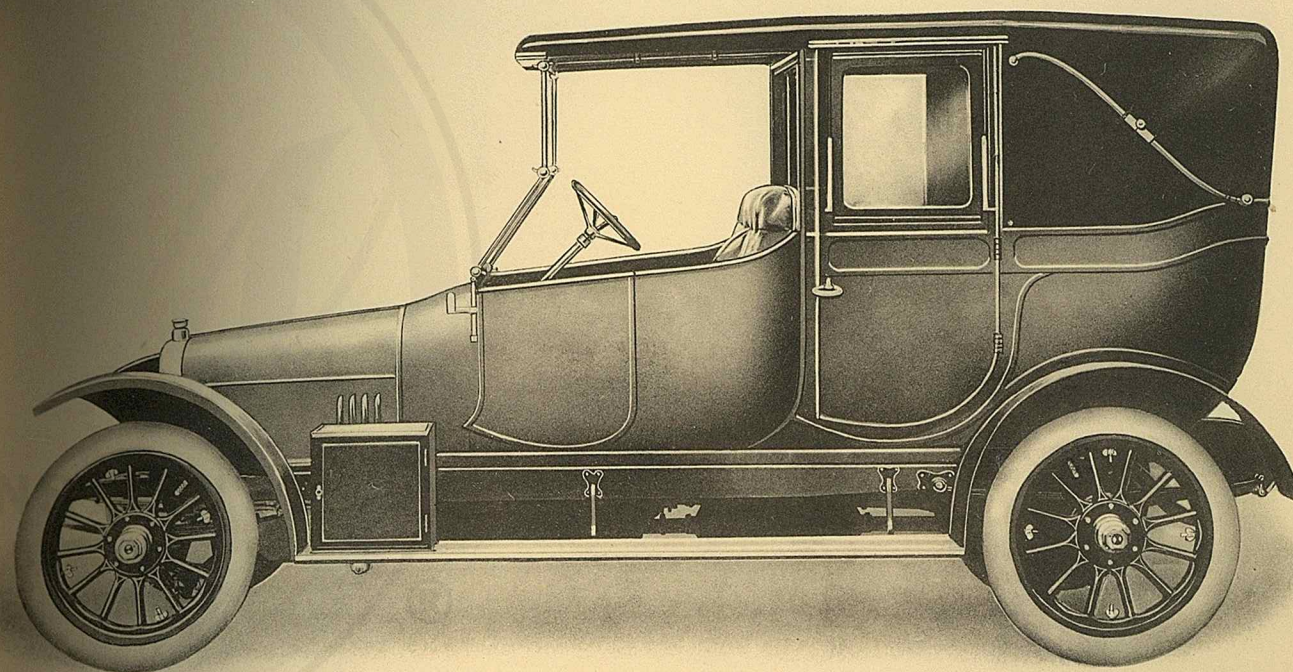
Chassis with front wings and petrol tank	Detachable Wheels	£350	0	0
Chassis, long wheelbase with front wings and petrol tank ..	" "	360	0	0
Two-Seater Standard Body	" "	375	0	0
Open Touring Body	" "	390	0	0
Single Landaulette on long wheelbase	" "	510	0	0
Spare Wheel—detachable	" "	5	5	0

Upholstering all buttoned.



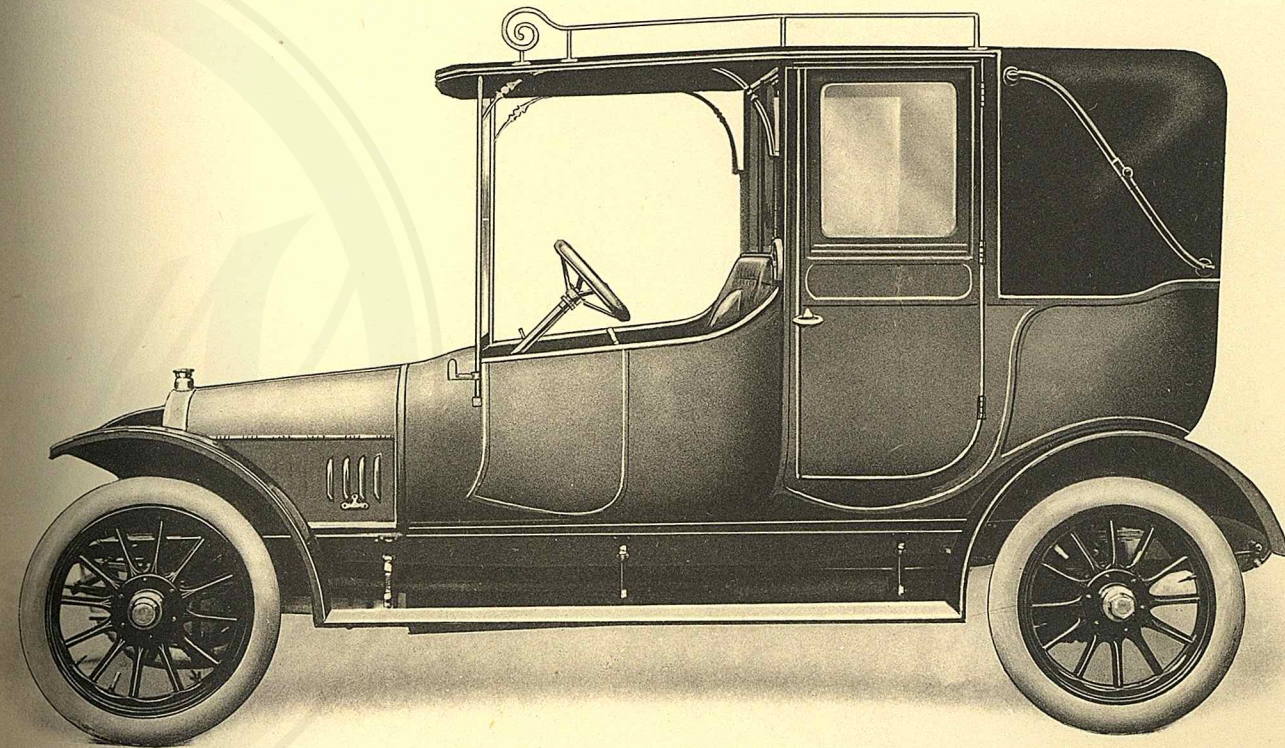
Upholstering all buttoned.

Price.—12-16 H.P. Car, with Hood and Screen as above (detachable Wheels)	£413	6	0
Or complete with Sunbeam Set, comprising Hood, Screen, Head-lights, Generator, Side-lights, Tail-light, Horn (as illustrated, page 49), Speed Indicator (as illustrated, page 53), Head-light Brackets, spare detachable Wheel with Dunlop plain Tyre, and Number Plates	£442	0	0



Upholstering all buttoned.

Price.—12-16 H.P. Car, with Cabriolet body as above (detachable Wheels) £550 0 0
 Or complete with Head-light Brackets, Head-lights, Generator, Side-lights, Tail-light, Horn,
 £581 0 0



Upholstering all buttoned.

Price.—12-16 H.P. Car, with Single Landaulette body as above (detachable Wheels)	..	..	£510	0	0
Or complete with Head-light Brackets, Head-lights, Generator, Side-lights, Tail-light, Horn, Speed Indicator, spare detachable Wheel with Dunlop plain Tyre, and Number Plates	..	..	£541	0	0

16-20 H.P. Chassis

Bore 90 mm. Stroke 160 mm.

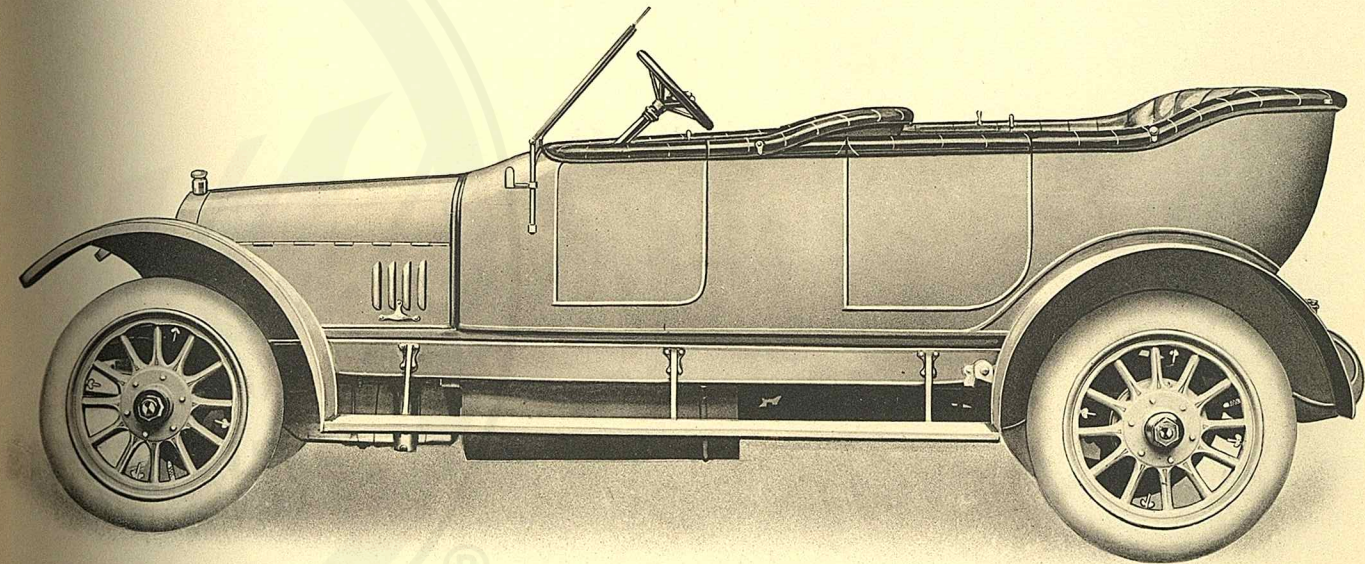
R.A.C. Rating 20.1. Annual Tax 6 Guineas.

Dimensions.

Wheelbase	..	..	..	..	..	10 ft. 3½ in.
Wheel gauge	..	..	..	..	..	4 ft. 7 in.
Overall length	..	..	..	..	..	14 ft. 0 in.
Overall width	..	..	..	..	..	5 ft. 8 in.

Long wheelbase is 6¼ in. longer.

Finish, Brass. For plated finish, including radiator, an extra charge of £3 is made.
General Specification as 12-16 H.P., with the exception of Bore, Stroke, and Ignition.



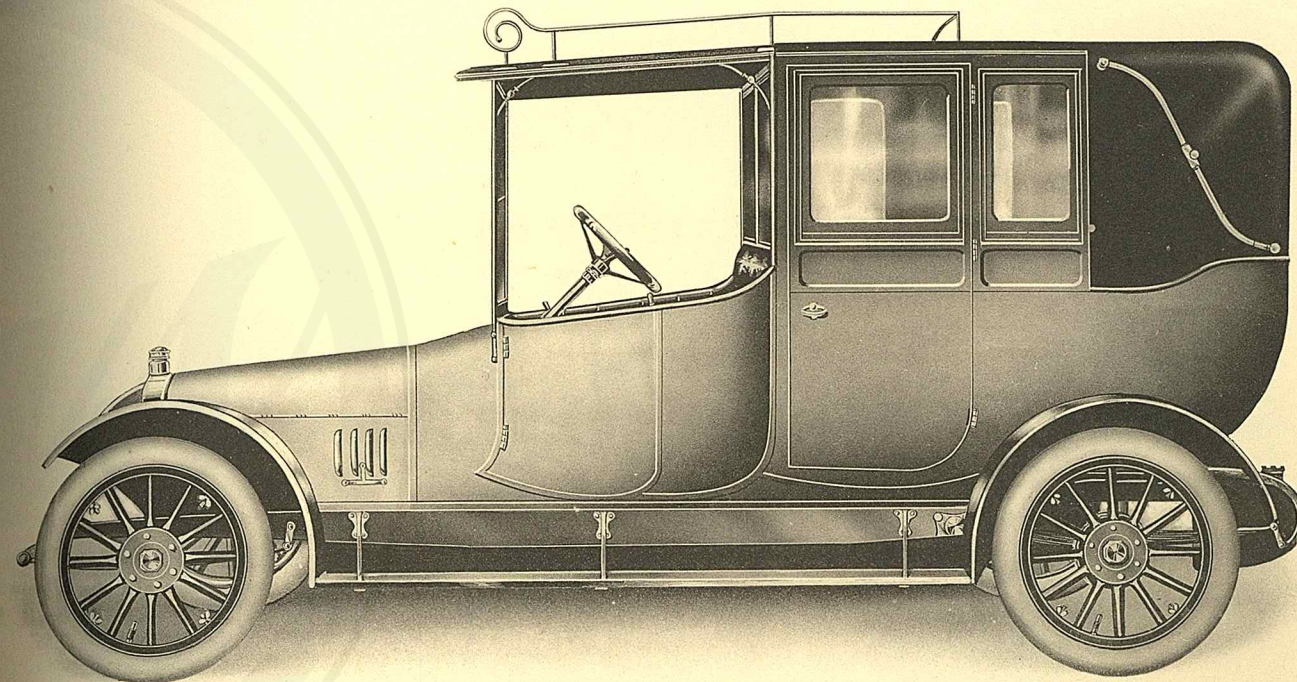
Upholstering all buttoned.

Price.—16-20 H.P. Car, with Standard body and Screen as above (detachable Wheels) £516 6 0
Or complete with Sunbeam Set, comprising Hood, Screen, Head-lights, Generator, Side-lights,
Tail-light, Horn (as illustrated, page 49), Speed Indicator (as illustrated, page 53), Head-light
Brackets, spare detachable Wheel with Dunlop plain Tyre, and Number Plates £562 0 0

Prices of 16-20 H.P. Car

Chassis with front wings and petrol tank .. ..	..	Detachable Wheels	£460	0	0
Chassis, long wheelbase, with front wings and petrol tank ..	..	" "	475	0	0
Torpedo body and scuttle dash .. ..	..	" "	510	0	0
Double Landaulette on long wheelbase .. ..	..	" "	640	0	0
Cabriolet on long wheelbase .. ..	..	" "	680	0	0
Standard Limousine .. ..	..	" "	640	0	0
Spare Wheel—detachable .. ..	..	..	5	5	0

Upholstering all buttoned.



Upholstering all buttoned.

Price.—16-20 H.P. Car, Double Landaulette as above (detachable Wheels) £640 0 0
 Or complete with Head-light Brackets, Head-lights, Generator, Side-lights, Tail-light, Horn,
 Speed Indicator, spare detachable Wheel with Dunlop plain Tyre, and Number Plates .. £672 10 0

25-30 H.P. Six-Cylinder Chassis

Bore 90 mm. Stroke 160 mm.

R.A.C. Rating 30.2. Annual Tax 8 Guineas.

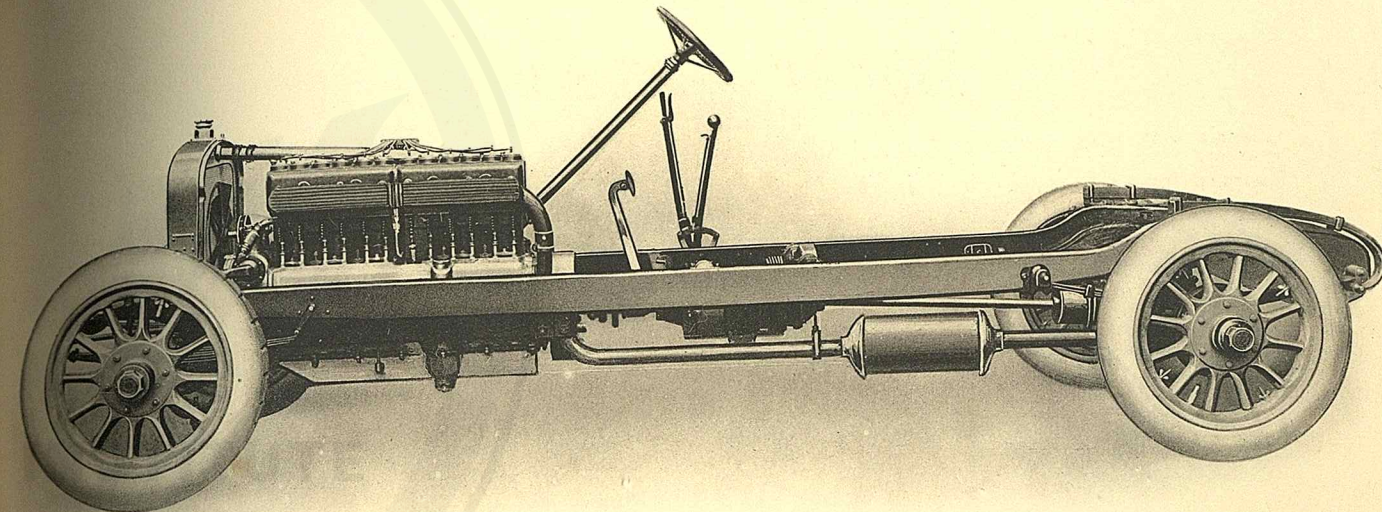
Dimensions.

Wheelbase	..	..	..	..	..	..	11 ft. 2½ in.
Wheel gauge	..	..	..	..	..	..	4 ft. 7 in.
Overall length	..	..	..	..	..	..	15 ft. 0 in.
Overall width	..	..	..	..	..	..	5 ft. 8 in.

Long wheelbase is 6½ in. longer.

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

General Specification as 12-16 H.P., with the exception of Cylinders, Bore, Stroke, Ignition, and method of drive for water pump and fan.

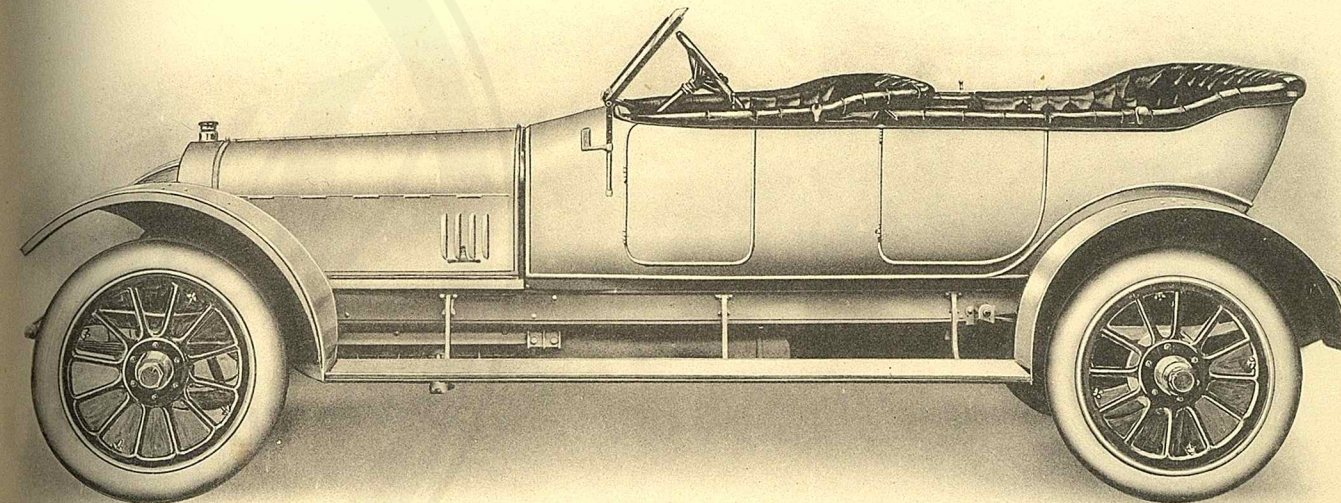


Price.—25-30 H.P. Six-Cylinder Standard Wheelbase Chassis (detachable Wheels) ..	..	..	£585	0	0
„ „ „ Long Wheelbase Chassis ..	..	..	£600	0	0

Price of 25-30 H.P. Car

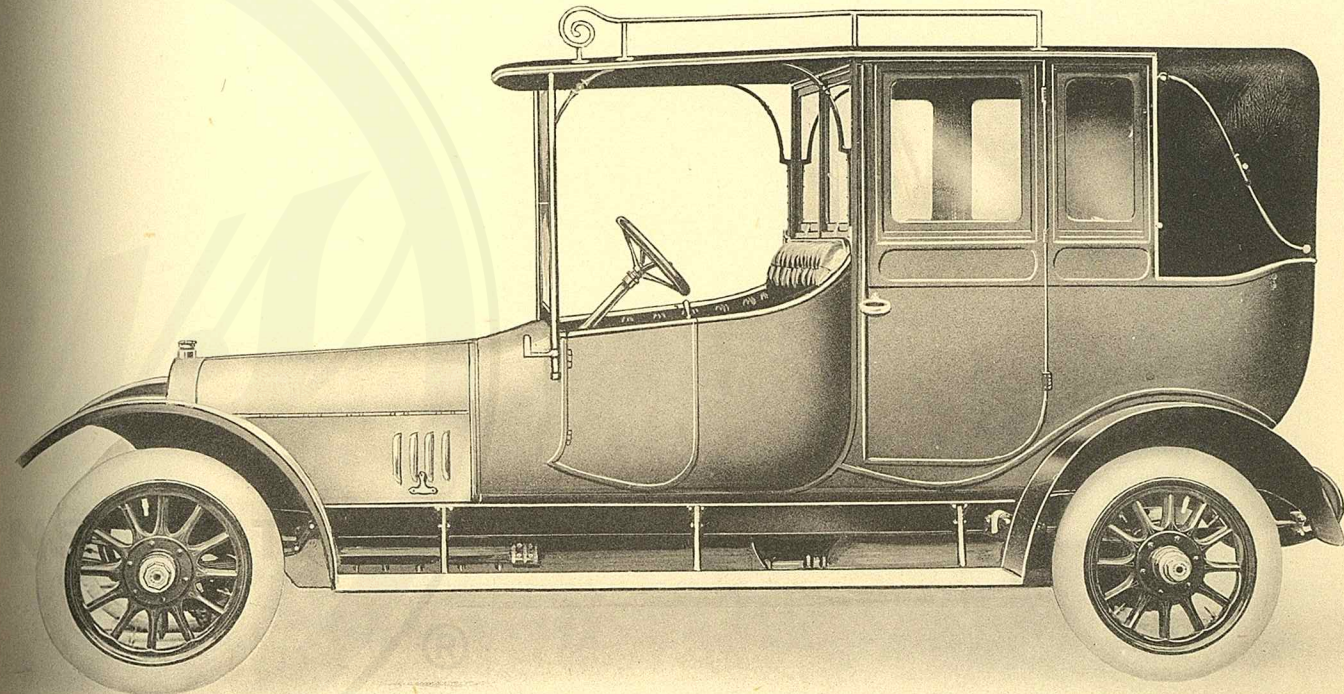
Chassis with front wings and petrol tank .. ..	..	Detachable Wheels	£585	0	0
Chassis, long wheelbase, with front wings and petrol tank ..	..	..	600	0	0
Torpedo body and scuttle dash .. ..	..	..	635	0	0
Double Landaulette on long wheelbase .. ..	..	..	760	0	0
Standard Limousine .. ..	..	..	760	0	0
Cabriolet on long wheelbase .. ..	..	..	800	0	0
Spare Wheel—detachable .. ..	..	..	5	5	0

Upholstering all buttoned.



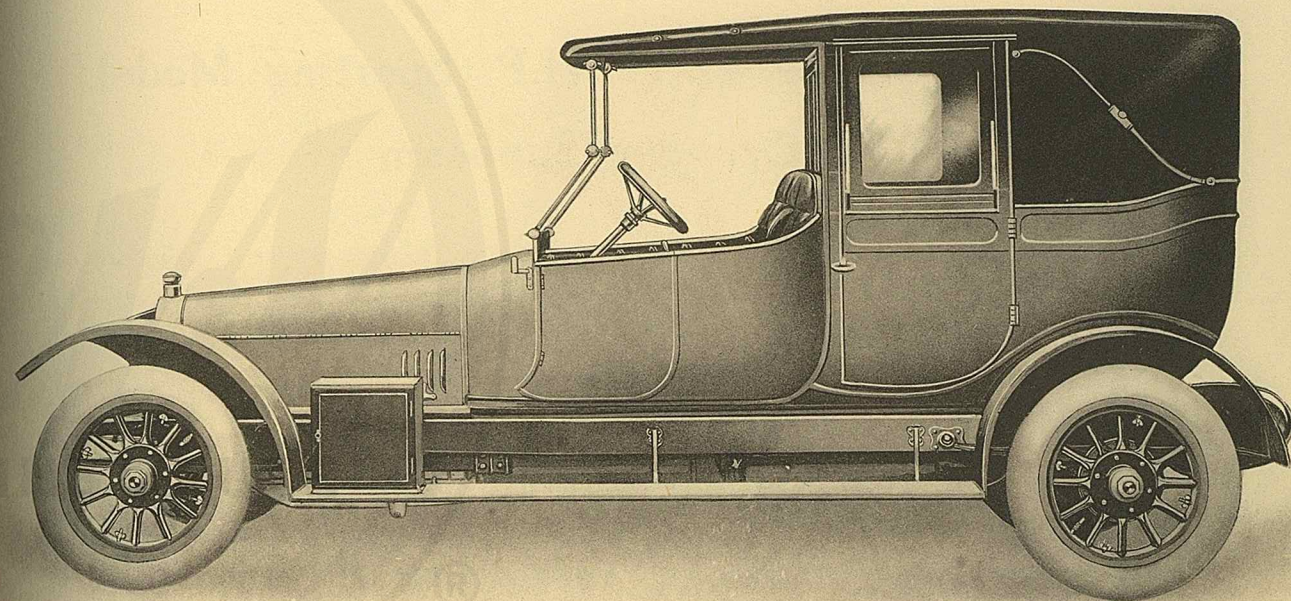
Upholstering all buttoned.

Price.—25-30 H.P. Six-Cylinder Car, with Standard body and Screen as above (detachable Wheels) £641 6 0
 Or complete with Sunbeam Set, comprising Hood, Screen, Head-lights, Generator, Side-lights, Tail-light, Horn (as illustrated, page 49), Speed Indicator (as illustrated, page 53), Head-light Brackets, spare detachable Wheel with Dunlop plain Tyre, and Number Plates £688 10 0



Upholstering all buttoned.

Price.—25-30 H.P. Six-Cylinder Car, with Double Landaulet body as above (detachable Wheels) .. £760 0 0
Or complete with Head-light Brackets, Head-lights, Generator, Side-lights, Tail-light, Horn,
Speed Indicator, spare detachable Wheel with Dunlop plain Tyre, and Number Plates .. £793 10 0



Price.—25-30 H.P. Six-Cylinder Car, with Cabriolet body as above (detachable Wheels) £800 0 0
 Or complete with Head-light Brackets, Head-lights, Generator, Side-lights, Tail-light, Horn,
 Speed Indicator, spare detachable Wheel with Dunlop plain Tyre, and Number Plates £833 10 0

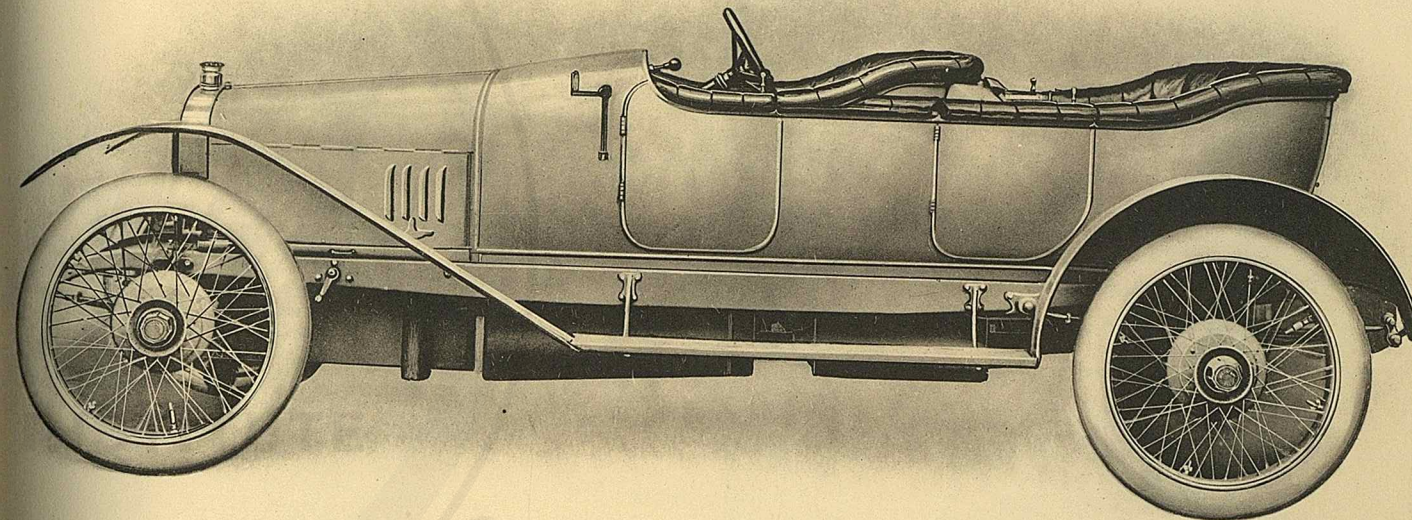
Particulars of the 12-16 H.P. Sporting Model Four-Cylinder Sunbeam

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.



Price of 12-16 H.P. Car, Sporting Model

Upholstering all buttoned.

.. £440 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.

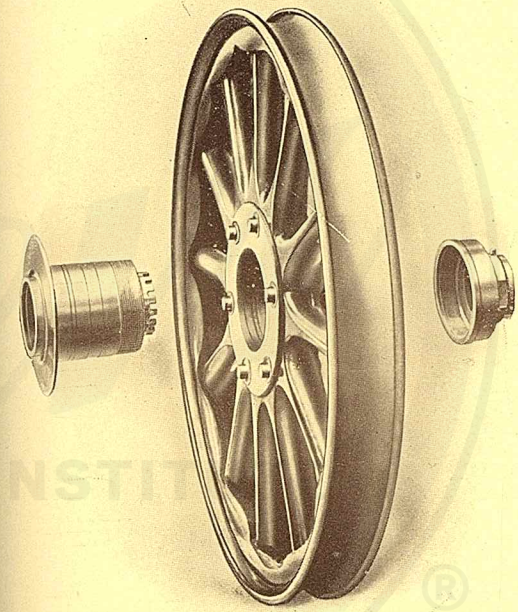
Tyres. 815 × 105 Dunlops. Plain. An extra price will have to be charged for tyres other than Standard.

Standard Dimensions.

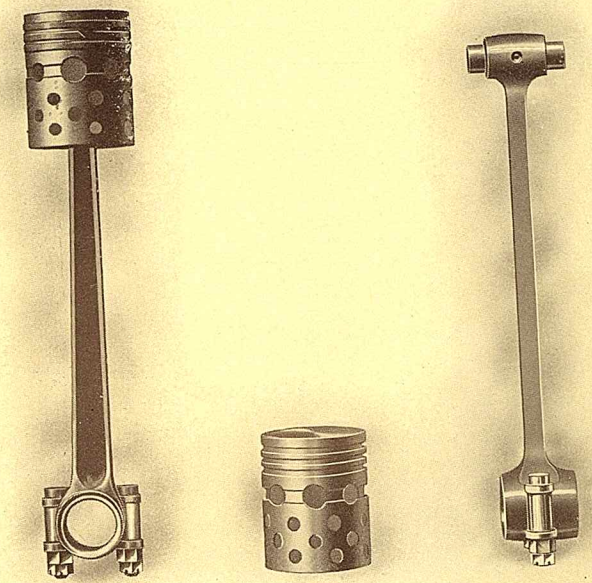
Wheelbase	..	..	..	..	..	9 ft. 9 in.
Wheel track	..	..	..	..	..	4 ft. 8 in.
Overall length	..	..	..	..	..	13 ft. 2 in.
Overall width	..	..	..	..	..	5 ft. 7 in.

Finish, Brass.

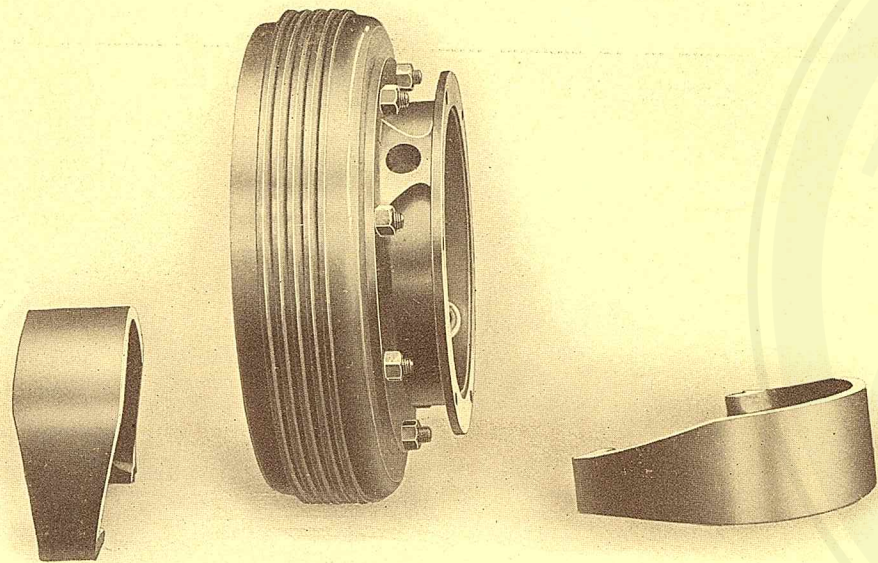
Price of Special Car £440 0 0



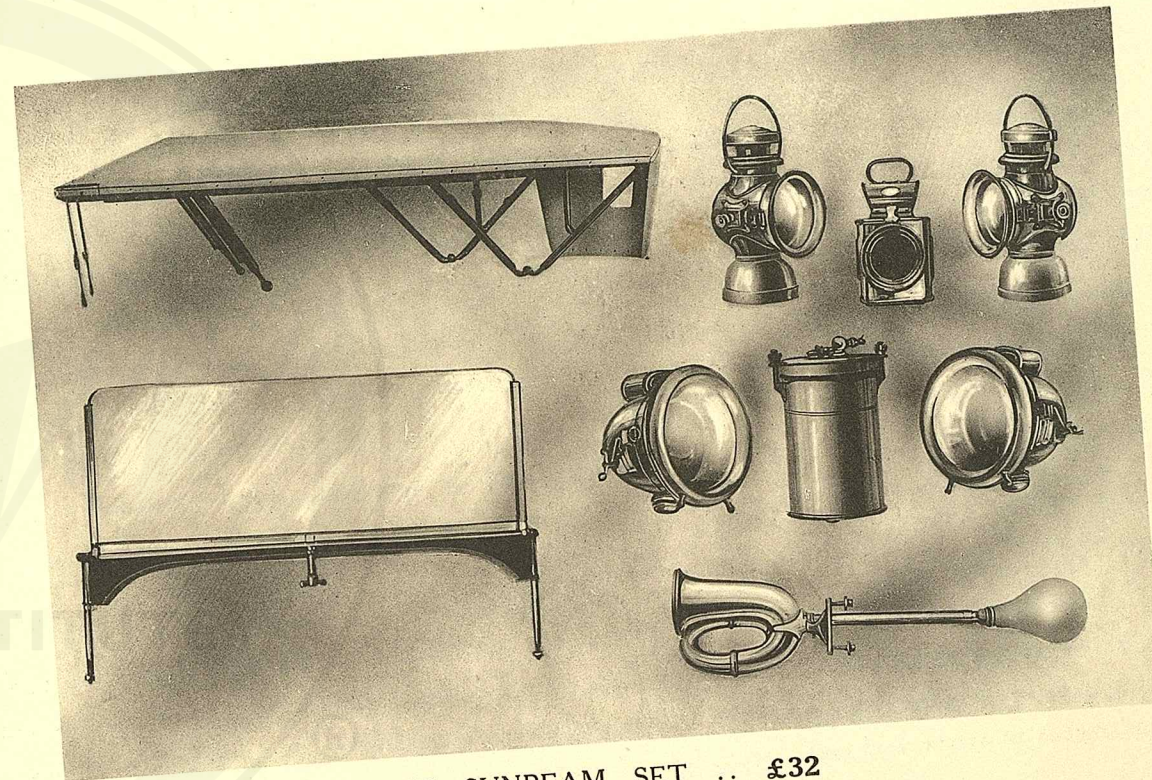
DETACHABLE WHEEL



CONNECTING ROD AND PISTON



INTERNAL EXPANDING BRAKE OPERATED BY PEDAL



THE SUNBEAM SET .. £32
Comprising One Man Hood, Patent Wind Screen, Two Head-lights,
Generator, Two Side-lights, Tail-light, and Horn.

General Remarks and Guarantee

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.

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 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 there 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.—Accessories of the Company's own make 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.

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.

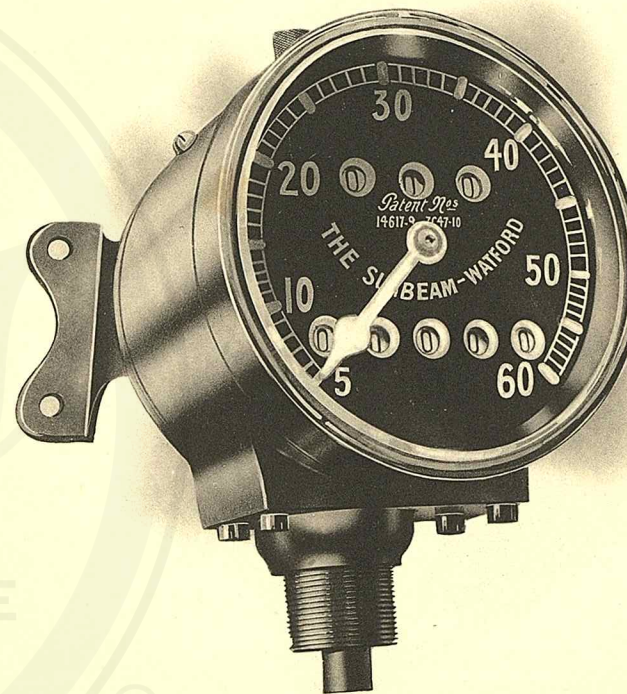
Terms.—One-tenth with order, balance on delivery of Car at our Works.

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.

Indicates speeds to 60 miles per hour.

With total mileage counter to 10,000 miles.

Quickly reset trip counter to 1,000 miles.



3½ in. Dial.

PRICE, including Fitting

£6 5 0

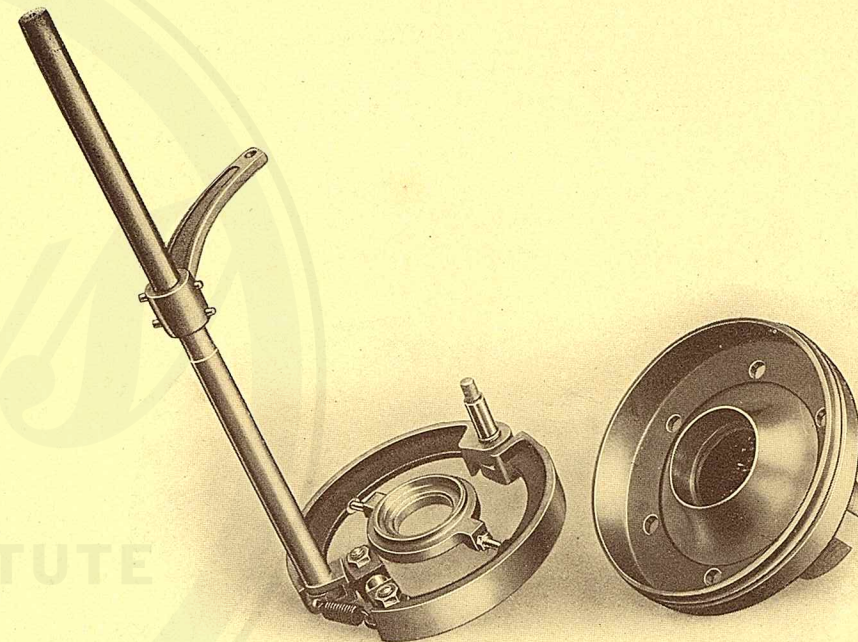
Nickel, 10/- extra.

Corresponding type indicating kilometers at the same price.

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.



INTERNAL EXPANDING BRAKE ON REAR WHEELS

What Users of Silent Sunbeams say

(Original letters can be inspected at Moorfield Works)

May 15th, 1912.

"I should like to state how delighted I have been with the Car ever since I bought it. Last year in nine months it ran 11,000 miles without a hitch, and for the four months it has been used this year it has continued its good record.

"The Touring Car purchased this year has also been a great success.

"(Signed) MRS. W——."

August 13th, 1912.

"It may interest you to know that this Car (delivered December, 1909) has covered upwards of 85,000 miles, being used for hire work with a taximeter fitted."

February 2nd, 1912.

"You will no doubt be very pleased to hear that the 12-16 Car you supplied me with on April 25th, 1910, and which has been in constant use in all weathers for 1 year and 10 months, during which time it has covered 12,571 miles, has never had a **single stoppage** whilst running (except punctures), the only replacement being **one inlet valve spring**, at a cost of 9d.

"The Car is running quite as well as the day I took delivery, and gives every satisfaction.

"Yours truly,

"(Signed) F. P."

January 23rd, 1912.

"I have just taken delivery of my new 12-16 Sunbeam, and am delighted with the Car. It is a marvellous improvement on the last year's Car.

"(Signed) F. G. M."

July 4th, 1912.

"I have now run the 16-20 Car I got from you in April 4,250 miles, and am delighted with the running of the Car. It will take all hills I have been on, on the top gear, including runs from Wolverhampton to Bournemouth, Bournemouth to Grimsby, and Grimsby to Manchester. It runs well over Caister, Lincs., a hill a mile long, with a gradient of 1 in 11.

"It will run on top gear up to 57 miles an hour and down to 7 miles an hour. By the way, why do you put so many gears in? What are they for?

"The clutch is very good. I am still running on the original tyres. I have had no difficulties whatever.

"Yours truly,

"(Signed) G. H. M."

March 31st, 1912.

"Replying to your question asking for permission to use my previous post card as a testimonial, certainly you may. At the same time I should say it is quite superfluous, as the Car itself is sufficient advertisement to sell like 'hot cakes.' I have driven it now about 1,000 miles, and found it to be all that could be desired.

"(Signed) C. W."

Prices of Extras and Fittings

	£	s.	d.		£	s.	d.
Cape Cart Hood	17	10	0	Leather Shield for back of front seats ..	1	5	0
Cape Cart Hood with division at back of driver's seat	19	0	0	Supplying and Painting Generator Box ..	0	12	6
Half Wind Screen	6	6	0	Fitting Speed Indicator	0	15	0
Double-folding Wind Screen	10	0	0	Tonneau Cover	2	15	0
Long Chassis for 12/16 H.P.	10	0	0	Cover for Cape Cart Hood	1	10	0
Long Chassis for 16/20 H.P. and 25/30 H.P.	15	0	0	Waterproof Covers for seats	8	10	0
Dual Ignition for 12/16 H.P.	13	0	0	Holland Covers for seats	5	0	0
Spare Wheel	5	5	0	Fitting Gabriel Horn or Exhaust Whistle ..	1	0	0
Head-light Brackets	1	10	0	Fitting Wind Screen other than our make ..	1	0	0
Folding Luggage Carrier	4	4	0	Fitting and supplying Irons for back Screens	2	10	0
Wire Wheels	7	10	0	Folding Dicky Seat for two-seated car ..	5	0	0
Sprag	2	10	0	Number Plates and Painting	0	5	0
Leather Side Shields	3	10	0	Monograms, each letter	0	5	0
Victoria Leather Hood for two-seated car..	27	10	0	Crests, each	1	10	0
Twill Hood for two-seated car	12	10	0	Special Crests or Coat of Arms (on application)			
Victoria Leather Hood for back seats ..	35	0	0	Speaking Tube	2	2	0
Panel Pouch	2	17	6	Silk Blinds to windows of Landaulette ..	6	10	0
Aluminium Matting to floor boards	1	5	0	Fitting Electric Lamps and Wiring	0	12	6
				Ventilators in Dash	0	10	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.